

Enfield Town Conservation Area Character Appraisal

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prepared by

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Historic environment policy and practice

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Enfield Town Conservation Area Character Appraisal

Review Summary

The Enfield Town Conservation Area character appraisal was originally adopted and published in 2006. It was reviewed during 2013 by the Drury McPherson Partnership. The appraisal now contains updated and corrected text and new photographs taken in early 2013. The original maps have been amended. The appraisal should be read in conjunction with the revised Conservation Area Management Proposals (in part 2 of this document), which contain management recommendations that flow from the revised appraisal.

Enfield town centre has undergone major redevelopment in several locations since the original Conservation Area Appraisal was produced in 2005/6, notably the construction of the new Palace Exchange mall to create another traffic-free retail area in the centre. There is a new residential development of 9 storeys fronting Southbury Road (outside the conservation area) and adjoining the rail station, changing the skyline radically in views from The Town. Other smaller developments having an impact on the town centre are the extension to the Library, and a new church on Cecil Road. A new mixed development at Burleigh Gardens, linking the Market and Church Street and demolishing the former cinema, although anodyne in design, has had a positive effect on both locations – the long dis-used former cinema at the Market end of the site detracted from the setting of the churchyard – and in providing a new way through.

Most of the new developments are, like Burleigh Gardens, not architecturally distinctive. The mixed development on the corner of Silver Street and The Town, on a former car park, continues the parade of shops on Silver Street in a style mildly imitative of Lloyds Bank next door. A new office development on Windmill Hill, on the site of a demolished Victorian school, is mundane in its design and contributes very little to the townscape and the important views across the open land.

There have been some welcome townscape improvements in the public realm; at The Town, there is a greatly increased area of pedestrian paving, and at Library Green, a new landscaping scheme acts as a setting for the boldly contemporary library extension and successfully links Church Street to the new library entrance.

However, despite new developments and public realm schemes, the appearance of many older properties in the rest of the Conservation Area – particularly at London Road and Church Street - shows little improvement, with continuing insensitive changes to frontages, such as intrusive signage and painting, and window replacement. The major problems for the Conservation Area continue to be those identified in the original appraisal; dominance of traffic on the ring road, inappropriate treatment of shop and residential frontages, and poor quality small car parks.

1 INTRODUCTION

1.1 Conservation areas

- 1.1.1 Conservation areas are areas of ‘special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’¹ and were introduced by the Civic Amenities Act 1967. Designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area². In fulfilling this duty, the Council does not seek to stop all development, but to manage change in a sensitive way, to ensure that those qualities which warranted designation are sustained and reinforced rather than eroded.
- 1.1.2 Conservation area designation introduces a general control over the demolition of unlisted buildings and the lopping or felling of trees above a certain size. However, it does not control all forms of development. Some changes to family houses (known as “permitted development”) do not normally require planning permission. These include minor alterations such as the replacement of windows and doors, or the alteration of boundary walls. Where such changes would erode the character and appearance of the area, harm local amenity or the proper planning of the area (for example, by damaging the historic environment) the Council can introduce special controls, known as Article 4 Directions, that withdraw particular permitted development rights³. The result is that planning permission is required for these changes.

1.2 The purpose of a conservation area appraisal

- 1.2.1 A conservation area character appraisal aims to define the qualities that make an area special. This involves understanding the history and development of the place and analysing its current appearance and character - including describing significant features in the landscape and identifying important buildings and spaces. It also involves recording, where appropriate, intangible qualities such as the sights, sounds and smells that contribute to making the area distinctive, as well as its historic associations with people and events.
- 1.2.2 An appraisal is not a complete audit of every building or feature, but rather aims to give an overall snapshot of the area. It provides a benchmark of understanding against which the effects of proposals for change can be assessed, and the future of the area managed. It also identifies problems that detract from the character of the area and potential threats to this character.

¹ Planning (Listed Buildings and Conservation Areas Act) 1990 s.69

² *ibid*, Section 72

³ Replacement Appendix D to Department of Environment Circular 9/95 (November 2012, DCLG)

1.2.3 This appraisal of the Enfield Town Conservation Area (hereafter referred to as the Conservation Area) supports Enfield Council's commitment in the Enfield Plan (Core Strategy), and its duty under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to prepare proposals for the preservation and enhancement of conservation areas and to consult the public about the proposals. The assessment in the appraisal of the contribution made by unlisted buildings and other elements to the character of the Conservation Area is based on the criteria suggested in English Heritage's guidance *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011), reproduced in Appendix 6.2 to this document.

1.3 Conservation in Enfield

1.3.1 Since the 1870s, Enfield has developed from a modest market town surrounded by open country and small villages to a pattern of suburbs on the edge of London. This transformation was triggered by the advent of suburban railways and took place in a piecemeal manner, with former villages being developed into local shopping centres and industries being developed along the Lea Valley. Conservation areas in Enfield reflect this pattern of development, including old town and village centres, rural areas centred on the remains of former country estates, examples of the best suburban estates and distinctive industrial sites. Some of the smaller designated areas are concentrated on particular groups of buildings of local importance.

1.3.2 In October 1968, the first part of the present Enfield Town Conservation Area, Gentleman's Row and its surroundings, was designated. This was enlarged to become the Enfield Town Conservation Area in 1972, and extended again in 1983 and 1984. To the north of the Conservation Area, within the Gentleman's Row and Chase Side/Chase Green area, an extensive Article 4(2) direction restricts permitted development rights relating to development and various minor operations within the curtilage of residential properties. The principal streets covered by the direction are Gentleman's Row, parts of Chase Side, Chase Side Place, Holly Walk, and River View. An Article 4(1) direction adopted in 2004 for The Town removes the permitted development rights of commercial property owners to paint without planning permission the principal elevations of their properties. Additional Article 4(2) directions at two further locations, Chase Side Avenue, overlooking Chase Green at its northern end, and the New Town at Essex Road, Sydney Road and Raleigh Road, came into force in 2006.

1.3.3 Major new development has taken place in the town centre since the appraisal in 2005, to provide the Palace Exchange mall as Phase II of the Palace Gardens shopping mall. This occupies the site previously used for

ground level car parking to the east of Phase I, and links to London Road to the east.



Figure 1: Palace Exchange shopping mall, rear (left); entrance (right)

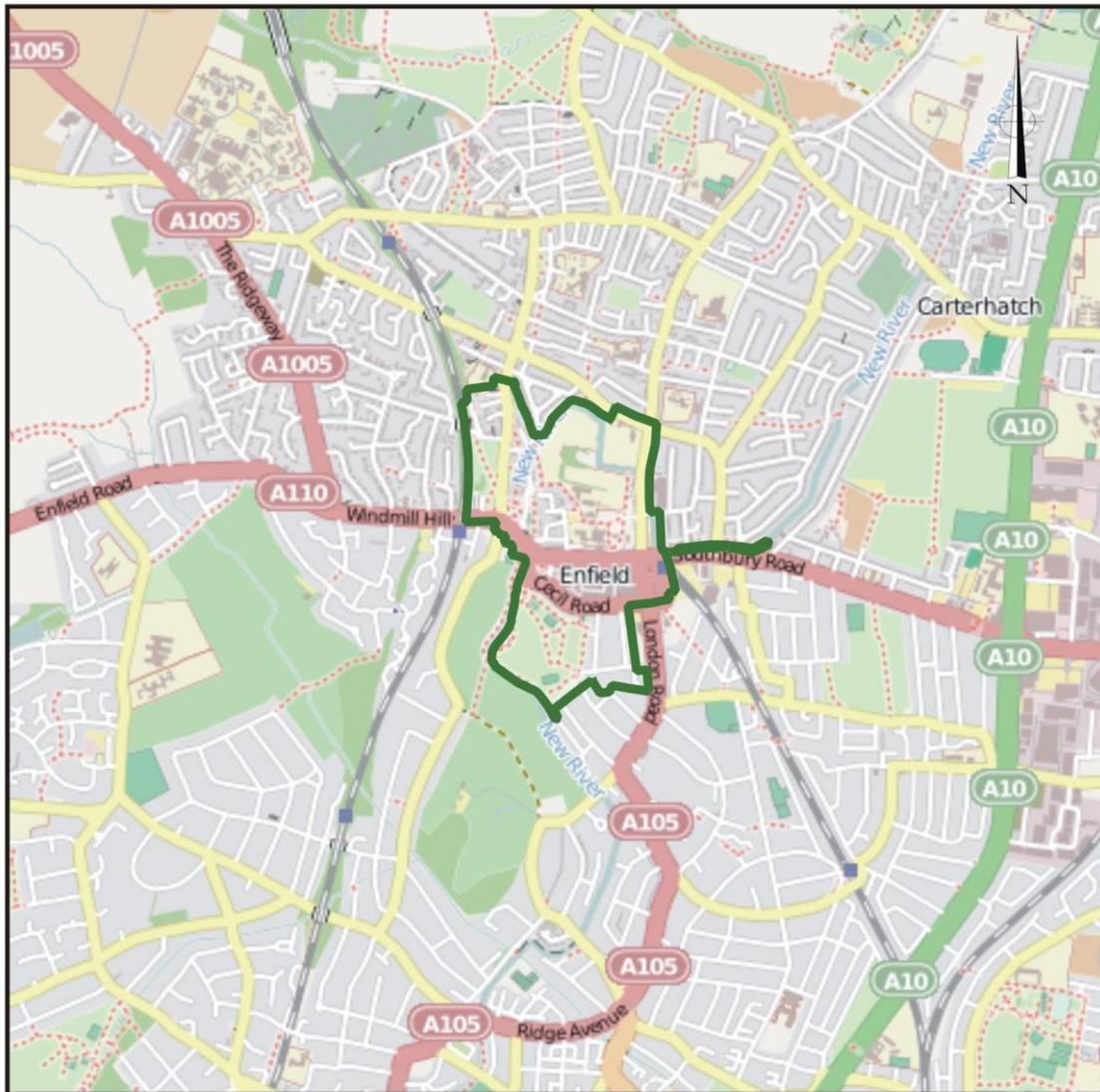
1.4 Planning policy framework

1.4.1 The legal basis for conservation areas is the Planning (Listed Buildings and Conservation Areas) Act 1990. National policy guidance is provided by the National Planning Policy Framework (NPPF) published in March 2012, which inter alia requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment. The Enfield Plan sets out a basic framework of conservation policies (Core Strategy: *Core Policy 31: Draft Development Management DPD: Draft DMD 44*) for all areas.

2 APPRAISAL OF SPECIAL INTEREST

2.1 Location and setting

2.1.1 The Enfield Town Conservation Area is located at the junction of a major route and a local route through the Borough; the north/south route, of Roman origin (Ermine Street, now the A105), and the east/west route from Ponders End via Southbury Road and Windmill Hill to Oakwood. The town centre, the heart of the Conservation Area, is at their crossing. Enfield Town is not the largest, but it is the most densely built up, of the Borough's conservation areas; nevertheless, it contains substantial areas of open land within its boundaries - including the last remains of Enfield Chase - and could therefore be seen as a microcosm of the Borough itself, which contains both densely built areas of residential development and open countryside in agricultural use on the northern edge of Greater London.



Enfield Town Conservation Area Character Appraisal: location map

— Conservation Area boundary

Figure 2: Location map

2.1.2 The Conservation Area constitutes the commercial and historic focus of the Borough, and is defined by clear topographical features on the northern and southwest sections of its perimeter, separating it visually from its setting area. The south western edge follows the New River, separating Town Park from the golf course, as does part of the northern edge, where post war development abuts the wide open spaces of the schools' playing fields. To the northwest, the railway embankment and its dense tree belt form another clear edge, although once more open land - Chase Green - forms the territory within the boundary. On the long eastern boundary, the edge of the Conservation Area is less obvious, segueing into inter-war and post-war development that is principally residential outside the immediate commercial elements around the rail station and London Road.

2.2 Historical development

2.2.1 The earliest documentary evidence for settlement in Enfield Town is from 1267, where it is referred to as Enfield Green – the location now known as The Town. This triangular space led westwards from the Roman Ermine Street, thought to be on the line of the present-day Silver Street and London Road. A church existed on or near the site of St Andrew's from about 1086. The Lord of the Manor was granted a weekly market in 1303, and mid 14th century surveys record shops and stalls around the green (now the Market Place). At that time, most of the parish was woodland, part of which had already been enclosed by 1223 and later became known as the Old Park, to distinguish it from the much larger Enfield Chase, an extensive hunting ground of about 8000 acres. By 1572, the Chase covered most of the western half of the parish, and the boundary between this and Old Park followed the line of what is now Gentleman's Row and Chase Side to the north of the town centre.

2.2.2 By the 16th century, there were houses on both sides of the green, as well as the substantial manor house later to be known as Enfield Palace. Most settlement was concentrated in the eastern part of the parish, but, by 1664, there were 200 houses in Enfield Green ward, which contained Enfield Town. The market place was established in 1632, and the town began to take on its modern layout. Enfield Grammar School, first established in about 1508, was in its present building by 1598. Agriculture was the main industry, with some malting and tanning; by 1572, common arable fields, first recorded in the 13th century, occupied the area to the east of the main road and enclosures of the 16th century were on the fringes of these. By 1656, Enfield Town had spread westward along Church Street as far as The Chase, northward along Silver Street, and south along London Road, but many of the large houses of this period were later demolished.

