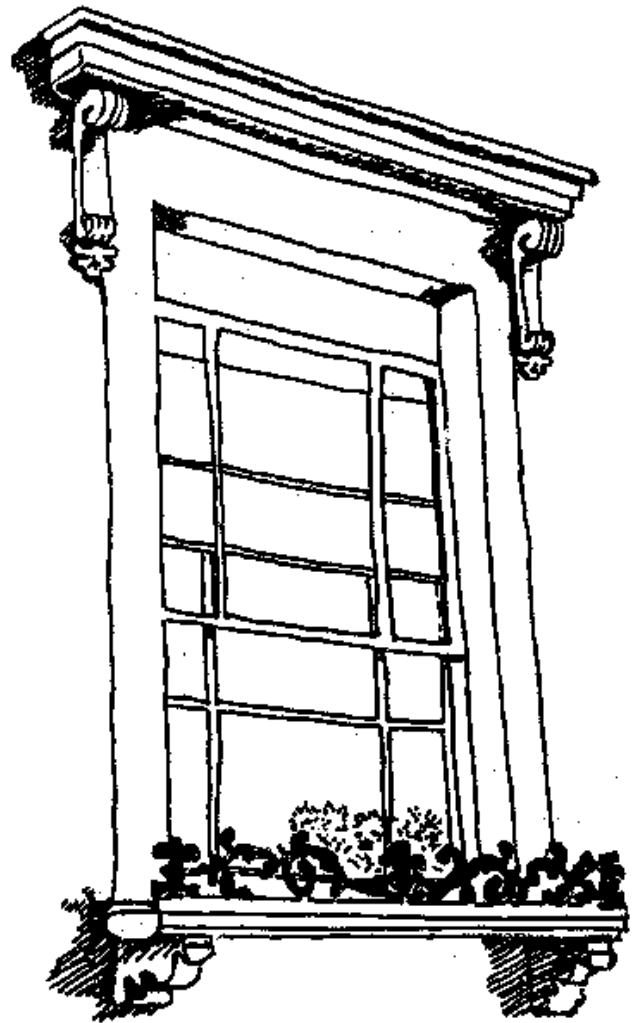


*DE BEAUVOIR CONSERVATION
AREA EXTENSION*

Conservation Area Appraisal



*De Beauvoir
Conservation Area Extension*

Conservation Area Appraisal

*"A remarkably attractive area of inner London, with a past and present that
mark it out as somewhere special." Tony Aldous*

London Borough of Hackney, June 1998

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1 INTRODUCTION

De Beauvoir Conservation Area was first designated in 1971, then extended in 1977. Hackney is an area of serendipity; there are many areas of interest, not immediately obvious to the casual observer; the extension area is one such special area. This document has been prepared to justify the further extension of De Beauvoir Conservation Area to cover the whole area of architectural merit. This is an "appraisal document" as defined and described in the English Heritage guidance document "*Conservation Area Appraisals*".

The purpose of the document is, to quote from English Heritage guidance, to ensure that "...the special interest justifying designation is clearly defined and analysed in a written appraisal of its character and appearance". This provides "a sound basis, defensible on appeal, for ... development plan policies and development control decisions" and also forms the basis for further work on design guidance and enhancement proposals.

This appraisal describes and analyses the particular character of the proposed conservation area. The criteria used in assessing the proposed conservation area are those contained in the detailed published guidance provided by English Heritage and the Royal Town Planning Institute.

It should be emphasised that that some elements of an area are less tangible than a mere townscape description might suggest. There are other important elements that are very real but cannot be easily described. "Distinctiveness may draw on other senses and experiences, such as sounds, smells, local environmental conditions or historical associations, particular crafts or famous people. The qualities of a place might change from daytime to night. Such elements of character can be identified, but not directly protected and controlled. By defining and protecting the tangible, such as buildings and the spaces formed between them (streets, squares, paths, yards and gardens), the activities and uses that make up the special character of a place can be sustained." ("*Conservation Area Appraisals*")

The document is structured as follows. This introduction is followed by an outline of the legislative and policy context (both national and local), for Conservation Area designation. Then there is a description of the geographical context for the proposed conservation area and a detailed description of the proposed conservation area itself on a street by street basis. This is followed by a "swot" analysis (strengths, weaknesses, opportunities and threats) to clarify and summarise the key issues affecting the area. A number of appendices contain supplementary information regarding development proposals, listed buildings, etc. A map of the proposed Conservation Area is included and there are a number of historical maps.

This document will support a report presented to a meeting of the Council's Shoreditch Neighbourhood Committee, recommending the extensions of the Conservation Area, with an option to include the Lockner estate and an option to exclude it. This report also recommends transferring an area to the east of

the existing Conservation Area to Kingsland Conservation Area, and the designation of an area as part of Kingsland Conservation Area. The reason being, these belong more correctly to Kingsland Conservation Area, which was designated in 1998 as a corridor along the length of Kingsland Road. As part of the designation process, an extensive consultation programme was carried out.

Except where relevant, this appraisal does not describe the existing Conservation Area as this has been already justified and designated. This document does not cover design guide principles because these are already set out in the Design Guide for De Beauvoir, published by the Council. Once designation has taken place, this appraisal may form the basis for further work. This may include revision of the design guide, enhancement proposals for the area, or identifying possible Article 4 Directions.

2 CONTEXT

2.1 National policy context

Individual buildings "of special architectural or historic interest" have enjoyed a means of statutory protection since before the last war; they were added to actual lists of properties of merit (hence 'listed building'). It became increasingly clear, however, that the wider quality of areas of character and value was being eroded, and in 1967 the Civic Amenities Act introduced legislation to protect what were called 'conservation areas'. A crucial difference between conservation areas and listed buildings is that the former are determined by local authorities against *local* criteria, whereas the latter are determined by the Secretary of State against *national* criteria. There are now over 9,000 Conservation Areas in England; they vary from small rural settlements, airfields and the centre of a twentieth-century New Town. By 1998, Hackney Council has designated 20 Conservation Areas.

Conservation Areas are defined in the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 69(1) (A) as "*areas of special architectural interest, the character or appearance of which it is desirable to preserve or enhance*". Under this legislation, local authorities have the obligation "from time to time determine which parts of their area" meet the above criteria and the power to designate such areas as conservation areas. (In this document, 'the Act' or 'legislation' refers to The Planning (Listed Buildings and Conservation Areas) Act 1990, except where stated otherwise.) It is clear that it is the quality and interest of the area as a whole that is under consideration. In London, English Heritage may also designate conservation areas.

2.2 Local Policy Context

Legislation and guidance has emphasised the importance of including firm conservation area policies in the Unitary Development Plan, which must in turn be based on a clear definition of what constitutes that 'special architectural or historic interest' which warranted designation in the first place.

The Environmental Quality chapter of Hackney's Unitary Development Plan of 1995 contains policy EQ15, concerning the designation of conservation areas:

"The Council will designate further conservation areas, on a progressive basis, as staff resources permit. Areas will normally be designated if, after detailed study, they are considered to represent important historical examples of any of the following:

- Town centre and village cores
- Residential areas

- Open spaces and their setting
- Industrial heritage”

The extension to De Beauvoir Conservation Area is included in the list of proposed Conservation Areas.

The justification states:

“There are still many locally cherished areas that are not yet protected by conservation area designation. Over the life of this plan, the Council intends to significantly increase the protection offered to Hackney’s heritage by declaring further conservation areas. These will cover four main types of area as well as extensions to existing ones. These types are:

Town centres and village cores: with buildings of varying age and type that will also include Georgian and Victorian ribbon development; for example Dalston Lane and Broadway Market.

Residential areas: especially areas characterised by villas - a particularly well-developed Hackney building type; for example, Mapledene/Graham Road area.

Open spaces and their setting; for example, London Fields and Stoke Newington Common.

Industrial heritage; for example the Regent’s Canal and Waterworks Lane, Lea Bridge.”

3 THE HISTORIC DEVELOPMENT OF THE AREA

The history of the area and its surroundings can be traced in some of the streets today. Origins of street and building names are found in its history, for example, John Ball owned a pub and had duck shooting on the village pond, hence Ball's Pond Road was the name given to this old route. Maberly Chapel was built on land belonging to Mr Maberly.

Kingsland Road was a Roman Road and formed an important highway to the north. At the junction of Balls Pond Road and Kingsland Road was the Lock hospital and St Bartholomew's chapel. The latter was an outpost of the original Medieval hospital of St Bartholomew's.

De Beauvoir Town is linked with the history of Balmes House. The house was built c.1540 for two Spanish merchants and stood just to the west of Kingsland Road, between the present canal bridge and Downham Road. Sir George Whitmore and his family lived there; he was a supporter of the King and Lord Mayor of London in 1631-32. According to legend, "here it was that Charles I, with his Court, were entertained in tents in the garden by Sir George Whitmore, who occasionally resided here during his mayorality in 1631-32. Here it was, in the year 1641, that the same unfortunate Sovereign was greeted on his return from the north by a band of his devoted loyal subjects; for here, the King, with the Queen, the Prince, the Duke of York ... came in coaches, which turned into Balmes' ground". The Cavaliers convened a meeting of the Lord Mayor and principal citizens and offered the King a guard of 10,000 men.

