

# Northwood Town Centre, Green Lane Conservation Area Appraisal

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### Adopted: September 2019

Note: Every effort has been made to ensure the accuracy of this document but due to the complexity of conservation areas, it would be impossible to include every facet contributing to the area's special interest. Therefore, the omission of any feature does not necessarily convey a lack of significance. The Council will continue to assess each development proposal on its own merits. As part of this process a more detailed and up to date assessment of a particular site and its context is undertaken. This may reveal additional considerations relating to character or appearance which may be of relevance to a particular case.

## What does a conservation area designation mean?

A conservation area is defined under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as '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 to designate such areas as conservation areas. Section 71 of the Act requires local planning authorities '...to formulate and publish proposals for the preservation and enhancement...' of these conservation areas.

Once designated, proposals within a conservation area become subject to local conservation policies set out in the Council's Local Plan and national policies outlined in part 16 of the National Planning Policy Framework 2019 (NPPF). Our overarching duty which is set out in the Act is to preserve or enhance the historic or architectural character or appearance of the conservation area.

A conservation area appraisal aims to describe the special historic and architectural character of an area. A conservation area's character is defined by a combination of elements such as architecture, uses, materials and detailing as well as the relationship between buildings and their settings. Many other elements contribute to character and appearance such as the placing of buildings within their plots; views and vistas; the relationship between the street and the buildings and the presence of trees and green space.

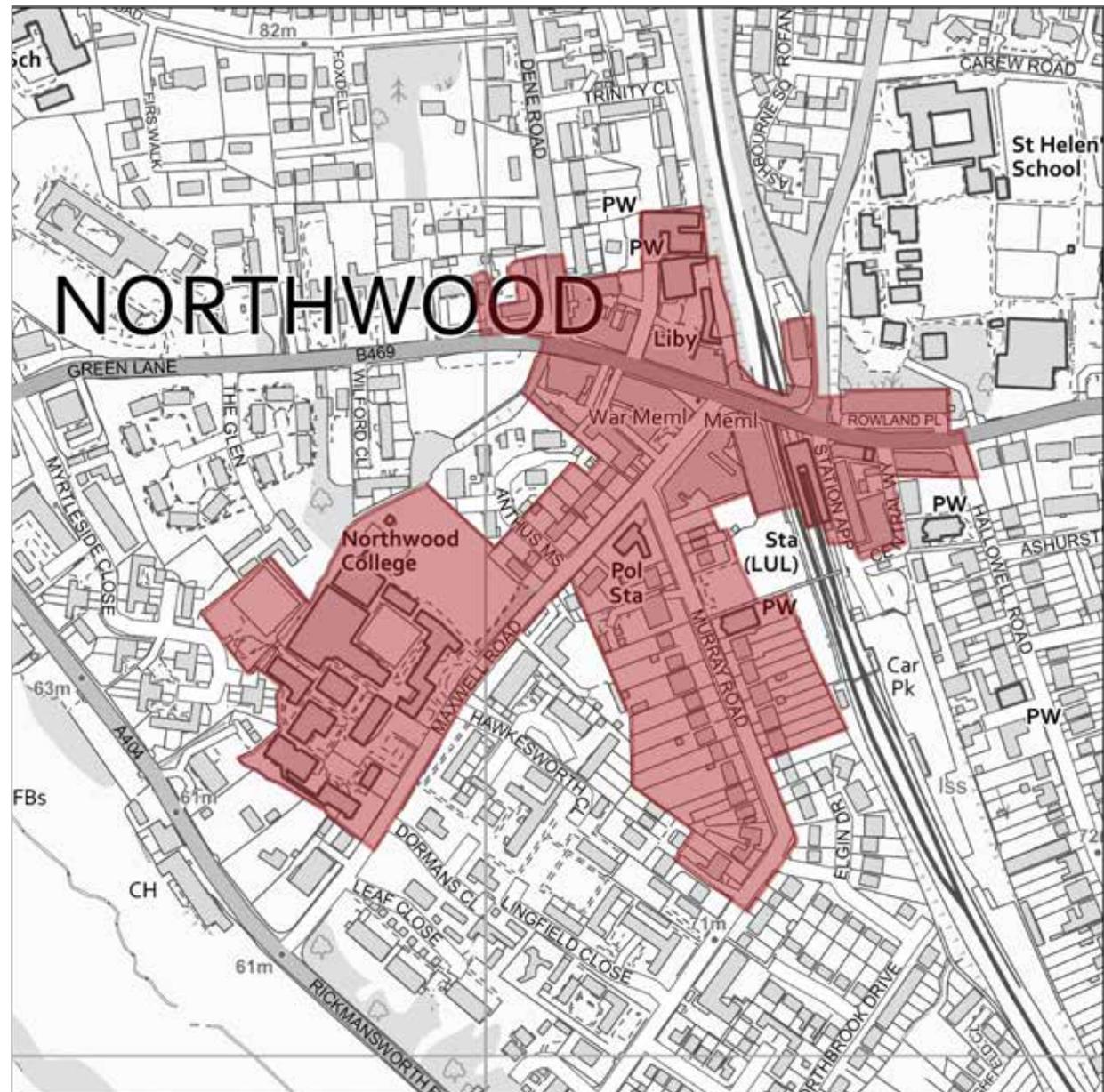


Figure 1. Northwood Town Centre, Green Lane Conservation Area – shown in red

This document has been produced using the guidance set out by Historic England in their document, *Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1* (second edition) 2019. This appraisal will be a material consideration when assessing planning applications.

## Purpose of this document

The aims of this appraisal are to

- describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications
- raise public interest and awareness of the special character of their area
- identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements

## Summary of character

Northwood Town Centre, Green Lane Conservation Area was designated on 2nd December 2009. It is a relatively small conservation area comprising the commercial core of the Northwood area, centred on the junction of Green Lane and Maxwell Road. It extends along Green Lane on the east side of the railway up to Hallowell Road and includes Station Approach as well as most of the residential Maxwell and Murray Roads.

Green Lane was a quiet country lane until the opening of Northwood Station in 1887. As with other areas of north-west London, the arrival of the railways was

the catalyst for growth and the conservation area encompasses the heart of the new development proposed by Frank Murray Maxwell Hallowell Carew (1866-1943). He acquired the Eastbury Estate which included the Grange Estate covering the Green Lane area in 1887. By 1891 he had laid out the road pattern naming the roads after himself and his family and had sold off all the plots for development. This shared history of urban development underpins and unifies the conservation area.

Today Green Lane is an important commercial centre and transport interchange for the area. Most of the buildings within the conservation area are of high quality design and include a variety of different architectural styles including Arts and Crafts, neo-classical, Tudor/Flemish, Baroque and Georgian revival as well as 1930s Art Deco, all with very good decorative features.

The area is characterised by its late Victorian and Edwardian architecture with pitched roofs, half timbering, strong gables, sash windows, leaded lights, dominant chimney stacks, and decorative door surrounds. It is notable for the vernacular character of the parades of shops which is in contrast to the “superior” classical style of the financial institutions.

To the east of the railway there is a stronger twentieth century character albeit with reference to Georgian and vernacular architectural styles. The residential roads are leafy and suburban while there is a notable lack of greenery along the commercial sections of Green Lane.

The conservation area includes a grade II listed building and war memorial as well as four locally listed buildings.



*Maxwell Road, looking north*

## Location and setting

Northwood Town Centre is located in the north east corner of the London Borough of Hillingdon in Northwood ward, approximately 14.5 miles north-west of Charing Cross. It is situated in the historic county of Middlesex on high ground surrounded by an arc of suburbs from Batchworth Heath round to Northwood Hills. Open countryside remains to the north-west stretching towards Harefield.

As its name suggests Northwood lies north of ancient woodland which survives in the form of the Ruislip Woods National Nature Reserve. Ruislip and Eastcote villages are located to the south of the woods and the River Pinn. Collectively Ruislip, Eastcote and Northwood were once part of the ecclesiastical parish of Ruislip.

Northwood is at a high point for the area, the land broadly rises up from south to north. Green Lane ambles across the slope so that the land and roads to the south of Green Lane slope away and those to the north rise up. The area is bisected by the Metropolitan Line which prompted the development of the area.

The area's geology, London Clay on Reading Beds with pebbly gravel on the hill tops has in the past provided rich natural resources for exploitation. Historically the area was mined for sand, chalk and clay and was conducive to the production of brick and tile making.

The conservation area is attached to two other conservation areas, The Glen and Frithwood. It is also surrounded by suburban developments that are designated as Areas of Special Local Character. These are: Dene Road and Old Northwood nearby and Copsewood Estate, Gatehill Farm Estate, Hillside, and Northwood Hills further afield.

