



**BOROUGH OF  
BROXBOURNE**

[www.broxbourne.gov.uk](http://www.broxbourne.gov.uk)

**Cheshunt Old Pond Strategy (January 2020)**

# **Technical Analysis**

[www.broxbourne.gov.uk/oldpond](http://www.broxbourne.gov.uk/oldpond)

**BLANK PAGE**

## Contents

1. Initial Public Consultation .....	4
2. Land use Analysis .....	6
3. Urban Form Analysis .....	8
4. Built Character .....	10
5. Streetscape .....	13
6. Parks & Open Spaces .....	18
7. Walkability .....	21
8. Cycling Infrastructure .....	33
9. Parking .....	35
10. Development Opportunities .....	40
11. Ownership & Control .....	43
12. Water Courses & Flooding .....	45
Summary of Recommendations: Strengths and weaknesses .....	47

## 1. Initial Public Consultation

**A full report in respect of the extensive engagement is provided in the separate Consultation Report.** Initial engagement with users of the Old Pond Centre took place during October/ November 2017 and sought to identify and prioritise key issues to be addressed by the strategy. Over 1000 responses were received to the user survey and stakeholder events held during the consultation period, with the findings used to inform subsequent analysis of the study area.



Fig 1: pop-up stall at Newnham Parade



Fig 2: Consultation event with Broxbourne Youth Council

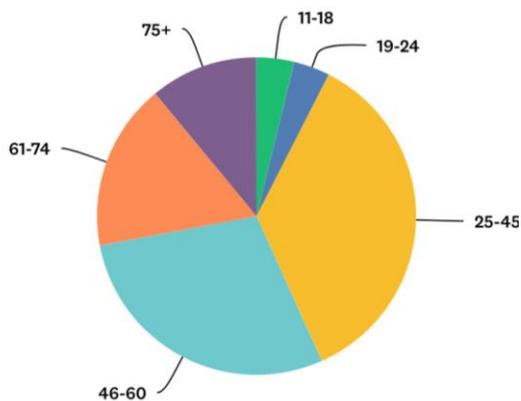


Fig 3: Age ranges of survey respondents

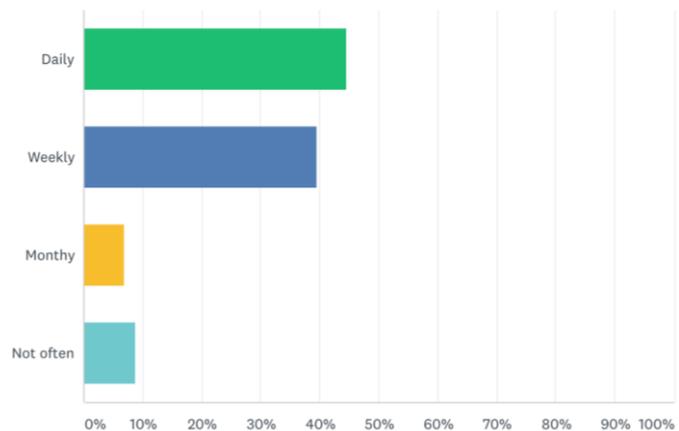


Fig 4: Frequency survey respondents visited the Old Pond

A mix of ages responded to the user survey, with the largest proportion within the 25-45 age bracket. The vast majority of respondents visited the Old Pond on a daily or weekly basis, revealing the area's strength as a convenient local centre. The summary of findings from the survey show some of the headline results from the consultation.

### *Shops & Facilities – Key findings*

Over half of respondents (56%) said improving shops and facilities should be a top priority .

Respondents of all ages valued the convenience the Old Pond offered, especially for banking and the post office, but wanted to see greater diversity in the retail and food & drink offer and a reduction in the number of estate agents and takeaways.

*“...more shops and better restaurants for all ages”*

### *Travel – Key findings*

32% of respondents said that traffic congestion and parking issues had a negative impact on the Old Pond.

While uneven pedestrian surfaces and a lack of cycle lanes were shown to be the main barriers to people walking and cycling in the area.

*“I like to cycle but it’s very dangerous on the roads”*

### *Character & Identity – Key findings*

The fountain drew the largest response on any single issue, with 38% saying it had a positive impact on the character of the Old Pond.

Respondents also liked the convenience opportunities for social interaction that the Old Pond offered, but criticised the appearance of some of the buildings and spaces.

*“It’s the town centre and should be the show piece of Cheshunt”*

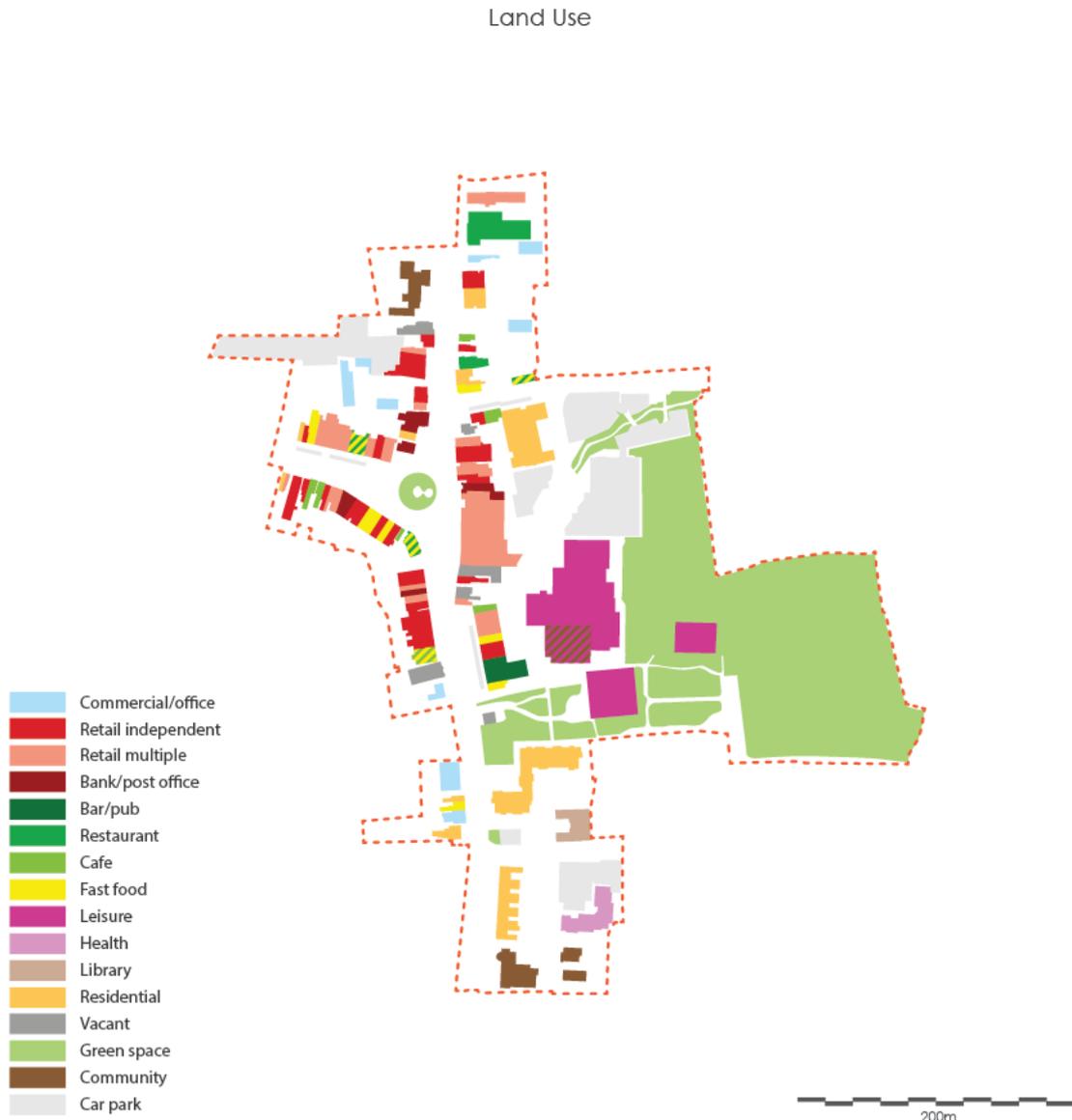
### *Recommendations from the initial consultation*

The following recommendations have been drawn from responses to the user survey and stakeholder events.

- **Given the proportion of users visiting from outside the walkable area, a balanced approach to providing for pedestrians and cyclists as well as private vehicle users should be found;**
- **Emphasis must be placed within the strategy on steps to improve the shops and facilities offer, as well as built/public realm works;**
- **The Old Pond should be a centre that complements the larger retail centres in the area, using its location to offer something different such as more options for convenience goods and improved food and drink offerings;**
- **Priority for public realm improvements should be given to improving pedestrian surfaces, cycling infrastructure and pedestrian crossings;**
- **The fountain is an important landmark and an integral part of the area’s character. Careful consideration of different options for retaining/replacing/removing it, with continued public engagement, is paramount in determining its future;**
- **Grundy Park must be made a welcoming and safe place for people of all ages, particularly the young and elderly;**
- **Efforts should be made to curb the increase of single use types (fast food, estate agents etc) and foster a more diverse and quality retail and food and drink offer.**

## 2. Land use Analysis

The mix of shops, facilities and other uses is an important determinant in the vitality and viability of the Old Pond as a district centre. A well-functioning centre should provide the shops, services and facilities relevant to people’s every-day needs. The results of the user engagement show this to be of particular priority, though the particular mix of retail and services is, however, determined largely by the market. This Strategy will therefore respond to the following in looking to achieve as diverse a mix as possible, whilst also looking to avoid the presence of vacant properties.



The land use plans above show the mix of ground floor uses within the Old Pond Centre, with a second plan (overleaf) showing the break-down of retail uses. The plans reveal the Old Pond to contain a predominant mix of retail and services, uses typical of a local high street or district centre. Other than commercial there are public and leisure uses as well as some residential, though these are located away from the major thoroughfares.

Retail Use

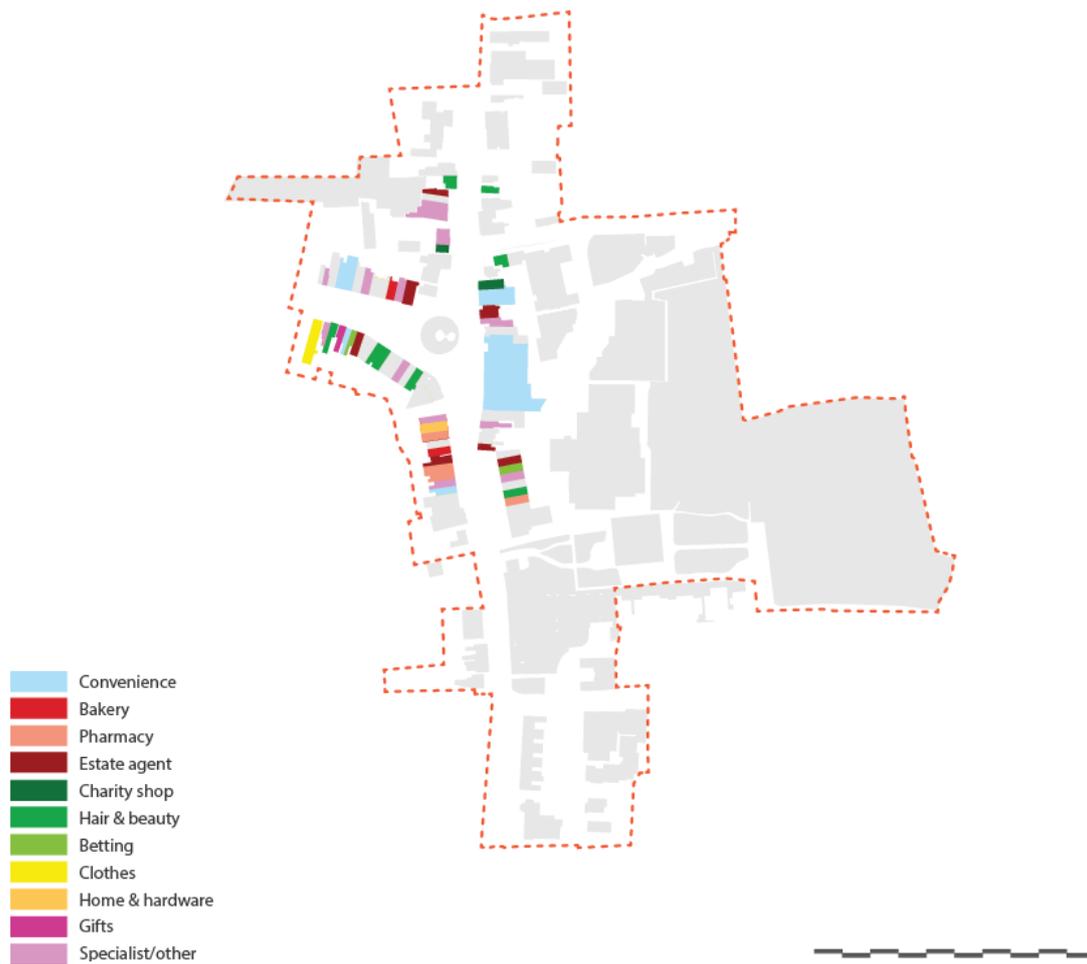


Fig 6: Ground floor retail uses at the Old Pond

The analysis corroborates findings from the public consultation in identifying a high number of fast food establishments in prominent locations around the centre and a relatively low number of bars and pubs. Convenience uses such as Tesco and other smaller stores are present but this use is outnumbered by hair and beauty establishments as well as estate agents, the prevalence of which has also been raised as an issue during the public consultation. In recent years the centre has lost many of its specialist retail including a butcher, an art supplies and a sports shop. Those still in occupation include bicycle sale and repair, jeweller, bathrooms and tiles and gifts and cards.

*Land use recommendations*

1. Efforts should be made to improve the diversity of uses at the Old Pond Centre and to restrict the proliferation of single use types such as estate agents and fast food outlets.
2. Steps should also be taken to avoid the spread of vacant properties, such as marketing to businesses around a new vision for the Old Pond.
3. An evening economy should be established by encouraging uses such as licenced bars, pubs and restaurants.