The grounds were used as an exercising field for the Artillery Company in the 1660s.

Samuel Pepys wrote in his diary about the area on 12 May 1667: "and thence to Sir George Whitmore's house, where we light and walked over fields to Kingsland and back again, a walk I think I have not taken these twenty years but puts me in mind of my boy's time, when I boarded at Kingsland and used to shoot with my bow and arrow in these fields. A very pretty place it is."

John Rocque's map of 1769 shows field boundaries and a few tracks leading to Balmes House in the south. It is interesting that some of the earlier field and path patterns in Hackney can still be traced in this map, as street developments followed the lines of these boundaries.

Balls Pond Road was Kingsland Common. It takes its name from a disreputable public house whose landlord, Mr John Ball, provided duck shooting on his pond, as well as bear-baiting. To the south was White Mills Common where lead mills existed as late as the 1820s. Local people still called it white mills common then. Balls Pond Road had been built on earlier than the De Beauvoir area; Brunswick Place was built in 1812, for example.

Balmes House was sold to Richard de Beauvoir in 1680; this is the origin of the name De Beauvoir. The house was noted for its gardens and had extensive grounds. These can be seen in the panoramic view by James Beeverell in the illustrations. In this view can be seen field patterns and lines of boundaries and hedges; the location of some of these can still be traced today in the street pattern. In the eighteenth century, it was leased for the reception of 'lunatics' and later became known as "the mad house". This, according to local people, was the derivation of the word "barmy". The house is shown in the illustrations, of a later remodelling. It was classical with very fine carved ceilings. The grounds were extensive and contained a moat and avenues from Hoxton and Kingsland Road. This monumental edifice was demolished in 1852.

By the early to mid 19th century, the city of London's population grew rapidly and housing was in great demand. The builders were not architects, but used published pattern books with a wealth of detail to chose from. The development of the area was largely completed within a relatively short period of time, from the 1830s-1850s.

The heir to Balmes house was killed in an accident and the first De Beauvoir, Richard De Beauvoir, enters the story. He was from Guernsey, from a conspicuously rich family who leased out their estate. The farmhouse was leased in 1773 to Thomas Rhodes.

An appreciation of the story of the developers William Rhodes and Richard Benyon De Beauvoir is crucial to an understanding of the street pattern surviving today.

De Beauvoir Town was built on the estate that had been attached to Balmes House. The area was the Hackney estate of about 150 acres of the Reverend Peter Beauvoir, an aged bachelor clergyman. From 1802 he leased it to William Rhodes, one of three brothers who were brickmakers and speculative builders in north London. William and Thomas were partners in a brickmaking business which supplied the Regents Canal Co and were a large concern. William was extremely influential in the area.

William Rhodes has been described as a "successful but unscrupulous entrepreneur" and a "scoundrel". Cecil Rhodes (of Rhodesia) was his grandson. Rhodes sought to buy the estate from the clergyman, who had been vicar of Downham in Essex since 1760. He had no business sense and led a secluded existence. He depended on his agent and solicitor, who was also Rhodes' solicitor. When Rhodes made his offer, the clergyman consulted local surveyor William Ashpittel, who wrote: "I should not wish to offend Mr Rhodes who has great influence in our parish and might do me an injury". Ashpittel advised that a building lease could realise £4,000 per annum.

William Rhodes finally extracted in 1820 from Reverend Peter de Beauvoir, who was now ailing and confined to bed, a 99-year building lease for a

fraction of what it was worth. It was an extraordinary lease with none of the usual restrictions on number or size of buildings. James Burton was one of London's most active speculative builders and was called in by Rhodes and said that he "knew of no other instance in London of so much land being let in one take for speculative building". Burton, who was also a surveyor, drew up a plan immediately and building started soon after.

The Reverend died eight months after signing this lease. His heir was Richard de Benyon, of Englefield in Berkshire, and added the name De Beauvoir to his own. He soon discovered what had happened to his Hackney estate and his opinion of this can well be imagined. He started a long and ultimately successful court case, which went to the Court of Exchequer. He finally won in 1835, but was bound to retain what Rhodes had already built, including the east side of De Beauvoir Square and in Tottenham Road.

Rhodes had built little after 1823, perhaps sensing that his plan would be defeated. When Richard Benyon De Beauvoir started building on his estate, he drew up fresh proposals and largely abandoned Rhodes' plan, resulting in the unusual plan existing today. Rhodes had proposed four Squares and a central octagon; De Beauvoir Square, Ardleigh, Stamford and Enfield road remain from this. De Beauvoir Square was built between c.1838-39 and forms a centrepiece in the area. Its architecture is early Victorian Jacobean with Dutch gables and contrasts strongly with the surrounding Italianate architecture.

De Beauvoir, as new developer, also built to a more spacious layout, with a more straightforward plan. Instead of the long terraces of small houses which Rhodes built (to maximise profits, not to provide pleasant houses) he built substantial houses many semi-detached villas. Where he retained terraces, they were split into blocks of four or more houses. Therefore, we have De Beauvoir to thank for the quality of the housing.

De Beauvoir Town was the first large-scale housing development with a formal layout to be built in present-day Hackney. The estate management had close control over the development and alterations. The Benyon Estate continues today and its office is in Southgate Road.

The Regent's Canal was opened to the south in 1818 and enabled goods to be transported much more easily and cheaply to the centre of London than by road. Industries and warehouses were built round the canal basin near to De Beauvoir and created local employment.

Greenwood's map of c1826 shows Hertford Road and De Beauvoir De Beauvoir Square already in place, with development south of Balls Pond Road (Tottenham Road) and the familiar grid pattern. Starling's map of 1831 shows the ambitious layout planned by Rhodes and further development carried out by him, just prior to the concluding court case against him. The radiating streets and five squares can be seen, with the east side of De

Beauvoir Square already built (now the Lockner estate). This map demonstrates that the Conservation Area extension areas include some of the earliest developed streets. St Bartholomew's chapel can be seen to the north-east.

The kind of people who lived in the area were largely drawn from the semi-professional and upper artisan classes, according to Charles Booth in 1892 (*Life and Labour of the People*). The marriage register of 1894 shows that all the married partners had lived in De Beauvoir, which was a close-knit community. Many of their fathers had rural occupations: gamekeeper, wheelwright, thatcher, herbalist; whereas their sons worked for the GPO, railway, tramways, and in industry. However, there was still a social mix, with a variety of building types. The area became smart and those who could afford a carriage and pair kept these in mews, such as to the rear of Balls Pond Road. Or, they could travel to work on a horse-drawn omnibus, from the 1840s onwards. The bus routes of number 22 and 38 buses travelled down Kingsland Road to Bank and the West End. The coming of the railways also made the area more attractive for commuters.

For 80 years after it was built, De Beauvoir Town remained an attractive and well cared-for area. From the 1930s, light industry became established in the area. In the immediate post-war years, the area became more run-down as some freeholders carried out minimal works. From the 1960s, more middle-class people moved in, attracted by the location and appearance. However, it was not always made clear that wholesale redevelopment was planned, and when they did become aware, they became active against this together with local working people.

In more recent years, much of the area was due to be demolished by the local authority, to be replaced with modern housing. The De Beauvoir Town Study was published in 1968 and recommended redevelopment of most of the area, stating that the buildings would not last another 15 years. It had been suggested before that to demolish the historic buildings at De Beauvoir Square as well. The Leasehold Reform Act of 1978 enabled tenants to buy freeholds but they were not encouraged by the Benyon estate to do this. In 1968, a group of local people formed the De Beauvoir Association, a Tenants' Association and then a Housing Association. The DBA fought the Council at public enquiry in 1972 and won, A General Improvement Area was declared in 1970. This also fostered a sense of local pride and involvement. Further information on the historic development of the area can be found in the Hackney Archives Department.

4 THE AREA AND ITS SURROUNDINGS

4.1 The Surrounding Area

De Beauvoir is in the south-west of Hackney, adjoining the London Borough of Islington. To the north of the proposed extension is Balls Pond Road in Islington with buildings of character and an important listed complex of almshouses. To the west is Southgate Road, also a boundary with Islington, with Canonbury beyond. East Canonbury Conservation Area is immediately adjacent; it was first designated in 1989. Many of the buildings here are of the same high architectural quality as in De Beauvoir, and are also Italianate. To the south is Downham Road with high-rise blocks and mixed development, forming an obvious boundary. Beyond this is the Regent's Canal and Kingsland Basin. To the east is Kingsland Road, where close inspection reveals Georgian and Victorian cores behind some unsympathetic shop fronts. Kingsland Road was a Roman Road and formed one of the main routes up north out of London. Kingsland Road was designated a Conservation Area in February 1998.

4.2 General Description of the Area

The proposed Conservation Area lies within a rectangular-shaped boundary. In contrast with the far more irregular boundaries of most other Conservation Areas in Hackney, the west, north and south boundaries are straight; however, the boundary line to the east is irregular due to the existence of the adjoining Kingsland Road Conservation Area.