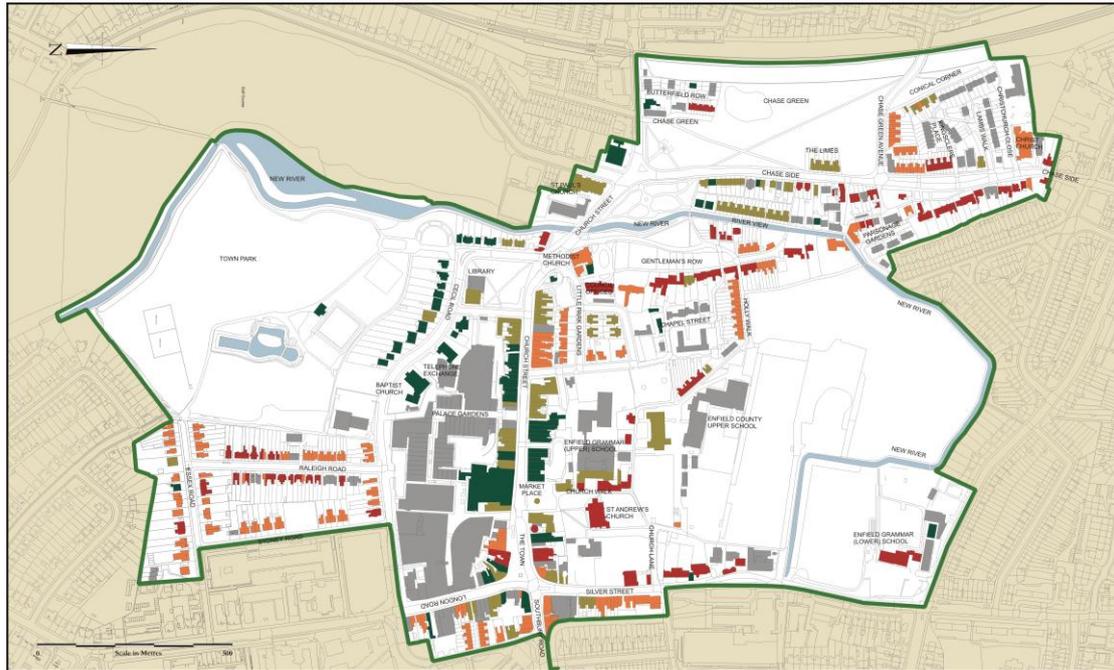
2.2.3 John Roque's map of 1754 shows a nucleus of development around Enfield Green, commensurate with a small market town, with buildings along London Road, Silver Street and Gentleman's Row. The path facing The Chase on its eastern side became known as Gentleman's Row in the 18th century, when substantial brick villas began to be built to accompany the isolated timber framed houses along the path. With the enclosure of the Chase in 1803, the path became a through road and, throughout the 19th century, gradually became built up on both sides, with Chase Green as the only remnant of the Chase. In Silver Street, another ribbon of building ran north, with substantial houses on the west side built in the 17th and 18th centuries including the vicarage and Enfield Court, on the northern border of the Conservation Area. There was little other development in the sector between Church Street, Silver Street and the New River. An important feature in the Conservation Area, topographically and historically, the New River was constructed between 1604 and 1613 to

bring a supply of drinking water into London from springs in Hertfordshire, taking a loop through Enfield Town. Many loops in the route, including this one, were subsequently cut off and the water culverted or piped to provide a more direct route; the Enfield Town river section survived in poor shape until the late 20th century, when it was restored and improved.



Figure 3: Kings Head PH, at the Market

- 2.2.4 Most of the surviving buildings in the town centre date from the later 19th and early 20th centuries, a time of major expansion in Enfield Town, reflecting the commercial and civic confidence of the Victorian and Edwardian periods, and the needs of the surge of new residents following the full development of the railway and tramway systems.
- 2.2.5 By the time of the first edition of the 1:2500 Ordnance Survey map in 1866, Enfield had grown into a medium-sized town complete with gas works and a railway station. Residential development in the 'New Town', south of the The Town, began in 1853 when Cecil, Raleigh, Sydney and Essex Roads were laid out as a self-contained grid parallel and to the west of London Road, although development was slow until the last quarter of the 19th century.
- 2.2.6 The railway station at Enfield Town was opened in 1849, as the terminus of a branch line; but the influence of the railway is also felt in the Conservation Area in the form of the route constructed by the Great Eastern Railway Company at the turn of the century as a continuation to Hertford and Stevenage, which traverses Chase Green on its western edge on an embankment.



Enfield Town Conservation Area Character Appraisal: building age

— Conservation area boundary
 ■ Pre-1867
 ■ 1867-1896
 ■ 1897-1914
 ■ 1915-1935
 ■ 1936-1959
 ■ Post 1959

Figure 4: Building ages

2.2.7 The pattern of development in the town in the late 19th and early 20th centuries was influenced by the location of the estates and grounds of large houses from the 16th, 17th and 18th centuries, which survived within the town into the late 19th century and early 20th century. The grounds of the ‘Old Palace’ (its remains by then a school) in Church Street were developed in 1898 for Palace Gardens, an estate of large semi-detached villas, and the Palace Gardens shopping parade; later, in 1928, Pearsons’ department store was built on the site of the Old Palace. Chase Side House grounds became the Town Park and Library Green (and the Enfield Central Library), when Cecil Road was extended to join up with the western end of Church Street.

2.2.8 In Church Street, Percy House became the site of the post office, and Burleigh House the site of shops and the cinema. Commercial development from the decades between about 1880 and 1910 – banks, stores, shopping parades and public houses – and civic buildings, such as the court house, the central library and the post office, with considerable numbers of large churches and chapels, now constitute the established character of the town centre.

2.2.9 The town’s parks - Chase Green Gardens and the Town Park – also date from this period. The most noticeable contributions of the later 20th century to the setting of the Conservation Area are the office developments of the 1960s and 1970s, the largest being at the Civic Centre, Tower Point and the western end of Church Street; the major shopping precinct at Palace Gardens, which in 1982 replaced the residential estate of

that name; and the new and extended school buildings in the northern sector.

2.2.10 A major extension to the main library was built in 2010, and a new church, the Evangelical Free Church, on Cecil Road; Palace Exchange, Phase 2 of the Palace Gardens shopping mall, was recently completed.

2.2.11 The growth of vehicle traffic (and its management measures) has been a later 20th century phenomenon which, unlike major redevelopment, has happened incrementally, but has rapidly changed the logic, perception and appearance of the town. The proliferation of ground level car parks is perhaps the major legacy of the 20th century. Fortunately, the scheme for an inner ring road in the 1960s, which would have destroyed large areas of historic fabric, was averted before too much demolition could take place. A scheme for a much increased paved area at The Town in 2013 has improved its appearance and reduced the dominance of traffic in that area..

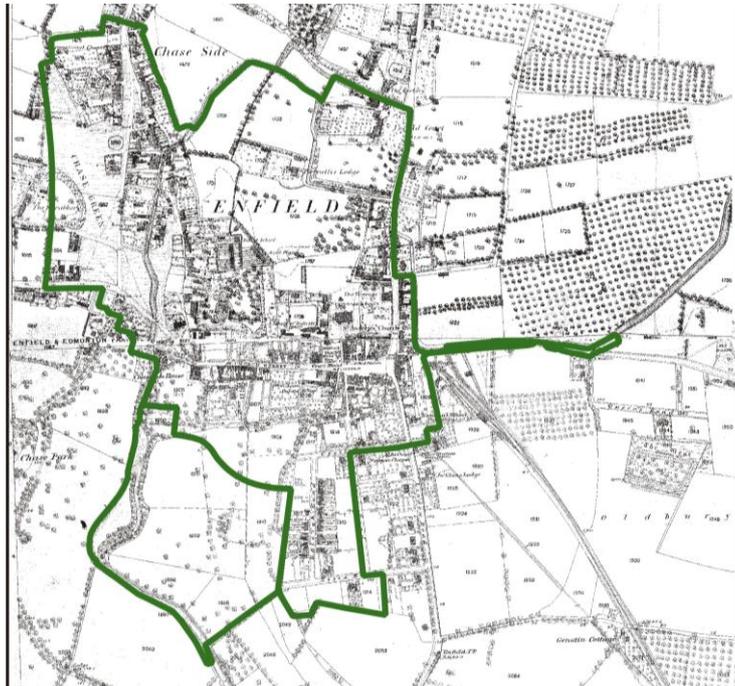


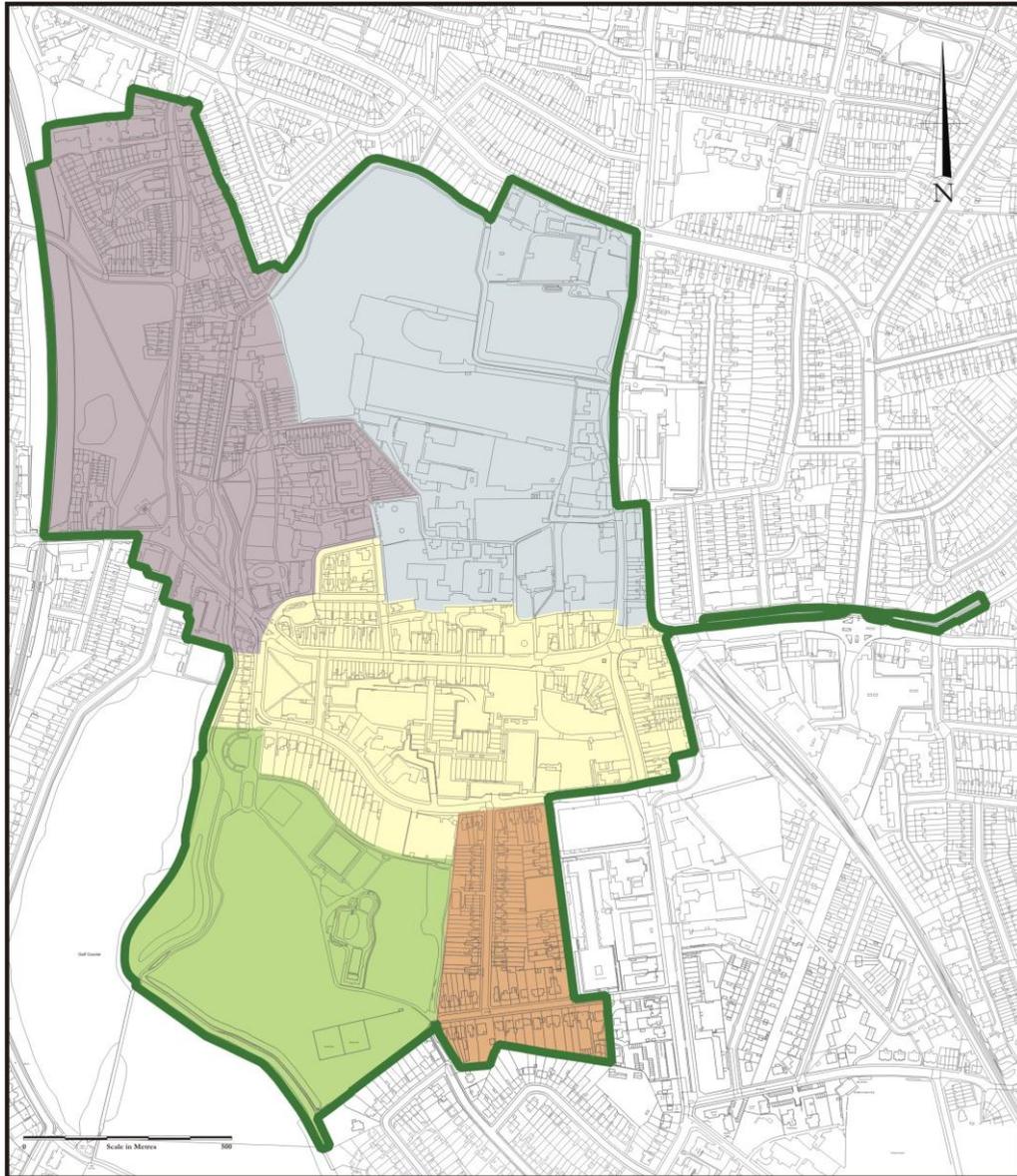
Figure 5: Enfield, Ordnance Survey 1886

2.3 Archaeology

2.3.1 There is an Area of Archaeological Interest protecting the historic core of the town centre – Saxon to post-medieval - which has not been changed following the 2012 review to the 1994 UDP designation.