### 3. Urban Form Analysis

The form and organisation of the Old Pond’s buildings and spaces greatly determines how it functions as a centre of public, commercial and residential activity. The following analyses the physical composition of the Old Pond Centre and identifies where improvements can be made.

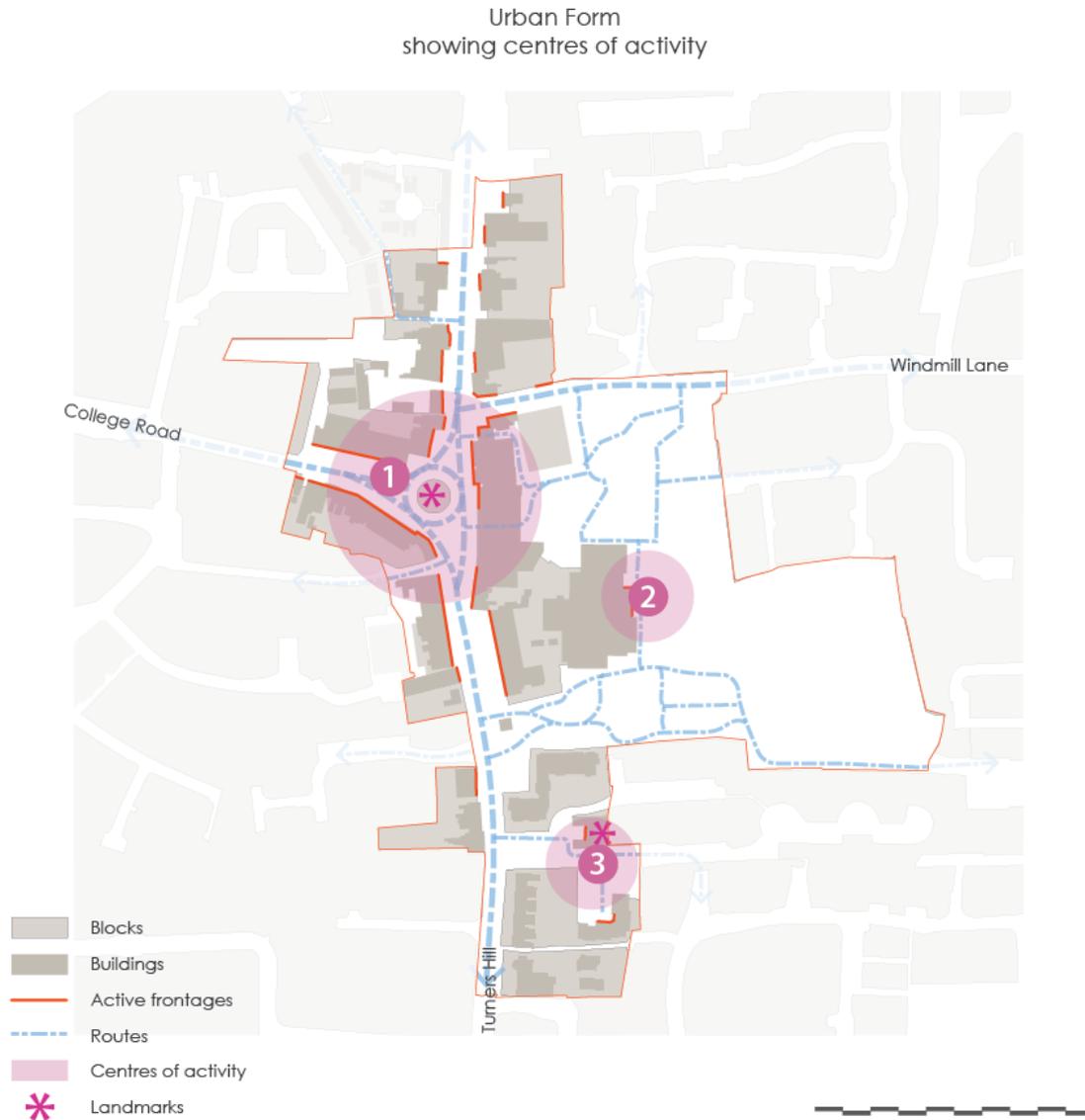


Fig 7: Urban form and centres of activity

This plan reveals how the various built components work together to create the Old Pond as we know it. We can see how the buildings and blocks create open spaces, how some open spaces have more active edges than others (typically from shops or facilities on the ground floor) so activating these spaces and providing a sense of security. We can also see where the three separate centres of activity are located around the Old Pond and how they are connected, or not, by different routes. The following looks at each of these elements and recommendations are then made to improve the urban form of the Pond.

### *Centres of activity*

Commercial and social activity, as well as public transport connections and other ancillary activities, are most intense in the area approximately 100m around the Old Pond fountain, at the intersection of Turners Hill and College Road (1). Two additional other centres of activity around the entrance to Laura Trott Leisure Centre, the café and children's play area (2) and Cheshunt Library and Community Hospital (3) fragment activity between different uses, with retail located at the perceived 'front' of the centre and public and leisure towards the 'rear'.

### *Routes*

Two north-south and east-west axial routes serve as primary corridors for vehicles and pedestrians connecting to the wider area. A network of secondary routes and pedestrian paths connect activity centres 2 and 3 to the main thoroughfares, though connection between these two areas is poor. Poor pedestrian connectivity is also apparent between Grundy Park and adjacent residential areas.

### *Edges*

A continuous built edge defines the two primary routes along College Road and Turners Hill. Active frontages are concentrated around the central fountain area, providing natural surveillance and a vibrant street life, but reduce as buildings reduce in size and separate out to the north and south. Around the fountain itself, areas located on inactive frontages have a negative impact on the character and perceived safety of the street. The pedestrian route from Turners Hill to the leisure centre is enclosed on both sides by continuous inactive edges resulting in low levels of natural surveillance for a major through route. Natural surveillance is important because it provides a sense of security and ownership to the street making it more enjoyable for pedestrians and less likely to be neglected or mistreated.

### *Landmarks*

The area's major landmark, known locally as 'the pond', is the fountain feature located on the roundabout at the intersection of Turners Hill and College Road. The fountain serves as a defining local feature and a symbol of the area's history and character.

### *Urban Form Recommendations*

- 1. Improve connections and routes between the three centres of activity and the framing of public/community facilities within the overall townscape to create a single unified local centre.**
- 2. Increase active frontages along major through-routes to improve character and safety**
- 3. Improve access to Grundy Park from residential areas along its southern and eastern boundaries.**

## 4. Built Character

The buildings around the Old Pond Centre represent three different periods of development beginning at the turn of the 19th century. The result is a mix of three prominent architectural styles, each with its own defining characteristics, combining to create a varied and eclectic built character. The following details of these three prominent styles, as well as other key built features and makes recommendations for future interventions.

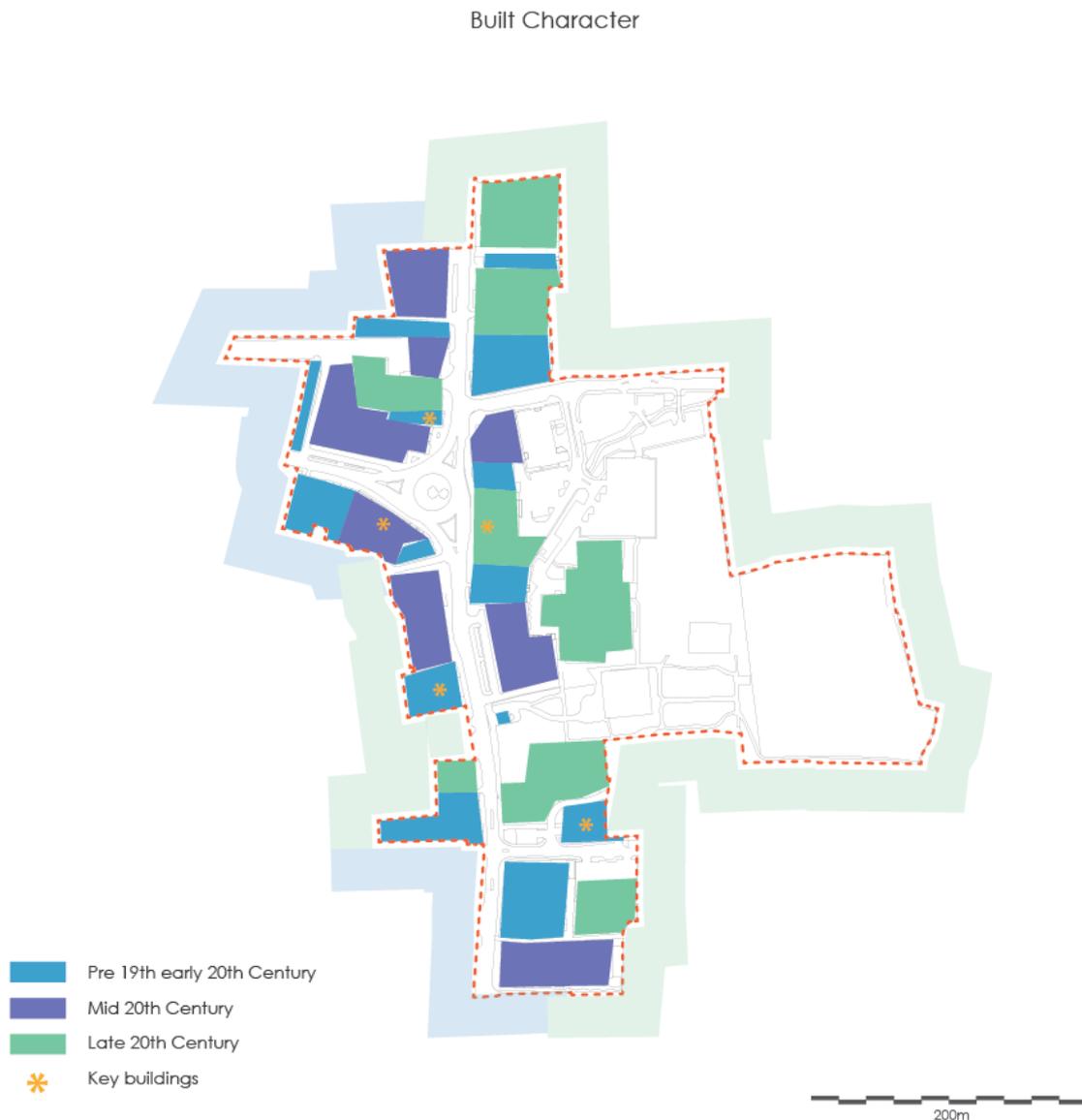


Fig 7: Built character areas plan

The plan above shows the built character of the Old Pond as a disparate mix of styles from three predominant eras - late 19<sup>th</sup> and early 20<sup>th</sup> century; Mid 20<sup>th</sup> century (1950's and early 1960's); and late 20<sup>th</sup> century (1990's). Some buildings predate these eras, such as 40 College Road dating from 1720, however it is the late 19<sup>th</sup> and early 20<sup>th</sup> century high street vernacular that is understood locally to be the 'traditional' character of the Old Pond. A closer examination of the three predominant build styles follows.



Fig 8: Victorian terraces along College Road. Image: Google

### *Late 19<sup>th</sup> early 20<sup>th</sup> Century*

Rows of terraced buildings typical of Victorian architectural style and with varying degrees of architectural detail are characterised by narrow street frontages and red and London stock brick facades with window detailing. Located along College Road and Turners Hill, this type of building accommodates both residential and commercial uses, primarily as 3-4 bed homes and small retailers with flats above. This type is recognised locally as the ‘traditional’ building type of the Old Pond and as such plays an important role in the character and identity of the area.



Fig 9: Manorcroft Parade is one of three parades around the centre. Image: Google

### *Mid 20<sup>th</sup> Century*

Three central parades dating from the 1950s and 1960s dominate much of the centre’s built character, characterised by strong horizontal façades, fully glazed ground floor frontages and solid built awnings at first floor level. These parades accommodate the majority of the centre’s retail units with residential flats situated above. Poor maintenance and changing architectural trends has resulted in these buildings around the Old Pond being viewed as detrimental to the overall character of the area.



Fig 10: The Tesco building has a dominating presence on the centre. Image: Google

### *Late 20<sup>th</sup> Century*

The Tesco Metro building from this period dominates the built character at the junction of Turners Hill and College Road. Characterised by its heavy use of materials and large sections of blank wall creating an inactive frontage, the building is an imposing presence on the street. Other buildings of this period make greater references to a more traditional vernacular, notably Edwards Court retirement home.

### *Built Character Recommendations*

- 1. Development that complements existing built assets should be welcomed. The assessment of planning applications should therefore take account the analysis presented within this document, with an emphasis also put on the design quality of an application, rather than pastiche of existing styles.**
- 2. Efforts should be made to maintain and refurbish buildings that have become neglected, with particular emphasis on the three mid C20th parades.**
- 3. Efforts should be made to improve the frontage of the Tesco building onto Turners Hill through interventions that increase natural surveillance and improve aesthetic character, such as open shop fronts, planting or temporary activities such as market stalls.**

## 5. Streetscape

Streetscape describes the composition of buildings, roads, pathways and other elements such as trees, signage and benches, all of which make up the street and determine how we experience our environment at street level. Streets can be attractive, vibrant places but can also detract from an area and make us feel unsafe. The following characterises the different street types around the Old Pond Centre and identifies opportunities for improvement.

