

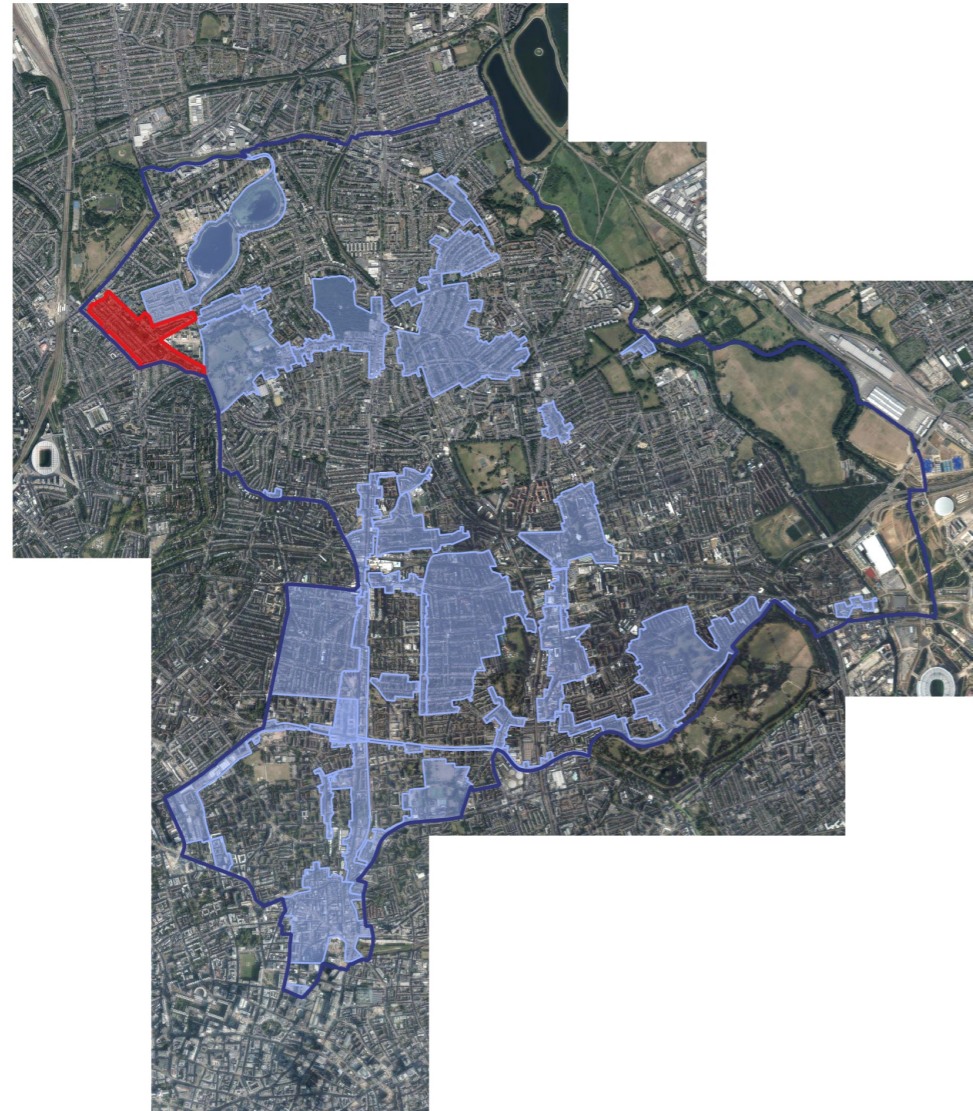


Brownswood Conservation Area

Character Appraisal and Management Plan

February 2020

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Map 1: The location of Brownswood Conservation Area and other Conservation Areas in Hackney

1.0 INTRODUCTION

1.1 Designation Background

The boundary was drawn around the area of Brownswood following identification in the 2017 Conservation Area Review. This identified the area as a high quality Victorian suburb with a clear hierarchy of housing types enclosed by the established routes of Blackstock Road, Finsbury Park and Green Lanes.

The area has also been subject to minor small scale alterations that if continued cumulatively will have an impact on the special architectural and historic interest.

1.2 What is a Conservation Area?

A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local Planning Authorities have a duty under the Planning (Listed Buildings & Conservation Areas) Act 1990 to designate areas of special architectural or historic interest. The Council is also under a duty to review existing Conservation Areas from time to time and to formulate and publish proposals for their preservation and enhancement.

Conservation Areas are not single buildings, but groups of buildings and areas, which are of special architectural or historic significance. Because the designation is of an area, significance can include the spaces between buildings and natural features, topography, the historic layout of roads, paths and boundaries and landscape features such as gardens, parks and greens, trees and street furniture can all add to significance.

1.3 Implications of Conservation Area Designation

Conservation Areas enjoy special protection under legislation and both national and local policy and guidance. Planning applications within a Conservation Area must be shown to “preserve or enhance” the character or appearance of the area. Planning Permission is needed to demolish a building in a Conservation Area, and there is a planning presumption in favour of the retention of buildings which make a positive contribution to a Conservation Area.

Certain types of more minor development, particularly in relation to single family dwellings, are subject to Permitted Development rights (under the General Permitted Development Order, 2015, as

amended). These Permitted Development rights are more limited in Conservation Areas, and may be removed partially or completely through the use of Article 4 Directions.

Trees above a specific size are protected in Conservation Areas. Applicants must give the Council six weeks’ notice in writing before any work is carried out to lop, top or fell a tree in a Conservation Area. There is also greater control over advertisements in Conservation Areas.

1.4 National Policy

The National Planning Policy Framework (NPPF) 2019 provides national guidance. Protecting and enhancing the historic environment is a key component of the NPPF’s drive to achieve sustainable development. Section 16 of the NPPF, ‘Conserving and enhancing the historic environment’ sets out the heritage framework in detail in relation to various ‘heritage assets’. Conservation Areas are referred to as designated heritage assets in the NPPF.

Although not statutory guidance, Historic England’s document, *The Historic Environment in Local Plans* (Historic England, 2015) and *Conservation Area Designation, Appraisal and Management* (Historic England, 2019) provides further guidance from the national heritage authority.

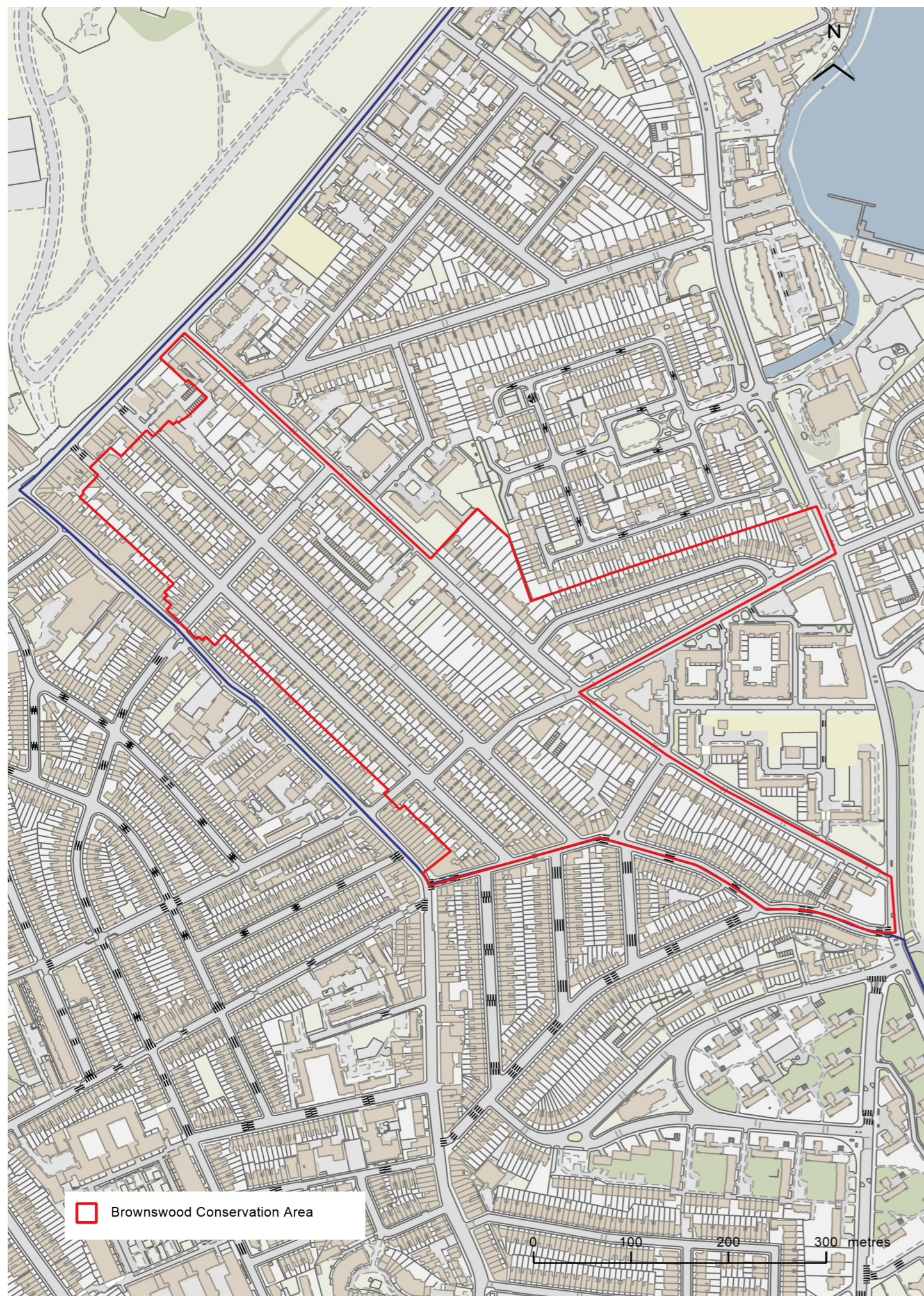
1.5 Regional Policy

The relevant Regional Spatial Strategy is the Greater London Authority’s *London Plan* (GLA, 2016). The following policies are relevant:

- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.9 Heritage-led Regeneration

1.6 Local Policy

Local borough-wide planning policy is contained within Hackney Council’s *Local Plan*. At the time of writing (October 2019) the relevant parts of the *Local Plan* are the *Local Development Framework Core Strategy* (LBH, 2010), the *Development Management Local Plan* (LBH, 2015), the *Site Allocations Local Plan* (LBH, 2016) and *Area Action Plans* (LBH, various dates). These are supported by various *Supplementary Planning Documents and Guidance* (the *Residential Extensions and Alterations SPD*, (LBH, 2009) being an important example).



The following policies are particularly relevant.

- LDF Core Strategy Policy 24 Design
- LDF Core Strategy Policy 25 Historic Environment
- DMLP Policy DM1 Design
- DMLP Policy 28 Managing the Historic Environment
- The State of Hackney's Historic Environment Report (LBH, 2006)

1.7 Emerging Policy

At the time of writing the Local Plan 2033 (LP33) has undergone public examination and is considered to have some weight as a material consideration in decision making on planning applications.

The following policies are particularly relevant:

- LP3 Designated Heritage Assets
- Historic Environment Strategy SPD

1.8 Statement of Significance

Brownswood Conservation Area is a high quality late Victorian suburb with a clear hierarchy of housing types set out from the 1860s onwards.

Buildings are adorned with detailed decorative architectural features which greatly enriches the overall character and appearance of the area. This ranges from ornate stucco work to contrasting brick bands and distinctive sloped porches on Finsbury Park Road. The common architectural characteristics and unaltered features give strong architectural cohesion and the buildings have notable group value.

The character and form of the area from its original design and layout is largely unchanged. New buildings have generally respected the scale, massing and materiality of the area.

The area is a quiet and relatively secluded enclave close to Finsbury Park and marks a clear juxtaposition to the lively commercial activity on neighbouring streets outwith the Conservation Area.

There is considerable historic interest due to the area's association with the New River, which was re-routed and culverted to allow for the laying out of streets. The failure of the creation of Albert Park in the 1850s which was intended to occupy the Brownswood Area led to the area being comprehensively developed which accounts for the high degree of uniformity.

The area has strong links to Finsbury Park and the failed creation of Albert Park originally on the site of the Conservation Area. This allowed the area to be developed comprehensively and accounts for the high degree of uniformity.

The public realm is generally good quality and contains an unusually high extent of historic yorkstone paving, granite setts and a hansom cab stand. The linear tree lined streets provide picturesque views throughout contribute to the areas special interest.

The area contains three sites that have high archaeological potential to yield evidence of the New River. Limited excavations have found evidence of a sluice house circa 1780.



This Appraisal defines the characteristics that make the conservation area special, including its wider context, historic development, townscape, streetscape and architectural character. It also describes the Conservation Area's current condition.

2.0 CONTEXT

2.1 Location and Setting

Brownswood Conservation Area is situated in Brownswood Ward and lies to the north of the Borough of Hackney. The Conservation Area is bounded by Blackstock Road and Mountgrove Road which marks the border with the London Borough of Islington. It is located to the south of Finsbury Park Railway Station.

Seven Sisters Road is located to the north of the Conservation Area. This road has a major impact on the surrounding area, but is largely unfelt in the Conservation Area's quiet streets. Queens Drive marks the easterly border of the Conservation Area with Parkwood Primary School and the St John's Court Estate. The New River Company's filter beds were previously to be found slightly further east, but after falling out of use in the early twentieth century, houses were built on the site in the 1990s.

Finsbury Park is located to the north of the Conservation Area and occupies a triangular area of 115 acres on the borders of Haringey, Islington and Hackney. The original buildings have gone but the main features of the Victorian lay-out remain, a perimeter drive, some good trees, "American" Gardens; with rhododendrons in the NW part, and a central boating lake with an island.

2.2 Historic Development

Brownswood Manor

Brownswood was formerly the local manor, dating back to the 12th century. The manor of Brownswood was the endowment of the prebend of Brownswood in St. Paul's, which probably existed before its holders were first recorded in the early 12th century. The manor is thought to originate in a division of property between the Bishop of London and the chapter of St. Paul's which may be reflected in entries in the Domesday book under Stepney. The name refers to the demesne wood called Brownswood in 1569. By 1577 the manor covered all of Hornsey, south of Topsfield and Farnfields.

The Bishops of London held onto the land throughout the Reformation, but lost it during the Commonwealth when it was sold to the London draper Richard Utber on 30th April 1650. The Bishops took it back after the Restoration in 1660, with the Manor leased until 1840 when it was handed to the Ecclesiastical Commissioners.

The manor-house of Brownswood was called Copt Hall and stood north-west of the later Seven Sisters



Map 4. Jon Rocque's Map of 1746 showing the course of the New River through the area now occupied by Brownswood Conservation Area.

Road on part of the park. It was first mentioned in 1649, and contained a hall, parlour, kitchen, cellar, and two chambers, besides outbuildings.

By the mid 1750s Copt Hall changes from a private house to a tea-room and tavern for Londoners to visit on Sundays known as Hornsey Wood House. Records show that by 1796 the old Copt Hall consisted of a hall, kitchen and various out houses. The popularity of Hornsey Wood House gave rise to an extensive development of a much larger house.

New River

The first major development in the area involved the construction of the New River, completed in 1613. The route within the Brownswood area was a westward curve from the north-east, running of the area to the south of Clissold Park. The New River aimed to provide a plentiful source of clean water to the capital, with the idea arising around 1600, officially proposed in 1602 by Edmund Colthurst. A charter for the development was obtained from James I in 1604.

Alterations of the New River in this area took place in 1618, when a section which crossed the then open Hackney Brook was raised to flow along a wooden and lead-lined aqueduct over it. Hackney Brook was located around the area of Brownswood Road / Blackstock Road. This section came to be known as the Boarded River, and it is claimed that Blackstock Road, when it was still a dirt track, was colloquially known as Boarded River Lane. This section was removed and replaced with higher built-up clay banks c.1776.



Map 3. 2019 Aerial photograph of Brownswood Conservation Area and surrounding area

The New River was serviced by a number of sluice gates. The Sluice House for the Highbury sluices was located in the vicinity of the junction of the later Wilberforce Road and Somerfield Road. A Sluice House structure is depicted on Rocque's map of 1746, but analysis of the bricks recovered during recent excavations on Wilberforce Road suggests they it was rebuilt circa 1780 or later.

