

Hadley Wood Conservation Area Character Appraisal

Approved February 2015
Amended Sept 2016



www.enfield.gov.uk



Reviewed and updated February 2014

prepared by

Drury McPherson Partnership
Historic environment policy and practice

CONTENTS

1	INTRODUCTION	7
1.1	Conservation areas.....	7
1.2	The purpose of a conservation area appraisal	7
1.3	Conservation in Enfield.....	8
1.4	Planning policy framework	8
2	APPRAISAL OF SPECIAL INTEREST	9
2.1	Location and setting.....	9
2.2	Historical development	10
2.3	Archaeology	12
2.4	Identification of character areas	13
2.5	Spatial analysis	13
2.6	Character analysis	16
3	SUMMARY OF SPECIAL INTEREST.....	24
4	SUMMARY OF ISSUES.....	25
5.1	Bibliography	26
5.2	Contact details:	27
6.1	Listed buildings.....	27
6.2	Criteria for assessing unlisted elements.....	27

ILLUSTRATIONS

Figure 1:	Location map	9
Figure 2:	Historical development.....	10
Figure 3:	Hadley Wood, 1914 OS map	12
Figure 4:	Townscape analysis	13
Figure 5:	Crescent West, streetscape	14
Figure 5:	Crescent East, streetscape	14
Figure 6:	Shops and flats to west of railway	15
Figure 8:	Bridge over railway cutting.....	15
Figure 9:	View to north from Crescent West.....	16
Figure 10:	Crescent East	17
Figure 11:	Lancaster Avenue	17
Figure 12:	Houses, Crescent West	18
Figure 13:	Houses, Crescent East	18
Figure 14:	34-40 Crescent West	19
Figure 15:	Details, 40-38 Crescent West.....	20
Figure 16:	House, Crescent West.....	20
Figure 17:	Crescent West, brickwork detail	21
Figure 18:	Crescent East, balcony and tile-hanging.....	21
Figure 19:	Footways and lamp standard	23
Figure 20:	Security company sign.....	24

All maps are reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Officer © Crown copyright.

Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Enfield LA086363.

Drury McPherson Partnership
114 Shacklegate Lane
Teddington
TW11 8SH
telephone: 020 8977 8980 fax: 020 8977 8990
enquiries: amcpherson@dmpartnership.com

Hadley Wood Conservation Area Character Appraisal

SUMMARY OF 2013 REVIEW

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

There has been very little new development in the Conservation Area since 2006, and almost all of the planning applications have been for domestic extensions of garages, which have generally been carried out to an appropriate design standard. The 2008 management proposals did not identify major works. The objective of reintroducing grass verges where they have been paved over was deferred until the Council's streetscape programme was able to address it. Neither the Hadley Wood Conservation Area Character Appraisal (2006) nor the revised version of the appraisal (2015) refer to the development at the rear of 29-33 Lancaster Avenue, known as Douglas Close, for which planning permission was granted by the Council in 2006 (ref. TP/06/0291). The development is accessed from Duchy Road (outside the conservation area). Accordingly, this document and maps have been amended.

The area is generally well cared-for. No new major new issues have arisen during the review period. The condition of the footways is poor and there appears to be something of a maintenance backlog in this area. The extent to which the erosion of architectural detail and historic boundary treatments has continued is unclear from a visual inspection; the effectiveness of the Article 4 Direction should therefore be audited. There has been a proliferation of small security warning notices, which are probably outside the scope of planning control, but which, cumulatively, have a detrimental effect on the character of the area. These could be associated with the perceived threat from parking by commuters from outside the area. A CPZ could be considered in order to address both the parking problem and security issues.

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 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 Hadley Wood 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 Hadley Wood was designated as a conservation area in 1989. It is a planned suburban estate of substantial, red brick detached and semi-detached houses, built in two phases between 1885 and 1914. Essentially the creation of one man, the estate provides one of the more interesting and attractive aspects of Enfield's late 19th and early 20th century heritage.