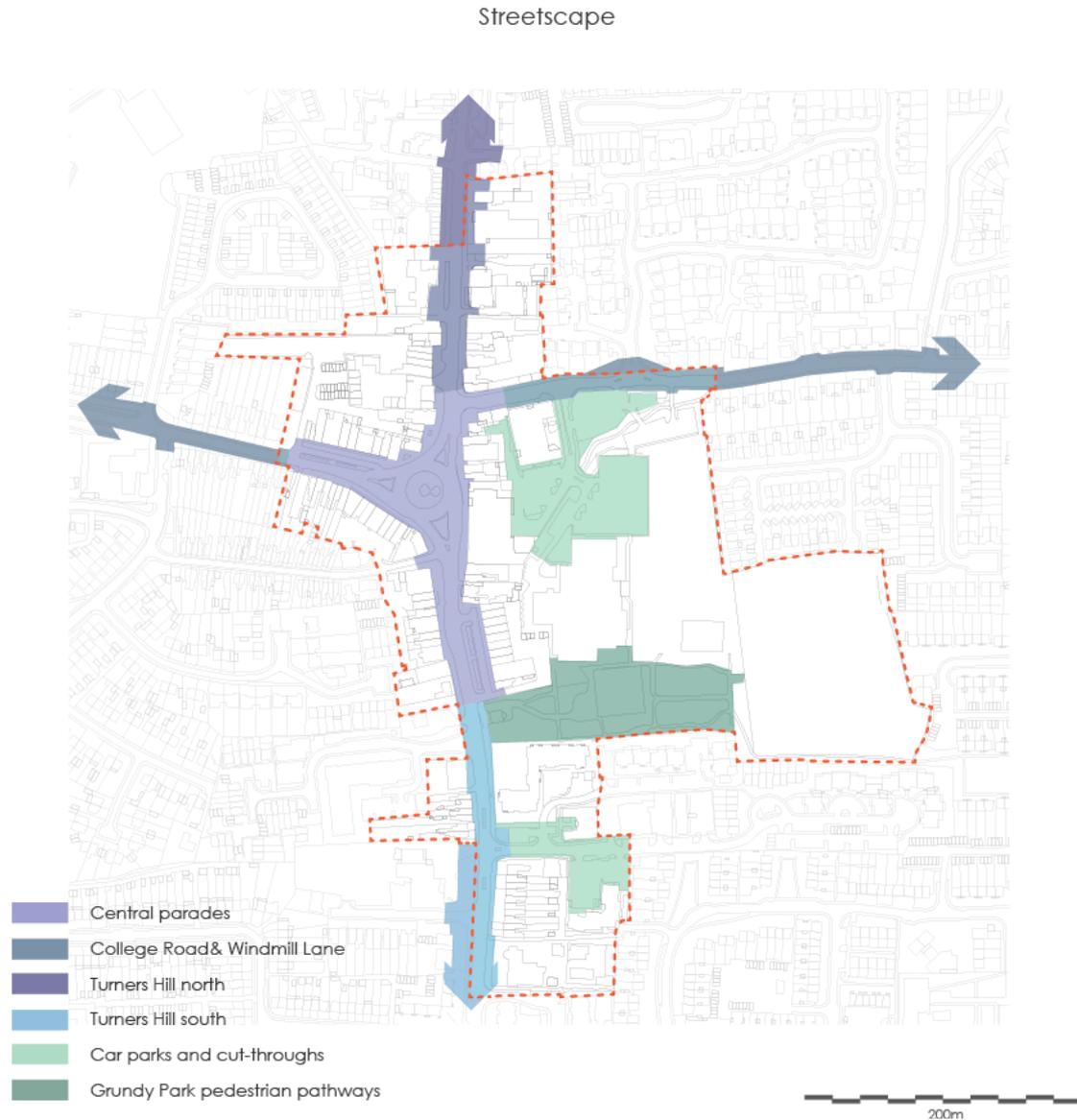


Fig 11: Street scape character areas plan

This plan shows there are six types of street environment around the Old Pond Centre, each affecting how people use and experience the Old Pond in different ways. The analysis below identifies the strengths and weaknesses of these areas and their contribution to the character and perceived safety of the Old Pond.



Fig 12: View towards the fountain from the south of the Old Pond Centre. Image: Google

### *Central parades*

- Multiple opposing shop frontages, some with extended forecourts, create a varied and active street character.
- On street parking bays and service roads create severance across the street and isolate pedestrian routes from shops and services.
- Inactive frontages and intermittent bus lanes create patches of insecure and inefficient public realm at key central locations.



Fig 13: View north along Turners Hill. Image: Google



Fig 14: Shopping parade at northern end of Turners Hill. Image: Google

### *Turners Hill North*

- At the southern end, individual buildings with various uses set within large plots opens up the street and reduces overlooking.
- Wide pathways and grass verges that add to the streets openness interrupted by multiple wide vehicular plot access.
- To the north, a narrower carriageway, terraces shops and houses and tree planting provides good surveillance and enclosure and a more pedestrian friendly environment.



Fig 15: View east along Windmill Lane. Image: Google

### *College Road and Windmill Lane*

- Predominantly residential streets serve as key east-west links, characterised by heavy vehicular and pedestrian traffic.
- Continuous residential frontages and commercial activity around Cheshunt station mean pedestrian paths are well overlooked.
- Wide carriageways, low-rise buildings with large setbacks and long continuous lines of sight create a sense of openness, susceptible to fast moving vehicular traffic.



Fig 16: View south along Turners Hill. Image: Google

### *Turners Hill South*

- A mix of on-street commercial properties, public facilities and residential dwellings with setbacks create a varied but active street character for this local arterial.
- Pedestrian crossings and raised medians help to break the continuity of the straight carriageway and together with intermittent enclosure from surrounding buildings, slow vehicular traffic relative to neighbouring arterials.
- Varying setbacks and intermittent active frontages mean overlooking is patchy, particularly on the approach to the junction with College Road.



Fig 17: View of the Community Hospital entrance with Cheshunt Library (right) . Image: Google

### *Car parks and rear access areas*

- Car parks combine with vehicular and pedestrian access to key facilities, fronted by building forecourts and boundary walls.
- Minimal overlooking and extensive blank frontages result in spaces and routes dominated by cars during peak hours but empty and insecure during other times.
- Universal surface treatment emphasises feeling of openness and reduces human scale.



Fig 18: View through the front of Grundy Park towards Laura Trott Leisure Centre. Image: Google

### *Grundy Park cut-through*

- A network of pedestrian pathways bordered predominantly by low-level shrubs and brick walls with minimal activity from the park itself
- Poor natural surveillance and lighting creates feeling of insecurity, particularly after dark

### *Streetscape Recommendations*

1. **Improve the pedestrian environment along central parades by reconfiguring the carriageway and parking, activating building frontages and improving natural surveillance.**
2. **Address fragmented pedestrian pathways along Turners Hill north with improvements to junctions and points of entry.**
3. **Long, straight stretches of road along College Road and Windmill Lane should be broken up to improve aesthetic character and address speeding problems with interventions such as planting and traffic calming measures.**
4. **Increasing active commercial uses along Turners Hill south would address current gaps in overlooking and passive surveillance and help to link with activity at the northern end.**
5. **Improvements to pathways and surface treatment and additional planting around car parks and rear access areas to improve overall character and safety.**
6. **Pathway improvements, lighting, general maintenance and diversifying activity, potentially with new frontages, would help address issues around overlooking and safety along the Grundy Park cut-through.**

## 6. Parks & Open Spaces

At a neighbourhood level, a network of green spaces should provide opportunities for play and outdoor activities within easy walking distance of people’s homes as well as supporting healthy biological ecosystems. Around the Old Pond itself, trees, planting and green space play an important role in creating an attractive and publically active local centre, as well as bringing important health benefits. The following assesses the availability of green infrastructure at both these scales and identifies opportunities for improvements.



Fig 19: Neighbourhood-level parks & open spaces plan

### *Old Pond Neighbourhood*

Along the eastern boundary to the Old Pond Neighbourhood, the Lee Valley Regional Park provides the areas primary public open green space, incorporating play as well as various leisure facilities. The proximity of the Old Pond Centre to the park has the potential to be major asset to the area, both in terms of attracting visitors and for its impact on the green character and biodiversity of the area as a whole.

Smaller local green spaces are located primarily to the east of Turners Hill and provide vital amenity and play space within easy access for residents. Play equipped spaces are also concentrated in the eastern half of the neighbourhood.

Large private open green spaces are more evenly distributed, with a large quantity located in and around Cheshunt Football Club as well as the area's four primary and secondary schools. While valuable for specific leisure and educational uses, these areas would benefit from more public amenity and play spaces.

### Parks & Open Spaces



Fig 20: Centre-level parks & open spaces plan

### Old Pond Centre

Grundy Park makes up about a third of the total area of the Old Pond Centre, providing a major amenity including sports and play facilities.

Tree cover is limited around the centre with the majority of coverage within Grundy Park, along its boundary and along the open section of College Brook. Sporadic on street tree planting can be found throughout but planting is otherwise restricted to planted verges and the Old Pond roundabout, which contains well maintained grass and flower beds.

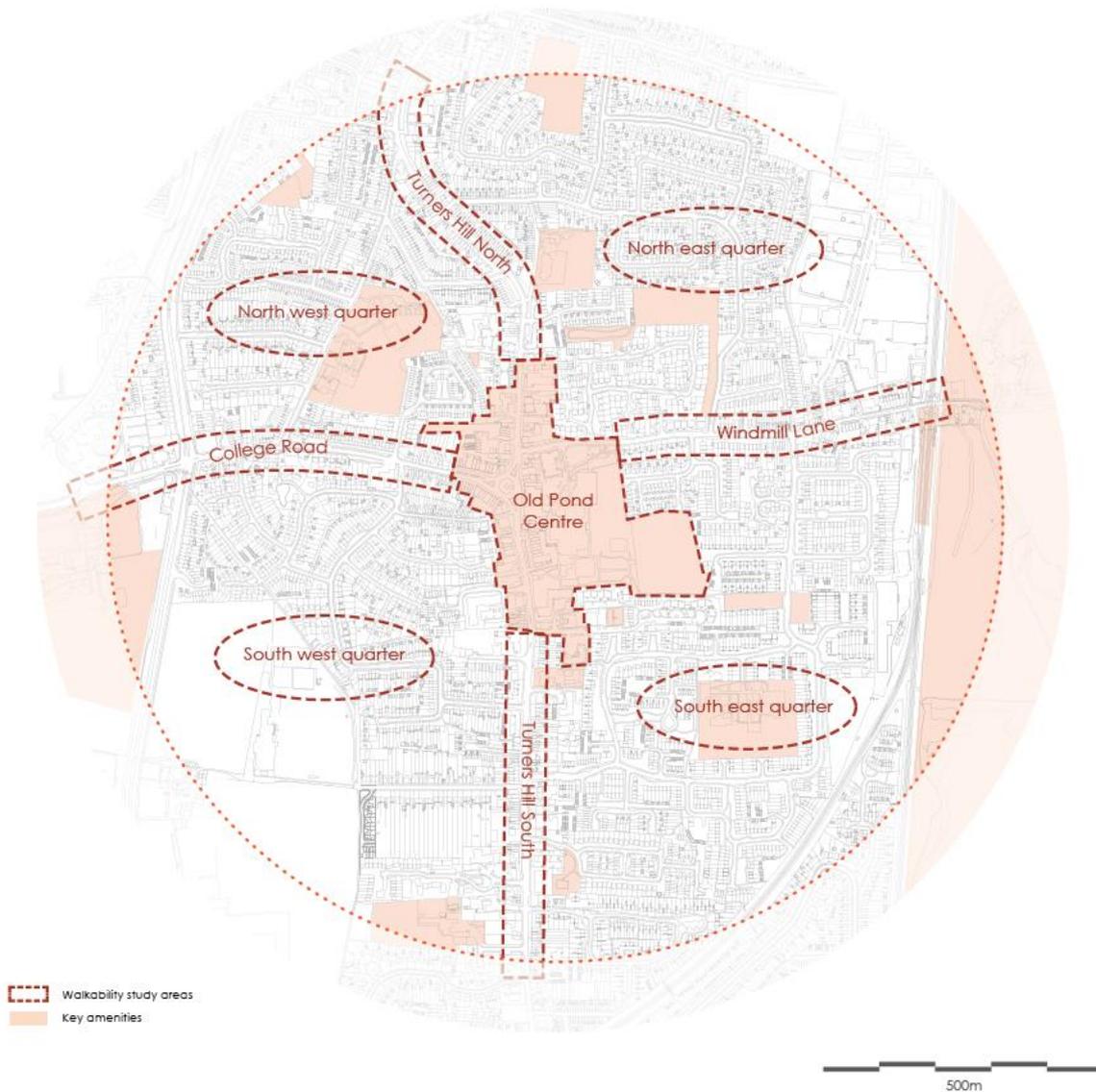
*Parks & Open Spaces Recommendations*

1. **Public open spaces within residential areas that are not equipped for play should be made so, particularly in the area around Cheshunt Football Club which currently has no play equipped spaces.**
2. **Efforts should be made to improve links between local public open spaces and the Lee Valley Regional Park.**
3. **The greening of streets, particularly Turners Hill and the junction with College Road, should be included as part of future improvement plans.**
4. **While opportunities for new open space within the Old Pond Centre are limited, future interventions should result in a net gain in public open green space, tree coverage and planting.**

## 7. Walkability

Walkability refers to the degree to which an area’s buildings, spaces, activities and other features provide a safe and enjoyable walking environment. This is particularly important for centres like the Old Pond which rely heavily on regular visits from local users and where levels of inactivity and obesity may be particularly high. To carry out the assessment, the neighbourhood was divided into nine study areas comprising major thoroughfares, residential quarters and the Old Pond Centre (see map below). Each study area was then assessed against seven indicators<sup>1</sup>, each with a maximum score of 6, making a total possible score of 42. To assess the walkability of the whole area, key amenities such as schools and local parks were identified together with the amenities at the Old Pond centre, with the assessment focussing on existing and potential routes to these facilities (see shaded areas on map below). The purpose of this process is to identify and prioritise interventions that will make it easier, safer and more attractive for residents and users of the Old Pond to walk in their local area.