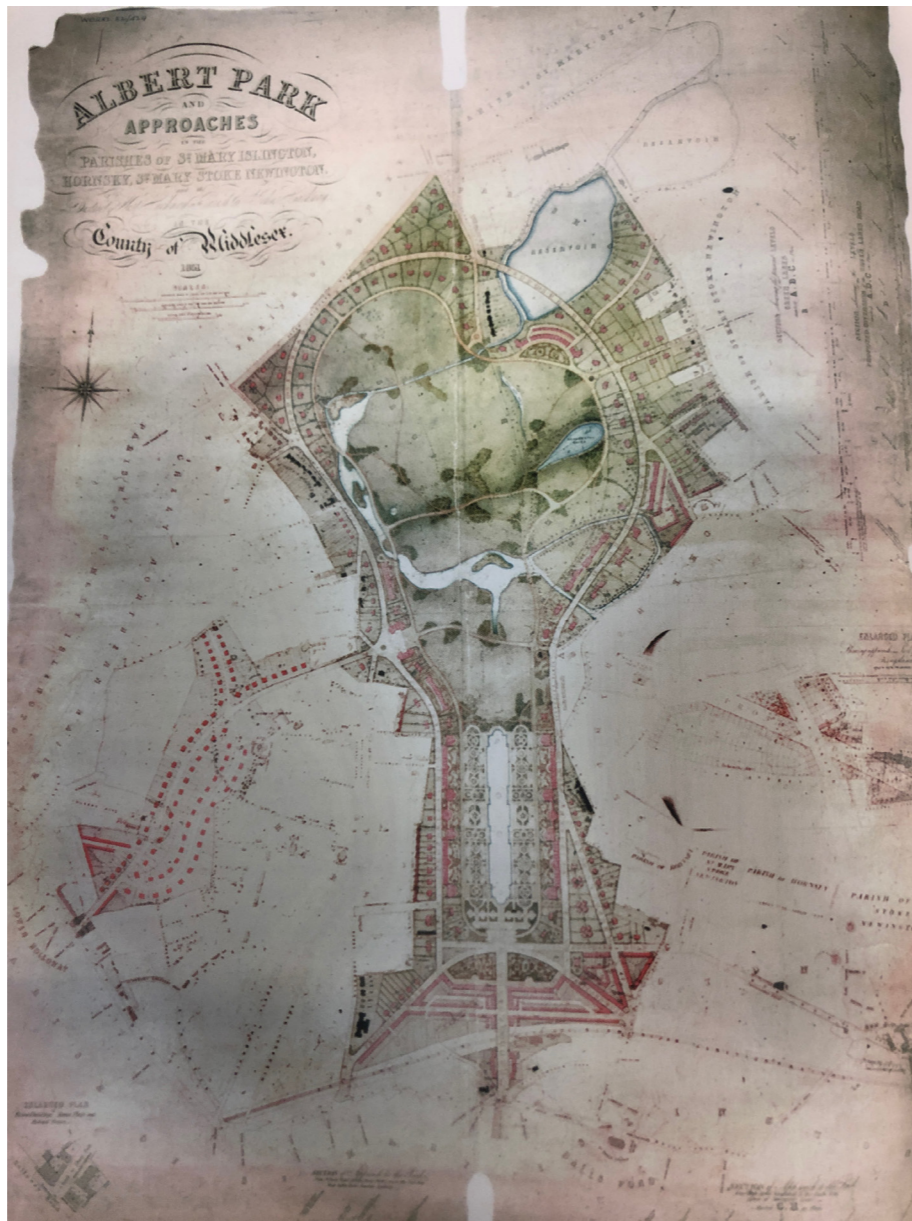
19th Century: Albert Park and Brownswood Park

In 1832 new London Constituencies were created and in turn there were increasing calls for the creation of a new park in what is now the Finsbury Park area. This led to initial plans to create Albert Park, reaching up to Seven Sisters Road and including the two reservoirs west of Green Lanes but did not include the area now known as Finsbury Park.

The plans for Albert Park were drawn up in 1851 and would have cost a total of £430,000 with the Government asked to find £117,000 after the sale of the proposed building sites. This original plan included substantial villas and extensive ornamental gardens as depicted in the 1851 plan. The Government changed in 1852, and the Derby administration cut back the cost of the project by removing the more expensive (in terms of purchases) southern section of the plan.

Further Government changes delayed the process and the proposals were shelved. However, in 1855 the creation of the Metropolitan Board of Works revived the idea of the creation of a park. By this point the plan involved the incorporation of the two reservoirs but had moved further northward now encompassing the land north of Seven Sisters Road.

The Bishops of London had owned the Brownswood Estate until 1840, when it was transferred to the Ecclesiastical Commissioners. The Willan family had leased the estate since 1789. In 1821 William Willan took a 99 year lease on the estate. He died in 1849 and in 1855 his executors, agreed to take over a freehold of more than 189 acres north



Map 5. Proposed plan of the unbuilt Albert Park encompassing the area of the Brownswood Conservation Area.

of Seven Sisters Road from the Ecclesiastical Commissioners in exchange for 156 acres to the south. However, under the Finsbury Park Act, 1857, the Metropolitan Board of Works acquired most of the Willans' share and some copyhold land, laid out 115 acres as Finsbury Park.

On 1st July 1861 Seven Sisters Road Station (now Finsbury Park Station) opened for the small local community.

At this point, despite the Finsbury Park Act allowing compulsory purchase of land, very little land had been bought. However, this prevented the development of the Brownswood Park area. In 1863 the Board of Works decided that land lying to the north of Seven Sisters Road was more appropriate on account of its position and providing a much larger area for less cost.

The confirmation of the proposed boundary for the new park therefore allowed the establishment of the suburb of Brownswood Park to continue. This saw the re-routing of the New River, and the demolition of the Sluice House and Hornsey Wood House. Moreover, the establishment of Finsbury Park as an open space ensured that Brownswood evolved independently from the rest of Hornsey.

John Brookes Porter, later chairman of South Hornsey local board and a bankrupt, built the earliest houses from 1862. Most of the frontages of Seven Sisters Road and Green Lanes were built up in the 1860s, the bulk of Queen's Road (later Drive) and King's Road (later Crescent) were completed by 1871, and the remainder of the estate, except for Prince's (later Princess) Road, was built up in the 1870s. The delays in development as a result of the planning of Albert/ Finsbury Park therefore helped to ensure the area developed as one and accounts for the strong levels of architectural cohesion throughout.

By the time of the 1871 census, Brownswood was busy, confident and expanding fast. Wealthy businessmen and retired soldiers were in the big houses fronting Green Lanes and Seven Sisters Road. Green Lanes and Brownswood and King's Road contained detached or semi-detached houses and Queen's Road was to have terraces or semi-detached houses, but the buildings more lavishly decorated. Stressing the good communications and rural setting, Porter advertised four storeyed terraced houses in both Queen's and King's roads; houses in Green Lanes and Seven Sisters Road were even larger.

While the whole suburb was select, the variety of builders meant that there was a best road- Queens Road, with a best section between Somerfield Road and Brownwood Road. By the time of the 1881 census the area was almost complete and fully occupied. Many of the houses were occupied by merchants, professional men and persons of independent means.

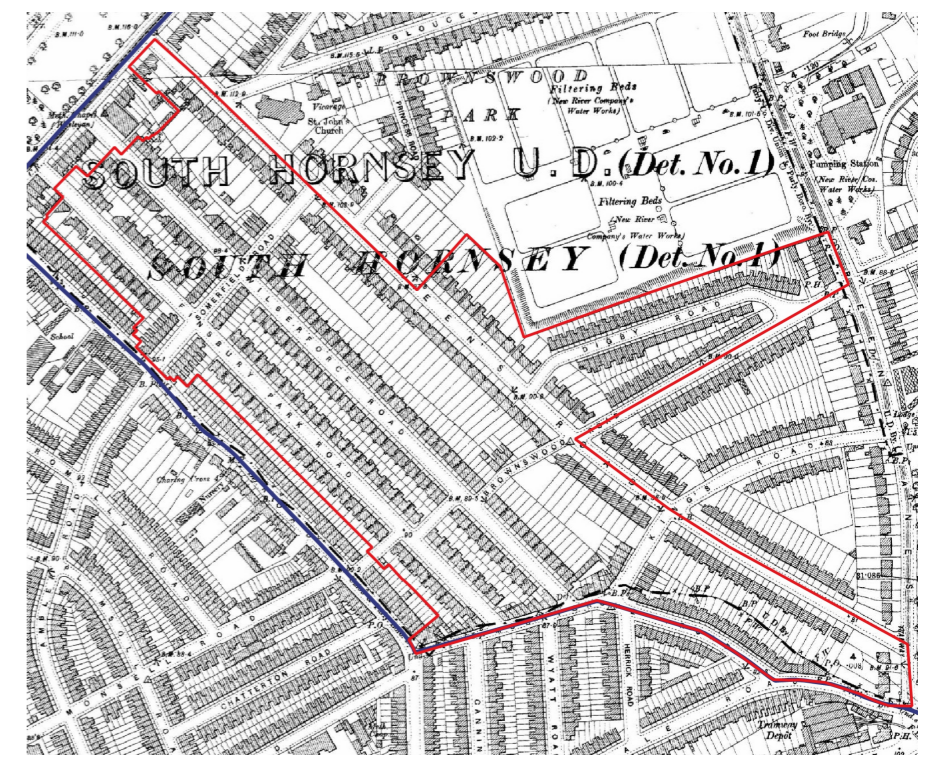
In 1894, when the area had been built up for five years, there were 1,077 houses with 7,359 inhabitants in the 164 a. of Brownswood Park.

The new housing in the northern part of Stoke Newington parish was accompanied by a number of substantial churches including the Wilberforce Road Wesleyan Methodist chapel, which began in 1871 as an iron building at the corner of Wilberforce and Seven Sisters roads, before a permanent church was built from 1875.

The high proportion of parkland partly explains why 'Healthy Hornsey' had the lowest death-rate on record in 1905 and the lowest of all large towns in 1906. In 1906-7 the density of population was only 30.2 people per acre.



