

PONDERS END... ●●●

SUPPLEMENTARY PLANNING DOCUMENT
LOCAL DEVELOPMENT FRAMEWORK
STATUS: ADOPTED (11TH MAY 2011)

An aerial photograph of a densely populated residential area, likely in Enfield, London. The image shows a mix of residential buildings, green spaces, and roads. A large yellow speech bubble is overlaid on the center of the image, containing the text 'Ponders End Central Planning Brief'.

Ponders
End Central
Planning
Brief

Shaping Ponders End: The Ponders End Central Planning Brief

Place shaping is about improving the lives of our residents. We have identified five priority areas where we will focus our energy and resources. Ponders End is one of our Place Shaping Priority Areas. This means that we are working with the local community to improve Ponders End for the people who live there. We want to make sure that different council services like housing and parks, as well as other organisations like the police, health, and transport companies, concentrate improvements in our Priority Areas.

Ponders End is much loved by the people who live there and, with its strategic location in the London-Peterborough Growth Corridor, and in the Lee Valley, just north of the Olympic Park, it has immense potential for improvement. It benefits from a strong and vibrant community and voluntary sector, two direct train lines to central London, a good bus network, Ponders End Park, the Lee Valley Regional Park, allotments, and local shops. Despite this, there are many things that need to be improved like community facilities, access to the Lee Valley and Recreation Ground, Ponders End High Street, housing, local training and job opportunities, and streets and green spaces, to help create an attractive neighbourhood that can be enjoyed by everyone who lives there.

To respond to these needs and opportunities, the Council is producing an Area Action Plan for North East Enfield which sets out a vision and the framework for future development and change with particular focus at Ponders End to be transformed into a vibrant local shopping centre and community hub, with high quality sustainable development. It is a vision for Ponders End to become a truly balanced and sustainable community, embracing the concept of a lifetime neighbourhood.

The AAP refers to a more detailed and comprehensive masterplan for the Ponders End area, which started to come forward in the draft Ponders End Framework for Change, and which demonstrates where the development sites are, and how they might be connected not only through enhancements to streets and green spaces, but also through socio-economic support.

Ponders End tops the list of the Mayor of London's 36 Great Spaces, which attracts funding and prestige to design projects in the area. The Framework for Change also won the 2010 Planning Award for Best Conceptual Plan, which further demonstrates the focus and commitment to this area of London.

The Ponders End Framework for Change introduces three areas of focus for which detailed planning briefs are required to guide development. These areas are, Ponders End Waterfront (southern Brimsdown and around); South Street (Ponders End Station, the gas holder site and around); and Ponders End Central (the Queensway Campus Site and around).

This Planning Brief brings together all the ideas for Ponders End Central, raised by many residents, community groups and businesses during consultation on the Framework for Change. It identifies how the former Queensway Campus Site might look in future, and how it could be integrated into the town centre. It also sets out how we plan to deal with the issues that we have been told about, especially around the High Street and Park. We hope that conversations with residents, and other stakeholders, will continue as we begin to deliver real changes in the area.

Once agreed, the final Ponders End Central Planning Brief will set out the projects that together we can deliver to achieve real change in Ponders End.

This is in addition to the work already happening, like the transformation of the Recreation Ground into Ponders End Park - a healthy, playful, sustainable space. We have already worked with the community to plant the beginnings of an orchard, installed a new Adizone (outdoor gym, performance space and climbing wall), refurbished the tennis courts, introduced a "Play Pathfinder" climbing structure, and a new walking and jogging path. A proposal to enable pedestrians and cyclists to walk easily between the High Street and South Street, avoiding the busy main roads, is being refined with the community. As part of the proposals, we are also going to be bringing the bandstand to life by powering and lighting it, and are planning events to really animate the space.

We are working with Enfield Business Retailers Association to bring together interested business owners to tackle the challenges of the current economic climate, and to explore ways to improve the shopping experience in Ponders End in future.

In addition to setting out more detailed planning guidance for key development sites, the Planning Brief builds on the good things that are happening and identifies more projects and ideas to improve the area.

This document was approved for adoption on 8th February at the meeting of the Local Development Framework Subcommittee. It was ratified by the Greater London Authority on 11th May 2011.



Cllr Doug Taylor
Leader of the Council



Rob Leak
Chief Executive,
Enfield Council

Planning Brief Summary

Why should you read this document?

In light of the important role of Ponders End and the potential for significant change through development, the main purpose of this document is to provide further detail to the vision and strategy for Ponders End as set out in the Core Policy 41: 'Ponders End' of the Core Strategy. This document will clarify how Core Policy 41 should be applied to this part of Ponders End.

A Planning Brief defines the objectives that shape what will be built and where, how it will look, and what it will look like. It will also define the infrastructure that will be required to support existing and future residents.

It outlines the planning policy framework that developments should adhere to. Planning Briefs should be flexible and be able to respond to, and accommodate, a range of options for detailed design. The Ponders End Central Planning Brief also sets out the overall plan for regenerating or improving the wider area. It identifies individual projects such as improvements to open spaces and guidance on the type and design of new housing, as well as an overall plan and vision for the area.

The **Ponders End Central Planning Brief** sets out ideas and plans for improving the area around the former Queensway Campus Site and High Street. The Planning Brief will be a material planning consideration for all planning applications submitted in this area. The Planning Brief has been influenced by the views of the local community including residents, businesses and community groups.

A **Delivery and Implementation Plan** which will set out when and how each of the projects identified in the Planning Brief will be completed.

The document is divided into different sections:

Chapter 1, Introduction and Planning Policy Context. Introduction to the Planning Brief including key policies, what the area is like now, opportunities and planning information

Chapter 2: Developing a Vision and Principles for Ponders End with the Community and Other Stakeholders. Consultation carried out, feedback from the community and different Planning Brief ideas considered

Chapter 3: Planning brief Vision, Principles and Guidance. Explains, in more detail, the ideas for improving and changing the area, based on consultation with local residents

Chapter 4: Conceptual Masterplan. The map that sets out the ideas for improving the area based on consultation with local residents

Chapter 5: Delivery and developer Contributions. Putting the plan into action

Appendices. Provide additional information about the area and planning context

Glossary: Explains words and terms used in this document

For help with this document, call 020 8379 5598, or email placeshaping@enfield.gov.uk

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01

Introduction and planning policy context





Why are we preparing a Planning Brief for Ponders End Central?

Ponders End is one of our Place Shaping Priority Areas. Other priority areas in Enfield are New Southgate, Meridian Water, Enfield Town and Edmonton. It also lies in the heart of the London-Stansted-Cambridge Growth Area in the Sustainable Communities Plan (2003) and will support delivery of the Upper Lee Valley Opportunity Area Planning Framework.

We are committed to improving Ponders End by working with local residents and businesses to identify what can be improved, such as community facilities and open spaces, traffic congestion and access to the Lee Valley. We want to improve the physical environment in these areas but also improve the life chances and opportunities for people living in the area, such as access to healthcare, training and less anti-social behaviour.

At the heart of Ponders End is the Queensway Campus Site, which was vacated by Middlesex University in 2009. The site is likely to be developed in future and it is crucial that the development is of the right size and type, and has the right connections and services to enable it to thrive. The Queensway Campus site provided the impetus for preparing this planning brief, but rejuvenation of the High Street is equally crucial.

This document will guide developers as they prepare plans for this area.

The Ponders End Central Planning Brief sets out all of the different issues we will work on to improve Ponders End and how we will go about delivering these improvements.

Creating a Strong Planning Document to Shape Development in Future

The Planning Brief is a Supplementary Planning Document (SPD) which means it is part of the planning framework for Enfield and will provide guidance and standards for all development in Ponders End Central. It is part of Enfield's Local Development Framework.

What is Enfield's Local Development Framework?

The Council is required to prepare the Local Development Framework (LDF) by the Planning and Compulsory Purchase Act (2004). It will contain a set of documents that set out the Council's policies relating to the development of land and requirements for new development.

What is a Supplementary Planning Document?

A Supplementary Planning Document (SPD) provides supplementary detail or information on policies in the Local Development Framework. The Ponders End Central Planning Brief provides more detail on policies in the Core Strategy and North East Enfield Area Action Plan. It provides more detail to Core Policy 41 of the Core Strategy. It sets out the principles of development indicating the broad development parameters of land use mix and quantum of development for the key sites. It outlines the planning policy framework that developments should adhere to. It is intended that they will be flexible and be able to respond to, and accommodate, a range of options for detailed design.

This will:

- Ensure that the Council's vision for the comprehensive regeneration of Ponders End as expressed in the Core Strategy and the London Plan is realised;
- Ensure that any one development does not prejudice or undermine the future development potential of any of the key sites within the planning brief area;
- Ensure development is brought forward in a coordinated manner ;
- Ensure that any future development preserves and enhances the character and appearance and setting of the built heritage environment;
- Ensure that any potential harmful effects on the environment as a result of development are mitigated;
- Secure development of the highest quality.

Once adopted, the SPD will be a material consideration in making decision on planning applications submitted in the planning brief area.

This SPD should be used alongside other planning documents that provide guidance on other aspects of development including the Core Strategy and the North East Enfield Area Action Plan, which will identify more specific targets and opportunities for maximising the social, economic and environmental benefits of new developments. Please make sure you check the website to ensure that you use the most up to date planning policies and guidance: www.enfield.gov.uk/ldf

The Core Strategy

The Core Strategy sets out the Council's overall vision and strategy for planning all new development in Enfield such as where new housing should go and how many new homes will be built, where new shops should go and, what type and where new jobs will be located. The Core Strategy also sets out how different areas in Enfield will change and this includes Ponders End. The Core Strategy policy for Ponders End is set out on page 10. For further information about the Core Strategy, please visit www.enfield.gov.uk/ldf

National Planning Guidance

The Department for Communities and Local Government publishes a range of Planning Policy Statements and Guidance Notes which set policy on issues ranging from housing to climate change, and from transport to conservation and heritage. Developments must be in conformity with this planning guidance.

London Plan

The Greater London Authority Act 1999 places responsibility for strategic planning in London on the Mayor, and requires him to produce a Spatial Development Strategy for London. This is called the London Plan. Policies prepared by London Boroughs must be in conformity with the London Plan.

Core Strategy

Set out overall vision and strategy for the whole borough including new planning policies.

North East Enfield Area Action Plan

The AAP is an essential part of the delivery of Ponders End. It will contain a vision and policies for its development and delivery plan for investment. It will guide the redevelopment at Ponders End and will show how the Council will create a new neighbourhood over the next 10-15 years. The AAP will be part of the Council's LDF and will be subject to pre-submission consultation and an examination in public by an appointed government inspector prior to adoption.

Ponders End Framework for Change

The Framework for Change captures community hopes and needs for the entire area and provides a vital connection between the three planning brief areas. It demonstrates conceptually how physical development will be linked to socio economic change.

Ponders End Central Planning Brief (Supplementary Planning Document)

Does not set new policy but provides additional information, interpretation and guidance on policies in the Core Strategy and North East Enfield Area Action Plan. Provides detailed guidance for development and change in the Ponders End Central Area.

PLANNING POLICY CONTEXT

Introduction

This Planning Brief forms part of the wider planning framework for the Ponders End Place Shaping Priority Area but it does not form part of the statutory development plan and will not be subject to independent examination.

This Planning Brief has been prepared in the context of national planning policy (PPGs and PPSs), the London Plan consolidated with alterations since 2004 (2008), the draft replacement London Plan (2009) and the Core Strategy (2010).

Preparation of this Planning Brief has accorded with the following planning requirements:

- At least one period of statutory public participation is required in conformity with Enfield's Statement of Community Involvement.
- The contents of the Planning Brief must conform to the proposals contained within the emerging LDF, including the Core Strategy and other relevant Development Plan Documents (DPD).
- The contents of the Planning Brief must also be consistent with national and regional planning policies.
- The Planning Brief must be reviewed on a regular basis alongside reviews of the DPD policies to which it relates.
- The Planning Brief must clearly cross-reference to the relevant DPD policy.

This section sets out the planning policy context, considering national, regional and local policies to which development in the Ponders End Central Planning Brief area should accord. Further detail is provided in the Appendices.

National Planning Context

- PPS 1 – Sustainable Development

- Supplement to PPS 1 – Planning and Climate Change
- PPS 3 – Housing
- PPS4 – Planning for Sustainable Economic Growth
- PPS5 - Planning for the Historic Environment and its accompanying documents the Historic Environment Planning Practice Guide (2010) and the Government's Statement on the Historic Environment for England (2010).
- PPS 9 – Biodiversity and Geological Conservation
- PPS 12 - Local Spatial Planning
- PPG 13 – Transport
- PPS 22 – Renewable Energy
- PPS 23 – Planning and Pollution Control.
- PPS 25 – Development and Flood Risk

Regional Planning Context

- The London Plan, consolidated with alterations since 2004 (2008) and the draft replacement London Plan (2009) aims to support the growth of London's economy through development and at the same time to deliver a sustainable agenda, including better transport systems, renewable energy and energy efficiency, improvements to environmental quality and inclusiveness, the protection and enhancement of the historic environment and open space, and to promote the highest quality modern architecture and urban design.
- The Consultation Draft Replacement London Plan (2009)
- The North London Strategic Alliance: North London Sub-Regional Economic Development Implementation Plan (2006)
- The London Plan Sub-Regional Development Framework (SRDF) North London (2006)
- Mayor's draft London Housing Design Guide

Local Planning Context

The Enfield Plan Core Strategy (2010)

Core Policy 41: Ponders End is presented on page 10.

CORE STRATEGY POLICY 41: PONDERS END

In the Ponders End Central Priority Area, the objectives will be to create:

- Create up to 1,000 new homes up to 2026, with a range of sizes and tenures, including affordable homes.
- Sites that could accommodate housing as part of mixed use developments include the former Middlesex University Site [Queensway Campus Site] at Ponders End Central, and Columbia Wharf and southern part of Brimsdown at Ponders End Waterfront.
- An attractive public realm, designed to promote community safety, and promoting a better street environment along Hertford Road and South Street, and good links to public transport and leisure facilities such as Ponders End Recreation Ground and the Lee Valley Regional Park.
- High quality new development that complements the heritage assets and historic environment of Ponders End, such as the listed Broadbent Building and associated structures in Ponders End Central and Ponders End Flour Mill at Ponders End Waterfront.
- Improve the quality of and access to Ponders End Recreation Ground.
- A holistic development at Ponders End Central incorporating the former Middlesex University campus, Queensway employment area, better use of land around the Tesco store and a vibrant, good quality local shopping centre and community hub, with vacant sites along Ponders End High Street redeveloped to complement the local offer.
- Explore options to improve the provision of community service, currently located at Swan Annex.
- A pedestrian-oriented community hub at

Ponders End South Street Campus, with a new Academy at its heart, an improved relationship between the Alma towers and surrounding community, a proper street network with uses fronting the street and improved access to Ponders End station and between the station and the Lee Valley Regional Park.

- A new mixed use, employment, leisure and residential community at Ponders End Waterfront of exceptional quality, including sites at the southern part of Brimsdown and Columbia Wharf, helping to reconnect the Ponders End community with its waterfront and contributing to the chain of attractions along the Lee Valley Regional Park. A reduction in flood risk through the appropriate location, layout and design of new development and mix of land uses will be sought.
- The interdependencies of Ponders End Central, Waterfront and South Street Campus mean that their future should be considered and planned for in a holistic way to ensure that the cumulative social, economic and transport impacts are thoroughly assessed.
- A co-ordinated strategy to managing flood risk in accordance with Core Policy 28 and for the de-commissioning of surplus gas holders and other contaminated land in the area in line with Core Policy 32.

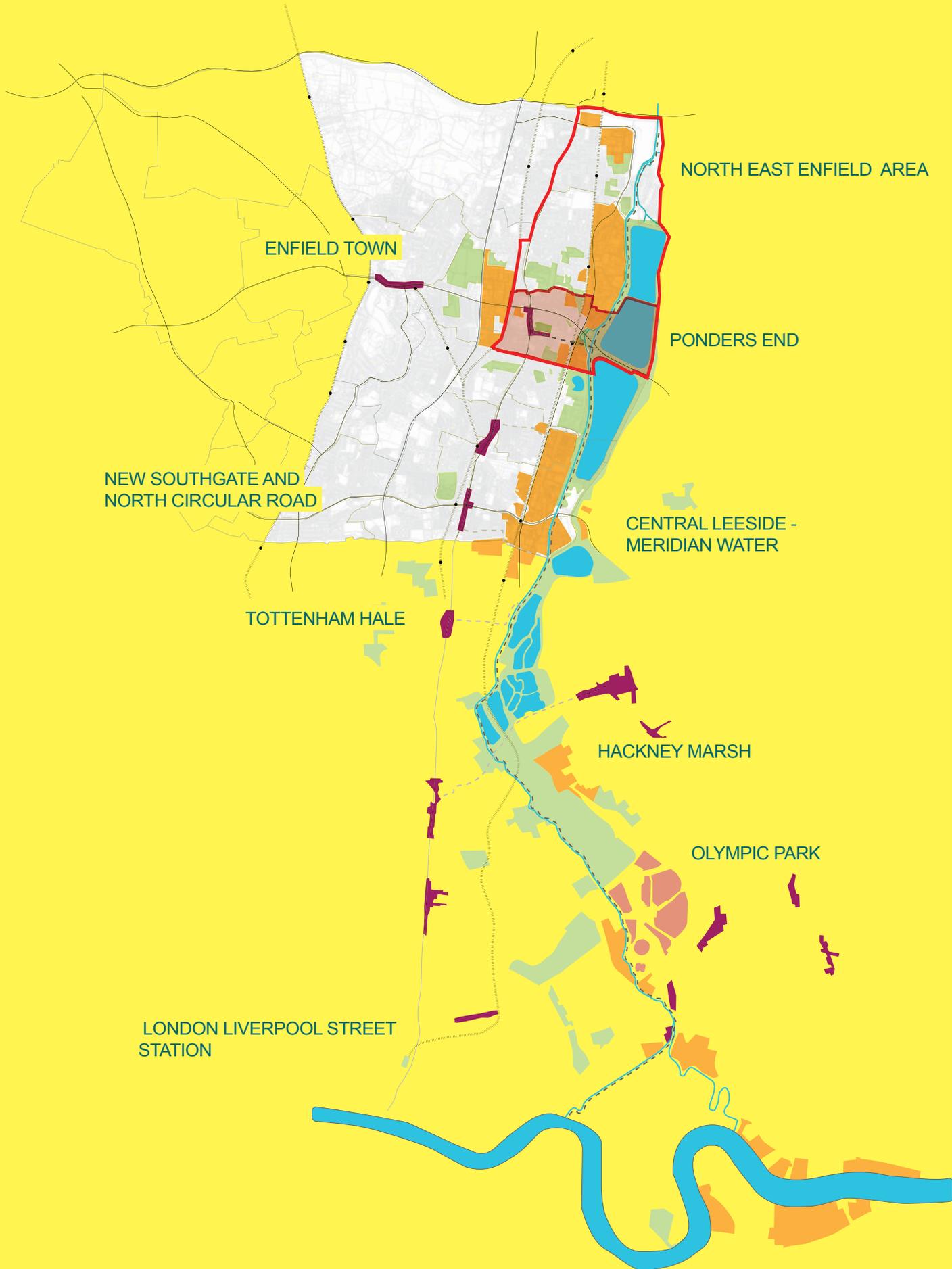


Figure 1.1 Ponders End within the Lee Valley

Ponders End and Around

Ponders End is situated in the north-east of the Borough, bordered by Enfield Highway ward to the north, Jubilee ward to the south, Southbury ward to the west, and by Waltham Forest Borough to the east. It is covered by postal districts EN3 and N9 and is at an important gateway to the Lee Valley Regional Park, just north of Pickett's Lock Athletics Centre and the Olympic Park.

Ponders End is a diverse community. Whilst the predominant ethnic group is White British, Turkish Cypriot, Black Caribbean, other Black African and Bangladeshi people make up considerable proportions of the population. Community facilities include the College of Haringey, Enfield and North East London, Ponders End Library, Welcome Point Community Centre, Vincent House, Ponders End Youth Centre, faith buildings, a Children's Centre, Swan Annex. A number of doctors' and dentist surgeries serve Ponders End.

In addition to Ponders End Recreation Ground and the Lee Valley, Durants Park provides local green space, and there are two allotment sites

– Falcon Fields and Alma Road.

Ponders End High Street has a variety of shops and businesses, large and small, and is home to a large Tesco store. A number of food related businesses operate in the Brimsdown Industrial Estate and Meridian Business Park and many small businesses supply or produce food. A number of recording studios have sprung up in the area in recent years, and the Youth Centre on South Street contributes to that network of creativity. Nearby in the Claverings Estate in Edmonton, art projects like Art Start and SCRAP work with the community on creative arts projects.

Enfield Bus Garage, which employs 400 people and operates 120 buses, is a significant local employer. It is located near Southbury Station and there are two mainline rail services into London Liverpool Street. Nearly 20% of people work within 2km of their homes and people are more likely to walk, cycle or take the bus than the borough average. Train usage is lower than the borough average, as is car use. 54% of people reported feeling unsafe after dark as opposed to 40% of the borough.

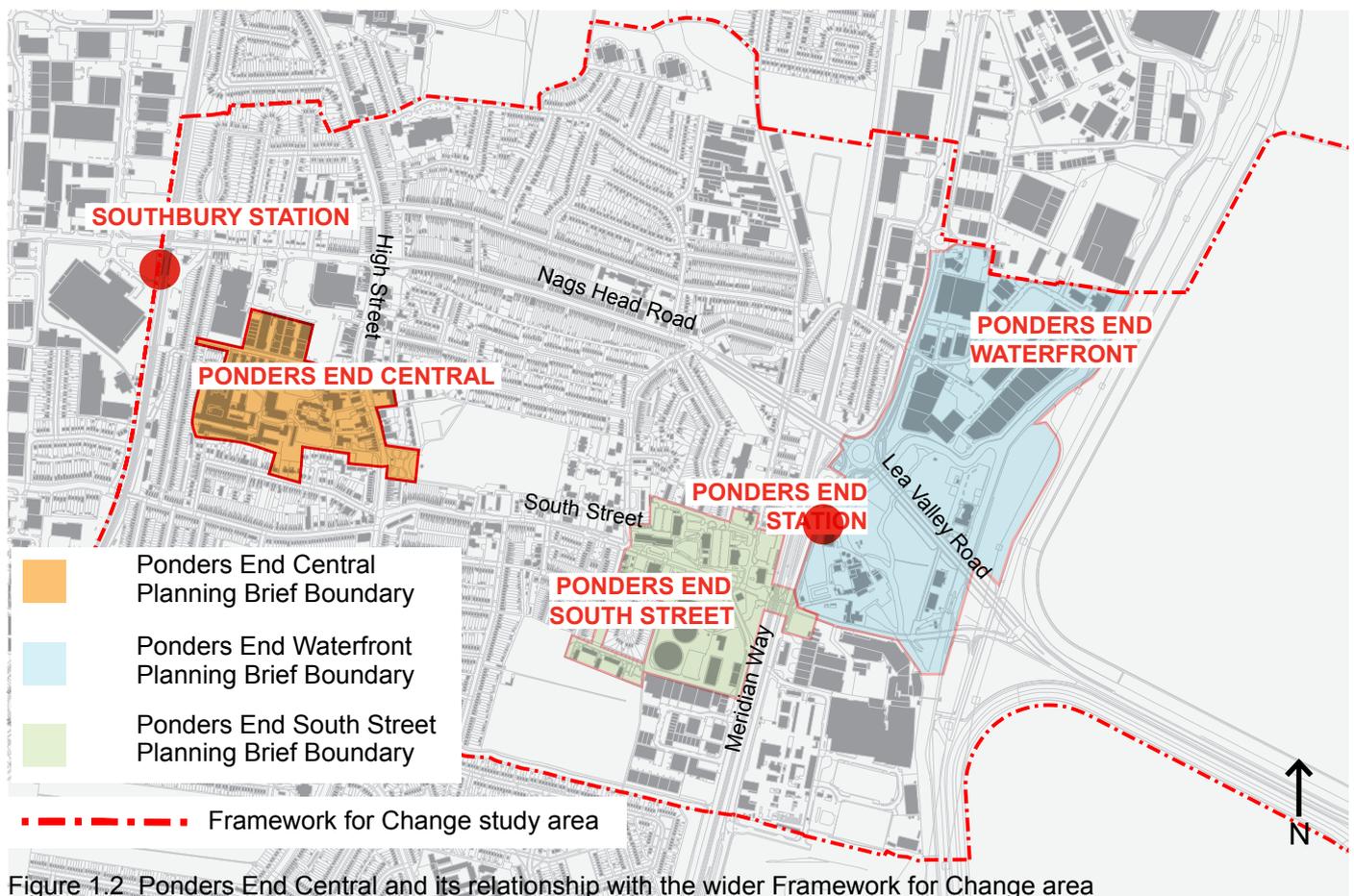


Figure 1.2 Ponders End Central and its relationship with the wider Framework for Change area

The estimated proportion of people in work or looking for work (the economically active) was 15% points lower than the borough average at September 2009, however, and, at February 2009 the number of people claiming the key out of work benefits stood at 20.8% of the estimated working age population, compared to a Borough average of 15.8%.

According to the Indices of Deprivation 2007 (produced for the Department of Communities and Local Government using data from 2005), Ponders End has been calculated to be the 3rd most deprived of the 21 wards in Enfield, and within the most deprived 23% in London. The ward had the 3rd lowest average household income of the 21 wards in Enfield, as estimated in 2009, and the proportion of households having an income of less than £15,000 was put at 19.0% compared to a Borough average of 14.1%.

There are currently no secondary schools, but a new Academy is planned for the gas holder site adjacent to Ponders End Station, and Enfield College lies just outside Ponders End. Four primary schools are located within the ward.

There are a number of housing estates, including the so-called Welsh and Poets Estates, Alma Towers, all of which experience particular issues. The Exeter Road Estate, just north of the Ponders End boundary is now included in the scope of the Framework for Change on request by local residents - there may be scope to look at ways to improve this estate in future.

College Court, opposite Ponders End Park, presents opportunities for improvement following consultation with local residents.