The historic layout can still be seen in part today, for example in the street patterns of Culford Road, Ardleigh Road, Stamford Road, Tottenham Road and Buckingham Road. The layout affords an easily identifiable grid pattern. The outer boundaries are defined by the existing road layout within which the De Beauvoir town estate was planned. This grid layout has modern development mostly respecting the street pattern. Some of these developments have a distinct and separate presence, such as the Kingsgate and Lockner estates. There are a number of streets radiating outwards, across the grid pattern; this has the interesting result of creating several triangular plots, being semi-detached houses, which by their location are very prominent.

Most of the area is built on, with the exception of a small number of areas such as Ufton Gardens. Important glimpses are given of green spaces such as De Beauvoir Square and the grounds of St Peter's church, which were an important part of the original plan. The sense of 'rus in urbe', the country in the town, was an important part of the British landscape tradition.

The area consists mostly of houses dating from a relatively short space of time in the early Victorian period, from the 1830s to the 1840/50s. The area as a whole forms a fairly homogenous unit. It is an identifiable and coherent

locality. There is uniformity of proportion, scale and style of built fabric. Whereas the mass of housing is fairly dense and urban in character, the width of roads is more rural. The fairly generous front gardens and many mature, attractive trees contribute greatly to the attractiveness. Areas of hard landscaping, such as at the schools' playgrounds, open up views of the area.

The style of most of the houses is Victorian Italianate in a typically British interpretation in a pleasant, unpretentious manner, not ostentatious. This style was derived from the buildings of the Italian Renaissance; the features of cities such as Florence, Venice and Rome were the inspiration. The buildings were not designed by architects, but by builders using published pattern books. This is with the exception of the houses in De Beauvoir Square, where research by Charles Posner (a local historian) suggests the office of Decimus Burton may have designed these. All these are on a simple brick shell and are arranged with considerable understanding of the laws of good proportion. The houses respect the human scale.

The height of the historic houses vary from two storeys to four, some with basement. Most have wide moulded stucco cornices on the front elevation, concealing the roof shape beyond. They also often have moulded stucco window and door surrounds and brackets to the window architraves.

Predominate amongst the building materials is yellow London stock brick. Many houses have stucco fronts to the ground floor with imitation ashlar, in other words, to mimic cut and finished stone work so as to look more grand and expensive. This was achieved by running indented lines into the stucco.

Most houses have original decorative features such as console brackets, moulded architraves round windows and doors. Many still retain the original and correct glazing bar pattern in windows, which being six panes in the upper sash and six in the lower. This is the most aesthetically pleasing arrangement. There are also many French windows on the front elevation, being the same height as the front door, such as at De Beauvoir Road.

Most roofs are pitched and covered in natural Welsh slate. In most cases buildings / terraces have pitched roofs with overhanging eaves. Generally the older the building / terrace, the shallower the pitch (with the parapet hiding the roof). Dormers tend to be later additions.

Some houses, such as on Downham Road, have front steps and grand porches with free-standing columns.

Contributing to the interest of the street layout are a number of apex sites on triangular plots, at the junction of a number of roads. There are some substantial semi-detached properties on these apex sites, such as the Sussex public house and those at the junction of Mortimer and Stamford roads and at the junction of Mortimer and De Beauvoir Road, but these are not common. Such buildings strongly define nodal junctions and are landmarks.

There are two important layout designs: many buildings are villas, being

semi-detached, with entrances set back and designed to look like separate blocks to the side of the building. The other is the short row of terraces with projecting bays at the end, known as 'bookends' because of their appearance.

Several houses have been extended to the side, not all in keeping with the main elevations. Several terraces have had infills which dilute the effect of gap and rhythm.

Shorter streets such as Southgate Grove and Culford Grove offer small enclaves in themselves. Even quite long streets such as Culford Road and De Beauvoir Road do not present long, formal avenues, but are broken up with a variety of variations on the Victorian Italianate style, with villas and terraces of four units or more, offering a pleasing variety. There is an attractive rhythm to the streetscape afforded by the villas and the spaces between them; this is one of the most important characteristics of the area.

The character of streets is a result not only of the width, length and vista of public spaces in the area, but also the way that buildings and their plots relate to that public space at street level. Other factors include the massing of buildings, architectural detail and patterns of buildings, boundary treatments, car parking, street trees, and other elements.

The traditional street frontage pattern in the area is of buildings fronting onto the street at the perimeter of blocks, in the majority of cases the building line (and hence doors and windows providing natural surveillance) would be within five metres of the rear edge of the pavement. Earlier (Georgian) developments or grand mid-Victorian developments tend to have larger front gardens and are set-back further from the pavement. Later developments include buildings up to the rear edge of the pavement.

Traditionally in the residential areas the street frontage would be characterised by railings (with dwarf walls and piers) and hedges or trees planted along the street boundaries of gardens, plus railings dividing gardens. Railings would have been removed in the last War. White-painted double-hung timber box sash windows are predominant in the area (other colour schemes are used and in fact black or dark green are historic). The proportions of windows vary with the age and style of the building. Earlier designs adhere to classical proportions as much as possible.

Window openings have a vertical emphasis which accentuates the heights of buildings. Glazing bars are of narrow section (slim ovolo or lamb's tongue) on older properties. Where there are margin lights, they differ in widths and proportions of glazing created. Later nineteenth-century properties and windows added to earlier buildings have horns.

The surrounds to windows vary; there are some stucco moulded surrounds with quite ornate decoration on them derived from the principles of classical architecture. Door surrounds are often also of moulded stucco, for example with brackets and cornices. Bay windows are not common in the area.

There are a variety of door types in the area. Doors are traditionally constructed of softwood, with raised and fielded panels. The number of panels varies, with 4 and 6 panel doors being predominant in original examples. Doors should have a paint finish in the majority of cases; colour schemes are usually from the darker colour spectrum, but brighter colours can look effective. Some doors have glazed upper panels to admit light into the interior. Fanlights are also a widespread feature especially with the Georgian buildings in Balls Pond Road and take on a variety of designs.

Contrasting with the historic houses are a number of modern developments on a courtyard layout. These are situated in 'backlands' and were industrial units or warehouses.

There are a number of important panoramas and vistas, for example northwards at Culford Road, Balls Pond Road, vistas to the De Beauvoir Square, the almshouses in Balls Pond Road, along Northchurch Road and to villas on Stamford Road.

Although the predominant building types are houses, there are a number of interesting and well designed industrial buildings of merit.

There are a number of streets partially closed off such as Hertford Road, which have helped regulate traffic in this predominantly residential area.

Many streets are quiet and relatively free from traffic, which adds to the attraction of the area. However, there are some rat-runs, which can be quite unpleasant. Recent traffic calming measures include "sleeping policemen". Issues around traffic and parking are now amongst the community's main concerns.

After decades of neglect, the area has in recent years benefitted from restoration and improved maintenance, mostly by private owners and leaseholders. The consultation exercise for designation reveals that the owners hold the attractiveness of the area in high regard.

4.3 Tenure, Land Use and Residents

There are a variety of land uses within the area, but it is predominantly residential. Several of the properties are owned freehold by the Benyon estate.

Other than houses owned by housing associations, private owners and Council housing and flats, the principal uses are: public houses, corner newsagents/tobacconists/general stores, retail and light industrial units. Light industrial/offices is concentrated at Balls Pond Road, Southgate Road to the south and in Culford Mews. There are a number of other uses such as car showroom, carpenter's, cab office, ceramic studios and others. Other industrial sites are vacant, such as the industrial buildings in Hertford Road. There are a number of retail units in Balls Pond Road. These uses add to the character and sense of vitality. (There are also a variety of retail and industrial units in the existing Conservation Area). The main local shopping facilities are close by at Kingsland Road and Kingsland High Street. The De Beauvoir area is c. 40 hectares.

In the De Beauvoir area as a whole, there are c. 2,000 households and c.1,200 dwellings. In Balls Pond Road area, there are now a number of shops and facilities for black and Turkish/Kurdish group interests, which adds value to the interest and richness of this area.

5 DETAILED DESCRIPTION OF THE STREETS

The following is a description of the streets in the extension area, including sub-areas of differing character. This appraisal is not intended to be a description of every site or property; omission of any particular building, feature or space should not be taken to imply that it is of no interest.

5.1 NORTH.

Balls Pond Road.

Balls Pond Road forms the northern border, adjacent to Islington and has a character and appearance quite distinct from De Beauvoir to the south. This is for three reasons. Firstly, it was a main route from at least the 18th century and ribbon development was long established. Therefore, the buildings are earlier than those to the south. Secondly, this is a main traffic route and the heavy flow of traffic brings pollution, dirt and noise. Thirdly, the setting relates to the buildings opposite in Islington, with a modern Catholic chapel and the handsome almshouses.

There are several very fine historic buildings along Balls Pond Road; the architectural quality is undoubtedly as high as in streets in Islington or Westminster. The buildings mostly have cornices concealing the roof line beyond. Unfortunately, many have been compromised by the insertion of UPVC or aluminium windows, picture, casements and tilt and turn windows, hardwood doors, and other inappropriate works. This is the case more to the west end of the street.

