

# Part C



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## 10.1 Introduction

10.1.1 The Council's Core Strategy defines the Ponders End Place Shaping Priority Area, of which Ponders End Central forms a part. Core Strategy Policy 41 sets out planning policy for the area, and provides a range of objectives, including the following specific to Ponders End Central:

*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.*

10.1.2 The area is the subject of the Ponders End Central Planning Brief that was adopted as a Supplementary Planning Document (SPD) by the Council in May 2011. This AAP will replace some of the guidance within the Planning Brief, and the Brief itself will be updated to reflect the changes made in the AAP.

10.1.3 Outline planning permission was secured for the residential-led mixed use development of the Queensway Campus Site and the land fronting onto the High Street in 2013. This scheme re-named the site the 'Electric Quarter' Subsequent to the grant of planning permission, the Queensway Campus site was sold by Middlesex University. A planning application is expected soon to bring forward a Free School on the site. The plans for a Free School significantly change the potential of Ponders End Central to deliver new housing and to meet all of the requirements of the adopted Planning Brief. However, the area fronting onto the High Street and Swan Annex continues to have potential for residential-led mixed use development, possibly delivering around 200 new homes.

10.1.4 Design work is underway on proposals to improve the public realm of Ponders End High Street, with a detailed design expected to be complete by Winter 2014. This project is funded by Transport for London, and its aim is to improve the environment, particularly for pedestrians, cyclists and bus uses, whilst ensuring that the scheme reinforces local distinctiveness and supports the economic activity of the High Street.

10.1.5 This AAP sets out policy for the future development that has regard to the adopted Planning Brief whilst taking into account the changes in circumstances. The chapter provides policy in relation to two areas:

- Ponders End High Street; and
- Ponders End Central Area.



*Ponders End Central: Aerial view of the central area of A1010 Ponders End High Street*



*Ponders End Central: View looking north along A1010 Ponders End High Street, with Jalaliah Jamme Masjeed Mosque in foreground*

<b>Policy Context for Chapter 10: Ponders End: High Street and Central Area</b>	
<b>London Plan</b>	<p>Policy 2.14: Areas for Regeneration</p> <p>Policy 4.8, Supporting a successful and diverse retail sector</p> <p>Policy 7.4 Local Character</p> <p>Policy 7.4 Public Realm</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	<p>Objective 1</p> <p>Objective 2</p> <p>Objective 7</p> <p>Chapter 8</p> <p>9.2: A corridor of opportunity</p>
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 17: Town Centres</p> <p>Policy 18: Delivering shopping provision</p> <p>Policy 30: Maintaining and improving the quality of the built environment</p> <p>Policy 40: North East Enfield</p> <p>Policy 41: Ponders End</p>
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD25: Locations for new retail, leisure and office development</p> <p>Policy DMD28: Large local centres, small local centres and local parades</p> <p>Policy DMD37: Achieving high quality and design-led development</p>
<b>Other Sources</b>	<p>National Planning Policy Framework</p> <p>National Planning Policy Guidance</p> <p>Ponders End Central Planning Brief, 2011</p> <p>Design Ideas: Ponders End (SKM), 2012</p> <p>Enfield Mini Holland Bid Document, Dec 2013</p> <p>Ponders End Framework for Growth, (Studio Egret West) 2009</p> <p>Ponders End Planning Briefs - Feasibility Report (Savills), 2009</p> <p>Town Centre Uses and Boundaries Review, 2013</p>

## 10.2 Ponders End High Street

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

10.2.2 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.

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

10.2.4 There is a large Tesco store at the northern end of the High Street. It is set back from the street frontage and as such does not contribute positively to the street scene. It has a large car park with some unattractive edges onto the backs of adjacent properties. Should Tesco seek to redevelop or refurbish the store, there may be opportunities to introduce additional floorspace that can contribute both to the liveliness of the High Street and to Tesco's business objectives - e.g. a store cafe fronting onto the High Street.

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

10.2.6 The recent improvements to the entrance to Ponders End Park have transformed this part of the High Street, creating an open and welcoming gateway to this important green space.

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



Key plan showing location of Ponders End High Street within overall NEE area

### FIGURE 10.1 KEY >>>

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



*The junction of Nags Head Road and Ponders End High Street is very busy and unfriendly for pedestrians and cyclists*



*The entrance to the Tesco store is set back from the High Street, creating a gap in the building line*



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

FIGURE 10.2: PONDERS END HIGH STREET - POLICY PRINCIPLES

**Policy 10.1: Ponders End High Street**

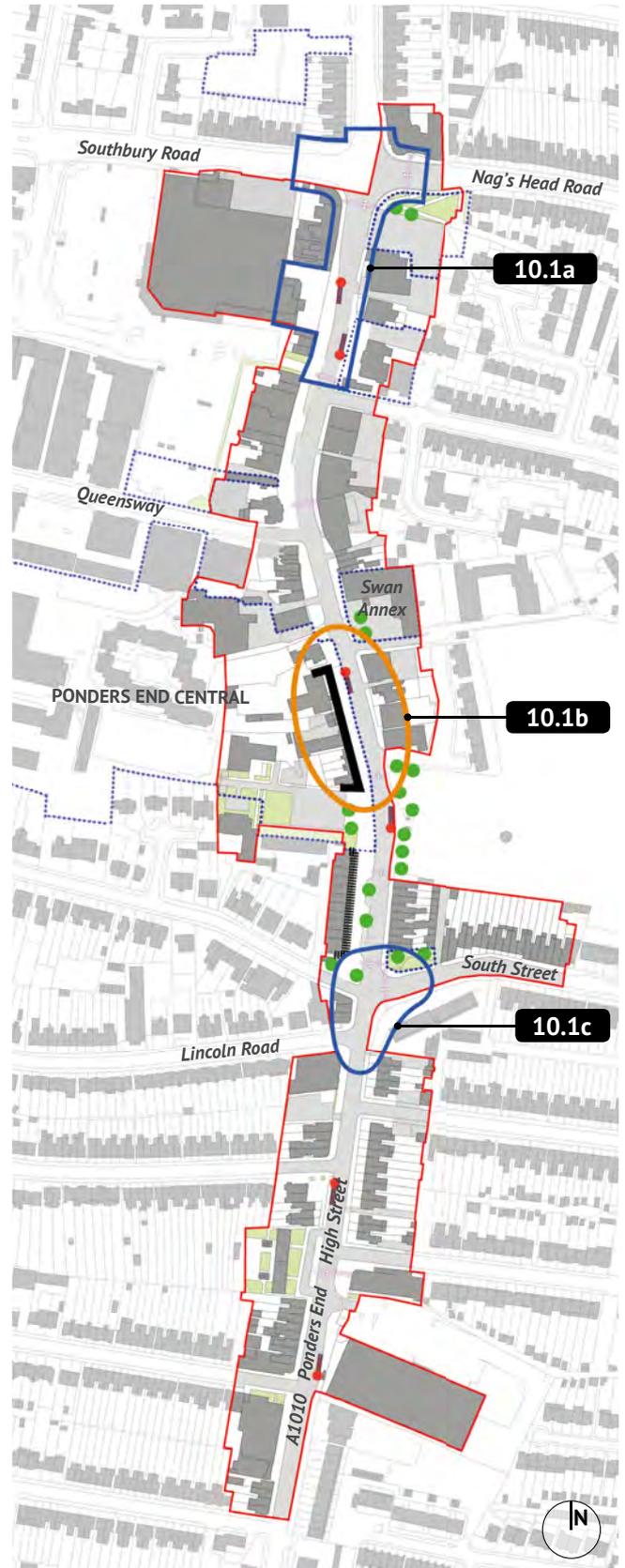
Develop a comprehensive street design scheme which - through public realm enhancements - helps to enhance local distinctiveness, support Local Centre activity and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include the principles and projects set out in Figure 10.2, which include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- creating a focal zone related to the redevelopment of Ponders End Central and Swan Annex where building frontages are improved and new paving, street furniture and signage creates a distinctively high quality place;
- improving the southern gateway at South Street through public realm improvements, works to the site of the former pub on the corner of South Street and improving the visibility of setback shop frontages; and
- ensuring that the works to the southern gateway and the focal zone relate to the character of the improvements made to the entrance to Ponders End Park, so that there is consistency;

Improving the northern gateway by:

- encouraging improvements to the Tesco Store so that its frontage relates more positively to the High Street. More ambitious redevelopment proposals would be welcomed, and could include new mixed-use development to the rear of the High Street that backs onto the unattractive edges onto the car park; and
- the junction with Nag’s Head Road is very busy. However, a scheme to improve connectivity for pedestrians and cyclists should be undertaken in conjunction with public realm works to improve the northern gateway. Improvements to the Tesco store would add significantly to such public realm works, and ideally the two should be carried out in tandem.

Project Ref	Description
10.1a	Improvements to the northern gateway
10.1b	Creating a focal zone related to the redevelopment of Ponders End Central and Swan Annex, and implementing improvements to shop fronts and public realm.
10.1c	Improvements to the southern gateway at South Street





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*Ponders End High Street: Illustration showing potential improvements to northern gateway. This includes: (i) redevelopment or refurbishment of the Tesco food store to bring the entrance forward towards the High Street, creating additional floorspace and a more positive frontage to the street; (ii) a dedicated lane is provided for cyclists as part of the overall improvements to the length of the A1010; and (iii) improved paving, including a 'square' across Ponders End High Street as both a traffic calming measure and a means of creating a visual 'gateway' from the north.*

#### <<< FIGURE 10.2 KEY

-  Local Centre boundary
-  Development opportunity
-  Existing crossing point
-  Existing bus stop
-  Existing mature tree
-  Focal point for public realm and highway improvements
-  Focal point for improvements as part of the new Electric Quarter development
-  New frontage
-  Improved frontage

### 10.3 Ponders End Central Area

10.3.1 Ponders End Central comprises three distinct zones:

- the area fronting onto the High Street, including retail buildings and the historic Swan Annex;
- the former Middlesex University campus site (also referred to as the Queensway Campus), incorporating the Broadbent listed building; and
- the Queensway Industrial Estate to the north.

10.3.2 Fig 10.3 opposite describes the key issues that any development of the area must take into account. In terms of routes and linkages, these include:

- there are three opportunities for accessing the site by vehicle:
  - from Ponders End High Street, where a road provides access to the car park, library and kindergarten. This is an awkward junction that conflicts with the car parking outside the shops to the south;
  - via the multi-storey car park on Queensway; and
  - via the existing access road to the Broadbent buildings.
- the last two access points are narrow and currently suitable only for one-way access;
- the Queensway Industrial Estate is a successful community of small scale industrial units housing a range of employment uses and some community uses, including places of worship. Chapter 6, Employment and Retail Parks, sets out policy in relation to Queensway. The street environment is poor for pedestrians, cyclists and vehicles - there is an opportunity to make the street work better for all modes;
- there is currently no pedestrian access across the site. The Planning Brief identifies that an east-west pedestrian access is desirable. This would provide an alternative to the vehicle-dominated Queensway, but is likely to be difficult to achieve with an educational use on the site; and
- there is a direct pedestrian link across Tesco's car park to the store that is well protected from vehicles. However, the lack of any buildings overlooking it make it rather unattractive particularly out of daylight hours.

10.3.3 There is a wide mix of different building types and quality on and adjacent to the site:

- 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 Grade II listed Broadbent building which must be retained. Any new development around it must respect its character and setting and, where possible, enhance the building;



Key plan showing location of Ponders End Central within overall NEE area

- the library is tucked away and not visible to passers-by. This has some advantages in providing a safe environment for children attending initiatives such as homework clubs but - as an important community use - the library should have a stronger presence in the area;
- the Jalaliah Jamme Masjeed Mosque is a key community building. However, its setting is compromised by the poor quality buildings next to it and open areas of storage. There is insufficient space for people to gather before or after prayers;
- the multi-storey car park on Queensway is an unattractive building that provides a poor quality 'gateway' to the site; and
- the rear gardens of residential properties back onto the site's southern and western boundaries. Any new development will need to ensure that the privacy and security of these rear gardens is carefully considered;

10.3.4 There are a number of existing trees within the site that should be retained and integrated into any development proposals.



**FIGURE 10.3 KEY**

- Planning brief site boundary
- Weak building frontages relate poorly to High Street
- Unattractive view of the Tesco surface car park
- Unattractive existing multi-storey car park
- Exposed rear garden boundaries
- ★ Important use or building
- ▶ Vehicular access
- Existing trees to be retained and integrated into development (approximate locations)
- Listed building



The development should create positive frontages onto the High Street



Retail and other uses at the ground floor help to reinforce the liveliness of the High Street



This well-established mixed-use building in Tooting combines a food supermarket with a college above. The elevation reflects the rhythm established by the existing High Street shops

### Policy 10.2: Ponders End Central

Ponders End Central forms a key development opportunity within the NEE Area, and its redevelopment has the potential to transform this part Ponders End High Street. Key principles are set out in Figure 10.4 and include:

- development should follow the principles set out in the Ponders End Central Planning Brief. However, uses other than residential on the Queensway Campus may be an acceptable alternative to those uses required by the Planning Brief;
- development onto the High Street should create positive frontages, with retail and other uses appropriate to the town centre at ground floor and residential above. Moving back from the High Street, the development should be predominantly residential with good quality streets and spaces;
- the positive frontages onto the High Street should be designed to reflect the scale and grain of the existing area, particularly respecting the vertical rhythm of shopfronts;
- development onto the High Street should include the public realm improvements set out in Project 10.1b;
- a pedestrian and cyclist route should be provided adjacent to the Jalaliah Jamme Masjeed Mosque. This should be designed as a high quality landscaped space suitable for users of the Mosque and other community facilities to gather in;
- new development on the High Street should be carefully designed so as to terminate views along streets and other public areas with positive building frontages;
- the boundary between mixed-use development onto the High Street and the school should be sensitively designed to (i) minimise overlooking of the school area from new development; and (ii) minimise exposed blank boundaries to the school onto publicly accessible areas within the mixed-use development;
- whilst the former Middlesex University site and the area onto the High Street will come forward separately, they should be designed so that they can be connected together (for pedestrians, cyclists and cars) in the future should the pattern of uses change; and
- Swan Annex frontage and main building should be sensitively converted to a use that supports High Street activities.



**FIGURE 10.4 KEY**

- Planning brief site boundary
- Positive building frontage overlooking and defining street or space
- Proposed educational zone
- Zone for residential-led mixed-use development
- Interface between educational and mixed-use zones to be carefully designed
- Retain views of listed building
- ▶ Vehicular access
- ▶ Emergency vehicular access
- Landmark corner
- Possible location for future access
- ▶ Pedestrian and cycle access
- ▶ Improvements to pedestrian environment
- ▶ Possible location for vehicular route
- Listed building
- Location of mixed-use development (B1, D2)
- Location of mixed-use development (A1, A2, A3)
- Landscaped open space incorporating car parking
- Existing trees to be retained and integrated into development (approximate locations)

## 11.1 Introduction

11.1.1 The three areas of the Alma Estate, sites on and around South Street and Ponders End Station are closely linked to one another. Successful regeneration of Ponders End requires a coordinated approach to these three areas.

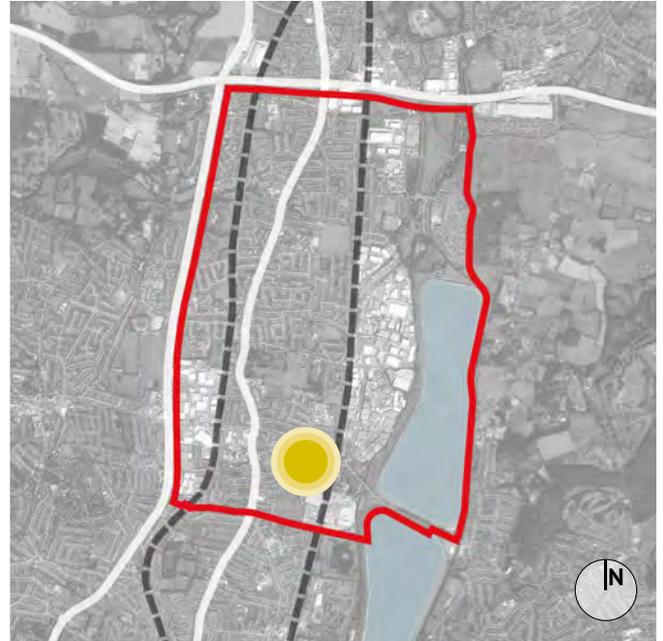
11.1.2 **The Alma Estate** was built in the 1960s, and comprises 717 homes along with 12 retail units that are designated as the South Street Retail Parade. There are four iconic towers which each have 131 flats: Kestrel House, Cormorant House, Merlin House and Curlew House. There are also lower rise homes in the surrounding streets, including Alma Road, Napier Road, Scotland Green Road and Fairfield Close.