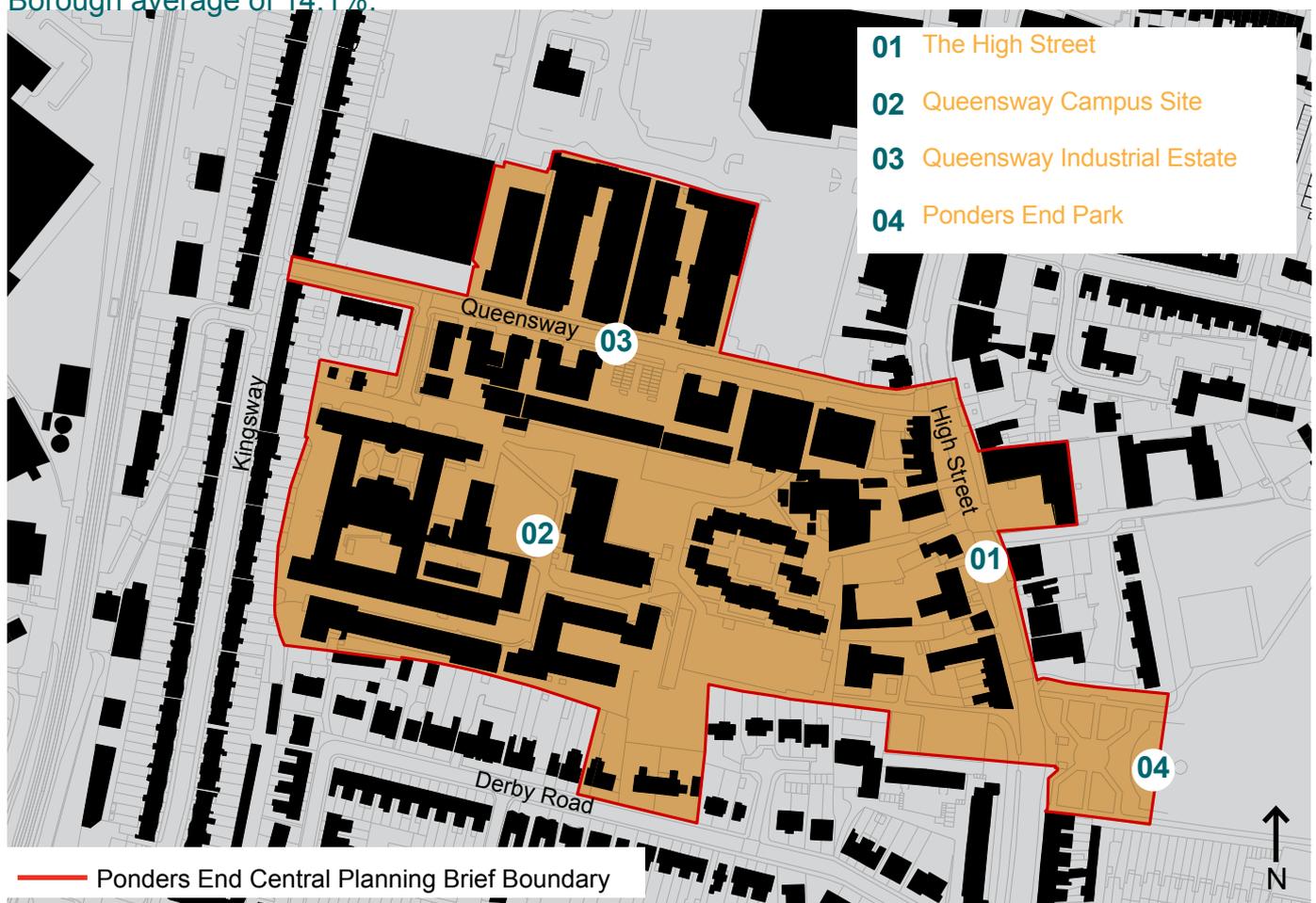


Figure 1.3 Planning Brief Area

Ponders End Central

The High Street is at the heart of Ponders End. With its diversity of shops from patisseries to curtain makers, and from insurance providers to restaurants, the High Street should be the focus of a thriving community. The current economic climate has affected local businesses however, and traffic on the High Street continues to divide one half of the community from the other.

The Planning Brief area focuses around the Queensway Campus Site, which was vacated by the University in 2009 and is now in private ownership. The loss of the university was keenly felt by Ponders End, especially by shop keepers, so there is a unique opportunity to bring the site back into use in ways that will rejuvenate the High Street once more.

To the north of the Queensway Campus Site lies the Queensway industrial Estate, a successful little community of small scale industrial units ranging from recording studios to dress making, cleaning and food production.

Tesco Ponders End provides a useful retail outlet for the wider area. Whilst the car park in which the store sits provides a useful facility for users of the store and town centre in general, it covers a large surface area and creates gaps in the buildings on Queensway.

Ponders End Park lies to the east of the Queensway Campus Site. This is already a popular and much loved space and Enfield is already working with residents to improve it.

This Planning Brief

The plans and diagrams in this document give an idea of what could happen in Ponders End Central in terms of the shape of the proposed development blocks, the way they face, their height, how you get in and out of them, where you park, and how you can easily walk, cycle and use public transport to move around. They don't show exactly what will happen as all new buildings will need to get planning permission before they can be built.

Further Planning Briefs are being prepared for the areas marked on the plan as Ponders End Waterfront and Ponders End South Street.

Ponders End Central Site Analysis

Ponders End Central's historic environment is composed of a series of Victorian and Interwar industrial and educational buildings and spaces, set within a wider context of low-rise Victorian terraces. Taller residential blocks, community buildings and modern warehouse development have subsequently been added to this setting, but the site's earlier educational and industrial structures continue to make a significant contribution to the local character. This includes the Grade II listed Broadbent Building (and associated outbuildings) which is of local historical and architectural significance and is a key landmark within the Planning Brief area.

EXETER ROAD ESTATE

The Exeter Road Estate is on the edge of two ward boundaries and is relatively isolated from services and transport infrastructure.

ENFIELD COLLEGE

Enfield College lies just outside the Ponders End Central area but development here will have an impact on Ponders End and should be taken into account.

TESCO SITE

Immediately to the north of the Planning Brief Area is a large Tesco store and associated car park. The Tesco building was completed in the 1990's and is a popular retail outlet for the wider area.

SOUTHBURY STATION

The closest rail link to the site is Southbury Station, with direct links to London Liverpool Street Station.

QUEENSWAY

A successful enterprise and employment area largely populated by small businesses housed in industrial villa buildings and warehouses of architectural merit., and have design implications for the site as a whole.



PONDERS END PARK

To the east of the site is the park, one of few green spaces in the area that is the focus of investment to kick-start renewal.

HIGH STREET

The High Street is the natural hub of the area with a range of uses and building types.

SWAN ANNEX

A Council owned building with historic value

THE MOSQUE

Is a landmark building on the High Street that has outgrown its space.

COLLEGE COURT

Housing overlooking College Court, a car park which serves the High Street and residents. A number of anti-social behaviour, planning and housing related issues were raised by residents during consultation which are being addressed by the Council and its partners.

THE POLICE STATION

A large four storey building on the High Street that is currently used for training and includes Safer Estates Unit, Special Constables Unit, a Driving School Team and two Neighbourhood Teams.

PONDERS END LIBRARY

Is located off the High Street with no frontage.

UNITED REFORMED CHURCH

Is located off the High Street and provides a valued community space.

QUEENSWAY CAMPUS SITE

The Queensway Campus site is not currently used and presents a significant development opportunity.

SOUTH STREET / HIGH STREET JUNCTION

Site of the former Two Brewer's Pub which was bombed during World War II and is deeply embedded in local memory. Also identified as a key junction that needs addressing.

The High Street

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 fried chicken shops to insurance brokers, Ponders End High Street has a lot to offer.

The building line 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.

Community uses are important in creating a central hub of activity along with the commercial uses of the High Street. Existing community uses include:

The Ponders End Library, housed in an understated single storey brick building and set away from the High Street.

The Mosque and United Reformed Church, both housed in key locations on or near the High Street.

The Police Station, housed in a poor quality late 20th century building set back from the pavement line.

Swan Annex is a former technical college that now houses Enfield Youth and Social Services.



31a Derby Road houses Enfield Women's Centre to the south of the Queensway Campus site.

College Court Carpark is used by residents of College Court, the police station and local traders, but could be better used, providing a crucial link into the Queensway Campus Site. During consultation a number of anti-social behaviour issues were flagged which are being tackled by Enfield Council and its partners as part of the long term approach for the area.



Figure 1.4 -The High Street, buildings of architectural merit, community uses.

- 01 Swan Annex
- 02 The Goat P.H.
- 03 Tara Kindergarten
- 04 White Hart P.H.
- 05 The Mosque
- 06 Ponders End Library
- 07 The Police Station
- 08 College Court Carpark, the United Reformed Church behind.
- 09 31a Derby Road



The Queensway Campus site

The Queensway Campus site is a 3.9 hectare site in the heart of Ponders End. It provides around 32,500sqm of buildings mainly designated open D1 use (education) and includes a 350 bedroom hall of residence. The Campus Site dates from 1938 when Broadbent Building was constructed, to provide bespoke teaching accommodation and there are now five buildings on site: Broadbent, Roberts, McRae, Pascal and Ted Lewis Hall.

The appendices set out the environmental constraints of the site that developers will be required to investigate further.

The University buildings were introduced over many years, leading to a disparate and badly planned area. Within the site, however, are some architectural gems, including the Broadbent building, gym and caretakers house (Grade II Listed), which will need to be protected and enhanced in any future development. The Roberts Building (not listed) may have some benefit in keeping due to its height and possible adaption to residential accommodation. Consultation revealed there was no community preference for this building.

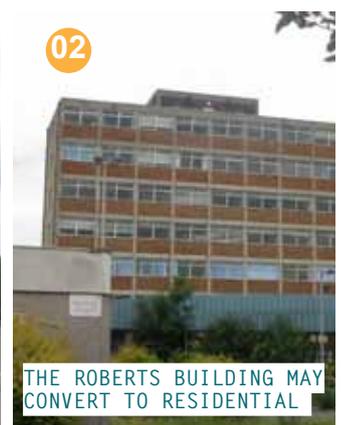
The remaining buildings are not of any merit for conversion and block the site's future integration into the surrounding area. The student housing block is not suitable for conversion into offices or residential due to the low level of glazing. The Queensway Campus Site is segregated from the High Street by a line of property, which forces vehicles to use Queensway as the only entrance to the site, whilst pedestrians can also use the narrow



Figure 1.5 -Queensway Campus Site

footpath to the High Street. In this current configuration it is hard to move between the site and the High Street.

Within the confines of the site, the existing “road”, which acts as the backbone of the campus, is currently private and not in use except for an area of car parking spaces related to Queensway. The road is addressed, to the north, by the backs of small scale industrial/ office buildings and, to the south, by the larger scale university buildings such as the Roberts Building. The road has a generous width, and has the potential to be a strong element in any future site design. It currently acts as the interface between two distinct zones with the university buildings to the south (Broadbent Building) and employment buildings to the north.



Queensway

Designated as a Locally Significant Industrial Site in Core Policy 15 of the Core Strategy, Queensway is a successful employment area that provides a busy and thriving business community with generally small scale office and warehouse space. Home to a variety of uses from recording studios to Enterprise Enfield, the buildings are domestic in scale (two – three storeys) which compliments both the residential streets to the east and the High Street to the west.

The pattern of buildings along this street is regular, with consistent heights and relationships with the streets although there are gaps in this pattern due to the demolition of some of the original buildings.

Completed in the 1990s, Tesco Ponders End is a popular retail outlet for the wider area. Whilst the car park in which the store sits provides a useful facility for users of the store and town centre in general, it covers a large surface area and creates gaps in the buildings on Queensway.



Figure 1.6 -Queensway Area



Ponders End Park

At the heart of Ponders End is the Park (formerly Ryans Park), which is currently being transformed from a functional “recreation ground” into a playful, healthy, sustainable space. The space is a valuable resource at the heart of the community, comprising a mixture of formal gardens, sports pitches and open green space with an existing bandstand providing a focal point and changing facilities for those using the sports pitches.

Following extensive consultation with the community, work has already started to improve the space and, following consultation on 16th May 2010, it is now officially renamed Ponders End Park. Detail on the completed and planned improvements follows in chapter 3.



Figure 1.7 - Ponders End Park





Ownerships

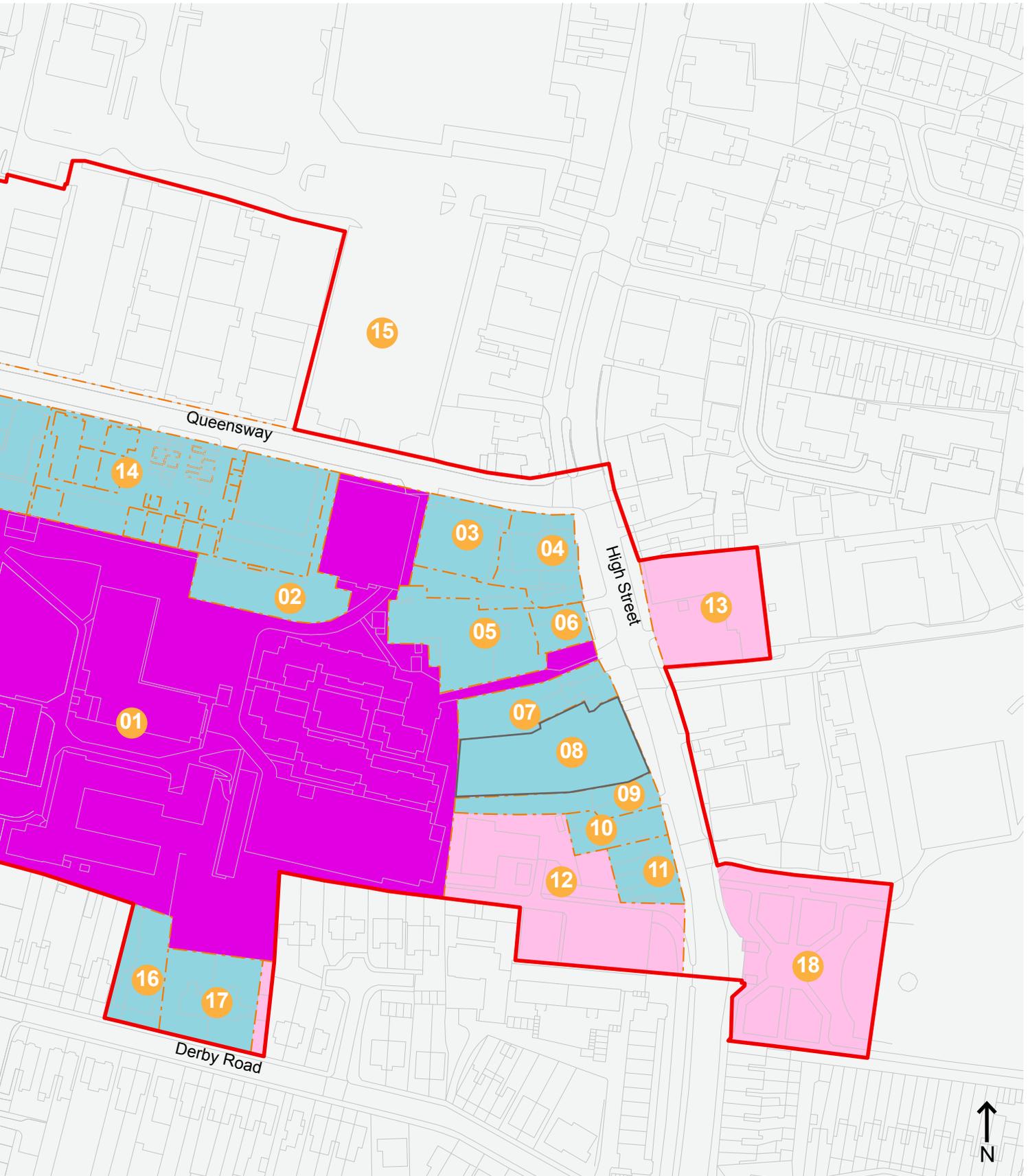
The site as a whole is split between many ownerships as shown in figure 1.8 However, the largest land owner is In Path who own the former Middlesex University site, referred to in this document as Queensway Campus. Along the High Street front the property is split into various ownerships.

The buildings along Queensway have split ownerships with multiple owners within each building.

- | | |
|--|---------------------------------------|
| 01 University Site 1 | 09 200 – 202 High Street |
| 02 University Site 2 | 10 198 High Street |
| 03 20 Queensway | 11 188 – 196 High Street |
| 04 232 – 244 High Street | 12 Library and College Court car park |
| 05 Land to rear of 228 High Street | 13 Swan Annex |
| 06 Mosque – 228 High Street | 14 Queensway warehouse buildings |
| 07 216 High Street | 15 Tesco car park
Owner: Tesco |
| 08 204 – 214 High Street, Police Station | 16 35–37 Derby Road |
| | 17 31–33 Derby Road |
| | 18 Ponders End Park |



Figure 1.8 - Existing site ownerships



Existing Land Uses

The land uses within the site reflect the nature of the streets and are well grouped as shown in figure 1.9. There is a large variety of use groups, each associated with historical use of the different streets.

The main uses or use areas are:

QUEENSWAY

Workshops, business space, offices, warehouses.

HIGH STREET

Retail, food outlets, restaurants, public houses and civic buildings (police station, council offices, library, mosque).

QUEENSWAY CAMPUS SITE

A range of education and student housing buildings

-  Planning Brief Site Boundary
-  B1 (business and Light Industrial)
-  Car Park
-  D1 (Non residential Education)
-  C2 (Student Housing)
-  C3 (Dwellinghouses)
-  D1 (Libraries/police stations)
-  A1-A5 (Shops/Food Outlets etc..)
-  Not Mapped



Figure 1.9 - Existing land uses



Existing Building Heights

The site is largely occupied by two to three storey buildings. There are however moments of height that should be recognised, notably the tallest element called Roberts Building. See figure 1.10.

There is also a high point or accent in the design of the Broadbent building that recognises the vista from Queensway by locating the main entrance and a taller portion of the building at this point.

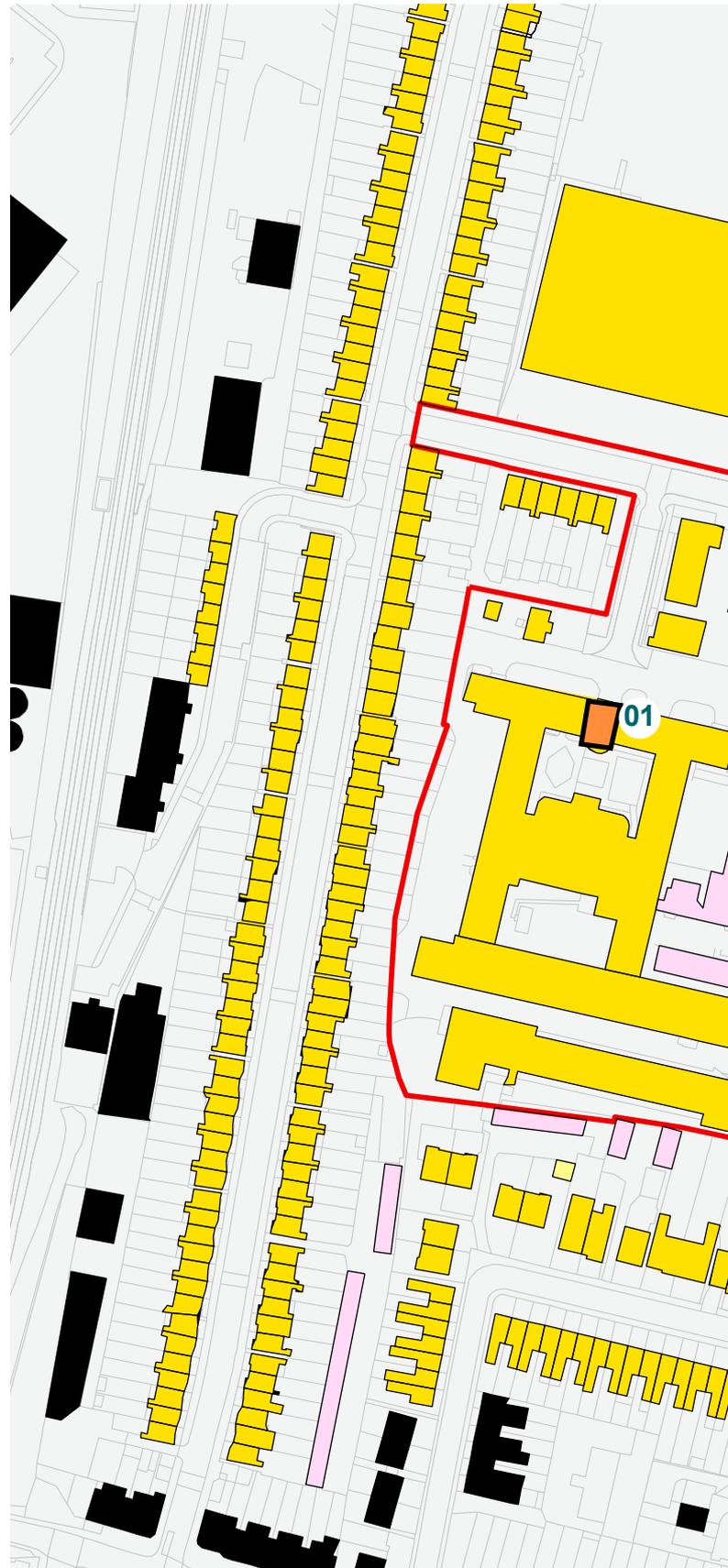


Figure 1.10 - Existing building heights



Ponders End Central Transport Analysis

The current levels of the wider highway network and future impact from development needs to be established, taking account of the cumulative impact of land use proposals. Proposed levels of development and transport impacts must be satisfactorily accommodated against a background of both existing and forecast transport conditions phased up until the year 2026.

Public Transport

Two mainline train stations serve the Ponders End area; Ponders End station is situated towards the eastern end of the study area at the junction of South Street and Alma Road, the train lines run north south between London and Cambridge, although there is no direct service. Southbury station is situated toward the north western corner of the study area just south of Southbury Road; again the train lines run north south between London and Cambridge. A number of local bus routes serve the area although there are no direct links with central London.

The train network provides direct links with London Liverpool Street, Bishop Stortford (albeit

an infrequent service) and Cambridge, the travel times to these destinations are reasonable with 20 - 25 minutes into London Liverpool Street from Ponders End and just under 30 minutes from Southbury. The frequency of these stopping services can be low with one service every 30 minutes in each direction from Ponders End Monday to Saturday and one service every hour on Sunday. Southbury Station has one service in each direction every 30 minutes Monday to Sunday. Direct services into Central London would ideally be increased in frequency, preferably by train although further bus links could supplement the quick train services.

The bus network connects Ponders End well with the surrounding areas with direct buses to Edmonton, Stoke Newington, Chingford, Waltham Cross, Wood Green, Barnet and Potters Bar. There are a good number of bus stops situated along Hertford Road, High Street, Nags Head Road and South Street which give good accessibility to the majority of the local residential areas. The bus network does not provide any direct links with Central London although they do link directly with both local train stations, Ponders End and Southbury Station, which provide direct links into London Liverpool Street.



Figure 1.11 - PTAL map

The public transport network can be assessed in terms of PTAL limits (this Public Transport Accessibility Limit method scores a geographical location on its distance to a public transport interchange link). The PTAL level of the planning brief area is representative of these good links and the site sits on the boundary between level 3 and 4.

Although this PTAL level is good it should be enhanced as part of the proposals for the redevelopment of the site to meet the guidance set out in Planning Policy Guidance Note 13.

Although the PTAL system gives an accurate assessment of public transport density within an area, it is entirely based on distance and has defined cut-off points. Because of this it is suggested that a more subjective approach should be taken as well. A list of suggested criteria is listed below;

- The public transport network should link points of interest with all areas of the community.
- The public transport network should be judged on the possible connectivity and not just on public transport density.
- Residential areas should have good bus penetration but not to the detriment of the character and nature of the streets.
- Interchanges should be legible, accessible and easy to navigate for all user groups with appropriate facilities provided at waiting areas to encourage the use of public transport over other less sustainable modes of transport.
- Appropriate sized and good quality waiting areas should be provided at interchange points.

Cycling Facilities

Cycling facilities in and around the planning brief area are limited. The cycle network in Ponders End has a low number of recommended cycle routes which are situated on quieter roads. However, the links that do exist provide good connections to and from London.

Good north/south traffic-free links are available to the west of Ponders End on Great Cambridge Road (London Cycle Route 10), to the east of the Ponders End within the scenic Lea Valley (National Cycle Route 1) and along Mollison Avenue/Meridian Way. These routes provide several options heading towards the city and feed into a number of strategic network (Sustrans/TFL) cycle routes further south.

East/west cycling links within Ponders End are currently poor. This is due, in part, to the presence of the two north/south railway lines which have relatively few crossing points. The only existing east/west link that feeds into the aforementioned north/south routes in the area is on the centrally running Nags Head Road. Other routes between railway crossing points to the north or south of this are fragmented and/or illegible and of poor quality (e.g. Lincoln Road underpass).

A small quantity of low quality cycle parking and storage is located at Southbury Train Station. Discreet cycle parking is located at two locations along the High Street.



The Road Network

The Ponders End area has links to the regional strategic road network: the M25 running east–west situated slightly north of the area, the North Circular Road (A406) to the south also running east-west and two major arterial routes into central London, which pass through north–south in the form of the A10 and the A1010. In addition to this a further east-west route also cuts across the area in the form of the Nags Head Road (A110) which, due to the presence of the Chingford reservoirs, provides the only east-west route that links Enfield and Chingford between the north circular and the M25.

There are areas on the road network where congestion occurs regularly, most notably on Nags Head Road and the junctions leading to it. During consultation, congestion was raised as a notable concern among residents.

The High Street

The High Street is a wide road with many pedestrian barriers. Parallel access roads are situated along two sections of the road. These features combine to give a highly impermeable barrier to pedestrian movement and crossing provision is poor and ill – located.

The footpaths are of a relatively generous width but street furniture reduces this effective width considerably in locations.

The provision of parallel access streets increase the width of the carriageway forcing pedestrians to spend longer in areas where there is a potential for conflicts with other users such as motorists and cyclists. The accident data shows a number of accidents involving pedestrians, which are spread along the length of the High Street.

There are very few cycling facilities such as parking or lockers along High Street, this is likely to discourage cyclists from using any facilities such as local shops or public buildings in the area.

The High Street is very well served in terms of public transport links with four bus routes serving the bus stops located on either side, these link directly with Southbury Train Station although no direct links exist with Ponders End Train Station.



South Street / High Street Road Junction

This junction has a limited capacity and poor pedestrian facilities. A number of accidents involving both cars and pedestrians suggest that the junction may not be legible to road users and pedestrians alike. The width of South Street increases towards this junction and meets High Street which at this point is a relatively wide carriageway that contains a central refuge and has an additional parallel access road on the western edge.

The widths of these two roads, the poor pedestrian crossing facilities and large number of barriers add to the convoluted journey and impermeability of this junction. As well as South Street, two other junctions also join High Street at this point; this could be a contributing factor to the number of accidents involving motor vehicles.

