

Grange Park Conservation Area Character Appraisal

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GRANGE PARK CONSERVATION AREA CHARACTER APPRAISAL

SUMMARY OF 2014 REVIEW

Grange Park Conservation Area's character - a tightly planned layout, houses in single occupation and a green setting of trees and gardens - offers minimal scope for major change and re-development, or even for side extensions to properties. The street and garden trees and shrubbery become more prominent each year and increasingly soften views. Since the original appraisal was undertaken, there has been a continuation of trends in minor alterations, which collectively have an effect on the area's character. The most obvious of these is parking in front gardens, with many having unrelieved hard-standings and often loss of front boundaries. The locations where traditional front gardens have been entirely retained are particularly welcome; in contrast, a small front plot crammed with cars which protrude beyond the boundary can affect the whole aspect of a street. So far, there is only one instance of extensive solar panel installation on an elevation visible from the street.

The shopping and commercial area in the western part of The Grangeway, up to and just beyond the railway bridge, is more vulnerable than the residential streets, and various forms of previous damage to character remain – poorly designed fascias and shop fronts, replacement windows, extract ducts, lack of maintenance and the addition of satellite dishes. The setting of Grange Park railway station's 19th century building and railway bridge is let down by wire fencing, concrete posts, poor quality street furniture, and a neglected site, and makes an unimpressive gateway to and from the Conservation Area.

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 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 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 flavour 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 2010), DCLG

1.2.3 This appraisal of the Grange Park Conservation Area (hereafter referred to as the Conservation Area) supports Enfield Council's commitment in The Enfield Plan (Core Strategy adopted 2010), 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 Grange Park Conservation Area was designated on 5th November 2008. An Article 4 direction, withdrawing permitted development rights for specified works to houses in the Conservation Area, was confirmed on 12th November 2008. The boundary has remained unchanged and no boundary alterations are currently proposed.

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: Development Management Document: DMD 44*) for all areas. This Conservation Area appraisal review will be used to support the conservation policies that form part of the Core Strategy.

2 APPRAISAL OF SPECIAL INTEREST

2.1 Location and setting



Figure 1: The western part of The Grangeway

Location and context

2.1.1 The Grange Park Conservation Area is located to the south west of Enfield Town, equidistant from the town and Winchmore Hill. It has the railway embankment of the Hertford North loop from London Moorgate and Kings Cross stations running parallel to its length to the west, with Bush Hill Park Golf Course to the east. Old Park Avenue links the area directly to Chase Side.

General character and plan form

2.1.2 The Conservation Area consists of three principal roads: The Chine and Old Park Ridings, two long, parallel residential roads running mainly north/south, and The Grangeway, which crosses them east-west towards their southern ends. The Chine turns sharply east to meet Old Park Ridings near its northern summit, and curves more gently eastwards to meet it near the junction with Green Dragon Lane to the south. The eastern part of The Grangeway is entirely residential, while the western part has three parades of shops contemporary with the residential development. The railway line and railway bridge define the visual and stylistic boundary of Richard Metherall's development, but the station building is included because of its important role in the popularity and growth of the area and the views of it from The Grangeway. The older parts of the conservation

area are at the southern and northern ends, with later inter-war development filling in the central part, but the rising ground provides clear views between the older areas.