2.4 Identification of character areas

- 2.4.1 The character area boundaries in a complex and layered urban environment are inevitably subjective in places, and based not just on architectural or historic characteristics, but on the dynamic experience of the area – how it is perceived when walking or driving through, and when perceived ‘boundaries of experience’ are crossed. This includes such sensations as awareness of enclosure or openness, and degrees of noise or activity, which provide edges to areas just as much as map-based boundaries, or changes of use. Some key elements and landmarks link the sub-areas and have an ambiguous allegiance; St Andrew’s Church, for example, is visually and historically part of the town centre through its link with the market, but its immediate hinterland is perceived as related to the open spaces in the school environs. Similarly, Gentleman’s Row forms a visual continuity with the north-western perimeter of the commercial centre, but its generous green setting links it to Chase Green. The south-east side of Silver Street is visually part of the town centre, but the age and character of the development on the west side ties it to the church/school setting.
- 2.4.2 For the purpose of character analysis, the Conservation Area has been divided into the following character areas:
1. Town centre, and New River eastwards
 2. The New Town (Raleigh Road, Sydney Road, Essex Road)
 3. Chase Side, Chase Green and Gentleman’s Row
 4. Enfield Grammar/County schools, playing fields and Silver Street
 5. Town Park and golf course



Enfield Town Conservation Area Character Appraisal: character areas



Figure 6: Character areas

2.5 Spatial analysis

- 2.5.1 The Conservation Area encompasses five sub areas of very different character. This configuration arises principally from the presence of large expanses of open land on three sides; the school playing fields to the north-east, the Town Park to the south and south-west, and Chase Green (a registered village green) to the west and north-west. The shopping and commercial area, focused on The Town, the Market, Church Street, and the Palace Gardens and Palace Exchange malls, is thus constrained by an informal green swathe on three sides that provides clear boundaries and gateways and dominates many of the views out of the town centre. Notched in between are separate residential areas focused on Raleigh, Essex and Sydney Roads ('Enfield New Town'), Gentleman's Row and Chase Side.
- 2.5.2 Unfortunately, the Conservation Area is also divided in a less beneficial sense by the gyratory road system, which has made divisions between areas formerly linked - such as the New Town and Town Park, and the town centre, now divided by fast one-way traffic in Cecil Road - and has affected the character of shopping streets, particularly The Town and Church Street. The combination of the bulk of the Palace Exchange development and other large buildings, and wide roads with fast moving traffic on the London Road/Cecil Road circuit, imposes a change of scale and character, very much at odds with the compact and traditional nature of the centre. and severs the strong link that the New Town once had with The Town via the route along Sydney Road.
- 2.5.3 Many otherwise attractive views out of the town centre are dominated by three high buildings: Tower Point to the south, the more modestly detailed Civic Centre to the north, and the new nine-storey Southbury Rd development (outside the Conservation Area, but highly visible within it) which are out of scale with the unpretentious and primarily two to four storey residential and commercial areas within the Conservation Area.



Figure 7: Southbury Road, new development

2.5.4 The ‘gateways’ to the Conservation Area are important, especially at those points where there is no topographical boundary, and vary considerably in quality and interest; these are discussed in the analysis of each sub-area. The approach from Enfield Town rail station is unattractive, for example, but those from the north-west across Chase Green and down Windmill Hill are fine and dramatic.

2.6 Character Area A: The Town Centre



Figure 8: The Market, from entrance to Palace Exchange Mall

- 2.6.1 Character Area A includes The Town and market, Church Street and its frontage properties westwards to the Methodist church; Sarnesfield Road; ancillary residential areas at Little Park Gardens; Cecil Road, the northern part of London Road, Genotin Road and the Palace Gardens precinct.

Spatial analysis

- 2.6.2 This character area is the heart of the Conservation Area. The market square and the unusual elongated triangle called The Town are not only evidence of early origins, but distinctive spaces in their own right, in contrast to the streets to which they connect. The market-town character of Enfield town centre radiates from this hub; the mediaeval core is overlaid with a few 18th century survivors, but mainly now with everyday, good-quality buildings of late 19th century and early 20th century commerce and public life. Banks, the post office, shopping parades, public houses, the court house and the central library form a lively and visually varied centre, heavily interlaced with a dense 20th century traffic gyratory, which now dominates every visual and aural impression. But open space is very close on three sides, and the churchyard provides an introduction northwards to the calmer and quieter enclaves of the schools and their playing fields close behind, bounded by the properties between Silver Street and Church Lane. Similarly, traffic-dominated Church Street inclines to the west, to spill out into a sequence of open spaces increasing in scale, from Little Park to Chase Green Gardens and then to Chase Green; consequently, the important vista westwards along Church Street from The

Town is closed by a substantial backdrop of trees. Cecil Road borders Town Park, with glimpses of the late 19th century residential enclave of ‘Enfield New Town’, bounded by Sydney Road and Raleigh Road, ensuring that the town centre is well knitted into its residential setting.

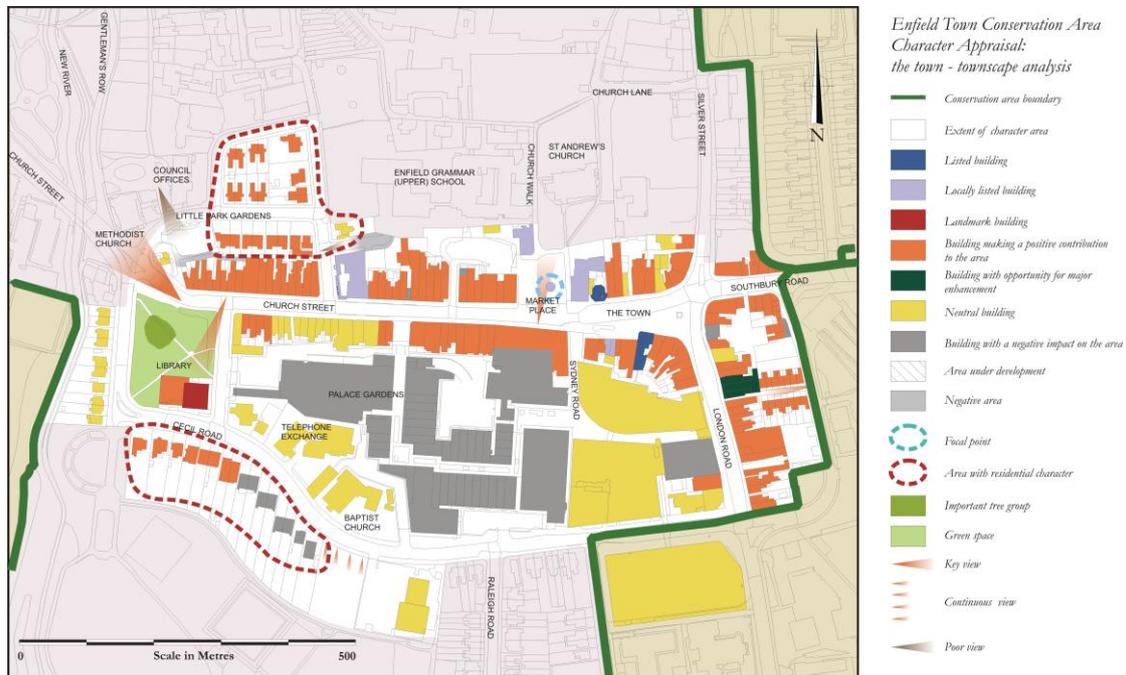


Figure 9: Townscape analysis

Character analysis

The Town and the Market Place

2.6.3 The Town has retained the medieval street pattern and its focus on market and church, with the market place, St Andrew’s parish church and the grammar school still reflecting some of the ambience of a market town. The attraction of the market place area lies in the juxtaposition of six very individual buildings, forming an enclosure that allows their distinctive personalities free expression. St Andrew’s Church, the King’s Head public house, Barclay’s Bank, Market Chambers and the market house stand as representatives of most of the town’s past or present communal preoccupations, quite apart from their diverse scales and styles. The former Rialto Cinema, long disused by the time it was demolished, has been replaced by a new corner building which is part of the L-shaped Burleigh Gardens development of shops and flats between the Market and Church Street. Most of the pre-19th century buildings (including the only statutorily listed buildings, the Vestry Office and 3-4 The Town) and locally listed buildings in the town centre are located in The Town.



Figure 10: Burleigh Gardens, from the Market

2.6.4 Development in this part of the town centre has been incremental, and consequently buildings from many periods have survived; the rich variety of ages and styles is a key element contributing to the special interest of this character area. The main impression is of confident late 19th century commercial buildings, and those designed as banks and public houses still tend to dominate the townscape, resplendent in red brick, with details such as timbered or pedimented gables, dormers, cupolas, stone dressings, and elaborate chimneys. Barclays Bank (built as London & Provincial Bank, 1897), Lloyds TSB (1-2 Southbury Road), the King's Head, 1899, and The George public house (5 The Town, 1895) are all good examples. The five storey no. 6-7 The Town – originally a bank - challenges Barclays across the crossroads today as it did in 1902. But there is an intermixing with less exuberantly detailed Victorian buildings to balance this, many stuccoed and with a plainer roof-line; and there are conservative inter-war designs such as the Halifax and HSBC Banks, 3-7 London Road, 23-24 The Town and Market Chambers.



Figure 11: New development, Southbury Road

Church Street

2.6.5 In Church Street, the impression is of less ambitious heights, with Pearson's department store, the post office of 1906, and two turreted corner blocks framing the entry to Palace Gardens, as the highlights. The post office forms an excellent corner group with its lower annexes around a yard with good wrought iron gates, complemented by a well-sited mature tree. Unfortunately, the modern plastic signage fails to complement the character of the frontage. The main building's west elevation into the yard provides a focus of interest on the approach from the west. In contrast to The Town, where styles and dates change from building to building, Church Street's distinctive character derives from its numerous red brick 'parades' of shops from the late 19th and early 20th centuries.

2.6.6 The well-detailed upper storeys redeem the generally low standard to which the shop-fronts below have descended. These parades are all of different architectural character – there are four groups on the north side, of seven units, four units, eight units and ten units respectively, and one major four storey group on the south side extending all the way from Pearson's store to beyond Palace Gardens. Perhaps the most interesting is the development at nos.1 –13, in two groups framing either side of the entrance to Burleigh Way. It dates from about 1916 and is in Jacobean domestic style, with good brick and tile detailing; the return elevations into Burleigh Way are consistent with the frontage, and therefore add to the interest of oblique views along the street. Burleigh House, an important early 17th century mansion with its entrance from Church Street, formerly occupied the site and this may have inspired the design. The group deserves to be included in the local list.

- 2.6.7 Towards the west end of Church Street, the differences between the parades are mainly in their first and second floor window treatments. After the post office, nos 31-45, a long parade of eight shops built in the 1890s has attractive gothic arches to its first floor paired sash windows, with rosettes and fluted pilaster detailing. A further sequence of ten shops, nos. 47-63, dating from 1907, has mullioned and transomed three-light casements. On the south side of Church Street, there is only one significant group, nos 8-30, formerly known as Palace Parade from the site's previous occupant, the Old Palace. This group of 1898, more imposing than the north side of the street, has highly decorated gabled dormers and hexagonal turrets to the corners at the entrance to Palace Gardens, (the name of a late 19th century, now-demolished residential development), and forms an effective entrance that, with its street trees, acts as a focus. The south side's western end was redeveloped in the 1930s with buildings of less interest, and Pearson's at the eastern end dates from 1928. Pearson's retains an architecturally dull, but imposing, presence in the street scene, and provides a counterweight to the varied townscape around the market place on the other side of the street.
- 2.6.8 These parades all achieve a family resemblance through the use of red brick (although some facades have later been rendered) and stone dressings. Most retain a good approximation of their intended appearance at upper floors, although the shop frontages and fascias have retained only some pilasters and brackets and, with few exceptions, have inappropriate materials, poor proportions (very deep fascias, no stall risers), and crude detailing and colours. At No.57 - currently 'Mexicana' – the stonework of the upper floors' window surrounds have been painted in brown (*shown in Figure 18*), disrupting the cohesion of the terrace's upper floors. Outside the Post Office, a tall stout CCTV column on the pavement detracts from the general effect, despite its heritage-style gold band, and plastic signs added to the façade of the post office are inconsistent with its character.
- 2.6.9 At the western end of Church Street, Sarnesfield Road runs south and is bounded on the west side by Library Green, but the east side is dominated by a service entrance to the Palace Garden shopping mall. This creates an ungainly cavity in the street frontage, emphasised by the presence at its corner of the sole remaining unit of a former mews to the late 19th century residential development which predated the mall. The elevation to Sarnesfield Road has a modern restaurant at ground floor and a painted brick façade with a Dutch gable above. Behind, the building previously retained some evidence of its origins with a first floor hayloft door, but this has now been filled in with brickwork and an unsympathetic window. (*shown in figure 1*).

Little Park Gardens

- 2.6.10 This small residential area, which includes the Little Park Gardens car park with its imposing mature tree, the redundant car park opposite awaiting

development, the grammar school playground and the bus station, was built in the late 19th and early 20th century in the former grounds of Little Park, purchased by the Council in 1888. There are well-built semi-detached houses with arched porches, and some detached villas from the late 1880s, no. 3 (The Hollies) being a good example. At the Church Street junction, there is a jolly group of listed red phone boxes (unfortunately neglected and in poor condition) and the quirky 1930 Howard's Chambers on the opposite corner has an attractive first floor oriel window (Figure 12) and arch detailing, but the entrance is disfigured by signs. Until recently, there has been pressure to convert to commercial use, but there are indications that a reversion to residential use is under way. This should be supported, if proposed designs and materials are sympathetic to the Conservation Area.