High Street /Nags Head Road Junction

This junction occupies a large land-take, with three approach lanes of traffic in each direction and wide sweeping kerb lines. There are a high proportion of pedestrian barriers around this junction which, coupled with the width of the crossings, make this junction impermeable to pedestrian movement and the central refuges can leave pedestrians in a situation where they are in close proximity to cars and cyclists. The pedestrian accident figures indicate that the junction layout could require attention.

The cycle route along Nags Head Road takes cyclists off the main carriageway at this junction and provides separate routes to the north and south side of Nags Head Road. The accident cluster around the High Street / Nags Head Road Junction also contains a number of motor vehicle accidents which are likely to be caused by the large scale of the junction.

Nags Head Road / Southbury Road

Nags Head Road is a congested road with high vehicle numbers which makes the road impermeable to pedestrians. It is also a relatively wide road and the large number of pedestrian barriers adds to this situation.

There is a cycle route signed along Nags Head Road. This is a continuous route with a small bypass of the Nags Head Road / High Street junction and a cycle underpass at the junction with Mollison Avenue / Meridian Way junction.

The Ponders End Bus Garage is located on Southbury Road and provides good public transport links with a number of bus routes giving direct links to a multitude of local destinations. During consultation, Arriva Buses, who operate from the bus garage on Southbury Road, reported that they believe the traffic signals at the High Street/ Southbury Road junctions cause serious delays to traffic and disrupt their bus services.



ISSUES

01 Access to the Queensway Campus site is restricted to Queensway and a narrow alley from the High Street, which makes it difficult to move through the site.

02 Mixed quality of existing buildings: poor quality fronting onto High Street; the majority of existing university buildings are unsuitable for conversion into viable uses that allow a holistic development proposition.

03 There is a need to find a viable use for the listed Broadbent building, which is very close to the western boundary wall and, with only a discrete access from Queensway, feels like a dead end.

04 The High Street frontage is disparate – the buildings address the street in an uneven way and there are a number of gaps which negatively affect the consistency of the retail experience.

05 The capacity of the existing services infrastructure and the location of existing sub stations.

06 The library is hidden off the street without a civic setting or public face.

07 Whilst the police station is used as an essential training facility, it is a poor quality building set back from the High Street

08 The mosque struggles to provide the capacity demanded by its congregation and does not have an attractive setting on the High Street.

09 Swan Annex, a building of local historic interest, houses uses that do not suit the building's unique character on the High Street.

10 The High Street is congested at

various times of the day, resulting in delays to buses and other traffic, a poor environment for pedestrians and cyclists and an unattractive public space. Whilst transport studies have already been carried out and problem junctions identified, more detailed analysis of the wider transport network (A1010 Corridor) is currently under way.

11 Multiple dropped kerbs to accommodate service roads to individual High Street plots interrupt the space on the already narrow pavements.

12 There is a weak connection between the High Street and Ponders End Park.

13 There are gaps in the commercial frontage on Queensway.

14 The multi storey car park on Queensway is currently unused and in a state of disrepair.

15 The public realm of Queensway does little to enhance what is otherwise an area of strong character.

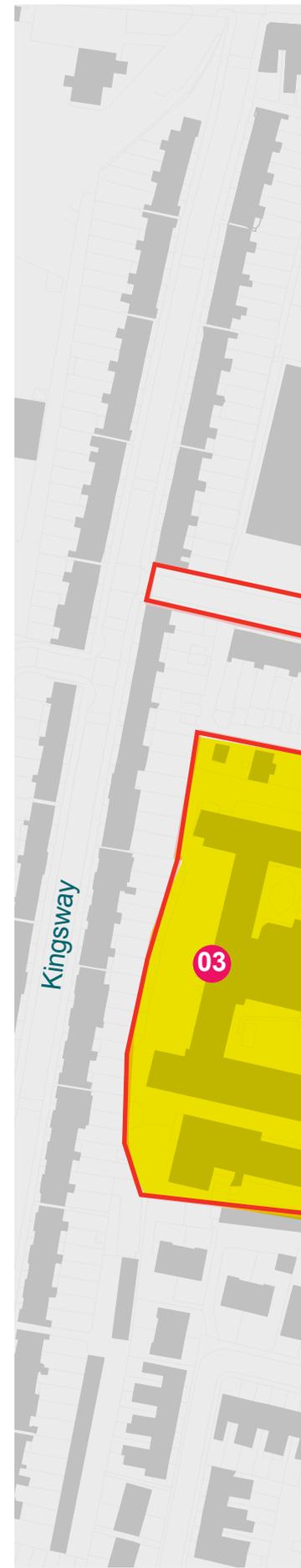
16 The poor quality buildings south of 198 High Street detract from the street.

17 Fewer people using local businesses and services since the departure of Middlesex University. Not enough variety of shops and services.

18 Antisocial behaviour issues in College Court carpark.

19 Congested junctions -High Street/ South Street

20 Congested junctions -High Street/ Nags Head Road



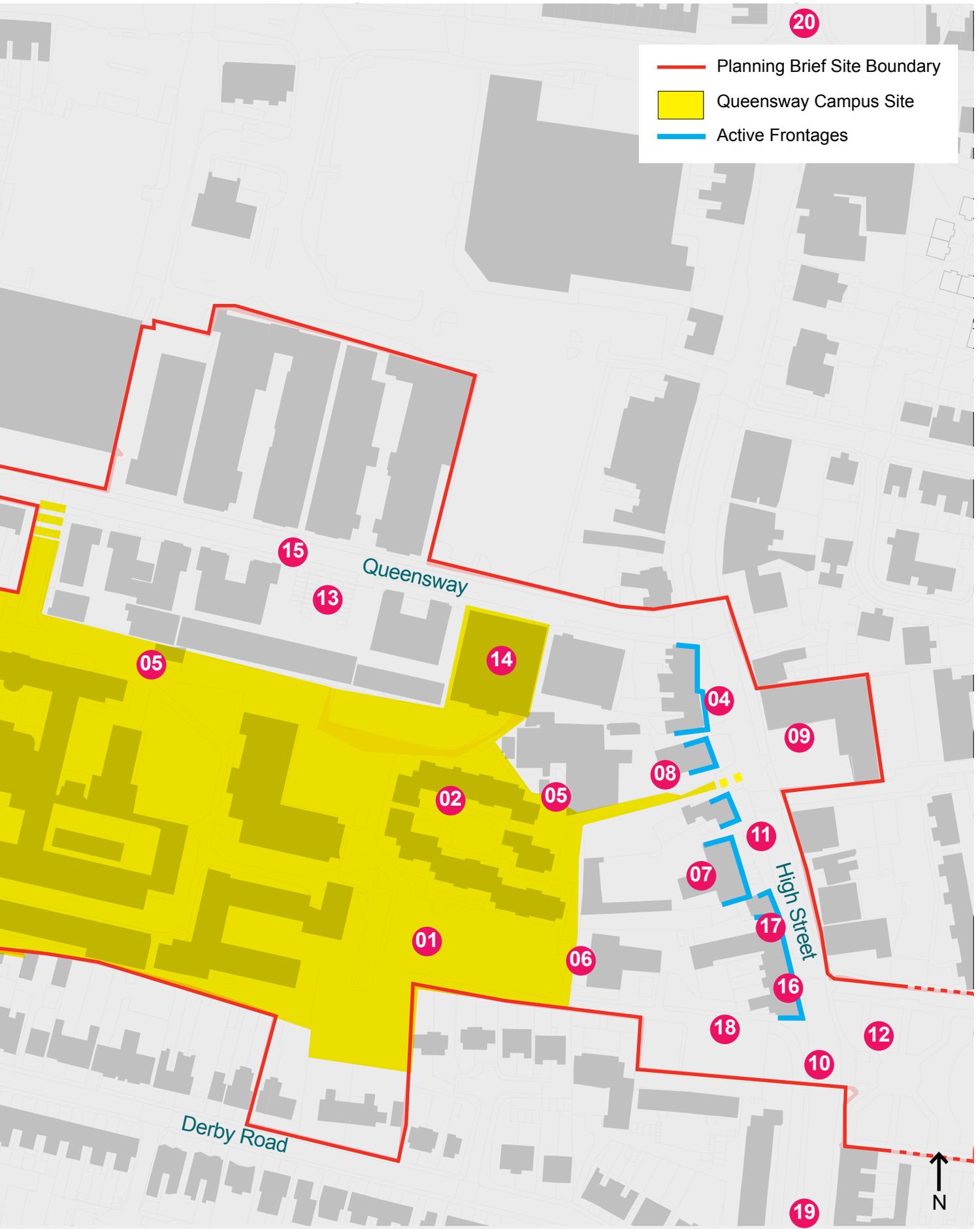


Figure 1.12- Issues Diagram
34

OPPORTUNITIES FOR FUTURE DEVELOPMENT

01 Introducing a new mixed use community on the Queensway Campus and High Street sites to respond to the need for new homes and to sustain activity on the High Street.

02 Reconsidering the retail offer in tandem with other uses could strengthen the High Street, diversify its appeal and increase footfall.

03 Combining the urban design thinking applied to Queensway Campus and High Street sites and Queensway itself creates the opportunity for a more robust framework where living, working and playing can coexist.

04 Transforming the public realm and increasing the active frontages could give the High Street back its prominence within the Ponders End community as the main artery of daily life.

05 Forging new connections into and completely transforming the Park is bringing life into the area and acting as a catalyst for renewal.

06 Bringing forward and promoting the agenda of sustainable enterprise within Ponders End by encouraging studio, workshop and light industrial uses on Queensway.

07 Strategic land acquisitions and comprehensive site redevelopment could create a new sequence of connected public streets and spaces

through the Middlesex University site from High Street and Queensway.

08 Rethinking the existing buildings that are not performing to unlock coherent sites and create new connections and views. Renovating and modernising existing buildings of architectural merit into uses appropriate to their location.

09 Redefining the central portion of the Queensway Campus site through new frontages and street layout rather than piecemeal ownerships and boundary lines.

10 Reinforcing pedestrian and cycle connections to Southbury and Ponders End Stations.

11 Working with existing businesses and other local partners to improve core local shopping facilities and services, catering largely for a catchment area within walking distance.

12 Reinforcing local distinctiveness as part of the sustainable regeneration of Ponders End through designs which are informed by historic character.

13 Improving College Court in the short term as part of the longer term plans for the area.

14 Reconsidering how the Swan Annex site is used and bringing it into more effective use in this key High Street location.



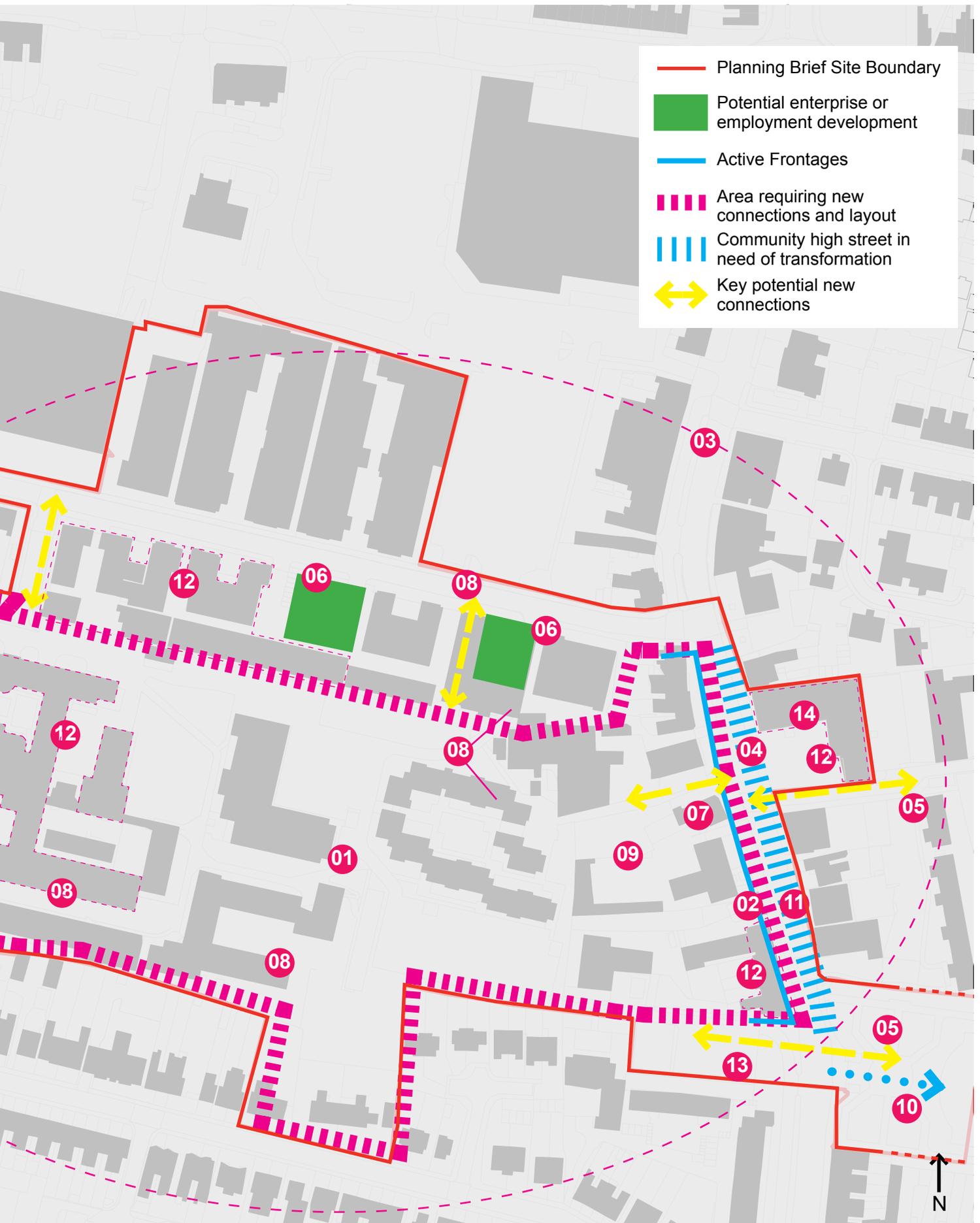


Figure 1.13 - Opportunities Diagram 36

02

Developing a Vision and Principles for Ponders End with the Community and Other Stakeholders



Ponders End Central Area History

Whilst the Ponders End Framework for Change sets out the history of the area, an analysis of the history of the Planning Brief area is useful to fully understand the site and its context.

Surviving buildings from 1914 include the industrial buildings on Queensway (with a simple 'u' shaped building form repeated along the street) and what is now called the Swan Annex. It is clear from the mapping that the gaps in the existing street have come about from the demolition of original buildings from this era, as shown in figure 2.1. The proposed plan proposes the retention and contemporary interpretation of these industrial buildings.

By 1960 (fig 2.2) the industrial area on Queensway was reinforced by extensions and new buildings to the south. Enfield Technical College had erected the Broadbent building with green space extending across the High Street from the Park to playing fields used by the college. The built form of the listed buildings inform the urban grain of the future plan for this area.

By present day (fig 2.3) the playing fields have been removed and replaced with individual buildings of various uses connected to the university. Along Queensway a new car park for a large Tesco store has been introduced, taking out the industrial buildings from the beginning of the century.

Gaps along the High Street have been filled in, making the High Street a major urban activity area with a library and police station along with shops and businesses. Today, the High Street frontage is still fragmented, however, and the plan proposes strengthening this frontage where possible to recreate a sense of enclosure.

These photographs show some significant parts of the Planning Brief site area as they were during the last century..





Figure 2.1 Ponders End Central 1914

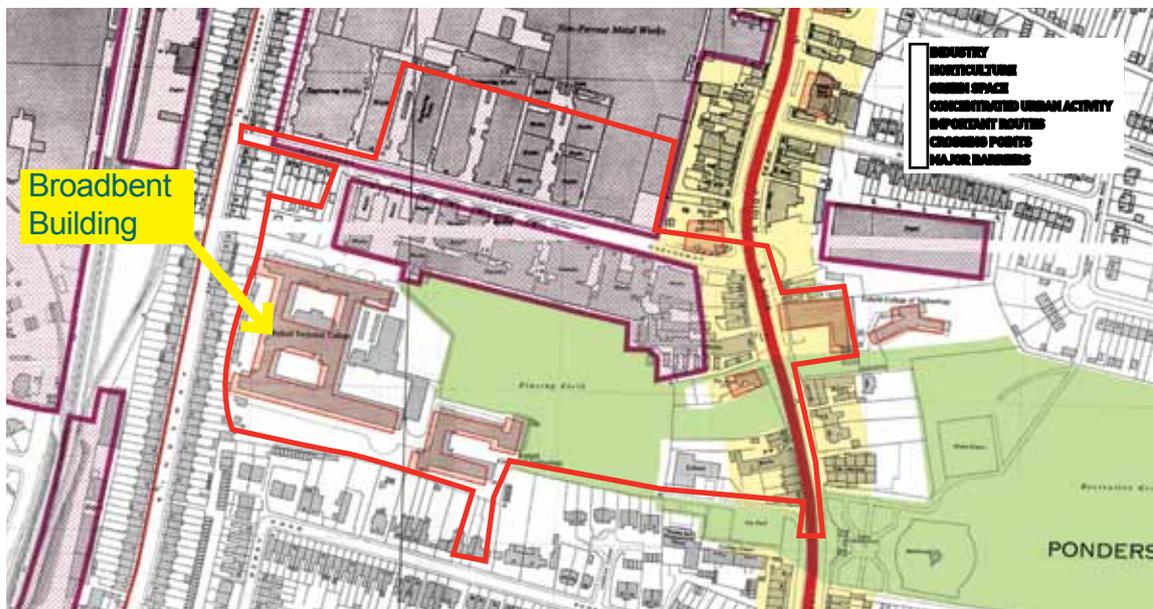


Figure 2.2 Ponders End Central 1960

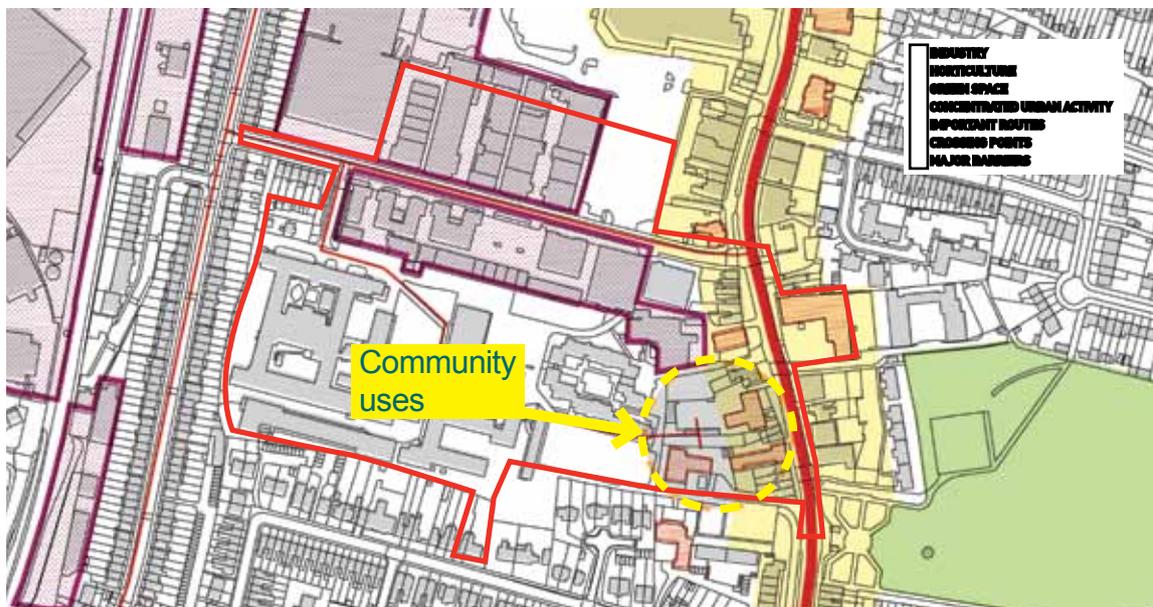


Figure 2.3 Ponders End Central 2009

Developing a Vision and Principles

The ideas behind this Planning Brief have been gradually developed in dialogue with local residents and other stakeholders over a considerable period of time. The dialogue started in 2001 when interested local people gathered to start thinking about Ponders End and how they would like to see it change. Later, in 2007, the Council built on this work by gathering a wider range of stakeholders including representatives from the community and organisations like the Lee Valley Regional Park and Environment Agency. They were asked to think about their vision for Ponders End as a starting point from which an extended conversation with the wider community could begin. The 5, 10 and 20 year visions put forward by this group are set out below:

5-Year Vision: Ponders End in 2012

Ponders End in 2012 is a healthy, creative place, where people listen and are heard. The Council has worked with stakeholders to establish clear and integrated policies, strategies and Delivery Plans, and expertise has been identified to drive forward individual projects. Analyses of opportunity sites are complete and planning applications are in the pipeline for mixed-tenure, family-sized housing, supported by key services. Work has already started on developing a new community hub with community facilities near the High Street, and the stations are being renovated. The rebranding of the area is attracting new people, who decide to stay as they see Ponders End as an exciting place to live, work, train and do business.

10-Year Vision: Ponders End in 2017

Ponders End in 2017 is a stable place where happy families grow up together in larger accommodation, supported by a strong infrastructure. Focused around a now thriving community hub and facilities, residents benefit from new rail connections and improved links into the Lea Valley Park. Aspirational housing and a changed image of the area has drawn in a skilled and enterprising workforce keen to take advantage of the local training and employment

opportunities, in addition to contributing to the local economy. The Olympic legacy has left behind greater recreational opportunities for younger people, and educational attainment standards have risen. People generally enjoy a good quality of life.

20-Year Vision: Ponders End in 2027

Ponders End in 2027 is a safe, attractive, healthy, diverse, and cohesive place, for all, with a balanced mix of quality affordable, family and aspirational housing. Served by improved health and leisure services, the Council and residents have responded to the challenge of climate change. The local economy is thriving and vibrant, with a high proportion of young, skilled workers who were drawn to the area since it was rebranded and promoted as an exciting place to live, work, train and do business. Since the Olympics, the area has become a tourist destination in its own right, hosting festivals and other events throughout the summer months.

From these draft visions emerged 12 priorities which were then put to the wider community for review and debate.

Community Engagement Steering Group:

A Community Engagement Steering Group, comprising representatives of the local community was established to advise Enfield on matters relating to community engagement, and to ensure as many people as possible were involved. This Group advised on the setting up of the Vision Team.

The Ponders End Vision Team

The Vision Team, a group of local residents interested in the future development of Ponders End, was asked to consider the draft Visions for Ponders End and to consider the 12 priorities that emerged from them. A group of young people suggested a 13th priority be added to the list: Children and Young People. Once all the ideas had been collated, the Vision Team advised that 13 priorities were too many to consult on and so they were condensed into six themes, which are:



Playful and productive public realm

Ponders End has a large green space at its heart. In addition there are a lot of smaller play spaces that seem forgotten or left over. What is the vision of how the park, streets and public spaces in Ponders End could be improved and made more productive?

Green and Healthy Living

Ponders End is likely to increase its residential population over the coming years. Our lifestyles and our housing stock, both new and old, need to respond to the requirement for high quality family accommodation, and address food and energy issues to allow the community to become more self sustainable. What is the vision of 'green living' in Ponders End?



Sustainable Enterprise

Ponders End has a number of businesses and industrial estates that offer strategic employment. Often they seem not to represent efficient or attractive use of land. What is the vision of how good work places can inspire the local workforce to grow and diversify?

Active Education

Ponders End residents have expressed interest in learning new skills. How can formal education providers such as the proposed new Academy and Enfield College link up with informal training providers and local businesses to provide a wider range of more accessible, active and life-long learning in Ponders End?



Making Connections

Ponders End has the Lea Valley – canal and countryside – on its doorstep. What is the vision for how we could make it easier for people to get to the waterfront and what would draw you there/make it a safe and attractive place to be?

Community Interaction

Ponders End has only a few places in which the community can interact. Some of the community facilities are outdated and disconnected from other areas of activity. What is the vision for the arts/cultural/sports/children/youth facilities that you would like to see in Ponders End and where?



Consultation on the Ponders End Framework for Change

These six themes were used as the basis for consultation in winter/spring 2009 as part of the preparation of the Ponders End Framework for Change, which sets out the overarching aspirations for the area. This document was consulted upon widely and the outcome of that work informed the Ponders End Central Planning Brief. The Ponders End Framework for Change and consultation reports are available at www.enfield.gov.uk or by emailing placeshaping@enfield.gov.uk, or by calling 020 8379 5598.

Consultation on the Ponders End Central Planning Brief

Between 21st July and 5th September 2010 the Neighbourhood Regeneration team consulted on the draft Ponders End Central Planning Brief. This was an intensive period of work targeting the whole Ponders End community as stakeholders.

The process involved extensive communication, consultation and in-depth engagement, and Special Interest Groups were identified to ensure that the response was representative of the community as a whole. Various methods were used, including delivery of materials, press and website materials, presence at community events, outdoor roving exhibitions, public meetings, one-to-one interviews, meetings and focused workshops with particular groups.

In total, communications contact was made over

9000 times (for example, information delivered door-to-door); brief personal contact was made with people 951 times; and longer/in depth participation was achieved 384 times.

The demographic information gathered about participants indicates that the consultation was broadly representative of the profile of the ward. It is difficult to ascertain this accurately, however. The only detailed information is through questionnaire responses, which is only a proportion of those who took part, and a fairly large number of respondents chose not to provide demographic information. This may indicate that in future consultations this element should be scaled down to increase willingness to provide information. Where there were significant gaps in participation through questionnaire completion (for example amongst children and young people) this was for the most part anticipated in planning and mitigated by the arrangement of workshops with Special Interest Groups.

A huge amount of information was gathered from a diverse sample of the community, so responses given were naturally varied. Many respondents chose to answer in their own terms rather than making specific reference to proposals in the Planning Brief.



VISITORS TO THE BANGLA MELA WERE ASKED THEIR VIEWS ON THE PLANS FOR THE HIGH STREET AND PARK.



LOCAL SHOPS, INCLUDING COTTAGE CLEANERS, OFFERED TO BE A PICK UP POINT FOR PONDERS END CENTRAL PLANNING BRIEFS.



RESIDENTS OF THE WELSH ESTATE WERE ASKED THEIR OPINIONS ON THE PLANS DURING A WALK AROUND IN SUMMER 2010.

Key Messages

Priorities for improvement – The highest priorities for improvement identified were improvements to community safety, environmental impact of new developments and better access to public transport.