11.1.3 The Council has been working with residents to discuss and agree how the estate should be regenerated. The scheme is the flagship housing renewal project for the Council, and it seeks to not only build new homes but to also build communities. A preferred developer was selected by the Council in the autumn of 2013. A planning application for the project is expected in 2014.

11.1.4 **The South Street** area includes:

- Dujardin Mews, which is due to start on site in Spring 2014 and will provide 38 new homes in a new mews street next to the Oasis Hadley Academy;
- the student housing (Robbins Hall) on Gardiner Close which - following the relocation of Middlesex University from Ponders End - is no longer well located for students and has the potential to be redeveloped;
- two sites forming a large triangle next to Ponders End Station: 171a and 171b South Street; and
- the community facilities on South Street (the MUGA, Youth Centre and Welcome Point), where there is an opportunity to improve their appearance.

11.1.5 **Ponders End Station** provides an important link to and from Central London for residents as well as access to the Lee Valley Regional Park and Ponders End Waterfront over the footbridge. The station and its surroundings are of poor quality and have limited facilities. Most importantly, access over the footbridge is restricted for disabled users. There is an opportunity to improve connections, facilities and the appearance of Ponders End Station. It is the key opportunity to connect the wider Ponders End area to the nearby Lee Valley Regional Park.



Key plan showing location of Alma Estate, South Street area and Ponders End Station within overall NEE area



The bridge at Ponders End Station provides a link towards the Lee Valley Regional Park

### Policy Context for Chapter 11: South Street, Alma Estate and Station

<b>London Plan</b>	Policy 2.14: Areas for Regeneration Policy 7.4 Local Character Policy 7.4 Public Realm
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 1 Objective 7 Chapter 8
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield Policy 41: Ponders End
<b>Adopted Development Management Document (November 2014)</b>	Policy DMD28: Large local centres, small local centres and local parades Policy DMD37: Achieving high quality and design-led development
<b>Other Sources</b>	National Planning Policy Framework National Planning Policy Guidance Enfield Mini Holland Bid Document, Dec 2013 Ponders End Framework for Growth, (Studio Egret West) 2009 Ponders End Planning Briefs - Feasibility Report (Savills), 2009



Aerial view of South Street, Alma Road and Ponders End Station

## 11.2 South Street Area

11.2.1 South Street has already begun to be transformed: public realm works have changed the character of the street, making it more pedestrian and cycle friendly and the completion of the Oasis Hadley Academy has created a new architectural and social landmark. A planning application has been approved for residential development at Dujardin Mews (formerly known as Academy Street) and this is due to start on site in 2014. The Council has selected a preferred development partner for the regeneration of the Alma Estate, and a planning application is expected to be submitted in 2014 with construction due to start - subject to securing planning permission - in early 2015.

11.2.2 However, the area still has a number of issues that need to be addressed and opportunities for improvement. Figure 11.1 opposite sets out these issues, which include:

- the cluster of existing community uses (the MUGA, Youth Centre and Welcome Point) do not relate well to South Street and the buildings are of low scale and quality;
- the buildings on the Alma Estate relate poorly to South Street, and the green open spaces feel somewhat 'left over';
- Ponders End Station is unwelcoming, and the bridge providing links for pedestrians and cyclists is functional but unattractive;
- Dujardin Mews will introduce a new high quality street, with the buildings designed to positively terminate views;
- In contrast, the student housing on Gardiner Close is of very average quality and misses an opportunity to respond to the view southwards along Nelson Road. With the relocation of Middlesex University, this student housing is now remote from higher educational establishments and as such is not well located. It is now being marketed to NHS/ key workers;
- the north side of Gardiner Close has exposed rear and side garden boundaries that are unattractive and vulnerable to crime;
- there is potential to redevelop Gardiner Close to reflect the character and quality of Dujardin Mews; and
- 171a, 171b and 173 South Street form a large triangular site next to Ponders End Station. 171b is vacant and 171a/173 is occupied by a run down four storey apartment building. A planning application has been submitted for 171a/173 to refurbish the existing building and provide additional dwellings along Woodall Road.



South Street: Looking east towards Ponders End Station



The MUGA on South Street

### FIGURE 11.1 KEY >>>

-  Exposed rear and side garden boundaries
-  Pedestrian route requires improvement
-  Negative view: dead end to street
-  Positive frontages
-  Weak building frontages that do not relate well to surrounding streets
-  Boundary to school has constraints: security, overlooking and noise
-  Noise pollution from railway
-  Pedestrian improvements required; Ponders End Station and link to Wharf Road (onto LVRP) are low quality and do not encourage East-West movement
-  Oasis Academy Hadley School
-  Green space
-  Proposed development at Dujardin Mews

**FIGURE 11.1: SOUTH STREET AREA**  
**- KEY ISSUES**



**Policy 11.1: South Street Area**

The redevelopment or improvement of the range of sites identified in Figure 11.2 opposite will continue the upgrading of South Street. Key principles include:

- improve the frontages of the Youth Centre and Welcome Point community buildings onto South Street. Improvements could include landscape works to the areas in front of the buildings and/or improvements to the buildings themselves;
- re-providing the MUGA as part of any redevelopment of the community facilities identified in Figure 11.2;
- redevelop the Robbins student housing on Gardiner Close for residential, creating a street that connects positively to Dujardin Mews. Ensure the new buildings respond appropriately to the view southwards along Nelson Road. Orientate new dwellings so that they back onto the exposed rear garden boundaries to the north;
- provide mixed-use development at 171a and b South Street adjacent to Ponders End Station to help define and enclose a new station square. Design the prominent corner of the development to respond positively to views along Alma Road and South Street; and
- ensure that all proposals are coordinated with the requirements of Policies 11.2 and 11.3.



*Low cost improvements such as re-cladding, adding a canopy, and using super-graphics could help transform the existing community facilities*



*The redevelopment of the Robbins Building could bring high quality new housing to the area*

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**FIGURE 11.2 KEY >>>**

- |  |  |
|--|--|
|  Building frontage overlooking and defining street                          |  Green space  |
|  Alma Road improved for pedestrians, cyclists and bus users                 |  Station entrance square improved                           |
|  Napier Road integrated into development, connecting to Scotland Green Road |  Pedestrian crossings                                       |
|  Key pedestrian / cycle connection  |  New open space on north-south link                         |
|  Improved pedestrian and cycle links  |  Retain as many existing trees as possible                  |
|  Improvements to frontages of community facilities                          |  New trees planted to create green frontage to South Street |
|  Oasis Academy Hadley School  |  Landmark corner  |
|  |  Building responds to prominent location/long views         |
|  |  Railway line   |

**FIGURE 11.2: SOUTH STREET AREA**  
**- POLICY PRINCIPLES**



## 11.3 Alma Estate

11.3.1 The Alma Estate is located immediately to the west and north of Ponders End Station. It is 10 minutes' walk from the shops and facilities on Ponders End High Street. The new Oasis Hadley Academy lies to the south. However, despite its good location, the Alma Estate has a number of problems. It does not provide good quality accommodation, and many of the buildings are unattractive. The Council has identified the regeneration of the Estate as a key part of the Ponders End Improvement Area, and a successful scheme has the potential to transform the image and identity of the area.

11.3.2 The Council's Core Strategy defines the Ponders End Place Shaping Priority Area, of which the Alma Estate forms a part. Core Strategy Policy 41 sets out planning policy for the area, and includes the Alma Estate in a sub-area defined as 'Ponders End South Street Campus': Policy 41 does not explicitly require the regeneration of the Alma Estate and instead sets out the following objective:

*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.*

11.3.3 The key part of this objective is the creation of a 'proper street network with uses fronting the street' and this is encapsulated within Policy 11.2 overleaf. It should be noted that the aim of improving the relationship between the Alma towers and surrounding community has changed: the strategy now is to demolish the towers and replace with new, more appropriate development integrated into the existing community. These principles are encapsulated within Policy 12.1 overleaf.

11.3.4 The Council has selected a development partner to undertake the regeneration of the Alma Estate. The process of selection involved developers producing an initial masterplan for the scheme based on principles set by the Council. A planning application for the scheme is expected to be submitted in the first part of 2014.

11.3.5 This AAP sets out the principles that have underpinned the masterplanning to date and that are expected to continue to inform the scheme as it is worked up in more detail.

11.3.6 Figure 11.3 opposite identifies the key constraints and opportunities that any redevelopment needs to address. These include:

- the estate does not connect well into the surrounding area: it feels isolated. There are opportunities to provide new linkages and improve existing ones;
- buildings on the estate do not relate well to roads, South Street and Alma Road in particular. There is an opportunity to design new building frontages to define and enclose streets in a more positive way;
- the rear garden boundaries of surrounding residential properties backing onto the estate are exposed. There is an opportunity to improve security for residents by backing new development onto these boundaries;
- the railway line is noisy: any new development will need to be designed to minimise the impact of noise on residents;
- there are existing trees within the estate that should be retained and integrated into the new development;
- the area is not easy to understand - there are opportunities to improve this by providing views to local landmarks such as the station, and by creating an easy to understand;
- the green spaces between buildings feel 'left over' - there is an opportunity to design new green space that is better integrated into the redevelopment; and
- there are a small number of sites not owned by the Council that lie within the estate area. If these buildings do not come forward as part of the Alma Estate Redevelopment project, new development will need to respond to them sensitively.

### FIGURE 11.3 KEY >>>

-  Pedestrian improvements required; Ponders End Station and link to Wharf Road (onto LVRP) are low quality and do not encourage east-west movement
-  Building frontages do not relate well to Alma Road or South Street
-  Green spaces tend to feel 'left over' and are fragmented
-  Poor quality pedestrian embankments to bus stops on Lee Valley Road
-  Existing building to be retained. Must be sensitively incorporated into new layout
-  Noise pollution from high frequency trains
-  Exposed rear garden boundaries
-  Schools are key local landmarks and destinations
-  Cluster of community facilities
-  Existing trees to be retained and integrated into development (approximate locations)

**FIGURE 11.3: ALMA ESTATE**  
**- KEY ISSUES**



**Policy 11.2: Alma Estate regeneration**

The regeneration of the Alma Estate should:

- provide a minimum replacement of the existing 717 homes, of which a minimum of 40% are affordable;
- provide a mix of dwelling types, including homes for families;
- provide a new health centre on the South Street frontage;
- locate any commercial mixed-uses (which may be retail (A1, A3) and leisure (D2) on the South Street frontage adjacent to the station; and
- achieve Building for Life ‘Gold’ standard;

The principles set out in Figure 11.4 must be reflected in the redevelopment scheme. These principles are to:

- develop a positive street frontage to South Street, with new building fronts overlooking the street;
- retain existing trees along South Street and plant new trees where required to create a green frontage to the street, and provide a green link to the Lee Valley Regional Park. Ensure that buildings are sufficiently set back to avoid the root protection zones and canopies of existing trees;
- incorporate commercial mixed-uses adjacent to Ponders End station where footfall is greatest;
- create a green open space connecting South Street and Napier Road. Align with the Alma Primary School so that there are views of the school through the space. Integrate a pedestrian / cycle route within this space;
- incorporate at least two further north-south pedestrian and cycle links into the layout connecting Napier Road to South Street;
- extend Napier Road to connect through to Scotland Green Road, providing a secondary vehicular route;
- improve Alma Road for pedestrians, cyclists and bus users;
- locate building frontages so that they define and overlook Alma Road, creating a positive and safe street;
- locate higher buildings so that they support a clear overall urban design concept, including: ‘protecting’ the wider area from the noise of the railway line; defining key corners and responding to major views; and defining Alma Road and South Street as major streets;
- incorporate existing buildings positively and sensitively into the layout, including responding to existing building lines and to building scale;
- improve the area around Ponders End Station and the pedestrian / cycle link across the railway line to Ponders End Waterfront and onwards to the Lee Valley Park;
- improve pedestrian and cycle links across Lea Valley Road; and
- provide pedestrian crossings of South Street, Napier Road, Alma Road and Scotland Green Road to provide convenient access to local facilities such as schools and play areas.

The redevelopment proposals must also accord with the requirements of Policy 11.3, Ponders End Station.



Computer generated images from the preferred developer’s bid showing how the Alma Estate could look once it is regenerated

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**FIGURE 11.4 KEY >>>**

- Improved station entrance square
- Pedestrian crossings
- New open space on north-south link
- Locations for non-residential use
- Building frontage overlooking and defining street
- Alma Road improved for pedestrians, cyclists and bus users
- Napier Road integrated into development, connecting to Scotland Green Road
- Key pedestrian / cycle connection
- Improved pedestrian and cycle links
- Landmark corner
- Building responds to prominent location
- Retain as many existing trees as possible
- New trees planted to create green link to the Lee Valley Regional Park
- Railway line

FIGURE 11.4: ALMA ESTATE  
- POLICY PRINCIPLES



## 11.4 Ponders End station

11.4.1 Ponders End Station serves the south-eastern part of the NEE area, connecting South Street to Wharf Road. To the west, the area is primarily residential and to the east mostly industrial. As well as crossing the West Anglia Mainline tracks, the bridge crossing Mollison Avenue, the major north-south road that serves the Brimsdown Industrial Estate. Figure 11.5 sets out the key issues, and these include:

- Due to its proximity to the Oasis Hadley Academy, the station is an important arrival point for school children. At present, this arrival is unattractive and unwelcoming. None of the buildings on the western side of the railway line have windows at ground floor level, resulting on no overlooking of the car parking / drop-off area or of South Street;
- The station is not obvious in views eastwards along South Street - the bridge is visible, but there is no indication of the station building itself;
- The car parking / drop-off area to the west of the station is congested with cars and is unattractive. There is a major opportunity to improve the quality of this key approach to the station both through public realm enhancements and by ensuring that new buildings positively fronts onto the 'station square';
- Wharf Road is important in connecting Ponders End Station and the wider area to the Lee Valley Regional Park. There is convenient access to the major north-south cycle route directly off Wharf Road. However, Wharf Road is not a friendly environment for pedestrians and cyclists. The pavements are narrow or non-existent, and heavy vehicles use the road both to access G.R.Wright and Sons Limited's Flour Mills and Meridian Business Park to the south; and
- There is a reasonable amount of space between Mollison Avenue and Wharf Road where the steps and the ramp from the bridge land. However, this area simultaneously feels exposed to the traffic on Mollison Avenue and closed in by the trees that obscure views to the bridge from the east. Whilst vehicular access to G.R.Wright and Sons Limited's Flour Mills must be retained, there is an opportunity to improve this area for pedestrians and cyclists.