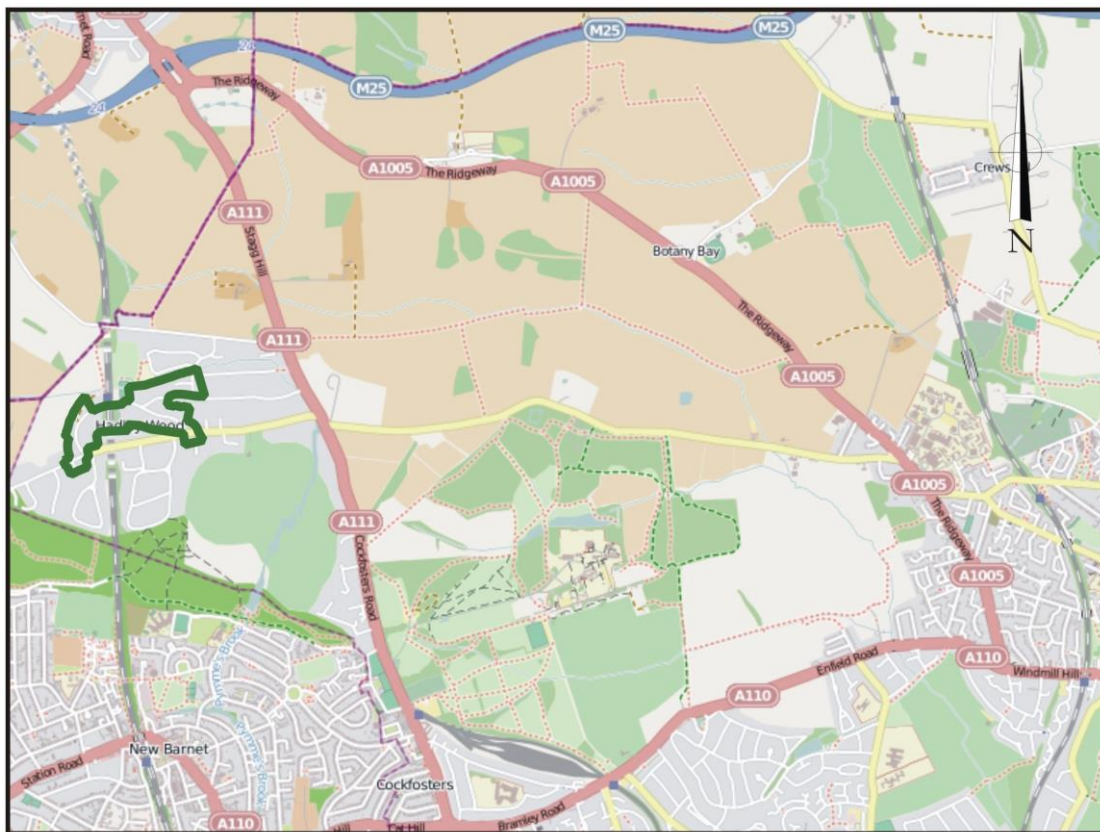
1.4 Planning policy framework

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

2.1.1 Hadley Wood is situated in the north-western corner of the Borough of Enfield, lying approximately 3½ miles (5½km) west of Enfield town centre. The settlement is separated from the northern fringe of Greater London by Monken Hadley Common and Hadley Wood golf course, and surrounded by the open land of the Green Belt to the west, north and east. The Conservation Area lies at the centre of Hadley Wood covering 13.4 hectares and containing 75 houses and a church. Adjacent housing separates the Conservation Area from its rural surroundings on all sides except for the northwest, giving the area a distinctly suburban character.