Progressing eastwards, there is a row of shops of three storeys which relate more to Kingsland Road. They are three storeys with some fine stucco architraves. Some windows are in a very poor state of repair and some properties are derelict and neglected. St Bartholomew's Hospital and chapel were on this site and archaeological remains could survive. 'Paul Separates' is a substantial modern development forming the corner with Bentley Road. It has wide windows and a bland appearance, detracting from the area. It forms a large block, whereas the streetscape is elsewhere broken up.

Numbers 31-37 commence the sequence of historic buildings. 31 has a very fine cast iron lattice front porch screen. Otherwise, they are three storeys and basement and flat-fronted. 39-41 has a robustly-designed shopfront, the former 'Anchor' public house; there is a good two panelled front door. 43-45 typifies the problems faced by historic buildings on this road; it has good original features, but is neglected and new insertions are insensitive.

The Maberly chapel stands at 47A and was built on land belonging to William Maberly (hence this correct spelling). It is set back from the rest of the street scene and its pediment forms an important part of the skyline. The chapel was built c1820-25, with a school to the rear of 1844. It is in a sparse classical style. There is a pediment on the front elevation, with a symmetrical

arrangement . There are two flights to entrance porches. Inside is now rather bare with galleries on three sides and slim cast iron columns. Much of the interior plaster has gone. The chapel became Independent in 1826; its first minister was Robert Philip, a well-known writer of sermons and popular religious manuals. The building is currently on English Heritage's Register of Listed Buildings at Risk. A religious group has partially restored it recently, but have abandoned their scheme. Now it looks very neglected again. The Council is currently pursuing the matter. Any future use would have to respect the interior, therefore subdivision to residential would not be permitted. The hoardings to the street had a number of artworks on, between the piers. The Council is currently pursuing the matter of repair with the owners. The restoration of this building and forecourt would be of great advantage to the area.

Numbers 57-63 are three storeys and quite plain, but have three panelled front doors and some have attractive balconies and French windows. Numbers 65-79 are early-mid nineteenth century on two storeys, with stucco painted cream, with frieze, cornice and blocking course. To the centre is a pediment. They have segmental arched window heads and semi-circular fanlights, some with attractive lead pattern. The front railings are spearheaded. The row was restored recently as a block.

Quite different is number 83, a three storey gable-fronted house, of later date. Adjacent is the side entrance to the school, with a good wrought iron gate. The travel agency at number 85 would benefit from a replacement shopfront. Numbers 93-97 are a early-mid nineteenth century terrace, with two storeys and basement, having front steps. A railings restoration scheme part-funded by the council was carried out in recent years. The French windows have attractive semi-circular fanlights. Number 99 is three storeys and basement, with round-headed doors and rich mouldings to architraves. Number 107 has a good and unusual five panelled door and dentil course in architrave. Numbers 93-113 form a group. The shopfront at number 115 has some original features. The Duke of Clarence public house defines the corner well and has granite pilasters and some original features.

Brunswick Place is an exceptionally fine terrace at numbers 121-157, and dates from 1812. The name and date are in the pediment as 'BRUNSWICK PLACE 1812'. It is a symmetrical composition with the west end now lost. The houses have three storeys and basement, pediments at east end and in the centre. Number 127 for example, has been recently restored and has quadrant pilasters, lead fanlight, a moulded four panel front door, round-headed windows and spear-headed front railings. Number 131 has an exceptionally fine moulded front door with reeded panels. Number 133 and others have been screened by foliage from the road, so their attractiveness is not immediately obvious. French windows have a circular design in their fanlight. Some round-headed ground floor windows have elegant Gothic glazing bars. There are attractive cast iron balconies with Gothic designs.

Numbers 143-5 have robust Tuscan columns. Number 147 has quadrant pilasters to its front doors. Unfortunately, number 155 has a picture window on the ground floor and metal windows.

After this terrace, the architectural quality is diluted; there is a four storey warehouse at 159-161. At the end of the road, is the Metropolitan Police PCO vehicle testing centre. This is currently open ground, overgrown, with a shed and mesh fence; this site would benefit from redevelopment in keeping with the road.

Culford Mews.

Culford Mews is to the south of Balls Pond Road and held the stables for carriages and horses. Today it has a quiet, narrow, almost intimate and secluded character. There are granite setts. The uses are now warehouses and industrial, of two storeys. Numbers 9-10 have a plaque 'Erected 1881 by T. Flowers' and loading bays. Balls Pond Ceramic Studios is modern and well designed, having cast iron doors and balcony made by an artist. Otherwise, there are run-down garages appropriate for an industrial area, which is nonetheless fairly quiet.

Tottenham Road.

Tottenham Road was one of the first to be developed by Rhodes, as seen on the historic maps. Together with Buckingham, Englefield, Northchurch and Downham Roads, they form a horizontal elements of the grid street pattern. To Southgate Road is the Perseverance public house of two storeys, and a strongly modelled dentil cornice and original 'six over six' windows.

There is an attractive two storey terrace with pedimented projecting bays; some have moulded architraves and brackets. Also in the road are two storey and basement pedimented houses, having windows with margin lights and brackets to moulded architraves. Number 113 has a very attractive foliar cast iron balcony. There are also simple cottages of two storeys, possibly dating from Rhodes' development, and later, grander houses of three storeys.

There is a three storey modern development of bright yellow brick, and green windows. De Beauvoir school, built by the School Board for London, forms a major complex and rises to seven storeys in part. It is therefore a major landmark, especially with its tall roofs and chimney stacks. It has red and yellow brick steeply-pitched red tiled roofs and original tall timber windows which need repainting. It forms a great contrast with the low yellow brick houses. One block has crow-stepped gables and dormer windows. There are high brick walls with two stone architraves, with BOYS and GIRLS carved on. The modern Council-built Kingsgate estate has four storeys and rows of gables to the front elevation. To the east, J Smith and Sons at numbers 42-56 have a negative impact on the streetscape. The Job Centre is red brick and has a neutral impact.

Bentley Road.

There are two short and narrow streets behind Balls Pond Road and Kingsland

Road which form part of the historic street pattern. The roads have granite cobbles. There is a vacant plot opposite 'Paul Separates' which would benefit from redevelopment; also are old industrial buildings with a loading bay.

Buckingham Road.

This road follows the horizontal grid. The Kingsgate estate tower block to the east is eleven storeys high and is of slab block construction of no particular architectural merit, having a negative impact on the Conservation Area. The inclusion of the Council housing estate is justified because there are to be no 'islands' in the Conservation Area, and should redevelopment be carried out, inclusion would ensure a higher standard of design than otherwise, which should respect the wider setting. The complex also has lower-rise blocks with UPVC windows. Opposite, are three flat-fronted houses which are rather plain, but retain some original features. The Roman Catholic primary school is on an island site surrounded by streets. Previously, there was historic housing on the site. The school is yellow brick, squat, low-rise of only one storey, and has a somewhat subservient, low-key character, hidden behind yellow brick walls. There is a clock tower and weather vane on top. The design does fit in well with the area and is generally successful. Towards Southgate Road are semi-detached houses with entrances set back; some have bracketed eaves and tripartite windows. On the corner of Buckingham and Southgate Roads is a tall, imposing villa, recently well restored.

Ardleigh Road.

Ardleigh Road is one of the radiating roads which cut across the grid pattern of streets. The view north is to the plainer buildings in Islington, to the south is the view to the pinnacles of St Peter's Church. Generally, houses here are three storey and basement, some with elaborate eaves brackets and a very solid appearance, some with bay windows. On the east side are a number of disappointing buildings with UPVC windows. There are also two and four storey buildings with wide front doors and margin lights to windows. Opposite the Sussex public house is a storage firm and office of no special interest. The pub occupies a prominent nodal location and has an attractive garden with cast iron railings. It is a typical stucco painted Victorian public house; to Culford Road are windows not glazed but boarded and painted, which retains the character of the side elevation.

Culford Road.

Culford Road is predominantly two storeys and basement, rising to three storeys nearer Balls Pond Road. Towards the north is an important vista of the almshouses in Balls Pond Road. There are terraces of four houses with 'bookends'; these are slight projections at the ends of terraces, defining their ends and making for a more attractive design. Some houses have porches with columns and windows with elaborate brackets or consoles. Houses have moulded architraves to windows and doors. Towards Balls Pond Road is Warburton Close, a new private development. Garages are integrated with houses and have timber doors. It has a distinctive character from the rest of

the area. It is mostly successful, but there are a number of 'twee' elements such as carriage lights.

Culford Grove.

Culford Grove is a pleasant, short street of three storey houses, most having moulded architraves and margin lights in windows. There are a number of fine trees.

Southgate Road.

Southgate Road forms the western perimeter of the extension area. It is a busy main road, on the boundary with Islington, a long-established Conservation Area. Houses here are unquestionably of the same high architectural quality as those to the south, which are in the Conservation Area and are listed; the old boundary is particularly arbitrary on this road. There are a number of very attractive houses of two and three storeys, obviously built at different times as the styles and plan forms are different. Numbers 176-8 are semi-detached houses in the form of a villa and have recently been restored very successfully. Number 168 has an eccentric old conservatory on top of a door, with a lead fanlight inserted in the gable. Numbers 166-142 have handsome porches where foliate columns (of no particular classical Order) are set into the ground of the front gardens. Some have, regrettably, been removed. One has Ionic columns. These houses are particularly well-designed and have large front gardens. They have rusticated keystones, stucco on the ground floor and are brick-faced on the upper floors. Some are in need of restoration.