Landscape setting and topography

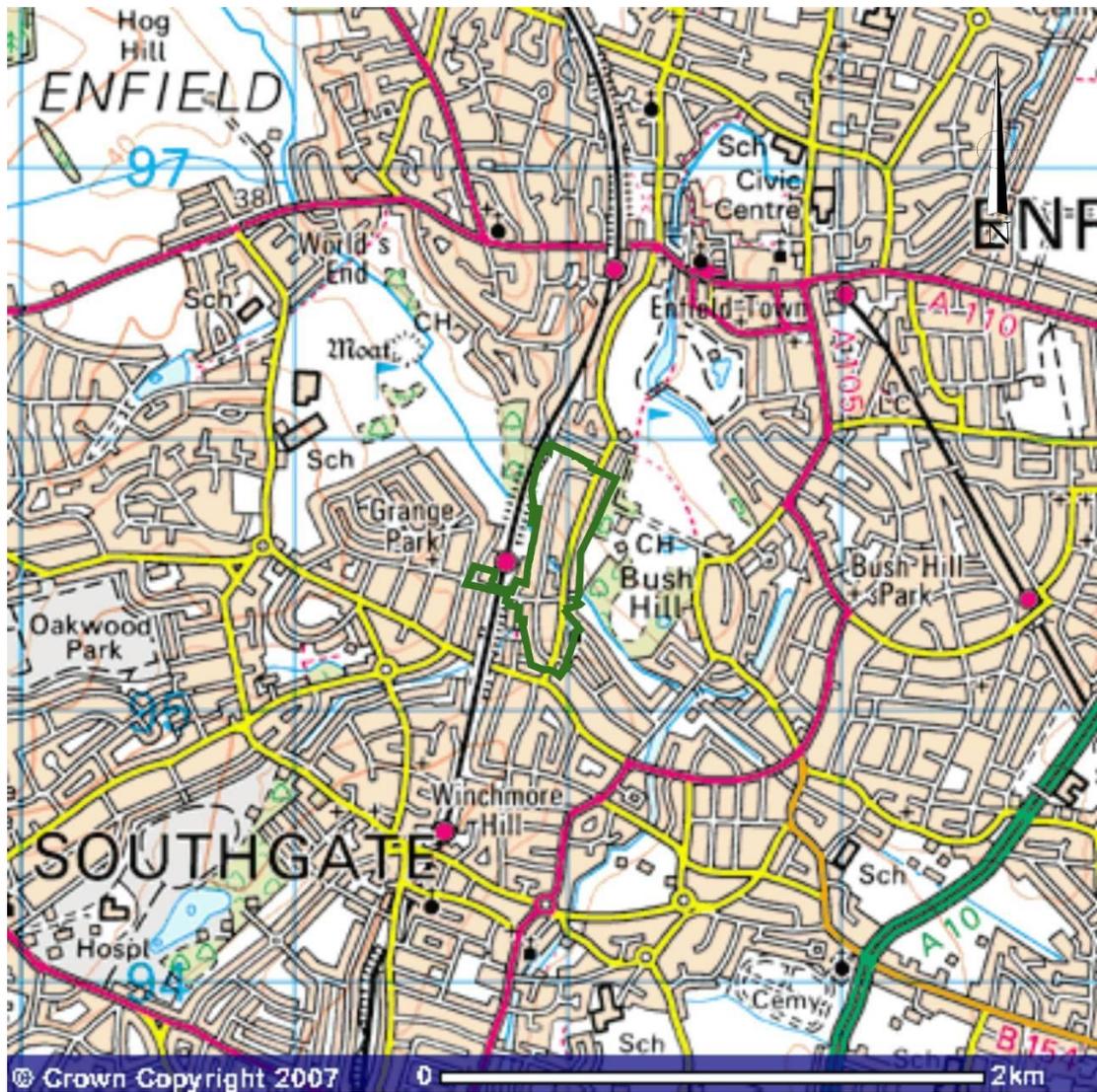


Figure 2: View east from southbound station platform, towards The Chine and Old Park Ridings

2.1.3 The Conservation Area occupies the valley between the railway embankment and Bush Hill. It is bounded on its two long sides by green open space – Bush Hill Golf Course to the east, and Enfield Golf Course, Cheyne Walk Open Space and the ‘orchard’ allotments to the west. The trees bordering these spaces are important elements in the Conservation Area, forming dramatic backdrops to long views. The topography is relatively dramatic for such a compact area, and swooping inclines make the impact of these backdrops more pronounced. Both the Chine and Old Park Ridings cross the valley of Salmons Brook, which runs from the high ground to the north towards the River Lea in the east of the Borough. The Grangeway occupies the lowest point and the two long roads rise steeply towards Old Park Avenue to the north and Green Dragon Lane to the south. From the viewpoint of the raised Grange Park station platform, as in the photo above, the heavily treed setting predominates.



Figure 3: Important tree backdrops to long views in Grange Park



Grange Park proposed conservation area character appraisal map 1: Location map

Conservation area boundary

Figure 4: Location Map

2.2 Historical development



Figure 5: OS map of 1867. Development began to the south west of Old Park Grange.