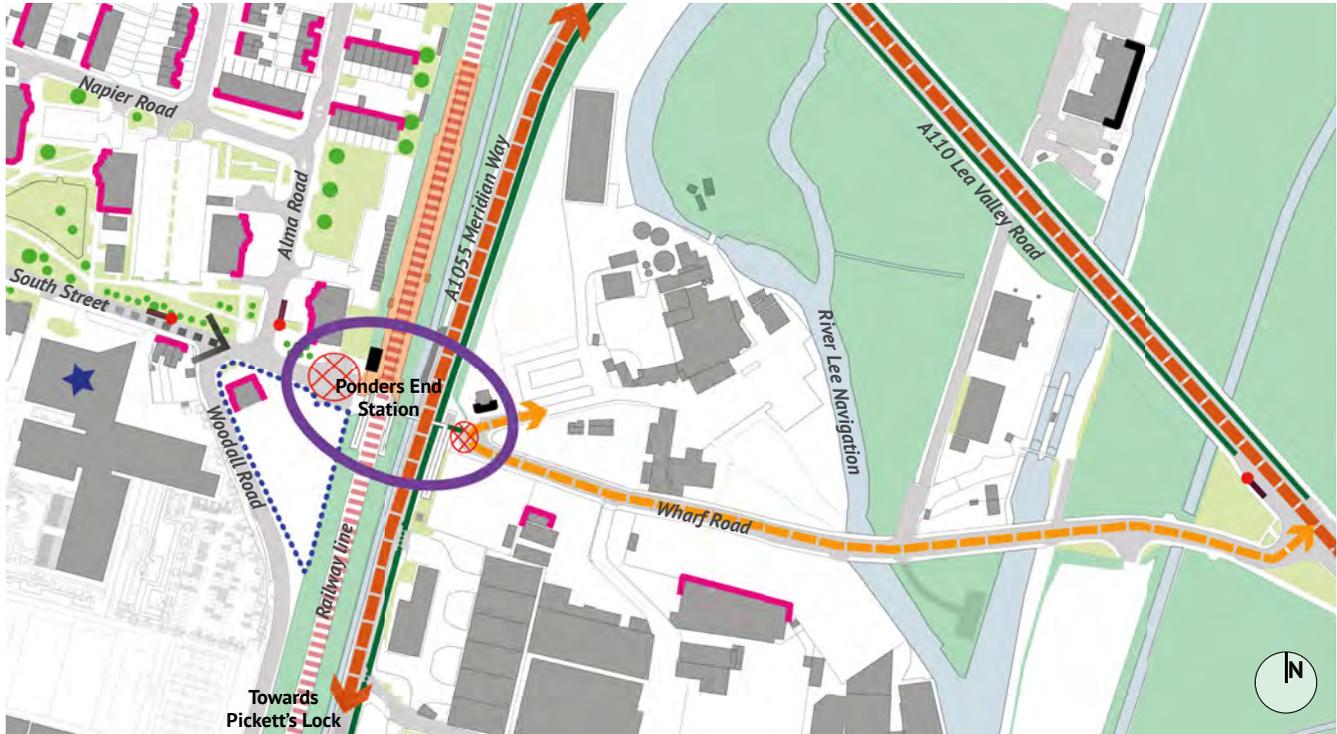
*The station 'square' in unattractive and unwelcoming*



*The steps and ramps connecting to Wharf Road are awkward for pedestrians and cyclists*



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



**FIGURE 11.5 KEY**

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

**Policy 11.3: Ponders End station**

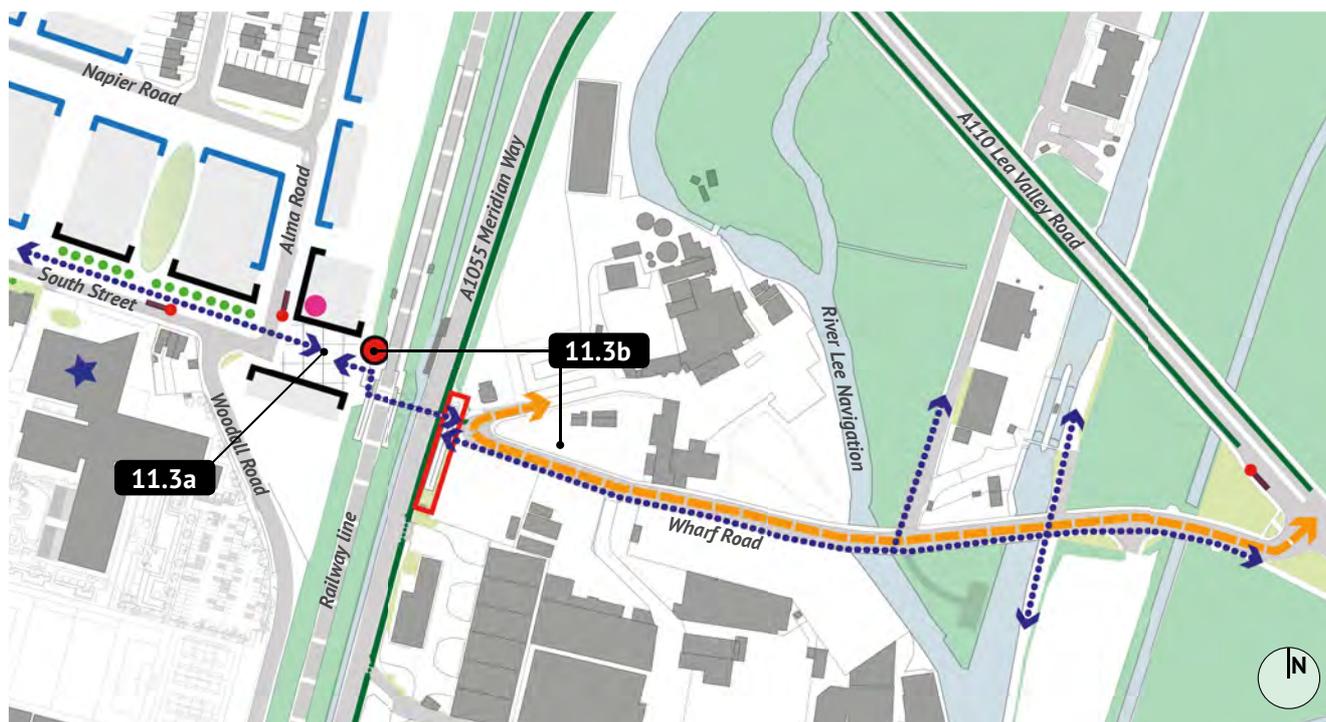
Improve the station and its context by:

- creating an attractive station square to the west of the railway line incorporating car parking, cycle parking and pick up / drop off facilities;
- ensuring that active building frontages positively address the station square, and are sighted to provide clear sightlines eastwards along South Street towards the station;
- refurbishing or redeveloping the station building to create a high quality building that can be clearly seen in views eastwards along South Street;
- improving the bridge link over the railway line and Mollison Avenue, particularly on the east side where there is an opportunity to improve the 'landing point' at Wharf Road through de-cluttering, improved paving and signage; and
- developing a scheme to improve the route along Wharf Road for pedestrians and cyclists, including providing clear signage that links with the existing routes adjacent to the River Lee Navigation.

**FIGURE 11.6 KEY**

- Improved pedestrian/cycle ramps
- New station square
- Existing bus stop
- Existing avenue of trees reinforced where needed
- New, prominent station building
- Existing green space
- Accessible green space
- Cycle route
- Positive frontage
- New residential frontage
- Improved pedestrian/cycle link
- HGV movement maintained
- School
- Railway line

Project Ref	Description
11.3a	Short term improvements to Station Square.
11.3b	Major improvements to Ponders End Station to include new station building, improved pedestrian/cycle crossing and improved connection with Wharf Road.



## 12.1 Introduction

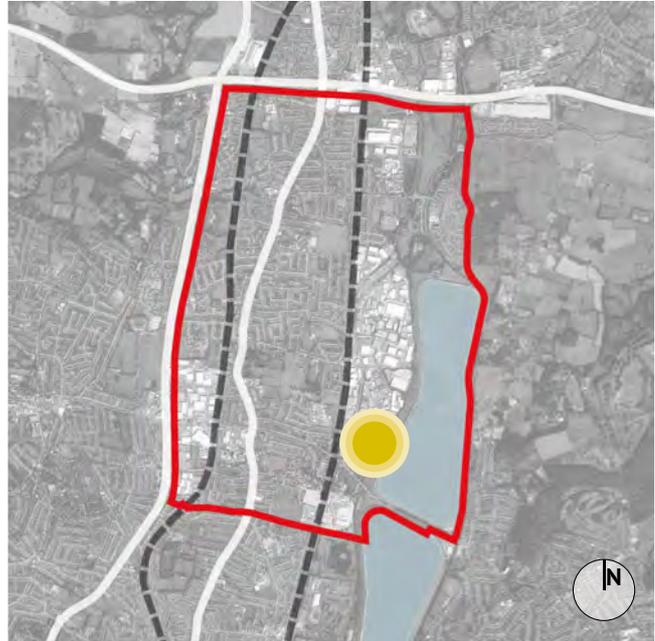
12.1.1 Ponders End Waterfront is a hidden gem: it is one of the most historic parts of the NEE area, has access to the Lee Valley Navigation and access to the Lee Valley Regional Park. However, it is difficult to get to and - with the exception of the Navigation pub - there are few attractions for local people or visitors from the wider area. It has the potential to connect the wider NEE area with the River Lee Navigation and the open spaces of the Lee Valley Regional Park.

12.1.2 The Council's Core Strategy defines the Ponders End Place Shaping Priority Area, of which the Ponders End Waterfront area forms a part. Core Strategy Policy 41 sets out planning policy for the area and includes the following objective in relation to Ponders End Waterfront:

- Columbia Wharf and the southern part of Brimsdown at Ponders End Waterfront area identified as sites that could accommodate housing as part of mixed-use developments;
- An attractive public realm, designed to promote community safety ... and good links to the Lee Valley Regional Park;
- Requires high quality new development that complements the heritage assets and historic environment of Ponders End, such as ... Ponders End Flour Mill; and
- Seeks 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.

12.1.3 The Council submitted a bid for All London Green Grid BIG Green funding of a number of projects at Ponders End Waterfront in 2013. These projects include:

- a nature reserve at South Meadow;
- new paddle-sports facilities;
- a heritage community orchard;
- a mini city farm; and
- pedestrian and cycle connections linking Ponders End to the waterfront.



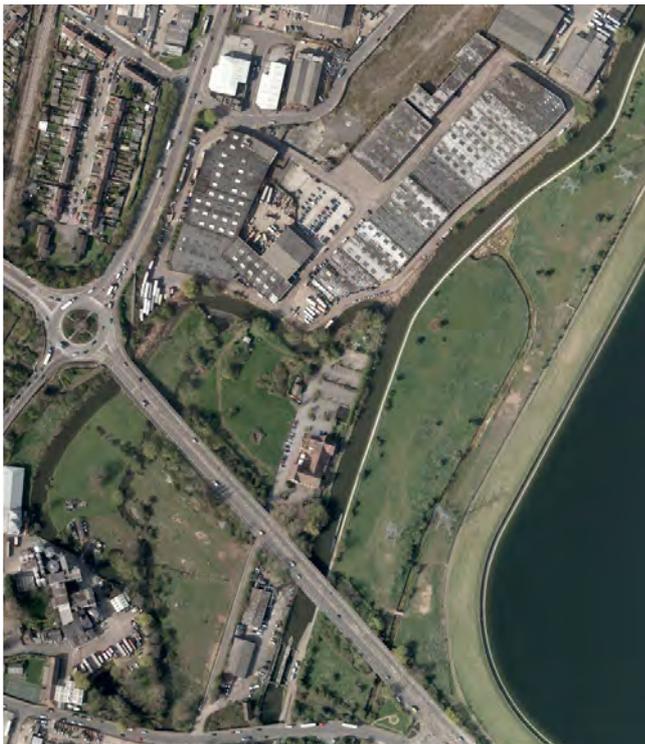
Key plan showing location of Ponders End Waterfront within overall NEE area

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The lock at Ponders End Waterfront

<b>Policy Context for Chapter 12: Ponders End Waterfront</b>	
<b>London Plan</b>	<p>Policy 2.14: Areas for Regeneration</p> <p>Policy 7.4 Local Character</p> <p>Policy 7.4 Public Realm</p> <p>Policy 7.8: Heritage Assets and Archaeology</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	<p>Objective 1</p> <p>Objective 7</p> <p>Chapter 8</p>
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 30: Maintaining and improving the quality of the built environment</p> <p>Policy 31: Built and landscape heritage</p> <p>Policy 40: North East Enfield</p> <p>Policy 41: Ponders End</p>
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD37: Achieving high quality and design-led development</p> <p>Policy DMD39: Design of business premises</p> <p>Policy DMD40: Ground floor frontages</p> <p>Policy DMD44: Preserving and enhancing heritage assets</p>
<b>Other Sources</b>	<p>National Planning Policy Framework</p> <p>National Planning Policy Guidance</p> <p>Lee Valley Regional Park Development Framework - Area 4 and 5 Proposals</p> <p>Ponders End Framework for Growth, (Studio Egret West) 2009</p> <p>Ponders End Planning Briefs - Feasibility Report (Savills), 2009</p> <p>Level 2 Strategic Flood Risk Assessment, 2013</p> <p>Ponders End Flour Mills Conservation Area Character Appraisal (Drury McPherson), 2013</p>



*Aerial view of Ponders End Waterfront*

12.1.4 Figure 12.1 overleaf sets out the key issues that must be taken into consideration in any plans for the future:

- the heart of the area is the Ponders End Flour Mills Conservation Area, which encompasses the operational G.R.Wright and Sons Limited's Flour Mill and the open space and water meadows next to the River Lea. There is no public access to the Conservation Area, and the Mill will remain in private use for the foreseeable future;
- much of the open space is designated as a site of Metropolitan Importance for Nature Conservation, and should therefore be retained and enhanced;
- there are two main opportunities for pedestrian access from the wider NEE area: via the footbridge at Ponders End Station and the footbridge at Duck Lees Lane. However, the route via Duck Lees Lane involves crossing the very busy and unfriendly Mollison Avenue and there is no link across the waterway to the green space;
- vehicular access to the southern part of the area is via the major Lee Valley Road and then Wharf Road. This is rather a confusing approach from the west, as it involves doubling back. However, the Lee Valley Road is elevated and so there is no way of providing more direct access for cars;
- vehicular access to the north part of the site (which is often referred to as Southern Brimsdown) is off Mollison Avenue at East Duck Lees Lane. This is a left-in, left-out junction only and so is somewhat restricted. A further vehicular access may be possible from Jeffreys Road to the north; and
- whilst some of the industrial buildings within Southern Brimsdown are of good quality, the majority are low quality and run-down. This partly reflects the aspirations of the landowner to redevelop the site. These industrial buildings are located close to the water's edge. Although there is a road next to the water's edge, this is not currently publicly accessible. The Council has developed a strategy to require pedestrian and cycle access along the water's edge when sites come forward for redevelopment.

12.1.5 In addition to these issues, the area is subject to flooding and has a number of flood defences in place. The Council has produced a Level 2 Strategic Flood Risk Assessment for the area, and this has been used to inform AAP policy.



*Wharf Road*



*G.R. Wright and Sons Limited's Flour Mills*

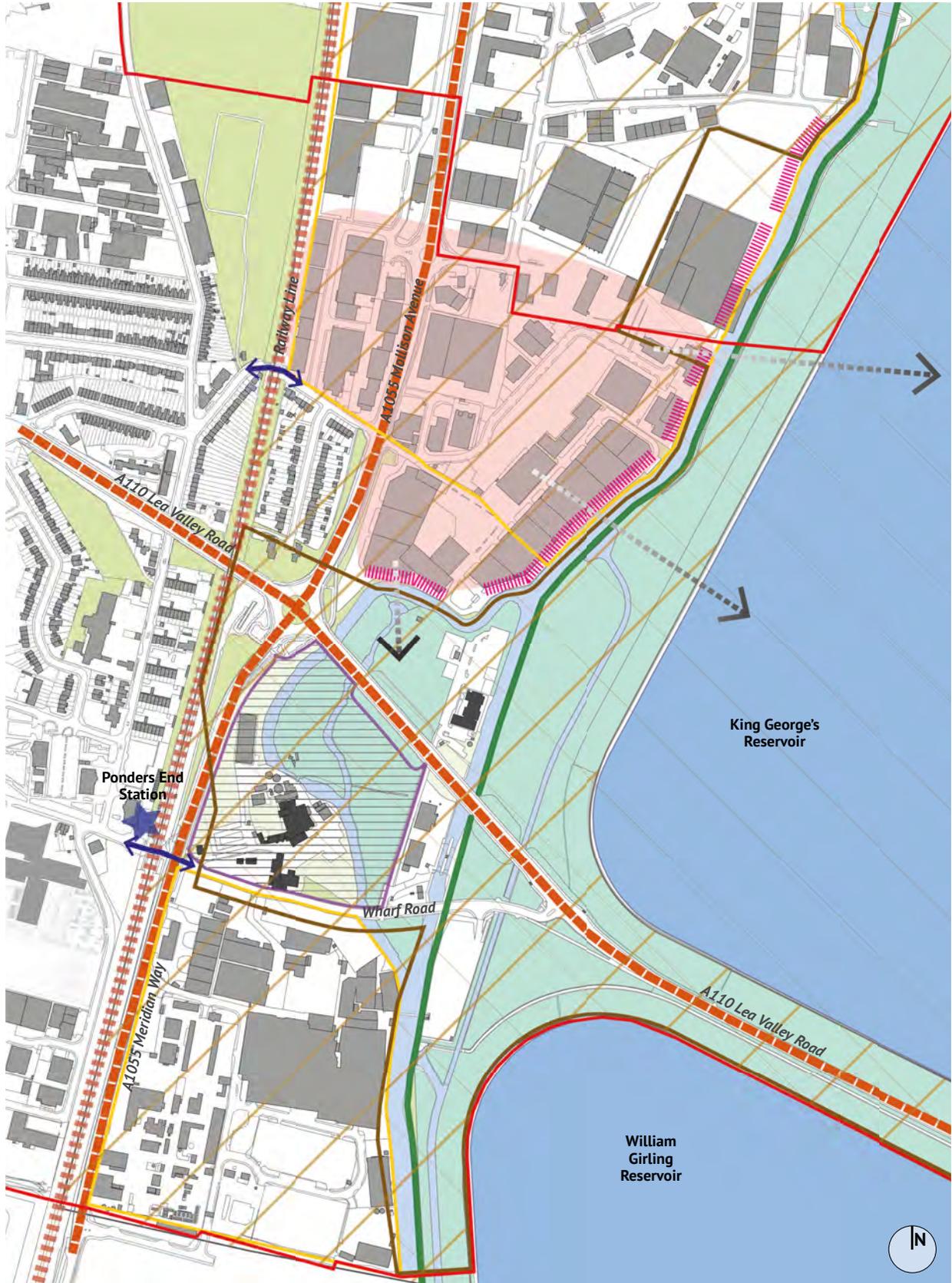


The lock at Ponders End Waterfront

FIGURE 12.1 KEY >>>

-  Place Shaping Priority Area (Core Strategy - Proposals Map)
-  Ponders End station
-  Pedestrian/cycle crossing of railway
-  Under utilised views
-  Existing cycle route
-  Noise from major road
-  Noise from railway line
-  Lack of waterside frontage
-  Green spaces
-  Protected open and green spaces covered by various policies
-  River Lee waterways
-  SSSI - Chingford Reservoirs
-  Low quality industrial units
-  Existing listed buildings
-  SIL boundary
-  Ponders End Flour Mills Conservation Area boundary
-  Archaeological Priority Areas
-  Lee Valley Regional Park