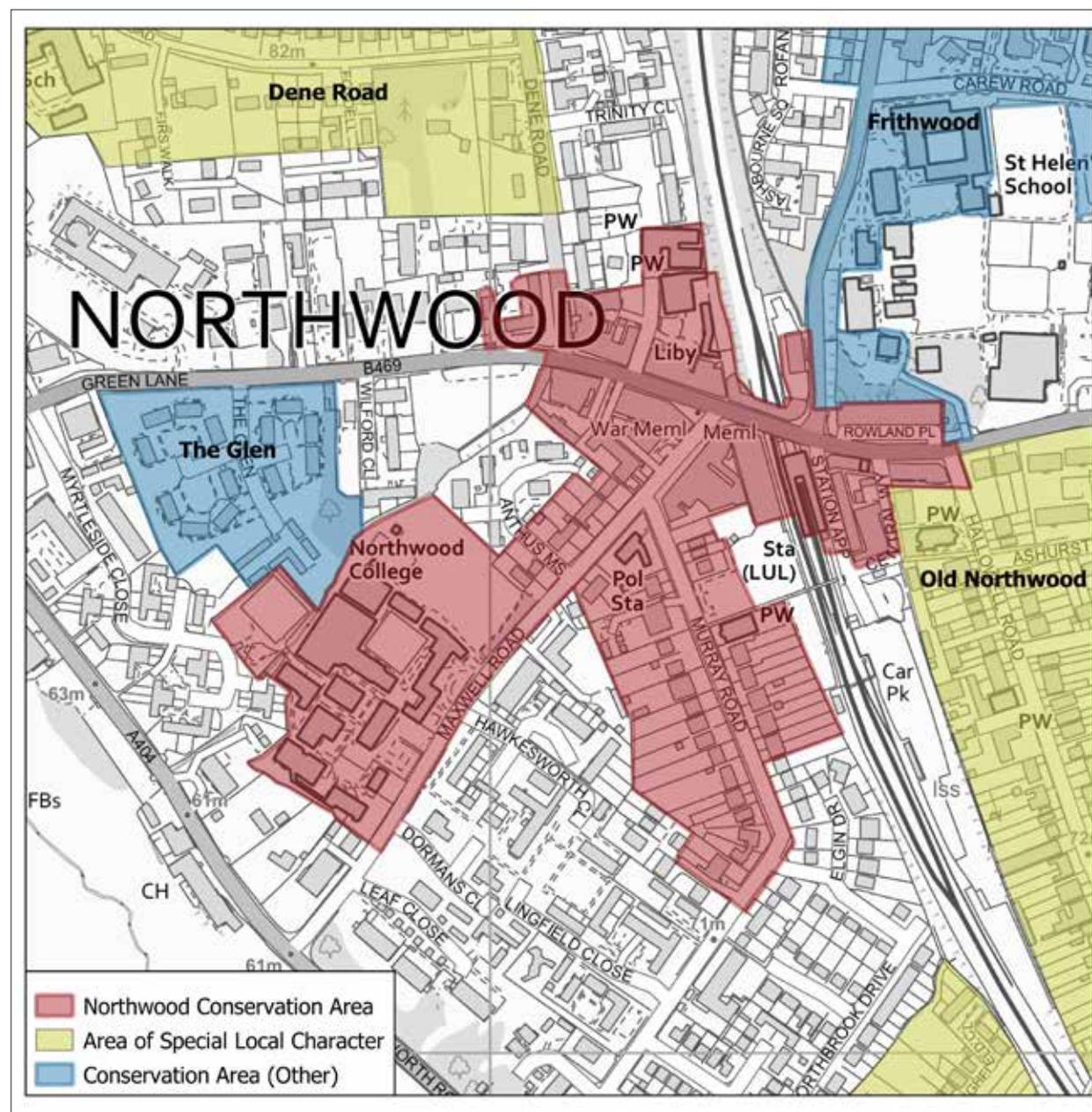


Figure 2. Conservation area context map

## Urban Form/Street Layout

Green Lane was once a rural lane connecting the main Rickmansworth Road to the outlying farmsteads of Green Lane Farm and Gateshill Farm. Following the opening of Northwood Station on the Metropolitan Line in 1887 new roads were laid out for development by Frank Murray Maxwell Hallowell Carew to both north and south of Green Lane on either side of the railway cutting.

On the north side of Green Lane are Dene Road, the cul-de-sac Oaklands Gate and on the east side of the railway, Eastbury Road. On the south side is Maxwell Road forming the main junction at the heart of the conservation area, this links Green Lane to the Rickmansworth Road. Murray Road is a smaller residential spur road off Maxwell Road also linking to the Rickmansworth Road.

To the east side of the railway south of Green Lane is Station Approach laid out to access the original station when it was at the bottom of the slope. Further east is the residential Hallowell Road which runs parallel to the railway until it gently curves to the east to meet Northwood High Street.

Green Lane is now the commercial heart of Northwood with mostly three storey parades of shops with offices and apartments on the upper floors. On the west side of the railway these are predominantly Victorian/Edwardian with similar widths and depths. While on the east side the parades are early to mid-twentieth century with varying widths, depths and heights. Chester Place is notably taller at four storeys particularly in contrast to the two storey parade by Station Approach. Over the railway itself are single storey retail units on the north side of the bridge and the single storey station on the south side.

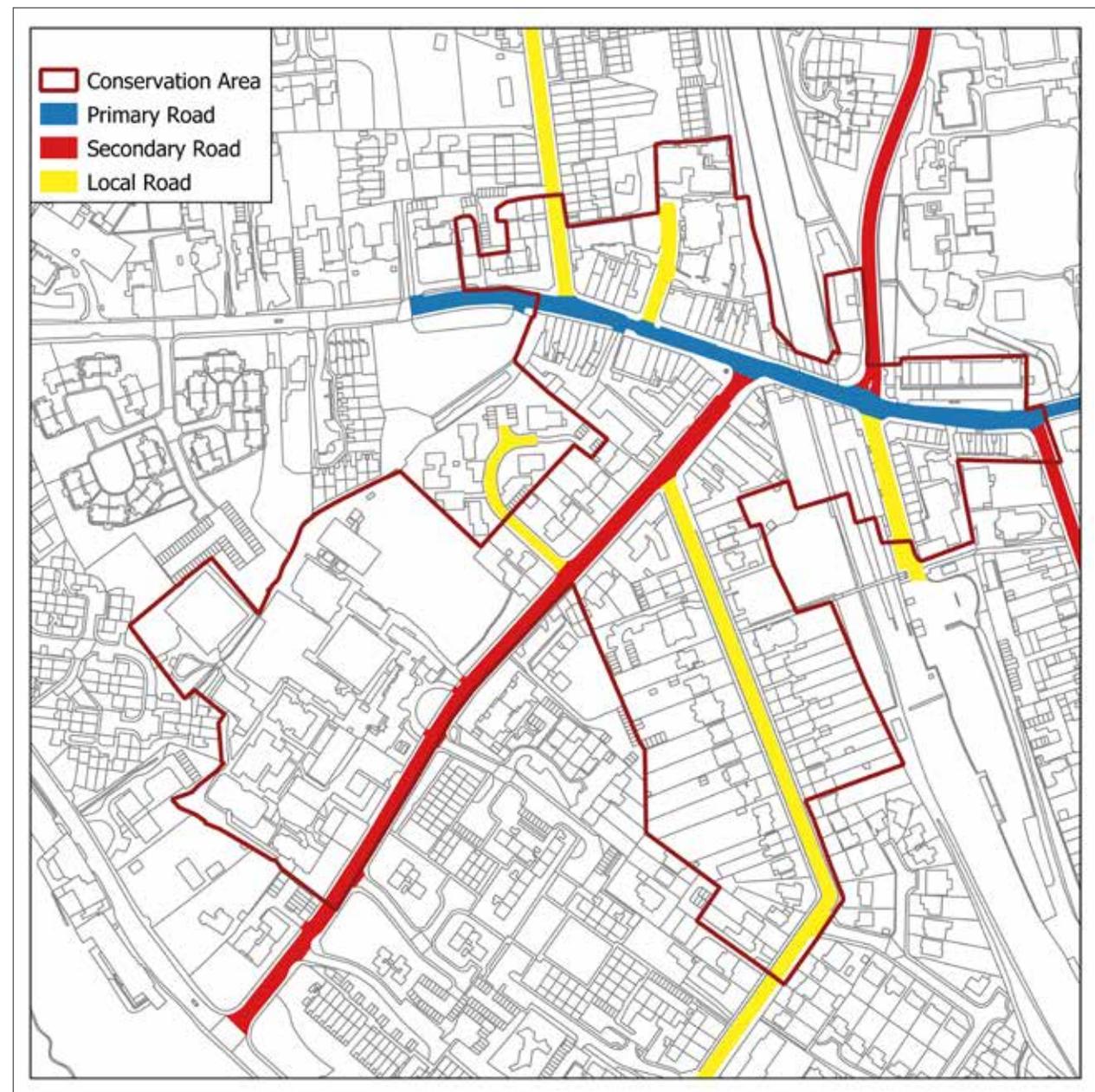


Figure 3 Conservation area road hierarchy map

Originally the grain of the building plots along Maxwell Road were generous and high status on both sides and were intended for large two storey private houses. By the First World War the west side of the road nearer Green Lane was divided into smaller housing plots. On the east side at the top of Maxwell Road is a two and half storey Edwardian shopping parade.

The character of the southern end of the road is dominated by Northwood College for Girls and is open and much of the original grain erased.

Plots along Murray Road were always smaller and lower status and were laid out in different stages by 1896 on the west side and by 1914 on the east side. Murray Road remains predominantly residential with two to two and half storey detached and semi-detached houses. As with Maxwell Road, modern development has altered this character with the access to the car park of Waitrose and some modern replacement blocks of flats at the northern end.

The building plots on Dene Road were always generous and high status however it is only the southern end which is within the conservation area and this has been redeveloped with terraced housing and blocks of flats of three storeys.

### Land Uses

There are a variety of land uses within the conservation area, some historic others more recent. Green Lane was and remains a commercial thoroughfare with commercial units at street level with a mixture of retail and restaurant use and offices and flats on the first and second floors above.

The area is characterised historically by the number of financial institutions on the corners of the parades of shops along Green Lane. Only Barclays

remains, elsewhere they are now used as restaurants or in the case of the former National Provincial Bank, a betting shop. The former Post Office is now a pizza restaurant.

Although originally laid out for residential use the southern end of Maxwell Road was quickly bought up and developed as a school for Northwood College for Girls. The school has absorbed two former detached houses and built several modern buildings for school use to the rear, some of the site is used for sporting activities.

The Misty Moon pub remains in use while another pub to the rear of Clive Parade has been demolished and redeveloped as an apartment block, Pinnacle apartments. The listed police station at the corner of Murray and Maxwell Road has recently closed and awaits redevelopment.

Murray Road remains predominantly residential with the exception of the loss of several plots to create an access to Waitrose Car Park and the modern Northwood United Synagogue. The houses are mostly semi-detached but some are now converted into flats. A few houses have been replaced with larger modern apartment blocks.

The Northwood Methodist Church remains in use as a religious building while Oaklands House was converted and extended in 1977 to house the Northwood Liberal Synagogue and the Northwood United Synagogue is a modern religious building on Murray Road.

The Northwood railway station on the corner of Station approach retains its original use from when it was built in the 1960s. On the residential side roads, gardens remain an important land use both front and back and make an important contribution to the character of the conservation area.



*Green Lane sign*



*Maxwell Road sign*



*Green Lane, former post office, parade of shops and apartment block*

### Green Spaces

Green spaces make a significant contribution to the character of the residential roads in the conservation area. They form an attractive contrast to the architecture as well as an environmental habitat.

In contrast to the residential roads, Green Lane, within the conservation area, is notable for its absence of greenery with the exception of the lawns, shrubs and trees in front of Greenhill Court at the entrance to the commercial heart of Green Lane. There is also a small landscaped area in front of Waitrose and at the corner of Eastbury Road next to Rowland Place.