2.2.1 The Grange Park estate took its name from Old Park Grange, also known as Pike's Farm, one of the remnants of Old Park and based on a former hunting lodge. Old Park had been a royal park (formerly known as the Frith, or inner park, to distinguish it from the much larger Enfield Chase).

The focus of the park was an early 12th century motte and bailey on the site of the former Old Park House (now the Bush Hill Park Golf Club clubhouse). In 1650, the park occupied 553 acres south west of Enfield Town. By the end of the 17th century, it had been converted to farmland, having failed to revert to its former use after the Restoration. Pike's Farm was demolished in 1913 for the development of the upper part of the new road Old Park Ridings.

2.2.2 At the end of the 19th century, this part of the Borough of Enfield was still mainly open land. Some new suburban development had been stimulated by the arrival of the railway in the mid 19th century, but initially the single-track branch lines service to Enfield from the Great Eastern line was poor. It improved after double track was installed in 1872, and the Great Northern extension opened with a terminus at Windmill Hill in 1871. Development occurred first to the west of Enfield, and then around Bush Hill Park, when the station there opened in 1880. In 1900, Winchmore Hill and Bush Hill Park were still discrete settlements, so that development at what became known as the Grange Park estate first took place in open countryside, with no direct road connection to Enfield Town. The 1898 Ordnance Survey (see below) shows the dotted lines of the new estate's roads laid out over open fields next to the railway.

2.2.3 An extensive area of land on the western side of Bush Hill north of Green Dragon Lane (a part of the Chase Park Estate, which had come on the market in 1908) was purchased for housing development by Richard Metherall. He was a builder with a successful record of building in Muswell Hill, who was by then living at Elmcott, at the summit of Bush Hill. The construction of the Great Northern Loop line to Stevenage by the railway company was under way by 1906; the land clearance for this line was the reason for the demolition of Chase Park and the sale of its estate. Richard Metherall had negotiated a deal with the company which involved an exchange of land and an agreement to build a certain number of 'good class' houses to guarantee commuting customers for the rail service, in return for which Grange Park station was built.



Figure 6: OS maps of 1898, with roads laid out by 1910 added; and 1914.

2.2.4 By the end of 1909, new roads called The Chine and Old Park Ridings extended across the Salmons Brook valley and up the hillside opposite. Metherall built two new bridges across Salmons Brook and straightened its course. A block of ten shops near the station in the new Grangeway was built in 1910 and another new route - Old Park Avenue and Old Park Ridings - opened in 1912 to join Green Dragon Lane to Chase Side, linking the new suburb of Grange Park to Enfield town. Originally, these latter two roads were built through the brow of the hill in 12ft deep cuttings to reduce their gradient.

2.2.5 Development was halted by the First World War. The 1914 Ordnance Survey (*previous page, right*) shows two long roads, The Chine and Old Park Ridings, nearly parallel for most of their length, still surrounded to the east and south by open land. Buildings later than 1914 have been added to this map at some point; the central parts of The Chine and Old Park Ridings were not built till the 1920s. The houses at the northern end of The Chine and Old Park Ridings were the last to be built before the First World War, in 1913-14. They have many similarities to those in the southern part of both roads and are in an Arts and Crafts influenced style, although mainly detached and larger. Houses much more typical of inter-war development, semi-detached and gabled and more economical with materials and architectural details, later filled in the central parts of both roads.