Map 6. 1869 OS Map of the area demonstrating open fields and the initial development on Seven Sisters Road, Queen's Drive and Green Lanes

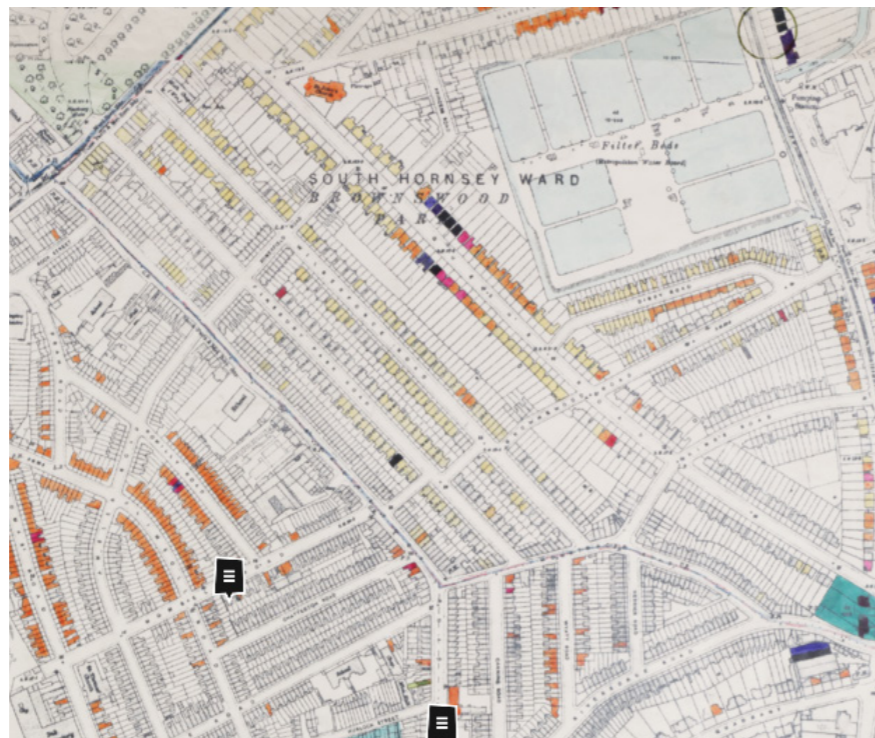


Map 7. 1893 OS Map demonstrating the complete development of the area

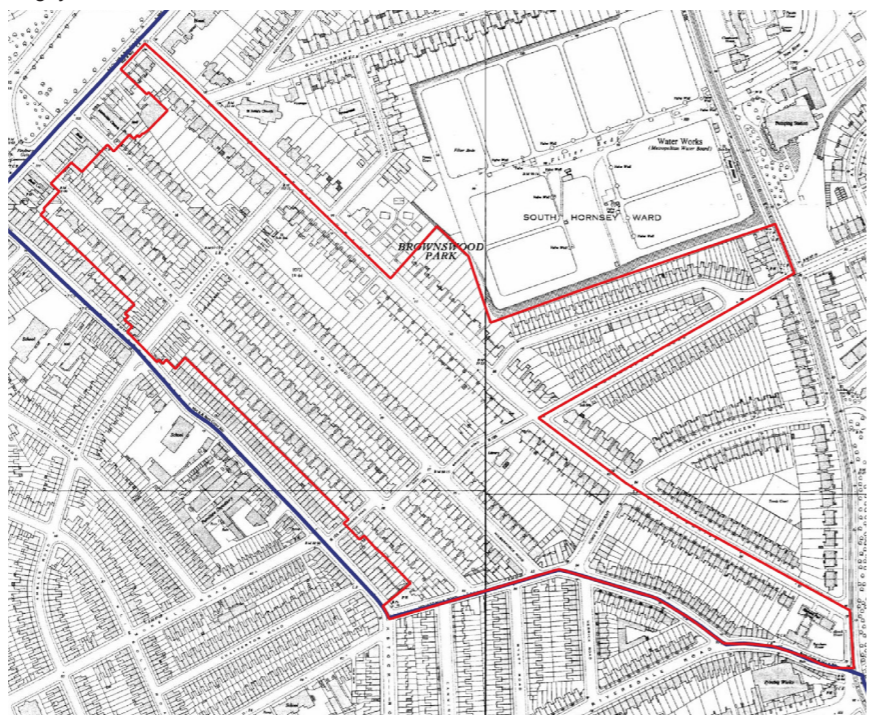
At Brownswood Park many of the original affluent families had moved out by 1895. Over the course of the first half of the century many of the properties became shared houses with up to four or five families.

Until the Second World War only a few houses had been replaced. However, on the 7th September 1940, a bomb fell on Queen's Drive, demolishing 110, 112, 114, 121, 123 and 125. On the 8th January 1945 a V2 rocket fell on Green Lanes, where Armwell Court now stands. As a result of the blast, many houses in Portland Rise, Gloucester Drive, Digby Crescent and Queen's Drive were deemed 'partially demolished but capable of repair'.

In 1974 Brownswood Park was essentially a dormitory area and in 1976 its main frontages in Green Lanes and Seven Sisters Road still consisted of large houses, some derelict and others converted into offices or private hotels. Houses on the corner of Seven Sisters and Adolphus roads were pulled down in 1975 by Ferme Park Properties. In the angle of Seven Sisters and Wilberforce roads was Park House, an eleven-storey block of flats, and on the corner with Queen's Drive the ten-storeyed Alexandra National hotel.



Map 8 1945 bomb damage map demonstrating the damage to buildings on Queen's Drive, Digby Crescent and Wilberforce Road



Map 9 Early 1950s Map demonstrating the initial stages of post-war rebuilding along Queen's Drive

3.0 TOWNSCAPE

Townscape is the arrangement and appearance of buildings, spaces and other physical features in the built and natural environments.

3.1 Layout and Planform of the Conservation Area

The Conservation Area's shape and layout largely derives from its ladder formation of four near-parallel south-west to north-east streets bounded by Seven Sisters Road to the north and Mountgrove Road to the south.

It consists of rows of a mixture of housing typologies, predominantly two and three storey semi-detached pairs and three storey terraces which provides spatial and architectural cohesion within the Conservation Area.

Buildings are street facing and set in a linear fashion along broadly straight streets with consistent building lines. This provides a strong sense of uniformity to individual roads.

Generally plots are rectangular. The majority of properties occupy the complete width of the plots and generally the sizes of the rear gardens to the properties are half of the total plot. The properties generally have small front gardens. Properties on Queens Drive are generally larger with substantial rear gardens over 40m in length.

3.2 Density

An overall sense of spaciousness exists due to the wide roads and pavements and low-level of development. Street widths are generous and vary between 11m and 13m, which is a clear indicator of the status of the area when constructed.

The density varies on individual roads, but properties are generally evenly spaced with an overall low density throughout the Conservation Area. Houses are consistently set back on most streets, between roughly 3.6m and 4.6. The exception is Queens Drive, where the properties are larger with substantial

setbacks of up to 8m. There has been a small amount of backland development such as Cobble Mews, off Kings Crescent. However, owing to the small plot sizes this has been kept to a minimum.

3.3 Land Uses

Land uses in the Conservation Area are predominantly residential, with a number of cafes and shops located on Mountgrove Road, and hotels located towards Seven Sisters Road in converted Victorian houses. The area borders Blackstock Road which is characterised by the commercial uses and Seven Sisters Road which contains a mixture of commercial, residential and hotel uses. A number of community facilities are located just outwith the Conservation Area including Parkwood



Map 11. Figure ground Plan of Brownswood Conservation Area and surrounding area

Primary School, City and Islington College and St John the Evangelist Church.

3.4 Building Height and Massing

Buildings in the Conservation Area are mostly two or three storeys and with a high degree of consistency within individual roads. They often appear semi-detached, with small set back outriggers connecting them at the side. Digby Crescent, Mountgrove Road and elements of Brownswood Road are the exception being formed of uniform terraces.

The overall massing of buildings on Queens Drive varies considerably from semi-detached two storey houses, three storey terraces and five storey mid-century flats. The massing increases at prominent corners by at least one storey and helps to provide interest within the streetscene.

Outwith the Conservation Area building heights increase to the east with the Kings Crescent Estate which varies from 5 to 12 storeys.

3.5 Key Views

For the purpose of this character appraisal two types of views have been identified:



Key views found within Brownswood Conservation Area

- Linear Views- Long, straight views within the Conservation Area.
- Local Views- These tend to be shorter and confined to a specific locality within the Conservation Area. They include views of landmarks and attractive groups of buildings.

Views in and out of the Conservation Area are linear due to its layout. The consistent architecture and massing ensures a strong sense of uniformity and forms views of interest throughout. This is particularly apparent on Finsbury Park Road, Brownswood Road and Wilberforce Road.

The meandering curves of Brownswood Road and Mountgrove Road create local views of interest, with variety in the building stock on these roads ensuring the views are never monotonous.

There are local views of interest within Digby Crescent where the gentle curves add to the interest. There are local views outside the Conservation Area from Finsbury Park Road towards the gates of Finsbury Park and form an important terminating views. Views out of Queens Drive and Mountgrove Road towards Clissold Park are equally important.