High Street – Improvements to the pedestrian environment, in particular cleanliness and road crossings, would be welcomed. Most participants support limiting the number of take-aways, with some exceptions amongst children and young people. A greater diversity of shops, improvements to parking and support of non-retail business were also identified as important.

Queensway – Continued and intensified employment use is widely supported on this site. The proposal to reduce the size of the Tesco car park to provide more housing was contentious. Amongst those who supported the reduction of the car park, many considered further employment use and/or leisure use as a greater priority than housing. A larger proportion opposed the reduction in the size of the car park, given the lack of adequate parking on the High Street. Participants suggested the addition of a second entrance to Tesco via Queensway, which received resounding support from all groups.

Queensway Campus – There are serious concerns amongst some in the community about the impact on overcrowding, congestion and the provision of local services that the Queensway Campus development will have, although a number supported the development on account of the need for more and better housing in the area. There was a strong view that priority should be given to local people in the allocation of housing. Most respondents considered that the proposed provision of 0.75 parking spaces is too low.

College Court – There was general support for moving the library to a High Street location. There were mixed views on the provision of a vehicular access to Queensway Campus at this location, and an alternative was proposed by the former Beef and Barrel pub. There was support for a pedestrian and cycle link, however. Some were extremely concerned about the increase in anti-social behaviour in this area that may result from

the addition of a public square. Many supported this improvement, however, and made a range of suggestions regarding what it could include.

Heritage, Environment and Sustainability

Retaining buildings of historic character was generally supported, as long as they are in a good state of repair and serve a positive purpose. High levels of sustainable design and a greener, cleaner environment, were also priorities.

Community Facilities – There was no clear consensus between the two community facility options presented, although it was indicated that community facilities should not have residential uses above. Additional community facilities, in particular a flexible hall space, are essential to cater for the needs of the community, and a number of quality factors were identified.

Transport Connections – Traffic congestion is one of the main problems identified by the community in Ponders End, and it has an adverse impact on local business, ability to get around and quality of the environment. This is a fundamental priority for improvement if any major developments are to be considered viable by the local community. Improved train, bus and cycle connections would be supported.

Ponders End Park – Improvements to Ponders end Park are supported and there are different views about how this should be achieved. There is a desire for decent toilet facilities and more activities in and near this important open space.

Services – The need for additional services to support an increase in population was identified, in particular more nursery, primary and secondary school places, and a police station that is open to the public.

The Planning Brief has been amended to respond to many of these concerns. Where comments have not been incorporated the reason is explained in the Consultation Response Report available at www.enfield.gov.uk/placeshaping

03

Planning Brief vision, principles and guidance

THE VISION FOR PONDERS END CENTRAL

Ponders End Central will be a more prosperous, inclusive, clean, green and stable place with a mix of architecturally excellent homes of different tenures and sizes, supported by key local services and community facilities for all ages and mobilities.

The area will be better connected, with Ponders End and Southbury stations and the local bus network providing excellent transport links into central London and across the Borough. The provision of local services and jobs will reduce the need to travel thereby reducing carbon emissions.

The Park will be the heartbeat of community life, providing a playful, accessible setting for community celebration, with improved pedestrian and cycle connections enabling easy access to the Lee Valley Park and beyond. Biodiversity will be enhanced through the creation of green corridors.

The town centre will be rejuvenated with support provided to businesses to enable them to build on their trademark personal service and goods to suit the diverse needs of the community.

The Queensway Campus Site will be transformed to provide a low carbon, walkable neighbourhood comprising a balanced range of affordable, sustainable new homes, jobs and amenities that are well-connected into the wider neighbourhood.

Design will be high quality and sustainable, rooted in its historic context and respectful of the natural signature of the area. Development will be responsive to the existing built environment, to create a locally distinctive place whilst responding to the challenge of climate change.

Education will be for life, with people taking an active interest in improving their skills. The local economy will be creative, sustainable and vibrant, with a high proportion of skilled workers.

The creative energy of existing local community and voluntary groups, especially focused around the music sector, along with the additional impetus of the Olympics, will mean Ponders End becomes a destination in its own right, hosting festivals and other events throughout the year.

How will we achieve this? Principles for Development

From the extensive consultation work outlined on previous pages, five principles have guided the Planning Brief and all new development in Ponders End should contribute to delivering them.

These principles are:

- 1. Green, playful and accessible streets, parks and public spaces that are rooted in their historic context.**
- 2. A healthy and welcoming neighbourhood with a mix of affordable homes for all**
- 3. A lively, prosperous town centre with more jobs and improved local facilities for all.**
- 4. A well connected, inclusive and fair neighbourhood that's easy for everyone to move around**
- 5. A lifetime, low-carbon neighbourhood that will stand the test of time and have minimal impact on the environment.**

These principles, underpinned by high quality, sustainable design are fundamental to the development of Ponders End and will be an important factor for the Council in considering future planning applications on the site.

3.1 GREEN, PLAYFUL AND ACCESSIBLE STREETS, PARKS AND PUBLIC SPACES THAT ARE ROOTED IN THEIR HISTORIC CONTEXT.

3.1.1 Ponders End Park: Kick-starting Renewal

In Ponders End, work is already underway to create more green spaces for local people to enjoy. In the Lee Valley Regional Park, for example, the Council is working with partners to open up land currently closed to the public and create a new nature reserve for local schools and residents of the Alma Towers.

At the heart of Ponders End is the Ponders End Park (formerly Ryans Park) in Council ownership, which is currently being transformed from a functional “recreation ground” into a playful, healthy, sustainable space. This means taking the opportunity to connect this green lung into the wider green infrastructure, presenting opportunities to enhance biodiversity, contribute to flood mitigation and adaptation, and combat climate change. It also provides mental health benefits and helps create a sense of place.

Ponders End was selected as one of the Mayor of London’s Great Spaces, which attracts funding and prestige to the project. Work completed to date includes:

- Installation of a new Play Pathfinder climbing structure
- Refurbishment of the old bandstand and tennis courts, including new handball markings
- Pruning the large Black Poplar and other trees fronting the High Street
- Installation of an Adizone (outdoor gym with basketball court, climbing wall and performance space)
- Planting new fruit trees with local people to begin a community orchard

- A new perimeter walking and jogging track with benches and picnic tables

Work is scheduled to complete the footpath/cycle route infrastructure to provide essential links from the High Street into South Street, and establish the Park as the heart of the community.

Improvements to the Park not only improve the immediate surroundings, but they also support the delivery of other existing and emerging work on public realm and green space in London as set out in documents such as the Upper Lee Valley Opportunity Area Planning Framework, the Upper Lee Valley landscape Strategy, and the emerging All London Green Grid.

The plans for the Park are in development and will be available at www.enfield.gov.uk/placeshaping

LAUNCH OF THE COMMUNITY ORCHARD 2009



CONSULTATION EVENT



THE JOGGING TRACK



LAUNCH OF THE ADIZONE



THE ADIZONE IN USE



3.1.2 A Pedestrian/ Cycle Green Link at College Court: Bringing the Park across the High Street

Consultation revealed that Ponders End needs a pausing place, a space where people can escape from the bustle of the High Street and the noise of the traffic to relax with friends and family. The North East Enfield Area Action Plan also identifies Ponders End as just one of a number of locations on the Hertford Road in need of new spaces to become the heartbeat of community life.

Having transformed Ponders End Recreation Ground from a functional space into a playful, healthy, sustainable space, the next step will be to draw the “greenness” of the Park across the High Street and into a new green link at College Court, improving the quality of life for residents of College Court, providing a safe access route east-west across the town centre, and providing space for homes, new cafes and community/ retail uses in south-facing locations and providing safer, convenient, and accessible routes for pedestrians and cyclists in accordance with Core Policy 25.

College Court

During consultation, it emerged that there are a

number of problems experienced by residents of College Court that should be addressed as part of the wider improvements to the area. These include matters ranging from antisocial behaviour to public realm design, parking, housing quality and planning. Enfield is working with the residents of College Court and partners to resolve some of the day-to-day issues reported.

The specification for the new green link is likely to have the following objectives:

- A well defined, accessible, safe and active space that improves quality of life for residents of College Court, contributes to the green and sustainable transport infrastructure of the area, takes advantage of and enhances the setting of the existing buildings (United Reformed Church and College Court housing) whilst also accommodating a variety of new uses including a new building with active frontages to the north of the space.
- Active community and retail uses (A1-A4 and D1 uses) will be encouraged in sites fronting the northern edge of the green link closest to the High Street. Additional A5 land uses (hot food takeaway) will be resisted because community consultation revealed there needs to be greater variety of shops in the local area.
- Residential and community D1 uses will be encouraged to the north of the green link closest



to the Queensway Campus site, providing a variety of homes with front doors opening into the new green link.

- A clear, safe, publicly-accessible pedestrian and cycle route from the Queensway Campus Site to the High Street connecting to the new east-west connection across the Park. Cars will use the route for parking access only. The access route into the Queensway Campus site will be pedestrian/cycle only to respond to concerns of the residents of College Court. Conflict with pedestrians and cyclists using the Park must be avoided.
- Like for like provision (albeit in a different configuration) of the existing car parking spaces in College Court will be sought.
- Sustainable Drainage System (SUDS) principles will be required in all developments irrespective of the flood risk of individual sites. It should be designed into the public realm from the outset through the use of green roofs, permeable paving and other surfaces, and temporary swales and water-storage areas, as stated in Core Policy 28 of Enfield's Core Strategy.
- Opportunities to improve the area for wildlife, including considering the role the space plays in the creation of wildlife corridors, will be taken through the provision of native and wildlife friendly species (including large tree species) in the landscaping scheme and the provision of biodiversity enhancements, such as swift boxes and green-roofs, within new buildings. Tree planting will be considered an essential part of the green link's design and fruit trees and herbs will be planted for local people to gather healthy food for free.
- The space should be designed so as to be adaptable to a variety of uses such as occasional markets, and green space for relaxation. Space will be allocated in the green link to enable a small occasional markets. Power, locked storage and water points should be installed as part of the infrastructure to enable the space to be as flexible

as possible. The design should follow Secured by Design principles and take every opportunity to ensure the space is overlooked, well-lit, and that planting does not make the space unsafe. The design should improve quality of life for existing residents of College Court above all.

- Developers will need to provide details of how their site's green infrastructure will be managed and may need to provide an ecological management plan. Enfield's Biodiversity Action Plan will inform this work.
- A palette of materials for public realm improvements that reflect the character of the local area, perhaps using locally sourced materials, will need to be developed and agreed with the Council, to provide a coherent feel throughout the masterplan area.
- In future, the new central pedestrian/cycle route through the Park and green link will connect to the Sustrans Greenways cycle network providing better cycle connections across north London.
- Future phases of work to the Park include transforming the entrance and interface between the Park, High Street, and new green link. The Council will work with partners to tame this section of the High Street as far as is possible on this principal road, and will seek to create a seamless pedestrian/cycle connection from the Queensway Campus Site into the Park and beyond.

Whilst the Council has invested capital in the renewal of the Park to kick start regeneration, these specific interventions will be funded through contributions from development of the developments proposed in this Planning Brief.

3.2 A HEALTHY AND WELCOMING NEIGHBOURHOOD WITH A MIX OF AFFORDABLE HOMES FOR ALL

Community facilities have emerged as a very important priority for residents of Ponders End throughout consultation. Proposals for new housing in the area will increase the demand for community facilities and new development will be expected to contribute to meeting this demand. It will be important that developers work with the Council and its partners to identify occupiers for the spaces they create, and ensure they are used effectively and that their use is sustainable and managed.

3.2.1 Community uses (D1) in Ponders End Central will be encouraged within the boundary of the Queensway Campus Site, on the High Street, and to the northern edge of the new square.

The need for additional or upgraded community facilities was one of the most prominent topics of community interest in the Framework for Change consultation.

New or upgraded facilities will be based on the defined needs of voluntary organisations and with reference to other facilities in the area. Consultation revealed there is demand for:

- Essential social infrastructure uses such as: GP group practice with pharmacy; police shop/

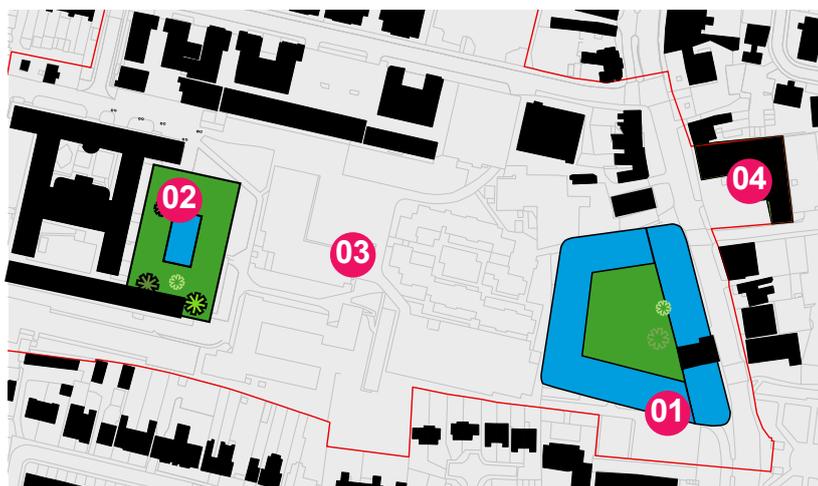
facilities; library/museum presence (relocated from its existing site to enable access to the Queensway Campus Site);

and,

- Other social infrastructure uses such as flexible large community hall (for weddings and banqueting); gallery/studio space; performance space; education/training uses; Home Based Support Provider; voluntary sector uses; “New Options” day care service for people with learning disabilities; and/or employment space.

3.2.2 Residential-led mixed use development (C3 land use) will be supported on the Queensway Campus Site, and retail-led mixed use development will be supported on the High Street sites.

Across Enfield there is a significant level of demand for housing and the provision of high quality private and affordable dwellings in appropriate locations will help to resolve this issue. Enfield’s Housing Market Assessment (Feb 2010) provides detail on housing need in the Borough. Ponders End is a predominantly residential neighbourhood and it is therefore appropriate that development sites include an element of residential development. During consultation residents said that the redevelopment of the Queensway Campus site



- 01** Community and residential uses addressing the new green College Court link
- 02** May be suitable for social uses such as a gym.
- 03** Opportunity to retain the vertical emphasis which arises from the existing plot widths, or using locally characteristic materials.
- 04** Mixed use development on Swan Annex, including 10-15 new homes.

Figure 3.1 - Potential locations for community uses

was important to them but people felt that the density of development should not be too high. Mixed-use development is sought in certain locations to provide a range of activities on the ground floor and maximise potential benefit to the community.

To achieve a successful, sustainable residential community on the Queensway Campus site, a variety of homes must be provided to meet identified local need for family housing and also smaller units. Taking this into account, the number of homes on the Queensway Campus site is unlikely to rise above 400-450 units or 427-480 habitable rooms per hectare.

On other sites, the following numbers of homes are likely to be achieved:

- Between 90-110 homes on the High Street site as part of a mixed use development with retail at ground floor.
- Between 10 and 15 new homes as part of a mixed use development on the Swan Annex site.

3.2.3. A mix of housing tenures and types will be sought across the area. Family housing (3 bed plus) will be encouraged.

A good mix of housing sizes is also important in creating the basis of a balanced community. The redevelopment should provide accommodation that meets the needs of not only single people, but also small and large families, younger and older people, across all tenures. The Core Strategy has signalled the intention to seek more family sized accommodation and in particular properties with 3 or more bedrooms. Consultation with residents of Ponders End has revealed there is particular interest in family accommodation (3 bed plus). Unless otherwise stated and taking into account viability on individual sites, in line with Core Strategy Policy 3, new development

should provide a tenure split of 60% market and 40% affordable housing across the masterplan area for residential development capable of accommodating ten or more dwellings. Unless otherwise stated and subject to viability testing on individual sites, the Council will aim for an affordable housing tenure split of 70% social rented and 30% intermediate provision across the masterplan area. For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing.

The size mix of market and social rented affordable housing should reflect the need for larger family units as required by Core Strategy Policy 5, which should include houses and duplexes.

Family housing in this case means properties with three bedrooms or more and larger areas of storage space will be sought. Developers must consult the Council and community to ensure the appropriate mix is achieved.

The mix of intermediate housing sizes will be determined on a site-by-site basis and take into account the financial viability of bringing sites forward for development. The Council will work with developers and other partners to agree an appropriate mix.

The Council requires all new housing development on the site, both public and private, to meet Lifetime Homes Standards, with 10% of all new homes to be suitable or easily adaptable for wheelchair users with a dedicated car parking

space in accordance with London Plan policy 3A.5, Core Policy 4 of the Core Strategy.

Developers are referred to Core Strategy Policy 5 for further detail about housing mix and breakdown.

3.2.4 All new development should contribute to the green infrastructure of the area through the provision of adequate communal and private open space. Where gardens are not feasible, opportunities to create south facing balconies and roof terraces should be maximised.

It is important that design solutions are sought to maximise both access to open space and opportunities to improve the green infrastructure of the area, through the provision of tree lined streets, green roofs and walls.

In addition, adequate public and semi-public space should be provided, giving consideration to the distinction between the two. In particular, the existing green space to the east of the Broadbent Building should be retained and converted into a pocket park seizing opportunities to enhance biodiversity and play space for all ages, with the listed annex to the Broadbent building taking on a community use (which could include a gym).

For sites fronting onto Ponders End High Street the Council will encourage higher densities that make the best use of the land available where development will need to be brought forward at a higher density and will therefore have a reduced amenity space requirement, with each unit to provide at least balcony or roof terrace.

In new housing development, the total amenity

space provision should equal to 50% of the total gross internal area (GIA) of the house and 50% of the total GIA of the buildings proposed for flats will be required within the scope of the Queensway Campus Site and on sites that do not form part of a block that fronts Ponders End High Street.

In all cases, where it can be demonstrated that on-site amenity space provision is not possible, more generous internal space standards and a contribution to off-site play provision will be sought.

3.2.5 Light, dual aspect, spacious homes designed according to passive design principles

An important consideration for any redevelopment proposals is the impact on light conditions within buildings on the site, outside of it, and the enjoyment of amenity and public open space. Light, including sunlight, is a material consideration, which will be assessed having regard to the guidance published by the Building Research Establishment (BRE). Single aspect homes will be resisted. It will be vital to ensure where dual aspect units are not possible that designs maximise use of light to ensure good



living conditions for all.

Windows should be elevated to the south to benefit from the warmth of the sun (with shading where necessary), with windows to the north being smaller and giving light to uninhabitable rooms.

3.2.6 Taller buildings in appropriate locations creating landmark developments of exemplar design and construction

Taller buildings can act as a stimulus for regeneration by unlocking the potential of an area and increasing its attractiveness for investment. They can help bring new life into the area, draw visitors and major companies who will spend money in the economy. During consultation, however, residents expressed concern about the heights of buildings, preferring to see new buildings that reflect the existing built form.

The design of the housing within each of the development plots should respect the central location within Ponders End, being higher in density than the surrounding residential streets. This will be achieved largely through the typology choice and the heights achievable across the sites.

Development should address the High Street by accommodating accents of taller buildings, particularly at the corners (six storeys), which would frame the development on Queensway Campus as well as taking advantage of views

- 3 - 4 storey
- 4 - 6 storey
- 6 - 7 storey
- 01 Opportunities for taller accents reflective of Broadbent Building



Figure 3.2 - Indicative building massing

from further down the street.

Moving westwards into the Queensway Campus Site, the listed building must be the dominant building. It is therefore advised that building heights should gradually drop in height from the High Street towards the Broadbent Building.

There are opportunities for accents of taller buildings to a bulk and massing reflective of the existing built form, and not creating an overbearing presence in the site. The entry to the Broadbent Building, for example, the slender height of the Roberts Building, and the Mosque, set up a rhythm of taller and more prominent elements within the area (maximum seven storeys). Taller buildings should either aid legibility (make it easier to move around), or signify a civic function.

The Council will resist development, which will significantly overshadow existing adjoining buildings and amenity spaces and/or harm the visual privacy of residents.

3.2.7 Important Local Views should be maximised through the creation of new routes and the redevelopment of regeneration sites.

Views of the listed buildings in the Queensway Campus Site should be maximised.

Views from the Queensway Campus Site to Ponders End Park will be secured.

Views of the Mosque and United Reformed Church adjacent to the Library should be maximised and considered as landmarks to enable people to move easily around the area.



Developments and public realm improvements should not prohibit these views and, where possible, should enhance them. Enfield Council will refuse developments that are overly intrusive, unsightly or prominent to the detriment of the view as a whole in line with Core Policy 30 of the Core Strategy.

3.2.8 Important listed buildings, including the Broadbent Building on the former Queensway Campus Site, and their settings, will be retained and enhanced through any redevelopment and public realm improvements.

The Broadbent Building and associated buildings are Grade II listed and provide a focal point of interest within the Queensway Campus Site and are to be retained. The buildings were purpose-built for education uses and will therefore require sensitive conversion to retain and enhance the character of the original building. Additional stories to this building will not be acceptable, nor will the significant alteration of internal structures, or attempts to mimic the design in nearby buildings. As the listed ancillary building is not suitable for residential accommodation, and, due to the need for any development to provide community facilities, there is an opportunity for this smaller building to be converted into a public community-orientated use (which may include a gym). The caretaker's building would require sensitive conversion as it too falls within the listing.

3.2.9 New School Places for Future Residents

In common with many other education authorities in London, Enfield subscribes to the school roll projections service of the Greater London Authority (GLA). Annual projections are prepared on the basis of the January Schools Census. In preparing these projections, the GLA receives its basic population data from the Office for National Statistics (ONS) and information about housing developments from the Council. Most recent projections have reflected not only the effects of increased housing and migration, but also a sharp and sustained increase in birth rates across London, with comparatively higher levels of growth in Outer London and specifically in Enfield. The Council is now considering the impact of the most recent projections on Pupil Places Planning. Further work is under way to consider options for meeting increased demand. New sites for schools will be set out in the Site Schedule Development Plan Document (DPD) that responds to spatial variations in need across the borough. This will include the more efficient use of existing education sites and playing fields.

Ponders End is home to four primary schools but the Primary Planning Area encompasses seven: Alma, Brimsdown, Southbury, Suffolks, St. James', St. Mary's and St. Matthew's. Plans are underway to develop a new Academy in the ward, at the gas holder site adjacent to Ponders End Station (details will be provided in the South Street Planning Brief).

Despite these plans, new development will need to take into account the additional need for



school places because of the other development sites in the area, which will increase the number of residents. It may be necessary to provide additional primary and secondary school places, which could potentially be accommodated through the maximising of space in existing schools. Contributions to school places will be sought from development through Section 106 agreements.

3.2.10 Communal Play Space for all ages and mobilities as part of the Development

The Mayor of London's Providing for Children and Young People's Play and Informal Recreation Supplementary Planning Guidance (SPG) requires the provision of sufficient, accessible, good quality, well-designed, secure and stimulating play and informal recreational space for children. For all new residential development generating occupancy of more than 10 children, a minimum benchmark of 10SqM of play space per child should be provided.

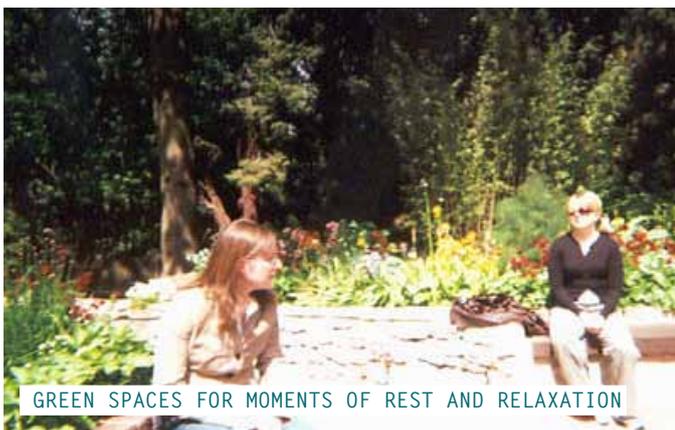
Play and recreational space is not just for children however. Developers will be required to incorporate space for people of all ages to relax, interact and play outside. This may range from the provision of equipment such as outdoor table tennis tables, seating areas and playful water features.

3.2.11 A Sensory Experience for People of all Ages and Mobility

New homes will be required to meet Lifetime Homes Standards, and 10% will be required to be wheelchair accessible in line with Core Policy 4 of the Core Strategy and London Plan policy 3A.5.

Disabled parking spaces should be provided in line with London Plan Policy 6.13.

Opportunities should be taken to provide features to stimulate all the senses. This may include consideration of street crossing facilities, which should be controlled where possible with audible and tactile signals to aid crossing. Consideration should be taken when designing open public spaces of the need for tactile features for blind people to follow and for the creation of sensory gardens, and how residents might move from their homes to other parts of the site and beyond.



GREEN SPACES FOR MOMENTS OF REST AND RELAXATION



A GARDEN TO STIMULATE ALL THE SENSES



GARDEN FEATURES DESIGNED TO BE ACCESSIBLE TO THOSE IN WHEELCHAIRS



A SENSORY GARDEN INCLUDING TEMPORARY WORKS BY MEMBERS OF THE COMMUNITY!

3.3 A LIVELY, PROSPEROUS TOWN CENTRE WITH MORE JOBS AND IMPROVED LOCAL FACILITIES FOR ALL

During consultation, residents said they would like to see the High Street improved by making it cleaner; making it easier to cross the road; encouraging a greater variety of shops; decluttering pavements; improving parking; enhancing existing buildings; and reducing the number of takeaways.

3.3.1 Enabling the arts, music, and creative industries to spark a lively evening economy

Ponders End benefits from a vibrant community and voluntary sector, with events going on throughout the year, and a number of restaurants, bakeries and cafes, reflecting the diverse cultures in Ponders End, enable local people to meet and relax.

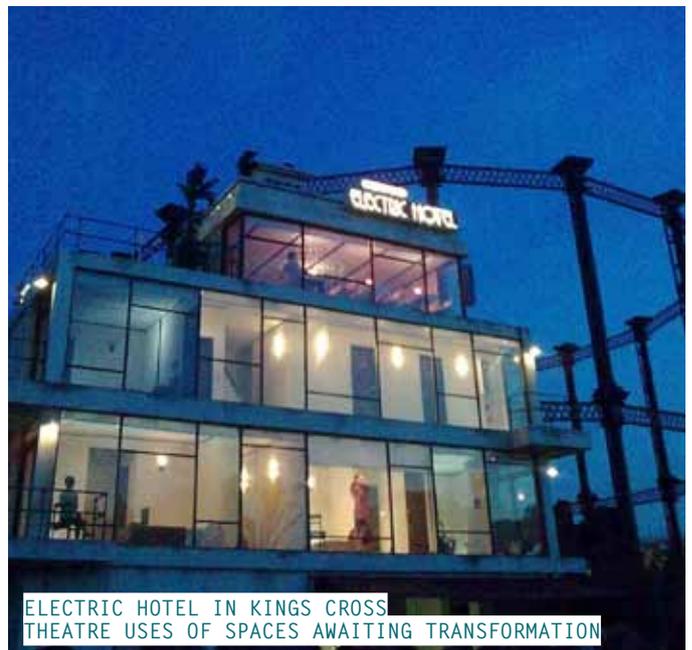
During community consultation there was strong interest in developing opportunities for the creative arts to flourish. A number of music studios are already active in the area and there is an opportunity to build on this presence and to

complement the existing creative presence in the nearby Claverings Estate.

