

Artist Information Pack

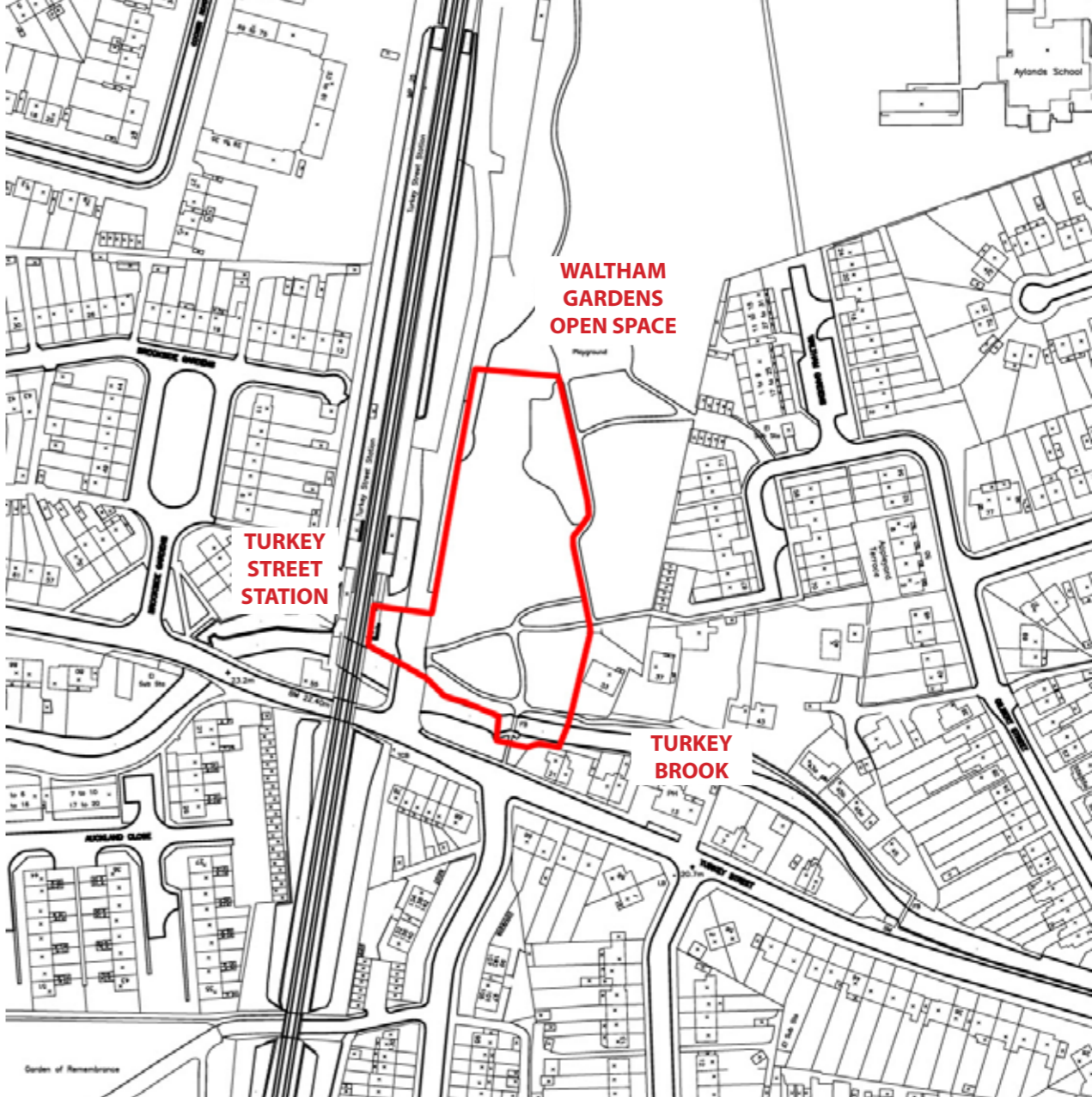
Public Art Commission for Turkey Street Gateway

INTRODUCTION

Turkey Street Station is located in the Turkey Street ward within the London Borough of Enfield. The station is situated opposite Waltham Gardens Open Space, and adjacent to Turkey Brook. Capital funding has been allocated by Enfield Council for improvements to the station forecourt and the open space opposite as part of the Council’s ongoing Gateway Project. The Gateway Project is an environmental improvement scheme to enhance the gateways into the London Borough of Enfield.