4.0 STREETScape

Streetscape is the outward facing visual appearance and character of a street or locality.

4.1 Public Realm and Open Space

The public realm in the Conservation Area is generally of a high quality, and is characterised by a sense of openness as a result of the wide roads, pavements and presence of front gardens throughout the Conservation Area.

Almost all properties have low brick boundary treatments, although there is a degree of variety in terms of brick, bond and coping treatment. Streets feature a mixture of young and mature trees, evenly spaced creating picturesque long views.

There is no usable public open space beyond that of the roads and pavements. As a consequence, private footways and front gardens, which are highly visible from the street, make an important contribution to the quality of the streetscape.

The general standard of maintenance of front gardens varies. Some areas are poorly maintained with limited planting and visible bins, all of which have a negative impact on the overall appearance of the Conservation Area. Owing to the small front gardens there is very little parking on front gardens, with the exception of Queens Drive of which a significant number of houses have off road parking which is detrimental to the appearance of the Conservation Area.

Well maintained front gardens with a combination of soft landscaping and planting enhance the area's overall character and have a positive impact on the public realm.



Fig.4.1 Well maintained gardens help to enhance the areas character



Fig.4.2. Houses located directly onto the road with little or no front gardens

The foot paths are a mixture of historic yorkstone, modern paving and asphalt with granite kerbs and granite cobble edging. The footpaths are generally in a good condition but showing signs of wear. Historic street paving makes a positive contribution to the overall character and should be preserved.

4.2 Street Furniture

At present the streetscape is uncluttered due to a relatively small amount of street furniture. Some elements, such as signage and advertisements attached to lamp-posts, detract from the overall character of the area.

There is some traditional style and historic street furniture present that positively contributes to the character of the area. This includes a historic Grade II listed Penfold Post box dating from the 1860s. Lampposts are modern and often feature signage which adds to the overall street clutter of the area.

On Somerfield Road there is a rare survival of a hansom cab stand, which includes a section of cobbled and paved road surface with a surface level iron ring. It is 8m long and originally was the location where hansom cabs would have stopped and stood to service the well-to-do Victorian suburb of Brownswood Park. The feature adds considerable historical character to the locality, and variety to the local street scene.

There have been a number of successful traffic calming measures, which involve gating streets. The design of which could be enhanced, but do help to ensure the calm environment of the area is maintained.

There is extensive on-street parking, double yellow lines and associated signage that cumulatively detracts from the character and appearance of the Conservation Area.

4.3 Trees

There is a mixture of mature, semi-mature and young trees evenly spaced along the roads, as well as some additional trees and planting on private land. This provides variety in the street and contributes to the picturesque quality of the Brownswood Conservation Area.

Conservation area status gives protection to trees within its boundary.



Fig.4.3 Mature trees on Queens Drive contributing to the verdant character of the area



Fig.4.4 Grade II Penfold Post Box, Queens Drive



Fig.4.5. Hansom Cab Stand, Sommerfield Road



Fig.4.6 Trees evenly spaced on Wilberforce Road

5.0 ARCHITECTURAL CHARACTER

5.1 General Architectural Character

The architectural character of the Conservation Area is defined as a high quality mid-Victorian suburb with a clear hierarchy of housing types. There is a uniformity among the properties, with three main typologies found within the different streets including semi-detached, detached and terrace properties.

There is a limited palette of materials, with buildings constructed of buff coloured London stock brick with either stucco or red brick detailing and slate roofs. The majority of buildings in the Conservation Area are of a high architectural quality and contribute positively.

There has been a small amount of later infill development from the late 20th and early 21st century but this largely respects the grain of the Conservation Area.

5.2 Building Contribution

This section explains the contribution buildings make to the special architectural or historic interest of the area as outlined in Map 12.

A) Locally Listed Buildings

These buildings are of local architectural or historic interest. Although not statutorily listed, these buildings have been identified as having a significant level of local value and are considered to make a positive contribution to the special character of the Conservation Area.

B) Positive Buildings

Buildings that positively contribute to the Conservation Area's overall character and appearance. Demolition of these buildings is also considered to constitute harm. Special attention should be paid towards preserving characteristic architectural details present on these buildings.

C) Neutral Buildings

These buildings neither contribute nor actively detract from the Conservation Area's special character. In principle, the loss of these buildings would not be resisted, provided the proposed replacement buildings adhere to the objectives of relevant planning policy and are of a high quality of design commensurate with the Conservation Area's special character.

D) Negative Buildings

Some development detracts from the character and appearance of the Conservation Area. In principle, the redevelopment of these sites would be encouraged, provided proposals for their replacement are of a high quality architectural design and would make a positive contribution to the Conservation Area.

5.3 Key Architectural Features and Materials

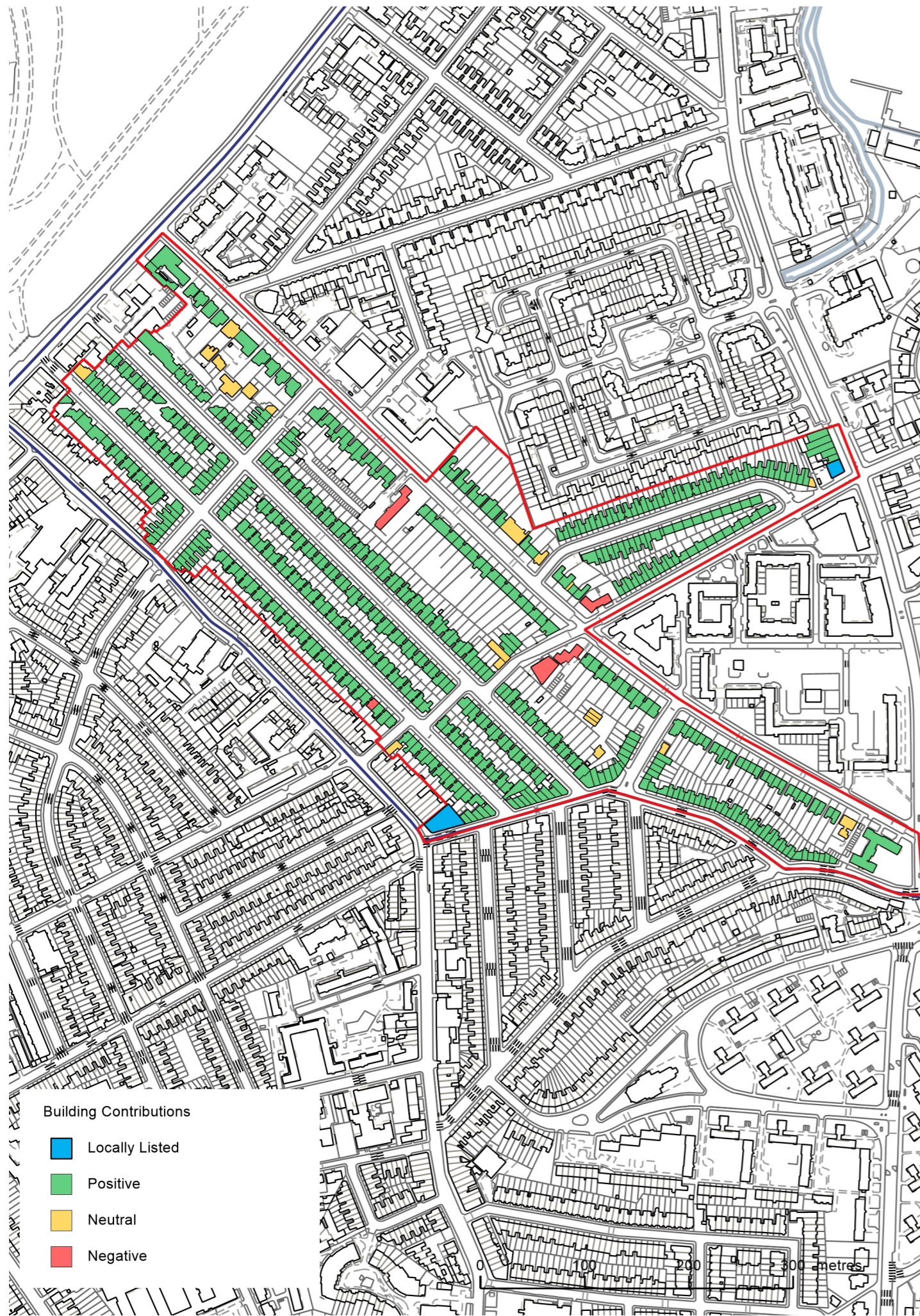
Despite the variety of architectural styles present, many buildings have strong similarities in their overall conception and many key architectural features and common materials are found throughout the Conservation Area. Buildings generally contain a selection, as opposed to all, of the characteristic key features and materials features listed below.

