

The Lakes Estate Conservation Area Character Appraisal

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prepared by

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Historic environment policy and practice

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THE LAKES ESTATE CONSERVATION AREA CHARACTER APPRAISAL

SUMMARY OF 2014 REVIEW

The Lakes Estate Conservation Area character appraisal was originally adopted and published in 2010. It was reviewed and updated during July and August 2014 by the Drury McPherson Partnership and now contains updated text and new photographs taken in 2014. The original maps have been amended as necessary. The appraisal should be read in conjunction with the revised Lakes Estate Conservation Area Management Proposals (2014), which contain management recommendations that flow from the revised appraisal.

There have been relatively few physical changes in the Conservation Area since 2010 and it is generally in good condition. The new buildings at 110-112 Alderman's Hill are broadly in keeping with the character of the area, although certain aspects of the development are subject to planning enforcement investigation. The new block of flats behind the railway station has no detrimental impact on the character or appearance of the conservation area. The best shop-front in the area, 66 Alderman's Hill, has been renovated and the shop returned to use. However, there has been no change in the unsatisfactory condition of the service street to the rear of the shops in Alderman's Hill.

The most important objective of the 2010 management proposals was the Article 4 direction, which has been made. The second, complementary action, the provision of guidance for owners and occupiers on design, conservation, maintenance and planning requirements, remains a Council aspiration.

Although only one example has been identified within the conservation area, the installation of photo-voltaic panels to traditional street-facing roofs, which is highly detrimental to the character of the area, is emerging as an issue that requires monitoring and guidance. Such work is not subject to control under Article 4 directions. Appropriate measures, including the possible extension of the existing Article 4 direction to control such works, are being investigated by the Council.

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 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 2010), DCLG

1.2.3 This appraisal of The Lakes 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 at the end of 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 The Lakes Conservation Area was designated in 2010. There have been no alterations to its boundary since then and none is 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 character appraisal 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

Location and context

- 2.1.1 The Conservation Area lies between Palmers Green and Southgate Green. It occupies a roughly rectangular site bounded by Fox Lane to the north, Alderman's Hill to the south, the former Great Northern Railway Branch line from Wood Green to Enfield to the east and Cannon Hill to the west. Cannon Hill forms part of the Southgate Green Conservation Area.

General character and plan form

- 2.1.2 The Lakes Estate is a dense residential area, with a simple road layout consisting principally of a series of roughly parallel streets running southwards from the historic Fox Lane towards Alderman's Hill. The houses are mostly closely-spaced Edwardian semi-detached pairs with some small terraces, invariably set slightly back from the road on a continuous building line. Alderman's Hill is lined with parades of shops with flats above, with a group of early 20th century houses to the west.
- 2.1.3 To the south, the Conservation Area faces across Broomfield Park, a municipal park formed from the early 18th century formal parkland landscape surrounding the remains of Broomfield House, and a former gravel pit. The park is protected by its inclusion in the English Heritage *Register of Historic Parks and Gardens of special historic interest*, and the surviving historic buildings within the park are protected by statutory listing. The park is encircled by detached and semi-detached houses of various Edwardian, inter-war and post-1945 dates.

Landscape setting and topography

- 2.1.4 The land form within the Conservation Area is roughly level along the line of the railways and to the south east corner, sloping gently upwards to the northwest, with a slightly sharper rise north of Conway Road. The series of lakes in Broomfield Park drains southwards towards Pymmes Brook and the same water course previously fed ponds to the north of Alderman's Hill on the line of the present Derwent Road. Another pond - the remnant of a somewhat larger one - survives in the present Conway Recreation Ground.

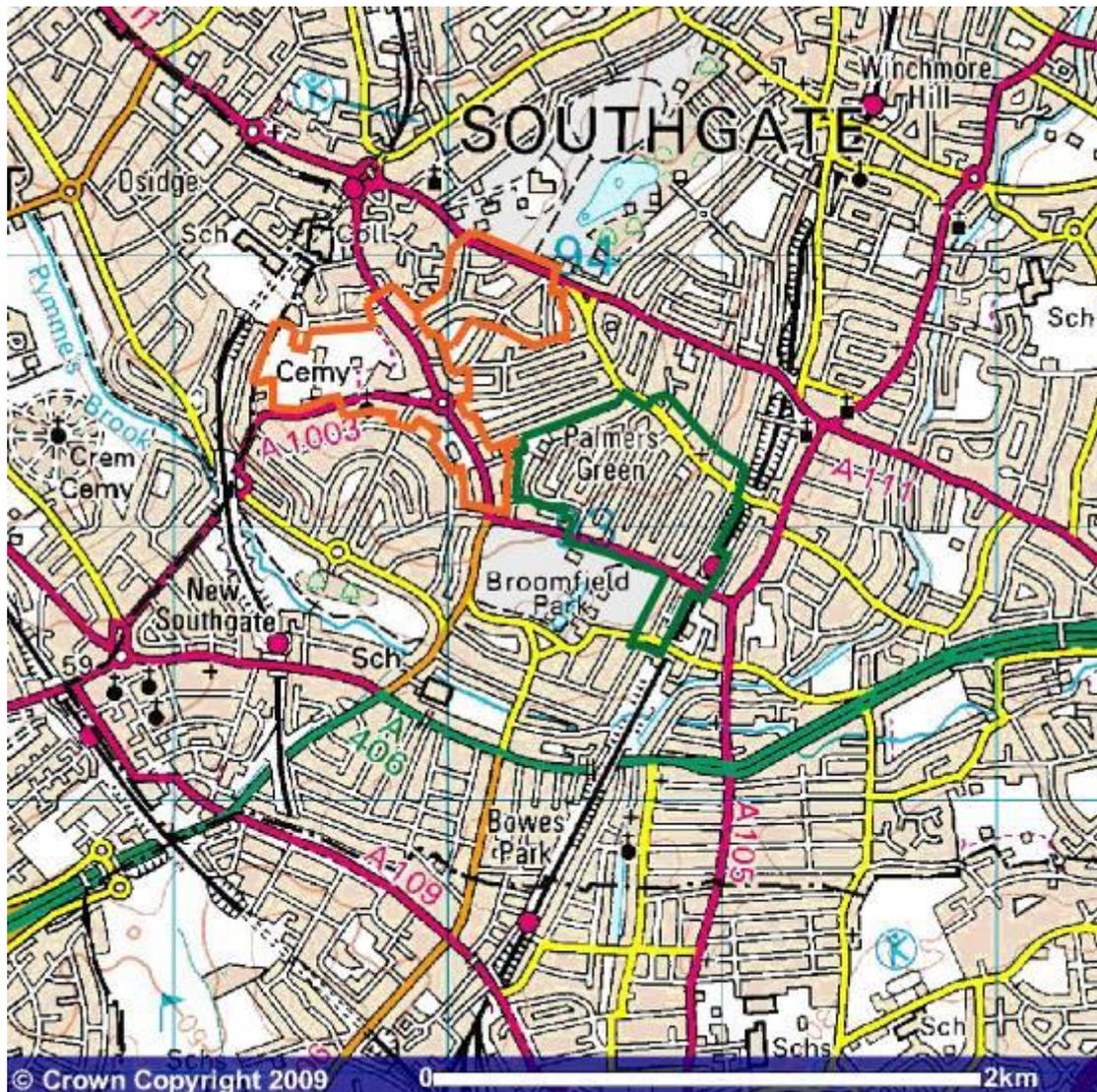


Figure 1: Location map, showing the conservation area outlined in green (the adjoining Southgate Green and Meadway Conservation Areas are outlined in orange)

2.2 Historical development

2.2.1 Until the twentieth century, Southgate was largely undeveloped and rural. The neighbourhood was notable for the mansions of city merchants, each set in extensive parkland, such as Arnos Grove, Grovelands and Broomfield. Southgate Green was the principal historic settlement and included a number of substantial 18th and early 19th century houses on Cannon Hill. Palmers Green was a small village. The hamlet of Clappers Green lay on Fox Lane close to its present day junction with Selborne Road.



Figure 2: Ordnance Survey 25" map extract of 1867

2.2.2 Palmers Green was connected to the railway network via the Great Northern Railway branch from Wood Green to Enfield in 1871, but, despite the proximity of London, this did not prompt intensive suburban development. This was principally because the largest local landowners, the Taylors of Grovelands and the Walker family of Arnos Grove, refused to sell any land for housing, ensuring that very little development took place in and around Southgate during the later 19th century beyond the erection of a few large detached houses. No.127 Alderman's Hill, an Arts and Crafts house in the Shaw tradition built in 1892 by J. B. Franklin for himself, survives, although much altered. Old Park House, another late Victorian house, stood at the east end of Alderman's Hill, and was replaced by the block of flats of the same name c.1930.