Englefield Road.

In Englefield Road, as in Southgate Road, the illogical boundary of the existing Conservation Area is particularly noticeable. For example, number 40 is in and number 38 is out, yet they are of the same quality. Englefield Road does not have such a coherent quality as so many other roads in the area have, but individual buildings are worthy of preservation and its inclusion is justified. There is a modern block of neutral quality at the south end of Ardleigh Road. The short terrace to the roundabout is of the same quality as the existing Conservation Area. In this extension part of Englefield Road, the house plots face adjacent roads as well as Englefield Road, and the effect is not the same as in the broad avenues of the rest of this area. The old public slipper baths to the east have been converted into a Vietnamese restaurant/centre.

De Beauvoir Road.

At the corner of De Beauvoir Road and Stamford Road is a pair of semi-detached villas on an apex site. The front gardens are triangular in plan, as in front of the Sussex public house nearby. These have been partially restored recently, but the gardens could benefit from replanting. There is a granite Metropolitan Horse Trough Association water trough opposite. Like Culford Road, De Beauvoir Road forms one of the longest north-south axis roads in the area and the exclusion of half of it from a Conservation Area is not justified. There is a variety of house arrangements here, with paired villas

with recessed front porch areas, so characteristic of the existing Conservation Area. There are also short terraces; this variety is pleasing in itself, in its variety.

Numbers 115 A and B are new buildings, finished in 1998 and designed as a direct copy of the adjacent terrace. The architect made copies from elements in the adjoining terrace. This had been a vacant and neglected plot for many years. As the plot width used for two houses was originally for one house and side passage, the widths of the new houses are somewhat narrower than in the adjacent terrace. This is a largely successful scheme in terms of its overall design, however concrete has been used instead of stucco and this has caused problems.

Some buildings to this street are quite plain because they have lost their decorative stucco mouldings. Three houses have modern window replacements. Numbers 146-150 towards the north have porches with columns set into the ground, as in Southgate Road.

Stamford Road.

Like Ardleigh Road, Stamford Road radiates out from the centre of the Conservation Area, and has a number of apex sites with paired villas. To the north west, is a modern development with timber window bays, a relatively successful infill. As in De Beauvoir Road, there is a mixture of both semi-detached houses and flat fronted terraces in the same street. In some instances, the paired villas have been filled in between the gaps; this dilutes the quality of the villas, for example at numbers 21-23.

Some houses have particularly attractive and tall window balconies. There are a number of inappropriate alterations in this street, such as replacement windows. By the row of four to the south, is a large red sign: 'Mick's Car Body Shop' which detracts from the attractiveness of the area.

There are two houses of particular interest in Stamford Road which would greatly benefit from restoration works. This would improve the appearance of the streetscape as a whole. Number 2 (by the 76 bus stop) is a very handsome villa, with front porch having Ionic capitals and frieze band architrave. There are three bays of windows with brackets and architrave. The original internal window shutters survive. This detached property is set apart from the rest of the street and is highly prominent. The stucco needs repair and repainting and the windows need attention.

The house at the junction of Stamford and Mortimer Roads is the other highly prominent property, whose condition is seriously blighting the area. This house is also substantial, detached and prominent due to its location, being set apart. It also is of three window bays, and has two front porches, one removed; there are architraves round the windows and lower ground floor bay windows. The house has been stucco rendered and painted. The condition of this house is seriously poor and parts are boarded up and propped up by scaffolding. There is a large hole in the front garden, filled in with rubbish.

There is major concern in the community regarding this house, because of the underground tunnels that the owner has been digging for a number of years, under the foundations of houses. The adjoining properties are in effect blighted by the condition of the house and the area is depressed on account of it. Restoration of this property would be of major advantage to this area.

Mortimer Road.

The appearance of Mortimer Road is also blighted by the house described above. Otherwise, this is an attractive, short street. Number 110 at the corner with Stamford Road has some exceptionally attractive front railings and gates of elaborate design. The houses to the east side are both paired and terraced, some with cast iron balconies, French windows and stucco render to the ground floor. There is one Diocletian window. To the west side, is a short terrace of buildings with inappropriate windows inserted. The French restaurant 'Soulard' is an example of sympathetic treatment to the ground floor, with full-length folding doors. The Talbot Arms public house forms a strongly-designed corner, but unfortunately has picture windows. There are stucco rosettes in window architraves.

5.2 LOCKNER ESTATE.

The Lockner estate was built by the Council c.1969-71, as the first of a major redevelopment programme. It stands on the site of one of Rhodes' first roads in the area, as Hertford Road, forming the east side of De Beauvoir Square, which was also built in the early stages before the final court case against Rhodes. The buildings were originally a tall attractive terrace.

Being a modern development, the Lockner estate is, of its very nature, in great contrast with the other three sides of De Beauvoir Square. The listed houses were built c1838-39 to a Jacobean/Tudor style with Dutch gables. The modern estate is of four storeys, maisonettes forming a low-rise development. It is a typical development of its time. It has yellow bricks and concrete rendered bands, with deep weatherboarded eaves to Kingsland Road. Unlike the rest of the area, it turns its back on the Square and has no front doors opening onto it. Entrance to flats is via long walkways. There is a substantial gap between two blocks facing the Square. It was designed as a separate entity with a character quite different to its surroundings. There is little planting in and around it and more would improve the appearance. Works in 1998 include repainting and replacement with UPVC windows. Towards Kingsland Road is a very long row of garages and a high wall; therefore, this street is not addressed either.

The Lockner estate is not considered to be of 'special architectural or historic interest'. The justification for its inclusion is because of its location on one side of De Beauvoir Square, and because if it was excluded from the Conservation Area, there would be an island excluded between this and the Kingsland Conservation Area. Any future proposals would have a major impact on the surroundings and vistas in and out of the estate. English

Heritage's advice is that in the past, Conservation Area boundaries have tended to be drawn very tightly around small building groups, which fails to recognise the wider interest. The modern housing profoundly affects the setting of parts of the two Conservation Areas.

5.3 SOUTH EAST.

The inclusion of this area is justified because it was part of the original De Beauvoir town development, and because the properties are often of special architectural quality.

Hertford Road.

The character in Hertford Road is quite different from surrounding roads such as Mortimer Road, as it has an industrial and new-build character. It faces and relates to the former Metropolitan Hospital housing opposite and the Edith Cavell complex: these are in the new Kingstand Road Conservation Area. This area belongs within the original layout of De Beauvoir town and its inclusion is justified; it also has buildings of character.

Numbers 87-95, 'Boris Ltd' is a substantial industrial/warehouse building built in 1913. It is very robustly designed, and is two storeys with red and yellow brick with wide windows. Unfortunately, it has a derelict appearance and would benefit from new occupation and restoration. Next door at number 85 is another industrial building, also neglected. This has an extremely fine gable with stone carvings, including faces of monsters on the sides. The building has been much disfigured by a large roller shutter inserted to the left and an electrical unit to the front of the building. If properly restored, this building would be an important and handsome element in the streetscape.

To the south, are two modern developments, which have a neutral effect on the Conservation Area. On the corner with Downham Road is a shop and industrial unit of no particular merit.

5.4 SOUTH WEST.

The inclusion of this area is justified because it was part of the original De Beauvoir town development, and because the properties are of an architectural quality as high as in the existing Conservation Area.

Ufton Road.

Ufton Gardens is a modern Council garden on the corner with Downham Road. It is now run-down and neglected, with no flowers. The railings are plain. A replanting scheme would benefit the area greatly. To the east of the street is a recent infill development with three rows of two storeys and basement. The new yellow brick still looks quite bright. It is a mostly successful scheme as a whole, but there is a large gap between top cornice and upper floor windows. The historic buildings on the west side to Southgate Grove have tall steps leading to the front doors; the projecting parts of the facades add interest to the streetscape. The buildings towards Northchurch Road are of the same quality as the side which is in the Conservation Area.

There is a terrace with 'bookends' and moulded window and door architraves.

Southgate Grove.

Southgate Grove mirrors Culford Grove in that it is a short, quiet street providing an enclave. The houses have pediments on gables and are two storeys with basement, with segmented moulded arched ground floor windows and brackets to door architraves. The houses are grouped in four units. Orchard Mews is a modern backland courtyard development which is an example of good design. It has a separate, enclosed character of its own. It has substantial side turrets which are hung with red tiles and have domed roofs with wide projecting eaves.

Southgate Road.

This southern-most section of the historic development has areas of character as good as the northern-most area. However, the buildings have been insensitively altered in parts. This area has a number of houses converted to retail industrial units in mostly unsympathetic ways. This is regrettable, as this stretch of road is prominent and a gateway to De Beauvoir. Number 66 is an example, with roller shutters and large signs. Number 56 is a second-hand car shop with cars parked in the forecourt.