Key Architectural Features

1. Brick Chimney Stacks
2. Decorative barge boards (Finsbury Park Road)
3. Distinctive tiled porches (Finsbury Park Road)
4. Hipped roofs (Finsbury Park Road)
5. Stucco decorative window and door surrounds
6. Single glazed timber sash windows
7. Timber four panelled doors. The majority now missing original stained glass, therefore those retaining the original stained glass now rare and precious.
8. Bands or string courses in contrasting brick
9. Window surrounds in contrasting brick
10. Cast iron rainwater goods
11. Bay windows

Common Building Materials

12. External walls in London stock brick
13. Stucco detailing
14. Natural slate or hand-made clay tile roofs
15. Timber windows and doors



Map 12. Contribution of buildings to Brownswood Conservaton Area



Key architectural elements found within Brownswood Conservation Area

5.4 Architectural Analysis

The purpose of this section is to expand on the Statement of Significance in Section 2 and to highlight individual buildings and features that particularly contribute towards the area's character.

Finsbury Park Road

The majority of buildings (12-106 & 15-113 Finsbury Park Road) are two storeys and constructed of stock brick with red brick detailing. All feature a simple single storey bay window to ground floor with a steeply sloped red tiled porch with elaborate barge boards with a pierced quatrefoil pattern over entrance doors. There are one over one sash windows throughout with gauged brick headers to the first floor. Front doors are timber four panelled, with glazing to the top two panels. Originally these featured stained glass to the entrance doors but this has largely been replaced by clear or opaque glazing. Slate roofs are hipped with a brick dentil cornice below.

1-11 (odd) Finsbury Park Road- There is a small three storey terrace south of Seven Sisters Road and marks the stepping down of massing into the Conservation Area. The buildings are constructed of stock brick with stucco detailing surrounding windows and doors. They feature bay windows to the ground floor with recessed entrance door. Windows to the first floor have plain stucco surrounds and cornice, with simple surrounds to the second storey with central keystones. Buildings all feature a dog-tooth cornice. Roofs are pitched slates with original central curved dormer.

11a Finsbury Park Road: A much altered two storey stable and associated hay loft that is a good surviving historic example.

108 Finsbury Park Road: Former slaughterhouse, now converted into a mechanics garage. The building features an interesting roof form with a double pitched roof with air ventilation. It's simple and utilitarian character provides variety to the streetscene.

Wilberforce Road

The buildings on Wilberforce Road are largely of an identical design with consistent rhythm and massing throughout the road.

Buildings appear semi-detached, three storeys and constructed of stock brick with red brick bands parallel to windows. There is a heavily recessed one and a half storey element between each pair of houses.



Fig 5.1 Finsbury Park Road



Fig. 5.2 & Fig. 5.3 Distinctive porches with original four panelled doors



Fig 5.4 1-11 (odd) Finsbury Park Road



Fig 5.5 108 Finsbury Park Road

Ground floors feature stucco bay windows, with entrance doors flanked by columns and stucco surrounds. The front doors are four panelled with a central crease to give the impression of two smaller, grander entrance doors. Windows are timber one over one sash with stucco detailing including curved headers and central key stone and simpler square headers to the second storey. Roofs are hipped and would have originally been laid in natural slate.

Buildings on the corners of Brownswood Road and Somerfield Road are of a near identical design but form small terraces bookended with four storey buildings with prominent gables featuring a central window. These buildings provide architectural interest and variety in the streetscene and mark prominent corners.

The Central Park Hotel (3-15 Wilberforce Road) is the result of the merging of late 19th century properties. This has resulted in a number of harmful changes including the loss of almost all of the entrance doors on the ground level, and the buildings being painted white. However, the original character of the buildings can still be clearly appreciated and continues to positively contribute to the Conservation Area.

155 Wilberforce Road (Black Stone House) is a striking new build, designed by 6a architects. It won a RIBA London Award 2018, Hackney Design Award 2019 and was nominated for the RIBA House of the Year 2018. The building is unusual, featuring an exposed concrete frame with lime slurried walls on the outside.



Fig 5.8 Black Stone House, 155 Wilberforce Road



Fig 5.6 Three storey semi-detached property, Wilberforce Road



Fig 5.7 Wilberforce Road

Queens Drive

There is a common palette of materials with London Stock Brick and stucco found throughout Queens Drive but individual buildings vary in terms of size, typology and architectural detailing. The buildings here are generally high status buildings and forms the earliest completed street within the Conservation Area. Moreover, the mixture of different designs demonstrates the number of prospective builders involved in the development of the area.

169 Queens Drive: A two storey detached house, with first floor featuring Venetian style three light windows with stucco and red brick surrounds. Windows are two over two sash windows throughout with a four panelled timber entrance door. The slate hipped roof features a small centre dormer.

149-167 (odd) Queens Drive: These are two storey detached houses with heavily recessed front doors flanked by both columns and pilasters. There is some variety between the houses, with a mixture of one of two ground floor bay windows. Most feature low parapets but a number have been

removed, likely due to bomb damage in World War II. Windows are all two over two sash windows with stucco surrounds, timber four panelled entrance doors. Roofs are all pitched slate with varying styles and sizes of dormers, which overall harms the uniformity of the street.

147 Queens Drive: This building occupies a prominent corner position and is unusual in its L-shape plan. Unlike the previous houses it features a lower ground floor and decorative render bands level with the window lintels. It features a hipped roof and a substantial flat roofed rear extension.



Fig 5.9 149-167 (odd) Queens Drive

127-145(odd) Queens Drive: These are semi-detached and mirror each other. They are two storeys with basement and feature a half flight of stairs to the upper ground floor entrance. The main entrance is recessed and flanked with columns and stucco surrounds. The bay window extends to the upper and lower ground floor with small parapets often surviving above. Windows are one over one sash windows with stucco window lintels and central pilaster on first floor. Properties feature pitched roofs in slate, with the majority having domers of varying sizes and styles.

117-83 (odd) Queens Drive: The semi-detached houses are two storeys with basement. They feature a raised entrance on the upper ground floor and rectangular bay window extending down to the lower ground. Windows are one over one sash windows with a string course above the first floor. There are Italianate decorative brackets to the eaves with a hipped, slate roof above.

82 and 84 and 106-90 (even) Queens Drive: The buildings are three storeys with basement. They have substantial entrance porches and rectangular



Fig 5.9 127-145 (odd) Queens Drive

bay windows, which have notably decorative stucco work. Windows to the first floor have heavily curved headers with more gentle curves to the ground and second floor. Windows are one over one sash windows. There are projecting brackets beneath the eaves and a small dentil cornice. Roofs are hipped with a considerable number having concrete tiles rather than slates.

75-69 (odd) Queens Drive- These are three storeys. They appear semi-detached but are linked with a heavily set back addition. They have a projecting rectangular bay window that extends to the basement. Unlike other properties on Queens Drive they feature double entrance doors.

67-57 (odd) Queens Drive- Properties are two storeys. Unlike other semi-detached properties in the area, they have substantial double entrance doors. They feature large rectangular bay windows and a prominent stucco band incorporating the keystones above the first floor windows. Roofs are hipped and include dormers of varying sizes.



Fig 5.10 55-5 (odd) Queens Drive

55-5 (odd) Queens Drive- Buildings grouped in sets of four and are three storeys with lower ground floors. Bay windows extend from the upper ground to lower ground floors. Windows are generally two over two sash windows, with doors largely single four panelled doors with a central crease. Roofs are hipped at the end of each terrace.

Seven Sisters Road

328 Seven Sisters Road: Formerly a detached property now conjoined with the adjacent semi-detached villas. It is three storeys and constructed of brick with stucco. Windows are one over one sash style, originally timber they have all been replaced with UPVC. There is ornate stucco detailing including headers and lintels. Slate roof features modern dormers.

324 (and 326) Seven Sisters Road: Formerly a pair of semi-detached villas now joined with number 328. They are constructed of brick with stucco detailing although 326 has been rendered over. Matching bay windows to the ground floor. Windows are one over one sash windows, although now replaced with UPVC.



Fig 5.11 Barcham House, Richard Fox House & Alcock House

Riversdale Road

Buildings are two storeys and constructed of stock brick. Originally shops with residential above, all have been converted to residential, many have retained corbels but only 104 has retained the fascia panel and associated cornice.

Barcham House, Richard Fox House & Alcock House- The property varies between 3 and 4 stories in height and constructed of fletton bricks. It dates from the late 1920s. It has a large projecting central stair core with identical wings either side linked by balconies. There is a distinctive central canopy

leading to the internal lobby. Architectural details are simple, involving brick pilasters, painted bands, and simple cornice. Windows are crittall casements, all of which are capped with flat projecting lintels.



Fig 5.12 Terraced housing, Mountgrove Road

Mountgrove Road

2-54 (even) Mountgrove Road: Buildings are terraced and two storeys with near identical detailing. They are two stories, constructed of stock brick with stucco detailing. Windows are a mixture of two over two and one over sash. Bay windows extend to basement areas. The majority have lost the original stucco parapet detailing, and instead feature plain brick with low pitched slate roofs behind.

60-98 (even) Mountgrove Road: These form small terraces of three storey buildings with shops on the ground floor and residential above. A significant number of shops have been converted into residential use, but all retain shop fronts with pilasters and console brackets. Buildings are simply detailed with stucco headers over windows, curved with central keystone to first floor and flat to second floor. Windows are largely one over one sash windows.