2.2.3 The Lakes Estate is a recent name, deriving simply from the street-names: it does not have local historic significance. The land was previously known as Old Park, and formed the grounds of an 18th century house called Cullands Grove that stood somewhere near the present-day junction of Harlech and Conway Roads. The name derived from the 16th century Gullands Grove, an area of woodland that then occupied the site. The

estate was bought in 1787 by Alderman Sir William Curtis, after whom Alderman's Hill is named. The 18th century house was a classical brick "box" with flanking wings, to which George IV was a frequent visitor. Following Curtis's death in 1829, the estate was sold to John Donnithorne Taylor of Grovelands. Cullands Grove house was pulled down c.1840 and the grounds became part of Grovelands Park.

2.2.4 On the death of John Donnithorne Taylor's son Robert in 1902, the Grovelands estate was put up for auction⁴. Lot one comprised 130 acres described as "Old Park Estate" (Fig.3). It was sold for £45,000 to the British Land Company, which laid out the roads between Alderman's Hill and Fox Lane, and immediately sold the land on for building. The roads to the north of the estate, Selborne Road and the Mall, were not laid out until 1904, possibly because of the need to acquire additional land linking them to Cannons Hill. They were only partly developed by 1914.

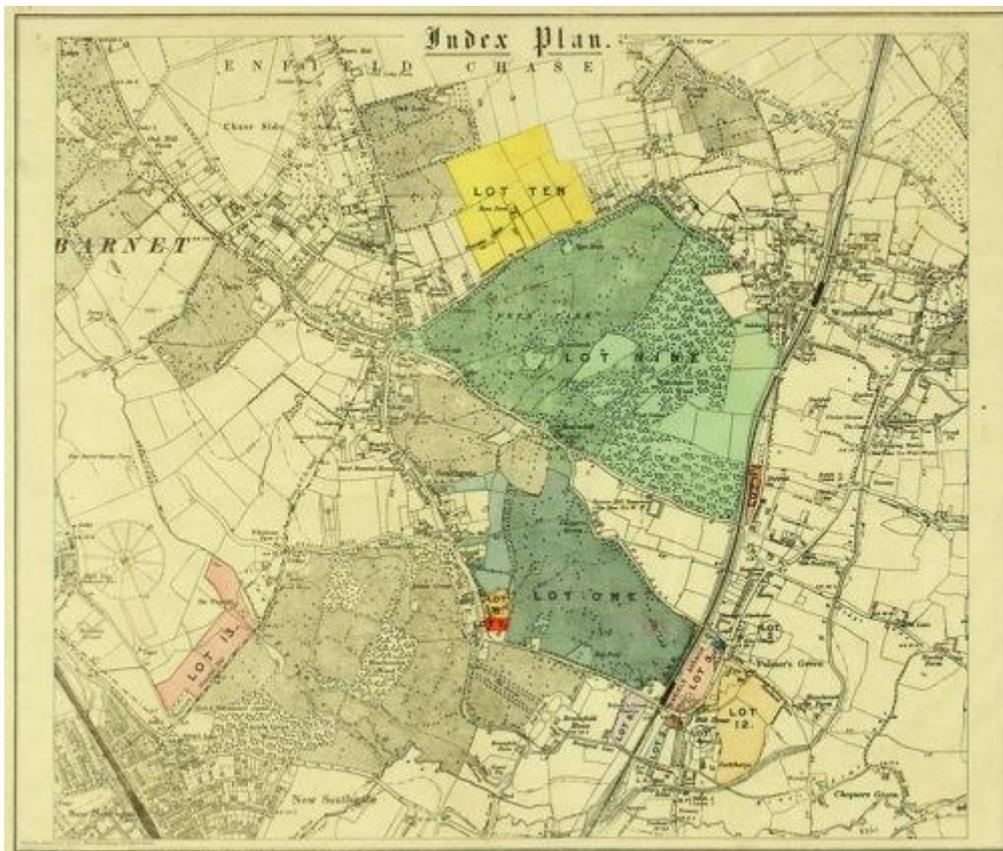


Figure 3: Sale plan for Grovelands estate, 1902 (reproduced by kind permission of Enfield Local Studies and Archive)

2.2.5 Lot six in the sale was 5 acres adjoining the railway line, sold for £5,050. This plot became the northern section of Broomfield Avenue. Despite its name, it was separated from the historic parkland by the former gravel pits

⁴ Sale Particulars, LB Enfield Archives, Ref.

and, in both date and architectural character, the development may be regarded as part of the Lakes Estate.

- 2.2.6 Like most of the late 19th and early 20th century development in the western part of the borough, this was a middle class neighbourhood. From the establishment of its own local government in 1881, Southgate had a middle-class complexion, self-consciously distinct from working class Edmonton of which it was previously a part. This identity was encouraged by the pricing policy of the Great Northern Railway (GNR). Unlike the Great Eastern, whose line ran through Edmonton and the east of the Borough, GNR ran very few workmen's trains and targeted first and second class season ticket holders.
- 2.2.7 The advantageous situation of the Old Park Estate, which benefited from being both close to Broomfield Park and Palmers Green station, justified building some of the largest and smartest houses in area, and demonstrated the exclusive character that it was hoped subsequent developments would maintain. The details of the sale of plots by the British Land Company to individual builder-developers do not survive, but, in line with common practice at the time and that of the British Land Company⁵, the social and economic standing of the estate would almost certainly have been established by the conditions of sale. Such things as the building line, residential use, and minimum value or size of each property are likely to have been prescribed.
- 2.2.8 The initial development of the Old Park Estate comprised houses of a consistent size and type. They were relatively large and up-market, designed to attract residents of a certain social and economic standing - or at least those who aspired to it. They were marketed at prices that would protect the social character of the neighbourhood. Before the First World War, many households would have included a live-in servant, but this was predominantly a neighbourhood of city commuters, of the growing middle class - people who had made some way up the social scale, and to the airy heights of Southgate, from Stoke Newington, Islington or elsewhere⁶.
- 2.2.9 The Minutes of Southgate UDC are incomplete before 1904, but a large number of applications to build on the land are recorded for 1904 and 1905, in some cases for very substantial developments. W.J. Edwards applied for 94 houses in Ulleswater Road in March 1904; almost the whole street. Of other larger developers, Wilkinson Bros. gained permission for 22 houses in Derwent Road in May 1904, the New London and County Building and Estates Co. (Ltd) received permission for 42 houses in the same road (see Fig 6 below), and A. Lusher for 18 in Harlech Road the following September. W. Goring generally sought permission only for a few houses at a time, although he eventually built a substantial number in

⁵ Smith J.W., *No Stone Unturned: A History of the British Land Company*; London 2006

⁶ Dalling G, *Southgate and Edmonton Past*, London, 1996 p79

Fox Lane and elsewhere. Palmers Green Estate Company applied for a number of houses in Conway Road. Among the smaller builders during the same year, J. Davies obtained permission for a pair in Lakeside Road; T. Henderson for four houses in Lakeside Road; L. Parmiter for four in Fox Lane and T. Roadnight for a pair in Old Park Road.

2.2.10 R.F. and W. Peachy were wholly responsible for the development of Broomfield Avenue and had applied for permission before 1904; in that year, they applied only for amendments. This building company is, alone among the area's early developers, still in business (2014) at Orchard Place, Tottenham. One of its directors recalled in 1998 that RF Peachey started "on his own account as a bricklayer in around 1879..." He was subsequently joined in business by his sons.

2.2.11 The Council Committee minutes do not identify the particular site for which individual applications to build were made, but house numbers are generally given in the records of "Certificates of Fitness for Habitation" granted on completion of each building. Houses generally seem to have taken about a year to build. The 1896 OS map shows the estate as open parkland, but, by c1908 (Fig 4)⁷, Old Park Road, Grovelands Road and Broomfield Avenue were completely built up, along with the south side of Fox Lane and several blocks in Conway and Harlech Roads. The houses facing the park on Alderman's Hill and the shops were also extant.

⁷ The m/s amendments to the 1897 OS map are undated, but they show new houses known to have been completed in 1907, but not, for example, the Church Hall opened 1909, suggesting a date of c1908.