The Redevelopment and Environmental Works Group, Highway Services, Enfield Council have developed a new landscape design for the site. The proposal incorporates several key features including improved footways, lighting and landscaping to create better access routes and offer improved safety for pedestrians.

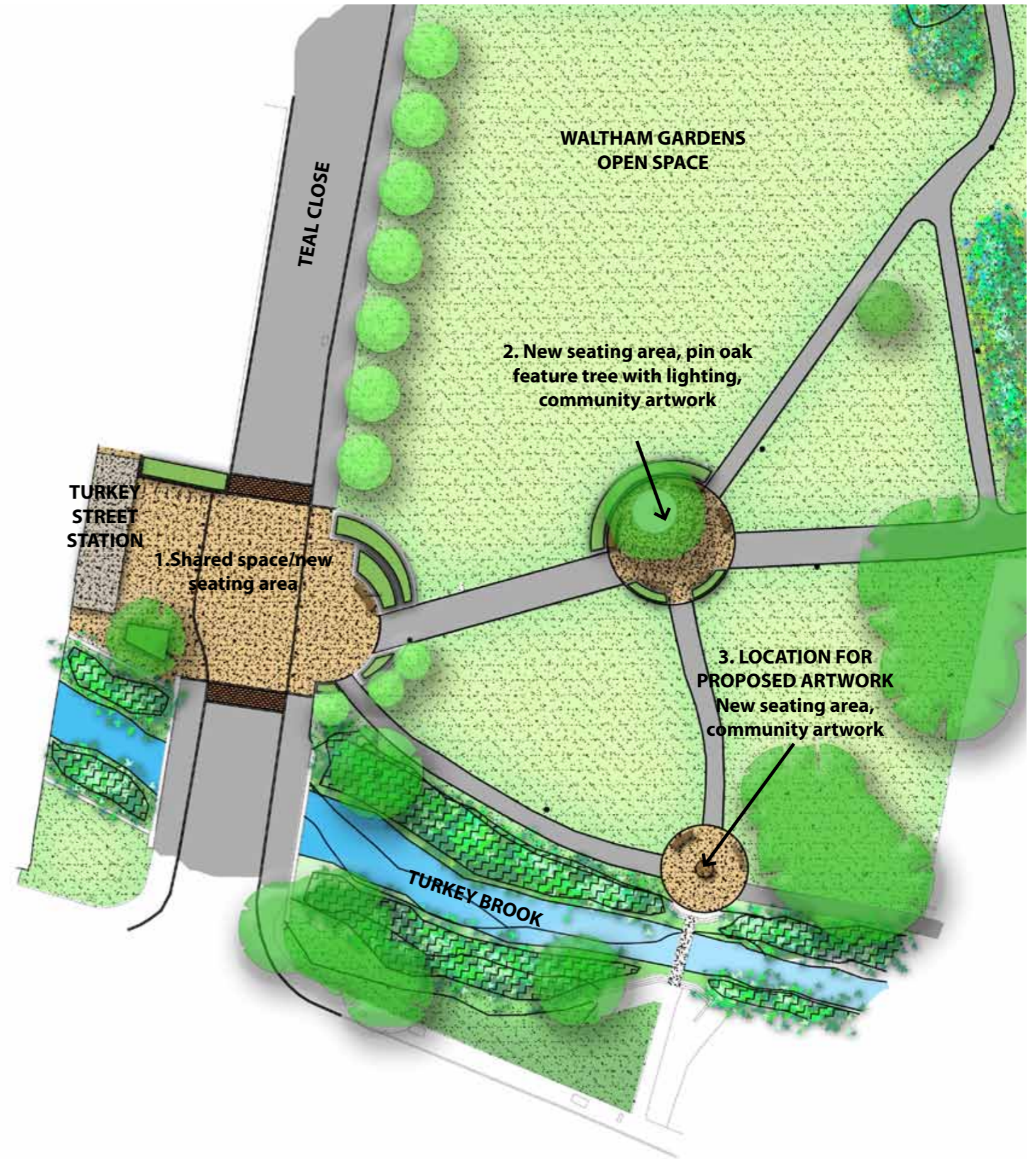
An innovative piece of public art which will form a focal point for pedestrians walking along Turkey Brook is sought to complement the landscape improvements. Enfield Council invite you to register your interest in designing this focal point, which will be permanently displayed at the site.