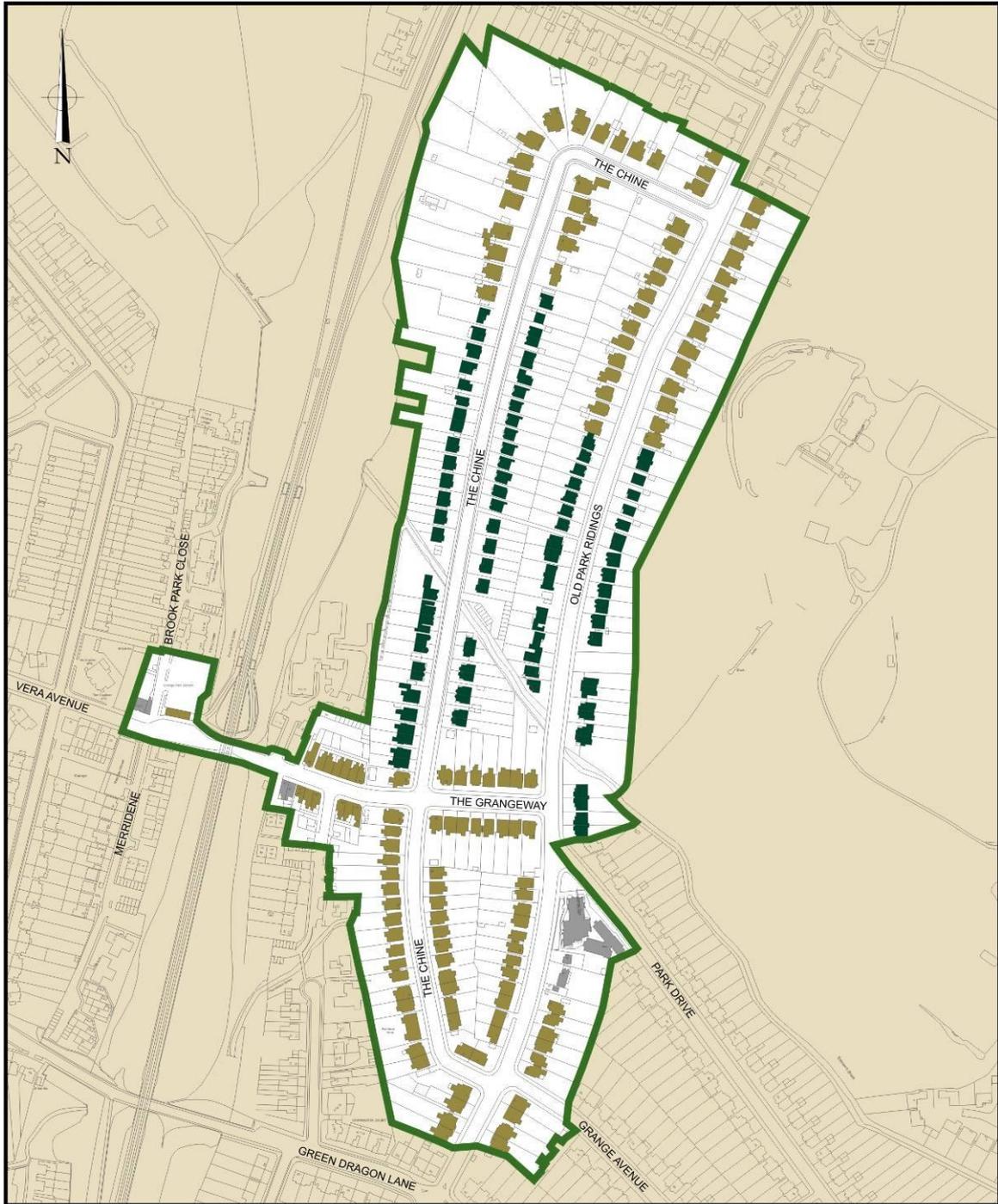
2.2.6 Building around Grange Park began again in the 1930s, with estates to the west of the railway line around Green Dragon Lane - now considerably widened - and Vera Avenue. Between the wars, Winchmore Hill became almost completely covered with semi-detached houses, but the only ones approaching the scale and quality of those in the Conservation Area are at Eversley Crescent. Enclosure of the Conservation Area by golf courses and

the railway embankment has ensured that Grange Park remains distinct and separate from most subsequent development.

- 2.2.7 The area has undergone little development or re-development since the inter-war period; most is in the form of extensions, including an extension to the shopping centre's south side. Houses are closely built and, other than at The Chine's northern end, are on narrow plots, limiting re-development opportunities. The shopping centre has retained its usefulness and most of its architectural character, although the shops have lost their original shop-fronts.

2.3 Archaeology

- 2.3.1 In terms of archaeological importance, the area to the west of Old Park Ridings is of interest as it forms part of the immediate setting of the former motte and bailey castle on the site of Old Park House. The site of the castle (including the land around it) is a Scheduled Ancient Monument, within an Area of Archaeological Importance that extends over the houses to the east of Old Park Road. Due to the relatively light level of human occupation before the 20th century, the rest of the area is not of archaeological interest.