Figure 12: Howard's Chambers (left) and The Post Office (right), details

- 2.6.11 This junction deserves better in the way of street furniture and hard landscaping and, with a good quality paving scheme, could become a focal point in the street to match the entrance to Palace Gardens on the south side.
- 2.6.12 The character of the residential streets here is badly affected by their setting. The bus station, with its concrete block paved surfaces, noise and pollution, is a poor neighbour to Little Park and Little Park Gardens; next to this are the shabby rear boundaries of nos 51 – 63 Church Street. It is particularly unfortunate that this prospect closes the view south along the path which is the southern continuation of Gentleman's Row. The two car parks (including one now closed), with poor quality barriers and signage, detract from the street's setting. Planning permission has been granted for a residential development in Wilford Close, which is currently also a negative element; it combines a rear entrance to the grammar school with a

service yard access, with poor quality fencing and an uncared-for appearance.

Cecil Road

2.6.13 The function of Cecil Road, which forms the southern and western boundary of this character area, has changed considerably since it was laid out in the 1850s. Originally a cul de sac (terminating in open land as Essex Road does now), and part of the New Town grid, it was built up on both sides by the end of the century. With the demolition of Chase Side House, the road was extended to join the western end of Church Street in 1900. The Enfield Central Library, a Carnegie library in English baroque style, was built in 1912, the intention originally being for a major civic development on the site. The library was given a bold and elegantly simple extension in 2010, with an entrance from re-landscaped Library Green, and a well-detailed stone façade to Cecil Road, which complements the original library frontage.



Figure 13: Library, 2010 extension

2.6.14 The 1935 OS map shows Cecil Road fully built up, with substantial villas on long plots; those on the site of the new Evangelical Free Church, and the re-development site, were demolished in the late 1980s. Of the remaining houses, most have suffered damaging alterations, and have front gardens poorly converted to parking areas.

2.6.15 Although the majority of Cecil Road's houses survive and provide the backdrop to a fine view across Library Green from Church Street, and a setting for the Baptist church and the library, it is only at the western end where the road narrows that its attractive domestic character is fully evident. The road's eastern end suffers from heavy traffic, the dominance

of the service side of the Palace Gardens mall, and the mainly blank-walled bulk of Palace Exchange. However, the New Town houses facing Cecil Road at the end of Raleigh Road and Sydney Road make an important contribution to the townscape and character of Cecil Road. Towards the western end of Cecil Road, the street trees have an important role in moderating the effects of heavy traffic.

2.6.16 *London Road, Southbury Road and Genotin Road* London Road was originally a through-route, but the gyratory system means the road is dominated by major junctions. The east side, nos 2 - 46 (even), is all small shops, built in the last quarter of the 19th century in short terraces, but now with very poor quality shop fronts, although no 24 is an honourable exception. But it is possible to discern the original detailing of the buildings in the floors above, since most of the groups retain one example of a near-original feature. Nos 14-22, for example, is an early 19th century terrace of five, with much disastrous remodelling and replacement of windows and painting of brickwork. No.14 retained its sash windows under red-brick arches in 2005, but these have now been replaced by uPVC; the remnants of similar windows in the other properties can also be traced. The west side of the street has fewer potentially good buildings, and is dominated by a 1950s former Woolworth's, but nos 29 - 31 makes a positive contribution with a Dutch gable. The street has potential for enhancement to counterbalance the larger chain-stores in the Palace Gardens and new Palace Exchange malls.



Figure 14: London Road; poor quality windows and shop-fronts

2.6.17 Genotin Road defines the eastern boundary of the Conservation Area, and its junction with Southbury Road forms the approach to the town centre from the rail station. It derives most of its character from the view into Genotin Terrace, built in the early 1890s. This is an unusual - for this area - small-scale urban space, enhanced by its little front gardens; many properties are in office use, but the mixture with those remaining in residential use ensures a varied street scene and plenty of activity. Genotin Road has a poor environment - a large single storey shop at its north end with a giant fascia, and several service yards. Genotin Terrace has suffered many badly designed window and door changes, which detract from its overall pleasant character. Genotin Road is now dominated by the multi-

storey residential development to the north-east of the railway station, on the site of a former office block.

Materials and details

- 2.6.18 Although the ages and styles of its buildings are disparate, the town centre is given cohesion by its limited range of materials; the character of the buildings is derived as much from these materials as from their design. The buildings of interest in the town centre are mostly either of red brick with stone or reconstructed stone dressings, or rendered and/or painted in neutral colours, which reflect these natural materials. The exceptions – such as the Old Vestry office and 3-4 The Town, 17th century timber framed and weather boarded – only serve to emphasise the ‘rules’ which otherwise operate. Many of the shopping parades, where anything from three to ten units were built as a group, have well detailed upper-floor windows – such as small gothic arches at 31-45 Church St and at 14-22 London Road. In the public realm, the demands of vehicle and people management mean that most hard landscaping and street furniture is functional - block paving and steel barriers - although granite setts and kerbs survive in the market area.



Figure 15: Library Green

- 2.6.19 *Green spaces* The density of this area contrasts with the green areas that adjoin it; only two locations within the area offer planting groups important in their own right. Library Green, now re-landscaped as a setting for the new extension to the library and with an impressive mature tree, offers relief from the busyness of Church Street, and is very important in the view west along Church Street. The other key area is around the church, where the trees provide a backdrop to the market.

Summary of special interest

2.6.20 The special interest of this part of the Conservation Area can be summarised as follows:

- *The area retains considerable evidence of its early origins in the layout of its spaces and its surviving buildings – The Town, the market and the adjacent church – and the market place and its setting still act as a visual and physical focus for the town.*
- *Views out provide an awareness from within the centre of its green setting – the churchyard, the schools and their playing fields, the parks and green at the west end of Church Street, and Town Park seen from Cecil Road.*
- *Confident and substantial commercial buildings of the late 19th century form a series of landmarks – for example Barclays and Lloyds TSB banks, the King’s Head public house and the Church Street post office.*
- *The well-detailed upper floors of the shopping parades in Church Street have a unifying effect, which partly counteracts the variations in modern shop fascia sizes and designs.*
- *The east side of London Road retains evidence of an attractive small-scale shopping street, whose architectural interest could be much improved*

Problems and pressures

2.6.21 These can be summarised as follows:

- Heavy traffic is a serious problem. Conflicts between people and vehicles inhibit enjoyment of the town centre and affect its visual quality. Traffic junctions produce an unimpressive arrival experience at all the ‘gateways’ to the centre - from the rail station, from the west via Chase Side, and from the north and east via The Town. Even when traffic is at low levels, management measures and signage remain intrusive as they are designed and scaled for fast-moving, one-way, multiple-lane traffic. The barricading of people on islands and footways (even by heritage-style street furniture) encourages speed and a low priority for pedestrians. However, the reduction of carriageway width at The Town and its replacement by paving is a major improvement.



Figure 16: Paintwork, 57 Church Street (left) and Window replacement, Church Street (right)

- Heavy traffic may have affected the viability of shops in Church Street and London Road. The concentration of national chains in the Palace

Gardens mall means that other locations are less attractive to shoppers and therefore to potential investors, reinforcing the blighting effect that heavy traffic already has on the main streets.

- Crudely detailed and poorly proportioned shop fronts and fascias belie the good quality at the upper floor levels of individual buildings in The Town, and the 19th century parades and terraces of Church Street and London Road.
- Empty shops, and the remaining poorly designed and landscaped car parks at Little Park Gardens, Sydney Road and Church Lane detract from the cohesion of the centre, and affect the quality of established residential and shopping areas. Views out are dominated from many points by three high-rise late 20th or recent high buildings - the Civic Centre, Tower Point, whose re-cladding with glittering green balconies intrudes on views from many points, and the new Southbury Road development.
- Many buildings are poorly maintained or have been unsympathetically altered.

2.6.22 The Town is currently the only location protected by an Article 4(1) direction and there are still very few locally listed buildings. Landmark civic and commercial buildings not already included should be added to the local list. (It is understood that updating of local listing is pending a 'Local Heritage Review', programmed for 2014.) Consideration also needs to be given to the best way to conserve and enhance the inherent quality of the town's 19th century shop buildings, particularly those in purpose-built parades or groups in Church Street and London Road. Information on original designs and features, advice on retaining or restoring these, and guidance on alterations to enhance their character (both shop fronts and upper floors) are all needed. The possibility of a specific shop front improvement scheme should be investigated. (Shop front guidance already exists and it is intended that new guidance will be included in the proposed *Enfield Design Guide*, which will be a supplementary planning document (SPD)).

2.7 Character Area B: The New Town - Raleigh Road, Sydney Road, Essex Road



Figure 17: Raleigh Road

- 2.7.1 This is a clearly defined and compact sub-area of residential development from the second half of the 19th century, originally known as Enfield New Town and lying immediately south of the commercial centre. The area has an ‘island’ character deriving from its location and its varied, but entirely residential, character. There are three roads in the area; Sydney Road and Raleigh Road run north-south from Cecil Road, and are joined at their south end by Essex Road, which continues west to the gates of Town Park. An Article 4(2) direction was brought into force in these three roads in 2006.

Spatial analysis

- 2.7.2 The openness of Town Park to the west, the bulk of Palace Gardens to the north, a badly designed and poor quality car park, the physical barrier of Cecil Road, and the exotically re-clad twelve storey Tower Point to the east - all emphasise in their different ways how reassuringly contained, domestic, and well-detailed this part of the Conservation Area still is. The transition from urban to suburban is surprisingly abrupt, with Sydney Road as the entry point to a one-way system, which determines the sequence of views for car-drivers. The straight north-south roads have long views northwards to Palace Gardens and its parking, which loom darkly against the sky and offer little visual interest. Essex Road is more expansive and varied. Houses generally have a wider frontage and larger plots, consistent with their superior position on a street with a magnificent westward view into Town Park (although the vista is now interrupted by the bright blue steel fencing of the ball park - see *Figure 18*), and the wide footway offers seclusion behind hedges at the road edge. By contrast, Raleigh Road is

much cosier, with artisan houses tightly built on narrow plots. All the roads have very long corner plots; these provide a particularly good impression at the Cecil Road boundaries which are the ‘gateways’ to the area, but are important throughout for the way in which they offer intervals of openness and greenery, a change in street rhythm, and a different angle of view.



Figure 18: Town Park (left); Tower Point (right)



*Enfield Town Conservation Area Character Appraisal:
the new town - townscape analysis*

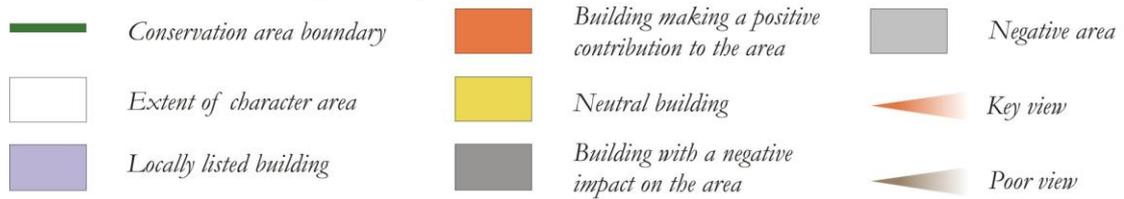


Figure 19: Townscape analysis (the New Town)

Character analysis

- 2.7.3 The whole area is in residential use, with the exception of a public car park in Sydney Road; but this may not always have been the case, as there are records of several builders' yards and a public house at the Cecil Road end of Sydney Road. The area was laid out in 1852 by the National Freehold Land Association. By 1866, a substantial southwards residential extension of the town, the 'New Town', shows as a grid consisting of Cecil and Essex Roads running east-west and Raleigh and Sydney Road running north-south. Sydney Road led directly from The Town, and Cecil Road was a cul-de-sac, ending at a boundary to a field later to become part of Town Park. Building commenced in Raleigh Road, where the 1866 OS map shows the east side of the road in place (nos 2-56 even), and the southern part of the west side (nos 31-53 odd; one cottage has an 1859 date stone).
- 2.7.4 Although only isolated plots on Sydney and Essex Roads were developed by this date, London Road was then effectively a part of this southern residential suburb of the town, and was built up along its western frontage. No further development appears on maps of 1879 and 1887 (reflecting a general lack of activity in building development in the third quarter of the 19th century), although there are houses in the roads with date stones of 1874 and 1878. By 1896, all three roads were fully developed. In the last twenty years, some replacement and infilling has occurred at the north east end of Raleigh Road, with a small courtyard development of new houses matching the scale, but not unfortunately the detail, of the earlier cottages, and the replacement and addition of two pairs on the east side. During the second half of the 20th century, a pair of houses in Sydney Road was demolished for the Sydney Road small car park.
- 2.7.5 Sydney Road's west side has six pairs of semi-detached two storey villas with cambered, arched or flat headed windows, marginal glazing, either bracketed or dentilled eaves cornices, and recessed porches, all contributing to a regular rhythm and a well-mannered and unostentatious character for the street. Essex Road designs are larger and more varied, some even flamboyant, and include five detached houses and, at the Town Park end, two opposed groups of smaller paired villas, whose more modest height allows the park gates and the view beyond to dominate the street vista. Raleigh Road houses are unified by their smaller scale, with a mainly standard roofline, eaves line and building line, plain window and door openings, and simple glazing patterns, and by their material, London stocks. Some cottages have details such as red-brick dressings, marginal glazed sashes, inset name plaques with incised names and sometimes dates, and a distinctive triangular keystone with a recessed centre.
- 2.7.6 Although all three roads are different in character, with variety in height, width, and roof forms, the general impression is of unity, because of similarities in material and features: London stock brick, slate, occasional red-brick dressings and stucco detail. All surviving details particular to the

original design of each group in the three streets contribute to the architectural and historic interest of this character area, and help to give it a sense of place. At the time of building, these details distinguished the similar groups or houses in long streets one from another, and now their collective effect reinforces the contrast between the contained residential character of this sub-area and its adjacent car parks and mid/late 20th century bland commercial development.