At the Creative Ponders End Workshop held on 14th September 2010, for example, attendees expressed an interest in seeing:

- more festivals in the park
- a music and arts venue in the area
- live music in pubs and bars
- "pop-up" galleries in vacant shops
- high quality public art
- a market

Gallery space for exhibitions of all types and studio and rehearsal spaces for the arts and music will be encouraged on Queensway and on the High Street. This would support delivery of Creative Enfield: Enfield's Arts and Creativity Strategy 2009-2013.



The inclusion of works of public art in development is encouraged and any works should be fully integrated within the design of the buildings. All works must be of the highest quality. The appointment of an artist (or artists) and engagement with the community should be discussed with members of the Neighbourhood Regeneration Team early on in the scheme's development. This is in line with London Plan Policy 3D.4.

The location and type of market needs scoping with Enfield Business Retailers Association and potential traders.

The arts should be injected into the development and construction processes, by introducing "pop-up" events in buildings awaiting development. This should involve, but is not limited to, creative use of construction hoardings with windows to improve security and enable community interaction; temporary uses of buildings for arts purposes (stage productions, exhibitions, etc); creative lighting; integration of artistic elements into the public realm and buildings themselves; working with local arts groups to deliver all of the above. From this kind of activity can stem opportunities for existing businesses to grow, and new businesses to start up, to create a lively evening economy.

Progress has already been made on the following projects:

The works to improve Ponders End Park and make the bandstand a focal point will encourage more events to take place.

At the Christmas event on 11th December 2010 Millenium Cafe hosted live jazz. Other venues will be supported if they choose to go down the live music route.

Pop-up galleries are being scoped with shop owners.

A public art project has already been put out to tender (funded through Working Neighbourhoods Funds).



3.3.2 Supporting Local Businesses to Grow and Respond to Change

Enfield is already working with local businesses, through the Enfield Business Retailers Association, advising local traders on how to improve their presentation to customers and the look of the High Street (e.g. open mesh shutters, shop window dressing). Enterprise Enfield is also offering business support, as required.

Enfield will work through the Ponders End Business Forum with individuals and businesses affected by the proposals at 188-216 High Street to find suitable premises either within the new development, or elsewhere on the High Street.

In future, proposals include a “Love your Local Trader” campaign similar to Camden Council’s Marchmont Street campaign, and a series of events to increase footfall to the High Street have already started with the Christmas event on 11th December 2010.

3.3.3 Improving community safety, focusing improvements to public streets and spaces in existing and emerging crime hotspots, including the junctions with South Street and Nags Head Road

Community safety emerged as “very important” among residents during consultation. Public realm and development improvements in these areas will be sought that adhere to principles set out in “By Design: Urban Design in the Planning System: Towards a Better Practice” and “Secured by Design”.

Streets should be well lit to adoptable standards to make their users feel safe in line with London Plan policy 4B.6. Police facilities, which are considered ‘essential infrastructure’ will be included in future High Street development.



THE LIVELY EVENING ACTIVITY OF DALSTON'S GILLETT SQUARE

3.3.4 Takeaway (A5) uses will be limited on the High Street

Takeaway (A5) uses will be resisted, addressing residents' concerns about a surfeit of fast food outlets.

3.3.5 Integrating Ponders End Library into the regeneration of the High Street

Ponders End Library is currently located off the High Street in a relatively concealed location. To open up the Middlesex University site, it is proposed that consideration be given to the current location of Ponders End Library to ensure that it is a visible and well used community resource.

3.3.6 High Street Regeneration Project: Opening up the Queensway Campus Site from the High Street

The redevelopment of the Queensway Campus Site is a crucial factor in making the High Street buzz again, bringing more people to the shops and businesses that line it.

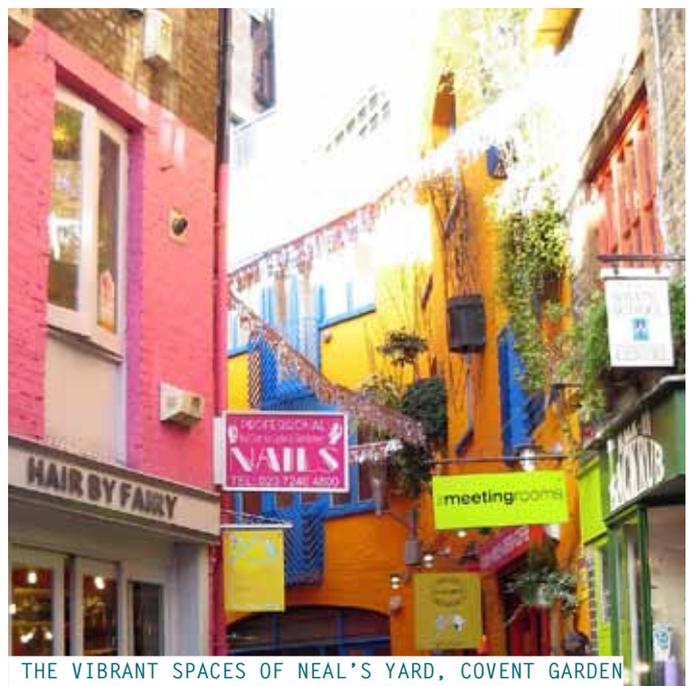
Today, however, the site is physically isolated from the High Street – there is only one way into it down a narrow alley adjacent to the former Beef and Barrel pub.

With views over the newly transformed Park, comprehensive redevelopment of the High Street site presents the opportunity to create a sensitive yet striking mixed use development at the heart of the High Street, whilst also unlocking the Queensway Campus Site.

Three options for achieving this were presented during consultation on this Planning Brief and residents and other stakeholders were asked for their views. The results of this consultation are presented overleaf.



THE SOCIAL AND COMMUNITY POTENTIAL OF ART SPACES SUCH AS THE CHOCOLATE FACTORY N16 IN STOKE-NEWINGTON



THE VIBRANT SPACES OF NEAL'S YARD, COVENT GARDEN

3.3.7 THE PREFERRED APPROACH TO REGENERATION OF THE HIGH STREET

During consultation, residents were asked how they would like to see the High Street in front of the Queensway Campus site (188-216 High St) developed in future. Two options were presented.

Option 1

A new community-focused building with residential above, to the west of the High Street, overlooking the Park and new square with active uses day and night.

Option 2

a) A new retail/café focused building with residential above to the west of the High Street, overlooking the Park and new square with active uses day and night

AND

b) A new mixed-use community-focused development on the Swan Annex site.

Other ideas were sought for the High Street under “Option 3” but none came forward during consultation.

Following consultation and taking into account viability and the complex economic climate,

- 1 The High Street
- 2 Ponders End Park
- 3 New Green Link
- A** Community focused building with residential above

- 1 The High Street
- 2 Ponders End Park
- 3 New Green Link
- A** New retail and community focused building with residential above
- B** Mixed use development

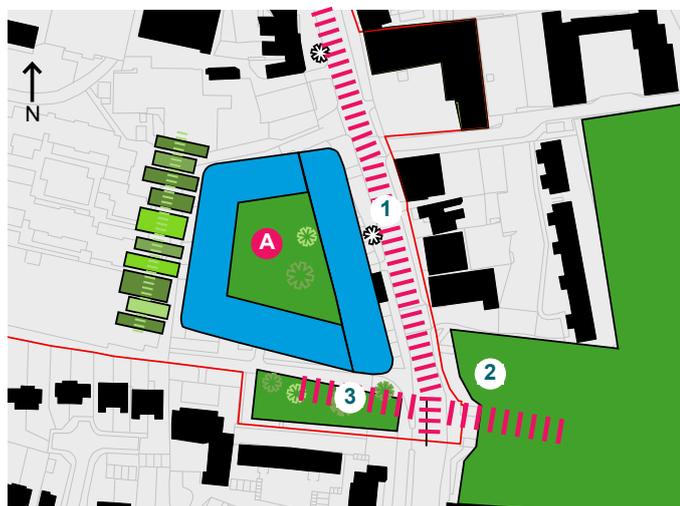


Figure 3.3 - High Street Redevelopment Option 1

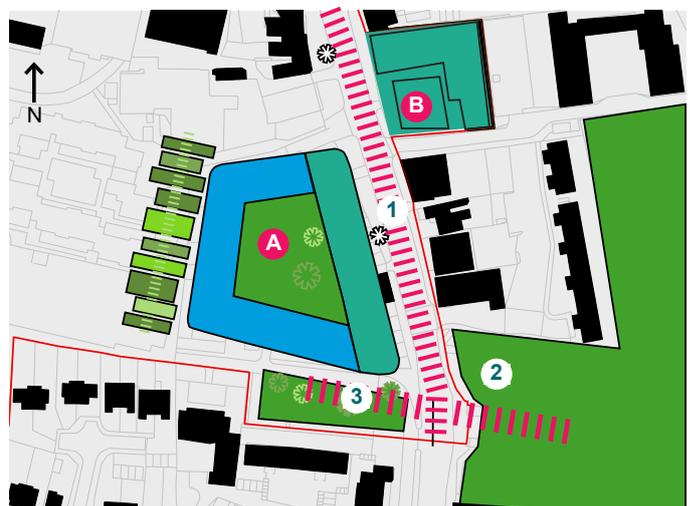


Figure 3.4 - High Street Redevelopment Option 2

Option 2 has emerged as the preferred option.

Evidence to Support the Choice of Option 2 as the Preferred Option

During consultation, questionnaire respondents were asked to consider which option they would prefer, and there was an even split between the two options. Other factors have contributed to the decision to pursue option 2, however. These are:

- Consultation revealed that it is important for residential and community uses to be separate, and that there should not be residential use above community space, which would be a deciding factor on the location of facilities for many respondents. This point was also stressed by the Ponders End Community Development Trust, a key local umbrella organisation for community groups. Whilst design solutions could be found to avoid use clashes, Option 2 presents an opportunity to separate these uses from the outset. Option 1 would require the collection of all uses on one site.
- Several groups, including the Ponders End

Community Development Trust, Enfield Asian Welfare Association, Enfield Women's Centre and the Ponders End Vision Team, specifically identified Swan Annex as an ideal location to redevelop into a mixed-use community focused building. Option 2 leaves the flexibility for this to happen as part of a mixed use development.

Analysis of the consultation is available in the Ponders End Central Planning Brief Consultation report.

Next Steps

Notwithstanding the above, financial viability and deliverability must play a key part in shaping the High Street regeneration proposals.

Viability assessments of the High Street Regeneration proposals indicate that redevelopment will be challenging unless the schemes are commercially focused. The Council will consider the future use of Swan Annex as the regeneration proposals develop.

Community facilities are being considered as part of the wider masterplanning process.

Proposals to pursue the regeneration of the west of the High Street (188-216) will be brought forward in 2011.

DETAILED GUIDANCE TO ENABLE DELIVERY OF OPTION 2A

A new retail/café focused building with residential above to the west of the High Street, overlooking the Park and new square with active uses day and night.

The views of tenants and owners of the properties affected by the High Street proposals (188-216 High Street) were actively sought throughout the consultation process. Through the Ponders End Business Forum it has been possible to stay in touch with these businesses and not only hear their views on the proposals, but also better understand the day to day issues they face as businesses. The dialogue will continue with all affected parties and appropriate strategies for relocation and accommodation will be developed.

During dialogue with residents, businesses and other stakeholders, the following guidelines have been prepared to steer development on this site.

- 1000-1200 square metres of retail class (A1-A4) at ground level providing active frontages to the High Street will be sought.
- A new library would be suitable for delivery on this site, subject to financial feasibility and parking, and whether it is possible to meet the requirements of this civic function.
- Police facilities/shop will be provided as part of this redevelopment.
- Other community uses (listed on page 51) may be appropriate where they contribute to the overall viability of the scheme.
- Cafe uses (A3) would be appropriate as part of this development, especially adjacent to the new green link to the south of the building (College Court).
- A5 land uses (hot food takeaway) will be resisted because community consultation has repeatedly and strongly revealed that people would like to see more of a range of shops in the area.

- Public art will be appropriate in the new green link to the south of this new building and developers will be required to contribute through a Per Cent for Art scheme.
- Active frontage and comprehensive public realm treatment is required to all flanks of the building avoiding blank facades which may attract graffiti and antisocial behaviour.
- Wide, strong pedestrian/cycle gateways to the Queensway Campus Site will be required from the High Street at two points (via College Court and 216 High Street).
- Residential is appropriate in this location as part of a mixed use development with retail/café uses fronting the High Street. Residential at street level is appropriate on non High Street frontages.
- Internal open mesh shutters will be encouraged on shop frontages (where shutters are deemed necessary). Closed mesh front of shop shutters will be resisted.
- Measures to design out pigeons should be included in detailed design
- The building height and massing will reflect the existing building heights and character buildings on the High Street and of College Court itself (max 6 stories at accented points).
- In this High Street location, 50% amenity space will be sought, with each unit to provide at least balcony or roof terrace.
- Parking provision to a ratio of minimum 0.5 spaces to every residential unit will be sought in this town centre location subject to the outcome of a detailed Transport Assessment.
- Development should have regard to character buildings on the High Street and seek to retain them where possible not only to preserve visual interest in the High Street, but also in the interests of sustainability.
- Dual aspect flats with generous internal space standards will be sought in this location.

DETAILED GUIDANCE TO ENABLE DELIVERY OF OPTION 2B

A new mixed use development on the High Street (on the Swan Annex site)

Whilst Swan Annex has consistently emerged as a character building, there are a range of issues around viability that need to be taken into account. It will be crucial for the Council to maximise value from the site and to ensure it delivers for its citizens in social, economic and environmental terms.

The site is considered suitable for a mixed use development with a range of uses suitable for its High Street location, which may include 10-15 new homes.

The following principles apply to the site in all cases:

- Uses that may be appropriate as part of this mixed use development include:
 - 10-15 residential units as part of a mixed use development appropriate to its High Street location.
 - Social infrastructure uses that contribute to the overall viability of the scheme, and which have been identified as important through consultation (as set out on page 51)
- Developers of the site would be expected to deliver a green pedestrian/cycle link from the High Street to the northwest corner of Ponders End Park. The synergy between the Park, new uses on this site and the Queensway Campus site should be maximised.

- The façade of Swan Annex should be retained in the interests of heritage conservation, subject to viability.
- Elements of the internal structure may be useful and desirable as part of any future development (double height ceilings, cast iron banisters, large windows) and should be taken into account as part of the approach to the site, subject to viability.

3.3.8 Intensifying and improving Queensway

Queensway Industrial Area, is safeguarded as a Locally Significant Industrial Site under Core Policy 15 of the Core Strategy. It plays a local but important employment role and should therefore be safeguarded. It is relatively well occupied and is currently home to a variety of uses. Change at the former Middlesex University site should not compromise the employment function of the Queensway Estate and should be clearly connected to the employment area. The Council will protect the B class floorspace in accordance with Core Policy 15 of the Core Strategy, this includes preventing the loss of B class floorspace to other uses.

Flexible business space suitable for a range of occupiers should be provided including light industrial uses that provide services to the local area and creative industries. In light of the Council's Employment and Skills Strategy, development is encouraged to help address the need for affordable workspace for creative industries/provide flexible live workspace. Cultural and creative industries are sometimes priced out of the traditional employment areas. Where they continue to contribute to wider regeneration, they should be encouraged and

supported by wider economic and cultural development initiatives. Cheaper premises in or on the edge of the town centres are especially suitable as part of wider regeneration initiatives in line with London Plan policy 3D.4

3.3.8.1 Delivering Jobs Local People Want

Consultation revealed that people would like to see the following types of light industrial jobs in the area:

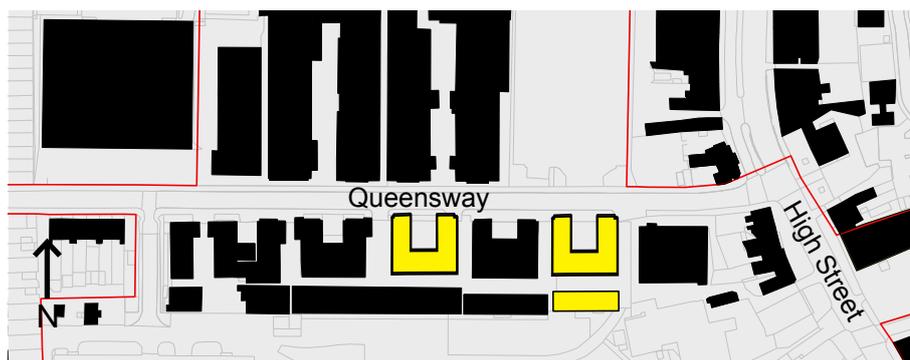
- trades (electricians/plumbers, manufacturing)
- market place (farmers market for example)
- High tech industries and I.T.

People also suggested a number of quality factors which were:

- A range of full and part time jobs
- Provision of childcare
- Jobs with vocational training
- Permanent or secure jobs
- Quality jobs, not unskilled

3.3.8.2 Public Realm Improvements

Consultation confirmed that some restructuring of the Queensway employment area might be desirable, to create a stronger frontage onto



65 Figure 3.5 Queensway and opportunities for more employment intensity.

Queensway and Hertford Road, as long as there is no net loss of employment capacity and the employment function of the area is not compromised. Contemporary interpretations of the “industrial villa” building typology common to Queensway will be encouraged.

Enfield will work with developers and partners to implement public realm improvements to Queensway to improve the attractiveness of the area to new businesses and to more formally define the street as an employment area. These improvements may include but are not restricted to greening through the planting of street trees, contemporary planting, signage, way marking, and cycle/pedestrian facilities.

3.3.8.3 Addressing Parking Concerns

Residents noted that parking is a problem on Queensway with many competing uses ranging from residential to visitors to faith buildings and industrial uses. Future restructuring should take this into account and encourage positive travel planning to reduce dependence on car travel.

3.3.8.4 Replacement Employment opportunities should be provided within the Queensway Campus Site

The former campus of Middlesex University provided significant employment in the area, not only for the academic staff but also a range of service support jobs for local people. The local High Street traders have felt the loss of the spending power of the staff and students from Middlesex University since the Ponders End Campus closed in 2009. It is therefore

important for employment opportunities to be created within the scope of the Queensway Campus site. These would be best located to the northern edge, close to Queensway itself but there is also the opportunity to restore the original workshop buildings at the rear of the Broadbent Building back to their former uses. This mix of uses will not only contribute positively to the local economy, but will also enable the creation of a more active and safe community, with people moving through the area both day and night.

3.3.8.5 More Efficient Use of the Land around Tesco

Due to this site’s proximity to Southbury Station and the large surface area the carpark consumes, opportunities for more efficient use of car parking at Tesco should be explored. This would make more efficient use of this land at the heart of Ponders End, provide the opportunity for a more coherent street frontage onto Southbury Road and Queensway, and free up land to create development opportunities for a mix of uses. The North East Enfield Area Action Plan suggests there is scope to provide between 60 and 90 homes on this site. During consultation, however, reservations about the provision of housing on this site were expressed. Residents and community groups suggested providing an access into the Tesco site to relieve congestion at the junction of High Street/Nags Head Road. Residents also suggested an alternative use for this space might be space for more jobs, a market, or a banqueting facility. Further discussions are required with Tesco about the future of their site including the proposed new homes and access into their carpark.



3.4 A WELL CONNECTED, INCLUSIVE AND FAIR NEIGHBOURHOOD THAT IS EASY FOR EVERYONE TO MOVE AROUND

Assessing the Impact of Future Traffic on the Area

There are congestion and traffic issues on the High Street and more widely on the Hertford Road, which the Council needs to see considered in depth before any development on this site will be agreed. Consultation has also revealed extensive concerns about the levels of traffic and congestion in the area. Residents think that improvements to public transport are very important, as are the creation or improvement of publicly accessible pedestrian and cycle routes. To start tackling this issue, the Council has commissioned a Corridor Study of the A1010 to better understand the existing situation and how to better manage traffic in future. Developers will be required to contribute to this assessment and evaluate the particular implications of their site via a full Transport Assessment, in accordance with Transport for London's document entitled *Transport Assessment Best Practice Guidance*.

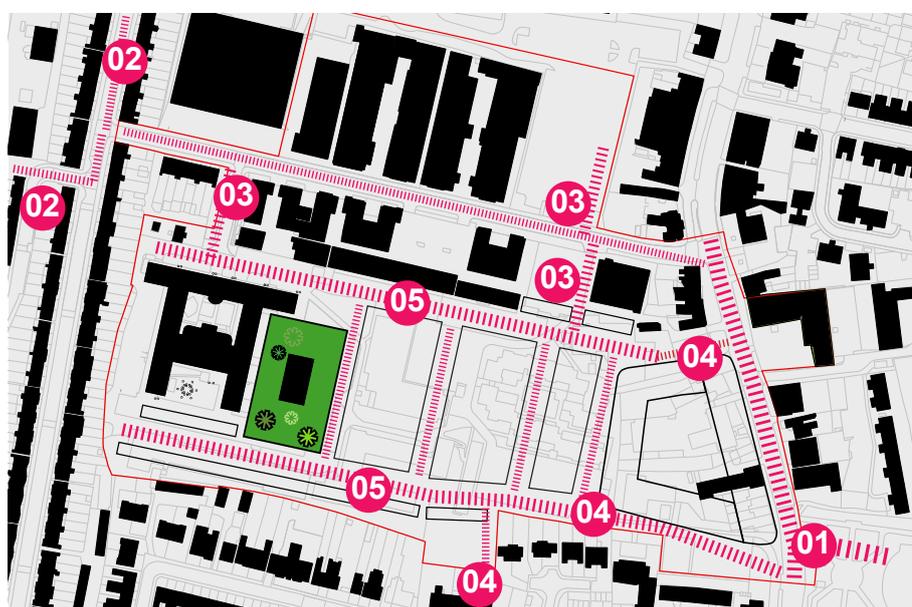
3.4.1 Comprehensive Travel Plan Requirement:

Travel behaviour change measures aim to encourage people to choose walking and cycling as an alternative to driving and public transport. Travel behaviour change measures achieve a more sustained mode shift when supported by low levels of car parking provision.

A full Travel Plan will be required for all major and some minor developments if there are significant impacts to demonstrate commitment to reducing car usage in any new development.

Typical measures implemented within employment and residential travel plans include but are not restricted to:

- Walking bus locations and facilities (i.e. shelter) to enable safe routes to school
- On site facilities such as secure cycle parking, showers, changing facilities
- Car clubs and car share schemes
- Cycle buddy schemes
- Financial help with cycle purchase and maintenance



- 01 Connection to Ponders End Park
- 02 Connection to Southbury Station
- 03 Vehicular connections, subject to feasibility
- 04 Pedestrian connections
- 05 Well defined streets into the sites

Figure 3.6. Key routes and connections

- Promotional material and maps
- Discounted ticketing
- In some cases a Framework Travel Plan will be appropriate to cover a number of uses, with individual, use-specific travel plans following on later. In cases where individual travel Plans are being developed for each land use, then the Plan should be written before occupation, with only a few details such as targets confirmed once the site is occupied.

3.4.2 New Routes Through Ponders End Central

Notwithstanding the outcome of any Transport Assessment, the following should be taken into account:

The layout shown on the masterplan (section 4) for the Queensway Campus Site and adjacent land follows the established east-west oriented street pattern and seeks to maximise connections and legibility, whilst generating a block form that maximises the efficient use of land.

A clear frame of accommodation to the north, framed by the existing workshops (with infill where necessary, and possible extension of the mosque), will provide a strong edge and relate the new development to the listed Broadbent Building. To the south, new domestic scale housing should form a strong edge that backs onto the existing rear gardens to the homes on Derby Road.

The new housing development can then be split evenly across the site in development plots of similar size with the eastern most plot addressing the High Street and relating to the existing land ownerships.

Car access to the Queensway Campus Site will be via the existing Queensway entrances and via a new vehicular link to Queensway through the redevelopment of the existing multi storey car park.

Publicly accessible pedestrian and cycle routes

into the Queensway Campus Site will be via the existing Queensway entrances; via an existing and much enhanced public right of way from the High Street; and via the new green link at College Court (currently College Court car park). A longer term aspiration would be to open up a route to the south of the Queensway Campus site into Derby Road.

During consultation, a new vehicular route was proposed into the Tesco site from Queensway. By providing an access point here, congestion at the High Street/Nags Head Road junction could be alleviated. There would likely need to be restrictions within the Tesco site to stop 'rat running'. This suggestion will be discussed with the landowner and will be subject to their agreement and feasibility.

Cycle routes will be required to be open to the public and to connect in to the wider network, a joint London Borough of Enfield, Transport for London, Sustrans initiative, which is in development across the Borough and will eventually connect Ponders End Central to the Lee Valley Cycle Path (National Route 1) to the east and to the Great Cambridge Road (London Route 10) to the west.

Developers of the Queensway Campus Site will be required to provide a clear, publicly accessible cycle route from the site to Southbury Station.

Within the former Queensway Campus Site, a new street is to be created running from east to west from the Broadbent Building to the High Street framed to the north by existing workshops and to the south by the new housing. This street will be relatively wide as it is an extension of the existing building footprints that form an existing section on the site at present. The nature of the street will be mixed with small scale employment space along the north edge and taller residential buildings to the south. This street should be the primary residential street with drop off facilities, visitor car parking, and cycle parking focused in this area and integrated into a high quality public

realm.

Streets within the Queensway Campus Site should form part of a high quality public realm. They should allow for pedestrian and cycle priority over the traditional dominance of vehicles and a 20mph speed limit will be implemented. All streets within the site should be designed as streets for people, with emphasis on play and growing space.

The residents should be encouraged to use their streets as an active and useful part of their community space. Street names that reflect the heritage and diversity of the local community will be sought.

The hierarchy of streets within the development layout should be reflected in the design of the street. Streets should be playful and productive public spaces that encourage interaction and help foster a spirit of community.

Navigation should be made possible by using local landmarks such as the Mosque, United Reformed Church, Broadbent Building and Park, with access routes maximising views of these buildings and spaces.