The setting at either end of Green Lane and along Eastbury Road is notably green and verdant and provides an appealing contrast and backdrop to the architecture of the road.

Along Maxwell and Murray Roads the gardens of the houses and the grounds of Northwood College all provide green spaces. The front gardens of numbers 8 to 22 on the west side of Maxwell Road have hedges and attractive planting which contribute positively. The playing fields of Northwood College provide the largest green space within the conservation area which is bordered by mature trees and shrubs acting as a green screen along Maxwell Road. A lawn remains in front of the main school building. The east side of Maxwell Road forms the setting to the conservation area and has a screen of mature trees in front of open green space.

Murray Road has boundary hedges in front of many of the houses, even where the front gardens are no longer in use as gardens. Where gardens remain they are planted with a variety of shrubs and other plants.



*Figure 4 Green spaces, aerial photo 2015*

There are views between the semi-detached houses providing glimpses of gardens and trees beyond in the rear gardens. Along most of the road there is a narrow strip of green verge.

Oaklands Gate is notably lacking in green space although there is some low hedging outside the library which softens the impact of the surrounding buildings and extensive hard standing.

### Gaps

Along Green Lane the parades of shops are tightly packed with the only space between buildings being the roads, alleyways and the railway. Gaps are found to the rear of the parades of shops and are visible at Oaklands Gate, Murray Road, Hallowell Road.

Over the railway bridge there is a significant sky gap as well as in the area to either side over the Arts and Crafts parade of shops on the corner of Station Road and above Waitrose. The openness and feeling of spaciousness of this area contrasts with the tightly packed character elsewhere along Green Lane and contributes positively to the character of the conservation area.

On the residential roads there are regular gaps between the houses allowing views to the rear gardens behind contributing to a more spacious feel than the commercial areas. The Waitrose entrance and car park creates its own large gap on Murray Road.

At the end of Maxwell Road there is a long gap for the sports grounds of Northwood College. The locally listed buildings numbers 30 and 32 retain their historic gaps as detached houses. This whole section has an openness that is in contrast to the northern section of the road.

The gaps to the rear of Oaklands Gate in front of the library and to the rear of the former post office are covered in hard standing for parking and do not contribute positively.

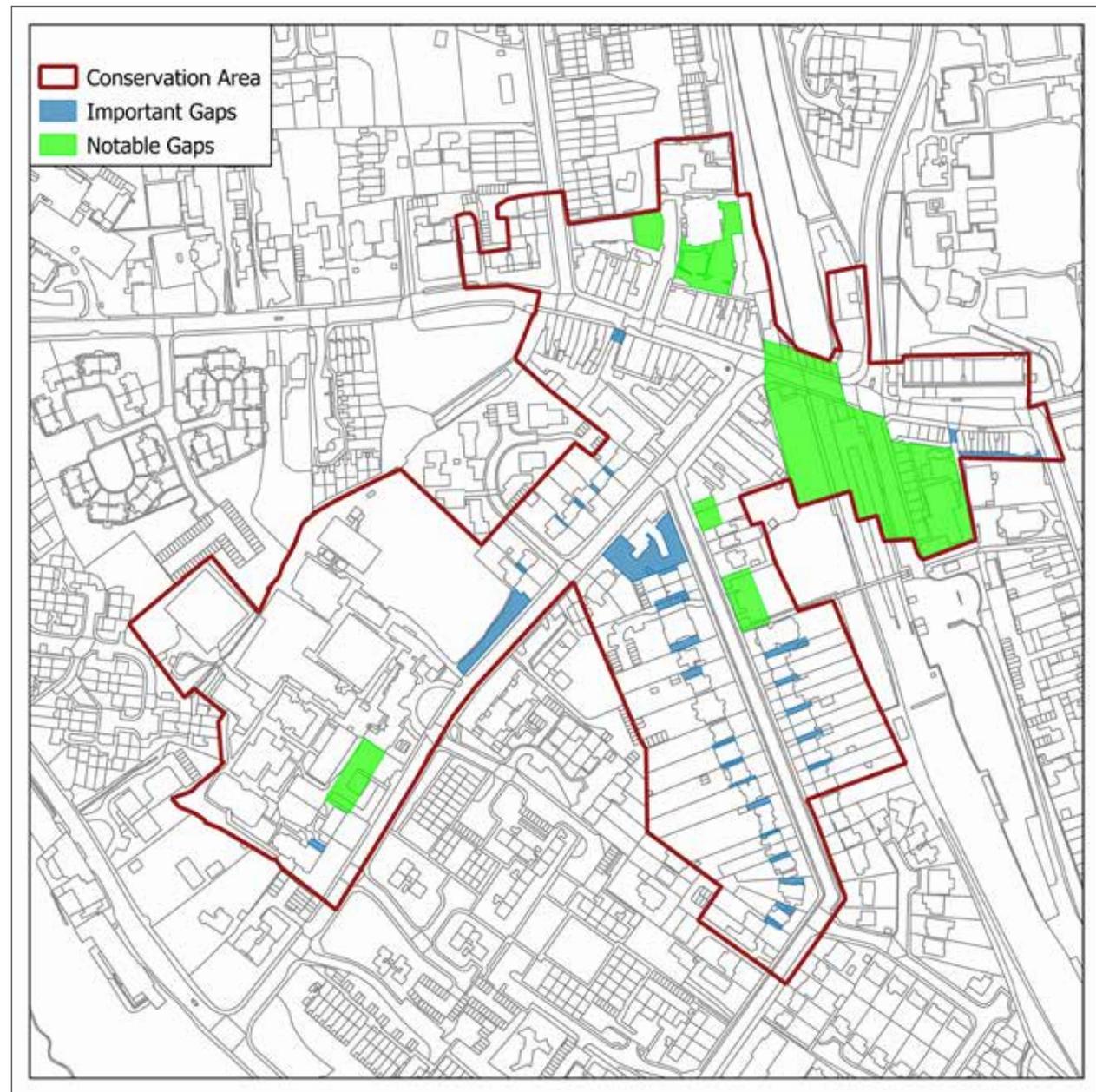


Figure 5 Townscape gap map

### Materials and Finishes

The historic buildings in the conservation area are constructed principally of red brick with red clay tile roofs and painted timber windows and doors. Stone detailing is used in particular to denote the high status of the financial buildings. The natural materials combined with traditionally made materials and process of ageing and weathering contribute to a patina of age and charm that makes the conservation area special. There are of course exceptions and inevitably modern materials such as UPVc have eroded some of this character.

Traditional materials used in Northwood Town Centre include:

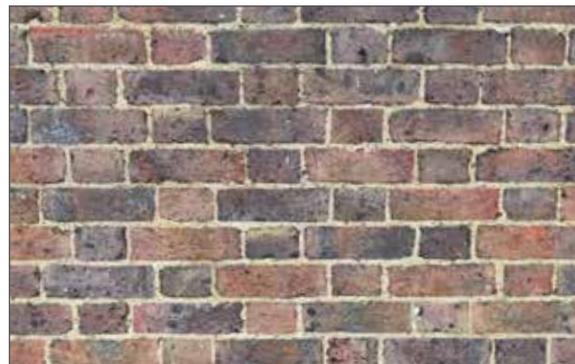
- Brick (mixture of hand-made bricks some locally manufactured in different shades of red, brown, and yellow as well as yellow stock brick and red rubbers). Used as facing brick and in brick walls.
- Lime (mortar)
- Slate, clay tile and lead (roofs)
- Painted timber (windows, doors, faux timbering, barge boards, porches, shop front fascias)
- Painted cast or wrought iron (railings, balconies)
- Terracotta (chimney pots and decorative panels)
- Glass (cylinder)
- Painted rough cast render (elevations)
- timber (fencing)
- Stone (facing materials to the former financial buildings, balustrades, parapets, dressings, door and window surrounds, lintels, cills, steps)
- Lead (leaded lights in windows)



*Cast iron downpipe*



*Brown and red brick with lime mortar*



*Brown brick*



*Glazed bricks*



*Red brick*



*Roughcast*



*Painted timber and glass*



*Stone*



*Timber and roughcast*



*Red Clay tiles*

### Buildings Audit

The buildings audit map shows the contribution made by buildings to the historic and architectural character of the area. For all buildings identified here as positive buildings, change must be managed to conserve and, where appropriate, enhance their significance in accordance with national and local planning policies. Where particular sites, buildings or additions to buildings are harmful or out of keeping with the broader character of the conservation area as outlined in this appraisal, the Council will support proposals and where possible, take opportunities to make improvements and enhancements in line with policies of the Local Plan.

**Listed Buildings** A listed building is a building designated by the Government on the advice of Historic England as a building of special architectural or historic interest, which local authorities have a statutory duty to preserve or enhance.

**Locally Listed Buildings** A locally listed building is a building of architectural and historic interest of local importance that does not meet the criteria for national listing. It does not therefore carry statutory protection but instead is identified as a heritage asset whose conservation is a material consideration when determining the outcome of a planning application.

**Positive Buildings** These buildings make a positive contribution to the historic and architectural character and appearance of the conservation area. They are a key reason for the designation and significance of the conservation area.

**Neutral Building** These buildings may blend into the townscape by virtue of their form, scale or materials, but due to their level of design quality, fail to make a positive contribution.