**FIGURE 12.1: PONDERS END WATERFRONT  
- KEY ISSUES**



### Policy 12.1: Ponders End Waterfront

This is a major opportunity for employment-led mixed-use development that connects the waterfront back to the wider NEE area, creating a distinctive place and a valuable leisure resource for local people. Key principles include:

- redevelop the area for an employment-led mix of uses in high quality new buildings that collectively respond to the historic character of the area and waterfront setting to enhance this distinctive new quarter within the NEE area;
- seek opportunities to enhance the Ponders End Flour Mills Conservation Area and the setting of listed buildings;
- ensure that, where possible, having regard to viability and operational requirements, active building frontages overlook the waterways and streets and spaces within the development;
- provide a pedestrian / cycle route along the waterways;
- create views through the development to the water and to the reservoir embankments beyond;
- improve the crossing of the railway line at Duck Lees Lane. Any redevelopment of the area immediately to the north of this access should include positive building frontages onto the route and - where possible - allow more space for the crossing point. Provide an improved crossing across Mollison Avenue to connect with Duck Lees Lane;
- ensure that the principles set out in Policy 4.9 involving improvements to Wharf Road are incorporated into any proposals;
- create a clear pedestrian / cycle 'circuit' that connects the two railway crossings, the waterside walks, Alma Road and South Street together;
- ensure that the redevelopment of South Brimsdown allows for future connections to the north, especially for pedestrians and cyclists;
- create a nature reserve at South Meadow to enhance the biodiversity of the area. Provide public access for learning and leisure purposes;
- incorporate mooring facilities;
- create a heritage community orchard;
- create a mini city farm;
- provide new paddle-sport facilities; and
- refurbish a room in the Navigation Inn to provide a classroom facility to host visiting school groups and be available for rent by community groups such as the Ponders End Sea Cadets.

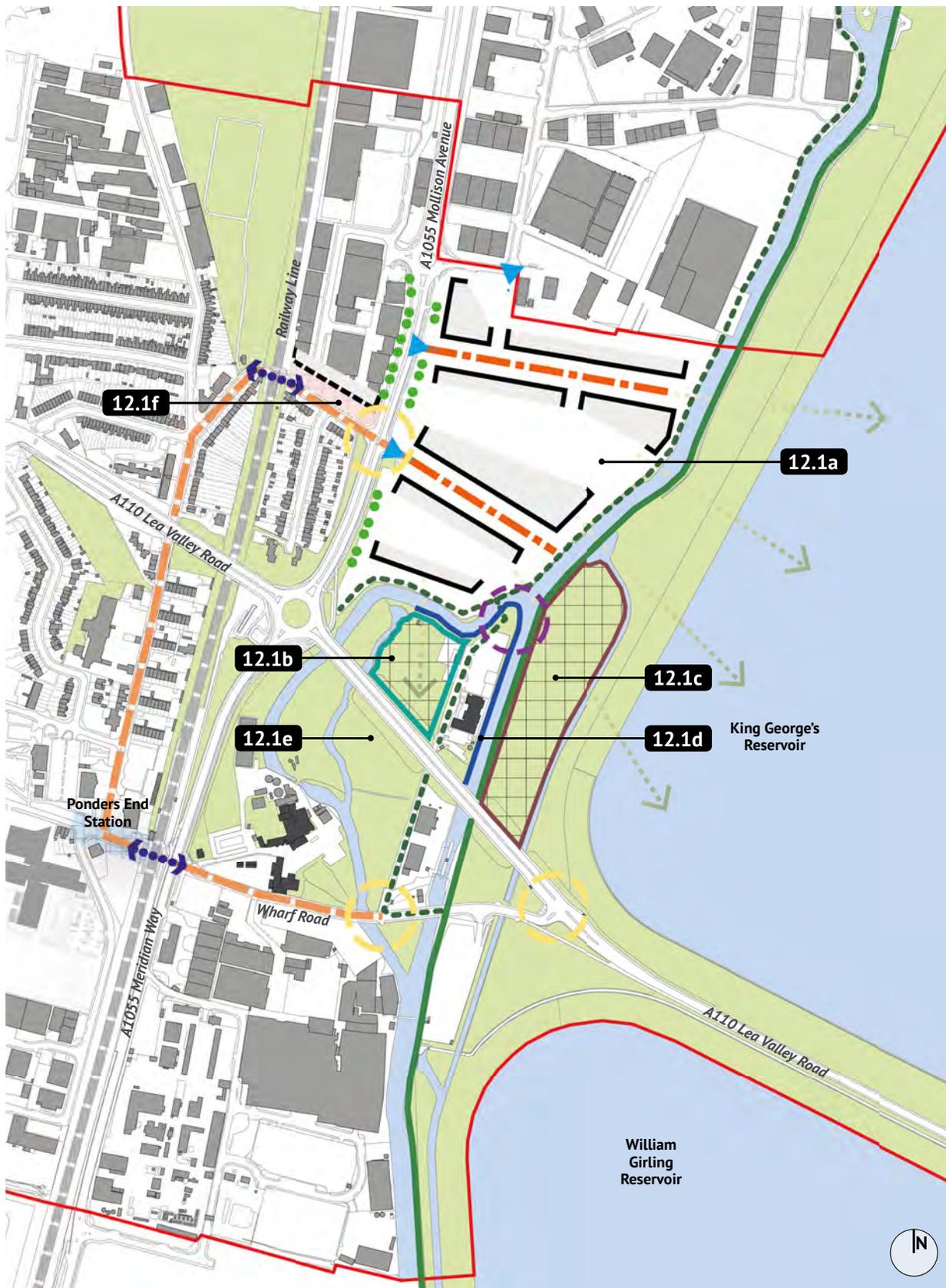
Any proposals must not have any indirect adverse effect on the ecological interest of the LVRP (e.g. through light pollution, water quality/level issues, increased recreational disturbance to sensitive areas, disturbance during construction) so as to avoid effects on the European site within the LVRP.

Project Ref	Description
12.1a	Redevelopment of South Brimsdown
12.1b	Mini City Farm
12.1c	Heritage Community Orchard
12.1d	Canoeing Facility
12.1e	Nature Reserve at South Meadow
12.1f	Improved crossing at Duck Lees Lane

### FIGURE 12.2 KEY >>>

	Place Shaping Priority Area boundary
	Improvements required to key junctions to improve cycle provision
	New bridge crossing required to improve connectivity and provide leisure routes
	Green spaces
	Waterways and reservoirs
	Existing listed buildings
	Illustrative active building frontages
	Improvements to frontages
	New pedestrian and cycle crossing with public space
	Public realm improvements to Ponders End station
	Mini City Farm
	Heritage Community Orchard
	Vehicular access
	Canoeing facilities
	Illustrative views
	Improvements required to railway crossings
	Existing towpath
	Proposed waterway cycle route
	Railway line
	Existing route improved
	New extension to existing key route (Alignment is indicative)
	New tree belt added to provide soft edge to Mollison Avenue

**FIGURE 12.2: PONDERS END WATERFRONT**  
- POLICY PRINCIPLES



## 13.1 Introduction

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

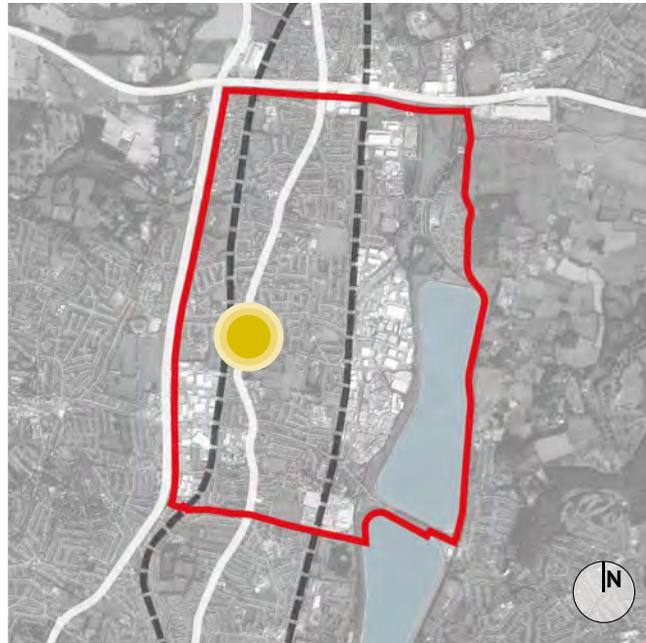
**13.1.2** The Parish Church of St James lies immediately to the south of the Local Centre, and is an important landmark on the southern approach to Enfield Highway. Its surrounding churchyard has numerous mature trees, and these visually blend into Durrants Park to the south.

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

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

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

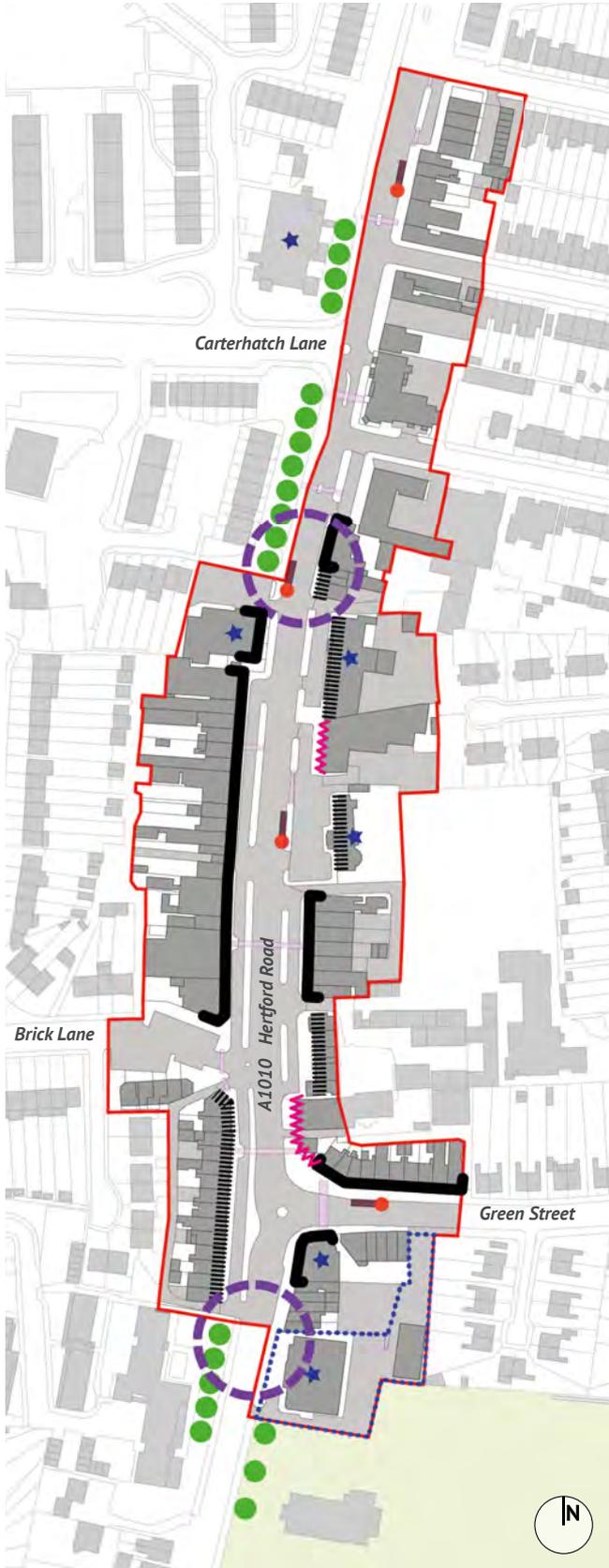
**13.1.6** The major opportunities for improvement of Enfield Highway local centre are therefore around public realm improvements.



Key plan showing location of Enfield Highway Local Centre within overall NEE area

### FIGURE 13.1 KEY >>>

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



Policy Context for Chapter 13: Enfield Highway Local Centre	
London Plan	Policy 4.8, Supporting a successful and diverse retail sector Policy 7.4 Local Character Policy 7.4 Public Realm
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	Objective 2 Objective 7 9.2: A corridor of opportunity
Core Strategy (Adopted Nov 2010)	Policy 17: Town Centres Policy 18: Delivering shopping provision Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield
Adopted Development Management Document (November 2014)	Policy DMD25: Locations for new retail, leisure and office development Policy DMD28: Large local centres, small local centres and local parades Policy DMD37: Achieving high quality and design-led development
Other Sources	National Planning Policy Framework National Planning Policy Guidance Enfield Mini Holland Bid Document, Dec 2013 Town Centre Uses and Boundaries Review, 2013

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*Enfield Highway has some good quality buildings that give the centre a consistent character that contrasts with the more varied character of the other local centres in the area*



*The Enfield Business Centre is a positive use but an unattractive building*

**FIGURE 13.2: ENFIELD HIGHWAY LOCAL CENTRE - POLICY PRINCIPLES**

**Policy 13.1: Enfield Highway local Centre**

The Council will develop a comprehensive street design scheme which - through public realm enhancements - helps to enhance local distinctiveness, support local centre activity and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

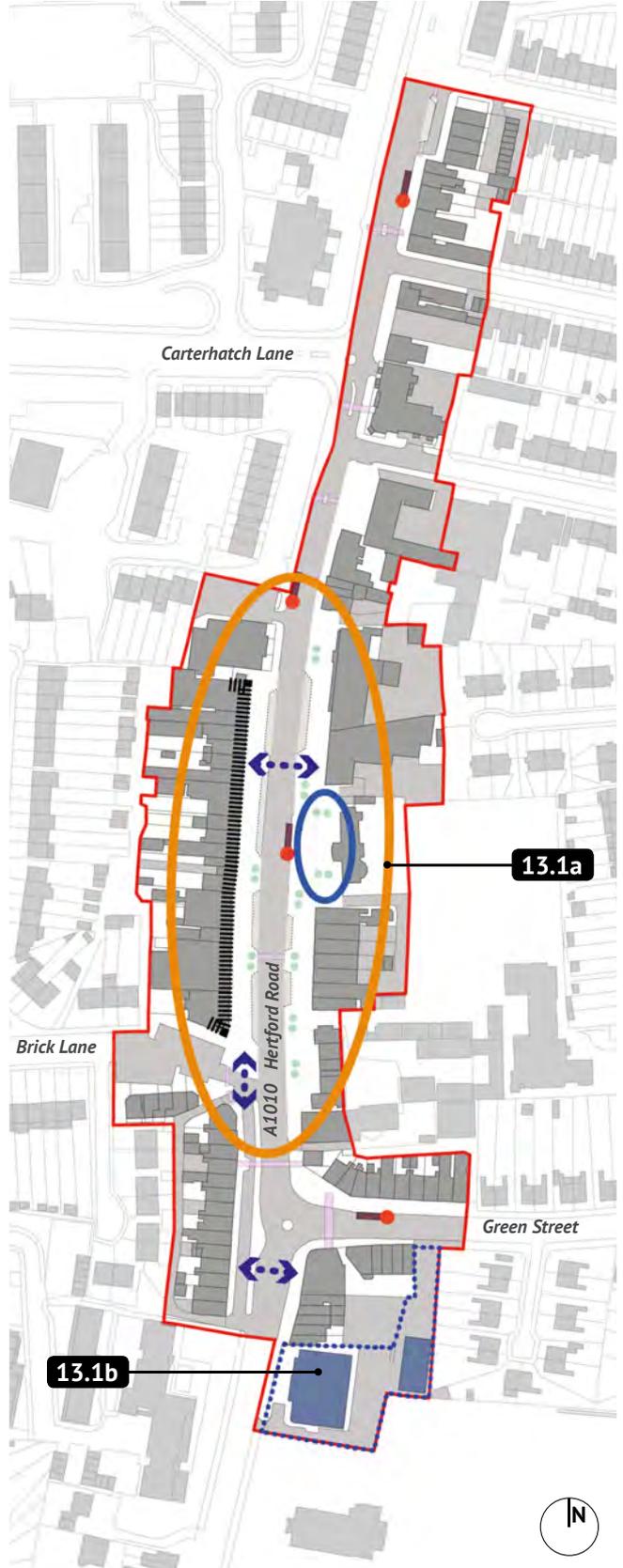
- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- reorganising car parking so that it is located within shared surfaces, with pedestrian space closest to the shops;
- creating a focal zone around the higher quality buildings with new street tree planting and high quality paving materials to reinforce the distinctive character of the consistent building groups in this area;
- creating on-street cycle lanes running north-south that connect to the wider network;
- improving and increasing east-west pedestrian crossing points; and
- improving the junction with Brick Lane by narrowing lanes, reducing parking and slowing traffic down.