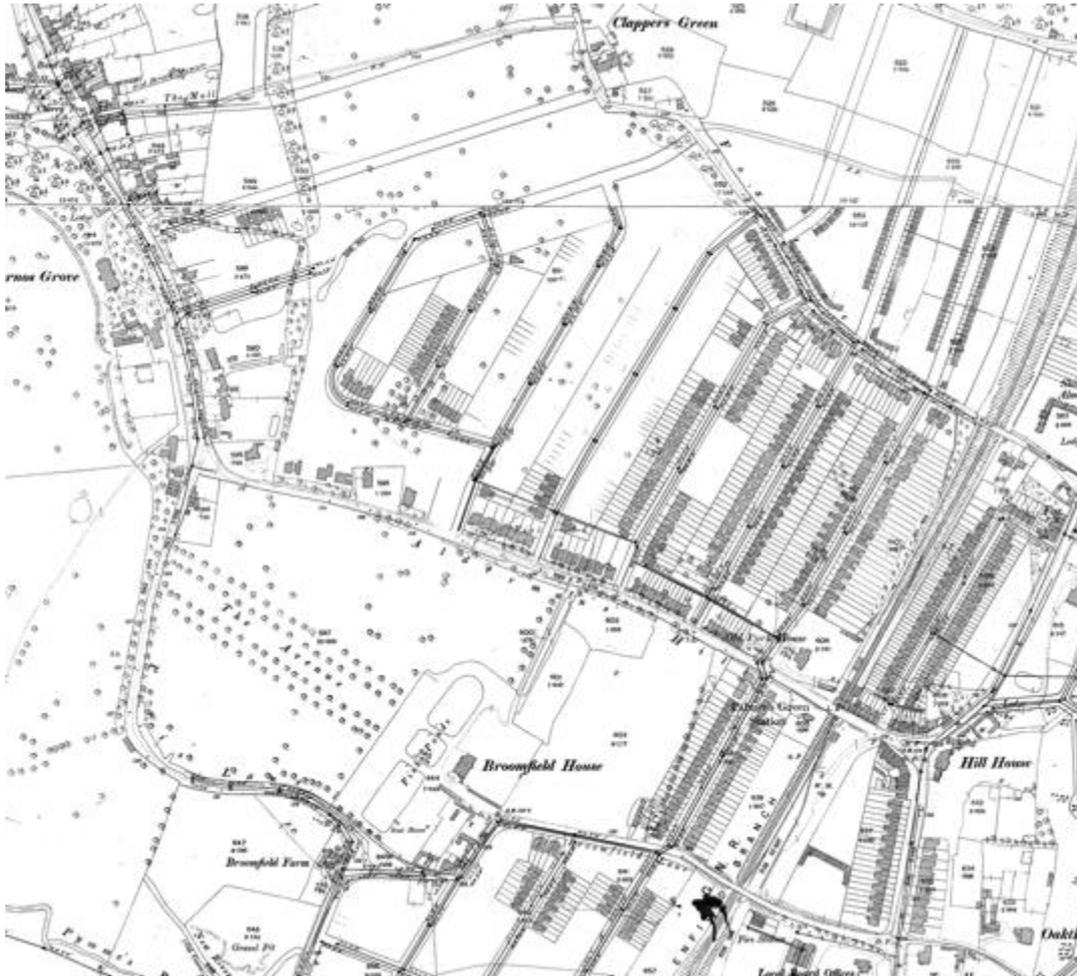


Figure 4: Ordnance Survey 25" map extracts of 1896-7, as amended c1908

2.2.12 The intention of the developers to maintain the exclusivity of the residential neighbourhood is reflected in a letter received in July 1905 by the Council from W. J. Edwards, who had been informed that it was proposed to build shops on Alderman's Hill on the British Land Company's estate. He hoped that the Council would "do all in its power to prevent this step". Notwithstanding the objection, work soon began on two blocks of shops with flats above, facing the park, originally known as Broomfield Park Parade. They are almost identical to those at Southgate Green, Muswell Hill Broadway and Winchmore Hill Broadway⁸ by the same developer, James Edmondson and Son of Highbury. Edmondson was one of the leading builder-developers of suburban north London in the late 19th and early 20th centuries. The firm was responsible for extensive residential estates in Muswell Hill, Crouch End, Winchmore Hill and Southgate. Meadway Estate, just north of Southgate Circus, now also a conservation area, was developed by Edmondson during the 1920s.

2.2.13 A taste of the social character of the new suburb can be gleaned from a letter from Mr Ellis of Broomfield Avenue noted by the Parks and Open

⁸ Information provided by Mr. G. Dalling.

Spaces Committee in May 1906, which complained of the annoyance caused by cricket balls being hit into the gardens of the houses in Broomfield Avenue. The Committee obligingly directed the players “to keep as near to the opposite side of the ground as possible.”

2.2.14 The north side of Fox Lane formed part of the Clappers Farm Estate, which was not sold for development until 1908. This allowed for the purchase of land for the Congregational Hall (1909) and Church (1913) and Southgate County School (1910), and for more housing. The few remaining gap sites were in-filled between the wars: small blocks in Conway and Harlech Roads, a pair in Lakeside Road and a handful on the north side of Fox Lane.

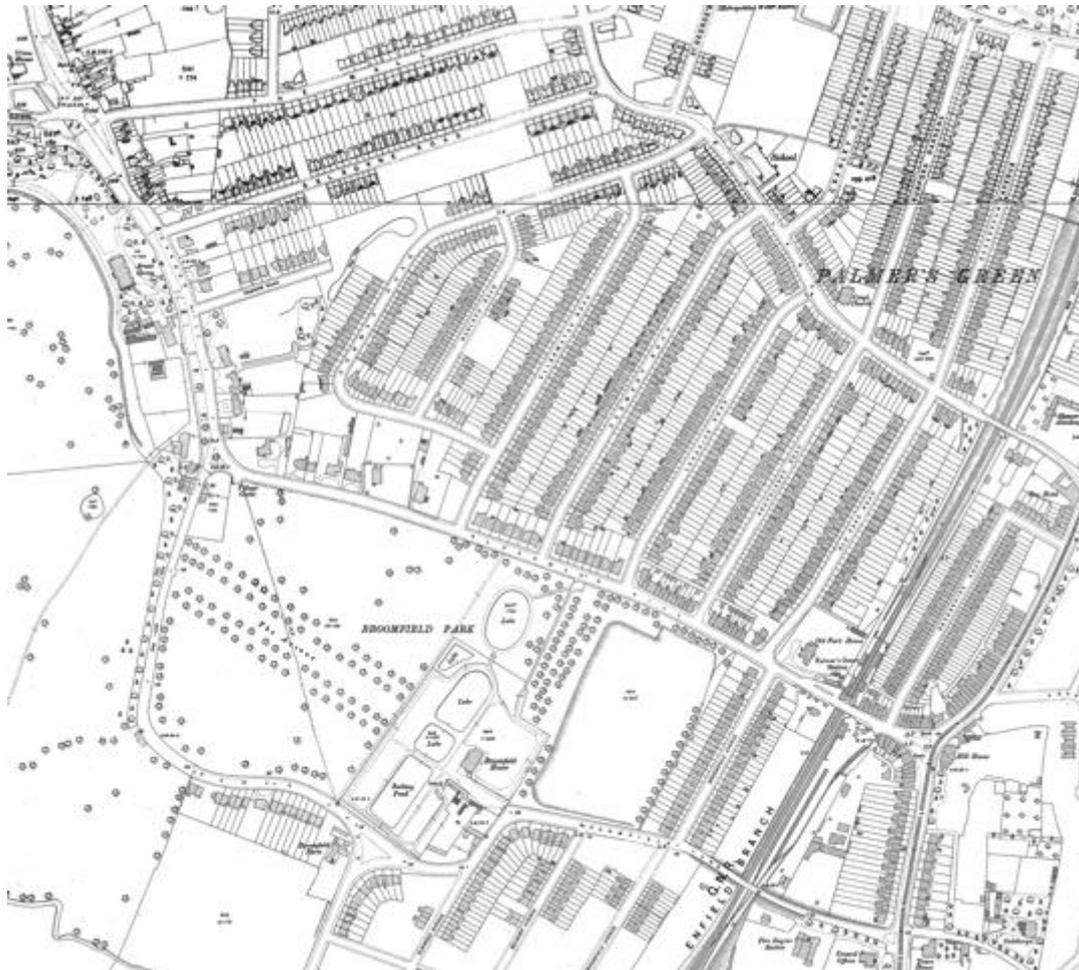


Figure 5: Ordnance Survey 25" map extract of 1913-14

2.2.15 At the west end of Alderman’s Hill, several early 20th century houses with gardens stretching up to Conway Road survived until the late 1930s. They have been replaced with characterless low-rise blocks of flats since 1945. The south-west section of Conway Road has also been developed with poor quality post-1945 infill housing.

2.2.16 The remainder of the Broomfield estate (over 200 acres) was sold for housing from c1901, but was developed piecemeal over a much longer

period and generally on a more modest scale than the Old Park estate. In roads bounding the park, only two pairs of new houses had been built in Broomfield Lane by c1908 (nos. 16-19) and none at all in Powys Lane.