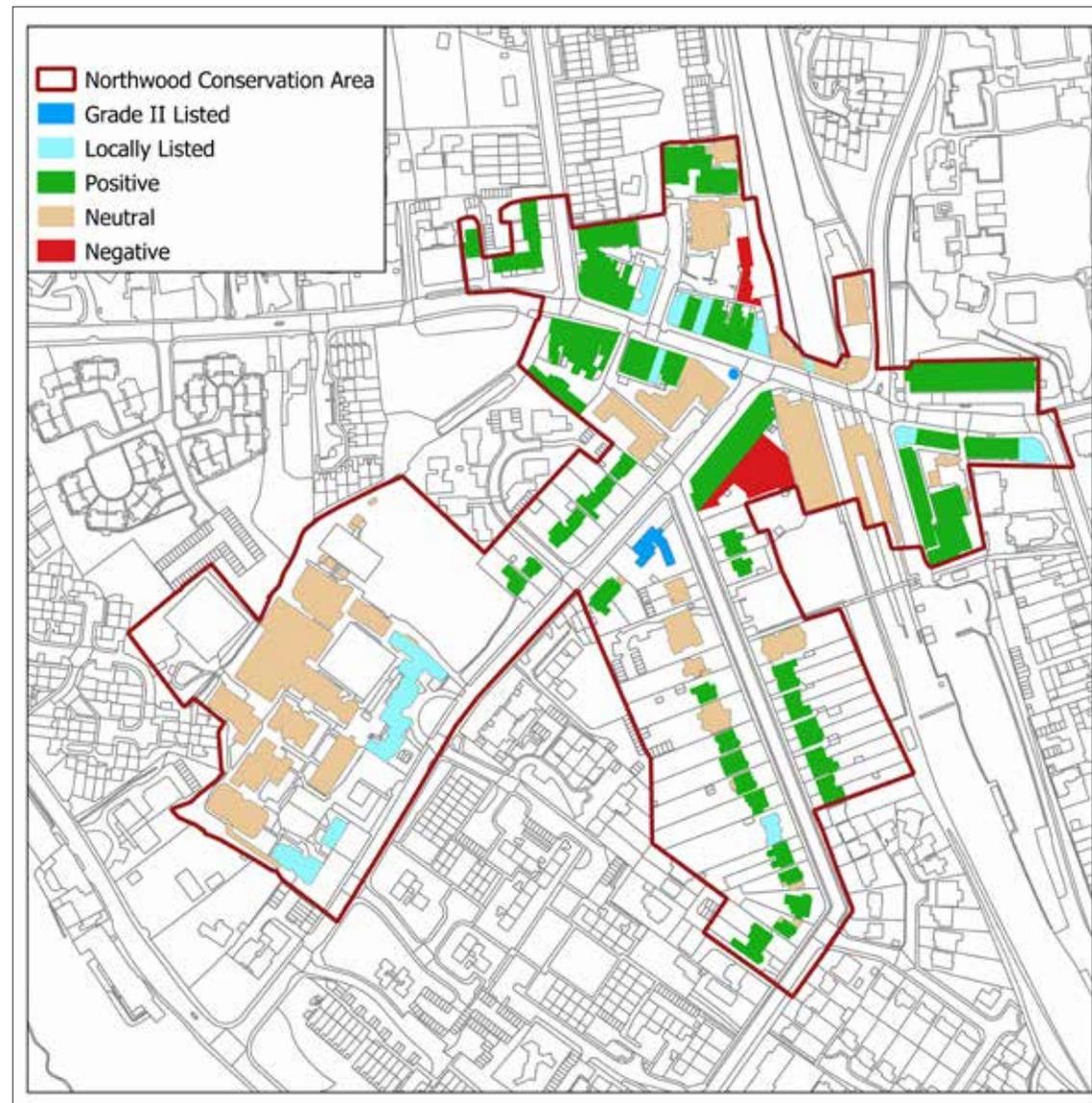


Figure 6 Buildings audit map

**Negative Buildings** Negative buildings are those which are out of keeping with the prevailing character of the conservation area.

### ARCHITECTURE

The conservation area developed over an extended period from 1887 following the building of the original Northwood Station with most of the area completed by the time Chester Place was built in the 1930s. Rowland Place was a major addition in the 1960s and there have been more recent developments such as Waitrose and the Pinnacle Apartments on Maxwell Road.

The architectural interest of the area lies in the late Victorian and early twentieth century periods. Although there are a variety of architectural styles they are united in their interest in historicist revival styles such as the Arts and Crafts vernacular, neo-Tudor, neo-Baroque and neo-Georgian styles. The references to earlier architectural styles would have been gently reassuring for an entirely new suburb, firmly rooting it in the past.

### DENE ROAD

Dene Road was laid out between 1887-1891 by Frank Carew as part of his vision for the area. The large size of the plots and high price of the houses in Dene Road reflected the high status of this road in the early development of Northwood. However, only the southern end of the road is included in the conservation area and is predominantly twentieth century in character.

The **telephone exchange** is a utilitarian flat roofed brick building with a neo-Georgian styled front elevation with six over six wooden sashes with stone key stones and red brick surrounds. The main door is set back to the side with a stone architrave. To the front is a wrought iron fence and gate set on a dwarf

brick wall. The rear of the building is visible from Oaklands Gate. Despite its functional purpose, the design is elegant and the materials have been chosen to sit harmoniously with their surroundings.

### GREEN LANE (WEST OF RAILWAY)

Green Lane was a country road which dates back to at least the mid-eighteenth century. In Frank Carew's plan for the development of the area, he earmarked Green Lane for commercial development although some large plots were sold for grander detached houses such as Oaklands and Claremont within the conservation area.

The Pavement on the south side was the first section of shops to be completed while Rowland Place on the north side east of the railway was the last major section to be constructed. Despite the lengthy building phase Green Lane maintains architectural harmony through its use of a similar palette of materials and repeated motifs such as small pane windows and by neo-Georgian and vernacular architectural styling.



*Telephone exchange, Dene Road*



*25 Green Lane*

### NORTH SIDE

The first house on entering the conservation area from the west is **number 25**. This is a square two and a half storey detached building with a red brick ground floor and rendered first floor under a tiled roof. It has a pair of distinctive double height bay windows with a double dormer above and chimney stacks to either side giving it a highly symmetrical appearance.

**Greenhill Court** is a large L shaped block of flats which wraps around the west corner of the junction of Green Lane and Dene Road. It was constructed in the 1960s/early 1970s on a large plot formerly for a single detached house. Architecturally it appears to take its neo-Georgian style from that of the telephone exchange and 27-29 Green Lane opposite. It is constructed of brown brick with contrasting red brick dressings and straight arches. The windows are small paned sashes while the entrance doors have classically detailed porches with pediments and columns.

**Numbers 27-29** was built by the 1930s. It is designed to take advantage of its corner site with symmetrical projecting wings to either side of the main entrance to The Misty Moon Free house. The architectural style is similar to the Telephone Exchange and Greenhill Court which were most likely inspired by it. It is a three storey brick built building with small paned sash windows with red brick segmented arches and key stones on the first floor. On the Dene Road elevation there are attractive projecting courses of brick adding architectural interest. The ground floor of the public house and shop on Green Lane are modern.

**Numbers 31-35** are unlikely to have been built at the same time as numbers 27 to 29 as there is an uncomfortable juxtaposition of eaves and soffits where they join. However the architectural style and materials are the same and the string course of no 27 to 29 continues with no 31-35. The shop fronts are modern. Number 31 and 33 have bay windows at first and second floor while number 35 projects forward with an interesting broken pediment feature over a full length glazed window and small wrought iron balcony.

The purpose built **Post Office** is located on the corner of Green Lane and Oaklands Gate and is now a restaurant. It is three storeys built in a Tudor/Flemish historicist style in brown and red brick with stone detailing and is a prominent and clearly public building. The Green Lane elevation has glazed bricks below two Serliana windows with leaded lights. The windows on the first and second floors rise to arched gables that ensure its visual prominence on the street. The main entrance has a stone architrave and flat hood with the words Post Office carved above the door. On Oaklands Gate there is another original door with a curved hood above.

There is a prominent and brick detailed stack above the dentilled cornice. The rear extension is original although its window openings have been altered but the lantern survives. This is a significant, well detailed building with its original doors and windows largely intact.



*Former Post Office, Green Lane*



*27-29 Green Lane*



*31-35 Green Lane*

**Numbers 37-39 – formerly NatWest Bank** is on a corner site facing the post office. It is designed in a Baroque revival style with a stone clad ground floor with brown and red brick detailing above. The main entrance door has stone carved swags above. There are red brick giant order ionic pilasters supporting a stone entablature with a balustraded parapet above. The windows are not original but modern replacements. At a later date number 39 was incorporated into the bank and its ground floor clad in stone. The elevation along Oaklands Gate has a similar door with a curved hood to that of the Post Office opposite. The baroque style expresses the importance of the building as does its prominent corner site. It has a strong architectural presence and is one of a group of financial institutions on corner sites along Green Lane.

**Numbers 39-51**, it is likely that this was originally planned as one parade but at some point a different builder or developer stepped in to finish the middle section which is of a different design. The whole parade is red brick above shop level and steps up the slope of Green Lane. The outer units, 39, 41 and 51 have a similar architectural design with distinctive Tudor/Flemish oriel windows under hipped roof gables on the second floor with “AD” on the plaster panels between the windows of 39 and 51 and “1911” on 41. Clearly these three buildings date from 1911 while the central section is likely to date from soon after as evidenced by maps. Numbers 43 to 49 have half-timbered gables to the street. All the windows are modern with the exception of number 51 and the oriel window of number 39.

The shop fronts are similarly modern with the exception of number 41 which has an early shop front with deeply inset door, glass fascia and original bracket for the awning.

**Barclays Bank.** This is a financial institution on a prominent corner site highly visible from Maxwell Road and is a landmark building. It is in a similar neo-baroque architectural style to the former NatWest bank but is grander due to its additional width and more prominent position. The two work together as architectural book ends for the parade in between.

It is a three storey building with a red brick ground floor and brown brick first and second floor with contrasting red brick ionic pilasters and detailing. The ground floor has a stone base and stone architraves with prominent keys stones around the windows. The main door has similar stone architrave surrounds and a flat hood supported on scrolled brackets with a decorative relief with swags above.

Red brick giant ionic pilasters rise through the first and second floors to support a stone entablature and balustrade behind which is a tiled roof with flat roofed dormers. The left hand bay has shallow bay windows rising through all three floors. Elsewhere there are six over six small paned sashes most of which are original. The detail of the main elevation on Green Lane continues on the east elevation overlooking the railway tracks. Prior to the building of the single storey shops over the railway this would have been more evident.



*Former NatWest Bank, Green Lane*



*39-51 Green Lane*



*Barclays Bank, Green Lane*

### SOUTH SIDE

**The Pavement, numbers 24-38.** This was the first parade of shops built along Green Lane and is visible in the 1914 Ordnance Survey map. It is less flamboyant than its later neighbours. The parade is two and half storeys with shops on the ground floor with a red brick first floor with yellow brick decorative courses and dormer windows in the attic under slate roofs. The parade steps up the slope of Green Lane creating interest. There are two windows on each first floor with large paned single sash windows and a single dormer centrally positioned above.

To the rear of the Pavement located on an alley that runs behind, is an interesting surviving **outbuilding**, possibly a stable block. It is constructed of London stock brick with slate roofs and has three pitched roof dormers breaking through the eaves.