3.4.3 The High Street and its Relationship to the Park, New Square and New Developments

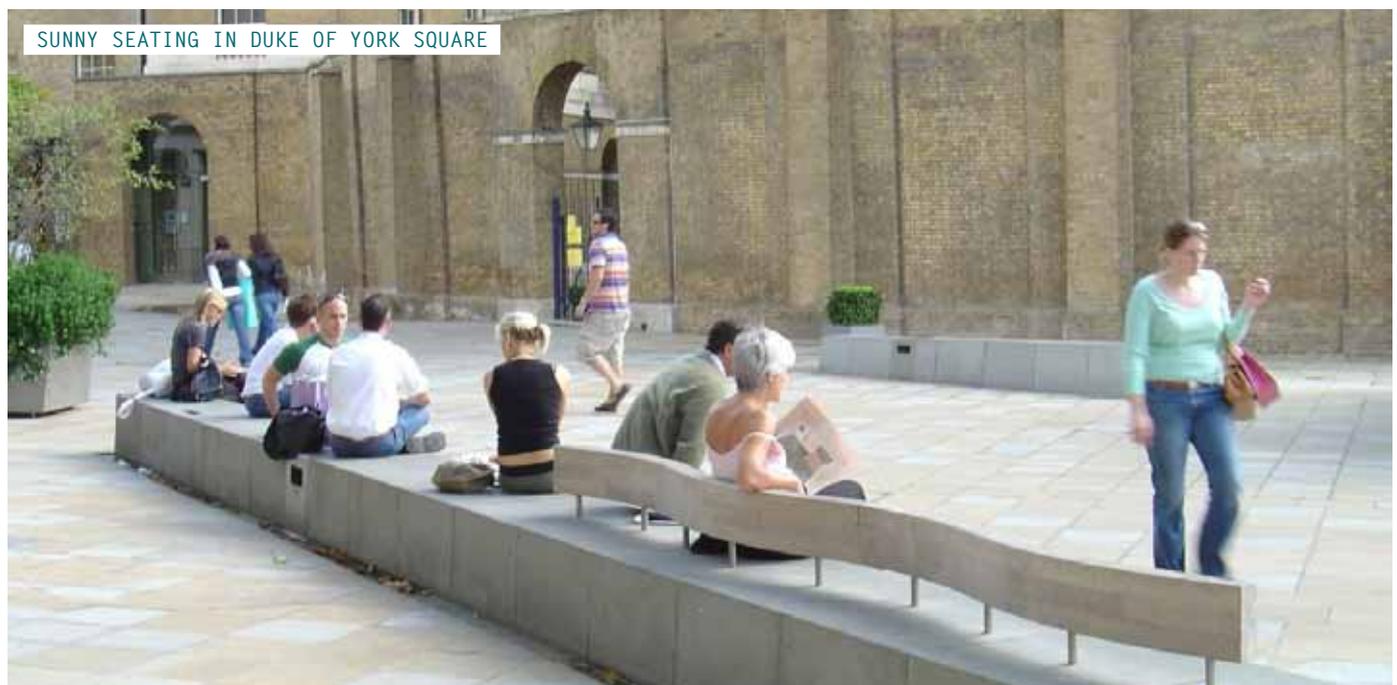
Modernised public realm design should be introduced on the High Street between Queensway and the Park. It is envisaged that this section of the High Street could be transformed into a more pedestrian/cycle friendly space, with a level surface or minimal kerb between the carriageway and footways to enable easy movement between the new square and the Park.

The Council has already started to de-clutter the road in preparation for further improvements in future.

The objectives of this work should be to improve the pedestrian environment on the High Street; to reduce the vehicle dominance of the space; and to make it easier and safer to cross the road at this location.

Whilst the redesign of this space should follow current best practice guidance, the High Street forms an important part of the strategic network, so proposals need to reflect this.

Subject to the outcome of the A1010 Corridor Study and proposals arising, solutions for the redesign of the High Street could include the following:



- Narrowing of carriageway widths (and widening of pavements) to slow traffic naturally, make it easier to cross the road and to improve the public realm.
- Removal of the parallel service roads which increase the width of the carriageway, form a further barrier to movement and present problems for visually impaired people when crossing the road.
- Further de-cluttering of the space, including the removal of barriers and the realignment of street furniture
- Introduction of controlled crossing points to make crossing the road easier
- Introduction of tactile and audible signals to enable people with sensory impairments to cross safely
- Permeable surfaces to reduce drainage problems in front of shops on the High Street (especially 198-216)
- Introduction of a raised table in front of the Park, which could take the form of a shared space or a minimal kerb to improve accessibility. Tactile surfaces here would be paramount to ensure people with visual impairments could cross the road safely.
- In order to ensure a step change in driver behaviour, the environment and surfacing should be sufficiently different from that of a traditional highway, with minimal signage and the removal of traditional road markings if possible. This could be implemented through the introduction of a restricted zone. Future proposals will be developed with Transport for London.
- The design for the High Street should be carried out in conjunction with designs for the new public square and entrance to the Park.
- New and enhanced streets should prioritise pedestrian and cycle access and movement over that of vehicles.
- A clear, safe network of pedestrian priority routes should be provided to Ponders End Park across the High Street (opposite College Court), to Southbury Station, to the High Street, and to the south side of Swan Annex (improving connections into the Park).
- Design of public, private and semi private streets and spaces should accommodate the needs of those with physical and sensory disabilities, taking into account the need to ensure the visually impaired are not disadvantaged by such moves.
- The detailed layout of all proposed new streets will need to take into account the principles set out in the Manual for Streets and early discussion will be needed if roads are intended for adoption.
- Introduction of a Legible London pilot scheme in Ponders End. in partnership with TfL and the Wayfinding Strategy.

Opportunities for community-led street greening projects can be considered outside of the main development area.

The A1010 Corridor Study is currently under way. As baseline material becomes available, it will be fed into the planning brief as part of the consultation process.



3.4.4 Getting Around on Foot and by Bike

Pedestrian access to new developments should be designed to be equally accessible to all members of the community.

The needs of cyclists should be fully taken into account, making sure it is easy for cyclists to find their way through a development and onto existing and proposed cycle networks in line with London Plan policies 3C.3, 3C.21 and 3C.22.

Facilities for the storage of cycles within new development will be required. Provision of cycle storage will also be sought in public and semi private areas.

All developments should provide cycle storage according to London Plan requirements. Showers for employees are a desirable element of any good development.

The following should be considered as part of proposals for new development:

- Proposals for development should actively promote walking and cycling to, through and from the site

- Any potential negative impacts of the development on pedestrians and cyclist safety and ways to avoid or minimise these impacts should be identified
- Development should be designed to provide a safe environment that minimises the risk/fear of crime to pedestrians and cyclists in and around the development, particularly for women whose access can be limited by a fear of crime
- Improvements to the quality of the environment for pedestrians and cyclists should be considered in the areas surrounding the development for example pathways and lighting
- Access into and through the site for pedestrians and cyclists should be improved so it is the most direct, continuous and attractive to use
- Facilities should be provided to help pedestrians, cyclists and other road users e.g. cars should be minimised. The potential for shared surfaces for pedestrians and cyclists should be provided



OPPORTUNITY FOR WORKSHOPS AND CYCLE-FRIENDLY CAFES



'PLANT LOCKS' COMBINE CYCLE PARKING AND STREET PLANTING

- The safety of cycle parking can have an impact on how many people choose to cycle. Developers should ensure that the location of cycle parking, as well as parking itself, is secure. Further guidance is available from: TfL Cycle Parking Standards, Proposed Guidelines and TfL London Cycling Design Standards.
- The potential for funding from Section 106 and/or Section 278 agreements to be spent on projects that improve access for pedestrians and cyclists should be considered
- Cycle clubs, cycle pools and cycle hire should also be considered.



3.4.5 Getting Around by Public Transport

New developments and improvements to existing streets and routes should help to provide easy access to bus services and stations for people of all mobilities.

Developers should address the following in their planning application:

- Improved access to public transport
 - Improved access to public transport for disabled people and the mobility impaired
 - As part of the Transport Assessment investigate whether there is capacity on public transport or improvements that can be made to public transport to support access and use by people living, working and visiting the proposed new development
 - The potential for existing or new bus routes to be included in the design and layout of the development
 - Agreements to pay money towards improvements to public transport where a proposal for development does not provide access to public transport or there is not enough space or facilities to meet the increased demand on public transport
- Discussions with Transport for London on the use of and improvements to public transport.

Getting around by Rail

Ponders End is served by two train stations: Southbury and Ponders End. Improvements to Ponders End Station will be covered in the Ponders End South Street Planning Brief. Required enhancements to Southbury Station include service improvements; disabled access; cycle facilities (storage); improved seating (with backrests); access for all; improved lighting; planting, and way marking. Step free access to the south-bound platform via Emilia Close will be investigated with Network Rail.

Getting around by Bus

The waiting area for the bus stops on either side of the High Street near the Park should be improved to make them easier to use for everyone. It should incorporate quality passenger facilities such as shelters, seating with backrests, real time information and high kerbs to assist access for the mobility impaired. The lighting should also be improved to help to minimise any fear for personal safety. The reduction in carriageway widths will allow a larger waiting area to be provided for these stops while still allowing the free flow of pedestrian movements along the footpaths.

Transport for London advise that there is

currently sufficient capacity on bus routes along the A1010. If there is substantial redevelopment to the east of the area, additional capacity on route 191 may be required. The feasibility of any such frequency increase would need to be developed with Transport for London during the development phases for the residential development.

3.4.6 Getting Around by Car

Car parking provision in this location near two train stations should aim to achieve 0.75 parking spaces per dwelling. Developers are encouraged to refer to English Partnerships Guidance (2006) regarding car ownership in houses and flats according to tenancy type. Car club vehicle parking spaces and Car Share Schemes would support lower residential car parking ratios and will be required.

Electric vehicle charging points to support the use and ownership of electric vehicles should be provided within the key residential proposals.

The one way system around Kingsway and Queensway will be considered as part of the holistic examination of traffic issues in the area. A 20mph speed limit will be a requirement of the Queensway Campus site.



DIRECT RAIL CONNECTIONS TO LONDON



BENEFITS OF CAR CLUB MEMBERSHIP OVER PRIVATE OWNERSHIP

3.4.7 Servicing Requirements

Radical approaches to local freight and waste collection should be brought forward in planning applications, to reduce vehicle journeys, through the introduction of stringent management regimes and potentially freight delivery consolidation. All new developments will need to provide a servicing and delivery plan and a construction and logistics plan with their respective transport assessments.

Developers should refer to the emerging TfL Planning for Freight Guidance. This is in accordance with policy 3C.25 Freight Strategy, and 6.14, Freight.

A service parking area could form part of a low speed shared surface zone off the High Street to provide good pedestrian access and visibility to the community uses on the ground floor.

3.4.8 Customer Car Parking

Car parking for customers will be considered on the High Street as part of its redesign and as part of a review of parking zones in the area. Potential conflict with pedestrian uses will be designed out. Long-stay on-street car parking should be prohibited in many areas not controlled by resident parking measures. Short stay on street car parking should help to support local retail stores without encouraging commuter parking.

These specific interventions will be funded through contributions from development of the developments proposed in this Planning Brief.

Summary of Proposed Transport interventions

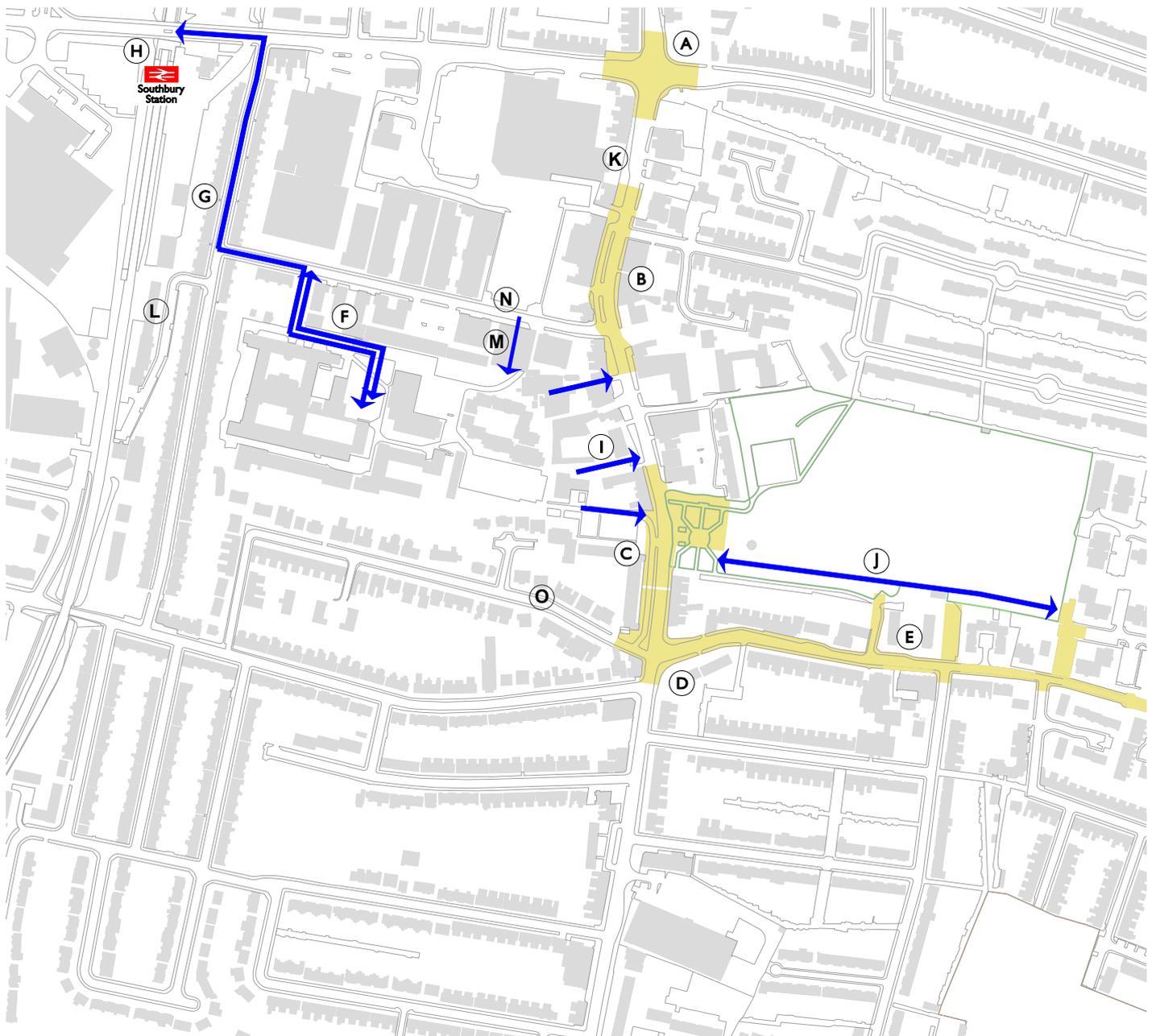


Figure 3.7 - Summary of Transport Interventions

- A** • Improve operation of the junction, particularly for pedestrians.
- B** • Declutter High Street
- C** • Potential removal of parallel access road
• Green link between Queensway Campus and High Street
• Public realm improvements
- D** • Improve crossing facilities
• Public realm improvements
• Memorial to Two Brewers Pub that was bombed during World War II
- E** • New and improved routes into park
• Improve South Street for pedestrians
- F** • Connection from Queensway Campus site into Queensway
- G** • Connection (cycle) to Southbury Station
- H** • Improve Southbury Station
- I** • Improved connections to High Street
- J** • Pedestrian / cycle avenue through park with connections.
- K** • Potential bus layby to enable buses to stop without obstructing traffic flow.
- L** • Potential new access to the south-bound platform at Southbury Station.
- M** • Proposed vehicular access into Queensway Campus site
- N** • Potential new access into Tesco
- O** • Proposed pedestrian/cycle access to Derby Road

3.5 A LIFETIME NEIGHBOURHOOD THAT WILL STAND THE TEST OF TIME AND HAVE MINIMAL IMPACT ON THE ENVIRONMENT

Community consultation revealed that residents consider environmentally sensitive developments as very important. Moreover, a development opportunity of the scale envisaged within the Planning Brief area should demonstrate exemplary sustainable development performance to enable Ponders End to mitigate and adapt to climate change, promoting energy efficiency and renewable sources of energy including exemplar schemes as part of regeneration of the Upper Lee Valley area.

Energy efficient design and construction, greater efficiency in the use of resources such as the use of combined heat and power, the use of renewable energy sources and the provision of decentralised energy systems, such as area-wide community heating networks are requirements of the London Plan.

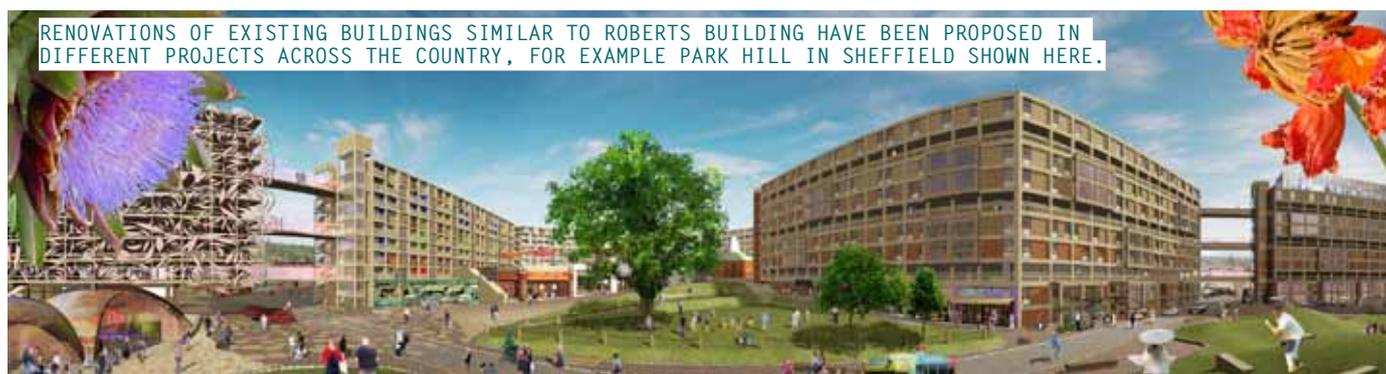
3.5.1 Passive Design from the Outset

Passive systems for cooling and heating should be used to reduce energy consumption and reliance on mechanical systems. This is likely to include shading on south facing windows to ensure properties do not overheat during the summer months, with windows to the south, east and west being large to maximise light, and to the north should be minimal size, serving bathrooms and utility rooms.

Orientation of amenity space (public, private and semi private) should be to the south and west where possible to maximise daylight and sunshine for future residents.

3.5.2 Re-use of existing buildings would reduce materials consumption and maximise use of embodied energy, although detailed long term assessment of future energy consumption should also be considered.

The retention and conversion of the Roberts Building as residential should be considered as part of the site redevelopment. Due to its height, the building offers a large quantum of accommodation at seven storeys high and is a local landmark. The retention of the building offers significant benefits in terms of



sustainability (embedded energy) and could provide substantially more public space on the ground floor while retaining similar levels of housing when compared to a low rise traditional residential block layout. A roof garden or terrace should be considered as part of the amenity space provision for the flats inside that would otherwise have limited access to communal amenity space.

Other buildings identified as worthy of retention for their character, but also in the interests of sustainability, include Swan Annex, The Goat, The White Hart and Tara Kindergarten.

Opportunities should be sought to use recycled materials either from the construction site itself or from elsewhere.

3.5.3 Developments should aim to meet the Code for Sustainable Homes Level 4 or Building Research Establishment Environmental Assessment Method (BREEAM) Excellent as a minimum.

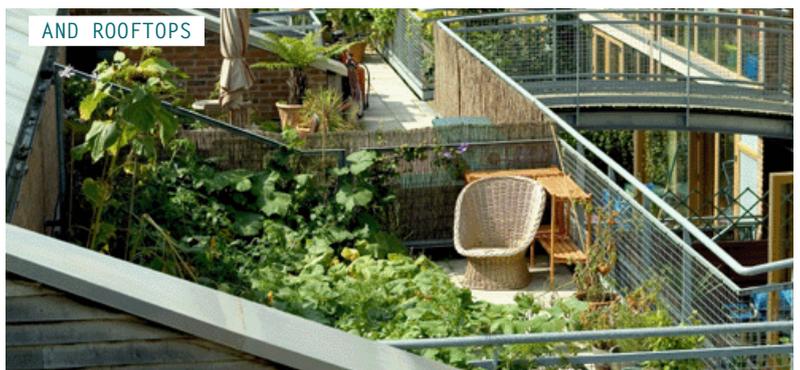
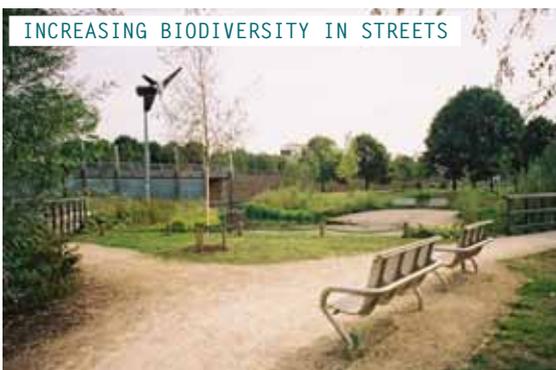
Excellence in sustainability will be required for all new homes. New housing should take account of the design and construction policies set out in the London Plan and should aim to exceed the Code for Sustainable Homes Level 4, as well as conforming to Building Regulations.

Efficient Energy Systems

It is envisaged that the redevelopment of Ponders End Central will be over a period of time. During that time, the requirement to achieve energy efficient design will change. As such, applicants will need to ensure that the design and construction methods comply with the latest guidance or development plan at the time of submitting a planning application.

Every major development proposal should be accompanied by an energy assessment demonstrating how the minimum targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy. Full details regarding how to prepare an energy assessment are outlined in Appendix D of the Mayor's Supplementary Planning Guidance on Sustainable Design and Construction.

Policy 4A.5 of the London Plan states that, where possible, new development should be linked to an existing or new Combined Heat and Power (CHP) system as part of a site-wide approach that connects different uses and/or groups of buildings. A CHP plant produces heat, usually in the form of steam, and power, usually in the form of electricity. The London Energy Partnership's Carbon Scenarios report demonstrates that a Combined Heat and Power (CHP) led approach is the most cost-effective mechanism for delivering carbon dioxide reductions in London, as decentralised energy schemes make more efficient use of primary energy than large-scale generation via the national grid.



A Combined Heat and Power plant is sought as part of the Queensway Campus Site redevelopment but should have the ability to connect to new development on other sites. It should also have the ability to link to a district heating network.

Detailed design of the redevelopment of the Queensway Campus Site should not be undertaken until further analysis has been undertaken to identify the appropriate scale, nature and location of the CHP plant.

Enfield will work with partners to maximise opportunities to provide decentralised energy.

New developments should take opportunities to reduce carbon dioxide through the use of on-site renewable energy sources, unless it can be demonstrated that such provision is not feasible.

3.5.4 Enhancing biodiversity through redevelopment; improving existing green spaces and designing in biodiversity

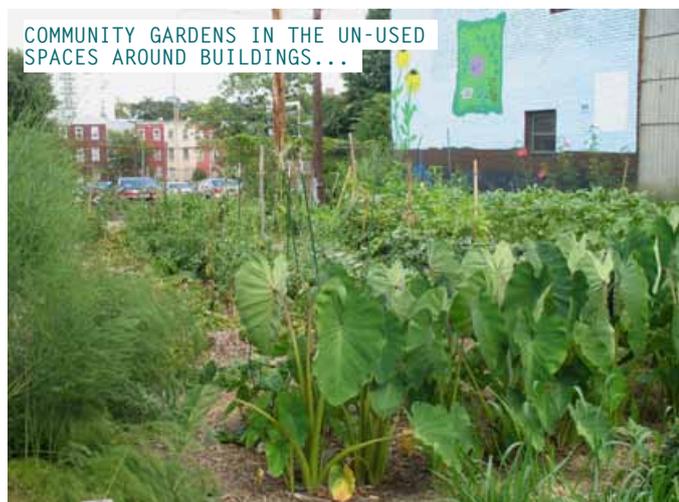
By following a set of green infrastructure principles set out by Natural England (Green Infrastructure Guidance, Natural England 2009) there is an opportunity to create truly special places in Ponders End that provides a sense of place; gives people the opportunity to connect with nature; enables Ponders End to adapt to

climate change; and providing opportunities to improve physical and mental health and wellbeing.

Whilst there are no sites designated for their ecological importance within or near to the Planning Brief Boundary, there are some areas of green space that are likely to have some biodiversity interest, such as Ponders End Park, the proposed green link, the proposed amenity space within the Queensway Campus Site, and other green spaces throughout the neighbourhood. Development should seek to incorporate, enhance and add to this existing green infrastructure and provide links through the Planning Brief area, in particular towards the Lea Valley. Developers will be expected to contribute to off-site green infrastructure projects.

Green Infrastructure includes street and garden trees, native and wildlife friendly landscaping, green and brown roofs, and natural elements of SuDS such as green roofs and wildlife ponds. On larger sites a landscaping and ecological management plan may need to be agreed and implemented.

All development will be expected to provide ecological enhancements within the development footprint. Examples of such enhancements include nesting opportunities for birds, native and wildlife friendly landscaping, wildlife ponds, and biodiverse green roofs.



Multi-functional green infrastructure will be integral to the scheme and should be designed into the proposals from the outset. Green infrastructure should enhance the site's biodiversity, provide recreation and educational opportunities, and incorporate SUDS elements where appropriate. A management plan, including details of management responsibilities both during and after construction, will be agreed, and the relevant prescriptions implemented, prior to commencement of development.

Wherever practicable, developments should enhance, restore or add to biodiversity. Development should aim to incorporate ecological enhancements such as swift boxes and bricks on tall buildings, and brown and green roofs. Native and wildlife friendly landscaping including large tree species should be used wherever practicable in new development.

Developments involving the demolition of buildings will in most cases need to include the results of an up to date bat survey and applicants should provide an ecological assessment including details of proposed biodiversity enhancements, informed by expert advice, with planning applications.

3.5.5 Integrated Water Management

All development sites will require a flood risk assessment to be undertaken, which will need to demonstrate how they will contribute to flood risk reduction, in line with Enfield's Strategic Flood Risk Assessment and the London Plan. Where relevant, understanding how and where the discharge of water will happen will need to be understood. The Environment Agency will require Sustainable Urban Drainage Systems (SUDS) to be considered. Elements such as Green Roofs, permeable paving and water recycling should be incorporated into the masterplan.