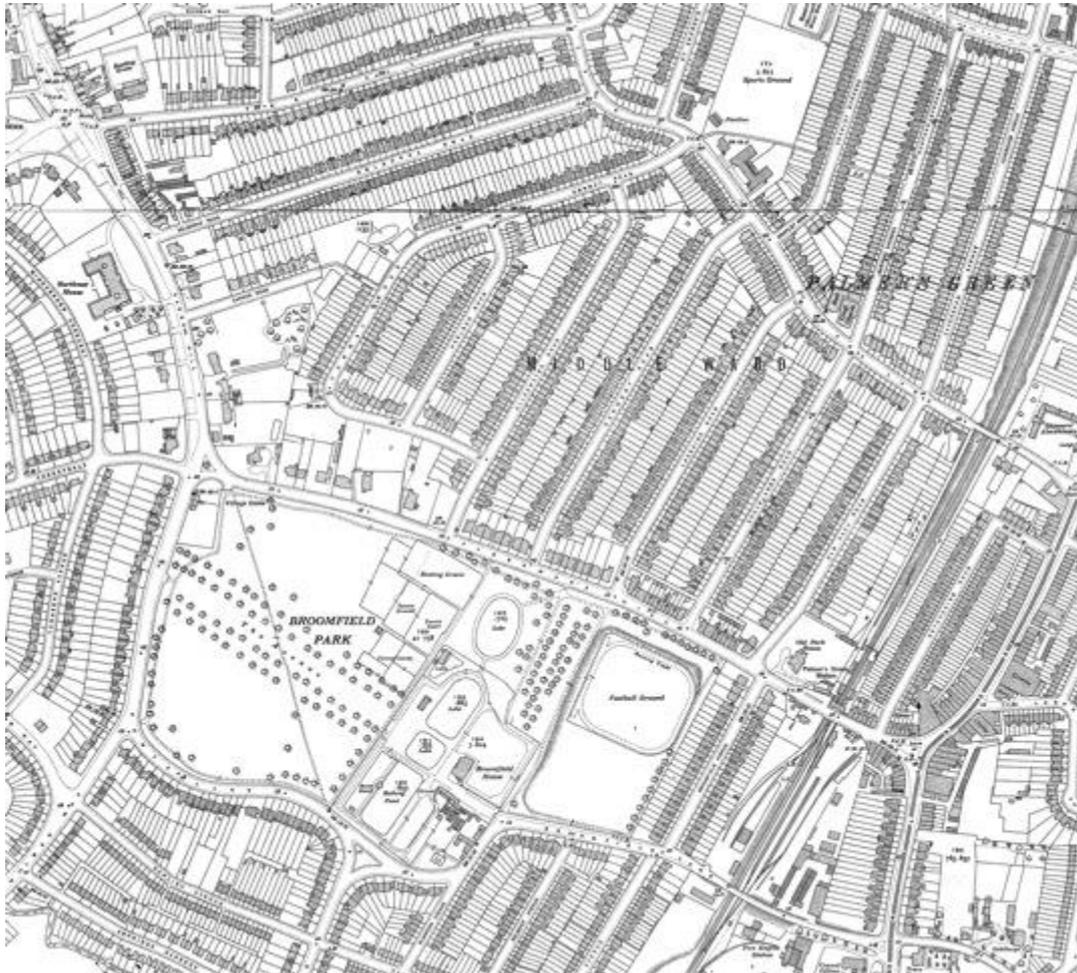


Figure 6: Ordnance Survey 25" map extract of 1936-7

2.3 Archaeology

2.3.1 No finds or features are recorded in the Greater London Historic Environment Record (GLHER) within the conservation area, nor is any part of it designated as an area of archaeological interest. Archaeological deposits in the area of the Lakes Estate are likely to have been destroyed when this area was developed during the early 20th century.



Figure 7: Historical Development

2.4 Character analysis

Spatial analysis

- 2.4.1 The streets of the Lakes Estate are uniform in their spatial character. The roads and footways are of similar width, with houses set back from the streets behind front gardens (many now paved for car-parking). Each street is lined with trees planted on the footways and, while there are gaps in the planting, the trees make a very significant contribution to the character of the area. Although most of the houses are semi-detached, they are closely spaced and the overall impression is of continuous lines of building. Plot size and street frontage are remarkably uniform. The back gardens are also of similar size, apart from small variations at the corners and ends of each block.
- 2.4.2 Ulleswater, Derwent, Lakeside and Grovelands Roads are roughly straight and slope down towards Broomfield Park; Old Park Road is level, but otherwise similar. Conway Road forms a C-shaped loop around the northern edge of the estate, its route reflecting the topography of the area to a greater extent than do the other roads. Harlech Road is roughly straight with a gentle slope, linking the two ends of Conway Road.
- 2.4.3 Fox Lane is an old route between Palmers Green and Southgate⁹. It formed the northern boundary of the Old Park estate as offered for sale in 1902. It shares many of the townscape qualities noted elsewhere on the estate, but is evidently not part of the planned layout. It is somewhat wider and less regular than the streets laid out by the British Land Company. From the railway bridge at its eastern end, it winds gently up hill to a skew-bend near the County School, beyond which was the ancient hamlet of Clappers Green. As such, Fox Lane forms a historic and topographical boundary to the estate.
- 2.4.4 On Alderman's Hill, the shops - with flats above them - followed very soon after the first houses. Although they were not part of a formal, planned layout, they are a typical adjunct to suburban residential development, located on the principal through road and forming a distinct architectural edge to the estate. The shops are served by a small mews street running between Lakeside Road to Old Park Road. A number of service buildings on the mews survive in some form, but none is intact.
- 2.4.5 There are no significant views within the area. Broomfield Park can be glimpsed through the trees at the end of the streets that join Alderman's Hill, but the park does not have a significant visual or spatial impact on the residential streets. The well-planted streets, and the repetition of strong

⁹ Edmonton Inclosure Map 1802; LBE Archives

vertical features such as gables, means that the key visual impression is that of the rhythm of groups of adjacent houses, rather than longer views. The rhythmic effect is often emphasised by, for example, alternating a pair of houses with canted bay windows and a pair with square bays.

- 2.4.6 Streets are strongly defined and enclosed by the close-built houses which obey disciplined building lines, with few relieving views onto open space. The gaps between houses (detached or in pairs) are generally too narrow to allow any significant views through to back gardens, or rear elevations.



Figure 8: Streetscape: Grovelands Road

- 2.4.7 The houses are of a similar height throughout the Conservation Area. Only the church and the school (which is listed at grade II) in Fox Lane stand out as individual buildings of a larger scale, but neither one frames or terminates a view. They are, none the less, important features in the townscape, making a valuable contribution to the distinctive and informal character of Fox Lane.
- 2.4.8 The only public open space within the Conservation Area is Conway Recreation Ground, off Conway Road.

Qualities of buildings

- 2.4.9 The special architectural and historic character of the Conservation Area derives primarily from the homogenous, collective value of its high-quality Edwardian housing. All the houses built by 1914 or shortly afterwards make a positive contribution to this character. The differences between streets are principally the exceptions to the norm. The area was developed over a remarkably short period, between 1904 and 1914. It is the quintessence of Edwardian suburbia. No architects can be associated with the houses on the estate, which were put up mainly by small builders, following an established - and by 1900, essentially standardised - architectural pattern.
- 2.4.10 The overwhelming majority of the houses on the estate is of the same basic type: substantial semi-detached two storey pairs. There are examples of slightly smaller houses, linked pairs and small terraces, especially among the later developments, but they share the key characteristics of the estate. It is the quality of their construction and the richness and variety of detailing within this standard form that makes the houses special.
- 2.4.11 Stylistically, the estate is characterised by a rich concoction of late Victorian architectural elements - predominantly, but not only, in the picturesque and vernacular revival styles. By 1900, suburban house-builders had adopted the materials and features originated by fashionable architects like Shaw and Devey thirty years before, to give variety, interest and the stamp of good taste to speculative developments. However, these houses are not examples of one architectural revival style or another, but a distinctive suburban type, notable above all for its vigorous and highly eclectic decoration.



Figure 9: Ulleswater Road

2.4.12 The most common plan form on the estate is essentially that of the standard, albeit relatively large, late 19th century terraced house: that is to say, a front door at street level opening into a hallway, with a staircase against the party wall; front and back rooms off the hall and a rear extension back-to-back with that of the next door house. By necessity, this plan required one unit of each pair to be “handed”, with the two front doors next to one another. Such pairs are the predominant type in Old Park, Grovelands, Lakeside, Derwent and Ulleswater Roads, repeated with very minor variations throughout the estate. Rear extensions on the estate are generally two-storey, and sometimes they are almost as large again as the “body” of the house to which they belong.



Figure 10: Side and rear elevations, Grovelands Road

2.4.13 The most frequent exception to the standard type has a roughly square plan and no rear extension, for example in Old Park Road, Grovelands Road, and notably in Broomfield Avenue. In this design, the front doors can be placed to the side of each pair, so that the elevations are closer in spirit, at least, to those of detached villas, affecting a degree of superiority over the more common type. More often than not, however, the square plan is not evident from the street frontage.

2.4.14 Corner houses frequently have a distinguishing turret or two-storey corner bay and, in a number of cases, they are detached. There are a few other detached houses scattered among the semis and terraces, probably as a result of different land ownerships. These tend to follow the usual plan, lacking only their conjoined twin.