Hadley Wood Conservation Area Character Appraisal: location map

 Conservation Area boundary

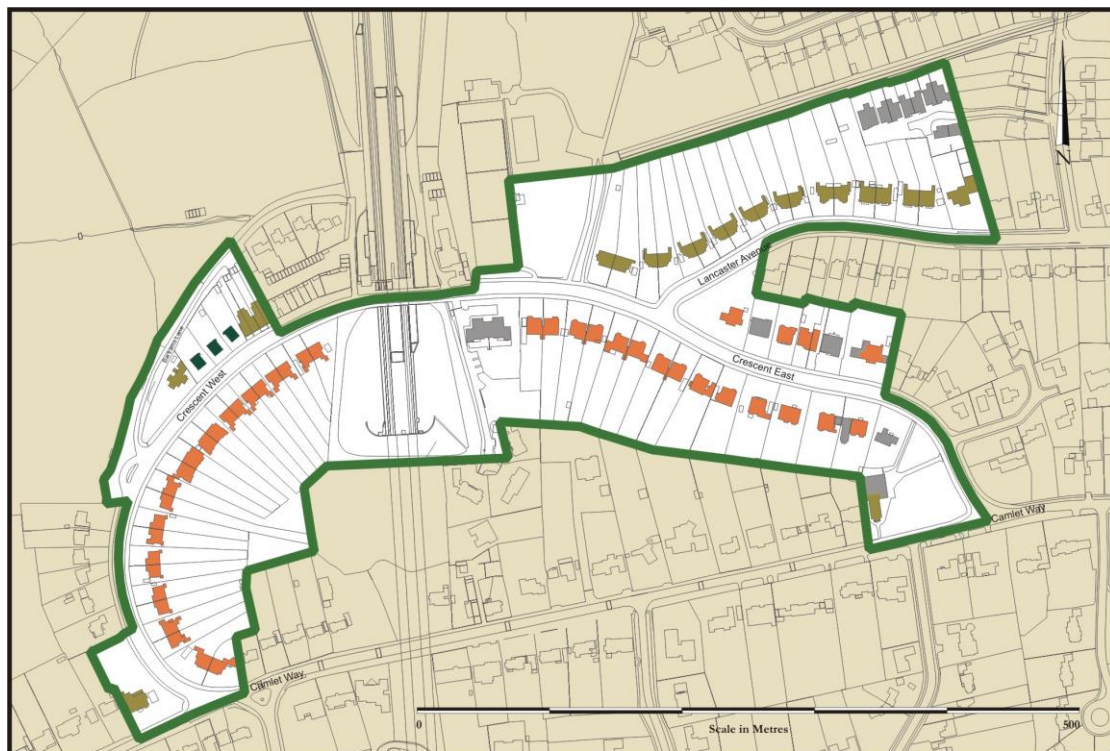
Figure 1: Location map

2.1.2 The topography of this part of Enfield consists of gentle ridges running west-east, reducing in height towards the Lea Valley (which runs north-south on the eastern boundary of the Borough). The Conservation Area is

located on the north side of one of these ridges. As with the rest of this area, the geology consists mainly of clay, with outcrops of pebble gravel⁴.

2.2 Historical development

2.2.1 Hadley Wood is essentially the creation of Charles Jack, then the tenant of Beech Hill Park. This modest country estate was created in 1777 by Francis Russell, secretary to the Duchy of Lancaster, out of Enfield Chase, the royal deer park administered by the Duchy and enclosed (broken up into individual fields) in that year⁵.



Hadley Wood Conservation Area Character Appraisal: historical development

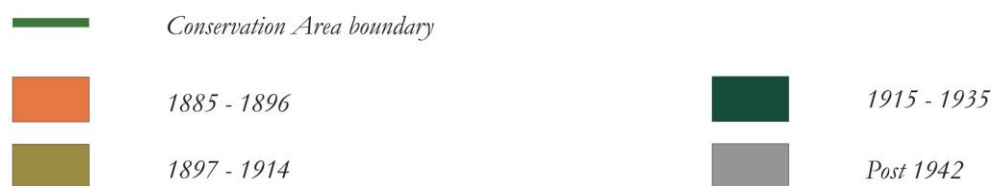


Figure 2: Historical development

2.2.2 Jack saw the potential of his estate to become an upmarket residential suburb, but to realise this, a good railway link to London was necessary. In 1880, Jack began negotiations with the Great Northern Railway, whose main line to the north had run through the estate since 1850, with a view to

⁴ Baker, T. (ed) *Victoria County History of Middlesex V*. (OUP 1976) p.207

⁵ Pevsner, N. & Cherry, B. *The Buildings of England, London 4: North*. (Penguin, London 1998) p.470

opening a new suburban station in Hadley Wood. Jack exchanged his lease with the Duchy of Lancaster for a building lease in 1884 and part-funded the construction of the new station, which opened in 1885⁶. Thereafter, the estate – it is referred to as the ‘Beech Hill Estate’ in the 1891 census - was developed quickly; buildings were erected in Crescent East and the south side of Crescent West by 1896⁷. After Jack died in 1896, the management of the estate passed to a Trust. This continued the building programme, completing the north side of Lancaster Avenue by 1914⁸. Hadley Wood remained wholly residential at this time: there was no commercial centre, and community facilities were limited to St. Paul’s Church, opened in 1911⁹. The restriction of the development to the immediate environs of the station reinforced the exclusive reputation of the area, attracting a superior class of resident.