Walkability Assessment Areas



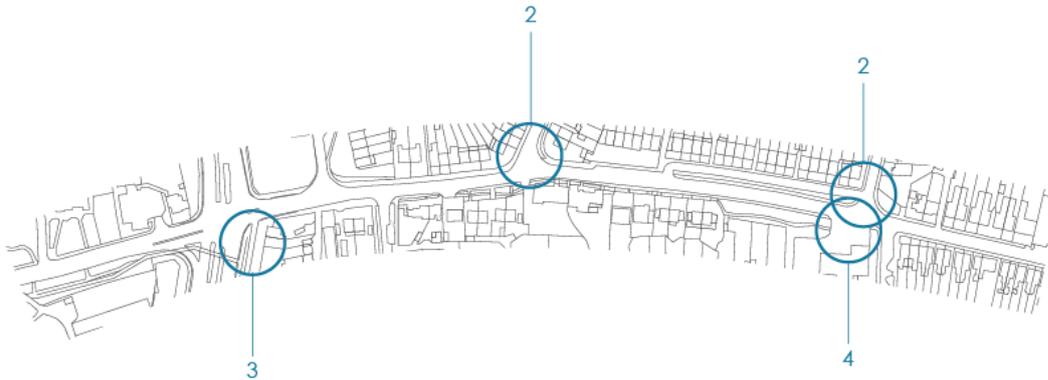
The following pages assess each study area and make recommendations to improve walkability.

<sup>1</sup> Pedestrian routes, signage and wayfinding, inclusive design, natural surveillance, traffic speed, green character, and attractive environment.

### **Study Areas – Walkability Analysis**

Following from the walkability assessment results, analysis and recommendations for each of the nine study areas is shown in the following pages. Opportunity areas are indicated by a blue circle

#### **1) College Road**



**College Road walkability score: 20/42**

**Strengths** - Green infrastructure

**Weaknesses** - Traffic speed

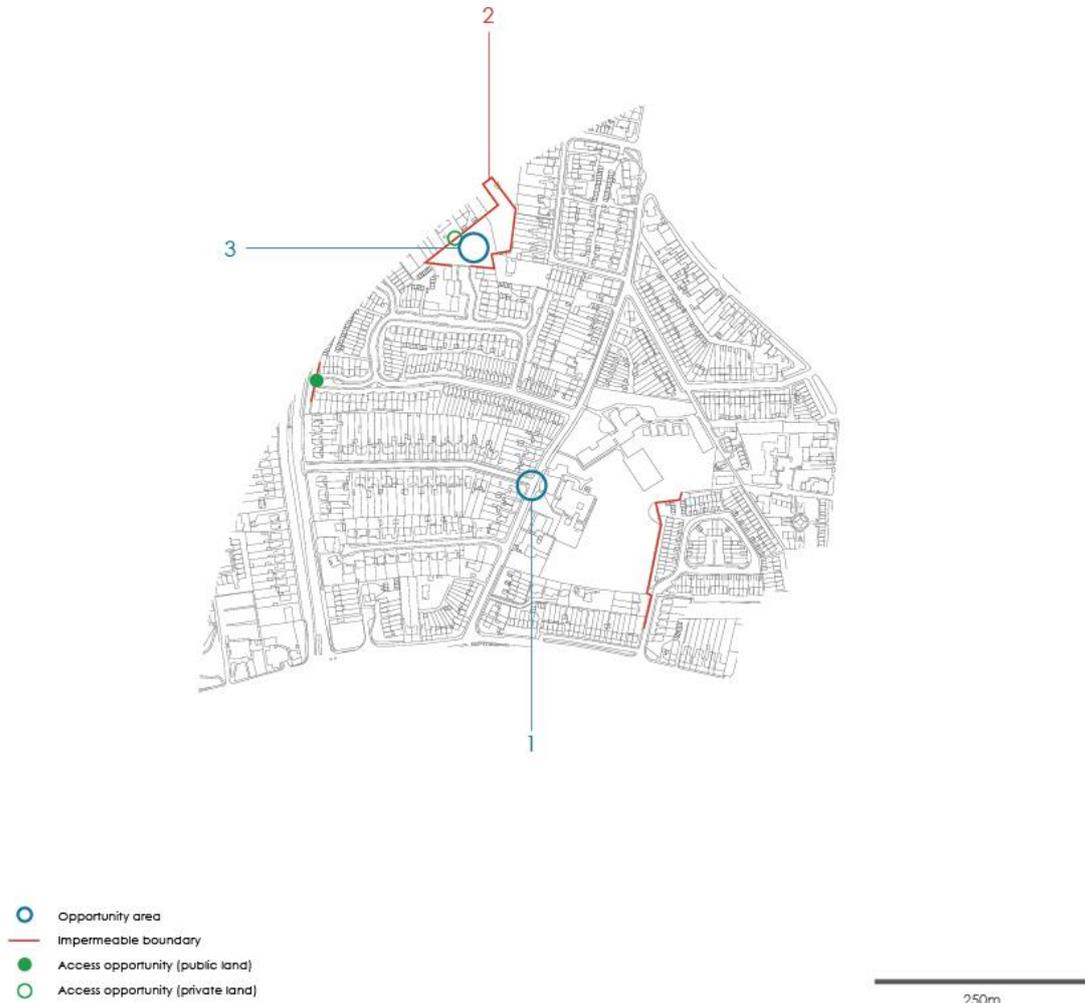
**College Road recommendations:**

Introduction of traffic calming measures to reduce speeding;

Level/table top crossing with surface change at Rowlands Close and Blindmans Lane junctions – reduce turning radius where possible;

1. Improve pedestrian surface and access to A10 footbridge;
2. Introduction of pedestrian islands along Fire Ttation forecourt entrance;
3. Public benches at 100-200m intervals;
4. Encourage cleaning and greening of private front gardens;
5. Signpost walking routes and distances/times to local destinations and further afield.

2) North-west quarter



North west quarter walkability score: 28/42

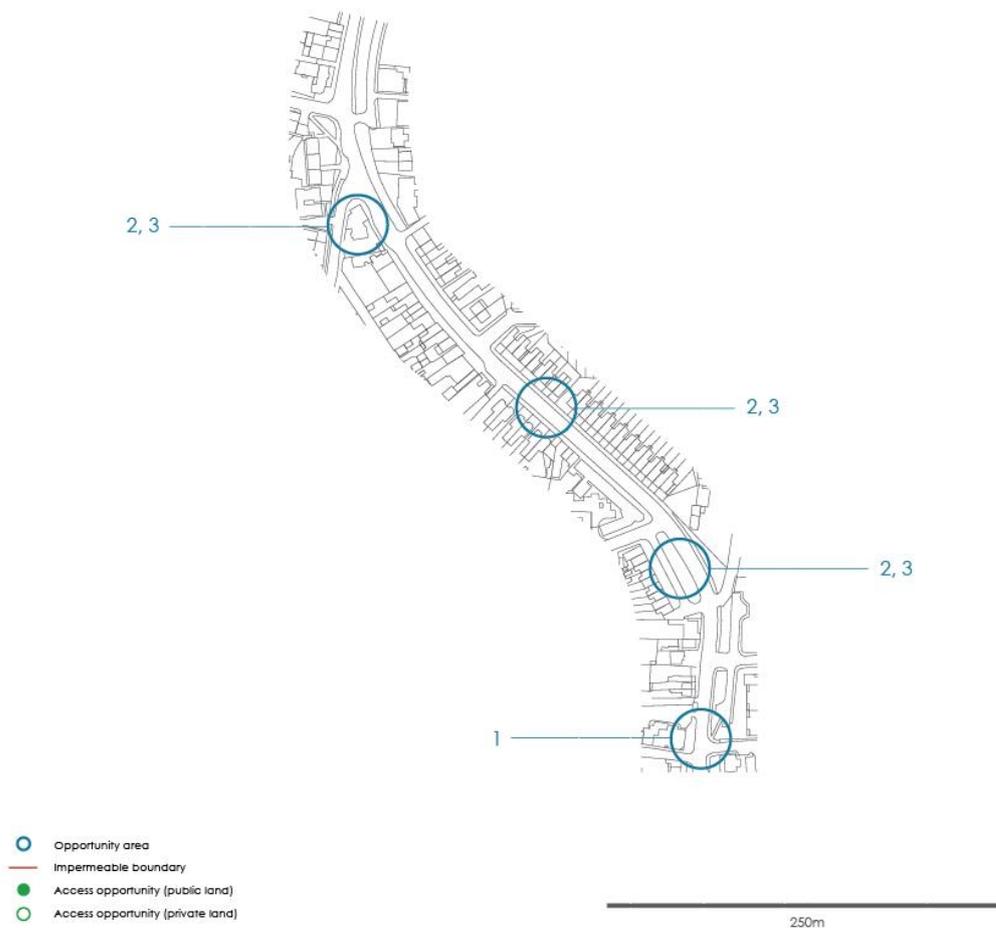
**Strength** – Green Infrastructure

**Weakness** – Wayfinding, inclusive environment

North west quarter recommendations:

1. Improve crossings, junctions and pedestrian footpaths around the School entrance;
2. Explore options for opening access to the public open space from surrounding streets and properties, potentially as a rear entrance to the church;
3. Landscape and equip the public open space for leisure and play;
4. Introduce public benches on through routes every 200-300m;
5. Signpost walking routes and distances/times to local destinations and further afield.

### 3) Turners Hill North



**Turners Hill north walkability score: 26/42**

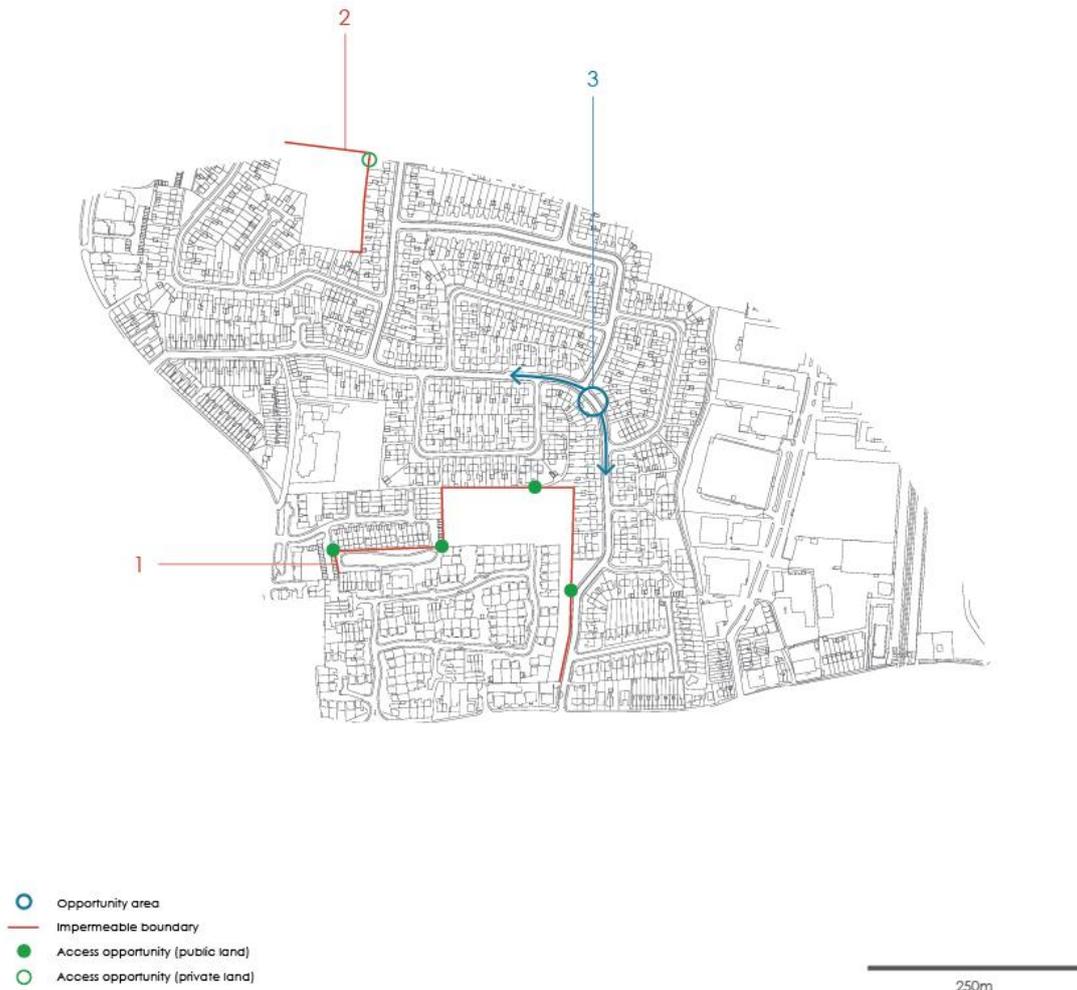
**Strength** – Overlooking and natural surveillance

**Weakness** – Traffic speed

**Turners Hill north recommendations:**

1. Ensure continuous pedestrian routes on the approach to the Old Pond Centre by introducing level crossings at road junctions and forecourt entrances, reducing corner radius where possible;
2. Introduce traffic calming measures and increased pedestrian crossings around shopping parades and the junction with Blindmans Lane;
3. Improve the public realm around shopping parades with pedestrian focus and increased green infrastructure;
4. Signpost walking routes and distances/times to local destinations and further afield;
5. Introduce benches/resting places every 100-200m;
6. Improve on-street and private green infrastructure provision.