**Numbers 40-48** This parade is separated from The Pavement by an alley which accesses the rear outbuilding. This is a symmetrically planned parade of five shops which matches the incomplete design on the other side of the road (numbers 39-51) and is suggestive of how this might have looked. The end units and central unit have half-timbered and rendered gables. The central gable projects further out with deep barge boards supported by scrolled brackets and rendered bay windows below on the first and second floors.

The rest of the building is red brick with some surviving leaded lights on the first floor. The non-gabled units have the Tudor/Flemish style oriel windows found opposite at second floor level. The

shops are modern with the exception of number 46 which has a distinctive art nouveau shop front with curved glass entrance windows. This is in notable contrast to the Tudor/Flemish revival style of the first and second floors.

During the 1960s the Northwood Hotel which had been one of the first buildings to be built in the area and a local landmark was demolished. **Clive Parade** replaced it and wraps around the corner of Green Lane and Maxwell Road and forms the back drop to the war memorial.

It is a three storey building on Green Lane with a single storey rear extension constructed in yellow brick. There is a central opening to access a two storey parade to the rear set back and running parallel to Maxwell Road. The front elevation has small wooden balconies on the first floor with a matching balustrade on the rear extension. The side elevation on Maxwell Road has pebble dash panels cladding the wall. Although it is clearly a later architectural intervention, the building has its own late twentieth century character which is not a wholly displeasing backdrop to the grade II listed war memorial.

The **Northwood War Memorial** Committee chose a design by a local man F. D. Bedford to commemorate those who had died in the First World War in November 1919. They commissioned W. Aumonier Jnr. to build it on land in front of the Northwood Hotel donated by Benskins Brewery of Watford. It was unveiled on 13 February 1921 in front of a crowd of 4-5000 people.



*The Pavement, Green Lane*



*Outbuilding, rear of Green Lane*



*40-48 Green Lane*

### 3. Architecture

The memorial is constructed in stone. The design has a stone cross on top of a pillar resting on a base with a square plinth inset with slate plaques upon which the names of the fallen are inscribed in gold with a commemorative inscription. The whole is installed at the top of four steps constructed in stone and red brick.

Its prominent position at the junction of Green Lane and Maxwell Road denotes its significance and it is a key landmark denoting the heart of the area.

**Waitrose** was built in 1987. It has been designed to sit in a low broad manner so as not to be detrimental to the character of the surrounding area as it is located on high ground by the railway. It appears as two storeys from the road in red brick with a tile roof in a broadly vernacular style although its true scale is more readily visible from the rear in Murray Road.



*Northwood War Memorial, Green Lane*



*46 Green Lane*



*Clive Parade, Green Lane*



*Waitrose, Green Lane*

### OAKLANDS GATE

This is a *cul de sac* which developed from the old driveway to Oaklands House which still survives although its character as a large residential property set in extensive gardens has long disappeared. The Church sits at the end of the cul-de-sac and is a landmark building. Oaklands Gate had taken its present form by 1914 but is shown dotted indicating that it still had the character of a drive rather than a road at this point.

The **Northwood Liberal Synagogue** is housed within **Oaklands House** with a large extension to the rear for the synagogue itself. Oaklands was built on one of the larger plots laid out by Frank Carew and was the last to be sold. However, it was one of the earliest buildings to be built and can be seen in the 1896 Ordnance Survey map. It has three stories in red brick with a tile roof and prominent external chimney stacks at either end.

On the surviving front elevation there is a central porch entrance but there the symmetry ends. To either side there are bay windows, a half-timbered rendered projecting gable and a curved corner tower. It appears to be architecturally close to the design of the demolished Northwood Hotel which would once have sat opposite before the parade of shops was built at the bottom of the garden on Green Lane.

It became the base for the Northwood-Ruislip Urban Council. When this was disbanded and the building fell into disuse it was offered to the Northwood-Ruislip Liberal Jewish community in 1977 and the rear extension built.

**Northwood Library** is in a range of low twentieth century buildings running parallel to the railway line next to Oaklands creating a courtyard effect. They have no special interest and have a negative impact on the conservation area. The rear of Barclays bank, the former NatWest bank and 39-51 Green Lane are visible from the car park in front of Oaklands and create an interesting rhythm with their roof shapes.

**Northwood Methodist Church** was designed by William Wier in a conventional gothic style built in ragstone and opened in 1924. The land had been gifted to the Methodist church by Mr Fielding a prominent Methodist. The church is highly visible from Green Lane and is considered as a landmark building. It has a horizontal spreading character despite its spire to the right. The congregation had previously worshipped in Hallowell Road in a tin tabernacle, this was moved to Oaklands Gate and used as youth hall until it was demolished in 1962.



Northwood Methodist Church, Oaklands Gate



Oaklands House, Oaklands Gate



Northwood Liberal Synagogue, Oaklands Gate



Northwood Library, Oaklands Gate

### GREEN LANE (RAILWAY)

When the railway was first built in 1887 there were no shops on the north side of the bridge. They first appear in maps from the 1930s and form a single storey group across the north side of the bridge visually linking the east and west sides of Green Lane.

**Number 65a** is of particular interest due to its playful use of brickwork to create character and interest. There is herringbone brickwork below the shop window which has a curved brick arch rising to an eye catching curved pediment on top. Internally the shop plan is oblique.

### GREEN LANE (EAST OF RAILWAY)

#### NORTH SIDE

The main building on the north side of Green Lane is **Rowland Place**. Rather like the parade of shops built in the garden of Oaklands, Rowland Place was built on the garden of a large house called Claremont also built in the 1890s. It dates from the 1960s and nods to a neo-Georgian architectural style. It consists of shops at ground floor and apartments on the two floors above constructed in red brick with a parapet and tiled roof with hipped ends.

The building is long and broken into five sections rising from west to east. A distinctive canopy is located over the shops which also steps up from west to east and adds interest. Some of the first floor apartments have balconies onto the canopy.

The windows are modern but retain the small paned sash window character of the originals. The single windows have small stone key stones. At either end there are two storey extensions open at ground floor to access parking behind.

The area in front has a lay-by which appears from old photographs to have been part of the design.

The building attempts to reference its context with brick construction and sash windows and despite the altered windows retains a positive 1960s architectural character.



*Railway bridge, Green Lane*



*65a Green Lane*



*Rowland Place, Green Lane*

### SOUTH SIDE

The parade of shops on the corner of Green Lane and along Station Approach was conceived as one development by Harry Neal Ltd, a local building company who had moved into the area in 1907, it was constructed in the mid-1920s. Originally the whole development was conceived in a vernacular style, however the architectural style of the corner unit (now Coral) was altered to a neo-Georgian Style. This was formerly National Provincial bank and altering its architectural character ensured that it reflected the classical design of the Barclays and Nat West banks on the other side of the bridge.

The development was the first commercial development on the east side of the bridge, shops had previously been concentrated on the west side of the railway on Green Lane and Maxwell Road.

The **Coral building** was built in 1926 and is dated on a downpipe. It is specifically designed to take advantage of its prominent corner position and is regarded as a landmark building. Its Georgian revival architectural style is chosen to reinforce the high status of the bank building. It is two storeys with brown and red brick elevations and mostly original small paned sash windows under a tiled roof set behind a brick parapet.

The doorway is original with a flat hood on scrolled brackets but has been moved from its original location one bay to the right. Access to the first floor is via a doorway on Station Approach which retains original tiling, signage and wrought iron gate.

The dominant corner position has strong architectural presence and contributes to Northwood's group of financial institutions on corner sites that punctuate Green Lane

**Numbers 54-64 Green Lane** is the parade along Green Lane that forms part of the Station Approach parade along with the Coral building. The style is Arts and Crafts vernacular. It has four bays, the second from the right has a tile hung gable with a wide window while the others have tiled gambrel roofs with wide flat roofed attic dormer windows. The windows are all modern. There are shops at ground floor level, numbers 64 and 64b are original and characterful. The doorways are inset while the fascias are set at an angle.



*Coral building, Green Lane*



*54-64 Green Lane*



*64 and 64b Green Lane*

Like Station Parade **Chester Place** was originally designed by Harry Neal Ltd and included numbers 76-78 as well which were built as planned in a neo-Georgian style. However the design for Chester Place was altered and was built in the 1930s in a Dutch school brick modernist style. It is a four storey flat roofed brick building with a sweeping horizontal character broken only by the vertical stair towers which retain their original doors and windows and scrolled Juliette balconies. Of the shops on the ground floor 68a appears to retain much of its original character with glass fascia and lettering and grooved glass panels sitting to the rear of the shop front display area. The building is something of an anomaly within the conservation area being more self-consciously contemporary in architectural style than other buildings along Green Lane which are more historicist in architectural style.

### Numbers 76-78

As previously described these were built as planned by Harry Neal Ltd in a neo-Georgian style. They are three storeys with a brick parapet and tiled roof behind. The ground floor is red brick with brown and red brick on the first and second floors. The red brick forms panels into which the windows on the side elevations are set and include small herringbone panels between the windows. The main door at the corner with Hollowell Road has a stone surround with the window above also having a stone architrave and small obelisks to either side. There are also stone string courses and a stone panel in the parapet. There is a side entrance on Hollowell Road with original staircase, railings, door and windows above. The windows are small paned sashes which remain predominantly original.

### EASTBURY ROAD

This was laid out as one of the original roads by Frank Carew and only forms a small part of the conservation area taking in numbers one and three.

**Number 1** is on the west corner of Eastbury Road and Green Lane and was formerly a garage. It is a two storey flat roofed building constructed of brick but now whitewashed. Its simple design contributes to the twentieth century character of the east side of Green Lane. The expansive window of the garage now has a modern shop front.

**Number 3** to the rear is modern Surgery built in the 1980s. It is three storeys red brick with a triple arched entry echoed in the three arched windows above and arched attic dormer windows. There is stone coping along the brick parapet. The materials have been chosen to harmonise with the wider conservation area.



*Chester Place, Green Lane*



*76-78 Green Lane*



*1 Eastbury Road*

### STATION APPROACH

This road was laid out to access the original Northwood Station built in 1887 and situated at the bottom of the slope. The current station was built in the 1960s and relocated to the top of Station Approach.