Towards Downham Road, are houses of good quality but altered. Numbers 80-82 have had Edwardian stained glass and front doors, which are attractive. Numbers 72 and 74 are attractive paired villas, stucco painted, with porches and moulded doors with parting beads; number 72 is the Benyon estate office.

The modern development known as Deacon Mews extends to the backland site. There is a wide entrance arch leading to the housing development to the middle of this plot. The development has yellow brick and UPVC tilt and turn windows, which when opened create a gap-like effect. It is not a wholly successful scheme, in particular regarding the windows and the neo-classical door architraves.

Downham Road.

This area forms a gateway into De Beauvoir. Opposite are the Council high-rise blocks, in great contrast with the low-rise historic buildings. Apart from Ufton Gardens, there is a corner shop to Southgate Road. To Downham Road, are three pairs of villas, some very attractive. In particular, number 96, which has a front porch with Ionic fluted capitals and a dentil course to the elaborately-moulded architrave. To the side is an extremely fine iron frieze. In front of the columns are large ball finials painted brown. Number 98 adjacent has fine anthemion cast iron balcony. The houses are brick faced with stucco architraves and moulded cornices. The other villas are plainer, without porches. There is a K6 telephone kiosk designed in 1927 by Sir Giles Gilbert Scott and an area of York stone paving which should be retained.

6 'SWOT' ANALYSIS

6.1 Strengths

- The original layout of the streets is particularly successful in creating a feeling of spaciousness. This was the intention of the developers. This is created by the wide streets, paired villas and terraces of four houses.
- The human-scale developments, with what has been described as a low-key village character.
- The very high number of streets which have a coherence, are homogenous in quality and a completeness of historic fabric.
- The architectural styles are attractive and are again based on human proportions. They have a pleasing variety.
- In particular, the attractive 'villas' of semi-detached houses.
- Apex sites on triangular plots with landmark buildings.
- Several attractive vistas afforded by coherent and homogenous streets, such as along Culford Road, as originally planned.
- Balls Pond Road has several very attractive listed and locally listed buildings.
- A sense of enclosure and separateness of distinct areas.
- Glimpses of gardens and trees between the houses.
- The increasing high standard of modern design compared with that of previous years, for example the 1960s.
- As most of the area is residential and the main traffic routes are round the perimeter, the area is fairly quiet. This contrasts with the heavy traffic in main roads of Balls Pond Road and Kingsland Road. The surrounding main roads only serve to emphasise the positive qualities of De Beauvoir.
- A real community in the area and a pride in the place. There have been residents' associations here for many years.
- Many houses and front boundaries are well maintained.
- The predominantly residential nature of the area. Most industries and shops as there are fit into the streetscape respectfully.
- Features such as timber double-hung sliding sash windows, raised and fielded doors, intact cornices, architraves, chimney stacks etc. which survive largely intact and are obviously well maintained.
- Close inspection of the stucco details of many buildings shows an interesting variety of interpretations of motifs. Some of these show a richness of imagination in the part of the builders.

- Many attractive trees and well-kept front gardens. There is a wide variety of tree species, including some mature specimens, to front and rear gardens, backlands and pavements.
- The presence of some 20th century buildings which respect the environment in massing, scale, grain and detailing, at the same time as adding distinctive quality of design.
- The existence of a substantial Conservation Area to the west side of Southgate Road, in London Borough of Islington (East Canonbury Conservation Area). This ensures the protection and enhancement of the setting of De Beauvoir.

6.2 Weaknesses

- Insensitive replacement of original features. Such inappropriate action not only destroys the harmony of the building, but has a cumulative effect on the locality. It detracts from the overall quality of the area. The chief of these are:
 - wrong type and colour brick for front walls, for example red fletton, and wrong design of wall
 - UPVC windows and doors
 - hardwood windows and doors especially doors with a pseudo-Georgian idiom with fanlights set within the actual doors
 - casement and tilt and turn windows; the latter create a cavernous gap-like effect when open
 - ornate grilles over front doors and windows
 - synthetic slates.
- The intrusion into the historic topography (street layout) by 20th century estates such as the Lockner Estate and the Kingsgate Estate.
- Vacant, seriously decayed and derelict properties which detract significantly from the high quality of the streetscape. This has the effect of depressing the whole street.
- Several side extensions which are not in keeping, or are too high, or have inappropriate details.
- Aspects of some recent developments in, for example, the tilt and turn windows to Southgate Road.
- Some modern high and medium rise development are incursions on the streetscape and break up the homogeneity of the area.
- Some houses have been rendered or painted over the whole frontage or completely. They were originally designed to be partially rendered and partially brick-faced.

- As in many parts of London, very few original attractive cast iron front boundary railings survive. Unfortunately, replacements have often been too thin and too widely spaced apart or the railing heads have been over-elaborate.
- Although most houses do retain detailed stucco features, many have lost part or all of these. The need to restore, reinstate and protect these is essential in order to retain the historic and architectural character.
- Hard standings for cars in front of houses, which detract from the attractiveness of the garden and house. The presence of a car on the hard standing so close to the house blocks the view to the house.
- Vacant, seriously decayed and derelict properties which detract significantly from the high quality of the streetscape. This has the effect of depressing the whole street.
- The intrusion into the historic topography (street layout) by 20th century estates such as the Lockner Estate and the Kingsgate Estate.
- Inadequate number of public open spaces, communal gardens or play areas and the lack of these in the immediate locality.
- Traffic calming devices are sometimes unattractive and poorly designed.
- The cycle route running along Northchurch Road. This needs to be completely redesigned, for example at the space opposite St Peter's Church. Cyclists have to weave in and out of the route that is perceived as an afterthought. The Council recognises that this needs attention.
- The oppressive, noisy and polluted atmosphere created by streams of vehicles using streets such as 'rat runs'.
- Overflowing private and council refuse bins, which are insensitively located.
- Some lesser quality buildings to the north and east.
- The lack of Article 4 Directions by the local authority. This would remove permitted development rights for certain works. In other words, replacement of a historic front door for a UPVC one would require planning permission with an Article 4 Direction, where otherwise it would not.

6.3 Opportunities

6.3.1 General opportunities

- Conservation areas present opportunities for excellence in modern design. The objective is not to preserve in aspic; the presence of well-designed modern buildings can complement and set off the surrounding historic fabric.

- Designation gives the local planning authority responsibility to ensure that any new development requiring planning permission preserves or enhances the character or appearance of the area.
- The investigation of serving Article 4 Directions which would restrict certain kinds of 'permitted development', for example inappropriate windows, doors, extensions and others which would not preserve or enhance the character or appearance of the area.
- The disposal of derelict and vacant Council-owned houses, in order to bring them into use and facilitate restoration. The Council recognises this as a high priority and in 1998 launched the 'Hackney Empty Property Strategy' with a dedicated team of officers.
- Tree-planting programme, including replacement of vandalised saplings.
- Replacement of front boundary railings, gates and walls with better designed ones. This improves the streetscape.
- Retention and repair of correct pavement surface treatment such as york stone slabs and the restoration of attractive distinctive features, such as gunposts.
- Comprehensive traffic calming, using more sensitive materials and methods.
- The creation of new street crossings in consultation with the community.
- Street signs could be reduced in number and ugly examples replaced.
- Street furniture could be more co-ordinated with improved styles. English Heritage has produced guidelines on this subject; these need not be in a 'heritage style' if well designed.
- Removal of overhead telephone lines and posts.
- Install plaques, interpretation panels and fingerposts at areas of particular interest, for example at Balls Pond Road.
- Reinstatement of details of facades where these are lost.
- Revision and expansion of the De Beauvoir design guidance on the variety of alterations and developments likely to be carried out.
- Educational opportunity for the public, schools, colleges exploring design and history.

6.3.2 Specific opportunities

- The restoration of listed and unlisted buildings, such as:
 - The Maberly Chapel.
 - Boris Works at 87-95 Hertford Road.
 - Very attractive industrial building at 85 Hertford Road.

- 106 Hertford Road.
- 121 Mortimer Road and 4 Stamford Road, two houses on a very prominent vista, which are designed to appear as one building.
- 3 Stamford Road and 102 De Beauvoir Road, as above. The front garden is very neglected.
- Shopfront restoration schemes along Balls Pond Road and Southgate Road.
- Developing the area currently used as a Police vehicle testing centre, at the junction with Southgate Road and Balls Pond Road. This is largely open land.
- Re-planting in Ufton Gardens.
- Complete redesign of the closed-off street area in Northchurch Road between De Beauvoir Road and De Beauvoir Square.
- Complete redesign of the closed-off street area to the far west of Northchurch Road.
- Replacement of railings round and replanting within De Beauvoir Square.

6.4 Threats

- Lack of knowledge on the part of owners and builders, resulting in incorrect detailing and restoration methods, such as using destructive cement-rich re-pointing of brickwork.
- Deliberate neglect with the intention to demolish.
- Inappropriate works without planning consents.
- The use of replacement of inappropriate elements, due to ignorance and lack of information
- Illegal occupation of vacant property, which hinder a programme of restoration.
- The relatively high number of burglaries in the area.