Figure 11: House at corner of Conway Road and Ulleswater Road

- 2.4.15 The predominant building material is brick, usually good red facing bricks to the front and yellow London stocks to the side and back, although good quality gaults or Suffolk whites are quite often used on the secondary elevations, emphasising the high quality of construction here. Roofs were originally of red clay tiles, Welsh slates or a combination of the two where the steeply pitched roof over the bay is of clay tiles and the main roof of slates. Terracotta ridge-tiles are ubiquitous, often with a simple finial decoration to every second or third tile.
- 2.4.16 Chimneys are generally of plain standard design, perhaps with the projecting top courses in red brick to contrast with the yellow stocks of the shaft. A notable feature of the higher class of semi-detached houses is a small additional stack on the front party wall, serving fireplaces in the entrance hallways, and denoting that the hall is a good deal more spacious than the narrow passage to be found in the ordinary London terraced house.
- 2.4.17 The front elevations invariably include a bay window, either square or canted, single storey or two storey in height. The latter are most commonly surmounted by a gable, but a variety of other roofs may be seen: hipped, flat with a parapet or “false” pitch around the perimeter, or even the steeply pitched French Gothic revival style of numbers 66 - 62 Old Park Road. Front gables are usually decorated. The most common treatment is decorative (not structural) timber framing, with rough-cast render panels,

but tile hanging and ornate pargetting (plaster relief decoration) are not unusual. Decorative bargeboards are common. These features are the epitome of the suburban speculative builders' haphazard plundering of the vernacular revival and picturesque: East Anglian pargetting, timber details from the West Midlands and Wealden tile-hanging sit side by side.

2.4.18 The outstanding feature of the houses on the estate is their woodwork - and above all the glorious variety of entrance porches, with joined, turned, pierced and carved timber detail. Porches generally fill the whole space between the front bay window and the party wall on each front elevation. Entrances are designed to make as much of an impression as possible, often with double-leaved doors to quite modest houses. Front doors are of hardwood, with raised and fielded panels and half-glazed with decorative glazing bars and ornate, sometimes flamboyant stained glass.



Figure 12: Porches and front doors, Derwent Road

2.4.19 Window joinery is also often of exceptional quality, typically with margin glazing or decorative small panes to upper sashes, or as over-lights. Original stained glass windows can also be found. Some houses have small canted oriel windows, notably in Broomfield Avenue, where they are crowned with tiled spirelets. Oriels are also used occasionally on side

elevations, making the best of what light shines down the narrow passage between two houses.

2.4.20 Front garden walls are a distinctive feature of the estate, originally almost always constructed of irregularly sized brick rubble or ‘wasters’, a by-product of brick-making. The walls usually incorporated red and yellow bricks, with decorative and bonding courses in good bricks. Clinker is sometimes incorporated. The walls are generally topped with half-round blue coping bricks. Decorative tile paths from the front gate to front door were probably originally ubiquitous, but few have survived.



Figure 13: left, Garden wall, Fox Lane; right, garden path, Derwent Road

Old Park Road

2.4.21 Old Park Road was one of the earliest parts of the estate to be built, and it contains some of the best houses, comprising variations on the standard type, with a pleasing regular rhythm of frontages displaying a range of decorative treatments and a lively assortment of porches. Numbers 20 to 30 (even) are fine examples of the “side door” type (although, in fact, with small rear extensions): they have jolly canopy-porches in Queen Anne revival style, with round leaded tops, radial spokes and curvaceous brackets, each with an oriel window above. These houses also have unusually elegant ground floor bay windows, with slated roofs, rounded at each end. Numbers 32-42 appear to be of a later date than the rest of the street, but they were part of the first phase. Their severely plain appearance is at least partly the result of unsympathetic alterations, which removed such decorative features as they may have had, although flat-roofed bays were popular with Arts and Crafts architects of the 1890s. Their plan is unusual, being exceptionally deep, with a full width rear “extension”, and central ridge stacks rather than the normal side wall arrangement.



Figure 14: 26-24 Old Park Road

2.4.22 The Alderman's Hill end of the street did not form part of the first phase of development. The site now occupied by numbers 1 and 2 is identified on the 1867 OS map as a lodge, standing at the end of a driveway that led across Old Park, and eventually to Grovelands Park. It is possible, therefore, that the property dated from around 1840 when Old Park was incorporated into Grovelands. The present houses appear on the 1914 OS (revised in 1912). They are an excellent semi-detached pair, but atypical of the area. They have a strong "cottagey" Arts and Crafts flavour, with decorative brickwork, battered porches and little half domes over the vestibule windows. Numbers 1c and 1d are modern infill. On the south-eastern corner stands Old Park House, an attractive block of flats of the late 1930s, built around a spacious garden forecourt. It replaced a late-19th century house of the same name. It is a good example of its type, in keeping with the area in its scale, materials and landscaping. Planning permission to make use of the roof space with the addition of pitched-roofed dormers was granted in 2014. The alteration is broadly in keeping with the character of the building and will not affect its contribution to the character or appearance of the conservation area. Numbers 3 and 5 form a large double-fronted, but otherwise typical, pair, relatively plainly decorated: they appear to have been built a couple of years later than the rest of the street. Numbers 4 and 6 are also double-fronted, with a slightly unusual plan, although built in the first phase.

Grovelands Road

2.4.23 This was also part of the earliest phase of development, completed by c1908, and its houses are mostly good examples of the standard type. Numbers 10-30 are among the best. They are slightly old-fashioned for their date, with hipped-roofed bays and a formal vertical emphasis to their elevations, more like a terrace than a group of semis. Their facades are notable for fine-cut and moulded red brickwork, ornate pierced timber porch canopies and pedimented doorcases. Number 47 is a narrow, detached, double-fronted house with a steeply pitched gable over its canted bay and a neat little oriel. The street becomes plainer towards Fox Lane, and numbers 49-63 are two small terraces. The side view of the end house in the street (Fig. 10) reveals the full extent of a typical “rear extension” plan, with no fewer than four chimney stacks and fine grey brickwork with red dressings even to this functional elevation.



Figure 15: left, 3 Grovelands Road; right 10 Grovelands Road

2.4.24 As in Old Park Road, the houses nearest Alderman’s Hill were completed slightly later than the rest, between c1908 and 1914. Numbers 2 and 3, which face each other across the road, are a pair, again with more overt Arts and Crafts character than the usual semis. The big front gables, running down to form a catslide roof over the porch, echo the architectural style of C F A Voysey. Number 1a seems originally to have been a mews building. It was built before 1914, but its present appearance is largely the result of later alterations.

Lakeside Road

- 2.4.25 Lakeside Road was partly complete by c1908 and only numbers 52-54 were built after 1914. Its street elevations make few departures from the norm. Most of the houses on the east side are gabled; on the west, there is an alternating rhythm of gables and flat-topped bays, with a somewhat inelegant pitched, tiled parapet detail. Among the best houses are numbers 85-89, with good plaster details and robust bracketed oriels. The group formed by numbers 18-30 contains a number of fine front doors with stained glass. The curiously-detailed number 9 may have had its front elevation reconstructed between the wars.

Derwent Road

- 2.4.26 This road contains a typical mix of variations on the standard theme. Four different house types in this street are illustrated in the New London and County Development and Estates Co.'s 1907 brochure¹⁰ (Fig. 17) They can be identified as numbers 28-30; 44-46 (the largest type); either 52-54 or 49-51, and 93-95, all of which survive substantially unaltered, apart from some window replacements and the (easily reversible) glazing-in of porches at numbers 44-46. There are few individually outstanding houses, although number 39 is notable for its hemi-domed bay window and the intricate fretwork to the porch. The end house, number 107, is a large, well-preserved detached house, employing the same architectural vocabulary as the rest of the street on a slightly grander scale. Numbers 12 and 70 retain intact tiled garden paths, and number 19 has a good example of an original front garden wall.

Ulleswater Road

- 2.4.27 Ulleswater Road was developed almost in its entirety c1908 by W.J. Edwards. The standard frontage is varied here by interspersing hipped roofs with gables. Number 2 was originally the first house in the street and has a big turreted corner facing the park. The house on the corner of Conway Road has a more modest, but attractive, corner turret, softened with tile hanging. The large houses close to the north end of the road, numbers 87 and 100, have suffered insensitive alterations, but in general the houses are well preserved, with good examples of shared porches, doors and stained glass, for example at numbers 35-37.

¹⁰ LBE Archives



Figure 16: 35-37 Ulleswater Road

No one should Rent or Purchase Houses at Palmer's Green without first visiting the
New London and County Building & Estates Co.'s (Ltd.)
PROPERTY in CONWAY ROAD (Near Broomfield Public Park.)



CASH PRICES FROM:
Freehold, £575.
Leasehold, £385.
Ground Rent, £7 10s.
 Free Leases,
 Or will be sold on Easy Terms.
 No Capital required.
 No Expenditure whatever beyond amount of Rent.