Kings Crescent

Houses are similar to Mountgrove Road but with bay windows to ground floor rather than shops. These are three storeys and constructed of stock brick with stucco headers over sash windows. Doors are four panelled timber doors.

Blackstock Road

The Arsenal Tavern, 175 Blackstock Road: This building is Locally Listed and located in a prominent cornered location facing onto both Blackstock Road and Mountgrove Road. The main section of the

building is three storeys, with the rear building, originally the billiards room, two storeys, and a one storey projecting pub frontage and rear extensions. It is built of yellow London stock brick, with grey brick banding and window surrounds. The ground floor consists of a simple black-painted timber pub frontage, with timber double-door entrances to the corner and both elevations, and pilasters between all openings. Upper floor windows are two-over-two timber sashes, with rendered stone cills and lintels with keystones.



Fig 5.13 Digby Crescent

Digby Crescent

Buildings on this road are all three storey terraced houses. They are constructed of stock brick with stucco detailing containing floral motifs. There are bay windows to the ground floor. Windows to the first floor feature curved headers with stucco surrounds featuring connecting band between windows. Second floor windows have flat headers and simpler stucco detailing. Windows are one over one sash, with four panelled timber front doors. Roofs are pitched with the exception of end of terrace properties which are hipped.

Brownswood Road

Properties are similar to Digby Crescent but with square bay windows to ground floors. They contain a mixture of single bays and double bays for the larger terraced properties.

Green Lanes

Brownswood Park Tavern: The building is locally listed and is a prominent three storey corner building and constructed of stock brick stucco quoins to corner featuring 4 bays to Green Lanes and 4 to Brownswood Road.

The ground floor features a good quality pub frontage constructed of stone featuring chunky

pilasters between the windows with decorative rendered panels above, surmounted by narrow fascia panel and cornice running below first floor windows. Windows are fixed with margin lights, topped by arched window. First floor windows are located in sets of two, flanked by stucco pilasters topped by rendered panels with cornice surmounted by rendered surrounds with central keystone. The tiled butterfly roof is hidden behind a rendered parapet.

Somerfield Road

Buildings are three storeys and constructed of stock brick with stucco and stock brick detailing. There are bay windows to the ground floor on the majority of properties but at the corners where the massing increases these rise up to the first floor. There are tripartite windows to the first and second floor windows.

6.0 ASSESSMENT OF CONDITION

6.1 General Condition

Overall, the Conservation Area is in a reasonable physical condition, however there is capacity for some improvement to it in terms of the management of private front gardens and houses as well as public footways.

The majority of Victorian houses survive which define the area's special character. These are generally in a good condition, however some inappropriate minor development has occurred, affecting the area's special character. These alterations include the replacement of traditional-style windows and doors, rendering or painting of walls, satellite dishes, rooflights, stripping of greenery and the hard surfacing of front gardens.

6.2 Key threats and Negative Issues

Whilst insensitive redevelopment can instantly harm an area's special character, negative change can often occur incrementally through piecemeal alterations that do not require planning permission, or that occurred prior to the area's designation. The quality of the public realm can also have an impact on the Conservation Area's character.

It is important to note that when buildings are changed from single dwelling houses to multiple occupancies or commercial or community use, knock on effects such as signage and extra bin storage can occur. If this is not carefully designed it can result in harm to the area's special character.

The Conservation Area is under pressure from a number of changes, which could result in threats to its special character and appearance.

Existing and potential threats are outlined below, categorized as to whether they impact directly on buildings or the wider streetscape.

6.3 Condition Survey

A condition survey was carried out in summer 2019 to assess the current condition of street facing elevations within the Conservation Area.

The survey showed that approximately 75% have historically appropriate timber sash windows and 20% have inappropriate windows such as uPVC. The remaining 5% relate to aluminium windows on a number of contemporary buildings within the Conservation Area

A small number of properties have suffered from brickwork painting and infilling of the porches. The survey also showed that around 18% of properties have satellite dishes, some of which are large and particularly detrimental to the street scene.

Over 93% of properties within the Conservation Area have appropriate four panel, solid timber doors. These feature glazing to the top two panels. These would likely have included stained glass but the majority have been replaced with clear glazing. Whilst there has been a relatively limited extent of replacement of doors it is important to ensure that any further replacements are sympathetic to the character of the area.

Threats to Buildings

1. Partial or total demolition of historic buildings
2. Inappropriate new development either within or affecting the setting of the Conservation Area
3. Poor maintenance of buildings
4. Loss of historic or traditional architectural features
5. Introduction of new architectural features and materials that detract from the area's character
6. Rendering, painting or cladding of brick facades
7. Poorly designed or oversized side, rear, side and roof extensions
8. Infilling of porches (Finsbury Park Road)
9. The use of non-traditional roofing materials
10. Loss of historic timber sash windows
11. Loss of historic timber doors
12. Poor siting of satellite dishes, renewable energy technologies and other building services
13. Increased demand for bin storage or commercial signage as a result of a change of use
14. Alterations to the roof of a dwelling houses including dormers and rooflights

Threats to Streetscape

1. Loss of front gardens for parking and hard surfacing
2. Loss of trees and planting
3. Loss of low-walling boundary treatments
4. Poor maintenance of front gardens
5. Accumulation of litter and other objects
6. Lack of screened storage for recycling and refuse bins
7. Use of low-grade materials for roads and pavement
8. Loss of historic street furniture
9. Excessive traffic road markings
10. Poor upkeep and inconsistency of street furniture

7.0 MANAGEMENT PLAN

This Management Plan provides area specific guidelines for development, maintenance and enhancement of the Brownswood Conservation Area. Under Section 71 of the Planning (Listed Buildings & Conservation Areas) Act 1990 local planning authorities have a statutory duty to draw up and publish proposals for the preservation and enhancement of Conservation Areas in their districts from time to time.

7.1 Article 4 Directions

The properties in the Conservation Area of architectural merit both in their overall design and their architectural detailing. In order to preserve the features that give these streets their special character such as original windows, doors, brick detailing, distinctive porches and the like, the Council is seeking an Article 4 Direction over Brownswood Conservation Area.

Article 4 Directions remove specific permitted development rights as set out in the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

The Article 4 Direction will mean that the following development will require planning permission:

- Schedule 2, Part 1 Development within the curtilage of a dwelling house
- Class A, enlargement, improvement or other alteration of a dwelling house
- Class B – additions etc to the roof of a dwelling house
- Class C – other alterations to the roof of a dwelling house
- Class D – porches
- Class E – buildings etc incidental to the enjoyment of a dwelling house
- Class F – hard surfaces incidental to the enjoyment of a dwelling house
- Class G – chimneys, flues etc on a dwelling house
- Class H – microwave antenna on a dwelling house

Schedule 2, Part 2 Minor Operations

- Class A – gates, fences, walls etc
- Class B – means of access to a highway
- Class C – exterior painting

Schedule 2, Part 14 Renewable Energy

- Class A – Installation or alteration etc of solar equipment on domestic premises
- Class J – Installation or alteration etc of solar equipment on non-domestic premises

7.2 Development Guidelines

This section includes area specific principles that respond to the particular challenges and opportunities for proposed development in the Brownswood Conservation Area.

All development proposals should preserve or enhance the Conservation Area's character and appearance and conform to local policies.

For advice on whether Planning Permission is required for works please contact the Council.

7.3 Demolition

Planning permission from the Council is required for the demolition of buildings larger than 115 cubic metres within the Conservation Area.

The Council will resist demolition of locally listed buildings and buildings that make a positive contribution to the special character of the Brownswood Conservation Area (see section 5.2 of this document). Demolition of buildings identified in this document as making a neutral contribution to, or detracting from, the Conservation Area's special character will only be supported where there are acceptable plans for the site following demolition.

7.3 New Development

All new development should respect the established layout, siting, height, scale and massing of buildings within the Conservation Area, it should be of a high design quality, that is sympathetic and responds to the area's special character. New development should preserve or enhance to the special character of the Conservation Area. Materials should be carefully chosen to complement the Conservation Area's existing palette of materials (see Section 5.3).

There are limited areas for new development within the Conservation Area owing to the tight urban grain and regular rhythm of the streets.

7.4 Development Affecting the Setting of Brownswood Conservation Area

All proposed development in close proximity to the Brownswood Conservation Area should seek to preserve and enhance its setting.

All development proposals affecting the setting of the Conservation Area will be assessed against the Historic England guidance document 'The Setting of Heritage Assets.'

7.5 Property Conversion

Due to the generous proportions of many buildings in the area, the conversion of single dwellings into flats is often sought. There is no objection to this in principle; provided the conversion does not harm the appearance of all elevations visible from the street. Additional parking and bin storage requirements should not result in harm to the appearance of the front garden.