### EAST SIDE

**7-16 Station Approach** is the continuation of the Harry Neal development built in the mid-1920s bringing shops to this side of the railway. The style is Arts and Crafts vernacular and matches that of 54-64 Green Lane. It is therefore a two storey building with shops on the ground floor and apartments above. It has an asymmetrical elevation with a half-timbered hipped gables at the north end and one bay in at the south end. The half-timbering is infilled with herringbone brickwork.

Bay four and seven from the north end have tile hung gables. The rest of the roof is gambrelled with wide flat roofed dormers. The effect is self-consciously vernacular and asymmetric. The different treatments of the roof set up an interesting rhythm and are silhouetted against the sky. When originally built the 1887 station was at the bottom of Station Approach and commuters would have walked past the shops to reach Green Lane. Of the shop fronts number 7 retains most of its original fittings although the door is modern. It has metal framed panels at a higher level with crossed metal that mirror the half timbering above. All of the first floor windows are moden.

**Number 17** is a small building at the end of the main parade on Station Approach. It is single storey brick building with a hipped roof which appears to be detached but in fact attaches to the large sheds behind. The shop front is moden.

To the rear of number 17 are two large early twentieth century **light industrial sheds** with painted brick elevations and slate roofs. It is unclear what their original function was but it has been suggested by a local source that they were used at some point as the local generating station. Whether they were built for this purpose or possibly in connection with the railway is unclear and more research is needed to fully understand their function.



*Railway sheds behind Station Approach*



*3 Eastbury Road*



*7-16 Station Approach*



*17 Station Approach*

### WEST SIDE

There are two small single storey shops imbedded into the brick wall that runs along the railway up to the railway station.

The **railway station** was built in the 1960s to replace the original 1887 station that was located further down the slope. Its design is typical of the date and has a modernist character. It is single storey red brick building and extends across the bridge to access the platform on the other side. It has a discreet entrance on the corner of Station Approach and Green Lane.

### MAXWELL ROAD

The road was laid out by Frank Carew as part of his wider plan for the area in the early 1890s. His division of the road into large plots with high prices for the houses indicated that this was intended to be one of the grandest roads in the area. There was also provision at the top of the road by Green Lane for commercial premises.

### WEST SIDE

**Pinnacle apartments** are recently built modern apartments in a pseudo Edwardian style. They replaced a public house that had been built in the 1960s in connection with Clive Parade.

**Numbers 22-28** are detached houses that appear to have been built as a piece by 1914 and are set lower than the road with deep pitched roofs giving them an attractive cottage-like appearance despite their scale. There were originally eight but one has been demolished to create Anthus Mews behind. Their individual designs vary but as a group they are characterised by an Edwardian vernacular style with hipped roofs, prominent gables to the front with

half-timbering with rendered infill and red brick work elsewhere. Many have bay windows with pitched tile roofs to the front and some have prominent external chimney stacks, number 26 is particularly visible on Anthus Mews. There have been alterations inevitably to windows and doors and with extensions. The best preserved are numbers 26 and 28 which retain their original massing, windows, doors and front gardens.

Miss Catherine Buchanan-Smith and her brother-in-law began purchasing building plots between 1890 and 1892 on Maxwell Lane. They commissioned W Gilbee Scott to design the main school building for **Northwood College for Girls** and the school opened its doors in 1892. They acquired The Briary next door in 1895 and the two buildings were subsequently linked.



*Northwood railway station, Station Approach*



*Pinnacle apartments*



*26 Maxwell Road*



*28 Maxwell Road*

## 3. Architecture

The main school building is a grand red brick building of two and half storeys high set back behind a curved drive and due to its scale and prominence on Maxwell Road is regarded as a landmark building and is locally listed. It is characterised by a rambling asymmetry anchored on the central main doorway with a half-timbered gable in the attic floor which breaks through the steeply sloping roof. The roof slope is broken by hipped dormers and multiple chimney stacks with decorative brickwork. To the left of the main door is a two storey square flat roofed bay with a dominant cornice. The other windows on the main elevation have segmental arches with small paned windows in their upper sashes over single panes below. Despite the overall complexity and variety of the main elevation it is unified by its materials and the balance of the composition and bears comparison to Oaklands House. To the right is a modern flat roofed two storey building.

**The Briary**, a locally listed building, is a more modest building which was linked to the main school house by a red brick and render link building with an octagonal form with a balustrade at the corner. The windows are small paned to compliment the buildings to either side.

The Briary itself is red brick and tile one and a half storey buildings. It has a distinctive pair of gambrel roofed gables to the right and a single gambrel gable set further back on the left next to a hexagon shaped tower. It has lost its main entrance which is likely to have been in the centre of the design. The windows in the gambrels are small paned casements with flush pediments above.

Elsewhere the windows are nine over one. There are similarities to number 24 Murray Road.

The conservation area includes the school site which houses a number of modern buildings for the school.

**Number 30 and 32** are interesting detached houses, now both part of Northwood College which have been locally listed. They date from the early twentieth century, number 30 was built first and appears on the 1914 Ordnance Survey map. They have a clearly different architectural character to the buildings of the 1890s in the conservation area and have a refined and delicately detailed design.

Number 30 is two storey brown brick building with a hipped double pile tiled roof and central door. The area of the first floor windows is rendered and extends down between the ground floor windows suggestive of pilasters. There are high relief stucco garlands in a seventeenth century style on the "pilasters". The windows are small paned casements and at either end of the ground floor these are bay windows.



*Northwood College for Girls, Maxwell Road*



*The Briary, Northwood College for Girls, Maxwell Road*



*Link building, Northwood College for Girls, Maxwell Road*



*30 Maxwell Road*

Number 32 is a similar two storey yellow stock brick building with a double pile hipped roof and central doorway. The windows are mullion and cross and between the first and second floor windows are stucco panels with Adam style swags. Number 32 has been considerably extended to the rear. Both buildings were considered worthy of a mention in Pevsner.

### EAST SIDE

The north end of **Maxwell Road (numbers 3-27)** was demarcated by Frank Carew for commercial premises and was the first parade of shops to be built in the area. At the corner of Murray Road is the Police Station to the south of which is a large semi-detached house. The conservation area terminates at this point and gives way to modern development.

The parade of shops was not designed and built as one but instead was developed piecemeal. Despite this it presents an elegant 1890s architectural character which retains much of interest on the first and second floors.

The core of the parade consists of pairs of buildings with prominent gables which create an attractive rhythm rising up the slope of Maxwell Road.

It is mainly two and a half storeys with red brick elevations. The ground floor shops are sadly all modern, old photographs show that it was once an alluring commercial spectacle. Most have doors to the front to access the accommodation above. No 11 has a carriage entry. Numbers 5 and 7 have half-timbered gables with casement windows supported on brackets which are echoed again on the eaves. Number 15 uses dark bricks for decorative effect with string course and a chequered pattern in the gables.

**Numbers 21-25** are set down and more flamboyant. They have oriel windows at first floor with leaded top lights, a central arch below with a tiled roof. The eaves are coved and there are triangular dormers that read as if they were gables which have an arched central window with two smaller windows to either side. Original downpipes survive set on rough cast render. Number 27 was formerly a post office and is also red brick but with yellow brick dressing. It has modern dormers to the front.

The police station is situated on the corner of Maxwell and Murray Road and contributes significantly to the character of both roads but its address is No 2 Murray Road.



32 Maxwell Road



3-27 Maxwell Road



5-11 Maxwell Road



13-19 Maxwell Road

**Numbers 29-31** are a pair of semi-detached houses probably dates from the 1920s and was built on an L shaped plot that wrapped around the Police Station upon which numbers 4-6 Murray Road is also built. They form a symmetrical pair with paired gables to the front with cat slides on their outer sides which sweep down creating a porch for the main entrances. The elevations are rough cast and painted. Number 31 has modern doors and windows. The rear is visible from Murray Road behind the Police Station.

### MURRAY ROAD

Murray Road was laid out as part of Frank Carew's original plan for the area in the early 1890s. The plots were intentionally smaller than those of Maxwell Road and lower in price. It is the most residential road in the conservation area and retains much of its original character.

### WEST SIDE

**The Police Station** (No. 2) is the only grade II listed building within the conservation area and is a really well preserved and interesting building deserving of its national designation. Its prominent corner position also makes it a landmark building.

Following protest from new residents of the area who feared that it might lower the tone, it was specifically designed by John Dixon Butler in 1910 to respond to its suburban residential location. It was built in an Old English Style which suited both the context of the new development as well as referencing the previously rural character of the area.

It is a red brick building under steep clay tile roofs with gabled dormers, tall brick chimneys and stone dressings. The main elevations on Murray and

Maxwell Road have different characters, that on Maxwell Road being grander reflecting the higher status of the road. The first floor is half timbered with a large projecting single gable on the left and a pair of smaller projecting gables on the right with a central Tudor-arched doorway with a recessed porch below. The windows are irregularly spaced and are original. The western return visible on Maxwell Road is also partially half-timbered at first floor.

The Murray Road elevation has more of the character of a cottage with half-timbered dormer windows in the roof, a central stone porch and mullion and transom windows to either side on the ground floor. To the left is the single storey cell block. The rear is more functional than the main elevations.

Within the curtilage is a well preserved Arts and Crafts chamfered fence and gates, an original police lamp and a 1930s police call box which all contribute greatly to the charm of this building and its setting.



21-25 Maxwell Road



29-31 Maxwell Road



Police Station, 2 Murray Road, north elevation



Police Station, 2 Murray Road, east elevation

### Numbers 4-6

Directly to the south are numbers 4-6, a semi-detached house probably dating from the 1920s and developed at the same time as 29-31 Maxwell Road with which it shared an L shaped plot wrapped around the police station. It is two storeys with rough cast elevations and hipped roofs. However, there has been a loss of character with replacement windows and new roof lights. Next door is Tudor Lodge, a large modern apartment block in a vernacular style replacing an older building.

**Numbers 12 and 12A** form the two next door plots and were originally one larger plot. The original house on the left is one of the early 1890s houses, on the right is a single storey building which one might have thought might have started life as an ancillary building. However, historic maps do not support this, instead it seems it was constructed in the 1960s along with its flat roofed garage.

The original house is large and grand and oddly sited close to the southern boundary. It is red brick with a steeply tiled roof. It is two and a half storeys high, with a prominent gable to the road which is half-timbered. The porch is set into a corner of the two wings of the building and has its own tiled roof and supporting post and wooden balustrade. There are two flat roof dormers in the roof.