Pretty Villas, Well-built, Well Finished off, Beautifully Decorated, Sanitation Perfect.



Apply on the Estate or at the **ESTATE OFFICE: 23, DERWENT ROAD.**

If you will come and see our Houses we will explain fully our unique system of purchase.

Handwritten: No. 4 Derwent. £550 on easy terms. Ground rent £9.9.0
 So rent £49

ELEVATIONS OF SOME OF THE HOUSES ON THE ESTATE IN DERWENT ROAD.



LOCAL HISTORY SECTION

AK 1907

Handwritten: 9/5 Derwent Road
 LOUIS DICKER
 Home for
 40 years

FOR PARTICULARS OF THESE HOUSES SEE OPPOSITE PAGE.

W. S. Atwood & Son.



Figure 17: 1907 Sales Brochures New London and County Building & Estates Co's Ltd brochure for houses in Conway and Derwent Roads, 1907, reproduced by kind permission of Enfield Local Studies and Archive (and on previous page).

Harlech Road

2.4.28 This was the last street to be built up in the Conservation Area, and the group formed by numbers 13-23 was built after 1914. The plots here are slightly smaller than elsewhere on the estate, and most of the houses are terraced. Numbers 1-11 are semi-detached pairs, but, despite their similarities to the usual type in elevation, the houses opposite, numbers 2-20, are a single block. Numbers 38-40 is a good pair of semis, with an unusually big projecting bay; number 38 is particularly well preserved. Numbers 55-65 is another block of small houses.

Conway Road

2.4.29 Conway Road was also incomplete in 1914, but, although the houses at numbers 117-127 do not appear on the 1914 OS map, they are similar to their neighbours, and were almost certainly completed c1914. Nonetheless, with the exception of a few pairs at the north-west end and at the southern junction with Harlech Road (notably numbers 163-165, with round Queen Anne porch canopies like those in Old Park Road), Conway Road comprises mainly terraced houses on small plots. Although the houses are smaller, most of the decorative features that characterise the estate nevertheless can still be seen. The New London and County Co's 1907 brochure illustrates a terrace of four houses, which can be identified as

numbers 54-48, with characteristic overhanging gables, wide porches, tile hanging and timber framing, canted oriels and even a fireplace in the front hall. A good many of the original brick-rubble front garden walls survive in Conway Road. The south side of the road (from number 53 eastwards) was not part of the 1902 sale. It comprises post-1945 development of no architectural interest. The bizarre Elena Court (c1990s) seems particularly unsympathetic to the grain and character of the area. This section of the street is therefore excluded from the Conservation Area.

Broomfield Avenue

- 2.4.30 Broomfield Avenue was part of the 1902 sale, but seems to have been bought directly by builder-developers R.F. & W. Peachey. They experimented with different designs in order to maximise the accommodation on a conventional plot, and the street has a distinctive character of its own. The plots here are mostly a little wider than average and the houses were clearly among the best in the area - close to the station, and adjoining the park to the west. Near the junction with Alderman's Hill are two detached houses and two pairs of larger-than-average double-fronted houses, distinguished by names rather than numbers (a jealously guarded mark of status in the early 20th century suburb). They have a robust domestic revival flavour, with red clay tile roofs and a deep cornice with a bolection moulding to their porches and ground floor bays, but they are otherwise unremarkable.
- 2.4.31 The most unusual features of the houses are not immediately apparent, however. The group that includes numbers 1-23 (odd) on the east side are closely spaced pairs, with curious gabled bays projecting from improbably steep attic roofs. These roof pitches are "fakes", in that they actually hide flat roofs that cover the rest of each house. The design creates an illusion of traditional architecture, but allows for a second storey as large as those beneath it.
- 2.4.32 The rest of the houses in the street are similar and, despite their wide frontages, linked pairs: in other words, terraces in disguise. Each house has a secondary street door, set back in the link between the pairs, giving direct access to the service rooms at the back of the house without the need to pass the best reception rooms. This is not an uncommon arrangement for the date. However, the roofs of these houses are unusual. Behind the principal L-shaped, hipped and gabled roof is a valley running the full width of each pair, and the rear part of each house lies under what is effectively a separate pitch, almost as if the pairs of semi-detached houses have been grafted back-to-back to a continuous terrace. The garden elevations extend across the whole width of each plot. There are no rear extensions as such, but there are square bay windows at first floor level.



Figure 18: 30-32 Broomfield Avenue

2.4.33 Two elaborate types of front elevation alternate with each other: one with a canted ground floor bay window and first floor balcony over the porch, and the other with a square bay and canted first floor oriel: numbers 30-32 and 46-48 are good examples. Exceptionally ornate pargetted gables are an outstanding feature of the street, notably at numbers 26 and 28.



Figure 19: Decorative plasterwork to gable of 28 Broomfield Avenue

Fox Lane

2.4.34 Fox Lane was developed in two phases, but there is no great difference between them. The south side was part of the 1902 sale, but the north side was not offered for development until 1908. Both sides are made up mainly of short terraces and linked pairs, similar in date and character to those in Conway and Harlech Roads. The best houses, such as numbers 97-99, are typical of the estate. They have big gables, canted first floor oriels, bay windows with different fenestration at each level, good-quality red brickwork to ground floors and shared porches, with a small first-floor balcony and a rather old fashioned High Victorian polished granite column between each pair of front doors.

2.4.35 The Southgate County School was opened as a co-educational grammar in 1910: it is now listed at grade II. The architect was H.G. Crothall of Middlesex County Council and its style is “free Baroque”¹¹. The adjoining caretaker’s house annexe, of very similar date (before 1914), is equally finely detailed, with elegant lettering denoting the entrances to “cookery” and “manual training” rooms and curious recessed quoins. The County School moved out in 1960 and the building was occupied by the Minchenden School (another co-ed grammar). The building was sensitively converted into flats in 1984, retaining its external architectural character. West of the school on the north side of the lane are modern flats and a group of later,

¹¹ Pevsner p469

inter-war houses that are not of architectural or historic interest and are therefore excluded from the Conservation Area.



Figure 20: Former Southgate County School, Fox Lane

2.4.36 The foundation stone for Palmers Green Congregational Church Hall was laid in 1909 and the church itself opened in 1913¹². The architects were G. Baines and Son, prolific exponents of the late neo-Gothic for non-conformist churches. A tower was planned for the south-east corner, but never built. The church has considerable value as a landmark and is a good example of its architectural type, with high quality detailing. For these reasons, it is recommended for inclusion on the Council's local list.

¹² Pevsner p457



Figure 21: Palmers Green Congregational Church, Fox Lane

2.4.37 On the south side of Fox Lane, adjoining the railway, is an unappealing office building (now residential) of recent (c2000) date, Dumayne House. Opposite to the north stood a number of post-1945 garages. The site was being redeveloped in 2014. The boundary of the Conservation Area excludes these sites.

Alderman's Hill

2.4.38 Alderman's Hill, despite its historic origins, preserves only two buildings pre-dating the 1902 sale of Old Park estate. The railway station of 1870-1¹³ was the catalyst for the suburbanisation of Southgate and is one of a good surviving group of the same date on this line. It bridges the lines, and has a gabled frontage with an original canopy over the central entrance. The station is of central importance to the development of the suburb and as such has historical significance as well architectural value. For this reason, it is recommended for inclusion on the Council's local list. The former waiting room (and more recently, café) beside the main entrance was vacant and boarded up in 2014.

¹³ Pevsner p458



Figure 22: Palmers Green Railway Station Alderman's Hill

2.4.39 The semi-detached houses between Ulleswater and Lakeside Roads are bigger than average on the estate and similar in style to numbers 4-6 Old Park Road. They are relatively plain, with big chimneys, tile hanging and substantial porches. Fairweather Court (1a Lakeside Road) is an unexceptional three-storey block of flats of c.1990 date. Its design, with red clay tiled roofs and details such as canted oriels, is broadly in keeping with the style of the estate.

2.4.40 Numbers 110-112 consisted of a large semi-detached pair of c1905 typical of the estate, distinguished by a corner turret at the junction with Derwent Road. When the Conservation Area was designated in 2009, planning permission had been granted for the redevelopment of the site. The original houses were demolished in 2010 and, having regard to the valid planning permission at that time, the Council granted Conservation Area Consent for the demolition retrospectively. An amended design for the new development, reflecting that of the original building, was approved. The massing and composition of the new building are broadly appropriate to the surrounding conservation area, but the detailing is perfunctory and the dormers over-large.

2.4.41 The two blocks of shops were built c.1908 by one of north London's major Edwardian developers, Edmondsons, to a more or less standard design. They were originally known as Broomfield Park Parade. The larger block (numbers 68-92) is a complete composition, with each unit comprising a shop with two residential storeys above, with canted bay

windows, moulded cornices and pargetting, recessed in a brick arcade with elliptical arches. Each unit has a ramped gable, with red brick dressings in-filled with rough-cast. The central unit has bay windows with five-lights rather than three, and the gable is plain, but with an additional pair of rudimentary pilaster strips. The end units have a corner turret, with big plaster swags beneath the eaves.