- 2.7.7 Gardens have considerable importance in this area; front gardens are not deep, even in the largest properties, so the views through gaps to back gardens, or across and into the long corner plots, are extremely important. The trees seen through the gaps between houses in Raleigh Road have a specific value – when in leaf – of obscuring the unfortunate Tower Point backdrop. The short avenue of street trees at the east end of Essex Road is a ceremonial introduction to the park, and a number of individual mature street trees contribute substantially to the elegant suburban character.
- 2.7.8 A major element detracting from the character of this part of the Conservation Area (and, in fact, a large part of the Conservation Area as a whole) is the presence of Tower Point (*Figure 18*), whose re-cladding has increased its intrusiveness. Cecil Road, a fast two lane through route, acts to divide the sub-area from the town centre and is another intrusive element. The Sydney Road small car park is a gap site formerly occupied by a pair of houses, and there have been no attempts by screening, planting, hard landscaping, or well-designed street furniture to accommodate it to the character of the street; it also breaks the rhythm of the street, with regular pairs of houses. The rebuilding of properties in Raleigh Road and the small new development (Frobisher Mews) have matched the scale of the street, but the detailing in Frobisher Mews is crude by comparison, and the scale, design and massing of the block to the west of the mews is unsympathetic when seen from Town Park.
- 2.7.9 In all three streets (but more noticeably in Raleigh Road), new windows, doors and roofs in unsympathetic materials, using standard modern designs and details, have diminished the architectural character. Front boundaries replaced in non-traditional ways (rubble walls, high wooden fences, cast concrete blocks, and painted picket fences) have reduced consistency at property frontages, and modifications to allow front garden parking have not been carried out sensitively in most cases. A few houses in Raleigh Road do retain what appear to be early styles of window and door, however, and early photographs show original window and boundary details.

Summary of special interest

2.7.10 The special interest of this part of the Conservation Area can be summarised as follows:

- This is a contained area, with clearly defined boundaries, all of which was laid out and built between the 1860s and 1890s;
- There is clear separation by use, date and built form from its setting area;
- Most houses are in London stock brick, providing visual unity, but each street retains its own character deriving from scale, plot size and views;
- All streets have a range of good quality architectural details and features;
- The relationship with Town Park (particularly the views from Essex Road) provides views of exceptional quality as a setting for the buildings on the west side of the area;
- Mature street trees and garden trees complement the townscape and provide focuses, vistas and a backdrop to the buildings.

Problems and pressures



Figure 20: Raleigh Road (left); Sydney Road (right)

2.7.11 Problems and pressures can be summarised as follows:

- The visual intrusiveness of Tower Point has been exacerbated by the colour and reflectivity of the re-cladding, and the design of the glazed balcony additions to the elevations.
- Sydney Road is affected by the poor design and condition of modern buildings from the 1960s-1970s along one side.
- The proximity of the shopping centre and the pressure for car parking space at busy times impinge on the northern end of Sydney Road. Raleigh Road is better protected, because there is no entry from Cecil Road.
- The problem of loss of character over many years through incremental change under permitted development rights, to which smaller properties are especially vulnerable, is widespread in this character area

and is particularly noticeable in Raleigh Road. Doors, windows and property boundaries have all suffered from unacceptable change over many years. An Article 4 (2) direction was adopted in 2006 to control further change, but detailed monitoring is needed to ensure that it is operating efficiently and that original or traditional features, materials and designs are re-instated where possible.

- Front-garden car-parking detracts from the character of the larger properties, where it has sometimes been carried out without due regard to sensitive detailing and planting. Again, an Article 4 (2) direction is now in operation to help manage future change.
- The insertion and addition of garages and hard-standings, both in new development and in existing properties, is changing the character of the street by widening accesses from the highway and creating footway crossings;
- The Sydney Road car park is badly designed and laid out, with poor quality hard landscaping, boundaries and signage. It breaks the rhythm of the street's semi-detached villas.
- The fine view of Town Park from Essex Road has been compromised by the ball-park area (*Figure 18*), whose bright blue colour and rectilinear form intrudes on the open green space in the centre of vision.

2.7.12 Design guidance would be helpful to cover these issues. This was recommended in the original appraisal, but is planned as part of the Enfield Design Guide, which has yet to be produced.

2.8 Character Area C: Chase Side, Chase Green and Gentleman's Row



Figure 21: Gentleman's Row

2.8.1 This character area lies to the north of the town centre and extends to the north-west boundary of the Conservation Area, with Town Park to the south and the schools enclave to the east. Its spine is Chase Side, a busy through route, with Chase Green on its west side and a dense hinterland of residential development to the east, built from the early 18th century onwards. In this part of the area, the course of the New River forms a secondary spine. This area was the first part of the present Conservation Area to be designated, and most of the triangle bounded by Chase Side on the west, and the Conservation Area boundary and playing fields on the east, is now protected by an Article 4(2) direction. Nos 1-55 Chase Side, Parsonage Gardens and the north part of River View are not included in the direction. The area bordering Chase Green to the north has been proposed for an Article 4(2) direction in the UDP, but has not been taken forward.

Spatial analysis

2.8.2 The area is notable for the strong contrasts between open space and development, providing important long views and visual ‘gateways’ while traversing it, and giving densely built terraces a wide outlook. The green spaces which open up at the north west end of Church Street - Chase Green on the west, and Chase Green Gardens on the east - visually separate the town centre from development further north east on Chase Side, and north of Chase Green. The two open spaces are very different; beyond the war memorial, the green is expansive and informal and still has the atmosphere of a common, useful for chasing dogs and balls, while Chase Green Gardens is a polite urban park with pottering ducks and geese, charming bridges, the New River and views of Gentleman’s Row.. Northwards, the clearly defined open space of the green, bounded on its west side by a belt of trees against the railway embankment, is in dramatic contrast to the densely built and traffic-dominated Church Street and town centre.

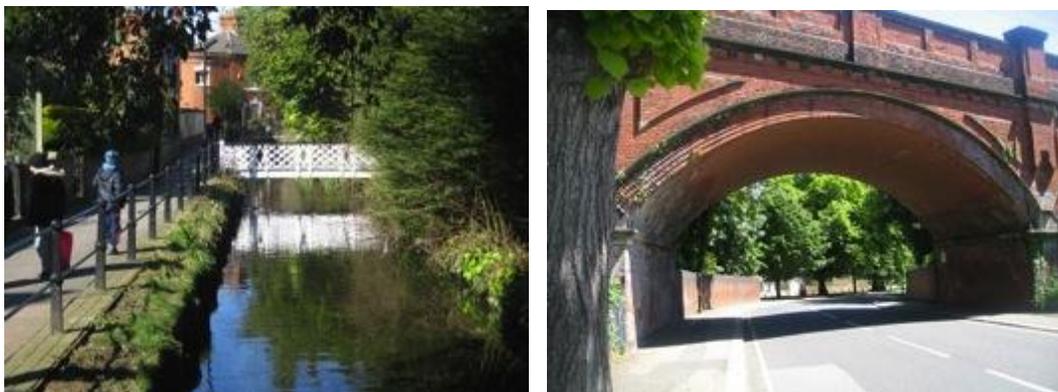


Figure 22: Contrasting scales - the New River (left) and railway bridge (right)

2.8.3 Conversely, as one enters the Conservation Area from the north-west via the railway bridge and down Chase Green Avenue, the northernmost

section of this character area forms a dramatic gateway. Emerging from under the railway bridge, the road sweeps down in a gentle curve and gives wide views of the green, its peripheral buildings, and the distant prospect of the town centre, while the diagonal path leads the eye across the green towards the spire of St Paul's Church. This view is even more impressive from the footpath itself, as the contrast between the open space of the green and Church Street is more marked. On the approach to the area from the north along Chase Side, another satisfying gateway of a different kind is formed by Christ Church and the small-scale houses and shops facing it, while the broad verges on both sides are a preparation for the wide-open spaces of the green. Another dramatic gateway is the entry to the Conservation Area down Windmill Hill, a view like that from Chase Green Avenue which is framed by a railway bridge.

- 2.8.4 Towards Church Street, the boundary of the 'civic' centre is marked by the imposing façade of the court house, the war memorial, St Paul's Church, the Methodist church and, across the gardens, Little Park, now the registry office. Data House from the 1970s manages, despite its bulk and dark brick, to avoid being oppressive, because its location groups it with these larger buildings and it has good modelling and plenty of setting space.
- 2.8.5 A further contrast opens up alongside Data House, where the New River emerges from its route through the polite civic park environment of Chase Gardens to a more secluded and well-treed reach behind the gardens of 1-21 Cecil Road, eventually to arrive at Town Park. The character here is of a rural towpath, with emerging views across the park and golf course. Looking back at the town, the spire of the Methodist church is prominent. Unfortunately, the view is blighted by an ugly concrete block wall at the rear of Greenfox Motors.
- 2.8.6 The character area as a whole derives a large element of its character from its 'backwater' status – a network of river, footpaths and roads with very low traffic use - while Chase Side is dominated by the busy main road, and its buildings and spaces clearly relate to its role as an important route into the town from the late 18th century onwards. Chase Green Gardens is the linking factor between Chase Green and the residential area; its east side adjoins the separated gardens of the Gentleman's Row houses, but it faces onto Chase Side.
- 2.8.7 In the residential enclave east of Chase Side, and approaching from the town centre, the path between the Gentleman's Row houses and their gardens is the spine route for perhaps the highest quality townscape in the Borough, (for Pevsner it is "the best street in Enfield"), balancing a range of excellent 18th century architecture on one side with domestic greenery and the prospect of parkland and common beyond on the other. The focus of this route and the parallel roadway is the small green at its northern end, where three routes meet and there is a sense of enclosure with several

different prospects, including the coach house to no 55. The narrowest of the routes leading from this point is Holly Walk, which then opens out to the wide open spaces of the playing field. The succeeding route along Holly Walk offers the satisfying combination of a tightly knit boundary of regular, well-mannered terraces facing the contrasting territory of school sports fields, school buildings, and playgrounds until it comes under the influence of St Andrews. River View offers, as its name implies, a different focus; here, the quality of spatial experience is provided by the parallel paths of New River and footpath, flanked by the gardens of properties on the west side of Gentleman's Row. Again, there is a tight boundary on one hand, and a softer edge on the other – water, foliage and glimpses of villas beyond, with all the added activity and incident that water and its accompanying wildlife provide. So a very noticeable characteristic of this sub-area is that its routes often have strongly contrasted prospects on either side. The whole of the eastern boundary of the area is in fact a footpath running along the edge of the playing fields (*Figure 23*).



Figure 23: Contrasting spatial experiences - open views and enclosed paths

2.8.8 From Chase Side, there are several lanes that are important for the attractive views they give into the heart of the area - Cricketers' Arms Road, Horseshoe Lane and the path between 37 and 39 Chase Side. The other influential spatial element is the urban park environment of Chase Side Gardens, where the New River becomes part of a meandering, but very managed, prospect, complemented by tree and shrub planting and expanses of mown grass and informal pathways. This area, formerly part of Chase Green and laid out as a park in 1897 to mark Queen Victoria's diamond jubilee, effects the transition between a very busy three-way road junction (Chase Side/Church Street/Windmill Hill), and Gentleman's Row. It also provides the foreground setting for four major civic landmarks: the court house, St Paul's Church, the Methodist church and the council offices at the south end of Gentleman's Row, marking the boundary of the town centre.