Careful attention should be paid to entrance arrangements, and new doors should not be installed to front elevations. Changes should not be made to window openings and original detailing on front elevations. External fixtures should not be located on street-facing elevations and front gardens should be retained.

7.6 Extensions

Front extensions of street facing buildings will not be permitted due to the resultant disruption to the appearance of buildings and the character of the Conservation Area.

Roof extensions that are visible from the street will generally be resisted, due to the disruption in the overall proportions and character of buildings and the resultant dominant massing.

Side extensions to buildings will generally not be permitted because they would reduce the spacing between buildings which is a key feature of the character area's layout and enables views in-between buildings.

There may be some scope for rear extensions to properties, subject to their subservience to the main building. The Hackney Residential Extensions and Alterations SPD should be consulted for further detailed information.

It is recognised that there have been some unsympathetic roof and side extensions to buildings in the Conservation Area that occurred prior to its

designation. These extensions should not be used as a precedent for further inappropriate extensions.

All proposed extensions should be of a high quality design and materials to complement the area's historic character. Proposed extensions should not disrupt the balance and appearance of distinctive groupings of buildings.

7.7 Window Replacement

Most properties within the Conservation Area have timber sash windows. If possible, original or replica windows should be retained and repaired. Following advice from a professional joiner, if windows are beyond reasonable repair, then replacements should match the original window design and materials. It is likely that planning permission will be required for proposed replacement windows not in a similar style or materials to the existing windows.

The use of uPVC framed windows as a replacement material for original or traditional style timber windows will not be considered acceptable as their proportions, opening methods, shiny plastic appearance and light reflection are all at odds with the character of historic buildings. For similar reasons aluminium is also not considered to be an acceptable alternative material to timber fitted framed windows.

To improve the thermal performance of windows the Council recommends that all replacement window units should be slim double glazed with a maximum dimension of 12mm. Alternatively, internal secondary glazing could be installed, which does not require planning permission. Draught proofing around all window frames would also be beneficial and cost effective to maintain thermal performance.

7.8 Architectural Features

Key architectural features as defined in Section 5.3 of this document, such as brick chimney stacks, decorative stucco work, bands or contrasting brick detailing should be retained due to the valuable contribution they make to the character and appearance of the Conservation Area.

7.9 Cladding, Rendering or Painting of Walls

Originally exposed brick walls, often part of a building's original design, make an important contribution to the character of the Conservation Area and should not be clad, rendered or painted. External, rendering or painting can also cause problems with damp and condensation.

External cladding or rendering of buildings in Conservation Areas requires planning permission, which is unlikely to be supported. The careful removal of existing paint to brickwork is encouraged.

7.10 Doors and Porches

Historic timber doors should be retained as they are important features that contribute towards the character of the Conservation Area. All necessary replacements should be of timber and of a design that complements the building within which it is situated.

Open porches are part of the original design of houses and add interest to the character and appearance of the Conservation Area. Open porches or recessed entrance arches should not be enclosed.

7.111 Extraneous Fixtures

Modern extraneous fixtures, including satellite dishes, meter boxes and cabling, should not be visible from the street. The removal of existing fixtures cluttering front elevations is encouraged; however care should be taken to ensure that surfaces affected are repaired.

7.12 Signage

Where buildings are in commercial or community use it is accepted that signage may be required. Where signage is located on the front boundary it should be integrated with the boundary and should not have a dominant presence in the streetscene. Where signage is located on building elevations this should complement the composition of the building and not obscure architectural detailing.

7.13 Front Gardens and Boundary Treatments

Landscaped gardens make an important contribution to the quality of the streetscape and the significance of the area since the verdant character is part of the original design intention.

All development proposals to properties, where soft landscaping in front gardens has been removed in the past, should involve its reinstatement. Trees should be protected and retained.

The planting of trees and greenery in front gardens is encouraged and the hard surfacing of front gardens for car-parking such as on Queens Drive is discouraged. Where hard surfacing is required it should be permeable to allow for sustainable drainage. Where parking is required in front gardens it should be accompanied by soft landscaping to reduce its visual impact.

Existing boundary treatments should be retained. All development proposals to properties where boundary treatments have been removed in the past should involve their reinstatement.

All development proposals should include storage and screening for refuse and recycling bins.

7.14 Trees in Private Gardens

Most work to trees in the Conservation Area requires prior approval from the Council.

7.15 Design Guidelines

The Council's 2009 Residential Extensions & Alterations Supplementary Planning Document gives general guidance on extensions and alterations, which is relevant for properties across the borough. However, to ensure the special character of the Conservation Area is not adversely affected by incremental alterations, the following types of development will generally be resisted by the Council.

- Painting/rendering of unpainted brickwork
- Installation of non-traditional window types/materials (upvc/metal)
- Installation of satellite dishes on street facing elevations
- Installation of window bars or door gates
- Installation of decking or railings to front boundaries

The Council's Shopfront Design Guide provides general guidance for traditional shopfront styles and is particularly relevant for Conservation Areas. The guidance advocates traditional, well-proportioned timber shopfronts with stall risers, integrated fascias and external lighting.

Both documents can be found on the Council's website, www.hackney.gov.uk

8.0 ENHANCEMENT PROPOSALS

Homeowners are encouraged to undertake minor works that will improve the condition and appearance of their properties, which will have a wider positive impact on the Conservation Area as a whole. Much enhancement of buildings and the wider area does not require planning permission; please contact the Council for further advice. The Council welcomes and supports enhancement schemes proposed by property owners or the local community

8.1 Maintenance

Much of the Conservation Area's special character derives from the high number of interesting architectural features present. In order to ensure their long-term survival, regular attention is required to stop them falling into a state of disrepair. The Council therefore recommends that regular maintenance is undertaken to retain the collective value of the attractive features present in the area. If minor repair works are left unattended, it may result in unnecessary decay and damage, which could lead to the need to conduct more complex and expensive repair works that may require planning permission.

Basic maintenance recommendations include:

- The regular clearing of debris in gutters and rainwater pipes
- The pruning of vegetation near to buildings
- The re-fixing of loose roof tiles or slates
- The regular re-painting of timber

8.2 Repairing, Restoring and Reinstating Architectural Features

The Brownswood Conservation Area could be much enhanced through the repair, restoration or reinstatement of the following damaged or lost architectural features:

- Brick Chimney Stacks
- Decorative barge boards (Finsbury Park Road)
- Distinctive tiled porches (Finsbury Park Road)
- Stucco decorative window and door surrounds
- Single glazed timber sash windows
- Timber four panelled doors
- Window surrounds in contrasting brick
- Cast iron rainwater goods
- Bay windows

The use of traditional materials and methods is an important element in preserving the character and appearance of the Conservation Area.

Re-pointing should be undertaken only when necessary and must be done in an appropriate manner, for example a lime-based mortar must be used in older buildings for reasons of appearance and performance; cement-based mortars are generally inappropriate for historic buildings. Joints should be flush or slightly recessed (not weather struck or raised) and finished and brushed to expose brick edges.

In addition the following would also result in an enhancement to the area:

- The removal of in-filled porches
- The re-siting of satellite dishes and TV aerials where their location has a negative impact on the Conservation Area
- The careful stripping of inappropriate paint or render using a non damaging method to reveal originally exposed brickwork.
- The replacement of nontraditional roofing materials with either hand-made clay or natural slate tiles
- The removal of architectural elements that are out of keepings with the area's special character
- The removal of uPVC or aluminium windows and doors and replacement with timber alternatives that are in keeping with the Conservation Area's special character

8.3 Management of Front Gardens

Property owners and tenants should be aware that they are responsible for front gardens and should seek to preserve and enhance these areas. The retention of low boundary walls and additional tree and shrub planting is welcomed. Attention should be paid to ensure refuse and recycling areas are kept tidy.

8.4 Reinstating Front Gardens and New Planting

As outlined in the Appraisal, the treatment of front gardens is a particularly important issue in Queens Road. Property owners can enhance the overall character and appearance of the area by:

- Returning part or all of hard surfaced areas to soft landscaping for front gardens
- Re-introducing low-walled boundary treatments or well designed railings
- Planting of trees and soft landscaping

8.5 Refuse Storage

The Appraisal identifies the unsightly presence of refuse and recycling bins as a threat to the Conservation Area's overall character and appearance. Property owners should consider the installation of unobtrusive bin housings to screen refuse that may otherwise be visible from the street. This can be a relatively simple measure that can enhance not only the appearance of individual properties but also that of the wider Conservation Area. Any structure should be situated behind the main building line if possible. Planning permission is required for the erection of any permanent structure, including refuse storage, in front of the main building line.

8.6 Proposals for Public Realm

Historic street furniture and paving should be retained. Granite kerbstones survive throughout the area and are a positive feature. These should be retained. Where street surfaces are being replaced high quality materials should be used for example yorkstone.

Vehicle barriers should be retained and where possible enhanced through the use of higher quality materials. The barriers ensure the tranquil setting of the Conservation Area is retained.

APPENDIX A: BIBLIOGRAPHY

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APPENDIX B: USEFUL CONTACTS

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