APPENDIX A PROPOSALS FOR THE AREA AT JUNE 1998

A1 Development proposals

There are number of long-term general housing issues regarding disposals, Council-owned properties and those owned by the Benyon estate, derelict and decayed houses. For a number of years, the Council has been disposing of its street frontage properties where there are no tenancy problems, either at auction or by private disposal to housing associations. It is possible that some could be refurbished, using funds from an affordable housing provision requirement of planning gain agreements. It is also possible that the Council may consider transferring some of its estates to some form of tenant or housing association ownership. An increasing number of people have bought properties in the Lockner estate, for example.

Works are under way to refurbish the Lockner estate, with replacement windows and painting of exposed concrete rendered areas.

The Police vehicle testing centre at Bails Pond Road is understood now to be surplus to requirements; a development programme sensitive to the area would be strongly welcomed.

There are a number of sites where redevelopment would be welcomed, for example the vacant site at Tottenham Road. Two of the most decayed houses are the detached ones at Stamford Roads; the owner of the apex site is understood to have been served court notices to carry out works, but has not complied.

The Council is pursuing the repair of the Maberly Chapel in Balls Pond Road with the owners. The building could be sold to another owner, for example the Hackney Historic Buildings Trust, for them to restore as a similar scheme to the Round Chapel at Lower Clapton Road. A sympathetic use is being investigated, as subdivision to residential units would not be permissible.

The most common planning application types for this area are side and rear extensions, with conservatories to the rear. A radical new design for a side and rear extension is being proposed at 104 Downham Road.

A2 Street works and Traffic proposals

A number of traffic calming measures have been carried out, with varying results. The Council is considering 20mph speed limit to be imposed throughout whole area and a further series of traffic calming measures. The effectiveness of parking and road humps at Englefield Road/Downham Road/De Beauvoir Road is being investigated. A traffic calming scheme with Islington is being investigated.

The Council recognises that the cycle route across Northchurch Road should be redesigned with improvements to surfacing, signage, bollards etc. The re-routing of the 76 bus route is being investigated.

APPENDIX B SCHEDULE OF PROPERTIES

Ardleigh Road	1-49 (odd) 2-26 (even)
Balls Pond Road	1-173 (odd) inc. Vehicle Testing Station
Bentley Road	2-30 (even) 1-17(odd) + 6-14 Tottenham Road (Job Centre)
Blandford Court,	1-71 (inc) (Lockner Estate), Kingsland Road)
Buckingham Road	2, 2a, 4-6 (inc. Our Lady Of St Joseph RC Primary School & 1-122 Kingsland Estate, Tottenham Road 76a,78-104(Even) 1-67 (Odd)
Culford Grove	1-9 (con)
Culford Mews	5-10 (con)
Culford Road	107a,(PH) 107-153, 167 (odd) 116-166 Inc. 118a (even)
De Beauvoir Place	1-8, 9-16,18, 20-48 (inc.) off Tottenham Rd
De Beauvoir Road	107-155,161 (odd) 104-152 (even) inc
Deacon Mews	1-10(con) off Southgate Rd
Dorchester Court	1-12 (inc) (Lockner Estate), 1 Englefield Road)
Dorset Court	1-34 (inc) 70 Hertford Road (Lockner Estate)
Downham Road	40, 96-106 (including Play Area & Vacant land)
Eagle Mews	1-10, (con) off Tottenham Road
Englefield Road	1-11, 12-38(12) Public Baths (Even) 415-477 (odd)
Gale House	1-16 off Ufton Rd
Hertford Road	61a, 63-69, 81-95 (odd)
Mews The	1-2 off Buckingham Road
Lulworth Court	1-8(inc) + play area (Lockner Estate)
Mortimer Road	109-121(odd) 88-110 (even)
Orchard Mews	1-15 (con)
Pools Court	1-12 (inc.) (Lockner Estate)
Portland Court	1-14(inc.) (Lockner Estate), St Peter's Way
Seville Mews	1-9 (con)

Southgate Grove	1-16 (con)
Southgate Road	142-200 (even) 52-86 (incl. Flats 1-16, 84 & 1-4, 86)
Stamford Road	1-49 (odd) 2a, 2-20(inc.)
Stratton Court	1-12 (Lockner Estate) (80 Hertford Rd)
Swenage Court	1-12 (Lockner Estate) (80 Hertford Rd)
Tottenham Road	24-56 (inc De Beauvoir Primary School) 98-108, 120-152 & 152a (even) 91-133 (odd)
Ufton Road	1-13, 21-39(odd) 1-4, 10-14,16-22(even)
Warburton Close	1-11 previously 1-5 Cufford Mews & 115-165 Cufford Rd.
Wareham Court	1-12 (Lockner Estate) (100 Hertford Rd)
Watercress Place	1-8(con)

APPENDIX C · SCHEDULE OF STATUTORILY LISTED BUILDINGS AND LOCALLY LISTED BUILDINGS

Statutorily Listed Buildings

Statutorily listed buildings are those which are on a list prepared by the Department of Culture, Media and Sport, as being of national architectural and historic importance. The interior is protected as well as the exterior.

Balls Pond Road: 47A (Maberly Chapel and attached school building); 65-79; 93-97; 99-113; 121-151; 153; 155; 157.

Downham Road: 96; 98.

Southgate Road: K6 telephone kiosk at junction with Downham Road.

Locally Listed Buildings

Locally listed buildings are those which are on the Council's own list of buildings of local architectural or historic importance. The Council's policy in the Unitary Development Plan is to retain the character and appearance of these when determining planning applications.

Balls Pond Road: 1-17; 31-37; 43-47; 57-63; 163; 165

Buckingham Road: 25; 27.

De Beauvoir Road: 114-120.

Englefield Road: 12, former public baths.

Southgate Grove: 1-16.

Southgate Road: 84; 86.

Tottenham Road: De Beauvoir Primary schools; 130-152.



APPENDIX D BIBLIOGRAPHY


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De Beauvoir Conservation Area




KEY

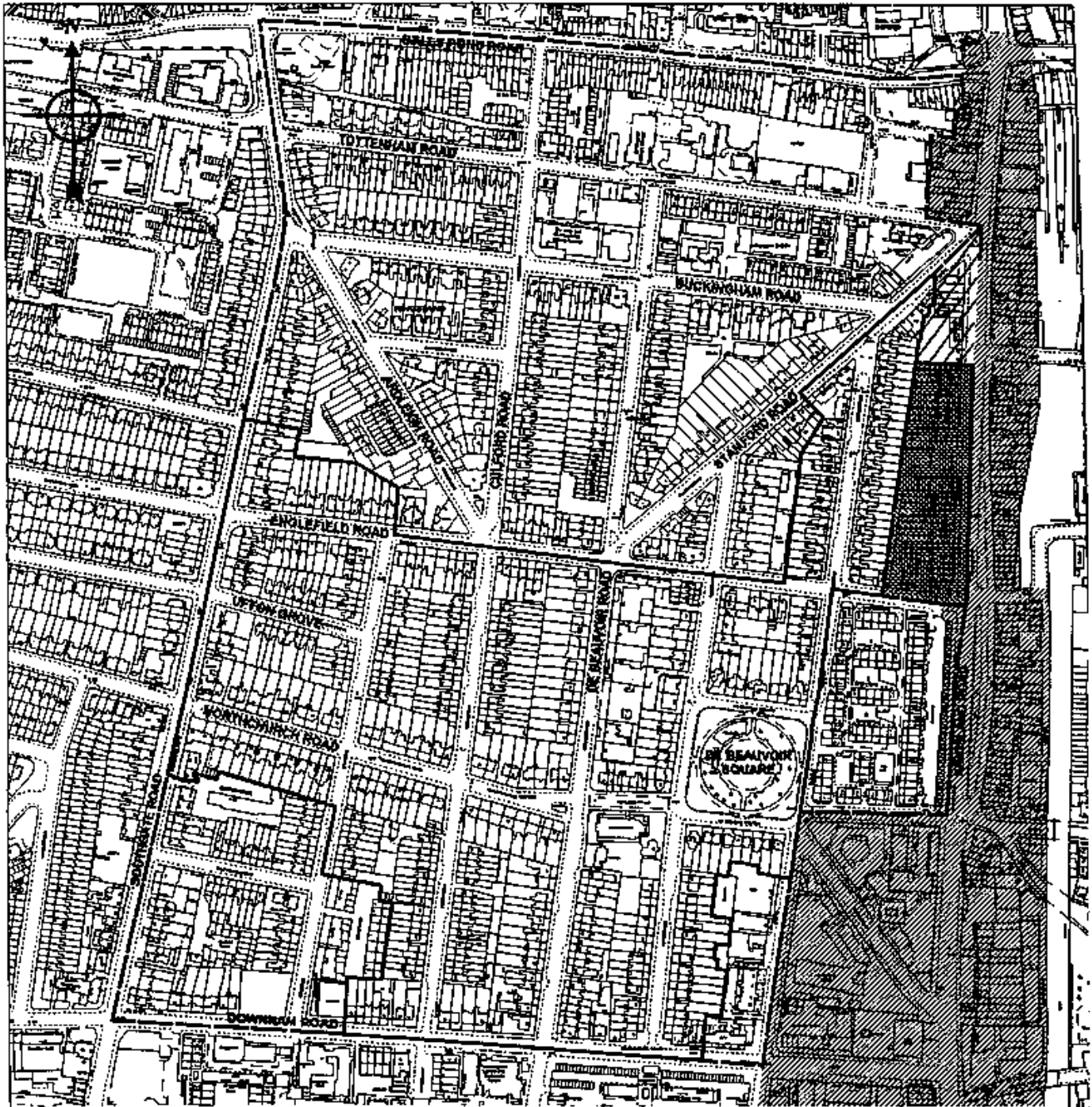
	De Beauvoir Conservation Area
	Kingsland Conservation Area