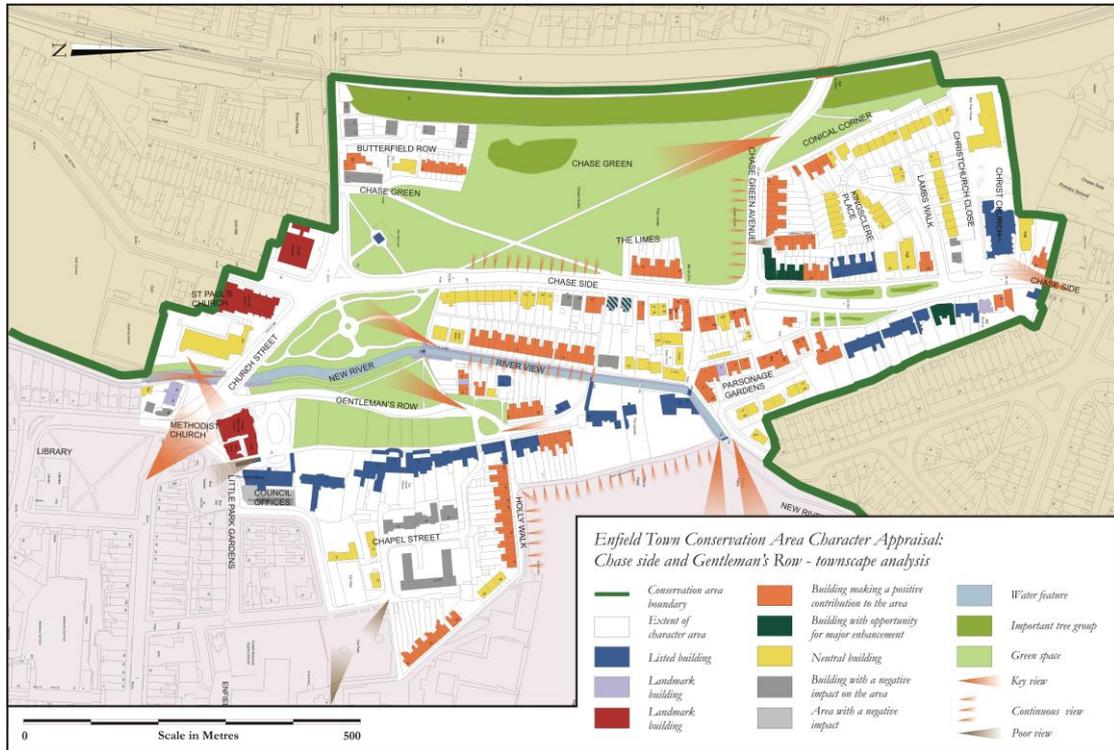


Figure 24: Townscape analysis - Chase Side and Gentleman's Row

Character analysis

2.8.9 The area is predominantly residential, and has always been so, although there is some evidence of industrial sites in the 19th century, now mostly gone. Medieval settlement was mostly in hamlets on the main road north to south along the east side of the Chase. By 1656, more houses had been built and, by 1686, the area was known as Chase Side, with scattered houses and cottages bordering the Chase. North and west of Gentleman's Row, building was sparse until the end of the C18th. The enclosure of Enfield Chase (begun in 1779, when Chase Side became a through road, and concluded in 1803), left Chase Green as the principal remnant of the Chase, the former royal hunting ground and, from that time, residential development took advantage of the open views. The gardens of nearby Gentleman's Row were also created from land formerly part of The Chase.

2.8.10 The area remained thinly populated, however, before about 1830. The embankment of the main line from London, opened by the Great Northern Railway in 1850, and its bridge now define the northern and north-western limits of this sub-area. After the mid 19th century, there was more intensive development of detached and semi-detached villas and terraces in the area north of Chase Green and east of Chase Side, taking advantage of the prospect of the green. There is some remaining evidence of industrial activity in the now-vacant 'works' at the north end of Shirley Road and at the northern end of Chase Side, near the Conservation Area boundary. The land between Chase Green Avenue and Christ Church (1874) to the north has been infilled during the latter part of the C20th with residential cul-de-sac development, a 1920s estate at Lamb's Walk and

the more recent Kingsclere Place. The south end of the sub area, where later 19th century public buildings and churches dominate the townscape, is unfortunately also dominated by the major 20th century traffic intersection of Windmill Hill, Church Street and Chase Side, further dividing this area from the town centre.

Gentleman's Row, Chase Side Place and Chase Side (north)

2.8.11 Gentleman's Row dominates the southern part of this area - its quality of architecture, established setting and proximity to Chase Gardens, for which it provides a backdrop, all attract attention.

2.8.12 The houses along Gentleman's Row originally faced westwards out across Enfield Chase, their front gardens and, in some cases plots, being encroachments upon it. There were four by 1572⁴, one of which must have been no 17, in origin a late medieval hall house⁵. The number grew steadily by infilling thereafter. Most now appear, superficially at least, to date from the 18th or 19th centuries, but several clearly betray their earlier origins. No 11, with its triple gabled flank elevation, looks likely to be 17th century, and no 16 has an early 17th century stack with diagonal shafts; nos. 9, 17, 19 and 21 also seem to be pre-18th century in origin. Whilst the Coach House looks early, its curved principal roof⁶ and straight braces in the walls suggest a late 17th to early 18th century date. There are several houses with early-ish 18th century flat fronts, mostly of five bays, like no 9, suggesting the rise of Gentleman's Row as a fashionable place to live. No 52, Brecon House, with Venetian windows in low flanking wings, and two pedimented villas – no 1 (the registry office, *Figure 25*) and the more modest no 23 (Archway House), all dating from the mid-18th century⁷, mark its apogee.

2.8.13 All these are rural houses, with their principal floor at ground level; by contrast, the pair of mid 19th century villas at nos 13-15, with their raised ground floors, are fully urban in both form and scale. The Edwardian remodelling of no 5, especially with the addition of the Tudor room in 1927, went in the opposite direction, towards the form and scale of a small country house. Unlike the other houses in the row, it is glimpsed behind its high wall rather than seen addressing the Row itself. Throughout Gentleman's Row, the dominant materials are red brick and red plain tile, with occasional stucco, weatherboarding and yellow stocks.

⁴ Pam vol 1, p47

⁵ Pevsner p 446

⁶ EPS 1986, p34 for a pre-restoration picture of the interior. The form occurs typically in the Low countries in the C16-17 and in eg Great Yarmouth, Norwich as a result of late C16 emigration. Here it could suggest low countries connections

⁷ 23 may be late C18 on the evidence of the doorcase.



Figure 25: Council Offices (the Register Office), Gentleman's Row

- 2.8.14 North of Sandy Walk, the pattern changes. Between the Georgian villas at nos 23 and 52, the path widens into a short length of by-law street lined by modest artisan cottages: nos 27-33 date from around the 1830s, nos 35-45 (William Place) from 1871, and nos 18-28 (Belmont Cottages) opposite from the 1890s. Their walls are yellow stock brick, the roofs slated. South of Brecon House is an early 19th century villa with its back to the street, whilst to the north of Brecon House is a couple of mid 19th century houses (one now the Crown and Horseshoes public house) to the east of the New River.
- 2.8.15 Beyond lie Chase Side Place and Chase Side, where, at the north end, nos 97, 99, and 103 Chase Side are seemingly of 18th century or earlier origin. Otherwise, the west-facing buildings were mostly developed from the early 19th century, following the enclosure of the Chase, though few have the scale or ambition of Gentlemen's Row to the south. Many of the larger houses on the east side seem to originate in the same decade as Gloucester Place (the terrace dated 1823 on the west side of Chase Side), with some later 19th century infilling, of which nos. 81 and 101 are examples. Virtually all are of yellow stock brick, with generally shallow, slated roofs, some replaced in concrete tile. The two largest buildings or blocks, nos 87 and 91, are stuccoed, heavily altered in the mid-20th century, and converted into flats; no 87 retains a Doric porch, suggesting a mid-late 19th century date. In their present state, they have a detrimental impact on the area, but the latter, at least, has significance capable of recovery. No 85 is a good, mid 19th century infill between two 1820s buildings, almost Vanbrughian in its robust detailing.

2.8.16 Within the Conservation Area boundary, a black-stained weather-boarded former industrial or agricultural building, part of a group around a yard, emphasises the modest scale of the townscape at this edge of the Conservation Area, and deserves inclusion in the local list for the informal semi-rural character it contributes.

River View and Holly Walk

2.8.17 Three consistently good long terraces at River View and Holly Walk are distinctive in the area to the west and north east of Gentleman's Row. All are protected by an Article 4(2) direction. The particular spatial qualities of their respective settings have been described, but they are well detailed and fortunately have not suffered too much alteration or damage. The eastern group at Holly Walk (nos 35-51 odd) is of modest height, rendered, with moulded stone surrounds to doors and windows; the white picket fence is not original, but unifies the group. The western group at Holly Walk, leading from Gentleman's Row (nos 71-99) is later, in stock brick with cambered heads to door and window openings. The front boundaries have suffered much change and some are in very poor and inappropriate materials.

Chase Side (west) and Chase Green.

2.8.18 The west side of the residential area to the north of Chase Green has a very tightly defined edge, and is enclosed by the embankment. The railway line, the Great Northern Extension, was started in 1906-7 as a loop line to Stevenage. The railway structures – the bridge, and walls extending on both sides at the bottom of the embankment - are high quality, well-constructed and detailed in engineering brick (*Figure 22*), and the mature trees form a dense and regular counterpoint to the open space of the green.

2.8.19 The bridge and walls are of some historic interest. Houses around the north side of the green are solid Victorian villas; an Article 4(2) direction for Chase Green Avenue and Conical Corner, was put in place in 2006. Gothic Cottages is only just visible from Chase Green Avenue, but its blank flank wall and car parking area detract from the green-side scene. The group on the corner of Chase Green Avenue (nos 4-22 even) is very visible in the townscape and is of late 19th century origin, but has been much altered and would benefit from restoration – there is still a good shop front at no 6. Griffin Antiques is in poor condition. Next is Gloucester Place, a fine and relatively unaltered grade II listed terrace of 1823 in stock brick, designed as a symmetrical group, with a hipped slate roof. Although listed, this has suffered some insensitive alteration to doors and windows – no 23 (*Figure 26*) still has uPVC top-hung casements (as it did at the time of the original appraisal), which are entirely inappropriate to the building and the area. Behind this, Lamb's Walk, an area of modest 1950s semi-detached housing, is improved by the tree backdrop of the railway embankment; a recent development at Kingsclere Place is also of neutral quality; but neither is highly visible from Chase Side and therefore

they have little impact on the Conservation Area. At the south end of Chase Green, the edge is defined by a terrace of white rendered 19th century cottages (1-8 Chase Green), which are picturesque at a distance, but much altered in close-up.



Figure 26: Replacement windows, Gloucester Place



Figure 27: Shop-front, Chase Side

2.8.20 On the approach to the town centre and the road junction, St Paul's Church (1901), the Methodist church (1889), and the court house (1900) are key buildings in the townscape, the latter particularly for its landmark value and ornate stonework detail. The new building on Windmill Hill opposite the west end of Chase Green (replacing the demolished Victorian school, which had considerable character) does not contribute positively to the character of the Conservation Area, and provides no visual interest or focus at street level, although the materials seem to be intended to imitate the red brick and stone dressings of the Court House.



Figure 28: New-build flats, Chase Side (left); The Court House (right)

2.8.21 The character area is dominated by two major green open spaces, Chase Green and Chase Green Gardens, of contrasting characters. Chase Green, although firmly enclosed on all sides by the tree-lined railway embankment, houses, a busy road and dense shrubbery around the war memorial, has the character of a common; its firm edges emphasise the airy space of the centre. The tree group at its south-west corner is an important constituent of its character, and the backdrop of mature trees in views southwards define its separation from the urban centre. Chase Green Gardens is a park, an urban garden centred on the New River and its pretty bridges. Gentleman's Row sets it off, but is mostly hidden by trees. The Gardens thus form part of a southward progress from common to park to town centre. Mediating between the commercial focus of Church Street and the secluded and exclusive Gentleman's Row, Chase Green Gardens concede the visitor access to the rarefied atmosphere of this 18th century enclave, as do the river footpaths and alleyways, which connect it to its neighbouring areas.

2.8.22 This area has a high overall standard of architecture and open space, and there are fewer negative factors than in other character areas. Nevertheless, some public and private property does let down the standard. The forecourt and rear car park to the registry office (formerly Little Park), shown in *Figure 25*, do not do justice to the setting, or match the high quality, of adjacent privately-owned spaces. Parking, surface markings, poor surface materials, signage and basic-issue street furniture all fail to acknowledge the Conservation Area's existence. The Magistrate's Court, also suffers from unsympathetic outside areas and lack of a clear entry point. The new building on Windmill Hill at the southern end of the area forms an intimidating barrier, interrupting the otherwise pleasant pedestrian routes connecting this sub area and the town centre, and few concessions are made to those on foot. In the private realm, insensitive changes to listed and unlisted buildings and also to their settings have taken place; many of the Gentleman's Row front gardens have been replaced by car parking, without adequate screening or appropriate hard landscaping, the garden to no 23 being the most recent to be lost in this way. Some of the listed buildings on the east side of Chase Side are in a neglected

condition. On the west side of Chase Side, no 4 (the corner property) now has a depressingly bland ground floor, which could benefit from redesign to acknowledge its very visible position.