#### 4) North-west quarter



**North-west quarter walkability score: 24/42**

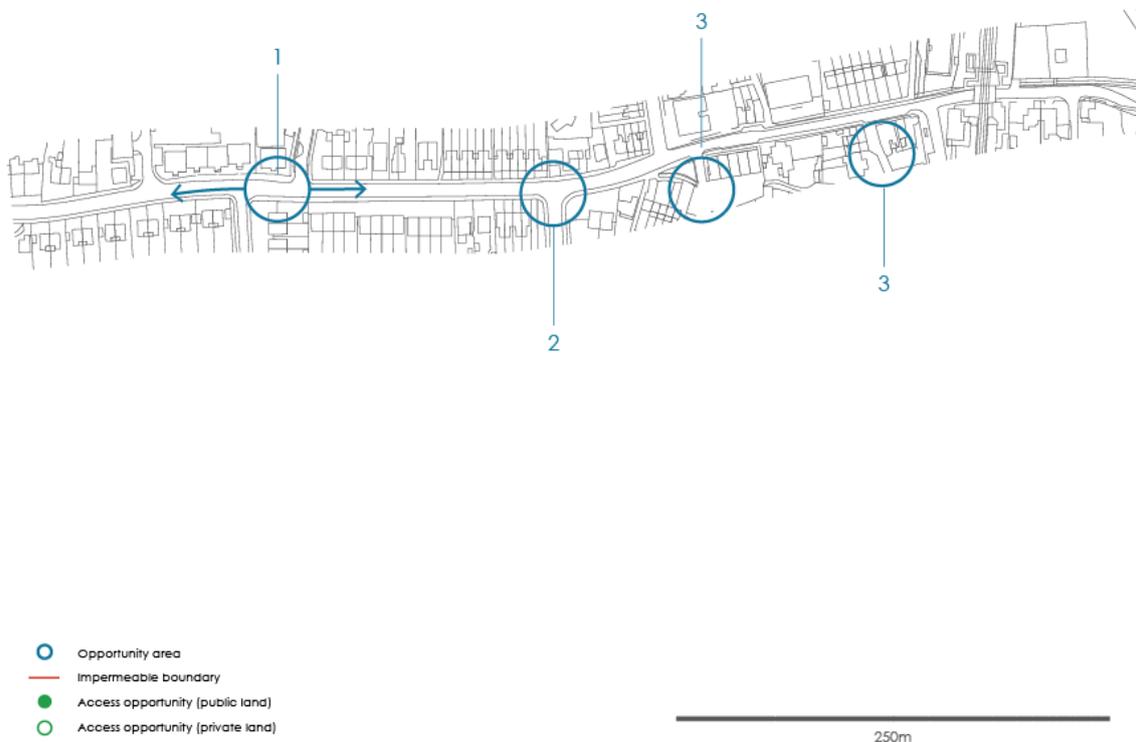
**Strength** – Green infrastructure

**Weakness** – Accessibility

**North-west quarter recommendations:**

1. Open up access routes through Moxsom Avenue open space to animate the park, improve security and improve connectivity to the Old Pond centre;
2. Improve access to the northern open space along the north-eastern edge of the park;
3. Introduce level crossing points and improve traffic calming along area through routes;
4. Signpost walking routes and distances/times to local destinations and further afield;
5. Introduce benches/resting places every 200-300m along through routes.

## 5) Windmill Lane



**Windmill Lane Windmill Lane walkability score: 23/42**

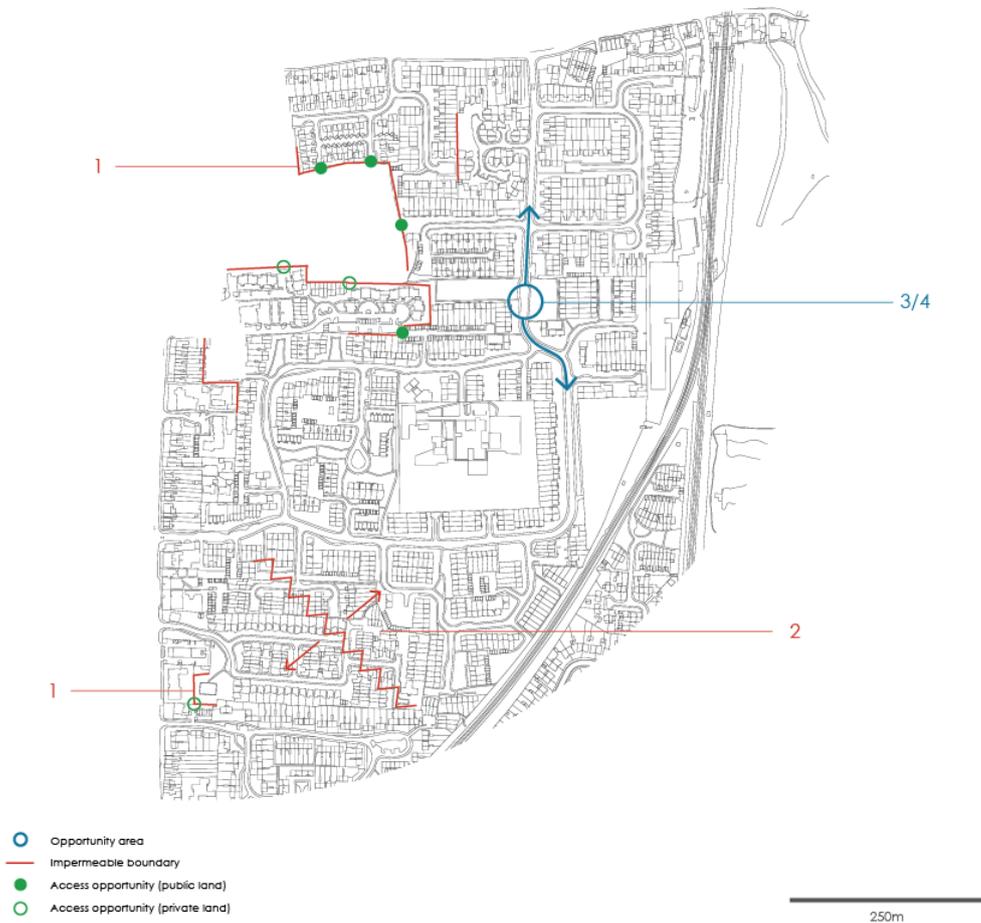
**Strength** – Overlooking & natural surveillance

**Weakness** – Traffic speed

**Windmill Lane recommendations:**

1. Introduction of traffic calming measures to reduce speeding;
1. Level/table top crossing with surface change at Russells Ride junction;
2. Improve pedestrian cut-throughs south west from Cheshunt Station;
3. Public benches at 100-200m intervals;
4. Encourage greening of private front gardens;
5. Signpost walking routes and distances/times to local destinations and further afield.

6) South-east quarter



**South east quarter walkability score: 24/42**

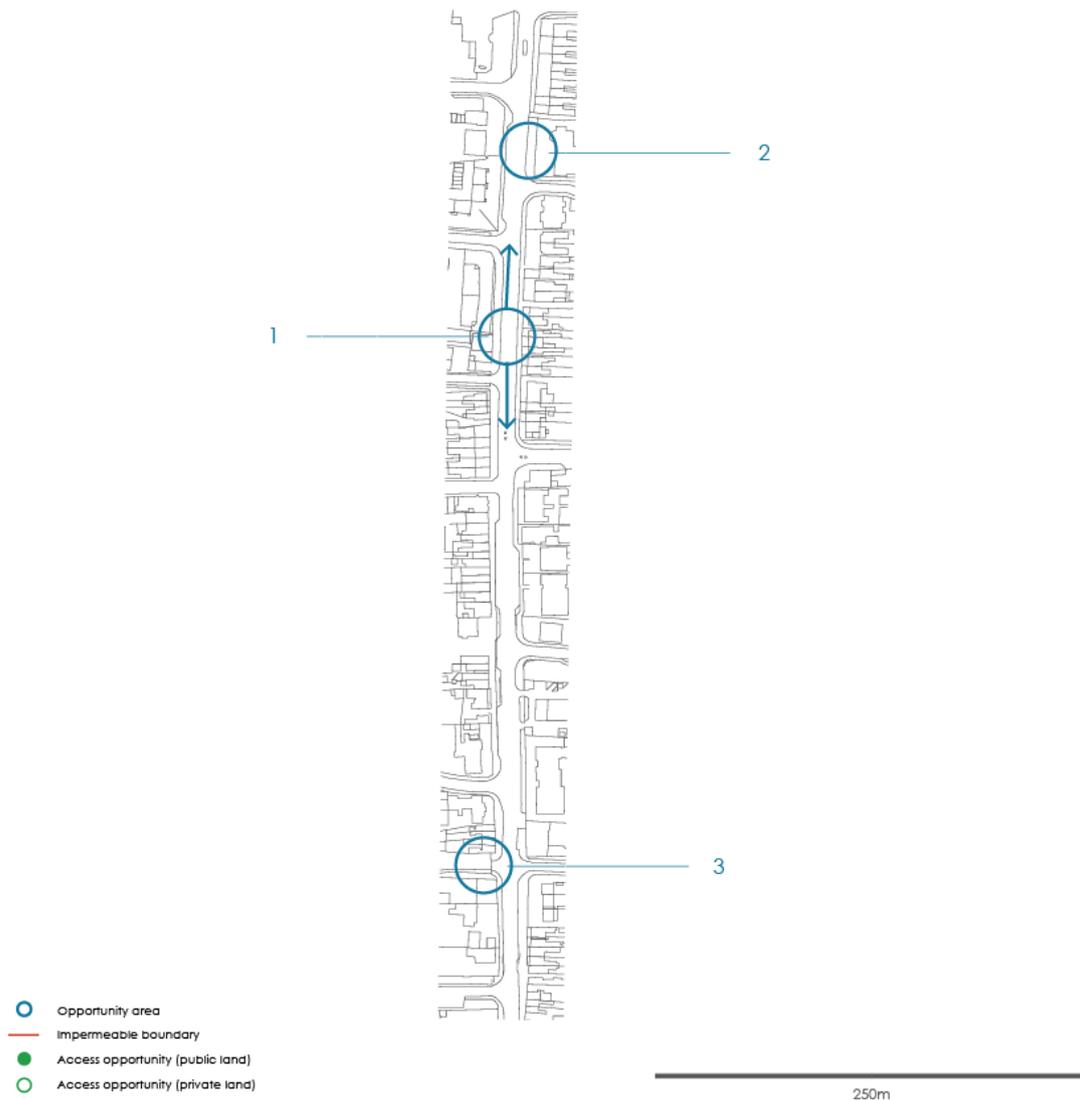
**Strength** – Green infrastructure

**Weakness** – Traffic speed, accessibility

**South east quarter recommendations:**

1. Improve pedestrian access to public parks, in particular, to Grundy park along the north-eastern boundary;
2. Improve permeability and pedestrian cut-throughs south of Downfield School;
3. Introduce level crossing points and improve traffic calming along Russells Ride and other through routes;
4. Introduce measures to prohibit parking on the footpath, particularly along Russells Ride and pedestrian routes to Grundy park;
5. Diversify green infrastructure provision to include planting within/as well as grass verges;
6. Identify opportunities where infill development can maximise natural surveillance and help to define the area’s built character;
7. Signpost walking routes and distances/times to local destinations and further afield;
8. Introduce benches/resting places every 200-300m on through routes.

## 7) Turners Hill South



**Turners Hill south walkability score: 33/42**

**Strength** – Accessibility, inclusive environment, natural surveillance, attractiveness

**Weakness** – Traffic speed, green infrastructure

**Turners Hill south recommendations:**

1. Introduce traffic calming measures and pedestrian crossings towards the northern end and around the Youth Connections building;
2. Public realm improvements around Youth Connections entrance to improve its setting within the townscape;
3. Improve frontage of and access to Children’s Centre;
4. Increase planting and green infrastructure within the public realm and private forecourts;
5. Signpost walking routes and distances/times to local destinations and further afield.

8) South-west quarter



Fig 10: Plan showing location of specific recommendations in the south-west study area

- Opportunity area
- Impermeable boundary
- Access opportunity (public land)
- Access opportunity (private land)

250m

**South west quarter walkability score: 35/42**

**Strength** – Green infrastructure, traffic speed

**Weakness** – Inclusive environments, wayfinding

South west quarter recommendations:

1. Improve northern section of public right-of-way to the same standard as southern section;
2. Open access from Friends Ave and Hillside Crescent to public footpath;
3. Improve pedestrian through access to the Old Pond Centre around Gaywood Ave;
4. Introduce public benches every 200-300m along through routes;
5. Signpost walking routes and distances/times to local destinations and further afield.