OVERVIEW: THE PROPOSED GATEWAY SCHEME

The successful design will form one of the focal points within the improved park. Key areas within the landscape design are listed below.

- A strong link between Turkey Street station and Waltham Gardens Open Space will be created through a shared space solution across Teal Close. A new seating area (1) is being formed at the park entrance, with raised planting areas, new trees and additional street furniture.
- A mature pin oak (2) was planted in 2010, to form a focal point and draw the eye into the park from Turkey Street Station. A new seating area is being created around the tree, and will include hardwood timber seating and informal play elements (refer to the Community Art Project section of this document)
- Turkey Brook, which flows eastwards from Potters Bar in Hertfordshire, passes through Enfield via Forty Hall and Turkey Street before joining the River Lea in the east. The brook runs along the site, with public footpaths linking to Enfield Highway in the east and Forty Hall in the west. As part of the gateway proposals, a new pedestrian bridge has been installed across Turkey Brook, and a circular seating area will be created adjacent to the bridge (3). **The proposed artwork will form the centre point for this seating area (see following page)**



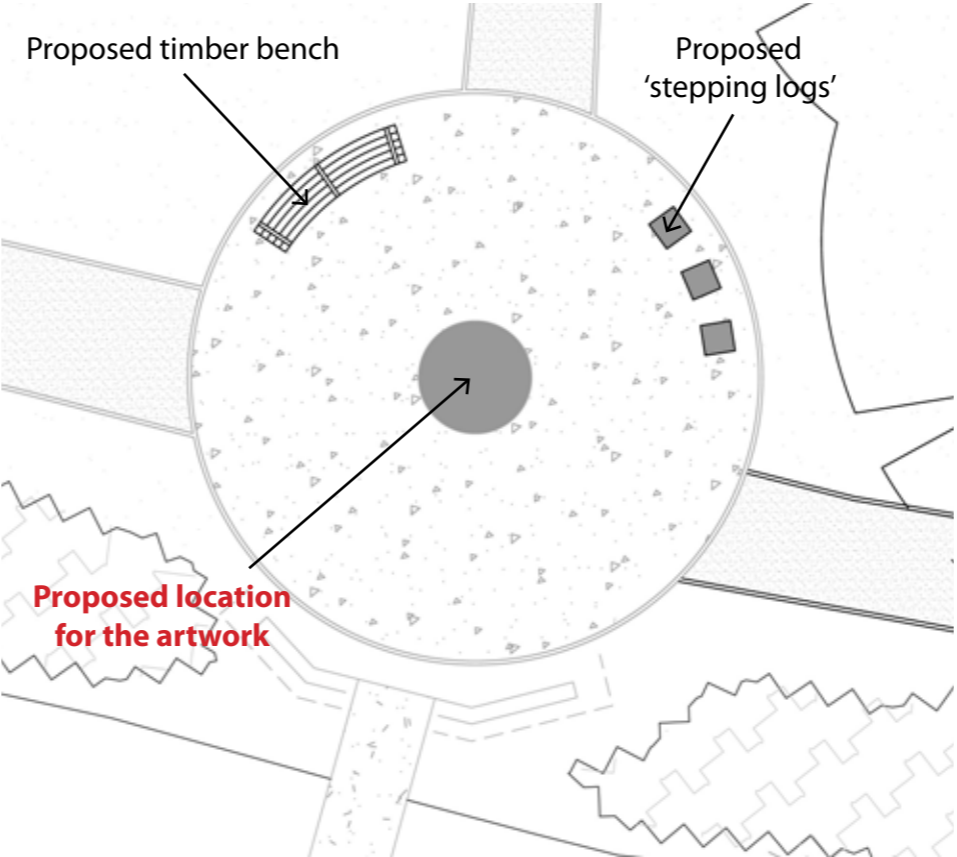
BROOK SEATING AREA

The successful piece of artwork will be set within the seating area, and will constitute a focal point for pedestrians walking along Turkey Brook.

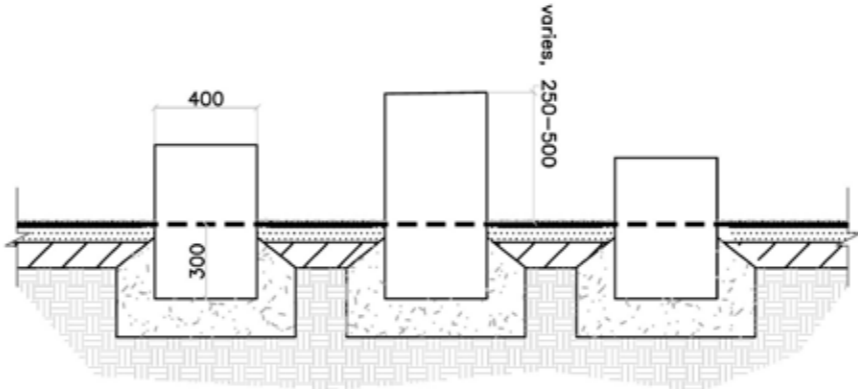
The area will be paved with buff resin bonded gravel to match other surfaces within the park. New hardwood timber street furniture and 'stepping logs' (functioning as informal play features) will be installed within the seating area.

The Redevelopment and Environmental Works Group has suggested a layout for the seating area, however artists are encouraged to comment and suggest alternative arrangements.

The site sits in close proximity to the Turkey Street Conservation area, and the successful artist will be required to develop a proposal which is sympathetic to its setting in terms of scale and materials.



Above: Timber seating with sandblasted community artwork (refer to the following page), set in a resin bonded gravel surface