- 2.2.3 A notable resident of the area in its early days was William Booth, the founder of the Salvation Army, who is commemorated by a LB Enfield blue plaque at 33 Lancaster Avenue,¹⁰ indicating that he lived there from 1903-1912. Two of his sons also lived in the area at the same period: Herbert at 53 West Crescent; and William Bramwell at 55 West Crescent and subsequently the Homestead, now 19 Crescent East.

⁶ Pam, D. *A History of Enfield Volume Two -1837-1914 A Victorian Suburb* (Enfield Preservation Society, Enfield 1992) p. 28

⁷ Second edition of the 25” Ordnance Survey Map 1896

⁸ Second edition of the 25” Ordnance Survey Map revised 1914

⁹ Baker *op. cit.* p.249

¹⁰ *ibid.* p.208

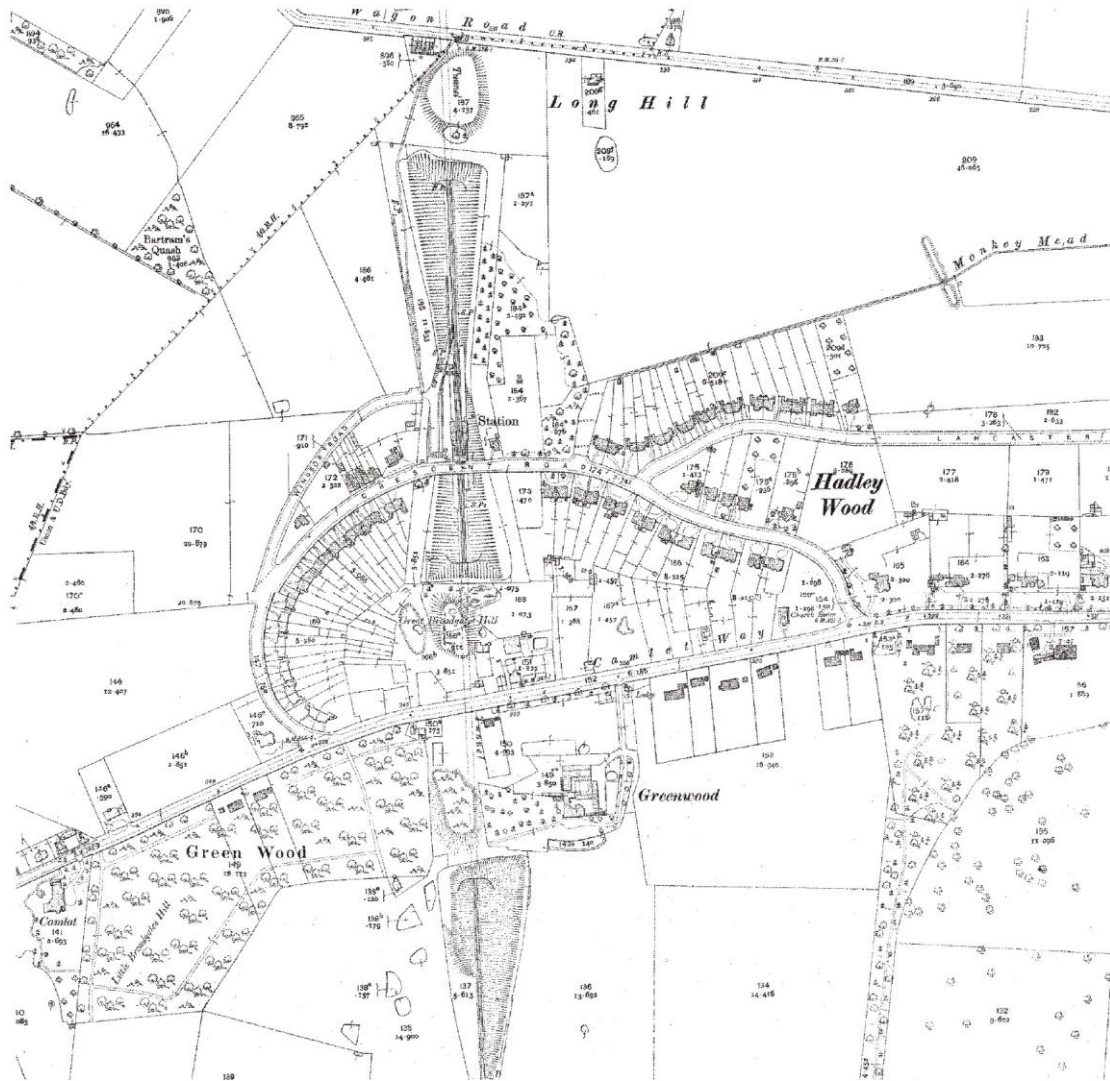


Figure 3: Hadley Wood, 1914 OS map

2.2.4 During the first half of the 20th century, the rural setting of central Hadley Wood was gradually replaced by smart suburbia in the form of spacious, architect-designed