9) Old Pond study area

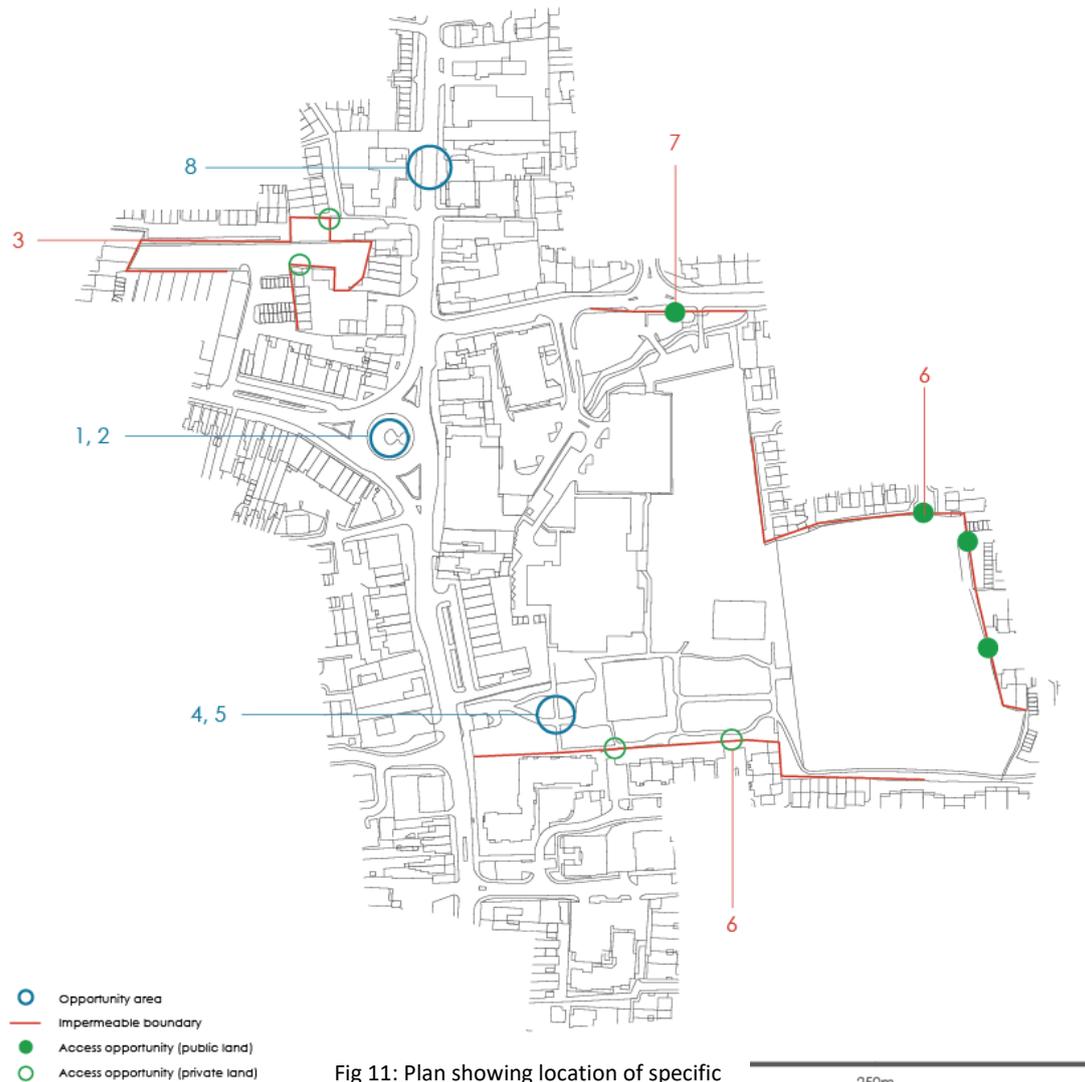


Fig 11: Plan showing location of specific recommendations with Cheshunt Old Pond

**Old Pond centre walkability score: 22/42**

**Strength** – Traffic speed

**Weakness** – Attractiveness, inclusive environments

**Old Pond centre recommendations:**

1. Re-align traffic junction and pedestrian crossings to better serve natural pedestrian routes;
2. Improve the public realm and built character particularly around the Turners Hill College Road junction;
3. Improve pedestrian access through Newnham Parade car park towards the centre and the surrounding area;
4. Address issues with surface quality, particularly in paved areas and routes through Grundy Park;
5. Introduce lighting along Grundy park through routes and encourage a greater night-time economy to improve safety;
6. Introduce new access to Grundy Park along eastern and southern boundaries;

7. Improve Windmill Lane entrance to Grundy Park to address access issues and create a stronger presence of the park and leisure centre on the street;
8. Identify opportunities to create a continuous commercial/active frontage along Turners Hill and link the Old Pond with shops and services at the northern end;
9. Identify opportunities where infill development can maximise natural surveillance and help to define the area’s built character;
10. Improve street-level green infrastructure with low and mid-level planting;
11. Signpost walking routes and distances/times to local destinations and further afield;
12. Maintain an identifiable and iconic feature such as the existing fountain at the heart of the Old Pond centre.

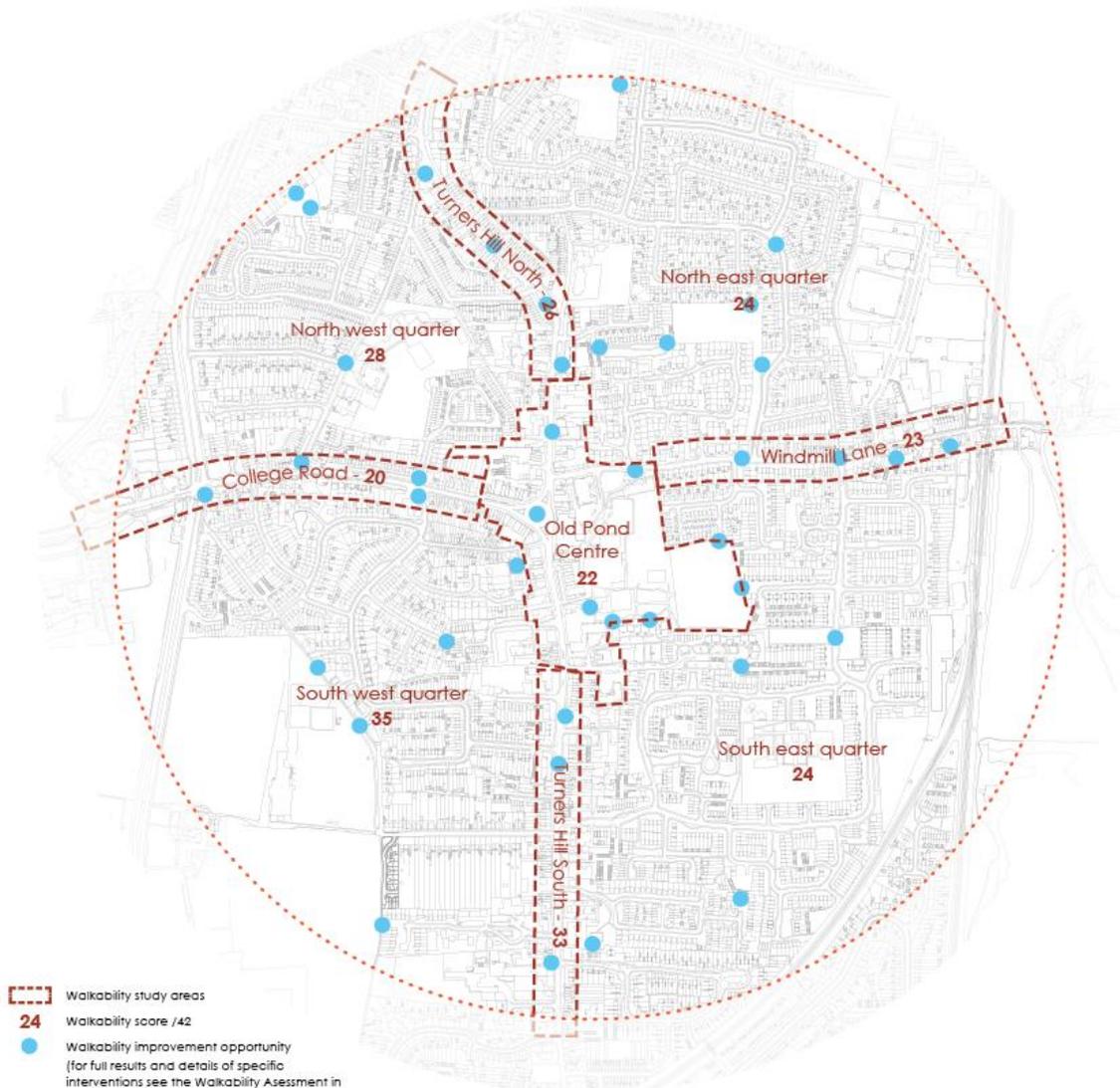
### **Conclusions of the Walkability Assessment**

The results of the above assessments for each of the nine assessment areas are set out in the table below. The purpose of presenting the findings in this way is to enable comparisons to be drawn between each study and topic area in order to prioritise future investment, with the plan showing where improvements in each area are needed.

Assessment Area	Pedestrian routes	Signage & wayfinding	Inclusive design	Natural surveillance	Traffic speed	Green character	Attractive environment	Total / 42
<b>College Rd</b>	2	2	2	4	1	5	4	<b>20</b>
<b>North west quarter</b>	3	2	3	5	5	5	4	<b>28</b>
<b>Turners Hill north</b>	4	4	3	5	2	4	4	<b>26</b>
<b>North east quarter</b>	2	2	4	4	4	5	3	<b>24</b>
<b>Windmill Lane</b>	4	4	3	5	1	2	4	<b>23</b>
<b>South east quarter</b>	2	3	4	4	2	5	4	<b>24</b>
<b>Turners Hill south</b>	5	5	5	5	4	4	5	<b>33</b>
<b>South west quarter</b>	5	4	4	5	6	6	5	<b>35</b>
<b>Old Pond centre</b>	3	3	2	3	5	4	2	<b>22</b>

The total scores for each study area are plotted on the map below, with the improvement opportunity areas represented by blue dots.

Walkability Analysis Results



*Walkability Recommendations*

**Common recommendations across the nine study areas are as follows:**

- 1. Introduce traffic calming measures along major through routes in line with the Hertfordshire Speed Management Strategy.**
- 2. Improve access to parks and open spaces including new access to residential areas.**
- 3. Improve pedestrian crossings particularly around the Old Pond Centre and major through routes.**
- 4. Introduce benches as stopping points along major through routes to aid walkability for the less-able bodied.**
- 5. Introduce wayfinding throughout the area, signposting to key destinations with walking times/distances.**

## 8. Cycling Infrastructure

The 2017 Walking and Cycling Infrastructure Plan (Broxbourne Borough Council) reveals that cycle infrastructure across the borough is patchy with few safe, continuous routes to major destinations and very little in the way of segregated or even defined cycle lanes. This Strategy presents an opportunity to improve the provision of cycling infrastructure in Cheshunt and the following analysis identifies where interventions would be best placed.

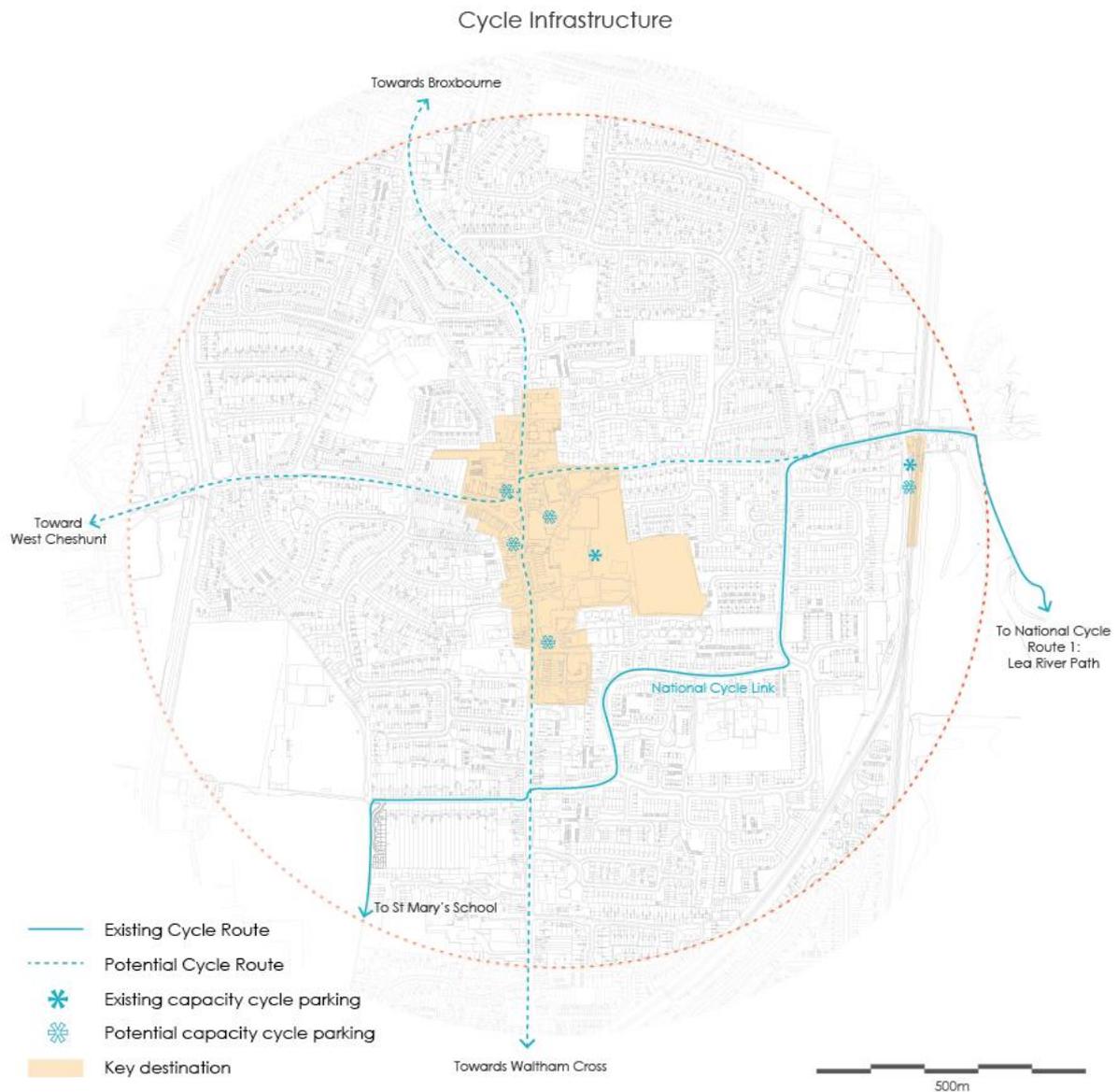


Fig 22: Cycle infrastructure analysis plan

This plan shows the one existing designated cycle route in the Old Pond Neighbourhood area, linking the Lee Valley path to St Mary’s School. The Old Pond Centre lacks any cycle route provision, with major thoroughfares dominated by motor vehicle traffic, as is shown in the Streetscape analysis earlier in this section. Limited cycle parking (space for 10+ cycle to be securely locked) is provided at Cheshunt Station, though as Fig 23 shows, this regularly reaches capacity and fly-parking is common, and at Laura Trott Leisure Centre. Some on-street parking is provided at the Old Pond itself, though provision around the shopping parades as well as Cheshunt Library and Community Hospital is generally poor.



Fig 23: Fly parking of bicycles outside Cheshunt Station. Image: Google



Fig 24: Example of limited road width along College Road. Image: Google

Figure 23 above shows result of under capacity cycle parking at Cheshunt Station. Figure 24 shows the challenge of providing segregated cycle lanes in areas where there is little available road width. In situations like this, feasibility studies should be carried out to identify where space can be reclaimed for cycling, say from the carriageway median shown above, and what the appropriate types of infrastructure might be.

### *Cycling Infrastructure Recommendations*

If cycling is to become a safe and attractive option for people visiting, working and living around the Old Pond, future proposals should seek to:

1. Improve cycle safety along the main north-south and east-west thoroughfares, with the provision of segregated and demarcated cycle lanes where possible.
2. Address the problem of cyclists on footpaths (see initial consultation results in Appendix 1) through dedicated lanes and cycle safe zones, and through passive measures such as planting and street furniture.
3. Increase the provision of capacity cycle parking around the main areas of activity, particularly around the shopping parades, at Cheshunt Library/Community Hospital and Cheshunt Station.