Summary of special interest

2.8.23 The special interest of this part of the Conservation Area can be summarised as follows:

- The New River, with its delicate bridges, links the residential and public areas and provides a spine route of changing character.
- The high quality of the architecture and its green setting in Gentleman's Row provides a focus for this area and a dramatic contrast, both to the commercial environment of Church Street and the busy Chase Side road and junction.
- Good quality 19th century terraces and small scale groups of houses and cottages on a network of footpaths combine to form a complex hinterland of attractive townscape between the playing fields and Chase Side, accessible mainly by foot and providing peaceful routes towards and around the centre of the town.
- The strong contrasts on many routes (both roads and footpaths) between densely built houses and a wide outlook over green, public gardens or fields, which enhance architectural quality.
- The Green and Chase Green Gardens provide an effective transition to the commercial centre by allowing space in which to appreciate the larger buildings, particularly the churches and the court house, at the edge of the centre

Problems and pressures

2.8.24 These can be summarised as follows:

- Insensitive alterations to listed buildings within the Conservation Area (for example, uPVC windows at No 23 Gloucester Place) detract from architectural quality and character
- The Article 4(2) direction appears not to be used effectively to control alterations to unlisted buildings.
- The road junction of Church Street, Windmill Hill and Chase Side is a barrier to otherwise attractive walking routes, and unfriendly and difficult to use for pedestrians.
- The boundary fences to the school playing fields do not match the quality of the environment and detract from the character of otherwise good townscape areas, for example at Holly Walk.
- The area is generally an attractive gateway to the Conservation Area, but the large hoarding on Windmill Hill is inappropriate and some buildings are in poor condition, eg no 87 Chase Side and Griffin Antiques near the corner of Chase Side and Chase Green Avenue.

2.9 Character Area D: St Andrew's, Silver Street and the Schools



Figure 29: Town Parade, Silver Street

- 2.9.1 This character area lies between the town centre and the northern boundary of the Conservation Area, and is linked to the centre by St Andrew's Church. It includes all the school buildings and their playing fields, and is bounded to the south east by the 18th century houses along Silver Street, and to the west by the gardens of houses in Chase Side Place and the terraces of Holly Walk.

Spatial analysis

- 2.9.2 The area has an entirely built-up boundary, much of which is back gardens, and there is public access into the area only by short roads from the eastern side. These offer generally mediocre prospects of groups of later school buildings, and the Council car park on the site of Portcullis Lodge. For the public, the main views are from the western perimeter, where footpaths follow the line of the fence along Holly Walk, Pennyfather Lane, and the western part of the New River. Because the playing fields are intrinsically featureless and flat, vision tends to rest on features of the built boundary and such elements as tree groups and the material and construction of boundary fences become very important. However, this perimeter walk is a varied and high quality experience. From the west, the expanses of playing field come as a sudden contrast to the inward-looking and cosily domestic nature of Chase Side Place. Pennyfather Lane combines the pleasures of a constrained footpath and wide views with the experience of peering into rear gardens through doors in the wall. At its southern end, the turn into Holly Walk provides another change; suddenly, the houses are facing outwards and neat terraces and front gardens provide a much more urban experience, which intensifies at the end of Holly Walk as the path passes

between houses and the county school southwards into The Town, or eastwards to Church Lane. Church Walk provides one of the best approaches to the town centre, with the contrasting elements of school courtyard, secretive graveyard corners and robust Victorian public house architecture opening up into the market place; it also has good views above a high wall of the vicarage and its garden. Silver Street is experienced as having more in common with this area than with the town centre, because the fine series of listed buildings on large plots at its southern end, terminated by the Vicarage's boundary wall, provide separation from the town centre; and, once the shopping parades on the east side are passed, the townscape opens up into the Civic Centre grounds and the loop of road with its lower frontage building and trees, in front of the surgery and office buildings which precede Portcullis Lodge Road.



Figure 30: Townscape analysis - St Andrews, Silver Street, the Schools

Character analysis

2.9.3 The area has always been dominated by educational uses, since the foundation of the Grammar School in the early 16th century in close relationship – it was first a mediaeval chantry - with St Andrew's Church. The present buildings, originally from the later 16th century, were extended in 1884 and 1904, then again in 1938. The lower school was established in Enfield Court, purchased in 1924. A girls' school, the School of Industry, was established in 1806 west of St Andrew's, then moved to a new building at the corner of The Town in 1876. The latter closed in 1909 when Enfield County School for Girls was established at Holly Walk, and was later occupied by the *Enfield Gazette* until 1984. In the area to the west of Silver Street, extensions and new school buildings followed during the course of

the 20th century. Proposals in the 1960s for an inner ring road led to the demolition of 19th century cottages in Church Lane, now a council car park. The new Civic Centre – outside the Conservation Area - opened in 1975 on the site of Fir Tree Lodge, and another Council car park resulted from the demolition of Portcullis Lodge. Silver Street’s west side now has more office than residential floorspace, but this has not seriously affected its quality.

2.9.4 The quality of the buildings and townscape in the southern schools area behind the market place and churchyard is generally very high, with the formally planned Enfield County School (by Middlesex County Council architect H. G Crothall), with Art Nouveau detailing, complementing the earlier and plainer grammar school buildings and the houses across the footpath without dominating them. Another of Crothall’s school buildings, the former Minchenden School at Fox Lane, is listed at grade II. Once again the consistent use of red brick with stone dressings unifies the groups of older buildings, but the distinctiveness of the area derives equally from the network of footpaths described earlier, providing intimate and detailed views of the fabric and a relaxed traffic-free environment. The churchyard wall and its gateways and gravestones provide a continuous source of delight along Church Walk.

2.9.5 Silver Street’s east and west sides are very different from each other. At the southern end, an inoffensive new 5 storey neo-Georgian block of shops and flats is in a plain symmetrical design, and imitates the window design of Lloyds TSB on the corner. Next there is a good quality modest 1906 parade, Town Parade (*Figure 29*), in the usual local mixture of red brick with stone dressings. This is followed by several good individual buildings, which deserve inclusion in the local list: no 43 with formal triple sash windows and well detailed stone surrounds, and the retained façade of the pretty Tudor style Church School of Industry of 1875, with a little porch and stone name plaque. These face the vicarage’s high garden wall across the street (*Figure 31*), which contributes substantially to the historic character of the street.



Figure 31: Silver Street- Vicarage wall (left); School boundary Fence (right)

- 2.9.6 Further north, there is a different order of contrast, where an impressive sequence of 18th century listed houses faces the immense height of the Civic Centre tower, whose scale and stainless steel cladding are so major an incongruity in the context of the town's structure and fabric. The most notable of these is White Lodge, listed grade II, whose extensive white-painted weatherboard-clad frontage and projecting porch bay make it a focus of attention. It has been a doctor's surgery since 1901. The house also has historic interest through its association with Whitaker of *Whitaker's Almanack* fame⁸, who leased it in 1862 and purchased it in 1875, living there till his death in 1895. The stables, which projected forward on the north side, were demolished in the early 20th century to enable the street to be widened.
- 2.9.7 For an area so close to the commercial centre and heavily trafficked roads, there is a great variety of green spaces and trees, ranging from open playing field to secluded graveyard and grassed areas and private walled gardens, complementing the townscape. It is unfortunate that there is no public access along the northern section of the New River, which has one of the attractive iron bridges seen in the other reaches.
- 2.9.8 There are several areas where environmental quality is poor. The car park at Church Lane has a very detrimental impact on the approach to the churchyard and the view of the little lodge at its bend. Poor quality and damaged street furniture intrudes on the view and there is no screening for the cars. Similarly, the Council car park has a poor effect on the open setting and the New River; and the car park between the county school and Little Park Gardens is also unattractively designed and maintained. Boundary treatments of the school fields throughout the area are low quality (*Figure 31*); either chicken wire or basic wooden fences, although the good 2m high hedge lining the wire fence at Pennyfather Lane shows what can be done to improve this. Few of the later 20th century grammar school and County school additions contribute positively to the Conservation Area; those seen from Holly Walk and Little Park Gardens are unmodulated blocks, with an unfortunate abundance of blank wall, and the single storey additions affect the view from Church Lane.

Summary of special interest

- 2.9.9 The special interest of this part of the Conservation Area can be summarised as follows:
- It offers strongly contrasting spatial experiences, with narrow footpaths giving onto open spaces or running alongside open spaces and providing wide views.
 - There is a complex of school buildings of different ages, from the 16th to early 20th centuries, at the southern part of the character area; this

⁸ Information provided by Dr C.J.A Jephcott

creates an intimate atmosphere and scale, and is unified by its materials and the footpath connections

- Good quality, well-detailed 19th century terrace housing survives relatively unaltered at Holly Walk, an urban experience in a semi-rural setting
- A range of buildings in Silver Street, all good of their kind, includes a distinctive group of listed buildings and Town Parade, a good 19th century shopping parade.

Problems and pressures

2.9.10 These can be summarised as follows:

- Badly designed and maintained car parks in a number of locations, with poor quality street furniture and no landscaping
- Poor quality treatment of boundaries to some of the school areas
- Lack of a public route along the northern stretch of the New River

2.10 Character Area E: Town Park



Figure 32: Town Park from Essex Road

2.10.1 Town Park occupies the south-west sector of the Conservation Area, and is bounded to the east by the gardens of Raleigh Road, to the north by those of Cecil Road, and to the west and south by the New River and golf course. It is an open area and the only buildings are the pavilion and ancillary structures in its central area, although there is now an incongruous bright blue fenced ball park area which intrudes on the views, particularly those from the Essex Road gate (*Figure 32*). Within the park, there are few features of interest and attention is therefore directed to the boundary: this means that the design and materials of fences and boundary walls become very noticeable, and the rear elevations of the large houses in Cecil Road become of some interest. New building has taken place on the south-eastern boundary of the park, where an Evangelical Free Church has been built, and the adjoining vacant Council-owned site, previously a car park, has been sold for residential development. This means that the former view of Town Park from Cecil Road is likely to be lost, although access on foot will be safeguarded.

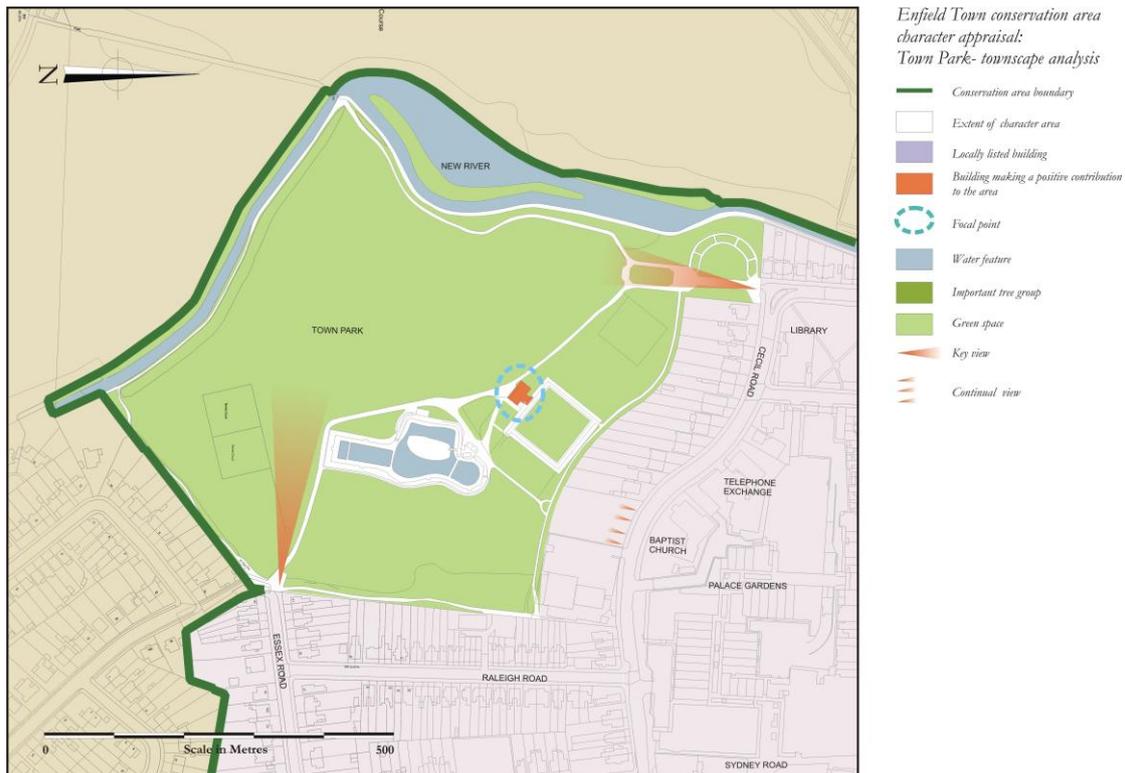


Figure 33: Town Park; townscape analysis,

Spatial analysis

2.10.2 There are long views across the park from the points at which the adjoining roads and paths either end, or bend. The best inward view is from the end of Essex Road.. The view from the bend of Cecil Road will be lost when the former car park is developed for housing. However, the open area opposite the Baptist Church offers wider views.

Character analysis

2.10.3 The Town Park’s origins were as the grounds of Chase Side House, built in 1826 and demolished in 1900. The part of the site adjacent to the New River was bought by public subscription and opened as Town Park in July 1902. In 1905, the lake was converted for swimming. The park in its first thirty years was popular for band concerts and public celebrations and used for swimming before other public swimming baths were built. The elderly facilities, mainly paddling pools of various shapes, give the park a genteel backwater character, while the lack of formal layout, features or vistas is in contrast to the grid-like planning of the neighbouring New Town area. It could be argued that the park is a somewhat neutral space, neither an urban nor a country park, and that its main values visually are as a foil and contrast to other areas of the townscape.