Proposals should contain a surface water drainage strategy to include provision for drainage to ground, watercourses or surface water sewer(s) (including permeable surfaces). They should also include a preliminary risk assessment for land contamination, as per Planning Policy Statement 23 (PPS23).

Water attenuation measures should be included to reduce peak flows of surface water runoff to the drainage system. Proactive design solutions to integrate surface water in the landscape design, such as sustainable drainage systems (SuDS) and rainwater harvesting will be encouraged.



Promoting recycling

Grey water and rainwater recycling, including innovative methods for domestic and/or commercial waste recycling, collection and storage within the development would be desirable. In respect of energy, standards regarding water use are likely to change during the period of redevelopment. Applicants should have regard to the latest development plan policies. However, in accordance with the London Plan Policy 4A.16, the Council will require that the consumption of water on new housing development is limited to 105 litres per person per day.

Water metres, low flush toilets, low flow shower heads, spray taps and water butts etc should be installed in all new properties and retrofitted in existing buildings and social housing.

Water and Sewerage Infrastructure

No development should commence until impact studies on the existing water and sewerage supply infrastructure have been submitted and approved by the Council in consultation with Thames Water. The studies should determine

the magnitude of any new additional capacity required in the system and a suitable connection point. Thames Water should be contacted at an early stage to ensure that there is sufficient capacity in the water supply and sewer infrastructure. Future development may need to be phased to ensure adequate infrastructure is in place.

3.5.6 Managing Waste

The development process and resulting construction should adhere to the waste hierarchy of Reduce, Reuse Recycle, Compost and Energy Recovery, with disposal as last resort, both during the development process, and once construction is complete.

The Council will require applicants to provide details of the design of waste and recycling storage and collection facilities with any planning application as part of a site-wide waste management strategy. The location and design of waste and recycling facilities must be considered as an integral part of the design of any scheme in public, private and semi private spaces.

Recycled materials should be considered for use in the construction of the buildings and landscape design, and waste generated from construction work should be recycled.



3.5.7 The use of existing and new open spaces for community food growing opportunities will be encouraged.

The allocation of open space for community food growth will help to strengthen a sense of local community and identity for new and existing residents in Ponders End. Opportunities to introduce rooftop growing, and roof top bee hives should also be embraced. In private, public and semi private spaces, the planting strategy should include native species that enable foraging such as apples and plums, for example.

During consultation on the Framework for Change there was community support for a market in Ponders End. This could be achieved on the Tesco car park site, or on the new green link opposite the Park, and would not only draw visitors to the High Street and wider area, but would also contribute to London Plan Objectives to support small and medium sized enterprises and black and minority ethnic businesses. As one of the Mayor of London’s Great Spaces, Local Authorities are asked to think how spaces could become “festival ready” – where markets and events could spring up easily –Ponders End presents an opportunity to achieve this.

The Council is currently preparing a Food Strategy which should be referred to for guidance once complete.

These specific interventions will be funded through contributions from development of the developments proposed in this Planning Brief.



04

The Conceptual Masterplan

Chapter 3 sets out the vision, principles and design guidance for Ponders End Central. In summary, the guidance for the Queensway Campus site is as follows:

- Residential led mixed use development of around 400 - 450 units (or 427-480 habitable rooms per hectare) of predominantly family housing (3 bedroom plus), taking into account viability
- 60% market and 40% affordable housing, and within that 40%, a 70% social rented and 30% intermediate housing split, subject to viability and wider place shaping aspirations.
- Public pedestrian, cycle and vehicular connections into the High Street, Queensway and Derby Road and towards Southbury Station
- Sustainable design from the outset including an approach to integrated water management, quality materials, waste treatment, recycled materials, biodiversity, and community growing space
- Aim to achieve Sustainable Code Level 4 or BREEAM Excellent
- Predominantly dual aspect homes with generous internal space standards and 50% amenity space for houses and 50% amenity space for flats, with around 75% parking provision.
- 10% wheelchair accessible units, Lifetime Homes Standards and Secured by Design principles adhered to throughout
- Employment uses (B1) to the north of the Queensway Campus site (near Queensway) and/or in the workshops located to the south of the listed building.
- Takeaway uses resisted on the High Street.
- Listed building to be retained and enhanced and new buildings not to detract from primacy of listed building
- Accents of taller buildings across the north of the site to aid legibility or denote civic function
- Accessible public amenity space and communal play space for all

There are a number of ways in which the vision and principles can be delivered on the ground and the following page indicates one of the ways in which this could happen.

CONCEPTUAL MASTERPLAN

- 01 Improved train service and access to Southbury Station.
- 02 Potential step-free pedestrian and cycle access to southbound platform at Southbury Station via Emilia Close.
- 03 A combination of off-street and on-street car parking. Around 0.75 spaces / home.
- 04 Queensway strengthened as a key employment and light industrial strip, with the addition of creative industries.
- 05 Employment uses towards the north of the site, close to Queensway or in workshop element of listed building.
- 06 Listed Broadbent Building converted within landscaped gardens.
- 07 Mews of tall, terraced family townhouses define street.
- 08 Potential new public pedestrian and cycle connection.
- 09 Taller building elements stepping down from the tallest point nearest the High Street towards the listed building.
- 10 Around 400-450 new homes or 427-480 habitable rooms per hectare on the Queensway Campus site.
- 11 Maximum heights of new buildings to respond to existing built form.
- 12 Potential new public vehicular, pedestrian and cycle access into Tesco from Queensway to alleviate congestion on the High Street.
- 13 Improvements to the junction of Nags Head Road and High Street.
- 14 Redevelopment of this section of the High Street providing 90-110 new homes including those above new shops. Taller elements mark civic uses or act as landmark features.
- 15 A revitalised High Street with events throughout the year, a deep clean, decluttering, and improved shop frontages. Takeaways resisted.
- 16 A mixed use development on the High Street, retaining as a minimum the original façade for its historic value.
- 17 Green Link enabling access into the Queensway Campus site and beyond to Southbury Station.
- 18 Improvements to the junction of South Street and High Street to include memorial to lives lost in the Two Brewers Pub, bombed during World War II
- 19 Public pedestrian / cycle connection into Ponders End Park towards the Lee Valley
- 20 Public pedestrian/cycle link into Queensway Campus site including parking re-provided in a home zone' style layout. Improved lighting, public realm, greenspace, and definition of College Court homes boundary
- 21 Public pedestrian/cycle connection
- 22 Mixed use development on part of the Tesco site and potential new access in.





05

DELIVERY AND DEVELOPER CONTRIBUTIONS

COLLEGE COURT

Enfield will prioritise the development of detailed plans for Place Shaping Priority Areas, setting out what we will achieve in five, ten and twenty years. This front end investment will be crucial and will develop into local and strategic governance and performance management arrangements that will link to the delivery of the Sustainable Community Strategy in the long term. The local plans will be delivered through flexible delivery vehicles at a local level within a strategic framework but there will be common features in all areas, which will include:

- A robust evidence base, analysing need, opportunity and existing frameworks for each of the priority areas.
- A clear ambition supported by a set of priorities shaped by the community and local businesses balanced against borough wide aspirations with links to the Sustainable Community Strategy and the Local Development Framework.
- Clarity on who will lead and who will support the planning and delivery of improvements across the Council and beyond, with opportunities for involvement of citizens, businesses and all public services.
- Hooks to attract external investors and developers and the funding they can access through various models such as joint venture companies, development trusts and partnerships.
- Holistic planning to develop localities that are attractive and well served and the creative use of planning processes where appropriate.
- Effective links between the delivery/ investment plans, the development plan and the LDF, so that place shaping is integrated.

5. A DELIVERY, PUTTING THE PLAN INTO ACTION

A Comprehensive, Holistic Approach to Development in Ponders End Central

A holistic approach will be adopted to ensure that the delivery of new housing, education, community infrastructure, employment and transport improvements in Ponders End are considered as a whole rather than being planned for and provided independently of each other. Delivery of social, economic, and physical change can only be achieved by building social and economic capital. The Council will work with a range of partners including the public, private and third sector to deliver the strategy, and will help to build the capacity amongst partners including the voluntary sector to deliver change.

As such, the Council believes that a comprehensive development is the most appropriate method for delivering this important regeneration project and would like to see the Queensway Campus and High Street Sites developed in a holistic manner. A comprehensive approach to development is essential in order to achieve the vital connections to the High Street; a balanced, mixed use development including the necessary level and type of employment uses; to maximise the potential for regeneration; and to meet the objectives of this Brief, the Ponders End Framework for Change and North East Enfield Area Action Plan.

Comprehensive development will enable an integrated, high-quality environment and secure the delivery of common infrastructure such as access, transport and community facilities.

The Queensway Campus Site cannot be delivered without substantial improvements to the connections with the High Street, and therefore any proposal related to Middlesex

University that does not incorporate the creation of safe, attractive, accessible and wide new routes increasing permeability will be resisted. Proposals on the High Street Site that do not assist in the opening up of Middlesex University site will also be resisted.

Developments will be resisted if they fail to demonstrate how they will provide for the necessary social, physical and green infrastructure needs arising from the scheme.

Phasing

Phased timetables will be essential to ensure staged delivery that enables effective planning, implementation and succession planning to meet longer term targets whilst building and maintaining momentum. As part of the approach to phasing, building layouts should not prejudice the future development of nearby or adjacent sites in any respect.

Also necessary will be the need for alignment to the Council and partner business planning cycles to ensure that public services are coordinated to maximise the impact of the area focus.

By means of example, during consultation on this document Thames Water indicated that phased development might be necessary to ensure water and sewerage infrastructure is in place, and TfL indicated that essential transport infrastructure delivery would determine the way in which the area is developed.

Our plans are long term, so we will build long term partnerships with developers and investors, ensuring that they work with us to make the most of improving Enfield for local people and businesses. We will seek partners who are

committed to working with us over the next five-ten years to deliver our vision.

The Brief is not prescriptive on detailed phasing, and remains flexible to allow for consideration of a variety of phasing scenarios to satisfy the objectives for the development.

Within the Middlesex University site, the resulting phasing strategy should ensure:

- that disruption to residents and businesses (both existing and new) from demolition and construction is kept to a minimum (including a relocation strategy for affected tenants where needed);
- that future phases of development can be accessed and serviced appropriately, as well as retaining current operational/emergency access;
- that early phases of the development still provide a cohesive and attractive neighbourhood that will attract investment to later phases

Council Facilitation

Comprehensive development will be complicated because the properties on the High Street are in multiple ownership. The Council will therefore take a proactive approach and will consider the use of land acquisitions, and compulsory purchase, where required and justified. We have already started discussions with some landowners and will continue to hold this dialogue. In addition, the Council recognises that its own land holdings will be an important component in delivering development within the Planning Brief area.

Delivery Plan

A Delivery Plan will be published to support this Planning Brief. This will build on the Core Strategy Infrastructure Delivery Plan and set out Section 106 priorities based on a viability assessment and community consultation outcomes.

Proposed Developer Contributions

Core Policy 46 of the Core Strategy sets out the Council's proposals for handling infrastructure development in the Borough. The Council is now preparing a Supplementary Planning Document (SPD) on Section 106 contributions. The SPD, detailing requirements for S106 agreements, will form part of Enfield's Local Development Framework (LDF) and will be a material consideration in the determination of planning applications.

The following improvement works have been identified through the Ponders End masterplanning process, in dialogue with the local community and key stakeholders. It is expected that much of these works will be funded through a variety of sources including developer contribution.

06 Proposed Developer Contributions

Priority	Contribution Type	Project Requirement
1	Affordable Housing	As per Core Strategy and taking into account viability
1	Public Transport Improvements	Interface between new green link at College Court and Ponders End Park.
		Enhancements to way finding, security, passenger information signage, public cycle parking, pedestrian and disabled access at Southbury Station, review and provision of taxi ranks
		Provision of covered public cycle storage in new green link at College Court
		Car club vehicle parking spaces
		Contributions and support for improvements to service levels on the West Anglia Main Line Four Tracking Project, which has been proposed for 2014-2019.
		Electric vehicle charging points
		Upgrade all bus stops in the area to be fully accessible and bus priority measures introduced where required.
2	Tackling climate change, including waste, energy, water, pollution and flooding prevention and mitigation	Renewable energy provision as per London Plan
2	Learning and skills facilities	Sufficient and suitable school places and facilities.
2	Health facilities and services	New modern GP practice as part of a proposed community hub in Ponders End High Street
2	Accessible and affordable childcare provision	Reprovide childcare facilities if required as a result of High Street development.
3	Other public realm provision and initiatives	Improvements to Queensway (greening, lighting, cycle facilities, community safety)
		Public realm for new green link at College Court
		New strong pedestrian/cycle connection from the heart of the University site to Queensway
		Waiting restriction changes and possible Controlled Parking Zone
		New access to Ponders End Park south-east
		Improved accessibility to local employment areas for local residents. Contribution towards the cost of the proposed new pedestrian/cycle bridge to connect Ponders End to Wharf Road/Columbia Wharf/ South Brimsdown.
3	Other community infrastructure, such as libraries and community halls	Contribution to Community Pavilion in the Park
		Consideration of the optimal use of the the ancillary building to the listed Broadbent Building

06 Proposed Developer Contributions

Priority	Contribution Type	Project Requirement
3	Business and employment initiatives, including meeting the needs of small and medium enterprises	Enable a market (provision of power sockets as part of public realm works, market stands)
		Demonstrate how the development will contribute to the economy of Ponders End from the outset by using local labour in construction processes and providing opportunities for apprenticeships and work placements for both adults and young people in the local goods and services supply chain.
		Improve the retail vitality of the High Street. Contribution towards a programme of measures to promote business activities and enhance the appearance of the High Street in order to improve the retail offer.
		Upgrade to Queensway. Contribution towards the cost of improving operational conditions for businesses on Queensway.
		Provision of Job Brokerage Services: Financial contribution per job proposed on the development sites to Enfield Jobsnet to secure job brokerage services for up to three years with a spread over construction and ultimate occupier jobs. One trainee/apprentice place sustained for a year per £1m of agreed construction expenditure. Any trainee/apprentice place not provided results in a payment to the Council to fund the establishment of such a post on another project. The submission of an employment strategy to ensure the delivery of the above. A payment for monitoring the achievement of the above.
3	Public art and other cultural initiatives	Per Cent for Art contribution
		Use the arts throughout the design, planning and construction processes as a mechanism to engage local people, signal that change is occurring in the area, and create excellent buildings and spaces in Ponders End. This should involve, but is not limited to, creative use of construction hoardings with windows to improve security and enable community interaction; temporary uses of buildings for arts purposes (stage productions, exhibitions, etc); creative lighting; integration of artistic elements into the public realm and buildings themselves; working with local arts groups to deliver all of the above.
3	Highways and access improvements, including pedestrian and cycling initiatives;	Contribute to junction improvements at corner of South Street/High Street

		Contributions to funding of local cycle network
		Improvements to public footpath connecting Queensway Campus Site to High Street and the frontage to the Mosque, enabling the creation of a quality entrance to the Queensway Campus site (greening, lighting, cycle facilities, community safety)
		Contribute to the introduction of a Legible London pilot scheme in Ponders End Contribution to highways projects resulting from A1010 Corridor Study
3	Improving the built environment and community safety through good design	Contribution to lighting through the Park enabling a safe route to school, and also to new access routes onto the High Street, through the new green link at College Court, and onto Queensway
3	Protecting and enhancing Enfield's built heritage through contributions to the Council's key heritage area schemes and listed buildings identified on the Heritage at Risk Register	Public realm improvements which enhance the setting of heritage assets such as the Broadbent buildings and surrounding warehouses.
3	Open space and recreation provision, including play and sports facilities	Adventure play in Ponders End Park based on Spa Fields adventure play model
3	Green infrastructure and landscape features	Landscaping and Ecological Management Plan
3	Biodiversity and geodiversity protection	Green / brown roofs as part of development
3	Biodiversity and geodiversity protection	Off-site green infrastructure projects (including but not limited to street and garden trees, native and wildlife friendly landscaping, green and brown roofs, and natural elements of SuDS such as green roofs and wildlife ponds).
3	Biodiversity and geodiversity protection	Ecological enhancements within the development footprint. Examples of such enhancements include nesting opportunities for birds, native and wildlife friendly landscaping, wildlife ponds, and biodiverse green roofs.
3	Fire & Emergency services	To be detailed
3	Policing facilities	Contribution to the reprovision of police shop/policing facilities on the High Street

Appendices

Appendix A
Planning Policy Context

Appendix B:
Environmental Constraints

Glossary

A. PLANNING POLICY CONTEXT

Core Policy 1: Strategic Growth Areas

The Council will plan to focus growth and development in the borough in four specific growth areas, which offer the greatest opportunities for change to improve quality of life for Enfield's residents. Of relevance is North East Enfield – Ponders End has been identified as a Place Shaping Priority Area within North East Enfield.

Policy 3: Affordable housing

The Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings.

Affordable housing should be delivered on-site unless in exceptional circumstances, for example where on-site affordable housing would not support the aims of creating sustainable communities.

For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing.

The Council will aim for a borough-wide affordable housing tenure mix ratio of 70% social rented and 30% intermediate provision.

Policy 4: Housing quality

Excellence in design quality and sustainability will be required for all new homes. New housing developments should take account of the design and construction policies and sustainable design and construction guidance set out in the London Plan. Development should aspire to meet the Code for Sustainable Homes Level 4 (or BREEAM Excellent).

All new homes should be built to Lifetime Homes standards. The Council will seek to achieve a borough-wide target of 10% of all new homes to be suitable or easily adaptable for wheelchair users.

Policy 5: Housing types

The Council will plan for the following borough-wide housing mix to meet housing need:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses, (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

The Council will seek a range of housing types in the intermediate sector, including affordable homes for families. The mix of intermediate housing sizes will be determined on a site by site basis and the Council will work with developers and other partners.

The density of residential development proposals should balance the need to ensure the most efficient use of land whilst respecting the quality and character of existing neighbourhoods and accessibility to transport and other infrastructure.

Policy 8: Education

The Council will contribute to improving the health, lives and prospects of children and young people by supporting and encouraging provision of appropriate public and private sector pre-school, school and community learning facilities to meet projected demand across the Borough.

New facilities should be provided on sites that offer safe and convenient access by pedestrians, cyclists and public transport users, and schools will be encouraged to allow the use of buildings for other community purposes in the evenings and at weekends.

Policy 9: Supporting Community Cohesion

The Council will work with its partners to promote community cohesion by:

- Promoting accessibility whereby all members of the community have access to good quality health care, housing, education and training,

employment, open space and other social facilities in locations that best serve the community.

- Contributing towards reducing crime, fear of crime and anti-social behaviour by using design principles that create environments which promote community safety and discourage offending.

Policy 11: Recreation, Leisure, Culture and Arts

The Council will seek to protect existing assets and provision, and promote and encourage the increased use of recreation, leisure, culture and arts facilities in the Borough by:

- Resisting the loss of existing recreation, leisure, heritage, culture and arts facilities;
- Exploring how more flexible use of existing school, college and community facilities and open spaces can be made for sport and physical activity and as arts and cultural venues;
- Identifying the need for new recreation, leisure, culture and arts facilities in the Place Shaping priority areas and setting out arrangements for delivery, including the reconfiguration of existing facilities in appropriate masterplans.

Policy 13: Promoting Economic Prosperity

The Council will protect and improve Enfield's employment offer helping to facilitate the creation of 6,000 new jobs from 2010-2026. Approximately 2,000 are expected to be created in town centres and Place Shaping Priority Areas.

Policy 15: Locally Significant Industrial Sites

The Council will safeguard Locally Significant Industrial Sites (LSISs) for a range of industrial uses where they continue to meet demand and the needs of modern industry and businesses. Where sites are designated as LSISs and are no longer suitable for industrial uses or have been identified through the Council's Place Shaping programme as opportunities to contribute to wider regeneration benefits, a progressive release of land will be achieved.

Policy 16: Taking Part in Economic Success and Improving Skills

The Council is committed to tackling worklessness, creating new jobs in the Borough and working to ensure that local residents are able to access existing and new jobs. The Council will work with its partners to concentrate available resources into the Borough's Place Shaping priority areas in order to reach hard-to-serve populations and target the most disadvantaged areas.

Policy 17: Town Centres

Enfield's Local Centres will continue to be supported in providing core local shopping facilities and services (such as convenience store, post office, pharmacy and newsagent) for their respective local communities; largely catering for a catchment area within walking distance. Local shopping parades to support the regeneration of place shaping priority areas will be considered as part of comprehensive masterplans.

Policy 19: Offices

The Council will:

- Promote mixed use development with office uses in town centres or within strategic growth areas that are subject to a comprehensive masterplan, where it is demonstrated that higher value uses, such as residential, are required in order to make office development viable;
- Support proposals for the provision of suitable space for small businesses, such as small managed workspace, with flexible lease terms and fixed costs for an all-inclusive service.

Policy 20: Sustainable Energy Use and Energy Infrastructure.

The Council will require all new developments, and where possible via a retrofitting process in existing developments, to address the causes and impacts of climate change by:

- Minimising energy use; supplying energy efficiently; and using energy generated from renewable sources in line with London Plan and national policy.

- The Council will set local standards and targets, based on an understanding of local potential and opportunities for renewable or low carbon energy and existing or planned decentralised energy infrastructure. Where opportunities are identified, development will be required to contribute towards realising these opportunities.

Policy 21: Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure

The Council will work with developers, residents and water supply and sewerage companies to ensure that Enfield's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner.

Policy 24: The Road Network

The Council working with partners will seek to deliver improvements to the road network to contribute to Enfield's economic regeneration and development, support businesses, improve safety and environmental quality, reduce congestion, and provide additional capacity where needed.

Policy 25: Pedestrians and Cyclists

The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes.

Policy 26: Public Transport

The Council, working with its partners, will seek to secure a comprehensive, safe, accessible, welcoming and efficient public transport network, capable of supporting the development proposals for the Borough and providing attractive alternative travel options.

The Council will, working with its partners, improve public transport interchanges to facilitate better integration between modes including provision for taxis, and cycle parking and storage, particularly at Southbury and Ponders End Stations.

Policy 28: Managing Flood Risk through Development

The Council will take a risk-based approach to development and flood risk, directing development to areas of lowest risk in accordance with Planning Policy Statement 25: Development and Flood Risk. Sustainable Drainage Systems (SUDS) will be required in all developments, irrespective of the flood risk at individual development sites.

Policy 30: Maintaining and Improving the Quality of the Built and Open Environment

All developments and interventions in the public realm must be high quality and designed, having special regard to their context. They should help to deliver Core Policy 9 by promoting attractive, safe, accessible, inclusive and sustainable neighbourhoods, connecting and supporting communities and reinforcing local distinctiveness. Tailored design standards and guidance will be prepared to guide development in areas of significant change.

Policy 31: Built and Landscape Heritage

The Council will implement national and regional policies and work with partners (including land owners, agencies, public organisations and the community) to pro-actively preserve and enhance all of the Borough's heritage assets.

Policy 32: Pollution

The Council will work with its partners to minimise air, water, noise and light pollution and to address the risks arising from contaminated land and hazardous substances.

Policy 34: Parks, Playing Fields and other Open Spaces

The Council will protect and enhance existing open space and seek opportunities to improve the provision of good quality and accessible open space in the Borough by:

- Requiring improvements to open space provision through increasing the access to, quantity and quality of publicly accessible open spaces and supporting the community use of non-public open spaces.

- Requiring the provision of new and improved play spaces to address existing deficiencies and to meet future needs.

Policy 36: Biodiversity

The Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough, including green corridors, waterways, sites, habitats and species identified at the national, London or local level as being of importance for nature conservation.

Policy 40: North East Enfield

The Council will promote environmental and housing improvements and new investment in the North East Enfield Area Action Plan area, including:

- Improvements to the Hertford Road Corridor
- Enhance access to the Lee Valley Regional Park
- Bring forward regeneration in Ponders End, based around three sites: Ponders End Central; South Street and Waterfront
- Support the provision of new community facilities

Policy 41: Ponders End

This policy is detailed on page 10.