The Council will investigate the potential to improve the rear service areas and encourage their use by the businesses and residential properties they serve. Any future improvements should benefit residential as well as business premises.

The Council will encourage improvements to shopfronts, particularly in buildings of consistent architectural style where a more uniform approach would help to support the distinctive character of the building.

The Council will liaise with owners and other stakeholders to investigate opportunities to expand, develop and integrate the Community Centre with the Hall, pub and yard space at the rear to create an improved community hub.

Project Ref	Description
13.1a	Create a focal zone around the higher quality buildings
13.1b	Investigate opportunities to create an improved community hub





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Illustration of how the central part of Enfield Highway could be improved: (i) shopfronts are designed to be more consistent whilst retaining their individuality so that they better reflect the consistency of the building as a whole; (ii) parking for shoppers is reorganised so that it is a simple 'pull-in' from the Hertford Road; (iii) the reorganised parking allows the pavement to be widened and trees to be planted, creating a better environment for pedestrians; and (iv) dedicated cycle lanes are provided for cyclists.

#### <<< FIGURE 13.2 KEY

-  Local centre boundary
-  Development opportunity
-  Opportunity buildings
-  Existing crossing point
-  Existing bus stop
-  Improvement Area
-  Focal point
-  Building frontage improvements
-  Improved crossing
-  Street trees
-  Inset parking

## 14.1 Introduction

14.1.1 Enfield Wash is the most northerly of the three local centres, which has three distinct areas.

14.1.2 **South of Longfield Avenue:** Hertford Road feels wide and open in this section, as a result of the setting back of buildings to the west and the lack of enclosure to the street from the buildings. The junction of Longfield Avenue, Hertford Road and Connop Road forms a distinct 'gateway' where buildings define Hertford Road more tightly. Longfield Avenue forms an important east-west link for pedestrians and cyclists.

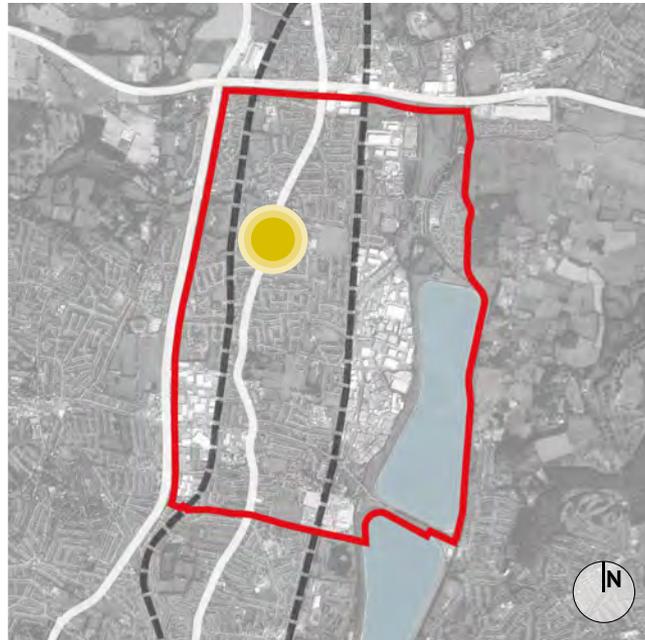
14.1.3 The Albany Leisure Centre is an important destination for local people and those from a wider area. However, the building is not prominent and contributes little to the street scene.

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

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

14.1.6 After the bridge, there are some important uses including a community hall, post office, pub and the Co-op supermarket.

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



Key plan showing location Enfield Wash Local Centre within overall NEE area

### FIGURE 14.1 KEY >>>

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



Policy Context for Chapter 14: Enfield Wash Local Centre	
London Plan	Policy 4.8, Supporting a successful and diverse retail sector Policy 7.4 Local Character Policy 7.4 Public Realm
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	Objective 2 Objective 7 9.2: A corridor of opportunity
Core Strategy (Adopted Nov 2010)	Policy 17: Town Centres Policy 18: Delivering shopping provision Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield
Adopted Development Management Document (November 2014)	Policy DMD25: Locations for new retail, leisure and office development Policy DMD28: Large local centres, small local centres and local parades Policy DMD37: Achieving high quality and design-led development
Other Sources	National Planning Policy Framework National Planning Policy Guidance Enfield Mini Holland Bid Document, Dec 2013 Town Centre Uses and Boundaries Review, 2013

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*The Co-operative supermarket car park presents a weak frontage to Hertford Road*



*Varied building styles in Enfield Wash*

**FIGURE 14.2: ENFIELD WASH LOCAL CENTRE  
- POLICY PRINCIPLES**

### Policy 14.1: Enfield Wash Local Centre

The Council will develop a comprehensive street design scheme which - through public realm enhancement - helps to enhance local distinctiveness, support local centre activity and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- improving the southern approach to Enfield Wash through: (i) public realm improvements that reorganise car parking to create a more pedestrian-friendly environment; and (ii) improvements to weak frontages - for example, encouraging shopfronts to be brought forward to the overall building line so they are more visible;
- considering whether landscape or built form could help strengthen the presence of the leisure centre and its contribution to the street scene;
- the central section is working well: encouraging shopfront improvements and undertaking low key public realm improvements to enhance the area will help support the retail;
- creating a strong, positive gateway at Turkey Brook that makes the most of this important local feature;
- making provision for cyclists on Hertford Road as part of a wider scheme to achieve good north-south movement; and
- integrating public realm improvements with the east-west pedestrian and cycle links along Turkey Street, Longfield Avenue, Ordnance Road and Albany Road identified in Chapter 4 of this AAP.

### Policy 14.2: Redevelopment of Co-operative Site

The redevelopment of the Co-operative store and - if possible - adjoining land for mixed-use, retail-led development will be supported. Any redevelopment should:

- create a strong, positive A1 retail frontage to Hertford Road;
- incorporate a range of other uses, which may include residential, offices and community uses;
- design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north;
- relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west; and
- incorporate shoppers' car parking.

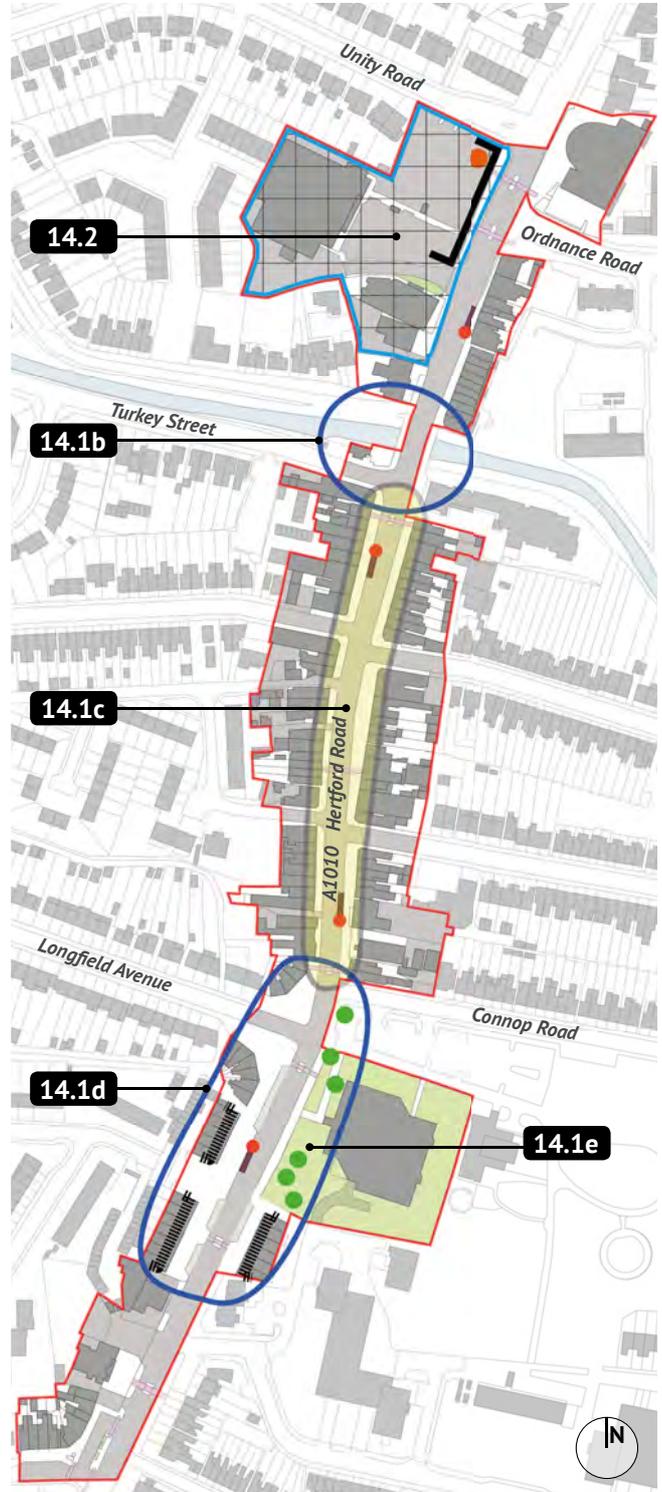




Illustration of how the southern gateway to Enfield Wash could be improved: (i) the setback shopfronts are brought forward to the front of the building line to make them more visible; (ii) parking for shoppers is reorganised so that it is a simple 'pull-in' from the Hertford Road; (ii) the reorganised parking allows the pavement to be widened and trees to be planted, creating a better environment for pedestrians; and (iv) dedicated cycle lanes are provided for cyclists.

#### <<< FIGURE 14.2 KEY

-  Local Centre boundary
-  Development opportunity
-  Existing crossing point
-  Existing bus stop
-  Community destination
-  Existing mature tree
-  Focal point for improvements
-  Low-key public realm improvements
-  Retail-led mixed use development
-  New frontage
-  Improved frontage
-  Positive corner

Project Ref	Description
14.1b	Create a strong, positive gateway
14.1c	Central section: encourage shopfront and public realm improvements
14.1d	Improve the southern approach
14.1e	Strengthen the presence of the Leisure Centre
14.2	Encourage redevelopment of the Co-operative store

## 15.1 Introduction

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

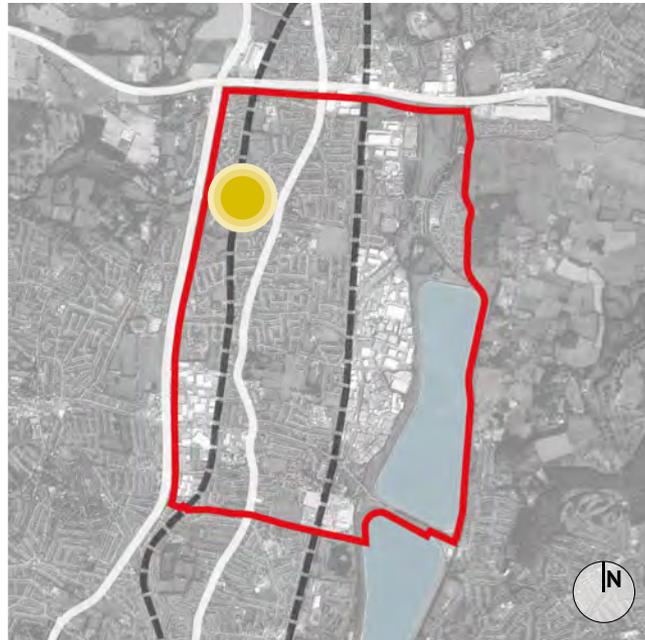
15.1.2 The station is included within the Turkey Street Conservation Area. The Conservation Area was designated in 1972 to recognise its character as a small, semi-rural enclave in a suburban area. There are no listed buildings. The area is very small, and includes just 18 houses and The Turkey public house. There are some plans for the redevelopment of the pub. The Conservation Area is best experienced from the footpath that connects Teal Close to Turkey Street, where the character is at its most semi-rural. Approaching the area from the east, the footbridge connecting to this oath across Turkey Brook is not easy to spot.

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

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

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

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

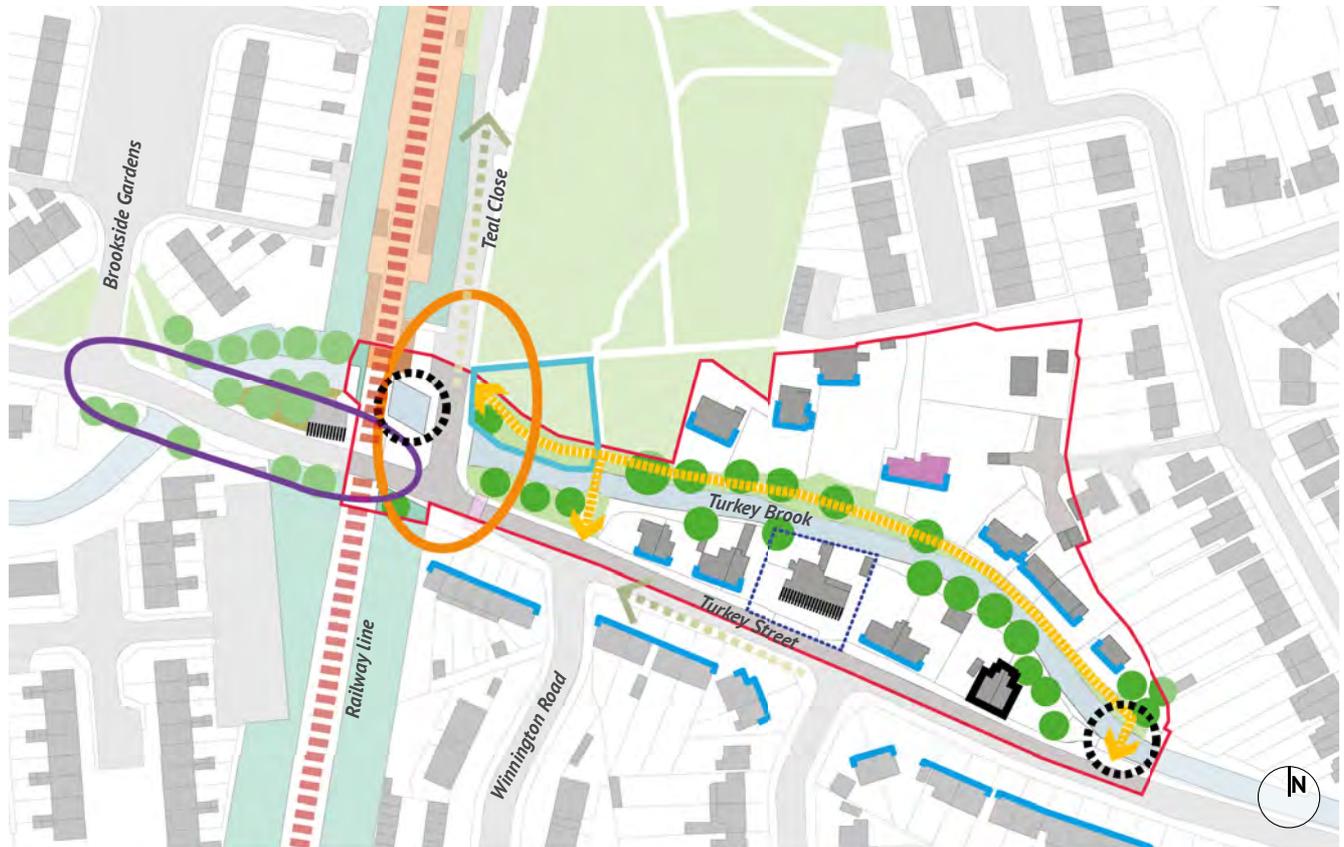


Key plan showing location of Turkey Street Station and Conservation Area within overall NEE area

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### Policy Context for Chapter 15: Turkey Street Station and Conservation Area

<b>London Plan</b>	Policy 7.4 Local Character Policy 7.4 Public Realm Policy 7.8: Heritage Assets and Archaeology
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 7
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 30: Maintaining and improving the quality of the built environment Policy 31: Built and landscape heritage Policy 40: North East Enfield
<b>Adopted Development Management Document (November 2014)</b>	Policy DMD37: Achieving high quality and design-led development Policy DMD44: Preserving and enhancing heritage assets
<b>Other Sources</b>	National Planning Policy Framework National Planning Policy Guidance Turkey Street Conservation Area Character Appraisal (Drury McPherson), 2013 Cycle Routes in Enfield, Oct 2013



**FIGURE 15.1 KEY**

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

### Policy 15.1: Turkey Street Station and Conservation Area

Develop a comprehensive street design scheme which - through public realm enhancements - helps to enhance local distinctiveness and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

- public realm enhancements at the junction of Turkey Street and Teal Close to announce the station entrance (e.g. by locating new signage on views along Turkey Street) and make the most of Turkey Brook;
- a scheme to improve pedestrian and cycle provision on the approach from the west. This could include localised widening of the pavement on the northern side of Turkey Street and introducing a priority one-way system. This scheme should include cutting back and maintenance of vegetation to maintain clear sightlines;
- creating a new pocket park at the eastern end of the Conservation Area incorporating the existing bridge (or a new one), so enhancing not only amenity but also wayfinding; and
- investigating the potential to accommodate commuter parking within the green area adjacent to the railway line, and restricting parking at the entrance to the pocket park.