Grange Park proposed conservation area character appraisal map 2: historical development

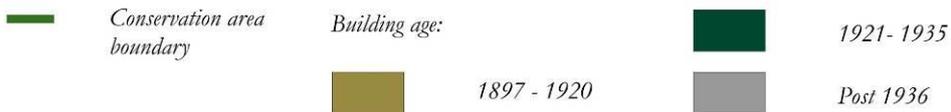


Figure 7: Historical development

2.4 Character Analysis

Spatial analysis

2.4.1 The area is relatively small and can easily be comprehended from a number of vantage points due to its location in a valley. The varied topography and

different periods of building have nevertheless created discernible sub-areas, which are described below.

Key views, vistas and viewpoints

2.4.2 Dramatic views of the area are available from both ends of The Chine, particularly from the north end, across the dip to the opposite ridge; and also from the western end of The Grangeway to the tree backdrop behind Old Park Ridings. The Grangeway itself also has a marked incline towards its junction with The Chine. The spire of St Mary Magdalene's Church, Enfield, is visible on the horizon from the southern end of The Chine and the striking Art Deco tower of the Grange Park Methodist Church, built in 1938, form an important landmark in the view from the northern and southern junctions of The Chine and Old Park Ridings.



Figure 8: Views to the tree backdrop on the Golf Course; dramatic views south from The Chine

Activity and uses

2.4.3 Most of the area is residential, with the only area of commercial activity being the shopping parades and the rail station nearby.

Qualities of buildings

2.4.4 The southern parts of The Chine and The Grangeway, and the southern part of Old Park Ridings, are very consistent in architectural character; the northern part of the Conservation Area, in The Chine and Old Park Ridings, has more diversity. This is due in part to the chronology – the southern end being the earliest part built – and to the houses at the top of the hill in The Chine being of more varied design, larger, and on bigger plots, taking advantage of the better views. In the upper part of Old Park Ridings, the houses are mainly of two distinct types, with minor variations. The later houses in the central parts of both roads are characteristic of inter-war speculative housing, featuring two storey bay windows with half-timbered gables above and plain casement windows and porches.



Figure 9: Examples of distinctive doors, windows and signs in the Conservation Area

2.4.5 In the ‘triangle’ south of The Grangeway, the general impression is of tightly-built houses composed from a limited palette of architectural features. All are two storeys with mainly hipped roofs, but many of the roofs are complex combinations of forms, including hips, gables, asymmetrical gables, dormers and stacks. Throughout the Conservation Area, the closely-packed plots and the steep topography of the roads combine to form a richly complex building mass in which it is often difficult to distinguish individual houses when looking up or down hill. The shopping parades, which were built early, are composed as three symmetrical and self-contained groups of three storeys, with flats and offices above the ground floor, and also have a dramatic profile including hips, generous gables, deep stacks and corbelled corner bays. The central section of The Chine, although of good quality, does not have the cohesion of design which is significant in the southern section. The northern reaches of Old Park Ridings is made up of good, if unremarkable, groupings of speculative detached houses.



Figure 10: The Grangeway: the house on the left was originally Richard Metherall's estate office

The Chine, southern section



Figure 11: Tight groupings of houses, with a range of Arts and Crafts influenced features

2.4.6 The section of The Chine south of The Grangeway feels more enclosed than its northern part, due to the sharp bend inwards from the junction with Old Park Ridings, then the gradual curve round and down towards The Grangeway. Houses in this section have sash or casement windows, the sashes as two-part or three-part combinations, the casements in horizontal ranges with stone mullions, sometimes with leaded lights. Low wide shallow-cambered arches, as window heads or relieving arches with decorative infill, are also a feature. There are various combinations of square or curved bays and oriels, applied timbering, enclosed or hooded porches, porthole and corner windows, and deep bracketed eaves. In some cases, the outcome is arbitrary and fanciful, but generally the result is a lively streetscape which has retained its character very well. Examples such as No 31 The Chine (illustrated above right) show this house type at its best, with expanses of plain walling to balance the varied window types and unusual door and window combinations. The shallow front gardens and narrow gaps between houses mean that there is little visible garden greenery, but gardens given over to parking are as yet in a minority.

The Chine, northern section



Figure 12: The northern section of The Chine: steeply rising ground, and more large detached houses.