To the south is **Copper Beech Court** which is another replacement modern apartment block that is three storeys high and fills the full width of the site. Its architectural style is prompted by number 12 with red brick and a half timbered gable references.

**16, 18 and 20 Murray Road** are handsome double fronted Victorian villas which date from the 1890s and are part of the earliest phase of development on

Murray Road. They are red brick with stone lintels over the windows and steeply pitched pan tiled roofs, number 16 and 18 retain their terracotta ridge tiles and finials on the top of the roof and gable.

They have a large gable to the left over a two storey bay window and a smaller gable to the right over a small roofed bay window on the ground floor and two light window on first floor. The porch in the centre has an elegant classical stone surround including a small pediment above. The original doors are recessed within the porch although 16 and 18 have closed this. No 20 and 18 retain their original prominent chimney stacks to the right.

**Number 22** is a later detached house built by 1914. It is also two storey with a clay tile roof and a prominent gable to the left also over a two storey bay window with an entrance to the side. It is simpler in style and detail but is clearly prompted by the design of numbers 16-20.



18 Murray Road



12 and 12A Murray Road



4-6 Murray Road



20 Murray Road

**Number 24** is an unusual house designed by R. A. Briggs in 1889, noted by Pevsner and locally listed for its architectural qualities. The house is constructed in red brick under a tiled roof. It has two eccentric cranked Dutch gables at either end with a round arched entrance beneath an over sailing roof, tucked to the left of the entrance is a staircase tower top lit with casement windows and a conical roof. It retains several prominent chimney stacks at either end. There have been notable alterations such as the rendering of the gables and staircase but it is a unique house on Murray Road, its only comparison is The Briary on Maxwell Road.



*22 Murray Road*



*30 Murray Road*

Numbers 26 to 36 were all built by 1914 but vary in their design and character. **Numbers 26 and 28** form a pair of red brick semi-detached houses, although number 26 has been painted. They preserve good porch surrounds with sinuous wood work which matches their original doors with stained glass windows and surrounds.



*24 Murray Road*



*32 Murray Road*

**Numbers 30, 32 and 34** are similar with gable ends to the road and while all are red brick with slate roofs, number 30 has been painted and number 34 has been partially rendered and painted. Number 32 has a particularly eye catching porch with posts and a square bay at ground floor. Number 34 has been extended to the side.



*26 and 28 Murray Road*



*36-38 Murray Road*

**Number 36-38** is a grand semi-detached house of two and a half storeys. It has a red brick ground floor with a rendered first floor. The dormers on number 36 are new however there have been other alterations as beyond their building materials the two have little in common.

### EAST SIDE

The houses on the east side are more architecturally modest and mostly semi-detached. There has been the loss of several houses to create the entrance to the Waitrose Car Park. The stretch from number 9 to 43 were built between 1896 and 1914 but vary in character although the same motifs reoccur, hipped roofs, prominent gables, often half timbered, double height bay windows and recessed porches.

**Numbers 9, 11 and 13** form a group of three detached houses on narrow plots between the rear of the parade on Maxwell Road and the Waitrose Car Park Entrance. Number 13 is the most striking of the three with a strong Arts and Crafts character with rough cast elevations and an asymmetric gable to the front, an arched porch and recessed entrance door.

To the south of the Waitrose car park is 21-23 which is the Northwood United Synagogue. This is a modern building built in 1995 designed to sit well within its suburban context so it imitates the prominent gables of its neighbours and is constructed of brick and render.

**Numbers 25 and 27** are large handsome semi-detached houses with prominent half-timbered gables over double height bays. While constructed of red brick the first floor is tile hung. The hipped roof is covered in clay tiles and each house has a pitched roof dormer.

**Numbers 29 and 31, 37 and 39 and 41 and 43** are similar. They have brick ground floors and rough cast first floors under hipped tiled roofs with double height bay windows with half-timbered gables and the area between the first and ground floor bays. They have arched porches with pairs of recessed doors to separate apartments.

**Numbers 33 and 35** are attractive semi-detached houses which appear to be closer in style to the earlier houses in the area. They have the double height bays and half-timbered gables of the houses opposite and the liberal use of expensive stone detailing. They are particularly notable for the stone surrounds of their porches with sinuous curves overhead. They preserve their original doors and the windows appear to be sensitive renewals.



*33 and 35 Murray Road*



*9, 11 and 13 Murray Road*



*25 and 27 Murray Road*



*13 Murray Road*



*29 and 31 Murray Road*

### SHARED FEATURES OF HOUSES

#### Windows

The surviving historic windows and doors within the conservation area are essential features of the buildings and make an important contribution to its architectural character and appearance.

There are a variety of windows from sash to casements in both wood and metal. These are set within openings with segmental or flat arches. There are also many examples of bay windows of both single and double storey, dormer windows and some interesting oriel windows.

The variety is typical of the period of development during the late Victorian into the Edwardian period. There was renewed interest in windows with small panes reminiscent of earlier Georgian windows particularly in the upper sections. There was also a renewed interest in leaded lights often in casements reminiscent of very early windows. This followed developments in the production of hot rolled steel meaning that inexpensive window frames could be produced. After the First World War firms like W F Crittall revolutionised the use of steel windows with the development of the 'universal suite' of hotrolled steel sections.

The use of timber framed sash windows is widespread in the area set within flat or segmental red brick arches sometimes with stone or tile keystones and decorative stone surrounds. There are examples on The Pavement, numbers 33 and 35 Murray Road and the shopping parade on Maxwell Road with large single panes of glass which retain their horns. These appear from the mid-1830s to support the large heavy panes of glass which it was then possible to make.

Elsewhere there is widespread use of small paned sashes. In particular the (former) banks have small paned sash windows often with stone decorative surrounds that work with their classical style. There is normally a hierarchy of size rising from large to small the further up the building. The sashes are typically Georgian six over six although there are larger examples such as the twelve over nine on the first floor of the telephone exchange reversing the traditional hierarchy. Most of the glazing bars are fairly narrow although those on the Coral building appear to be self-consciously thick in a Queen Anne revival style.

Later buildings continued to use the small paned sash in order to sit well within their context as at Green Hill Court and at Rowland Place although these have since been replaced.



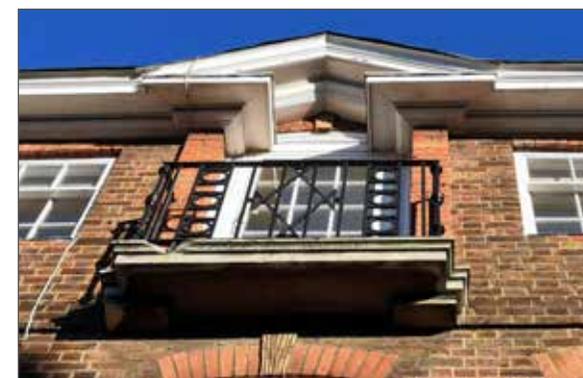
*Crittall window*



*Ogee and dormer windows*



*Bay window with small paned sashes*



*Glazed door with broken pediment and balcony*

### 3. Architecture

The shopping parades also use sash windows on their upper floors. Number 35 Green Lane has an interesting broken pediment above a full length glazed door with a small balcony. On Maxwell Road the parade of shops has several examples of smaller panes in the upper sash with a single pane in the lower sash which is typical in the late Victorian/Edwardian era. These are also found on Northwood College main building and on the ground floor of The Briary.

Traditional casement windows are found in both wood and metal. The police station neatly illustrates this with small wooden paned casements on Murray Road and metal leaded light casements with top opening windows on Maxwell Road reflecting the different character of these elevations. The metal casements with leaded lights are consciously archaic on Tudor style buildings of the police station or numbers 51 and 48 Green Lane. No 32 Maxwell Road has good metal casements with leaded lights that contribute to its seventeenth century revival character.

The Post Office on Green Lane has particularly well preserved fenestration with metal framed leaded light casements with mullion and transom windows on the first floor and mullion only on the second floor. The ground floor has stone mullion and transoms with a central arch.

There are remaining examples of twentieth century Crittal windows on Chester Place on its staircase towers with curved decorative metalwork below the cills.

There are many examples of bay windows and several distinctive oriel windows. Bay windows developed during the nineteenth century and allowed more light into houses. There are examples on the shopping parades as at Barclays Bank and numbers 31 and 33

Green Lane however they are predominantly found on the residential streets. There are single storey examples particularly at the end on Murray Road with small panes as well as many double height examples on both sides of Murray Road. Although the form of the bay window survives very few of their original windows survive.

There are some ogee windows on the upper floors of several shops. At Green Lane, these are unusual and historicist in feel. They are supported on brackets and consist of two windows, each with three lights and a decorative plaster panel between with individual hipped roofs. Where they survive they have an unusual combination of narrow wooden sashes with leaded lights. The parade on Maxwell Road has highly decorative ogee windows on the first floor with diamond shaped leaded lights a central arch with tiled roof.



*Ogee window in Tudor/Flemish style*



*Single pane timber sash windows with horns*



*Six over one timber sash windows with horns*



*Six over six timber sash windows*

### 3. Architecture

There are a number of dormer windows on the residential roads which reflect the arts and crafts/ vernacular character of these roads. The police station has prominent pitched roof examples which break through the eaves where as those at Northwood College are large and hipped. On Murray Road there are several cat slide examples while the Maxwell Road parade has some really unusual examples which erase the side walls and are simply a pitched roof.

Developments in glass making allowed really large pieces of glass to be constructed and even curved. There is a particularly good example of this at the shop front at 46 Green Lane.



*Nine over nine timber sash with horns*



*Metal casement, leaded lights*



*Small paned timber casement*



*Six over six timber sash with horns stone architrave*



*Six over six timber sash window with horns*



*Serliana transom and mullion window with leaded lights*

### Doors

Historic doors are normally the most important feature on the most visible side of the building. They are traditionally constructed of wood and mostly painted although where the wood is of a high quality it is left uncovered. Typically they have a door surround and sometimes have glazing above and/or to the side and in this area they often have a decorative porch. Some original door furniture survives. Collectively the surviving historic doors contribute greatly to the character and appearance of the area.

The doors vary between the commercial and residential areas reflecting their different purpose. In the commercial areas the most notable surviving doors are on the financial buildings elsewhere the shop fronts have been removed and doors lost. Solid unpainted wooden panelled doors survive particularly on the financial institutions or public buildings although Chester Place preserves its 1930s five panelled door with original door furniture as does the Methodist Church and the Police Station. Residential examples can be found at 30 and 32 Maxwell Road.