## 9. Parking

Given the high percentage of visitors to the Old Pond that come from outside the walkable area, it is important that future plans continue to provide parking to meet the area's needs. The following provides an overview of existing parking provision at the Old Pond and user levels of the two main car parks.



Fig 25: Public car parks plan

The plan above shows the available visitor parking at the Old Pond with details for each shown in the table below. Usage surveys have been carried out for the Newnham Parade and Windmill Lane car parks, as the two largest in the area, as well as for Newnham Parade on-street parking, as this is likely to be affected by future public realm improvement schemes. This table at the bottom summarises the findings of these surveys to give an understanding of how well each is used at different times of the day.

*Old Pond Centre parking provision*

No	Name	Capacity			Charging times	Prices	Restrictions
		Standard	Disabled	Motorcycle			
1	Windmill Lane/Laura Trott Leisure Centre car park	221	12	3	7:30-18:30 Mon-Fri 7:30-17:00 Sat-Sun	Up to 1 hour- 80p Up to 2 hours- £1.50 Up to 3 hours- £2.30 Up to 4 hours- £3.30 Over 4 hours- £4.30	Max 6 hours
2	Newnham Parade car park	82	2	2	7:30-18:30 Mon-Sat		Na
3	Cheshunt Community Hospital car park	36	5	1			Na
4	Newnham Parade on-street parking	13	2	-	Mon - Sat	Up to 30 mins- Free 30 mins to 1 hour- 90p	Max stay 1 hour
5	Windmill Lane on-street parking	8	-	-			
6	Lynton Parade on-street parking	14	2	-			

*Main car parks usage surveys (standard bays)*

No	Name	Counts	Avg am usage	Avg lunchtime usage	Avg pm usage
1	Windmill Lane car park	3/day over 4 weeks	85%	75%	49%
2	Newnham Parade car park		24%	33%	22%
3	Newnham Parade on-street parking	Avg 3/day over 4 weeks	76%	90%	87%

The survey results show that the on street parking at Newnham Parade is regularly near full capacity and Windmill Lane also has high levels of usage, except for during the afternoon period. However Newnham Parade car park showed low levels of usage throughout the survey period and never reaching above 50% capacity. On-street parking at Newnham Parade (which offers 30 minutes free parking) was, however, regularly near full capacity.

Studies have shown<sup>2</sup> that on-street parking increases congestion on the surrounding roads by roughly a third and that this often leads drivers to believe that nearby off-street car parks must also be full<sup>1</sup>. Observations of the situation at Newnham Parade together with responses to the initial consultation would appear to corroborate these findings, and future improvements should look to address these issues.

**Parking Recommendations**

- Efforts should be made to make visitors more aware of available public car parks, through signage at their entrances and on the approaches to the Old Pond Centre.
- Changes to parking at the Old Pond should take account of the impact on congestion from cars queuing or waiting for available spaces.

Parking surveys were carried out by Council parking attendants during January to March 2018. The tables below show the detailed results for each survey.

<sup>2</sup> Walkable City, Speck, J., 2012

## Cheshunt Old Pond Strategy: Technical Analysis

<b>Windmill Lane Car Park</b>						
Standard parking spaces capacity:		221				
<b>Date</b>	<b>Time surveyed (am)</b>	<b>Number of vehicles parked</b>	<b>Time surveyed (lunchtime)</b>	<b>Number of vehicles parked</b>	<b>Time surveyed (pm)</b>	<b>Number of vehicles parked</b>
<b>Week 1</b>						
19/02/2018	10.27	211	12.15	201	14.30	109
20/02/2018	11.15	209	13.25	150		
21/02/2018	9.17	149	11.16	214	13.54	118
22/02/2018	10.20	196	12.07	142		
23/02/2018	10.20	221	12.15	161	14.51	132
24/02/2018	10.27	206	13.30	165	15.15	80
<b>Week 2</b>						
26/02/2018	10.20	209	13.30	165	15.35	127
27/02/2018	10.40	201	14.10	152	15.54	147
28/02/2018	10.05	93	12.00	86		
01/03/2018	9.25	84	11.52	112	14.22	106
02/03/2018	10.25	142	11.45	131	13.59	107
03/03/2018	10.00	159	12.15	118	15.00	92
<b>Week 3</b>						
05/03/2018	10.18	207	12.15	187	14.45	154
06/03/2018	9.45	201	11.30	204	15.12	147
07/03/2018						
08/03/2018	10.40	200	13.50	174	15.45	115
09/03/2018	10.02	208	12.15	201	15.15	127
10/03/2018	10.00	210	12.00	175	15.15	115
<b>Week 4</b>						
12/03/2018	10.01	201	12.45	178	15.22	106
13/03/2018	9.54	197	12.35	200	14.57	118
14/03/2018	10.12	202	12.20	187	14.15	135
15/03/2018						
16/03/2018	10.16	208	12.45	180	15.12	127
17/03/2018	10.01	207	12	185	15.12	104
<b>Avg</b>		<b>187.3181818</b>		<b>166.7272727</b>		<b>107.9047619</b>
<b>% Usage</b>		<b>85%</b>		<b>75%</b>		<b>49%</b>

## Cheshunt Old Pond Strategy: Technical Analysis

<b>Newham Parade Car Park</b>						
Standard parking spaces capacity:	82					
<b>Date</b>	<b>Time surveyed (am)</b>	<b>Number of vehicles parked</b>	<b>Time surveyed (lunchtime)</b>	<b>Number of vehicles parked</b>	<b>Time surveyed (pm)</b>	<b>Number of vehicles parked</b>
<b>Week 1</b>						
19/02/2018	10.40	22	12.06	31	14.20	26
20/02/2018	11.11	28	13.30	24		
21/02/2018	9.23	13	11.12	2	13.54	17
22/02/2018	10.17	20	11.59	30		
23/02/2018	10.35	32	12.30	41	14.45	21
24/02/2018	10.15	37	13.25	40	15.30	22
<b>Week 2</b>						
26/02/2018	10.12	21	13.50	17	15.30	22
27/02/2018	10.30	27	14.03	21	15.45	26
28/02/2018	9.58	12	12.18	15		
01/03/2018	9.38	7	11.40	18	14.10	11
02/03/2018	10.18	11	12.00	21	14.15	9
03/03/2018	10.00	35	12.10	38	14.52	33
<b>Week 3</b>						
05/03/2018	10.10	11	12.37	30	14.35	22
06/03/2018	9.37	15	11.15	28	15.27	14
07/03/2018						
08/03/2018	10.35	23	14.05	27	15.33	19
09/03/2018	9.45	18	12.00	36	15.35	26
10/03/2018	10.00	7	12.00	28	15.15	18
<b>Week 4</b>						
12/03/2018	9.40	18	12.32	33	15.08	21
13/03/2018	10.22	22	13.01	26	14.45	19
14/03/2018	10.01	24	11.57	23	14.05	18
15/03/2018						
16/03/2018	10.05	20	13.05	33	15.01	21
17/03/2018	10.00	11	12.15	37	14.55	20
<b>Avg</b>		<b>20</b>		<b>27</b>		<b>18</b>
<b>% Usage</b>		<b>24%</b>		<b>33%</b>		<b>22%</b>

## Newham Parade On-Street pay and display parking bays

Total number of bays at location: 15 inclusive of 2 disabled badge holder bays			
Date	Time	Period	Number of vehicles parked
<b>Week 1</b>			
15/01/18	13.00	Lunchtime	13
	14.30	PM	15
16/01/2018	10.51	AM	8
	13.58	Lunchtime	13
17/01/2018	10.44	AM	8
	12.06	Lunchtime	14
	13.59	Lunchtime	15
19/01/2018	11.15	AM	11
	14.07	PM	14
	15.09	PM	12
	10.23	AM	12
<b>Week 2</b>			
22/01/2018	14.05	PM	13
	15.41	PM	14
23/01/2018	10.30	AM	11
	13.56	Lunchtime	14
	15.08	PM	13
24/01/2018	9.06	AM	13
	10.15	AM	11
25/01/2018	10.18	AM	14
	11.56	AM	13
	14.35	PM	13
26/01/2018	10.21	AM	14
	14.16	PM	14
<b>Week 3</b>			
29/01/2018	10.15	AM	10
	14.03	PM	10
30/01/2018	9.15	AM	11
	10.37	AM	11
	13.55	Lunchtime	12
31/01/2018	10.17	AM	12
01/02/2018	9.18	AM	11
	11.12	AM	10
<b>Week 4</b>			
06/02/2018	9.10	AM	11
	10.18	AM	11
07/02/2018	13.59	Lunchtime	13
08/12/2018	10.22	AM	14
	14.15	PM	13
<b>Average usage</b>			
	<b>Survey instances</b>	<b>Avg bays occupied/15</b>	<b>% usage</b>
AM	19	11	76%
Lunchtime	7	13	90%
PM	10	13	87%
<b>Total</b>	<b>36</b>	<b>12.25</b>	<b>82%</b>

## 10. Development Opportunities

While there is no undeveloped or brownfield land within Cheshunt Old Pond, there are a number of small opportunities where the redevelopment or extension of existing buildings have the potential to play a strategic role in future plans for the area. The analysis below lists these opportunity sites and outlines their potential use as well as relevant contexts and constraints to bringing them forward.

Development Opportunities

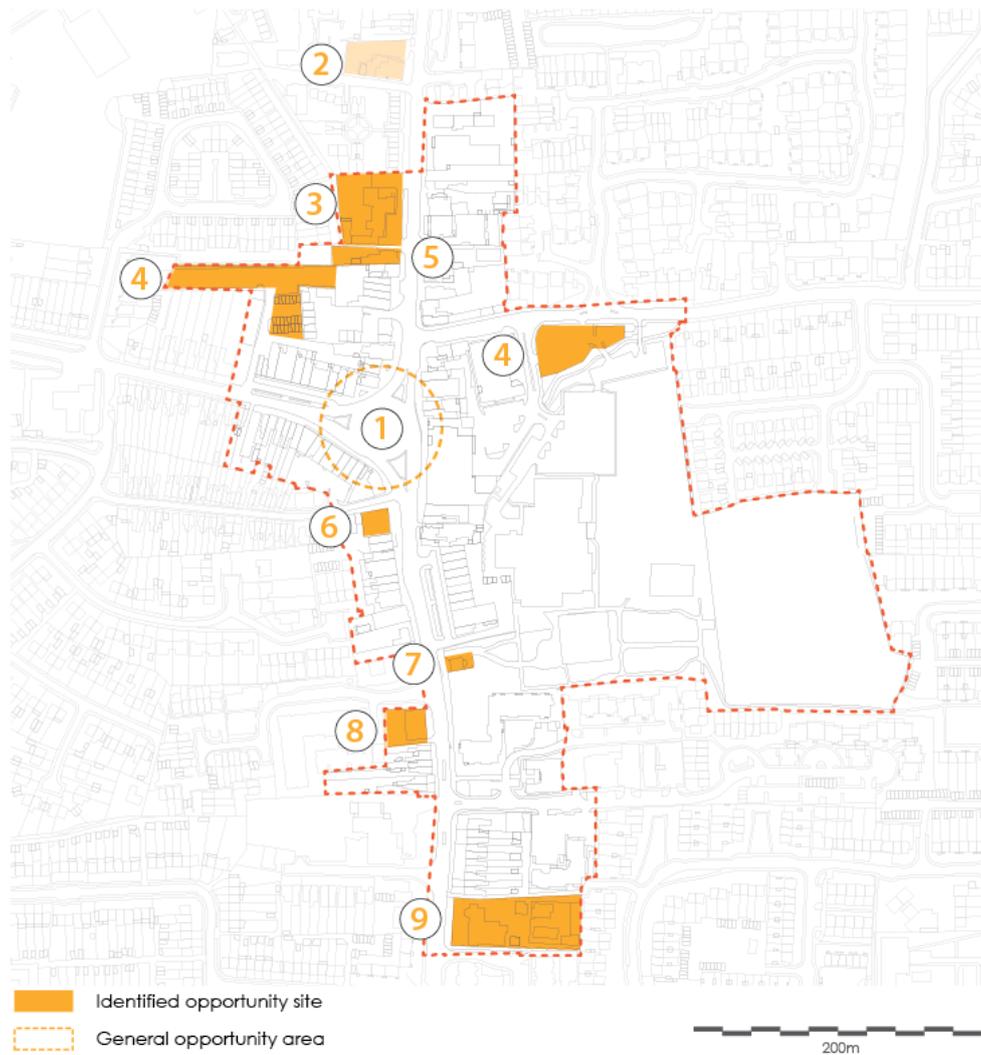


Fig 26: Plan showing potential development opportunities at the Old Pond

The plan above shows the locations of identified opportunity sites within the Old Pond Neighbourhood. Details on the planning context and potential development opportunities for each site are provided below.

## 1. Market & event space at the Old Pond

- **Context:** While Hoddesdon and Waltham Cross both have regular markets, Cheshunt has yet to attract one or any regular public/cultural events. This is in part due to a lack of space around the centre.
- **Opportunity:** Regular markets could help to address the needs expressed throughout the public consultation for a greater variety and quality in the retail and food offering at the Old Pond, while cultural events would help to refocus the character and identity of the Old Pond around community life.
- **Constraints:** The current road layout and public realm at the Old Pond provides little space for stalls, event stands and people to gather, with three sides of the Old Pond effectively separated by the roundabout and fountain.

## 2. 147 Turners Hill

- **Context:** Formerly a pub before converting to an express grocery outlet, this property occupies a prominent location at the northern end of Turners Hill and has the potential to contribute significantly to the character and retail/food and drink offering at this end of the high street.
- **Opportunity:** Primary consideration should be to redevelop as a pub or restaurant, or grocery outlet as per the previous use. Commercial ground floor use should be retained.
- **Constraints:** Location away from main shopping parades at the Old Pond though equal distance from facilities towards Cadmore Lane. Unknown condition of building's structure and interior.