2.4.7 North of The Grangeway, the architecture of the street is less cohesive than that of the small group of houses south of The Grangeway, but the topography invites the eye to dwell on the grand sweep of the view rather than on individual houses. In the central section (nos. 49-99 odd and nos. 44-88 even), the houses are of the 1920s and there is little Arts and Crafts influence, although there is an interesting and unusual form of maisonette (shown in the left hand photograph below), similar in appearance to a semi-detached house and with a common front garden; the two 'houses' are not handed and do not form a symmetrical whole.



Figure 13: The Chine: maisonettes designed to look like a house; (right) a good corner composition, No 98

2.4.8 Towards the top of the road, from nos. 99-127 (odd) and nos. 90-98 (even), there is a highly impressive group of substantial detached houses set in more spacious plots, but with similar architectural motifs to those in the southern section, particularly the wide cambered arches and heavy mullions. They vary considerably in style and two at the top, nos.115 and 117 on the curve of the road, form a fine termination of the view west along The Chine from Old Park Ridings; and No 98 opposite (*photo above, right*) makes a striking corner composition set in a traditional garden. A wide variety of street trees set in grass verges combine with those front gardens not sacrificed for parking to create a leafy, suburban character,

which is enhanced by fine distant views of tree-belts and views through to back garden trees are important in forming the landscape setting.

The Grangeway (eastern section)



Figure 14: Contrasting front gardens

2.4.9 This is a distinctive group of houses of very similar design, mostly detached. They are mainly in red brick, intermixed with some roughcast. There is much in common with The Chine in terms of the range of architectural features, such as shallow cambered window and door arches and long ranges of stone mullioned casement windows. Corner houses have angled bays which enhance their townscape value. But the front gardens are relatively bare and bland, with little planting, few boundaries and some parking.

The Grangeway (western section)



Figure 15: Shopping parades: the first floor on the left in the right hand photo has had traditional windows reinstated since 2008

2.4.10 Providing the focus of the Conservation Area, these three parades of shops with flats over are of high architectural quality and have retained their distinctiveness, although it is much compromised by loss of original shopfronts and joinery, and by poor maintenance and ugly additions, such as ducts and satellite dishes. They were built by Metherall at an early stage

in the development of Grange Park and form a group with Grange Park rail station and the railway bridge. The land rises from Old Park Ridings to the railway line, so that the imposing presence of the parades is increased from this approach. Exposed stacks on the corners and flank walls, with corbelled entrances, add to this effect. The three parades have gables and corner features to emphasise their symmetrical design. Architectural features echo the houses with a similar palette of cambered arches, curved hood moulds, oriels, brick bands on the rendered gables, tile hanging and porthole windows. Unfortunately, many of the windows are uPVC in inappropriate designs, with only a few retaining timber windows and lead comes. From the west, the group is framed by the railway arch. The station itself, a plain single storey red brick range, does not achieve the same distinction, although it forms an attractive group with the railway bridge, trees and the house beyond. Nestor Avenue, between the two parades on the south side, has two mature trees framing its junction with The Grangeway, a notable feature in an area where street trees do not generally make a major contribution.



Figure 16: The Grangeway shops, south side (left); Grange Park station building

Old Park Ridings (south of The Grangeway)



Figure 17: Looking north from the south end of Old Park Ridings

2.4.11 This section of Old Park Ridings forms a triangular group with The Grangeway's eastern section and The Chine's southern section, continuing the architectural vocabulary of these roads on its west side. There are large semi-detached houses, highly modelled, with a mixture of casement and sash windows, paired asymmetrical gables and dormers. Looking northwards along Old Park Ridings from Green Dragon Lane, there are dramatic views downhill to the tree backdrop on the ridge, with Grange Park Methodist Church forming a focus in the near distance as a contrast to the relatively uniform height of houses. North of Salmons Brook, the road climbs towards Enfield and is lined with groupings of good, modest detached houses. The variety of street trees adds considerably to the suburban character of the whole.

Old Park Ridings (north of The Grangeway)



Figure 18: Examples of the two main house types in the northern section of Old Park Ridings.