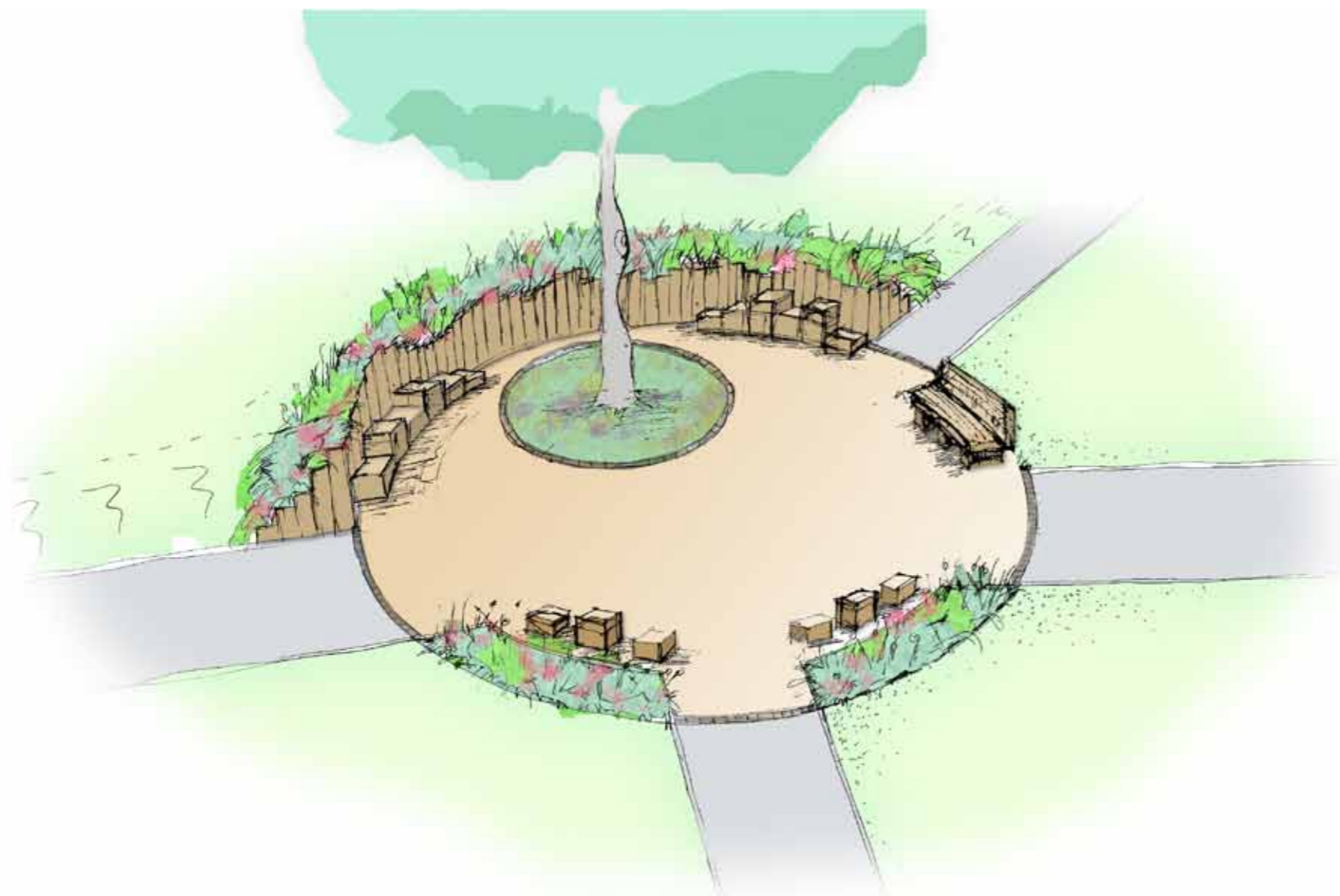
Above: General Arrangement Plan, proposed seating area - not to scale
Typical 'Stepping Log' Section - not to scale

Above: Images of the site at present

COMMUNITY ART PROJECT

Alongside this commission, a local art consultant will work with the community to create artwork and text to be sandblasted onto hardwood timber furniture and informal play elements, based on the theme 'Memories of Turkey Street'. This projects aims to give residents a sense

of ownership, to create pride and raise awareness and appreciation of the locality. The selected artist will be expected to coordinate their proposals with the art consultant, and all proposals will need to be sympathetic to works produced by the community.



Above:

Artist impression of the completed focal tree seating area, including timber furniture and playable elements with sandblasted images and text

Above:

- *Timber bollards to station forecourt, with sandblasted community artwork*
- *Examples of sandblasted community artwork*

LOCAL AREA HISTORY - EAST ENFIELD

East Enfield started out as a series of small hamlets strung out along the Hertford Road. In 1572 Enfield Highway was known as Cocksmiths End. Close by, but still separate, was the small settlement of Green Street. To the north lay Enfield Wash (then known as Horsepoolstones). The early settlement here lay on the west side of the Hertford Road.

On the east side ran Turkey Brook, which followed the road as far south as Bell Lane (The course was straightened in the early 19th century). The first recorded bridge over the brook dates back to 1759. The small settlement at Turkey Street was already well established. The 1867 O.S. maps show the area relatively little changed. Thin ribbon development along the Hertford Road had blurred the boundaries of the old settlements and there was a fairly consistent block of development stretching from Green Street to the junction with Welches Lane (Ordnance Road).