Summary of special interest

2.10.4 The special interest of this part of the Conservation Area can be summarised as follows:

- The best views are from the adjoining roads, where the park’s open spaces provide a fine setting for houses in Cecil Road and Essex Road

- A genteel atmosphere is generated by the informal layout and planting, and low key buildings and play features.
- There are strong garden boundary edges on two sides, containing the central space
- Wide views are available to the golf course beyond the tree belt

Problems and pressures

2.10.5 These can be summarised as follows:

- The park is vulnerable to unsympathetic alterations to the backs of houses which border it, and to new building on gap sites, such as the apartment block on the west side of Frobisher Mews in Raleigh Road whose scale, design and mass are unsympathetic to the park environment. Development on the former Council car park site on Cecil Road should allow a view into the park from Cecil Road to remain.
- The park would benefit from advice from an organisation experienced in the enhancement of traditional parks, such as the London Parks and Gardens Trust.
- The ball park is intrusive in the view from Essex Road.

2.11 The public realm

2.11.1 The whole of the park's open space is publicly accessible and visible.

3 SUMMARY OF SPECIAL INTEREST OF THE CONSERVATION AREA

3.1.1 The factors and key characteristics that give the Enfield Town Conservation Area its special interest can be summarised as follows.

- *There is a close relationship between open spaces and built-up areas.* Three substantial areas of open space exist to the north, north-west and south-west of the town centre and are included within the Conservation Area: the schools' playing fields, Chase Green, and Town Park. Many locations in the town therefore have attractive views to open space, or have backdrops formed by trees.
- *The passage between these contrasting areas is often dramatic.* Church Street opens out into views of Chase Green; the busy market leads directly to the churchyards and school fields; Cecil Road and the New Town border Town Park.
- *The surviving medieval settlement pattern around The Town and the Market Place gives a clear focus to the town, provides a visual reminder of its origins; and makes a major contribution to the continuing market town character.* This is emphasised by the distinctive shape of The Town (an elongated triangle), which should be safeguarded in any future proposals to pedestrianise Church

Street and The Town.; and by the close relationship of St Andrew's Church and its setting with the Market Place.

- *The New River is a great asset.* The water course contributes in several different ways to the distinctiveness of the Conservation Area throughout its length – as a tranquil setting for houses, public gardens, the Town Park and several footpaths, its progress marks the changes between character areas.
- *Public, educational and commercial buildings and churches from the late 19th and early 20th century make a major contribution to the town's present-day character.* These are located both within the commercial centre (Lloyds and Barclays Banks, the Post Office, the central library, the grammar and county schools, public houses such as the King's Head) and at its northern edge (the court house, St Paul's). Their architectural detail, quality of craftsmanship and substantial scale make them landmark buildings that define particular locations and dominate local views (for example, the view of Barclays Bank north along Sydney Road, or of the court house southwards along Chase Side).
- *There is a large number of surviving high quality 18th century residential buildings.* Many of these retain their large gardens and make a positive and important contribution to the urban fabric and townscape. The best examples are Gentleman's Row and Silver Street.
- *Well-defined residential areas from the late 19th century and early 20th century are knitted into the pattern of the town centre.* These areas retain much of their original layout and fabric, either as terraces or semi-detached houses. Holly Walk, River View, Little Park Gardens, Cecil Road and the New Town (Raleigh, Essex and Sydney Roads) are the principal examples.
- *There is a consistent use of red brick.* Mostly used in combination with stonework for architectural features, this gives the Conservation Area a visual unity.
- *The town centre has a number of good shopping parades built in the late 19th century.* Their original materials and details survive and counteract the negative effect of modern standard shop fronts. The best examples are located in Church Street and London Road.
- *Much of the Conservation Area to the north and north-west has an intricate network of footpaths.* These provide a welcome opportunity to escape from traffic and to experience historic buildings and their fabric at close quarters, while also allowing dramatic changes of view and contrasting spatial experiences.
- *Many good brick walls survive,* defining and enclosing the townscape and its routes, and emphasising the importance of the footpath network.

4 SUMMARY OF ISSUES

- 4.1.1 Despite its considerable heritage merit, as summarised in paragraph 3.0 above, the town centre has struggled to retain its distinctive character in the face of economic, cultural, demographic and transport pressures. Whilst listed buildings are supported by detailed statutory requirements and government policy guidance on alteration and repair, domestic and commercial properties in a conservation area rely to a large extent on extra protection provided by the local planning authority, detailed design guidance, and conscientious development control procedures, if their character is to be retained. The management of traffic and parking in a conservation area needs specific solutions that address environmental quality, while still retaining safety and operational standards and recognising the need for incentives, such as convenient parking, in competing with other local centres for a share in the retail market.
- 4.1.2 Most of the issues in Enfield Town appear to arise from the lack of appropriate or effective responses to these challenges, and may be summarised as follows:

Traffic management

- 4.1.3 Traffic is a major environmental and visual intrusion in the town centre and its perimeter. The one-way gyratory system increases traffic speed, and the width of a two or three lane road creates a desert of tarmac even at quiet periods. Major junctions impinge on important views, and their signage and traffic management measures (particularly steel safety barriers) are in conflict with the scale and detail of the historic environment. The recent reduction in highway width to provide a generous paved area at The Town is a welcome initiative, but London Road, Cecil Road, the south end of Chase Side and the area around the rail station are still dominated by traffic management infrastructure.

The pedestrian environment

- 4.1.4 Footpaths outside the town centre form an excellent network with many very attractive walks – Chase Gardens, Pennyfather Lane, Town Park, Church Walk – but within the town centre walking is often an unpleasant and hazardous experience. Junctions are difficult to cross, and pedestrians are corralled into pens of steel railings; the environment is designed around cars and their needs. The new paved area at The Town provides welcome distance from the highway, but elsewhere, fast moving traffic in the gyratory system is intimidating, especially in Cecil Road and the Chase Side/Church Street/Windmill Hill junction. There is no continuous walk along the New River; access beyond the car park at Portcullis Lodge road is not possible.

Car parking

4.1.5 The surface car parks that survive in the town centre are visually intrusive in the Conservation Area, breaking the traditional pattern and logic of streets or footpaths and sometimes destroying a sense of enclosure which is vital to the townscape. They suffer from minimal attention to design, quality of materials and street furniture.. Although the new development in Silver Street has replaced one of these small car parks, others remain at Little Park Gardens, Sydney Road and Church Lane.

Public buildings

4.1.6 Publicly-owned buildings of good quality – the Register Office and the Court House - could be better managed with regard to their architectural quality and the need for an appropriate setting. The Post Office – a former public building of good quality – has modern signage which does not do justice to its architecture.

The appearance of shopping streets

4.1.7 A range of problems affects shopping streets in the town centre:

- Poorly maintained buildings are common to many of the most heavily trafficked streets, such as London Road and Church Road. Shops on street frontages (as compared to those in the Palace Gardens and Palace Exchange malls) appear in many cases to suffer from lack of investment, which is leading to badly maintained fabric and the retention of older, poor quality alterations. The situation has deteriorated since 2005, with further inappropriate alterations.
- Street furniture and signage does not often take account of the character of the Conservation Area or nearby historic buildings in its quality, design or materials.
- Few opportunities have been taken to enhance traditional streets and provide a pleasanter environment for their users, although the increase in pedestrian area at The Town is an improvement.
- Service areas behind shops are often highly visible, but poorly designed and maintained, detracting from the appearance of areas of higher environmental quality by allowing unsavoury views into yards and alleyways. The area at the rear of the north east end of Church Street - next to the bus stand is particularly noticeable.
- Most of the shops in the town have poor quality fascias and shop fronts in insensitive modern materials and colours, which bear little relationship to the proportions or scale of the original building. Upper floors of shops have also often been badly altered, for example on the east side of London Road. There are few original or good traditional shop fronts remaining to act as models.

Residential areas: development control issues

4.1.8 Examples of issues affecting residential areas include:

- Pressure for garages and hard standing in front gardens has led over many years to deterioration in street frontages and the rhythms of building groups.
- Many residential streets have been affected in the long term by incremental damage to their character, particularly through changes to windows, doors, porches, boundaries and front gardens. Since 2006 Article 4(2) directions has been in place in a number of residential streets, but the operation of these needs to be reviewed to ensure that changes have been carried out with permission, and that, in these cases, opportunities are taken through design guidance to reverse damage and re-instate appropriate designs and features.
- New buildings in prominent positions often failing to match the quality of their contexts.

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5.2 Contact details:

Enfield Council
Strategic Planning & Design,
Regeneration and Environment
Civic Centre
Silver Street

Enfield
EN1 3XE

6 APPENDICES

6.1 Listed buildings

<i>Chase Green</i> War Memorial	grade II GV
<i>Chase Side (east)</i> Nos. 39-45 odd	local list
Nos. 77 - 89 odd	grade II GV
No. 93 -97 odd	grade II GV
No. 99 (The Bays)	local list
No. 103	grade II
Christ Church and meeting room	grade II GV
<i>Chase Side (west)</i> Nos. 22-36 (Gloucester Place)	grade II
<i>Chase Side Place</i> No. 5	local list
<i>Church Lane</i> Railings to north of chapel of rest	local list
Wall to north of vicarage garden	local list
Wall at back of garden to no. 68 (White Lodge)	grade II
Chapel of Rest	local list
<i>Church Street</i> No. 27 (Post Office)	local list
No. 27 (Post Office) railings	local list
Nos. 88 & 90	local list
Railings on east and west sides of the New River (by the bridge carrying Church Street over the river)	local list
<i>Church Walk</i> Church of St Andrew	B
Wall to east of Church of St Andrew	grade II
Wall to east of garden of vicarage	grade II
Wall to east of Church of St Andrew, churchyard	grade II
Enfield Grammar School NE building	grade II* GV
Kings's Head PH	local list
Uvedale House & Uvedale Cottage	grade II GV

<i>Essex Road</i>	
No. 4 (The Firs)	local list
<i>Gentleman's Row</i>	
No. 1	grade II GV
wall to north of forecourt of No. 1	grade II GV
No. 4	local list
No. 5 (Little Park)	grade II GV
No. 1-3 wall to east side	grade II GV
Nos. 7 & 9	grade II GV
No. 9 front railings and gate	grade II GV
No. 11 (Fortescue Lodge)	grade II GV
No. 11 front railings	grade II GV
The Coach House	grade II GV
Nos. 13 & 15 (Fortescue Villas)	grade II GV
Nos. 13 & 15 forecourt railings	grade II GV
No. 16 (The Haven)	grade II
No. 17 (Clarendon Cottage)	grade II* GV
No. 19 (Eastbury)	grade II GV
No. 21 (Sedgecrop)	grade II GV
No. 23 (Archway House)	grade II GV
No. 25	grade II GV
Nos. 27-33 odd	grade II GV
No. 32 (Rivulet House)	grade II
No. 55 (Brecon House)	grade II GV
No. 55 (Brecon House) south garden wall	grade II
<i>Holly Walk</i>	
No. 13 & 15	local list
<i>Little Park Gardens</i>	
4 no. K6 telephone kiosks, east side	grade II
<i>Market Place</i>	
Market House	local list
<i>River View</i>	
The Laurels	grade II
4 footbridges over New River, including one at south end of Parsonage Gardens	grade II GV
Railings and bridges over New River Loop (also Town Park, Portcullis Lodge Car Park, Grammar School, etc.)	local list
No. 15 The Crown & Horseshoes PH	grade II
<i>School playing fields</i>	
Footbridge over New River	local list

Railings on south side of New River	local list
<i>Silver Street</i>	
wall to east of Church of St Andrew	grade II
Nos. 58 & 60	grade II
No. 68 (The White Lodge)	grade II
Enfield Court (Enfield Grammar School)	grade II
No. 36 (The Vicarage)	grade II
Wall to the east of The Vicarage	grade II
No. 84	grade II GV
No. 90 (Redlingtons)	grade II GV
Stable block to north-west of Enfield Court	local list
<i>Silver Street (east side)</i>	
Church School of Industry (Nicon House)	local list
<i>The Town</i>	
Nos. 3 & 4	grade II
Nos. 6 & 7	local list
No. 22 (Old Vestry Office)	grade II
No. 22 (Old Vestry Office) forecourt railings	grade II
No. 20 (Barclay's Bank)	local list
<i>Town Park</i>	
Footbridge over New River	local list
<i>Registered historic parks and gardens</i>	
Chase Green Gardens, Chase Side	(locally registered)
St Andrew's Church, Church Lane	(locally registered)
Town Park, Cecil Road	(locally registered)

6.2 Criteria for assessing unlisted elements

(From English Heritage's guidance *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011))

'Check list to identify elements in a conservation area which may contribute to the special interest.

A positive response to one or more of the following may indicate that a particular element within a conservation area makes a positive contribution provided that its historic form and values have not been eroded.

- Is it the work of a particular architect or designer of regional or local note?

- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape eg a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

Original appraisal and 2013 appraisal review undertaken by Jenny Pearce; maps prepared and updated by Richard Peats

February 2014