2.4.12 This section of Old Park Ridings is wider and busier than The Chine, and the houses are of a more uniform size. However, in common with The Chine, the higher end built before the First World War retains the Arts and Crafts influence, while the central part is of a later date, with designs more typical of inter-war speculative development.

2.4.13 From the northern junction with The Chine to the middle of Old Park Ridings' northern section (nos. 67-97 odd and 94-120 even), many of the designs are of two broad types (*see photos above*), both detached. One has a gabled wing to one side, and sometimes stone mullioned casement windows; the other has a hipped roof and sash windows with glazing bars in groups of two or three. There are many variations on these two main types, including hood moulds over windows, moulded architraves, small hips to the top of gables, various types of timber, tiled or stone porch, and either red brick, stock brick or roughcast for walling. Front doors are often paired double doors with glazed panels and many houses retain their leaded casements, which add greatly to the texture of the facades.

2.4.14 From the centre of this section of the road to the junction with The Grangeway, the houses are of a later date. There is a group of large detached 1920s villas on the east side before the change southwards to smaller semi-detached types. On the west side, there are smaller detached 1920s houses, then semi-detached and less interesting modern houses. Although the architecture tends to decline in interest towards Salmons Brook, the topography and sweeping views help to maintain cohesion.

The public realm

2.4.15 Street furniture, and highway and footway surfaces, in the Conservation Area are of the standard type and do nothing to complement the quality of the domestic architecture. Outside Grange Park station, poor quality fenceposts, wire fencing and steel handrails detract from the setting of the station, the bridge and the shopping centre. Street trees make an important contribution to the character of the area around the shops in The Grangeway and outside the station, and at the end of Nestor Avenue. The tree outside the station is protected by a Tree Preservation Order, but the Nestor Avenue trees and those to the east of the railway bridge should be considered for protection too.

Green spaces and trees



Figure 19: Gap site in Old Park Ridings, giving views beyond the streetscape

2.4.16 There are no publicly visible or accessible open green spaces in the Conservation Area; but the setting in long views is dominated by trees, which are visible as backdrops in views, on the borders of the two golf courses. There are areas of scrub around Salmons Brook where it crosses under Old Park Ridings, which contrast strongly with the well-kept gardens and are a reminder of the rural past of the brook's valley. Because the houses - even the larger types - are very closely set together, there are few gaps between where trees and greenery are visible. Front gardens are

generally shallow, with many hard surfaced for parking, so only the front gardens of wider plots at the north end of The Chine and Old Park Ridings make any significant green contribution to the townscape. There are occasional glimpsed views of green back gardens; for example, at the south side of no 28 The Chine and the north side of No. 26 The Chine, where views over the fence and across the gardens of the properties in the eastern section of The Grangeway can be seen. Mature street trees are very important in The Grangeway near the railway bridge, as shown on Map 3, and in the photo below, where they extend along Vera Avenue.



Figure 20: Vera Avenue view looking west

Intrusion, damage and neutral areas

2.4.17 The character of the houses has remained largely intact, and there has been relatively little change to original architectural details and joinery other than at the shops, except for the use of uPVC replacement windows, which largely occurred before designation. Because houses are mostly built close together, there are limited opportunities for side extensions. The main change has been to front gardens, many of which, although shallow, have been surfaced for parking. This has usually involved the loss of traditional front boundaries such as walls, fences or hedges and has rarely been carried out with a regard for appearance, or for the retention of effective areas of planting. Old Park Ridings suffers particularly in this regard.

2.4.18 There is so far only one example of solar panel installation, which affects the character of the Conservation Area. This is located in the north part of The Chine and it is shown in the photo, (p.25). This major installation, consisting of 12 panels, has a negative effect on the street scene.



Figure 21: Examples of good original door and window designs in The Chine and Old Park Ridings

2.4.19 In The Grangeway, the shopping parades have, over many years, suffered more substantial change, with upper floor windows having been changed to inappropriate forms and materials, and many mediocre shop-fronts installed. To the rear of the parade as seen from Nestor Avenue (*below right*), there is some very unattractive extract ducting. The setting of the rail station is unattractive, with steel railings and wire fencing (*see below left*.)



Figure 22 Grange Park station fencing (left); extract duct to rear of The Grangeway shops, south side.