houses. Close regulation by the estate’s resident agent restricted development in what is now the Conservation Area to a group of bungalows on the north side of Crescent West, until after the Second World War. After 1945 the remaining areas of open land on the south side of Lancaster Avenue and the north side of Crescent West were developed, and a small shopping centre was created around the station.

2.3 Archaeology

2.3.1 The parkland and agricultural use of the area until the late 19th century limits the archaeological potential of the Conservation Area. No finds of archaeological significance have been reported. Part is within an Area of Archaeological Importance.

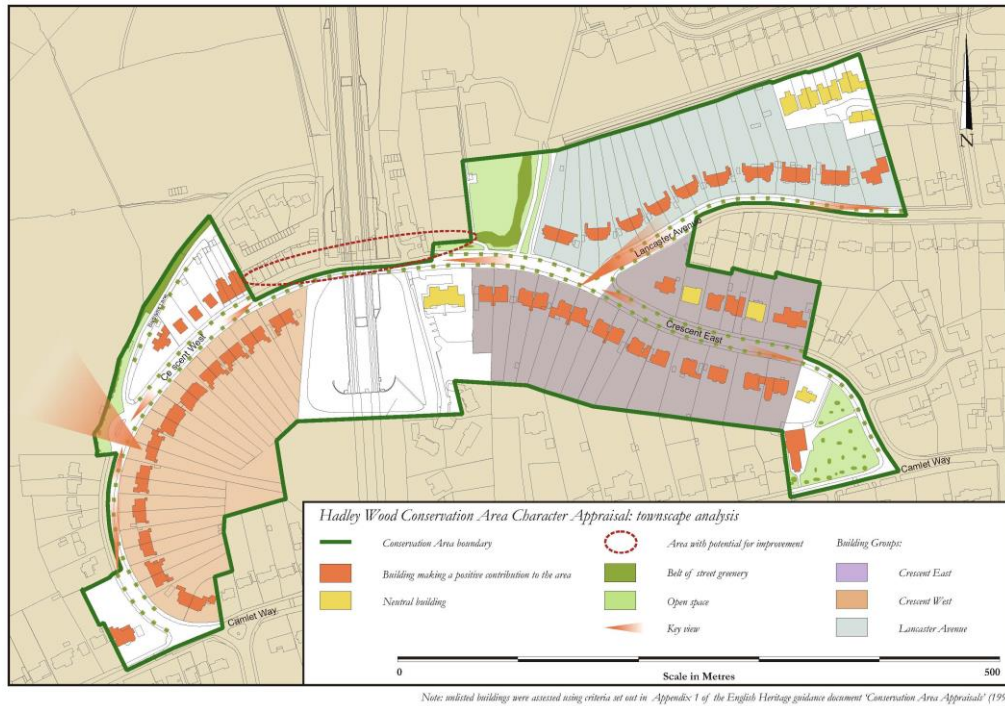


Figure 4: Townscape analysis

2.4 Identification of character areas

2.4.1 Because of the historical and architectural cohesion of Jack's estate, the comparatively small Conservation Area is considered as a single entity.