Project Ref	Description
15.1a	Public realm enhancement to announce the station entrance
15.1b	Create a pocket park
15.1c	Improve pedestrian and cycle provision



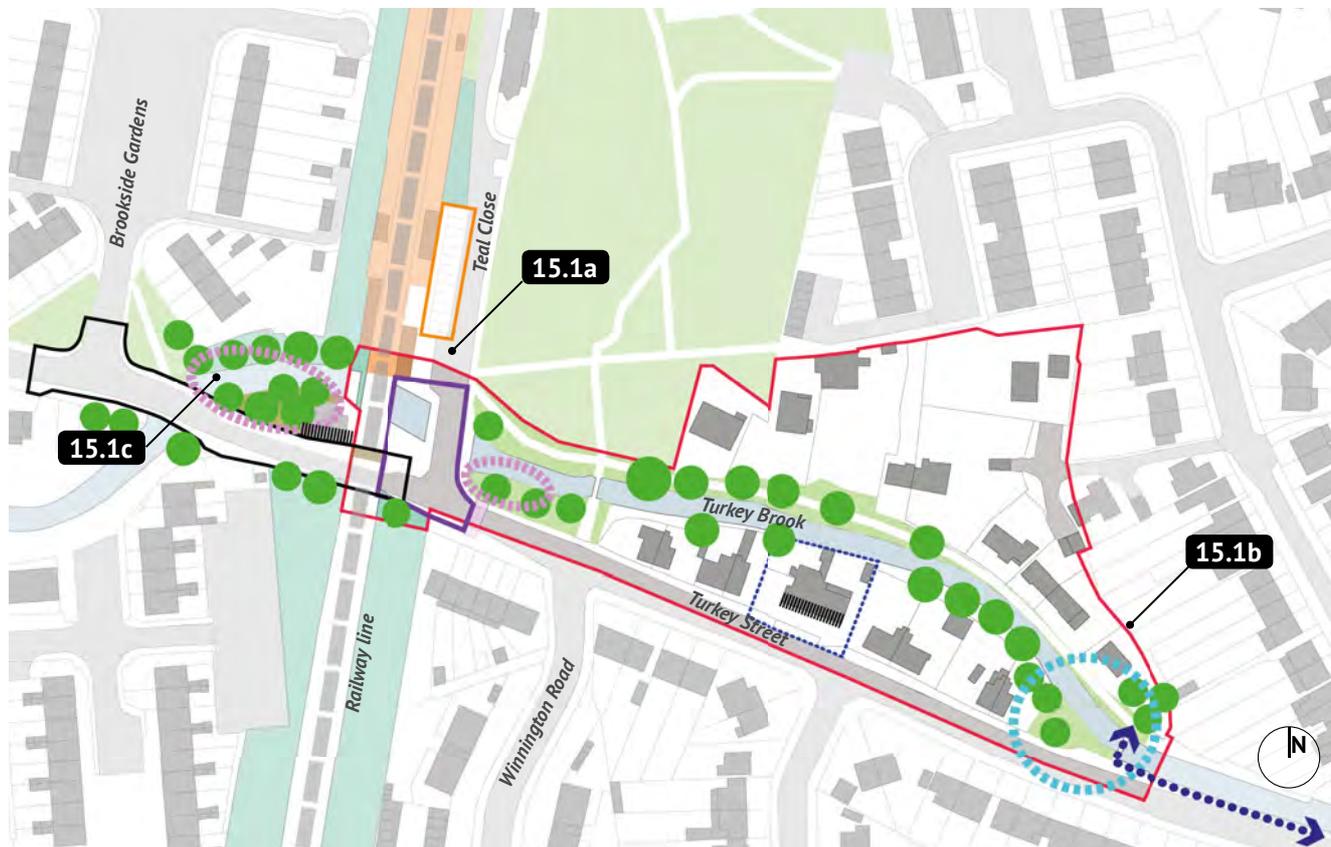
*View towards the Station from the east*



*The attractive pocket park on Teal Close*



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



**FIGURE 15.2 KEY**

- Turkey Street station and Conservation Area
- Development opportunity
- Existing crossing
- Station extents
- Existing green corridor
- Existing mature tree
- Cut back vegetation to improve public realm
- Create pocket park incorporating footbridge
- Improve provision for pedestrians
- Public realm improvements to announce station entrance and make Turkey Brook visible
- Dedicated parking
- Improved frontage
- Improved link to High Street along Turkey Brook
- Railway line

## 16.1 Introduction

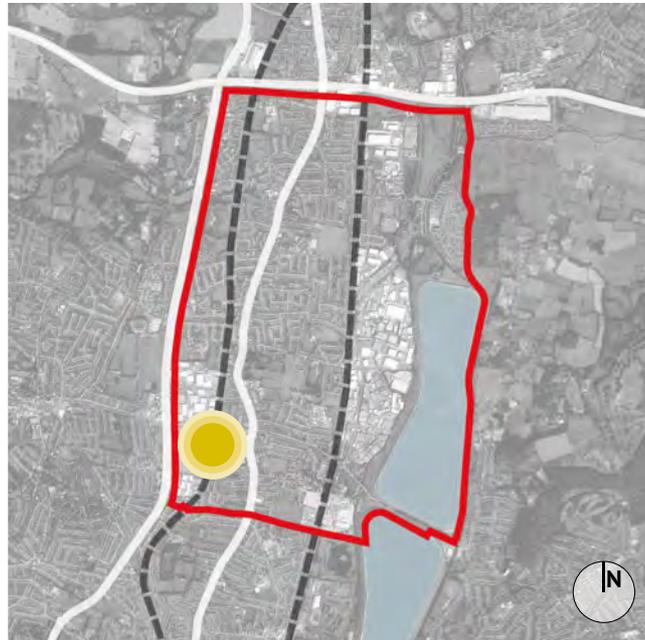
16.1.1 Southbury Station serves the south-western part of the NEE area, and is an important arrival point for students at Enfield College and those visiting Ponders End High Street. It is somewhat isolated, being situated between:

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

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

16.1.3 There are limited opportunities to improve the area as there are no obvious development sites. Southbury Road is identified in the Movement chapter of this document as having the potential to form a key east-west movement corridor for pedestrians and cyclists. There are therefore opportunities to improve the public realm as part of this initiative. Key issues are set out in Figure 16.1 and include:

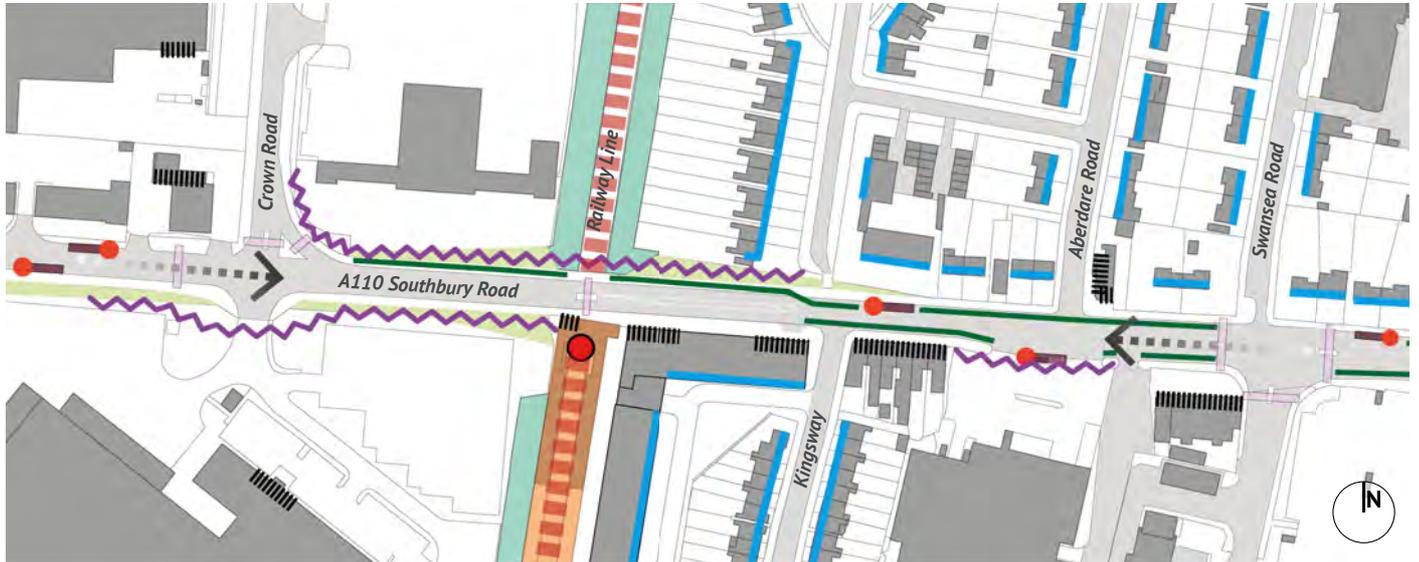
- Southbury Road is busy, and so segregated cycle lanes are preferred. There is a shared cycle lane on the north side of Southbury Road but limited provision on the south side;
- there is limited space in which to provide improved pedestrian and cycle facilities as the road width is constrained, particularly where it crosses the railway line;
- there is a long right hand turning lane provided for vehicles turning right from Southbury Road into Kingsway. Further investigation and traffic modelling is required, but there may be potential to reduce the length of this lane and so free up some space for pedestrians and cyclists;
- the bus stops are located some distance from the station building. It is difficult to move them closer as the humped back nature of the road over the railway line restricts sightlines - bus stops too near the railway crossing could cause a safety problem;
- the low scale of the station building and the humped back of the road crossing restrict sightlines for pedestrians, making the station hard to spot. Better signage and/or artwork may help to increase the station's presence; and
- the green area on the northern side of the road opposite the station is overgrown - better maintenance / pruning of the greenery would help to make the area more attractive and feel safer.



Key plan showing location of Southbury Station Area within overall NEE area

### Policy Context for Chapter 16: Southbury Station Area

<b>London Plan</b>	Policy 7.4 Local Character Policy 7.4 Public Realm
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 7
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield
<b>Adopted Development Management Document (November 2014)</b>	Policy DMD37: Achieving high quality and design-led development
<b>Other Sources</b>	National Planning Policy Framework National Planning Policy Guidance Cycle Routes in Enfield, Oct 2013



**FIGURE 16.1 KEY**

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



Southbury train Station



View along Southbury Road

**FIGURE 16.2: SOUTHBURY STATION AREA - POLICY PRINCIPLES**



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**Policy 16.1: Southbury Station area**

The Council will develop a comprehensive street design scheme which helps to improve the setting of the station and improve pedestrian and cycle movement. This scheme should include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- investigate the potential for creating continuous cycle lanes on both the north and south sides of the road;
- create an improved crossing point immediately outside the station; and
- improve activity on the station frontage - e.g. by including a cafe or small shop and providing views into the facility.

**FIGURE 16.2 KEY**

- Railway station extents
- Existing green corridor
- Improved green edge
- Existing pedestrian crossing point
- Existing bus stop
- Improved frontage activity
- Continuous cycle lane
- Create improved crossing point
- Railway line

Project Ref	Description
16.1a	Create an improved crossing point along with continuous cycle lanes on north and south sides of the road

## 17.1 Introduction

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

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

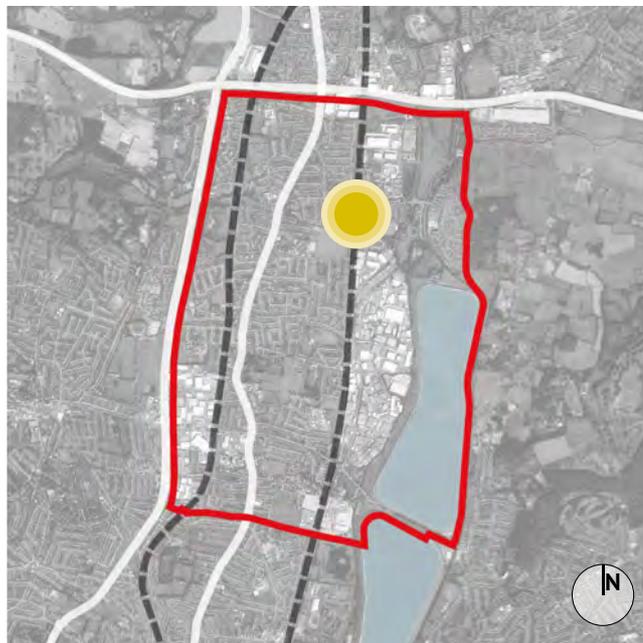
17.1.3 The station building is set well back from Ordnance Road - as a result, the station itself is not visually obvious until very close to the level crossing. The Railway Inn pub is a useful landmark.

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

17.1.5 The proposed West Anglia Mainline Enhancements project would result in the closure of the level crossing to all traffic, and so change the area very significantly in the future. Pedestrian and cycle connections will need to be improved.

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

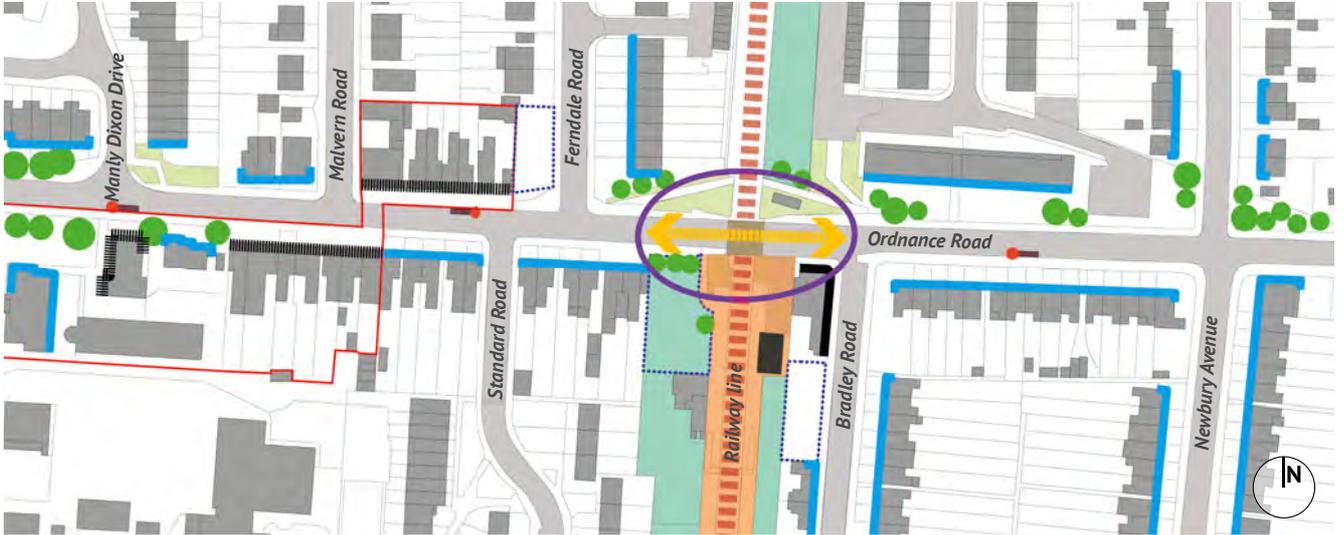
17.1.7 The policies consider both the short-term future of Enfield Lock Station with the level crossing remaining operational, and the longer-term future with the closure of the level crossing as a result of West Anglia Mainline Enhancements.