 **Hackney Regulatory Services**


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APPENDIX E MAP OF PROPOSED CONSERVATION AREA



KEY			
	Existing De Beauvoir Conservation Area		Proposed designation as part of the Kingsland Conservation Area
	Proposed extension to De Beauvoir Conservation Area		Proposed transfer from De Beauvoir Conservation Area to Kingsland Conservation Area
	Existing Kingsland Conservation Area		

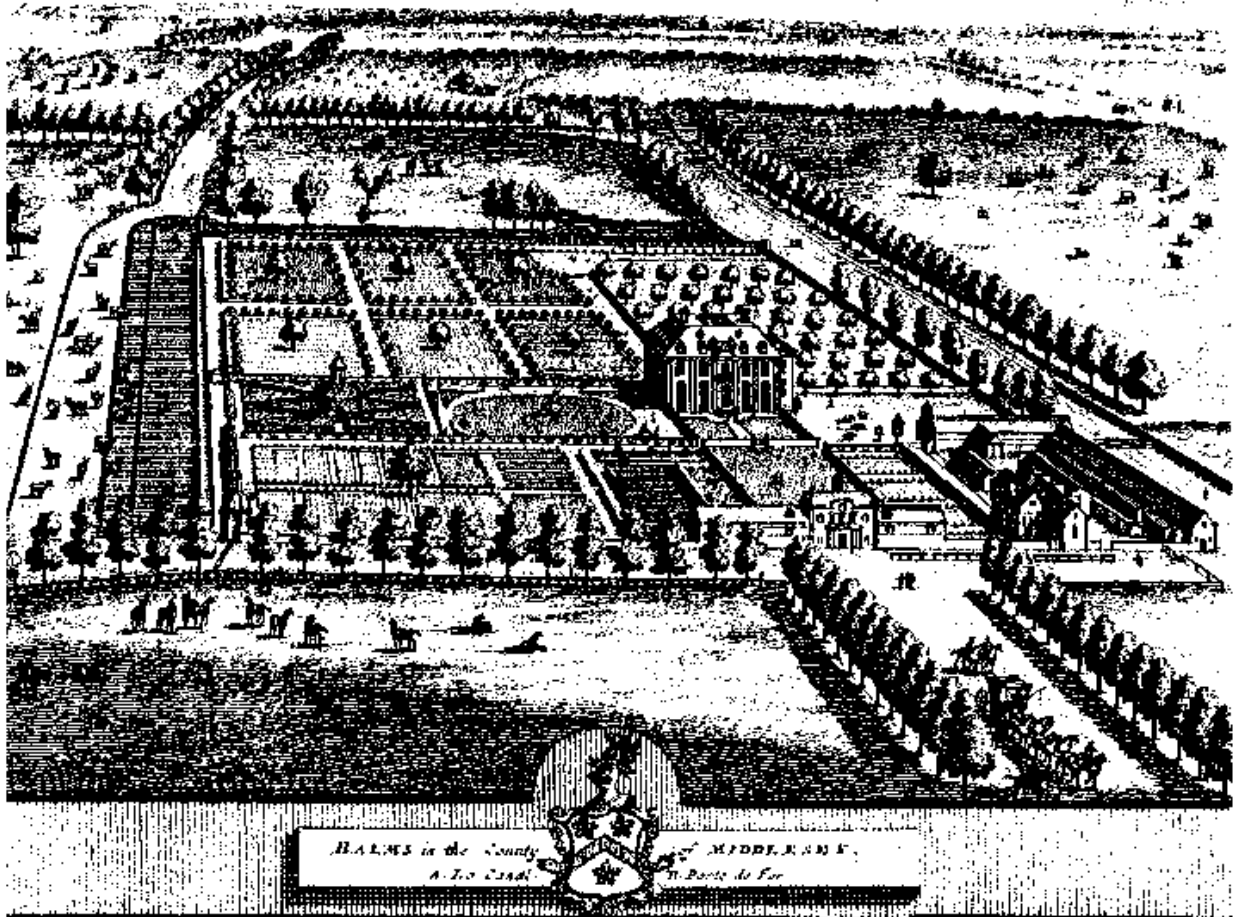


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APPENDIX F ILLUSTRATIONS

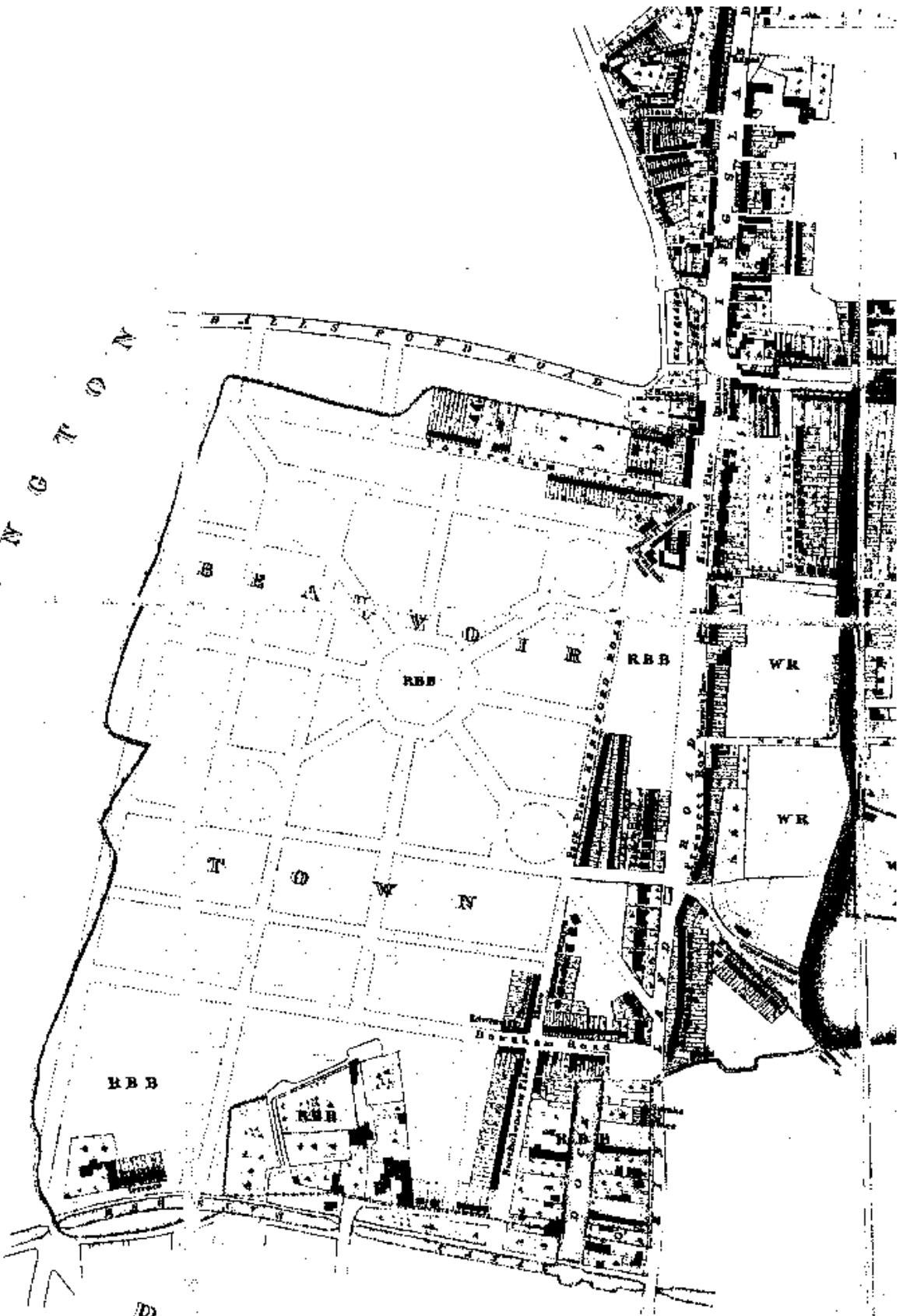


Balms House and grounds in 1707. This is the earliest known illustration of the house, published in James Beeverell's *Les Delices de Grande Bretagne et de l'Ireland*

...S, ROADS &c to this present Year, by John Rocque Topographer to his MAJTY



P A R I S H
O F
I S L I N G T O N



P A R I S H
O F

*Corrected to 1831 by J. Edmiston Junr.
and Engraved by Thomas Starling.*

1831 MAP: THOMAS STARLING