2.5 Spatial analysis

2.5.1 The heart of the area is formed by Crescents East and West, which together form a horseshoe leading off Camlet Way, the principal route through Hadley Wood. Both crescents fall gradually from the ridge carrying Camlet Way to a plateau where they meet and are lined by large, mainly semi-detached properties set relatively closely together. The buildings on the north side of the crescents dominate the street scene due to their position on higher ground. Views generally are limited by the gently curving nature of the road to oblique prospects of individual houses.



Figure 5: Crescent West, streetscape



Figure 6: Crescent East, streetscape

2.5.2 The uniform nature of the streetscape is interrupted in three places. Most significant is the railway cutting and a parade of modern shops at the junction of Crescents East and West, which effectively divide the Conservation Area into two. More attractive breaks occur in the street frontage on the north side of Crescent West, where houses give way to open country, with views out to the northwest of hills and woods, and at the junction of Crescent East with Camlet Way, where dwellings are replaced by the generous grounds and mature trees surrounding St Paul's Church.



Figure 7: Shops and flats to west of railway



Figure 8: Bridge over railway cutting



Figure 9: View to north from Crescent West

- 2.5.3 Lancaster Avenue, which branches north-east from Crescent East, is broadly similar in layout to the two crescents, although the flatter terrain means that the setting of the houses lining this road is less dramatic: there are no breaks in the streetscape.

2.6 Character analysis

- 2.6.1 Initial impressions of the area are of spaciousness and informality, created by the gently winding roads, variety of house types and the ever-present greenery. This consists of a variety of mature street and garden trees and patches of open land punctuating the housing, with occasional views to the open countryside, giving the area a pleasant, leafy ambience. Generous roads and pavements complement the feeling of spaciousness and the lack of traffic and the small number of pedestrians lend the area a quiet, almost serene, atmosphere.
- 2.6.2 Front gardens make a particularly important contribution to the informality and spaciousness of the area. Plot boundaries, mainly low brick walls with the occasional lap-boarded fence, provide a sense of privacy and the generous planting of many of the gardens particularly enhances the leafy nature of the area.



Figure 10: Crescent East



Figure 11: Lancaster Avenue

2.6.3 Despite this superficial informality, the underlying character of Hadley Wood is that of an orderly and disciplined suburban development. This is most clearly seen in the houses which, with their regular plot sizes, close spacing, continuous building line and an eaves line stepping gently down the hill, form a regular street frontage. The streetscape is enhanced by the curving nature of the road, particular in Crescent West, and the rising ground on the north side of both crescents. Individually-designed houses are rare, with two or three identical properties generally clustered together. The elevations of detached dwellings are symmetrical, and semi-detached houses are arranged in mirrored pairs. The consistent use of red brick, bay

windows, high pitched roofs with hipped ends, complex rooflines with multiple gables and tall chimneys, give the area a distinct, but cohesive, character.



Figure 12: Houses, Crescent West



Figure 13: Houses, Crescent East

- 2.6.4 The development includes three distinct building types, representative of three different building phases. The first houses to be built were those in Crescent West. They are distinguished by centralised massing, with lower side wings flanking a tall central wing, tiled roofs, tile-hung upper floors, paired canted bays, large dormers and timber casement windows. Most of the second phase houses in Crescent East are paired with a recessed link,

giving the impression that the properties are detached, with lower-pitched slate roofs, red brick facades, prominent offset gables and timber sash windows, although there are several more individual detached properties. The houses in Lancaster Avenue were the last to be built and appear the most uniform, with rendered upper stories, paired façades and slate roofs.

- 2.6.5 Few of the individual buildings in the Conservation Area are outstanding, although a particularly strong contribution to its character is made by a terrace of white-rendered cottages, with Voysey-esque battered buttresses on the north side of Crescent West (nos. 34-40). The generally unified character of the late Victorian and Edwardian development is interrupted in places by a small number of post-war houses. Earlier examples, from the 1950s and 1960s, are simple buildings in brown brick that defer to the older houses in their positioning and proportions. More modern buildings attempt a pastiche of the original houses, with varying degrees of success.