Key plan showing location of Enfield Lock Station Area within overall NEE area

Policy Context for Chapter 17: Enfield Lock Station Area	
London Plan	Policy 6.2: Providing public transport capacity and safeguarding land for transport Policy 6.9 Cycling Policy 6.10 Walking Policy 7.4 Local Character Policy 7.4 Public Realm
Upper Lee Valley Opportunity Area Planning Framework (July 2013)	Objective 7
Core Strategy (Adopted Nov 2010)	Policy 17: Town Centres Policy 18: Delivering shopping provision Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield
Adopted Development Management Document (November 2014)	Policy DMD37: Achieving high quality and design-led development Policy DMD28: Large local centres, small local centres and local parades
Other Sources	National Planning Policy Framework National Planning Policy Guidance Town Centre Uses and Boundaries Review, 2013 Cycle Routes in Enfield, Oct 2013

**FIGURE 17.1: ENFIELD LOCK STATION AREA - KEY ISSUES**



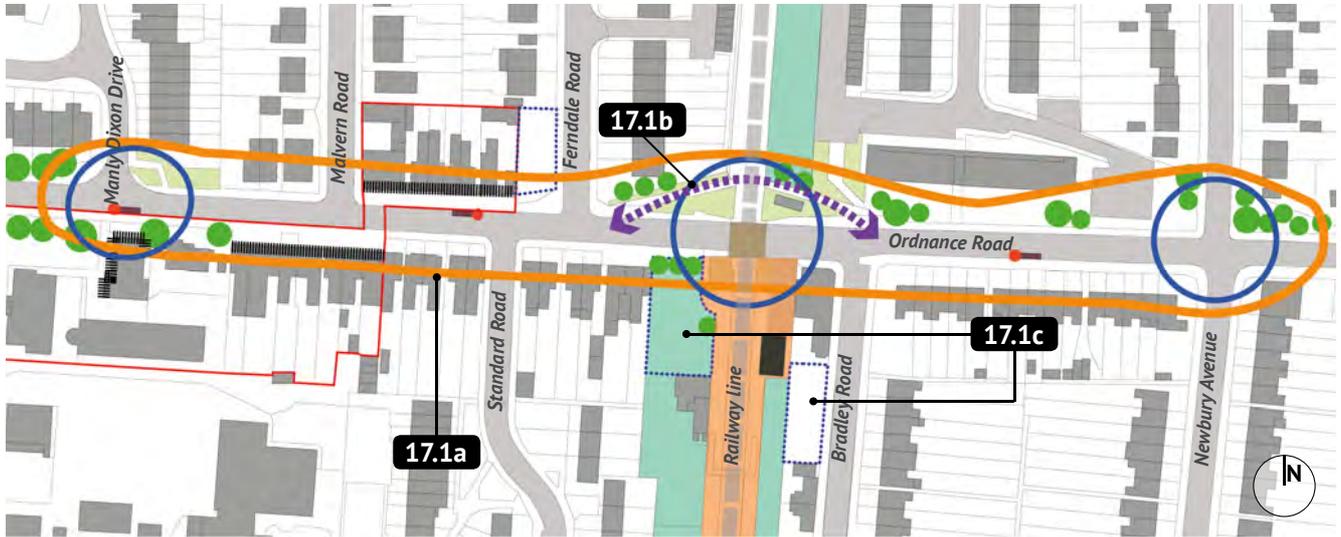
Enfield Lock level crossing and the Railway Inn



Enfield Lock level underpass

**FIGURE 17.1 KEY**

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



**FIGURE 17.2 KEY**

- Enfield lock retail boundary
- Railway station extents
- Existing green corridor
- Development opportunity
- Existing crossing
- Existing bus stop
- Existing mature tree
- General low key public realm improvements
- Improved junction and landscaping
- Station building
- Improved frontage
- Minor connectivity improvements eg: resurface footways, remove clutter in underpass, improve lighting etc.
- Railway line

Project Ref	Description
17.1a	Low key public realm improvements, with three strong focal points
17.1b	Improve existing underpass
17.1c	Encourage redevelopment of land to the rear and the west of the station to create high quality approaches to the station

**Policy 17.1: Enfield Lock Station area - short term**

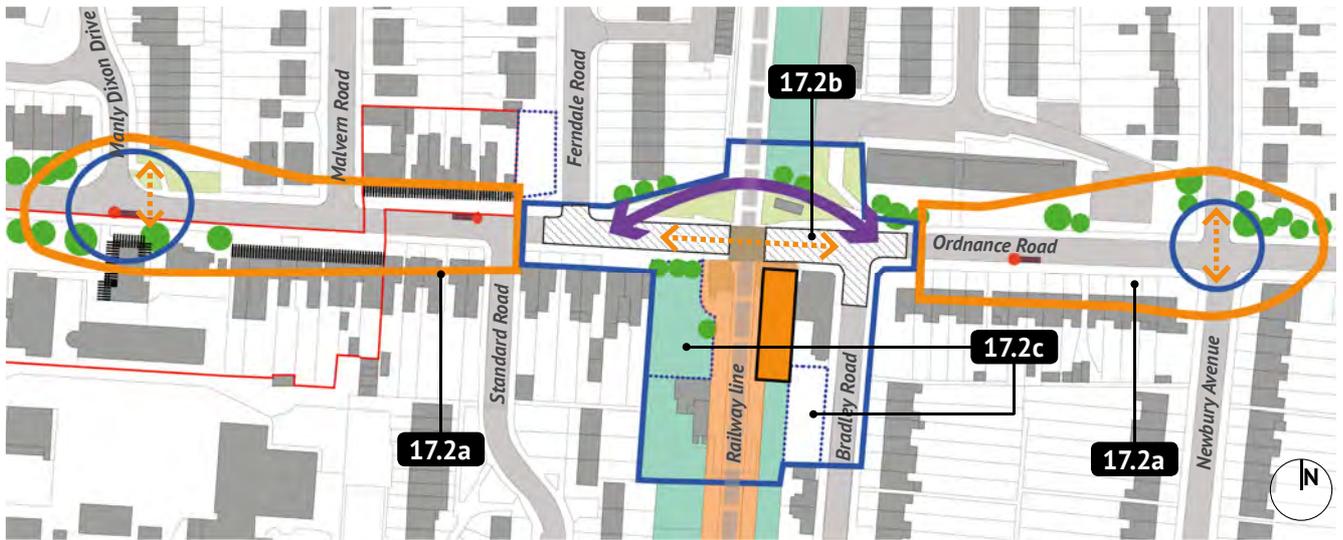
The Council will develop a comprehensive street design scheme which - through public realm enhancements - helps to enhance local distinctiveness, support Local Centre activity and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- low key public realm improvements to the area between Tysoe Avenue in the east and Manly Dixon Drive in the west to visually tie the area together and distinguish it from the rest of Ordinance Road;
- within the overall low-key public realm improvements, creating three strong focal points: at the eastern and western gateways and at the station itself. Create a pocket park at the eastern gateway; and
- improvements to the existing underpass - e.g. improving lighting, removing some of the fenced-off clutter from around it where possible.

The Council will encourage redevelopment of land to the rear of the Railway Inn for residential or mixed-use development, so creating a higher quality approach to the station along Bradley Road.

The Council will encourage redevelopment of the site to the west of the railway line to create a positive frontage onto Ordinance Road that helps signal the station.

FIGURE 17.3: ENFIELD LOCK STATION AREA - POLICY PRINCIPLES: LONG TERM



**Policy 17.2: Enfield Lock Station area - long term**

The closure of the level crossing as a result of West Anglia Mainline Enhancements will change the character of Ordinance Road. The increased frequency of trains will make the area more attractive to residents who wish to commute out of the area. The station's importance as a key destination will therefore increase.

This policy sets out principles broadly similar to Policy 17.1, but provides a greater focus on improving the station area itself. The Council will produce a Planning Brief incorporating these principles.

The Council will develop a comprehensive street design scheme which - through public realm enhancements - helps to enhance local distinctiveness, support Local Centre activity and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- low key public realm improvements to the area between Tysoe Avenue in the east and Manly Dixon Drive in the west to visually tie the area together and distinguish it from the rest of Ordinance Road;

- within the overall low-key public realm improvements, creating three strong focal points: at the eastern and western gateways and at the station itself. Create a pocket park at the eastern gateway; and
- incorporate bus turning facilities.

The focal point around the station should include:

- a new station building more prominently located on the Ordinance Road frontage;
- the creation of a pedestrian-friendly shared surface area either side of the railway line incorporating a new or significantly improved pedestrian and cycle crossing. This may be a bridge or an underpass; and
- redevelopment of land to the rear of the Railway Inn for residential or mixed-use development, so creating a higher quality approach to the station along Bradley Road.

Encourage redevelopment of the site to the west of the railway line to create a positive frontage onto Ordinance Road that helps signal the station.

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Project Ref	Description
17.2a	Low key public realm improvements, with two strong focal points
17.2b	Major improvements to station area including: a new station building, new pedestrian-friendly shared surface areas, new pedestrian/cycle crossing of the railway.
17.2c	Encourage redevelopment of land to the rear and the west of the station to create high quality approaches to the station

**FIGURE 17.3 KEY**

- Enfield Lock Retail boundary
- Railway station extents
- Existing green corridor
- Development opportunity
- Existing crossing
- Existing bus stop
- Existing mature tree
- Improved frontage
- General low key public realm improvements
- Improved junction and landscaping
- Improved crossing point
- Comprehensive upgrade and reconfiguration
- New station building with frontage onto street
- Shared surface space
- Major improvements to pedestrian / cycle connection
- Railway line

## 18.1 Introduction

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

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

18.1.3 Figure 18.1 overleaf sets out the key issues affecting the Conservation Area and these include:

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

18.1.4 The Conservation Area Management Plan for Enfield Lock is in the process of being updated.

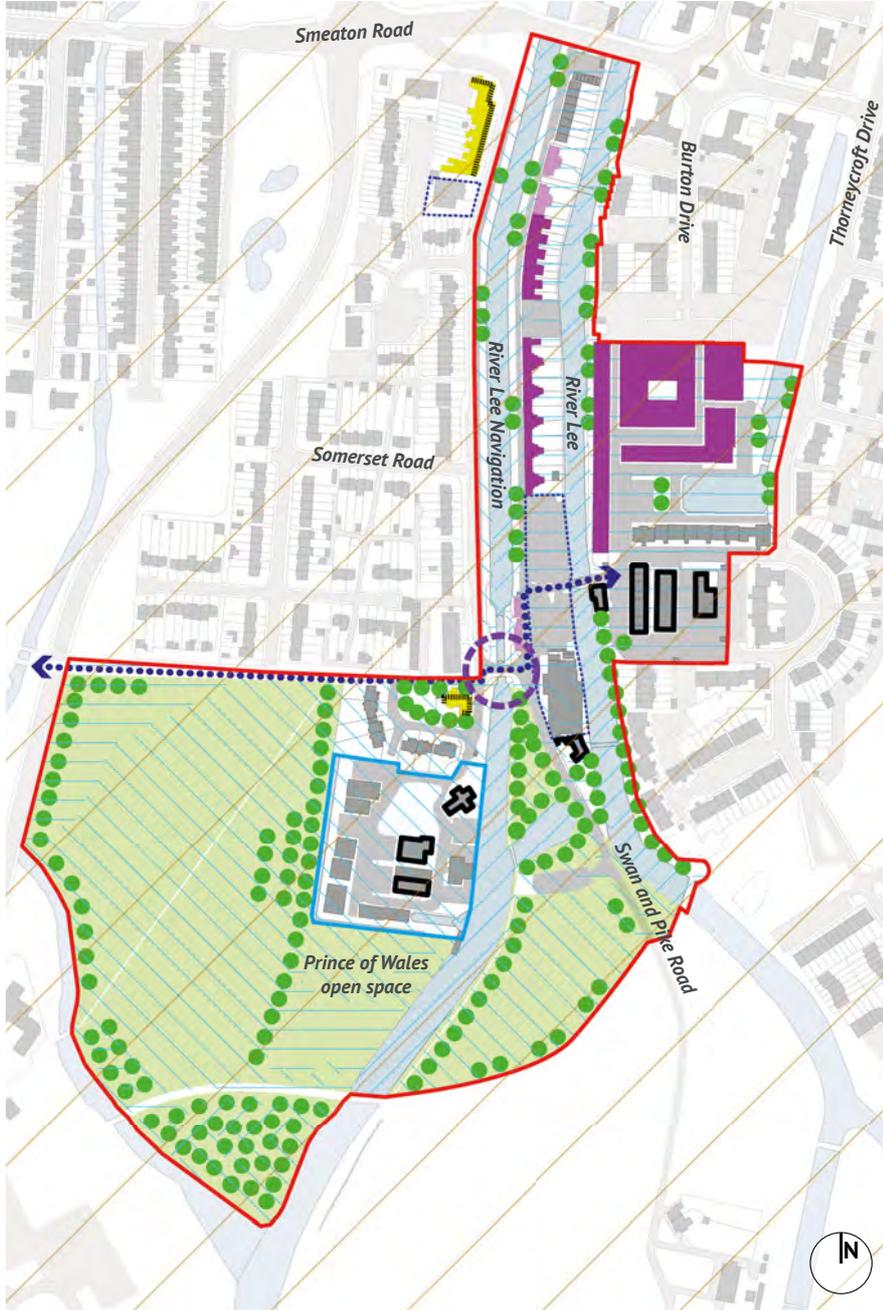


Key plan showing location of Southbury Station Area within overall NEE area

### Policy Context for Chapter 18: Enfield Lock Conservation Area

<b>London Plan</b>	Policy 7.4 Local Character Policy 7.4 Public Realm Policy 7.8: Heritage Assets and Archaeology
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 8
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 30: Maintaining and improving the quality of the built environment Policy 40: North East Enfield
<b>Adopted Development Management Document (November 2014)</b>	Policy DMD37: Achieving high quality and design-led development Policy DMD44: Preserving and enhancing heritage assets
<b>Other Sources</b>	National Planning Policy Framework National Planning Policy Guidance Enfield Lock Conservation Area Character Appraisal (Drury McPherson), 2013 Lee Valley Regional Park Framework Cycle Routes in Enfield, Oct 2013

**FIGURE 18.1: ENFIELD LOCK CONSERVATION AREA - KEY ISSUES**



**FIGURE 18.1 KEY**

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

### Policy 18.1: Enfield Lock Conservation Area

In addition to the recommendations set out in the Enfield Lock Conservation Area Management Plan, the Council will develop a scheme for public realm improvements around the lock that will:

- create a more pedestrian friendly environment through a shared surface treatment that is sensitive to the character of the Conservation Area;
- improve signage to the long-distance footpaths, potentially as part of a public art project;
- improve maintenance of trees and other vegetation, so that views along footpaths are not obscured by overgrowth;
- ensure that the development of the Rifles pub site incorporates a positive east-west pedestrian and cycle link; and
- ensure that the development of the Rifles pub site provides positive building frontages overlooking the waterfront.