Local planning context

- The North East Enfield Area Action Plan (AAP)
- The Regeneration Strategy for Enfield up to 2015: Sustaining Communities in Enfield
- Enfield's Future: A Sustainable Community Strategy for Enfield 2007-2017
- Enfield's Arts and Creativity Strategy (2009-

2013)

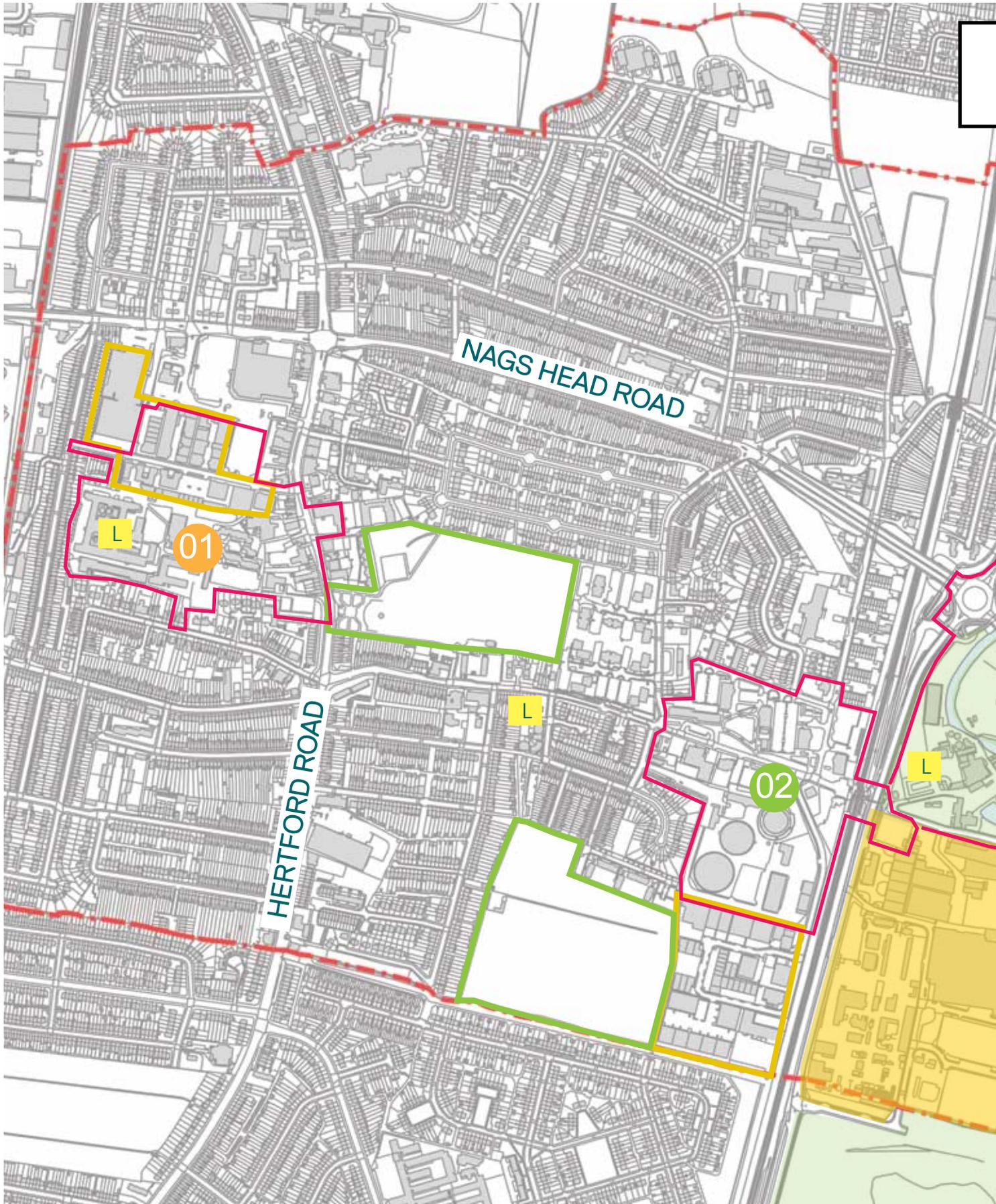
- The Enfield Housing Strategy 2005-10
- Enfield's Housing Market Assessment (2008)
- A Study of Town Centres (NLP, 2007 and subsequent update report 2009)
- The Enfield Open Space and Sports Assessment (2006)
- The Parks and Open Spaces Strategy (2010)
- An Economic Vision for the Upper Lea Valley (2007)
- Shaping Enfield's Future the Borough's place shaping strategy

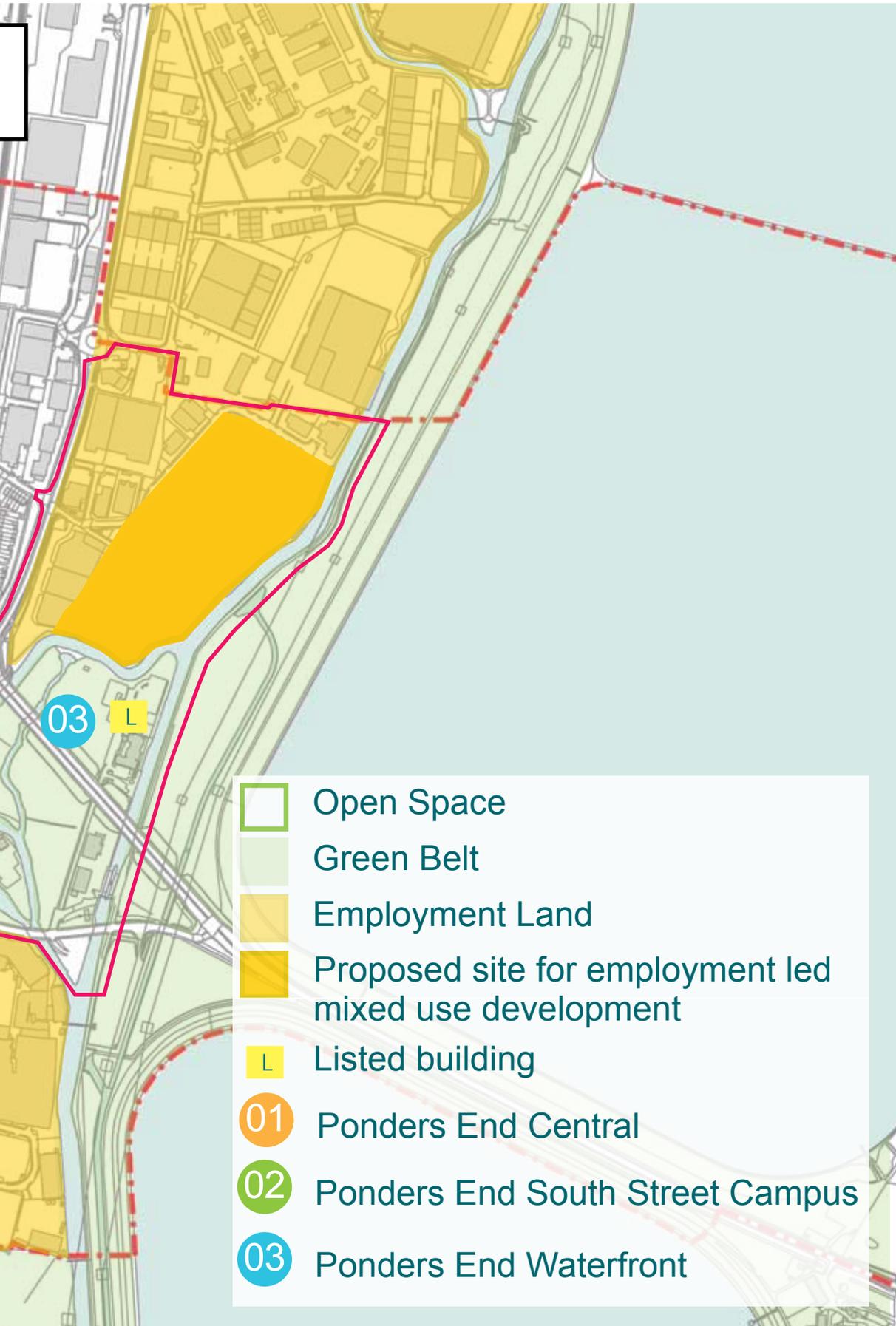
A. PLANNING POLICY CONTEXT

Core Strategy Policy	Planning Brief Principle 1	Planning Brief Principle 2	Planning Brief Principle 3	Planning Brief Principle 4	Planning Brief Principle 5
Policy 3: Affordable housing		✓			
Policy 4: Housing quality		✓	✓		
Policy 5: Housing types		✓			
Policy 8: Education			✓		
Policy 9: Supporting community cohesion	✓	✓	✓		
Policy 11: Recreation, Leisure, Culture and Arts			✓		
Policy 13: Promoting economic prosperity			✓		
Policy 15: Locally significant industrial sites			✓		
Policy 16: Taking part in economic success and improving skills			✓		
Policy 17: Town Centres			✓		
Policy 19: Offices			✓		
Policy 20: Suitable energy use and energy infrastructure					✓

Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure					✓
Policy 24: The road network				✓	
Policy 25: Pedestrians and cyclists				✓	
Policy 26: Public transport				✓	
Policy 28: Managing flood risk through development	✓				✓
Policy 30: Maintaining and improving the quality of the built and open environment	✓	✓	✓		
Policy 31: Built and landscape heritage		✓	✓		
Policy 32: Pollution					✓
Policy 34: Parks, playing fields and other open spaces	✓	✓			
Policy 36: Biodiversity	✓	✓	✓		✓
Policy 40: North East Enfield	✓	✓	✓	✓	✓
Policy 41: Ponders End	✓	✓	✓	✓	✓

A. PLANNING POLICY MAP





B. ENVIRONMENTAL CONSTRAINTS

Ponders End Central has environmental conditions which will have an impact on future development.

Geology

Reference to the 1:50,000 geological map of the area indicates that, in general, towards the west of the site it is directly underlain by Enfield Silt (sandy clay and silt) under which lies Kempton Park Gravel (river terrace deposits; sandy and clayey in part), London Clay formations (sandy towards the east), Woolwich and Reading Beds and Thanet Sands following. No Enfield Silts are shown to be located toward the eastern side of the site.

Examination of archive borehole logs in the area concurs with the information above. TQ39NE480 is located to the east of the site and indicates gravels (clayey in part) underlain by silty and sandy layers (from London Clay, Woolwich and Reading beds and Thanet Sands). In addition, this borehole indicates a thin layer of made ground (hardcore and brick/concrete fragments to 0.8m) although this is expected to vary in depth and composition across the site.

Groundwater is likely to be encountered within the Kempton Park Gravel layers.

Contamination

Reference to historic maps of the area indicates that the site was used as farmland and open fields until the mid 20th Century when the Technical College was constructed. Throughout the remainder of the 20th Century additional supplementary buildings to the College were built on the rest of the site as per its current form.

A landfill site was located approximately 400m to the north of the site. Land within 500m north of the site was used for industrial purposes (including a wire mill and plastics factory).

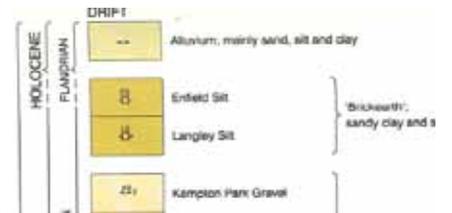
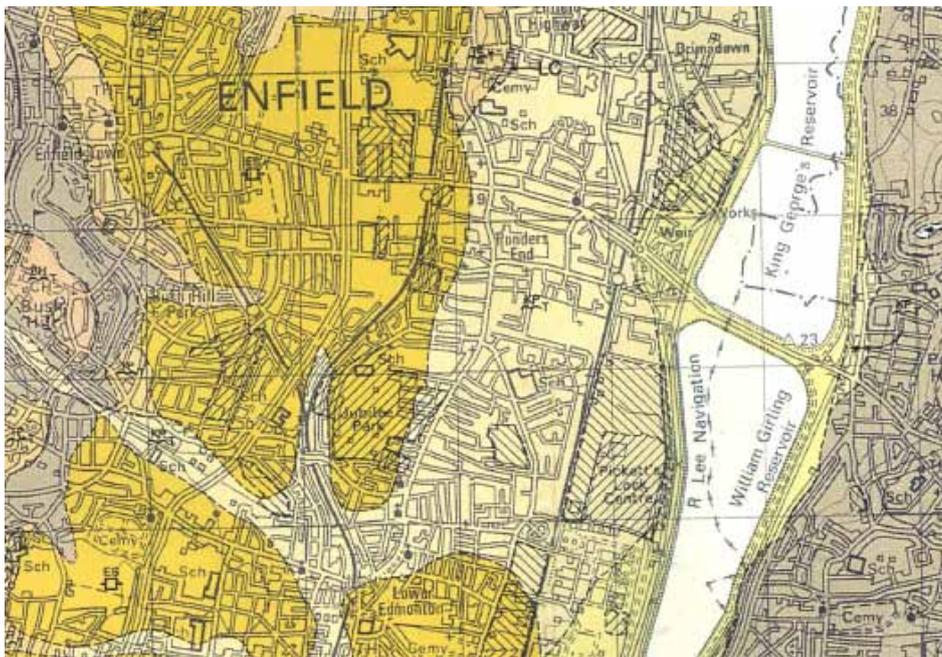
The risk of contamination on the site is of a low level. This will, of course, need to be confirmed at a later stage with site specific contamination testing to determine the presence and levels of contaminants and any necessary remediation required for future developments proposed in the area.

The Environment Agency require that each proposed development site be required to submit a preliminary risk assessment for land contamination, as per Planning Policy Statement 23 (PPS23)

Anticipated Foundations

For any proposed new developments it would be prudent to bypass the Enfield Silt and extend spread foundations to be within the slightly deeper Kempton Park Gravel where a higher bearing capacity can be expected to be achieved. Pad or strip foundations could typically be designed for a bearing pressure of approximately 200kN/m².

Piled foundations extending down to the London Clay should be considered for heavier and concentrated loadings.



GENERALISED VERTICAL SECTION
Scale 1:2500 (1cm to 25m)

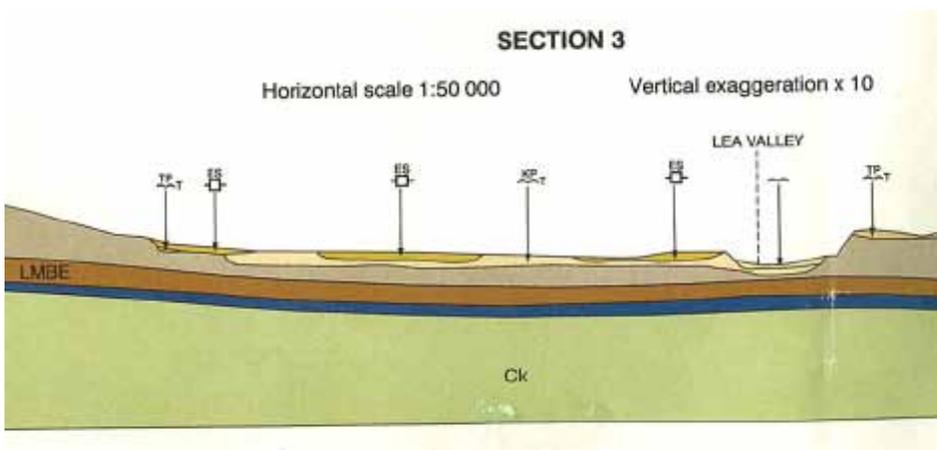
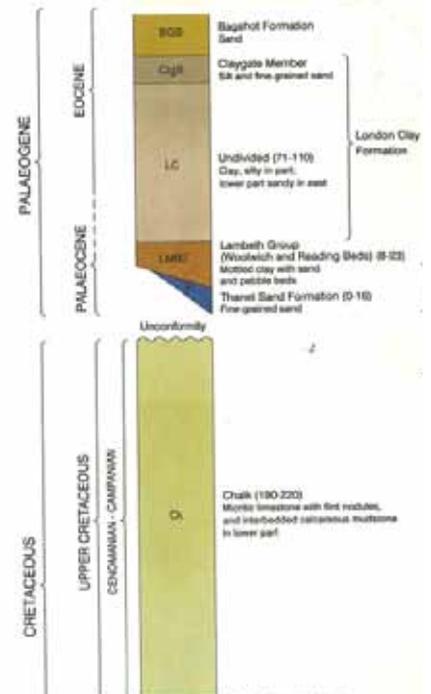


Figure 1: Geological Map Extract

Groundwater Protection Zone

The former Middlesex University Development site is not located within either Zone 1 or Zone 2 as classified by the Environment Agency.

Flood Risk

The Ponders End Central development site is wholly situated within flood zone 1 according to the Environment Agency's flood zone maps. This is corroborated by the Strategic Flood Risk Assessment produced by the London Borough of Enfield in 2008 as shown in Figure 3 – Ponders End Central Flood Zones.

The draft PPS25 divides land use into five categories: essential infrastructure, highly vulnerable, more vulnerable, less vulnerable and water compatible development and examples of these land uses are given in Table 1.1.

Table D1 of PPS25 suggests which land use categories are appropriate in each flood Zone and this is summarised in Table 1.2. Some land uses are only permitted if they pass the exception test (see paragraph D10 of PPS25).

What this means for Ponders End Central:

Ponders End Central Development site is situated wholly within Flood Zone 1 and as such is at a low risk of flooding. There should be no need to carry out an exception test for this development site. Consideration should still be given to the type of sustainable drainage systems to be used in the development in conjunction with the geological make up across the site.

The exception test requires a development proposal to pass each of the following four criteria:

- a) The development makes a positive contribution to sustainable communities, and to sustainable development objectives of the relevant Local Development Documents;
- b) The development is on developable

Brownfield land or where there are no reasonable alternative options on developable Brownfield land;

c) A flood risk assessment demonstrates that the residual risks of flooding to people and property (including the likely effects of climate change) are acceptable and can be satisfactorily managed; and

d) The development makes a positive contribution to reducing or managing flood risk.

Statutory Undertakers Surveys

The utility surveys for the area reveal that there is a well established and existing infrastructure network in the district. These utilities will be currently serviced from the nation's existing utility network, which is somewhat aged and designed without carbon or other resource efficiency in mind.

While some development is likely to be possible without reinforcement of the services network to the area, it is anticipated that over the next fifty years there will be a need for substantial upgrades to the utilities to reinforce the networks if there is large growth in the borough. This presents the opportunity to develop alternative sustainable services for the area, which could be installed in a limited, but modular, form as initial works, and extended as required. This would allow the primary utilities of the area to gradually shift away from the existing traditional networks to a highly sustainable, local and integrated utility system.

As surveys of the statutory services change with some frequency, individual developers will be required to undertake their own statutory undertakers' searches in the development of their proposals to ensure that their proposals take account of both the existing services within the borough and the aspirations of the Planning Brief.

New development may need to be phased to ensure delivery of infrastructure can accommodate future demand.



Figure 2: Groundwater Protection Zone

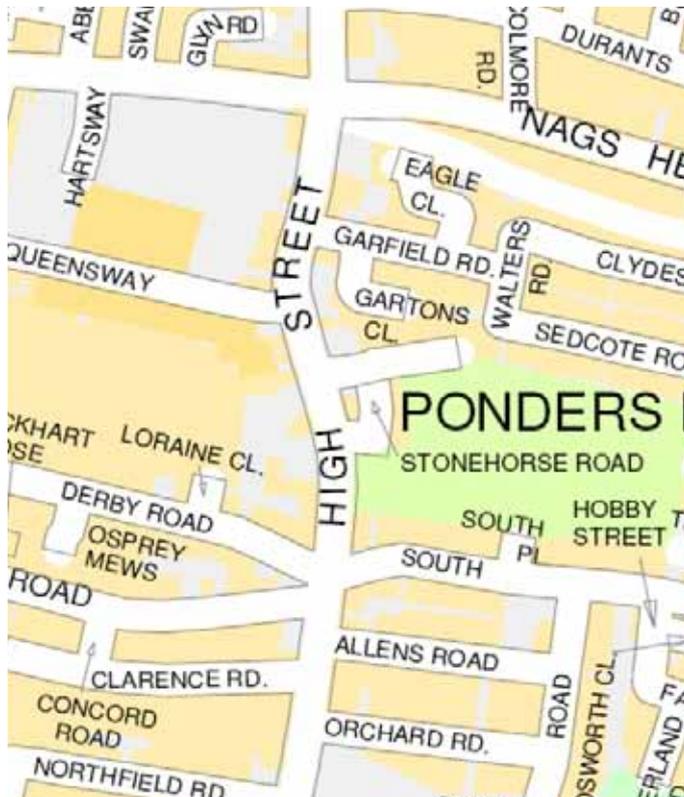
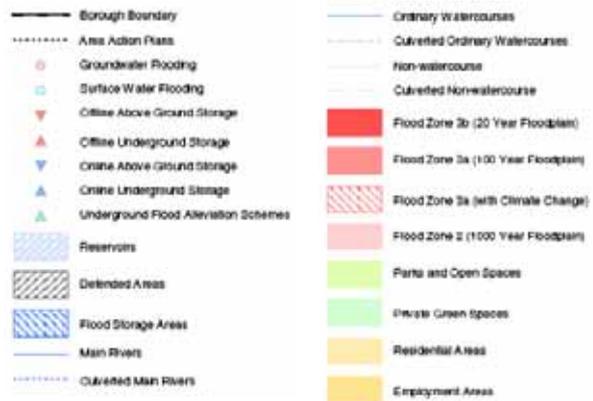


Figure 3: Ponders End Central Flood Zones



Classification	Land Use
Essential Infrastructure	<ul style="list-style-type: none"> • Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk and strategic utility infrastructure.
Highly Vulnerable	<ul style="list-style-type: none"> • Police stations, Ambulance stations and Fire stations and Command Centres required to be operational during flooding. • Electricity-generating power stations and sub-stations. • Hospitals. • Emergency dispersal points. • Residential institutions such as residential care homes, children's' homes, social services homes, student halls of residence and hostels. • Gypsy and traveller sites using caravans or mobile homes. • Mobile or park homes for permanent residential use. • Dwelling houses designed, constructed or adapted for the elderly or other people with impaired mobility.
More Vulnerable	<ul style="list-style-type: none"> • Buildings used for: dwelling houses (except for those in the highly vulnerable classification); drinking establishments; nightclubs; and hotels. • Non-residential institutions such as health services, nurseries and educational establishments, but excluding hospitals. • Landfill and hazardous waste facilities
Less Vulnerable	<ul style="list-style-type: none"> • Buildings used for: shops; financial, professional and other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non-residential institutions; and assembly and leisure. • Land and buildings used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan. • Land and buildings used for agriculture and forestry. • Waste treatment (except landfill and hazardous waste). • Minerals working and processing. • Transport infrastructure.
Water-compatible Development	<ul style="list-style-type: none"> • Flood control infrastructure. • Water treatment plants and pumping stations. • Sewage treatment plants and pumping stations. • Docks, marinas and wharves. • Navigation facilities. • Ship building, repairing and dismantling,

Table 1.1: Flood Risk

	<p>dockside fish processing and refrigeration and compatible activities requiring a waterside location.</p> <ul style="list-style-type: none"> • Water-based recreation and tourism (excluding sleeping accommodation). • Lifeguard and coastguard stations. • Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms. • Essential ancillary sleeping or residential accommodation for staff required by uses in this category (subject to a specific warning and evacuation plan).
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Classification	Zone			
	1	2	3a	3b
Flood Risk	Low	Medium	High	Functional flood plain
Fluvial Probability	< 0.1%	1.0 - 0.1%	> 1.0%	> 1.0%
Land Use				
Essential Infrastructure	Appropriate	Appropriate	Exception test	Exception test
Highly Vulnerable	Appropriate	Exception test	Not permitted	Not permitted
More Vulnerable	Appropriate	Appropriate	Exception test	Not permitted
Less Vulnerable	Appropriate	Appropriate	Appropriate	Not permitted
Water Compatible	Appropriate	Appropriate	Appropriate	Appropriate

Table 1.2: Flood Risk

GLOSSARY

Affordable Homes

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Area Action Plan (AAP)

A Development Plan Document which focuses on a specific location subject to significant change or in need of conservation. An AAP provides a spatial framework for delivering planned development in that location.

Building Research Establishment Environmental Assessment Method (BREEAM)

A tool for measuring the environmental performance of new and existing buildings. An 'Excellent' is the highest rating, signifying a score of over 70.

Car Club

A club which provides shared cars which can be accessed and driven by members from designated spaces

Code for Sustainable Homes

A national standard for sustainable design and construction of new homes launched in December 2006. The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme, developed by the Building Research Establishment (BRE).

Combined Heat and Power (CHP)

A power plant (producing electricity) that will also produce heat, usually in the form of steam, that can be used for heating space or water. Also known as 'cogeneration'. Both CHP and CCHP are more efficient than conventional plants because they harness heat that would otherwise be lost as a waste product.

Controlled Parking Zones

A controlled parking zone is an area where parking is restricted during the controlled hours of operation. The

main aim of the CPZ is to discourage commuter and long stay parking by people from outside the area.

Core Strategy

A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area

Cycle Buddy Scheme

A programme which provides a 'cycle buddy' to help increase a person's confidence when cycling on the roads

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Improvement Area

An area identified as needing improvements to enhance the environment and public realm.

Intermediate Homes

Housing at prices and rent above those of social rent, but below market price or rents which enable people to get on the 'housing ladder'.

Legibility

How easy it is to get around a place, guided by landmarks and features such as beautiful buildings, trees, parks and well designed streets. In a legible place, street signs are less necessary because people can instinctively navigate around the area.

Lifetime Homes

Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'.

Lifetime Neighbourhood

Lifetime neighbourhoods are those which offer

everyone the best possible chance of health, wellbeing, and social, economic and civic engagement regardless of age. They provide the built environment, infrastructure, housing, services and shared social space that allow us to pursue our own ambitions for a high quality of life. They do not exclude us as we age, nor as we become frail or disabled, as set out in 'Towards Lifetime Neighbourhoods', a discussion paper published by the Department for Communities and Local Government in 2007.

Local Development Framework (LDF)

Term used to describe a folder of documents, which includes all the Local Planning Authority's local development documents.

London Plan

A Spatial Development Strategy for the capital produced by the Mayor. The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London looking forward 15–20 years.

Mixed Tenure

A variety of housing types that meet the needs and budgets of all, including those who wish to rent, buy, or part buy properties.

Planning Brief

A Planning Briefs sets out the principles of development indicating the broad development parameters of land use mix and quantum of development for the key sites. It outlines the planning policy framework that developments should adhere to. It is intended that it will be flexible and be able to respond to, and accommodate, a range of options for detailed design.

North East Enfield Area Action Plan

A planning document which provides a framework for delivering improvements in the North East Enfield area.

Opportunity Site

A site within this AAP which has been identified as suitable for redevelopment, but is not currently designated in adopted policy.

Permeability

How easy it is to move through a space, or whether there are barriers that stop you doing so.

Place Shaping Priority Areas

An area identified by the council as a priority for bringing prosperity through regeneration projects.

Ponders End Central

The area of Ponders End around the Queensway Campus Site (former Middlesex University Campus), taking in parts of the High Street, Queensway and Ponders End Park.

Ponders End Framework for Change

The Framework for Change captures community hopes and needs for the entire area and provides a vital connection between the three planning brief areas. It demonstrates conceptually how physical development will be linked to socio economic change. The Framework for Change was selected as one of the Mayor of London's Great Spaces and won Best Conceptual Plan at the London Planning Awards 2010.

Ponders End South Street Campus

The area of Ponders End around the gasholder site near Ponders End Station, taking in the Alma Estate, Youth Centre, Welcome Point, South Street, Gardiner Close, Falcon Road, and the southern end of Alma Road. A separate Planning Brief covers this area.

Ponders End Waterfront

The area of Ponders End around the southern end of the Brimsdown Estate in the Lee Valley Park, taking in the waterway, land that is currently inaccessible to the public, and the Navigation Inn.

Strategic Flood Risk Assessment

An assessment of the location and nature of flood risk, carried out by a Council for its area in consultation with the Environment Agency. The assessment is used to inform Local Development Documents

Supplementary Planning Document

A planning document that covers a specific theme or site and provides further detail of policies and proposals in other Development Plan Documents.

Sustainable Urban Drainage Systems (SUDS)

A way of managing surface water drainage that reduces flooding by allowing rainwater and runoff to infiltrate into permeable material below ground, provide storage if needed, and then control discharge that avoids flooding.

Thank You!

...to everybody who has been involved in developing the plans in this document, and in making the projects happen.

In particular...

To residents, businesses, Vision Team members, community groups and other stakeholders who contributed their ideas for Ponders End throughout the development of the Framework for Change, Park Plans and Planning Brief.

To the Citizens Advice Bureau, Age Concern and the Ponders End Community Development Trust at Vincent House, Tesco, Welcome Point and the Youth Centre who made their venues available for consultation events.

To the London Development Agency, Design for London and the Greater London Authority for their support throughout the development of the Framework for Change, plans for the Park and Planning Briefs.

If you would like to get involved in any of the projects outlined in this document, or would like further information, contact Daisy Johnson on 020 8379 5598, or email: placeshaping@enfield.gov.uk



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