Figure 23: Shops, 84-78 showing decorative plasterwork (under redecoration at no. 80)

2.4.42 The second block (numbers 66-52) is similar, but there is no central feature and the east end (number 52) has no terminating unit. It is possible that the developer had intended to continue the block of shops further, but was frustrated by the construction of numbers 1-3 Old Park Road. Only two shop-fronts of interest survive. Number 66 is the best of them, a largely intact early 20th century bronze-framed example, retaining its original sun-blinds. Number 54, probably of inter-war date, is recessed with a timber-framed canted bay window, and original sun-blind.



Figure 24: Alderman's Hill; shop-fronts, left, no. 54; right no. 66.

2.4.43 New Park House (numbers 30-46) is of late 1930s date, almost certainly developed at the same time as the adjacent Old Park House. It is a plain symmetrical composition, with handsome decorative brick chimneys. A three-storey block of flats replaced a group of garages between Old Park House and the railway line in c2012. It is a large cuboid design, inoffensive, but rather more urban than suburban in its architectural language. However, as it is seen mainly from the station, it has relatively little visual impact on the overall character of the area. The modern office block (JobCentrePlus, number 28) adjoining the station is of no architectural merit.

2.4.44 The parade of shops is served by a rear mews street running between Lakeside Road and Old Park Road. This was part of the original development of the estate and the extent of building seen today is more or less as shown on the 1914 OS map, but only one of the original service buildings on the western section of the mews survives in anything like its original form (rear of number 74). The block to the rear of numbers 52-60 Alderman's Hill comprises less altered, typical plain service buildings of c1908, with some original slate roofs. Some early "stable block" paving survives to the street surface and footway, especially in the western section of the mews.

The public realm

2.4.45 There is little of historic interest in the public realm. Two old cast iron street name signs survive, at the southern end of Lakeside Road and the southern end of Old Park Road. Such signs are worthy of preservation; others seem to have been removed in recent years. There are also several Edwardian pillar post-boxes. The footways are paved in either concrete slabs or tarmac, with granite kerbs. No historic street lighting or other street furniture survives, and there is no evidence that the estate previously possessed distinctive or unusual street names, lighting, furniture, paving or other public realm features. *Ad-hoc* footway repairs have damaged the

appearance of the conservation area. The mews street to the rear of Aldermans Hill is paved in stone setts, which are worthy of repair and retention for their historic character.

Green spaces

2.4.46 The only formal open space within the estate is Conway Recreation Ground, a small public park containing a number of tennis courts belonging to the Conway Lawn Tennis Club (founded 1925). Because it can only be seen across the tennis courts, the extent of the green space is not immediately apparent from Conway Road and the recreation ground has little impact on the street scene. However, it is probably the only surviving fragment of the historic Old Park. The pond, although smaller than it once was, may be identified on early maps of the area and the three mature oaks clearly ante-date the adjoining residential developments. It seems likely that the steep bank and, presumably, waterlogged ground here made building impractical. The Tennis Club buildings are modern and devoid of architectural interest. The railings to Conway Road are attractive and of early 20th century date.



Figure 25: Conway Recreation Ground with mature oak trees

2.4.47 Street trees and front gardens make a very important contribution to the character of the area. Every street has some trees, but none has a complete avenue. The dominant species are London Planes and Limes, which are thought (from incidental references in the Council minutes to the Lakes Estate) to have been planted some years after the houses were built. There

has been some infill/replacement planting in a variety of other species: for example, Old Park Road is now planted almost entirely with Norway Maples, while Conway Road has a high proportion of Sugar Maples (see Appendix 7.3). Front garden planting, including hedges, similarly is a valuable part of the street-scene throughout the Conservation Area, but has been eroded by the creation of hard standing for cars in front of the houses. Private gardens on the estate are generally enclosed from the street by housing, forming substantial green areas, and as such having considerable ecological value.

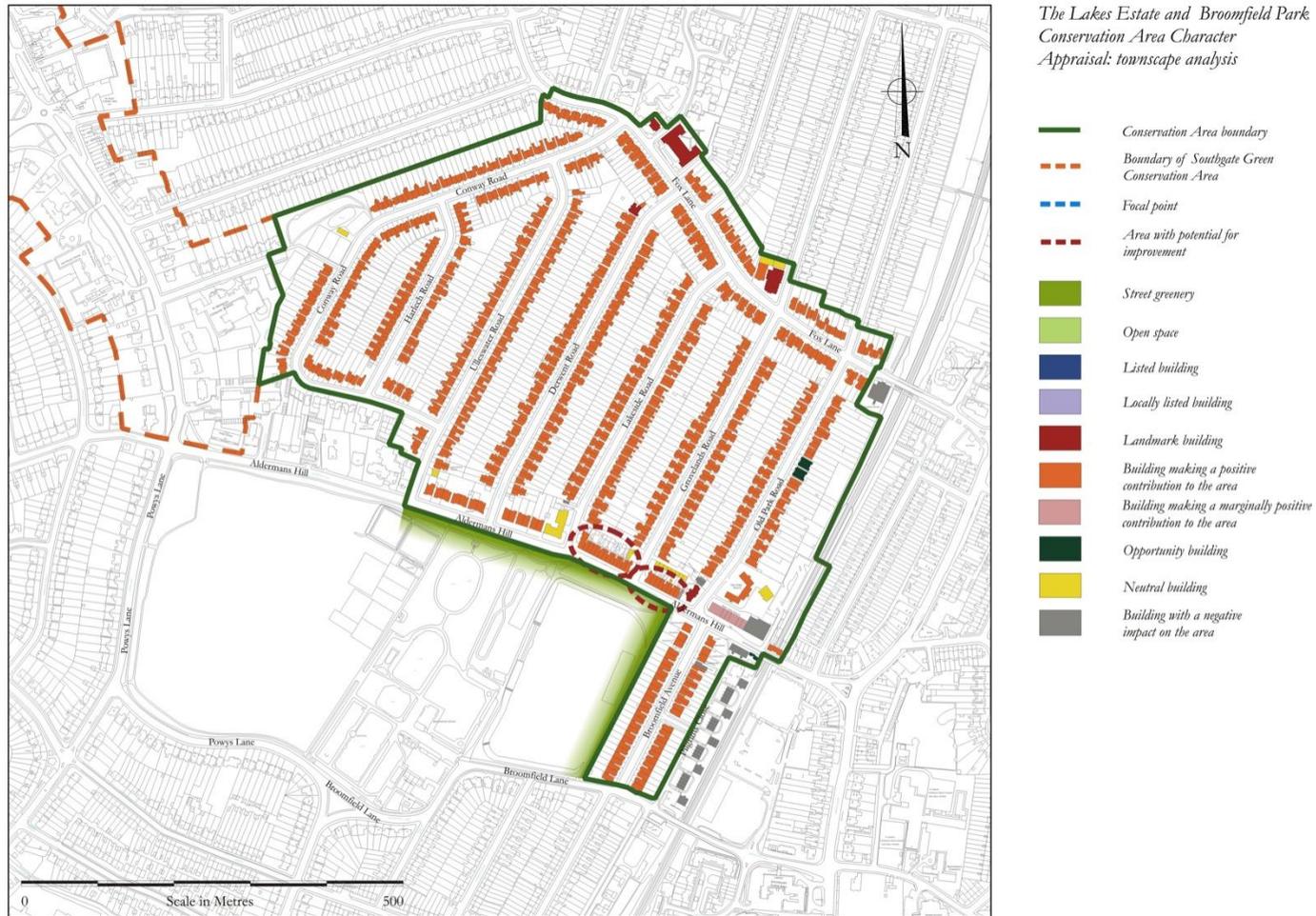


Figure 26: Character analysis

Intrusion, damage and neutral areas

2.4.48 New Park House, numbers 30-46 Alderman's Hill, is of similar date to Old Park House (Old Park Road), but is plain and somewhat altered, so makes a neutral contribution to the character of the area. None of the post-1945 infill is of architectural merit, but none is dramatically out of scale or jarring in style. The modern houses at 1c and 1d Old Park Road and 1a Ulleswater Road, the block to the rear of Old Park House, Fairweather Court (1a Lakeside Road) and number 28 (*Jobcentreplus*) in Alderman's Hill can be considered to make a neutral contribution. Although designed to reflect the design of the original Edwardian houses, 110-112 Alderman's Hill is a pastiche and makes only a neutral contribution.

2.4.49 No site within the Conservation Area is currently subject to a major development proposal such as the construction of a new building.