*View northwards over the Lea Navigation from Smeaton Road Bridge*



*View across the basin in Enfield Island Village*



*The Lock itself is the natural heart of the Conservation Area*

FIGURE 18.2: ENFIELD LOCK CONSERVATION AREA - POLICY PRINCIPLES

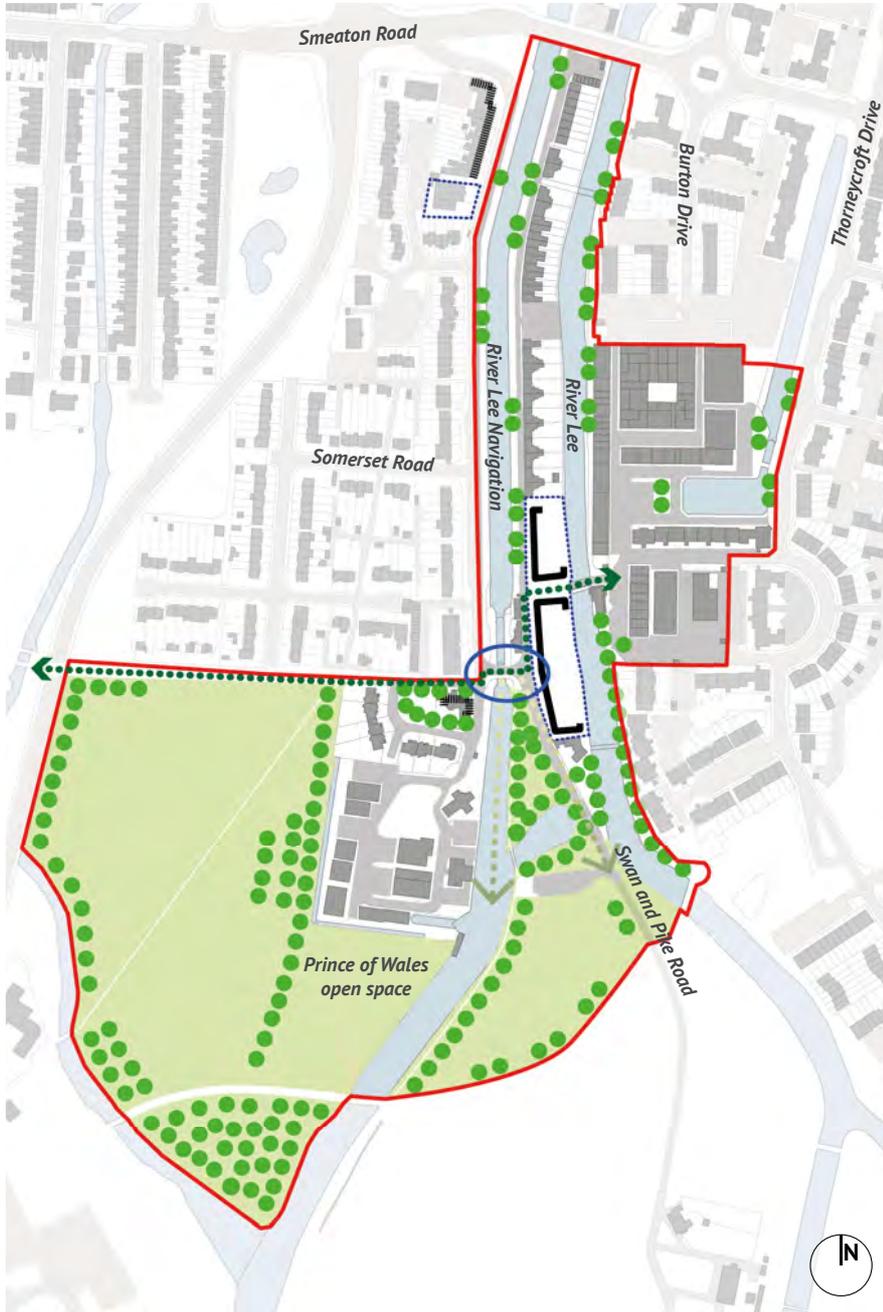


FIGURE 18.2 KEY

- Enfield Lock Conservation Area boundary
- Development opportunity
- Existing mature tree
- Focal point for improvements
- Positive frontages overlooking public realm
- Improved frontages
- Improved views
- ↔ Improved east-west link

## 19.1 Introduction

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

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

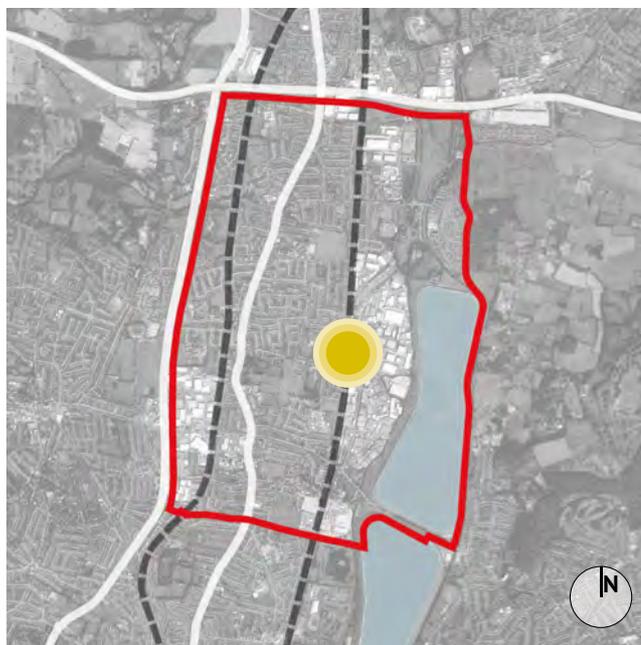
19.1.3 Streets to the west of the railway line are generally well defined by building frontages. However, the Ripmax building is set back and - together with the unattractive bus terminus - this part of Green Street is of low quality. The station is not visible when moving westwards along Green Street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

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

19.1.5 Land to the east of the railway line is at risk of flooding. Any future development will need to address the flood risk in line with higher level policy requirements.

19.1.6 If the proposed West Anglia Mainline Enhancements project results in the closure of the level crossing to all traffic, the area will change very significantly in the future. Transport connections will need to be improved. There is potentially a long-term opportunity to develop the area around the station as a result of West Anglia Mainline Enhancements - the frequency of services will be much improved, so improving accessibility for commuters.

19.1.7 The policies in this chapter consider both the short-term future of Brimsdown Station with the level crossing remaining operational, and the longer-term future with the potential closure of the level crossing as a result of West Anglia Mainline Enhancements.



Key plan showing location of Brimsdown Station Area within overall NEE area

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### Policy Context for Chapter 19: Brimsdown Station Area

<b>London Plan</b>	<p>Policy 6.2: Providing public transport capacity and safeguarding land for transport</p> <p>Policy 6.9 Cycling</p> <p>Policy 6.10 Walking</p> <p>Policy 7.4 Local Character</p> <p>Policy 7.4 Public Realm</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 7
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 30: Maintaining and improving the quality of the built environment</p> <p>Policy 40: North East Enfield</p>
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD37: Achieving high quality and design-led development</p> <p>Policy DMD39: Design of business premises</p> <p>Policy DMD40: Ground floor frontages</p>
<b>Other Sources</b>	<p>National Planning Policy Framework</p> <p>National Planning Policy Guidance</p> <p>Emerging Industrial Estates Strategy (PBA), 2013</p> <p>Cycle Routes in Enfield, Oct 2013</p>

FIGURE 19.1: BRIMSDOWN STATION AREA - KEY ISSUES



FIGURE 19.1 KEY

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



*Brimdown Station Level Crossing*

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



*Pedestrian underpass at Brimdown*

### Policy 19.1: Brimstown Station Area - short term

Develop a comprehensive street design scheme for the area west of the railway which - through public realm enhancements - helps to enhance local distinctiveness and contribute to an improved sense of security whilst still providing for traffic movements. This scheme should include:

- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- improvements to the public realm and shopfronts on Green Street leading up to the station. Include new signage / public art on the corner of Green Street and Brimstown Avenue to clearly announce the station; and
- improvements to the bus terminus on Green Street, including removing overgrown vegetation, improving bus shelters and complementing the station signage / public art through a similar approach to mark the bus terminus.

For the area east of the railway line:

- investigate ways of improving the pedestrian and cycle experience of crossing Mollison Avenue, so improving connections to the footpath on the east side of Mollison Avenue and onwards to the Brimstown Industrial Estate;
- improve existing green verges by ensuring that vegetation is kept trimmed so that sightlines are clear, making the environment feel safer for pedestrians;
- encourage reconfiguration / redevelopment of employment uses to create a stronger, more attractive edge to Mollison Avenue and particularly to the junction with Green Street;
- create a robust shared surface 'square' to the Jute Lane access, so that the parking outside the cafe is incorporated into an attractive defined area and the pedestrian environment is improved; and
- investigate the potential to create a vehicular access to the existing employment area to the west of the railway line from Dundee Way into Jute Lane. This would reduce traffic movements through the shared surface 'square' to the north and so enhance the pedestrian experience of this area.

Work with the train operator to improve the pedestrian underpass, making it clearer that this is not just for users of the station. Measures could be as simple as repainting to avoid the train operators corporate colours.



*Improve the bus terminus with bus stops that provide shelter and seating*

Project Ref	Description
19.1a	Investigate ways of improving pedestrian and cycle crossing of Mollison Avenue
19.1b	Encourage reconfiguration / redevelopment of employment uses
19.1c	Create a shared surface parking square
19.1d	Improve public realm and shopfronts. Provide clearer signage to the station
19.1e	Improve the bus terminus on Green Street

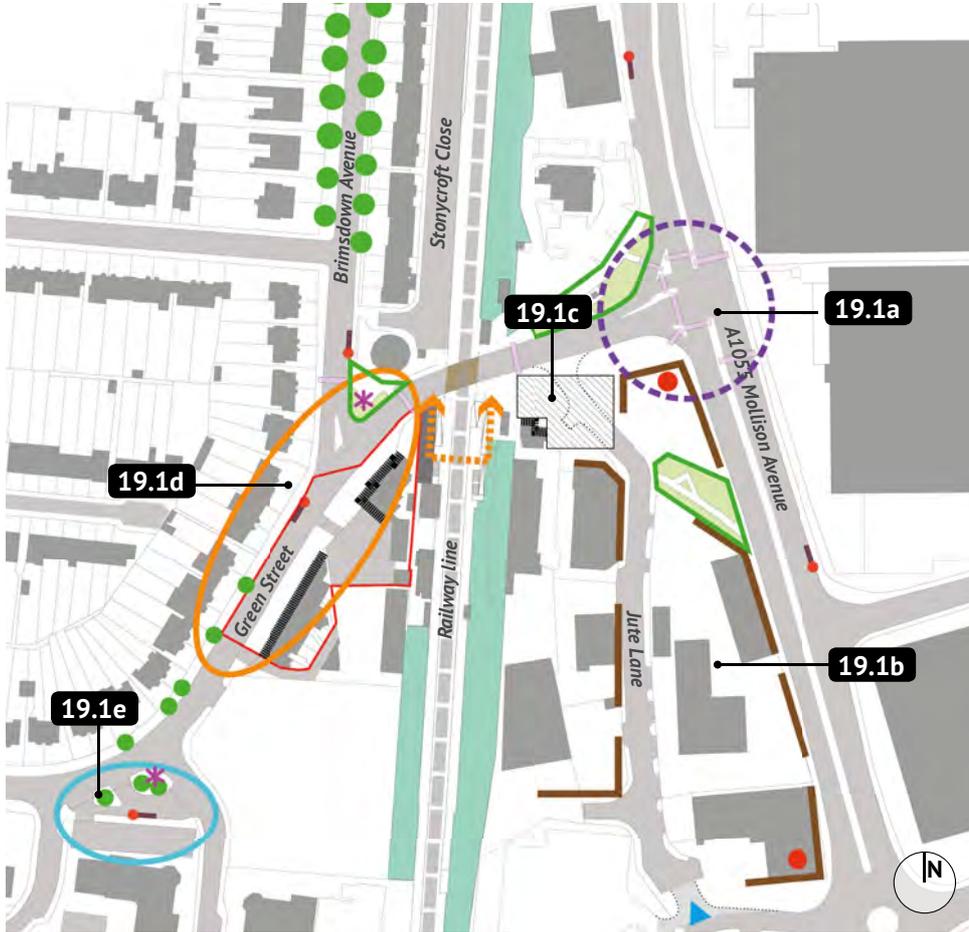


FIGURE 19.2 KEY

- Brimstown Retail Area
- Existing green corridor
- Existing crossing
- Existing bus stop
- Existing mature tree
- Improved junction
- Promote public realm and shopfront improvements
- Improved bus stops/stands
- Improved green spaces
- Robust shared surface
- Encourage reconfiguration of employment uses
- Improved frontage
- Improved access
- Encourage creation of vehicular access
- Building responds to prominent location
- Signage announcing train station and bus stops
- Railway line

### Policy 19.2: Brimsdown Station Area - long term

If the level crossing is closed as a result of West Anglia Mainline Enhancements it will change the area very significantly. The increased frequency of trains will make the area more attractive to commuters, and so potentially have a positive impact on employment development. There is an opportunity to create a strong 'gateway' to Brimsdown Industrial Estate through employment-led development to the east of the station by:

- reconfiguring / redeveloping the existing employment area with high quality buildings to create positive frontages onto Mollison Avenue and an attractive street on Jute Lane, with a connection through to Dundee Way;
- reclaiming highway land to create a landmark building on the north side of Green Street, overlooking and defining a reconfigured left-in, left out junction onto Mollison Avenue;
- creating shared surface station squares either side of the railway line incorporating an improved pedestrian/cycle crossing - this could be an improved underpass or a new bridge; and
- developing a new station building in a more prominent position fronting onto the shared surface square.

The area to the west of the railway line should be improved in a similar way to as set out in Policy 19.1, that is the scheme should include:

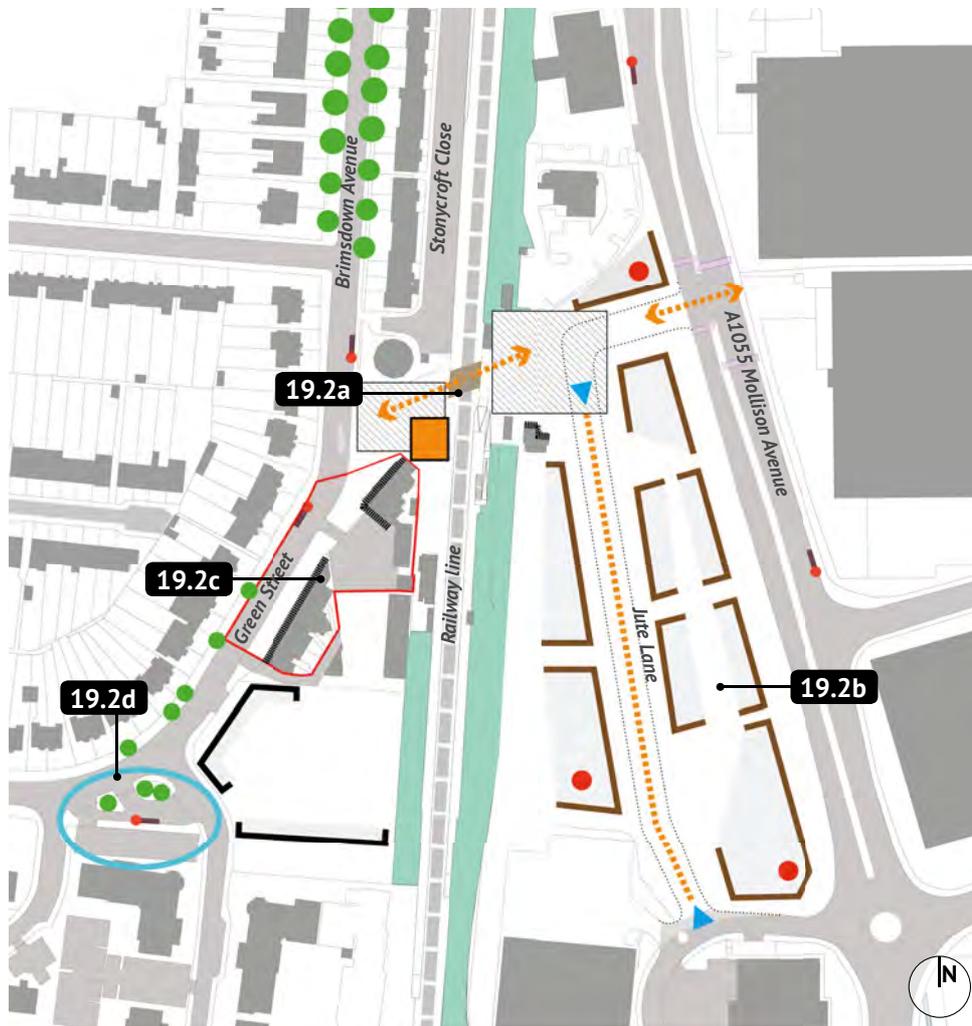
- comprehensive de-cluttering and tidy-up of the street by rationalising signage, road markings and street furniture;
- improvements to the public realm and shopfronts on Green Street leading up to the station; and
- improvements to the bus terminus on Green Street, including removing overgrown vegetation, improving bus shelters and complementing the station signage / public art through a similar approach to mark the bus terminus

The Council will produce a Planning Brief for the area incorporating the above principles.

Project Ref	Description
19.2a	Develop a new, more prominent station building. Create a shared surface station square with improved linkages for pedestrians and cyclists
19.2b	Reconfigure / redevelop existing employment area
19.2c	Improve public realm and shopfronts. Provide clearer signage to the station
19.2d	Improve the bus terminus on Green Street



*New high quality employment buildings could create a new 'gateway' to the wider Brimsdown Industrial Estate*



**FIGURE 19.3 KEY**

- Reconfigured Brimsdown Retail Area
- Existing green corridor
- Existing crossing
- Existing bus stop
- Existing mature tree
- New station building
- Shared surface station squares
- Reconfigured employment uses with positive frontage
- New development with positive frontage
- Improved frontage
- Improved bus stop environs
- Improved crossing point
- Encourage creation of vehicular access
- Building responds to prominent location
- Railway line