2.4.20 One welcome improvement of a previously negative aspect is where traditional casement windows have been re-instated at the first floor, replacing the previous non-traditional design recorded in the original appraisal in 2008.

Problems and pressure

2.4.19 The residential part of the Conservation Area is well maintained and there are few problems needing resolution other than the intrusion of non-traditional joinery and the loss of well-planted front gardens - especially if they are used primarily for parking and the surfacing material is non-traditional. So far, there is only one example of an intrusive solar panel installation, in the northern part of The Chine. The shops at The Grangeway, however, are more affected by poor design, with badly designed window replacements and fascias, and by poor maintenance, which is especially noticeable in rear areas.



Figure 23: Negative effects on the Conservation Area (clockwise from top left): solar panels on front roof slope in The Chine; poorly designed uPVC window in Old Park Ridings; bleak expanses of hard-standing replacing front garden in Old Park Ridings; intrusive parking in very small front garden in The Grangeway.

3 SUMMARY OF SPECIAL INTEREST OF THE CONSERVATION AREA

3.1.1 The key factors that give the Grange Park Conservation Area its special interest can be summarised as follows:

- The Conservation Area is formed of a cohesive group of houses and shops initially laid out and partly built between 1910 and 1914 by a single developer, and subsequently completed in the 1920s and 1930s. The earlier parts possess a unity of style deriving from a range of features influenced by the Arts and Crafts movement, and are distinguished by high quality details and materials.
- The area was one of the first in the Borough to be developed as a high quality planned suburb closely linked to road and rail transport. It has a spacious aspect arising from its wide roads, long vistas and generous plot sizes.
- The tight layout of houses along the street frontages, with very narrow gaps between, combines with the hilly topography to create dramatic vistas of complex roof forms.
- There are distinctive views out of and across the Conservation Area to the tree backdrops of the golf course boundaries to the east and to the west.
- The shopping parades have similar high quality architectural features to many of the houses, and their unity and distinctive tall profile enables the shopping centre, with the bridge and railway station, to provide a clear focus (both visually and in terms of activity) for the neighbourhood.

4 SUMMARY OF ISSUES

4.1.1 Issues facing the Conservation Area at present can be summarised as follows:

- Front garden parking remains a key issue. It is frequently intrusive, and individual hard-standings often too extensive, with very little planting and no boundary walls. These form an unattractive setting for houses of good architectural character and the cumulative effect in a street is detrimental.
- The replacement of traditional joinery is not yet a major problem in the residential roads, but there are some very insensitive examples of

replacement windows such as that at No 11 Old Park Ridings, illustrated in Fig.21.

- The shopping parades in The Grangeway, and the flats or offices above, have many poor quality fascias, windows and additions such as satellite dishes and extract ducts, and some buildings are poorly maintained.
- The setting of Grange Park Station is of poor quality and detracts from the effect of the station and bridge as a gateway to the Conservation Area.
- The installation of photo-voltaic panels which is detrimental to the area, indicates an emerging issue that requires monitoring and guidance. Appropriate measures, including the possible extension of the existing Article 4 direction to control such works, are being investigated by the Council.

5 BIBLIOGRAPHY AND CONTACT DETAILS

5.1 Bibliography

The following reference works were used in the preparation of this appraisal:

Baker T (ed) *Victoria County History of Middlesex V*. (OUP 1976)

Pam, D. *A History of Enfield II*. (Enfield Preservation Society 1992)

Pevsner N and Cherry B *The Buildings of England, London 4: North*, (Penguin, London 1998)

Whitaker, CW *Account of the Urban District of Enfield* (London, George Bell, 1911)

Reference is also made to the following legislation and national and local policy guidance:

Planning (Listed Building and Conservation Areas) Act 1990

Planning Policy Guidance Note 15: *Planning and the Historic Environment*
Department of the Environment, Department of National Heritage 1994

Planning Policy Guidance Note 16: *Archaeology and Planning and the Historic Environment*, Department of the Environment, Department of National Heritage 1990

Enfield Unitary Development Plan 1994

Enfield Development Management Document 2014

English Heritage: *Guidance on conservation area appraisals* (February 2006)

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5.2 Contact details:

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6 APPENDICES

6.1 Listed buildings

There are no listed buildings in the Grange Park Conservation Area

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?

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