Problems and pressures

2.4.50 The urban form of the residential heart of the estate is almost entirely intact, with remarkably little new or inappropriate development. Its architectural character is robust and well-preserved. Relatively few houses have undergone structural alterations that are visible from the street, but there has been some loss of architectural detail. As *Map 5: Building survival* indicates, while many houses have been subject to some alteration, such as painting of their brickwork or roof replacement, the vast majority retains most, if not all, of their original features.

2.4.51 There has been some pressure for development involving the subdivision of plots on the estate, especially on large corner sites, but these have been refused for reasons including the detrimental effect of such development on the character and appearance of the Conservation Area. At least one such refusal (1 Derwent Road) has been upheld at appeal.

2.4.52 A large proportion of the houses have had the original red clay tile or Welsh slate roofs replaced, most often with red or grey interlocking concrete tiles, but also with artificial slates, plain clay machine tiles, or new slates. Many of the new roofs have retained their original terracotta ridge tiles. A significant number of houses has painted brick or render that would originally have been unpainted and naturally coloured.

2.4.53 Unfortunately, a significant number of houses have new "Velux"-type roof lights to their front roof pitches, and sometimes several have been introduced into a single roof, for example in Old Park, Lakeside and Ulleswater Roads (see Figs. 14, 16). Roof-lights of this type are highly prominent and detrimental to the character of the original roofs and the appearance of the house from the street. New roof-lights to street-facing roofs are not appropriate to the architecture of the houses within the Conservation Area. Such alterations are controlled by the Article 4

direction, which has been largely effective in resisting further damage of this type.

2.4.54 A number of houses have had their original timber sash windows replaced, either with timber windows of a plainer style than the originals, or with uPVC. The extent of window replacement is not, however, as great as in many similar suburban areas. Again, a number of houses have had their original front doors replaced and, in some cases, modern porches have been installed. More commonly, the original door survives, but some or all of its stained glass is missing. However, at some properties, traditionally detailed painted timber doors and windows have been reinstated, which is to be commended.

2.4.55 The greatest change to the visual character of the area is the paving of front gardens to facilitate car-parking, resulting in the loss of the highly distinctive and decorative brick-rubble walls, planting and tiled garden paths. In some cases, the whole of the front garden has been paved-over, which is very damaging to the character of the area. In others, some planting and part of the garden wall have been preserved, causing far less detriment to the architectural and historic character and appearance of the estate.



Figure 27: Front garden parking, Old Park Road

- 2.4.56 Some houses have been converted into flats. In a few cases, this has resulted in unsympathetic alterations to their front elevations, for example, where two separate entrances replace an original double-leaf front door.
- 2.4.57 There are some “box-dormer” attic extensions, but they have been kept almost entirely to the rear roof pitches of houses on the estate and therefore their impact on the appearance of the area is limited.
- 2.4.58 The shops on Alderman’s Hill have lost most of their original or early shop-fronts and the replacements are largely mass-produced and of poor quality, in steel, aluminium, or uPVC. The installation in some cases of solid external security shutters results in further visual detraction. However, despite the extent of modern intervention, a good deal of original detail survives, and modern fascias, for example, may simply cover over, rather than replace, the originals. There has been extensive window replacement to the flats with a variety of unsympathetic modern designs and, in some cases, the cornice detail has been removed as well as the original windows. Number 52 has an unfortunate modern extension.
- 2.4.59 The mews street to the rear of Alderman's Hill is very degraded, with numerous *ad hoc* alterations, repairs and temporary buildings. The street surface is stone setts, of historic character and interest, but it is severely pot-holed. However, the unsatisfactory state of the mews has a limited impact on the character or appearance of the residential streets, except for the advertising signs at the corner of Grovelands Road and elsewhere.
- 2.4.60 The new windows and shop fronts to New Park House detract from what is otherwise a plain, but dignified and relatively unaltered, building of the late 1930s.



*The Lakes Estate
 Conservation Area Character Appraisal
 Map 4: Building survival*

- Conservation Area boundary
- Boundary of Southgate Green Conservation Area
- Building with all original features intact
- Building with nearly all original features intact
- Building with most original features intact
- Building with some features intact
- Building having lost most of its original features
- Building having lost all of its original features
- Front garden converted into hardstanding

Figure 28: Building survival at the time of the conservation area designation in 2010

3 SUMMARY OF SPECIAL INTEREST OF THE CONSERVATION AREA

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

- The architectural and historic interest of the large and cohesive area of high quality Edwardian houses influenced by the picturesque, vernacular revival and Arts and Crafts styles, which were developed over an unusually short period, with the associated shops, school and church.
- The survival of almost the whole of the pre-1914 residential development without major infill, building replacement, or structural alteration.
- The significance of the estate as one of the earliest and most exclusive residential areas in Southgate, and as the model for elsewhere in the neighbourhood
- The exceptional decorative quality of the houses, most notably their porch and window joinery, doors and stained glass, as well as decorative plasterwork, tile hanging and fine brickwork.
- The mature and semi-mature street trees throughout the estate, which soften and domesticate the gently sloping roads
- The pattern of front gardens throughout the estate, with decorative boundary walls and traditional planting contributing to an archetypal suburban townscape.
- The large areas of undeveloped, private back gardens, of particular importance for bio-diversity.

4 SUMMARY OF ISSUES

4.1.1 The area is generally in good condition and there have been only a few major changes or developments since 2010. The Article 4 direction appears to have brought most of the ongoing problems identified in 2010 under control but it has not reversed work that has already taken place. Whilst the Council has the power to take action unauthorised works, it would be desirable to make guidance for owners and occupiers on design, **conservation** building maintenance and planning easily and widely

available, so as to minimise the risk that inappropriate works are undertaken through ignorance.

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

- *The paving-over of front gardens for car parking*, which is damaging to the character and appearance of the area. This is now controlled and no more gardens have been paved since 2010, but there has been a consolidation of those already paved, and none has been returned to planting.
- *Loss of traditional boundaries and front garden planting*, which exacerbates the visual impact of existing off-street parking.
- *Inappropriate replacement of traditional high quality joinery, particularly windows and porches*, which threatens the survival of the special character of the area. Guidance to owners and occupiers on the maintenance and upgrading of traditional windows would help to prevent this.
- *The painting of original fair-faced brickwork and unpainted render*, which is also damaging to the character and appearance of the houses.
- *Inappropriate alterations to roofs*, such as the addition of box-dormers, roof-lights which are obtrusive, non-traditional roof coverings and the demolition of original chimneys.
- *Loss of original high quality shop-fronts and installation of solid external security shutters*, the reinstatement/removal of which would help to enhance the character of the Conservation Area.
- *The degraded environment of the mews streets*, which has a negative effect on the character of the area.
- *Loss of some street trees*, the replanting of which with appropriate matching species would help to maintain the green suburban character of the area.
- *Photo-voltaic roof panels* have been installed to the front roof pitch of a property in Broomfield Avenue. These are highly intrusive and visually damaging to the traditional roofscape of the area. Micro-generation is emerging as an issue that may require for monitoring and guidance in the future. Such work is not subject to control under Article 4 directions. 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

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Smith J.W., *No Stone Unturned: A History of the British Land Company*; London 2006

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

Planning (Listed Building and Conservation Areas) Act 1990

National Planning Policy Framework (2012)

Replacement Appendix D to Department of Environment Circular 9/95 (November 2010)

English Heritage PPS 5 Practice Guide (2010)

English Heritage *Understanding Place: Conservation Area Designation Appraisal and Management* (2011)

The Enfield Plan: Core Strategy (adopted 2010)

The Enfield Plan: Draft Development Management Document (2012)

The Enfield Plan (Evidence Base): *Areas of Archaeological Importance Review*, English Heritage/GLAAS, 2012

Enfield Development Management Document (2014)

5.2 Contact details:

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6 APPENDICES

6.1 Listed buildings

Minchindon Lower School (former Southgate County School) main block, the gates and railings, and the annexe

Grade II

(Menlow House) - all listed individually.

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?

6.3 Highway trees data (provided by London Borough of Enfield, February 2015)

Species	Quantity
<i>Derwent Road</i>	
London Plane	6
Ornamental Apple	1
Lime	31

Turkish Hazel	6
<i>Lakeside Road</i>	
Lime	33
Norway Maple	3
Sweet Gum	1
<i>Grovelands Road</i>	
London Plane	29
Norway Maple	5
Sweet Gum	1
<u><i>Old Park Road</i></u>	<u>Still to Survey</u>
Norway Maple	0
Lime	0
Field Maple	0
<i>Broomfield Avenue</i>	
Lime	20
Hornbeam	2
Norway Maple	4
London Plane	15
Sugar Maple	1
<i>Harlech Road</i>	
Lime	13
Field Maple	9
Turkish Hazel	1
<i>Comway Road</i>	
London Plane	55
Norway Maple	9
Raywood Ash	9
Lime	4
<i>Ulleswater Road</i>	
Sugar Maple	17
Field Maple	1
Sweet Gum	15
London plane	12

Appraisal review undertaken by Michael Copeman, maps prepared by Richard Peats

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