Figure 14: 34-40 Crescent West



Figure 15: Details, 40-38 Crescent West



Figure 16: House, Crescent West

2.6.6 Much of the attractive appearance of individual properties is attributable to careful, high-quality detailing, including decorative brick aprons under windows and stained glass. Most of the houses retain their original features, such as windows, doors and roof tiles, though some have lost particular features, most commonly the replacement of tiles or slates with concrete tiles. A few individual properties have been altered to such an extent that they have lost most of their character. Several houses have been extended (with the benefit of planning permission). Extensions are typically of side wings or garages, subservient to, and matching the details of, the principal houses. They are generally of good quality of design and materials.



Figure 17: Crescent West, brickwork detail



Figure 18: Crescent East, balcony and tile-hanging

2.6.7 Front gardens have been subject to greater pressure for change. Much of this is due to the residents' desire for increased car parking space. While modest drives have always been present in Crescent East, they were not an original feature in Crescent West and Lancaster Avenue. Although it is

often possible to incorporate a small area of hard standing without seriously affecting the appearance of the area, a number of houses now feature large expanses of tarmac or paving. This results in the loss of most of the planting in the front gardens, and seriously detracts from the green and leafy character of the area. Many front boundaries have also been replaced. Generally, this has been done sensitively in red brick that matches the houses. However, a few individually ostentatious front walls, sometimes with poor quality steel railings and front gates, and out-of-character surfacing materials have been installed, which are at odds with the understated nature of the area.

- 2.6.8 The Conservation Area is divided in two by the railway cutting and station, between Crescent East and Crescent West. A nondescript modern development of c1960, comprising flats and a small parade of shops, stands just to the west of the cutting. The untidy appearance of some of the shops, and some inappropriate signage interrupt the otherwise consistent character of the area as an upmarket, early 20th century suburb. As a result, the shops, flats and the station are excluded from the Conservation Area.

2.7 The public realm

- 2.7.1 The public realm forms an important element of the Conservation Area. It can be summarised as follows:

- *Roads and footways* – Tarmac is used for road surfacing throughout the Conservation Area. Footways are a mixture of large concrete paving slabs and tarmac, both of which complement the suburban character of the area, and kerbs are generally of red granite. In general, the ground surfaces are in fair condition; many of the footpaths are deteriorating and have been excavated and patched as part of a programme of installation of new lighting columns. It is likely that the footways would originally have been edged by a grass verge: this has been lost and the footways are now fully paved.



Figure 19: Footways and lamp standard

- *Signage and road markings* – In general, these are minimal, a factor that contributes to the neat and well-cared for appearance of the area. There is little evidence of unnecessary signage and road markings are limited to lines denoting parking restrictions and junctions. There is also a welcome absence of traffic calming measures. A traditional finger post stands at the junction between Camlet Way and Crescent West, providing an interesting visual focus. One exception is the proliferation of intrusive security signs- suggesting a degree of anxiety quite at odds with the apparent calm and affluence of the neighbourhood. Such signage appears to be outside the scope of control by the Article 4 Direction.



Figure 20: Security company sign

- *Street furniture* – The simple concrete lamp standards have been replaced by spun-metal structure with projecting arms. These, are unobtrusive but many have had signs affixed and the footways have been poorly reinstated after installation.
- *Street greenery* – Mature street trees, mainly limes, make an important contribution to the semi-rural character of the area.

3 SUMMARY OF SPECIAL INTEREST OF THE CONSERVATION AREA

3.1.1 The distinguishing factors that give the Hadley Wood Conservation Area its special interest can be summarised as follows:

- *The historic significance of the area in the development of the Borough of Enfield* – Hadley Wood provides physical evidence of the transformation of Enfield from a largely rural area to a suburban one in the late 19th and early 20th centuries. It is also of interest in itself as an example of an exclusive, high-status development.