## 3. Cheshunt Police Station

- **Context:** Current active police station, though Hertfordshire County Council has expressed an interest in relocating to the new Town Centre at Brookfield.
- **Opportunity:** This would open up a significant section of the high street to development and an opportunity to greatly improve the public realm north of the Old Pond. The priority should be for mixed use ground floor commercial/retail and upper residential use.
- **Constraints:** Subject to Hertfordshire County Council identifying a suitable relocation site for the Station.

## 4. Newnham Parade and Windmill Lane car parks

- **Context:** Surface car parks, while well used, are a very inefficient use of space and detract from the character of the Old Pond.
- **Opportunity:** While both physically constrained sites, there is opportunity within both to build up with additional residential development, whilst retaining their current function and capacity as car parks.
- **Constraints:** Physically constrained sites, particularly in relation to access, overlooking and the presence on College Brook in Windmill Lane car park.

## 5. O'shea's Irish bar

- **Context:** O'shea's closed in 2017 and was the last independent pub at the Old Pond and occupied a prominent location between the Old Pond and the Police Station.
- **Opportunity:** Primary consideration should be to redevelop as a pub or restaurant. Ground floor commercial use should be retained.
- **Constraints:** Unknown ownership for condition of the buildings structure and level or redevelopment required.

#### 6. 55-57 Turners Hill

- **Context:** Planning permission to extend the existing premises with additional residential property above had previously been rejected on account of the quality and character of the proposed structure.
- **Opportunity:** As a two storey building there remains an opportunity to either extend or redevelop this site to include a third storey. Due consideration should be given to the traditional built character of the area and the preservation of ground floor commercial frontages.
- **Constraints:** Issues with overlooking at the rear.

#### 7. Former Grundy Park public toilet building

- **Context:** Approval was given to close the toilet and replace with a community toilet scheme in 2014. The building has since remained closed with a proposal to redevelop as a cafe attracting some public opposition.
- **Opportunity:** The potential for an alternative use in this property to help improve the entrance to Grundy Park remains, although various options should be considered including demolition as part of wider improvement schemes.
- **Constraints:** Limited internal floor space would restrict future use, though a ground floor extension to the structure would also be possible.

#### 8. Crown House, Turners Hill

- **Context:** Commercial office units within a large plot, fronting directly onto the street.
- **Opportunity:** Potential for improvements to the existing structure and surrounds to improve the built character and public realm at this end of the Old Pond.
- **Constraints:** Building in current use and no known plans to redevelop.

#### 9. Hertfordshire Youth Connections and Cadets base

- **Context:** The existing centre for youth services and Cadets in Cheshunt is majority owned by Hertfordshire County Council and provides vital community facilities for the area. Land to the rear of the site presents an opportunity for development however and the public realm setting of the main building on Turners Hill could be improved.
- **Opportunity:** Potential to improve facilities for community services, building on existing facilities with additional community space and to create a prominent setting for community activity on the high street. Potential to part fund with the addition of new build residential on site.
- **Constraints:** No known plans to redevelop. Subject to further discussion with HCC.

#### *Development Opportunity Recommendations*

- **Produce action plans and feasibility studies for the development of Council owned sites.**
- **Engage with owners and freeholders of vacant buildings and non-Council owned sites to explore the potential for their development in line with this Strategy.**

## 11. Ownership & Control

Understanding who owns property and public spaces around the Old Pond as well as what powers the council has at its disposal is important in helping to define the scope of future projects and proposals. This is especially true when addressing issues such as commercial use types (the predominance of fast food outlets for example, or loss of independent retailers), or the maintenance of private buildings. These are all issues that were raised during the public consultation but which the Council has relatively little direct control over. The following therefore sets out which mechanisms the Council has at its disposal and identifies how change might be brought about in other ways.

### Ownership

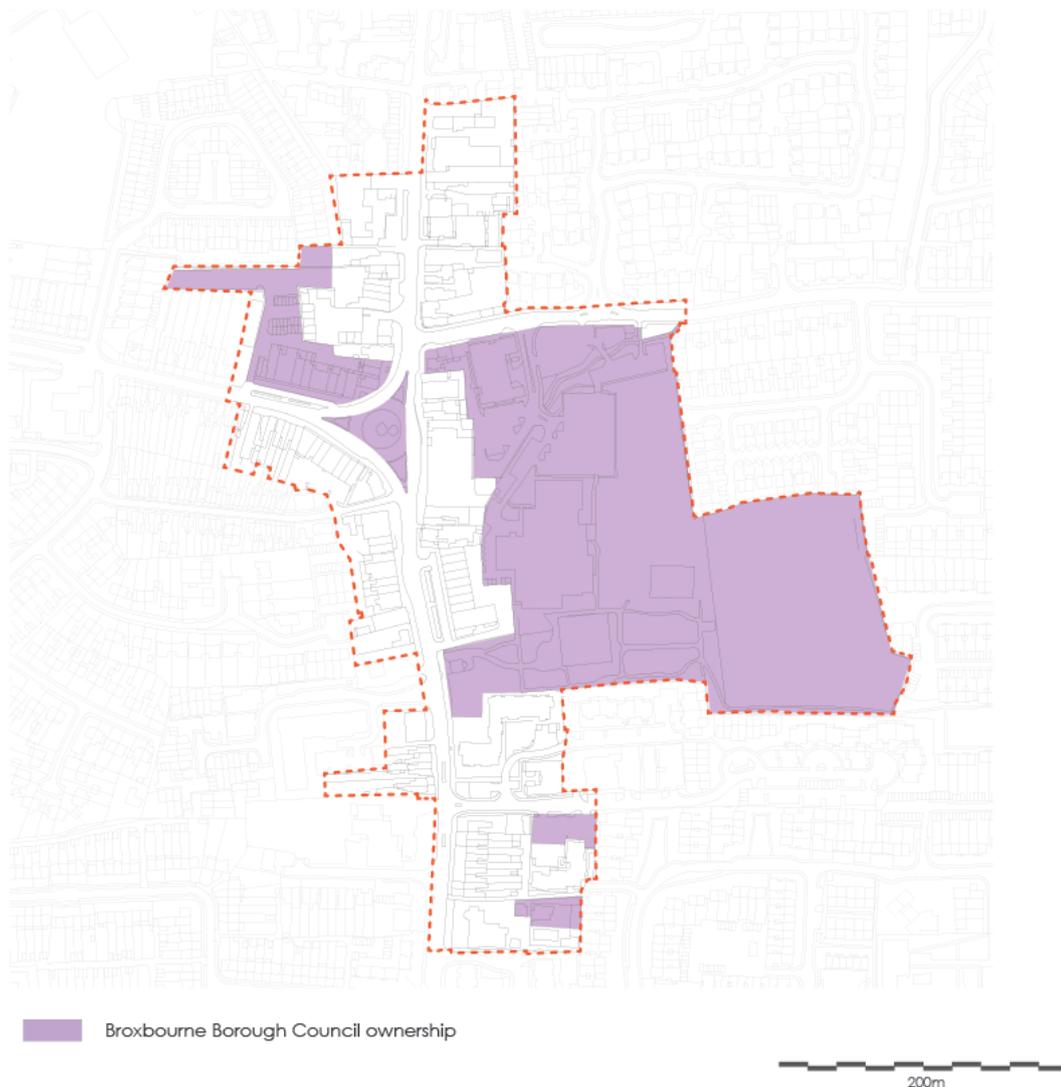


Fig 27: Plan showing Borough Council owned land at the Old Pond

### *Ownership Mix*

The plan above shows land currently owned by Broxbourne Borough Council (BBC). BBC owns Grundy Park and Laura Trott Leisure Centre land, as well as the two main car parks and properties on Newnham Parade as well as smaller parcels around Cheshunt Community Hospital and the Old Pond

roundabout. As the highways authority, Hertfordshire County Council (HCC) controls the main carriageways and adjacent footpaths. All other land is privately owned.

The following outlines the powers and limitations the Council has in affecting change at the Old Pond and makes some recommendations to improve management and decision making.

### *Council owned property*

The Council has a greater degree of control over property it owns itself, which at the Old Pond includes the shops along Newnham Parade, Laura Trott Leisure Centre and Grundy Park. Here, the Council is able to make decisions on letting and redeveloping of existing property, undertake new development and maintain and improve the public realm.

The Council is also able to lead projects along major roads, in partnership with HCC as highways authority.

### *Privately owned property*

Where the Council is able to manage private property is generally through the planning process, as and when applications are made to develop, redevelop or change the use of a particular building. In recent years these powers have reduced however, as 'permitted development' rights allow for some uses to be changed without the need to obtain planning permission.

### *Planning Policy*

The Council has the ability to set planning policy, which is the criteria against which planning applications are assessed. However setting policy, on, for example, commercial use, requires a substantial evidence base, making locally-specific policy (such as limiting fast food outlets in a particular location) very difficult.

### *Local management*

Something that is not currently in place at the Old Pond is any kind of local organisation of representative group for local businesses and stakeholders. Such a body would allow for the needs of businesses to be represented within the Council's decision making processes.

### *Marketing*

Marketing is also an area that has been relatively unexplored at the Old Pond and could help to promote the area as a destination, for visitors as well as businesses. Marketing campaigns in neighbouring areas have proven quite successful in this respect, notably the *Love Hoddesdon* campaign.

### *Ownership & Control Recommendations*

- **Revisions to the Council lettings process should ensure that consideration is given to all of the Council's corporate and policy agendas when letting and redeveloping council property.**
- **A forum/group should be established to encourage locally-led management of the Old Pond and the representation of local stakeholders within the Council decision making process.**
- **A marketing campaign should look to promote the Old Pond as a destination, both to visitors as well as businesses.**
- **Steps should be taken to ensure this strategy and the analysis and recommendations contained become a material consideration in the determination of planning applications and decision making by public bodies including the borough and county councils.**

## 12. Water Courses & Flooding

College Brook runs west to east from the Rosedale area towards the Lee Valley, through the Old Pond Centre. For the majority of its course through the centre the Brook is culverted, the culvert starting at the Fire Station and continuing along Windmill Lane except for an open section within the Windmill Lane car park.



Fig 28: College Brook culvert and potential flood risk plan

Regular maintenance of the brook is carried out by Broxbourne Council on behalf of the Environment Agency, including clearing the grilles at the entrances to culverted sections (see fig 29). There have however been issues with flooding in the area, with the last reported case affecting properties on Manorcroft Parade on the south-west side of the Old Pond.



Fig 29: Entrance to College Brook culvert on College Road

In 2015 an assessment by the Environment Agency (whose jurisdiction the brook falls under) explored two possible flood alleviation measures, including increasing the capacity of the brook upstream and along its course, but failed to find a viable solution. The preferred option would be to de-culvert the brook where possible, however the location of property and highways along its course at the Old Pond make this option both physically and financially unviable without major redevelopment.

Broxbourne Council is continuing to discuss how best to address maintenance and flooding of College Brook and will be further exploring solutions including upstream mitigation measures during 2018.

#### ***Water Courses & Flooding Recommendations***

- **Broxbourne Council should continue to work with the Environment Agency and Hertfordshire County Council to identify a viable solution to the flooding of College Brook and address surface water flooding.**

## Summary of Recommendations: Strengths and weaknesses

The following summarises the recommendations made throughout this document by setting out the strengths and weaknesses for each analysis topic. The Vision, Objectives and projects for the Old Pond set out in the second half of this Strategy respond to this context.

### 1 Initial consultations

**Strengths.** The fountain, traditional built character, its convenient location and social and leisure activities are clear strengths.

**Weaknesses.** The quality and diversity of shops and food and drink outlets drew the most criticism along with various issues around access and parking.

### 2 Land Use

**Strengths.** Specialist shops, banking, postal, leisure and health services provide for people's daily needs and are supported by a number of well used cafes.

**Weaknesses.** Daily use is discouraged by the predominance of single uses such as fast food outlets and estate agents and the loss of a varied grocery offering.

### 3 Urban Form

**Strengths.** Ground floor commercial properties create an active street life along major thoroughfares.

**Weaknesses.** Public facilities disconnected from the retail centre and existing pedestrian through routes are poorly overlooked.

### 4 Built Character

**Strengths.** The area has a number of notable landmarks, not least the Old Pond fountain, and a diverse style and quality of buildings.

**Weaknesses.** The main shopping parades are poorly maintained and the Tesco building dominates the central area.

### 5 Streetscape

**Strengths.** Good natural and active pedestrian spaces around the central area.

**Weaknesses.** A lack of surveillance and open straight streets moving away from the centre, leading to high traffic speeds.

### 6 Parks & Open Spaces

**Strengths.** Lee Valley Regional Park, Grundy Park and several smaller open spaces provide essential amenity for residential areas.

**Weaknesses.** A lack of play equipped open spaces in areas to the west of the Old Pond

### 7 Walkability

**Strengths.** Residential areas generally score better with traffic calming and green character having a positive impact.

**Weaknesses.** High traffic speed and pedestrian crossings were a problem along major thoroughfares, and access to open spaces is a problem in residential areas.

### 8 Cycling Infrastructure

**Strengths.** National Cycle Route 1 along the Lee Valley provides excellent connectivity to the rest of the borough and beyond.

**Weaknesses.** Problems with cyclists on pavements and a lack of segregated or demarcated cycle lanes and secure cycle parking is a major disincentive in the area.

### 9 Parking

**Strengths.** ½ hour free on street parking is of great value to businesses in the area.

**Weaknesses.** Poor signposting and a lack of free parking in main car parks dissuades drivers from visiting.

### 10 Development Opportunities

**Strengths.** A number of sites have the potential to improve the character and retail and facilities offering at the Old Pond.

**Weaknesses.** Bringing these sites forward in a coordinated way will be difficult as the majority are not owned by the Council.

### 11 Ownership & Control

**Strengths.** The Council can easily bring forward improvements to publicly owned land such as the highways and Grundy Park.

**Weaknesses.** New partnerships and other forms of management/governance are needed to bring forward improvements elsewhere.