In 1839 there were coaches twice daily from the White Lion, Old Road to London. These were supplemented by other coaches from as far away as Hertford and Cambridge which stopped on their way to London. In 1840 the first section of the railway from London to Cambridge was opened as far as Broxbourne, but initially there were no stations between Ponders End and Waltham Cross. In 1855 Enfield Lock station (originally called Ordnance Factory) was opened. This was followed in 1884 by Brimsdown station. The Southbury Loop line (1891) gave the area another station, sited in Turkey Street. (This was originally known, somewhat misleadingly, as Forty Hill). However, this station lost its passenger service in 1909 as a direct result of tramway competition.

By 1831 the area had grown sufficiently to justify its own parish church (St James). Much of the early housing development was directly linked with the housing needs of the Royal Small Arms Factory. Ordnance Road and Hertford Road, Grove Road and Alma Road were developed from the mid eighteen-fifties. Medcalf Road and Warwick Road were built in the early eighteen-sixties. The Putney Lodge Estate (Mandeville Road, Totteridge Road etc.) was developed from 1867. By 1914 the Ordnance Road area had been fairly solidly built up. The Hertford Road was more or less continuously built up from St James Church to just south of Bullsmoor Lane.

Brickmaking was once a major industry in the area. The last brickworks (in Hoe Lane) closed as recently as the late nineteen-seventies. The Royal Small Arms Factory was built at Enfield Lock from 1814, coming into production in 1816. The factory was originally powered by waterwheels driven by the River Lea and both raw materials and finished weapons were transported by barge. The workers at the R.S.A.F. formed something of a working class elite in East Enfield, the factory had a trade union branch as early as 1855 and the workers were responsible for setting up the Enfield Highway Co-operative Society in 1872. The Brimsdown Power Station opened in 1903. The cheap and plentiful electricity supplies were to attract many other industries to the area.

Housing development resumed after World War I. By 1939 the area was substantially built up, but there was still a fair amount of open land left in the Hoe Lane and Turkey Street areas. The gap between Ponders End and Enfield Highway was finally closed. Two major council estates were developed: the Albany Estate (from 1926) and the Suffolks Estate (from 1930). Further council estates were built after World War II, in particular a major development on former market garden land between Turkey Street and Bullsmoor Lane.

Communications were greatly improved by the building of the Cambridge Arterial Road which had opened by 1924. Originally consisting of a single carriageway, a second was added in the mid nineteen-sixties. The road has become even more important since 1981 with the opening of a junction with the M25 motorway immediately north of Bullsmoor Lane.

The trolleybus routes along the Hertford Road gave way to conventional buses in 1961. Turkey Street station re-opened in 1960 with the completion of electrification from Liverpool Street to Bishops Stortford and Hertford East. The Lea Valley Line between Clapton and Cheshunt was electrified in May 1969. Historical maps indicate that Waltham Gardens has gradually developed from fields and farm land into a small small urban park as the surrounding area has become more densely populated, partly as a result of improved public transport facilities.

East Enfield today presents a very uneven picture. In the Hertford Road, Turkey Street and Green Street only a few buildings survive from the 18th century and earlier. The dominant impression, however, is of a slightly uneasy mixture of styles from mid Victorian through to the nineteen-seventies.

FOR DETAIL SITE HISTORY INFORMATION PLEASE SEE APPENDIX 1: "TURKEY STREET CONSERVATION AREA ENFIELD - CHARACTER APPRAISAL"

COMMISSIONING PROCESS

Artists are invited to submit an initial expression of interest by sending in up to 8 images (slides, CD ROM) and a list of recent work together with a CV and artist statement.

They also are required to complete the Tender Questionnaire which will be evaluated on a pass / fail basis.

Upon passing this initial assessment the project team together with an arts consultant will then short-list three artists based on the following evaluation criteria.

Essential selection criteria (45% of total evaluation score):

Please provide full and detached answers to the questions below and submit as part of your submission.

1. Please provide evidence of your experience of working on projects of a similar scale and nature.
2. Please provide evidence of your experience of procuring and managing installation of artwork in a public space.
3. Please provide evidence of your experience of community based artwork.