- *The original vision of Charles Jack* – Jack’s vision of a prestigious, leafy suburb, consisting of high-quality, well-built properties set around a new station, survives largely intact.
- *Street greenery* – The abundance of street trees and the well-planted front gardens of many properties give the area a pleasant, green and leafy atmosphere, which is enhanced by the informal treatment of boundaries.
- *The spacious feel of the area* – This is attributable to the wide roads with open sky above, a set-back building line and generous front gardens.
- *The discipline provided by the planned layout of the area* – Despite the significant amounts of greenery and informal architectural style of most of the buildings, a clearly conceived layout is evident in the regular building line and relatively consistent size and height of the houses, which provides the area with an overall sense of order and gentle discipline.
- *The architectural style of the buildings* – The consistent architectural style within each of the principal roads gives a strong sense of cohesion. At the same time, subtle variations in detailing and massing add visual interest to the area.
- *The design quality of the buildings* – The properties are generally carefully designed and well built, with interesting massing and handsome, well proportioned façades. Strong and lively rhythms are set up by the repetitive use of features such as bays and gables.
- *The quality of architectural detailing and materials* - Most of the properties, and particularly their joinery, are detailed to a very high standard, and they are built of good quality materials that significantly enhance their appearance.

4 SUMMARY OF ISSUES

4.1.1 In general, the physical fabric of the Conservation Area is in good condition. The original form and layout of Charles Jack’s development of 1885-1914 is preserved intact and most of the individual buildings retain much of their original appearance, within attractive settings. There are, however, several negative issues that detract from the character of the area at present:

- *The loss of original architectural details* – The majority of properties retains most of their original architectural features and remain attractive buildings. However, significant number of houses now have uPVC windows in place of timber windows in uPVC, and concrete roof tiles in place of slates or clay tiles. Whilst this does not negate the positive contribution made by these building to the character of the area, it damages their appearance to an extent and provides evidence of a gradual erosion of character. There are also some properties that have lost all of their original features and, with them, much of their original appeal. It is

possible that this trend is continuing; possibly in the absence of planning applications, since none has been made or allowed within the past three years for this category of work.

- *Increased car parking* – The pressure for off-street car parking has already led to a number of front gardens being completely given over to hard standing for cars, resulting in the loss of the characteristic greenery that is so important in the street scene. While it may not be practical to prevent off street parking the limiting of the area occupied by drives would be highly desirable. It is possible that this trend is continuing, possibly in the absence of planning applications, since none has been made or allowed within the past three years for this category of work. There would also appear to be extensive on-street parking which *might* be the result of commuters coming into the Conservation Area to take advantage of free parking close to an important commuter line into central London.
- *The replacement of original boundary walls* – There are several examples of traditional, informal boundaries being replaced by overly ostentatious walls and railings, which are at odds with the character of the area. It is possible that this trend is continuing possibly in the absence of planning applications, since none has been made or allowed within the past three years for this category of work.
- *The need for the care and management of street greenery* – As the distinctive character of the Conservation Area depends very greatly on the presence of street greenery, this needs to be managed carefully in order to ensure that there is planned replacement of trees and hedges with appropriate species as existing specimens reach the end of their lives.
- *The need for appropriate highway maintenance* – At present, the area benefits from appropriate surfacing on highways and footpaths, sympathetic signage and generally, a lack of street clutter. This combination of factors makes an important contribution to the appearance of the area and it is important, therefore, that the future management and maintenance of the public realm takes account of its special character. The condition of footways, however, is a matter of concern.

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 Volume Two -1837-1914 A Victorian Suburb* (Enfield Preservation Society, Enfield 1992) p. 28
Pevsner, N. & Cherry, B. *The Buildings of England, London 4: North*. (Penguin, London 1998)

Southgate District Civic Trust *Hadley Wood Conservation Area Character Assessment*

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 Unitary Development Plan (1994) (saved policies current until DMD is adopted)

5.2 Contact details:

Enfield Council
Strategic Planning & Design,
Regeneration and Environment
Civic Centre
Silver Street
Enfield
EN1 3XY

6 APPENDICES

6.1 Listed buildings

There is none.

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.

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

- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?

A positive response to one or more of the above 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.

Appraisal review undertaken by James Edgar; maps prepared by Richard Peats