Responses to these questions will be evaluated in accordance with Table 1.

Table 1

Score 5	<p>COMPLETELY MEETS THE REQUIREMENT The bidder's proposal is comprehensive and demonstrates that they fully understand the requirement. They have supplied clear, detailed information and the evidence is unequivocal. The evaluation team is fully satisfied about the bidder's ability to meet the detailed criteria.</p>
Score 4	<p>ALMOST MEETS THE REQUIREMENT BUT NOT COMPLETELY The bidder has demonstrated a good understanding of the requirement. The evidence is clear and convincing with minor reservation(s) in one key area.</p>
Score 3	<p>MOSTLY MEETS THE REQUIREMENT BUT FAILS IN PARTS The bidder has demonstrated a reasonable understanding of the requirement. The evidence is fairly clear and convincing with minor reservations in two or more key areas.</p>
Score 2	<p>MOSTLY FAILS TO MEET THE REQUIREMENT BUT MEETS IN PARTS In the majority of the key areas the evidence is unclear and unconvincing but in others the evidence is clear and convincing. The overall response casts doubt on the bidder's ability to deliver the requirement.</p>
Score 1	<p>SIGNIFICANTLY FAILS TO MEET THE REQUIREMENT In virtually all key areas there is a lack of convincing evidence which casts serious doubt about the bidder's understanding of the requirement.</p>

The scores are added and then divided by the maximum available score and then multiplied by the evaluation percentage.

For example: Tender A scores 10 marks from the possible 15 of the 45% available under the category.

Tender A $10/15 \times 45 = 30\%$

Any tenderer scoring 18% or less will not progress to the next stage.

Artist Statement (55% of total evaluation score):

An assessment will be carried out based on how tenderers' have responded to this document in their artist statement, and accompanying information.

The next step:

A further detailed brief will then be provided to assist the successful artists in developing their proposals.

Each of the short-listed artists will be given a fee of £500 and asked to submit detailed proposals, including maquettes and concept designs.

They will also be requested to present their work to the commissioning group and answer questions relating to their designs.

The commissioning panel will consist of:

- Representatives from the project team
- Local councillors (subject to availability)
- An Arts Consultant

The successful artist will be expected to liaise with the project team and enter into a contract with Enfield Council so that the feature may be procured and installed. The major works on the site will be carried out by Redevelopment and Environmental Works Group (Highway Services). Furthermore, the selected artist will be expected to liaise with the art consultant for the community art project, and the Redevelopment and Environmental Works design team to coordinate proposals. Please note that the site sits inside the Turkey Street Conservation Area, and that planning permission may be needed. Artists may be required to prepare a planning submission, or prepare information for submitting to the Conservation Advisory group, in conjunction with the Council's Redevelopment and Environmental Works Group.

BUDGET

The total budget for the artwork is £15,000 (exclusive of VAT). The artwork budget shall not exceed this amount and shall cover all costs including:

- Artist's fee and expenses,
- Materials and fabrication costs
- Production and installation costs
- Insurance costs for the artist
- Any other works necessary to complete the scheme.

TIMESCALES

Deadline for expression of interest: 27 February 2012

Short-listing to three artists: 28-29 February 2012

Artist's notification: 5th March 2012

Presentations to the commissioning group: w/c 26 March 2012

Artist appointed: 30 March 2012

Completion date for installation of focal feature: w/c 14 May 2012

KEY CONTACTS

Dean Blunkell, Arts Consultant

Andrew Dodkins, Group Engineer, Redevelopment and Environmental Works

Hanna Salomonsson, Landscape Architect, Redevelopment and Environmental Works

Danny Hammond, Project Engineer, Redevelopment and Environmental Works

Kimberley Hall, Technical Assistant, Redevelopment and Environmental Works

For further information please contact Dean Blunkell on: 07762002991

Please submit your expression of interest either on a cd or as a hard-copy to:

For the attention of Kimberley Hall

PO Box 52

Highway Services

Civic Centre

Silver Street

Enfield

Middlesex

EN1 3XD