Elsewhere within the residential areas there are many half glazed doors which increase the light levels internally within the hall areas. Good examples can be found at numbers 26 and 28 Murray Road which retain their stained glass. There are also good commercial examples on the side of the Post Office and Nat West bank.

The doors sometimes preserve original brass door furniture such as door knobs, knockers and letter boxes which all contributes to the rich character of the area.

There are many good door surrounds which include door hoods. The financial institutions have particularly good carved stone door surrounds some with decorative swags or carved lettering. The Coral building has a carved wooden surround with door hood on scrolled brackets in a Neo-Georgian style. The arched stone hoods on the side doors of the Post Office and Nat West are particularly fine.

The area is also notable for the number of finely detailed porches some constructed in wood as at number 12 and 32 Murray Road, more modest examples can be found at 26 and 28 Murray Road. Others are brick with recessed doors as at Northwood College or numbers 33 and 35 Murray Road. The Police Station has a stone porch on each elevation one external the other internal.



*Half glazed timber door with classical timber surround*



*Curved stone door hood and original timber door*



*Half glazed timber door with decorative stone door surround*



*Half-glazed timber doors, arched porch, terracotta decoration*

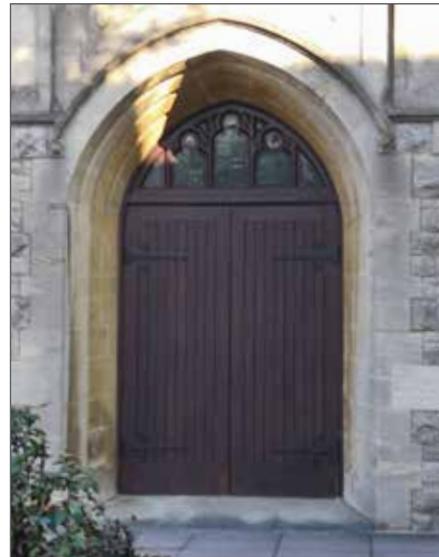
### 3. Architecture



*Art Deco five panel door with original door furniture*



*Metal door gate, original tiling and sign*



*Pointed arch opening for wooden door and door light*



*Recessed half glazed timber door under Tudor stone porch*



*Neo-Georgian painted timber door surround*



*Timber double door, door light*



*Natural wood door and door light with carved stone decoration above*



*Original recessed door and stone door surround*

### Roofs

The historic roofs are an important contributing factor to the character and appearance of the conservation area.

There are a variety of roof types within the area although pitched or hipped roofs predominate particularly in the residential roads. Murray Road has many examples of hipped roofed semi-detached houses which create a distinctive visual rhythm. There are also several simple gable roofs at the end of Murray Road set perpendicular to the road.

Another feature of the roofs in the area are the number of gables varying in scale and prominence. These are typically pitched such as numbers 16, 14 and 12 Maxwell Road or numbers 25 and 27 Murray Road. There are however two examples of unusual Dutch Gambrel gables. Number 29 and 31 Maxwell Road have gables with catslides. The roofs of 22 to 8 Maxwell Road combine hipped roofs with large gables although two of the gables are in fact hipped which contribute to the cottage character of these houses. The gables on the parade at Station Approach create a striking rhythm on both Green Lane and Station Approach.

Other roof types are the mansards found on The Pavement or the parapet roofs found along Green Lane. These are reserved for the financial buildings where they are either stone balustrades or built up in brick. Their roofs are mostly discreetly positioned behind although the Coral building's roof remains prominent above its parapet and contributes to its landmark corner composition.

There are examples of flat roofs in the area notably at Chester Place and over the railway bridge and less attractively the rear of 27 Maxwell Road.

The chimney stacks and their pots contribute to the interest and character of the roofs. These vary from small examples on the Green Lane shopping parades to tall and prominent examples such as Northwood College and 20 Maxwell Road. The police station has particularly large square examples while on Station Parade they contribute to the rhythm of the roofs. The gable stack is treated decoratively on the side elevation of the Post Office.

The roofing materials are predominantly tile throughout although there are examples of slate at the Maxwell Road parade of shops, Clive Parade or the engine sheds. The limited roof palette contributes to the character of the area.



*Half-timbered gable, hipped roof, brick chimney stack*



*Three quarter hipped roof*



*Prominent gables*



*Dutch gambrel roof*

### 3. Architecture



*Stone balustrade*



*Gable roofs with half-timbered gable*



*Hipped roof with cat slide*



*Hipped roof with decorative brick stack*

### Rear Elevations

Rear elevations can also contribute to the character of the area. The rear of Clive Parade is prominent along Maxwell Road, and is designed to be seen. The back of the parade on the other side of Maxwell Road is also prominent from Murray Road where its appearance is a little shambolic. The rear of 39-51 Green Lane is visible from Oaklands Gate where the pitched roofs have a pleasing rhythm and contribute positively.

### Front Boundary Treatments and Gardens

These features are confined to the residential areas of the conservation area and demarcate them from the commercial areas. The plots were consciously designed to allow for both small front gardens and a larger back gardens. While there has been a deterioration in the quality of the front gardens many having been hard surfaced, those that survive contribute greatly to the character of the area as do the views through to the rear gardens. The greenery and boundaries collectively soften the architecture.

There are a variety of boundary treatments from low dwarf brick walls to different styles of fencing some combined with hedging. Elsewhere hedges alone form the boundary. Occasionally there are examples of wrought iron fencing combined with low brick walls. The boundary treatments are overwhelmingly low in character so that the houses and front gardens can be seen behind. The combination of boundary treatments and the gardens all contribute positively to the area.

Of particular note is the carefully designed original fencing and gates around the Police Station. This Arts and Crafts style wooden fence is combined with a slightly higher laurel hedge set behind.

The low brick wall and extensive lawns and small ornamental trees outside Greenhill Court contribute positively to the entrance of the conservation area. Also of note are the original railings set into a dwarf wall outside the telephone exchange.

On Murray Road most of the front gardens have been given over to parking however where there are remaining boundaries the impact is not so great. Where the front is devoid of boundary or features the effect is desolate and hard.

The cottages on Maxwell Road still mostly retain their front gardens which contribute greatly to their appealing character and composition.



Rear of 3-27 Maxwell Road



Rear of 39-51 Green Lane



Dwarf wall



Arts and Crafts fence and gate with laurel hedge



*Low close board fence*



*Wrought iron railings*



*Hedging*



*Laurel hedging*

### STREET TREES

During the Victorian Period the planting of street trees became widespread. Maxwell Road and Murray Road reflect this and are lined with avenues of trees along their pavements. The commercial roads, Green Lane and Station Road in general lack greenery and specifically lack street trees with a couple of notable exceptions.

The oak tree next to the War Memorial at the junction of Green Lane and Maxwell Road War is a prominent feature in the town centre which pre-dates the building of the War Memorial.

Both Maxwell Road and Murray Road reflect the trend for street trees with their avenues of pollarded lime trees. The larger specimens seen in Murray Road were planted as part of the original street pattern dating back to the turn of the century. The front boundaries of the old police station at the junction of Maxwell Road and Murray Road feature London Planes which have also been pollarded, a form of tree maintenance which enables potentially large trees to be retained at a manageable size.

Throughout the Conservation Area mature ornamental conifers can be seen in private gardens, including a *Sequoiadendron giganteum* (Wellingtonia) in Maxwell Road, *Pinus austriaca* (Austrian pine) in Northwood College and a number of cedars throughout the area. Many of these exotic trees were introduced into Britain from the 1850's and fuelled the Victorian interest in planting new and exotic species.



*Tree, corner of Eastbury Avenue*



*Tree, Green Lane next to the War Memorial*



*Street trees, Murray Road*

### STREET SURFACES

The street surfaces are modern and do not contribute greatly to the character of the area, at best the effect is neutral at worst negative. Along Green Lane there is a combination of concrete slabs and mostly granite curb stones with occasional areas of modern blocks across the access ways. Station Approach, Dene Road and Hallowell road are tarmac.

Maxwell Road is entirely tarmac with granite curb stones while Murray Road is mostly laid to tarmac with patches of concrete slabs notably outside the synagogue and a small area outside the police station with granite curb stones. Murray Road has a narrow verge running along it that creates a gully between it and the curb stone. This adds to the character and distinctiveness of the road.

### STREET FURNITURE

Street furniture can make a positive contribution to the character of conservation areas. There are several sets of bollards within the conservation area to protect the pavements from traffic damage. These are all modern and are variously either concrete (Station Approach) or fibreglass painted black (Green Lane/Oaklands Gate corner and crossing). The crossing close to the Green Lane junction with Maxwell Road has protective metal fencing painted black.

The lighting throughout the conservation area is modern and varies from the tall black lamps along Green Lane to shorter metal lamps on the side roads.

There are a number of wooden benches to be found some with metal sides others entirely in wood. Of particularly positive character are those around the trees next to the war memorial and Rowland Place.

Several historic letter boxes survive, one outside the former post office on Green Lane and the other close to the war memorial. These add character and texture to the area.

There is a lot of modern street furniture that is typical of any high street, signage, bins, bus stops, bike stands, modern phone boxes that in itself is not harmful but cumulatively can have a detrimental effect. This is particularly noticeable in the section of Green Lane east of the railway.



Wooden Northwood sculpture



Timber wrap around bench



Letter box



Wood and metal bench

**VIEWS**

Views form an important part of the character of the conservation area. These include both those internally as well as those into and out of the area.

The roads are predominantly straight with the exception of Green Lane which gently curves. The straight lines of the roads allow for long views in both directions. The topography of the area rising to high points at the railway bridge and on the east side of the railway create interest and variety both looking up and down.

The most significant views are those from the bottom of Green Lane looking up towards the railway bridge with the parades of shops climbing the hill and Chester Place closing the view. Another view of note is that from the top of Maxwell Road looking down the hill as it blends into green trees or back down along Green Lane to the greenery beyond the parades of shops and hills in the distance.

Views out of the area of note are those in either direction from the cross road of Green Lane with Station Parade and Eastbury Avenue. There is a gritty urban view down to the station car park and along the train track in one direction while in the opposite direction there is a verdant view along Eastbury Avenue. These views form an important contribution to the setting of the conservation area. Looking out of the conservation area to the east along Green Lane is another key view, again the setting of the area is enclosed in greenery.

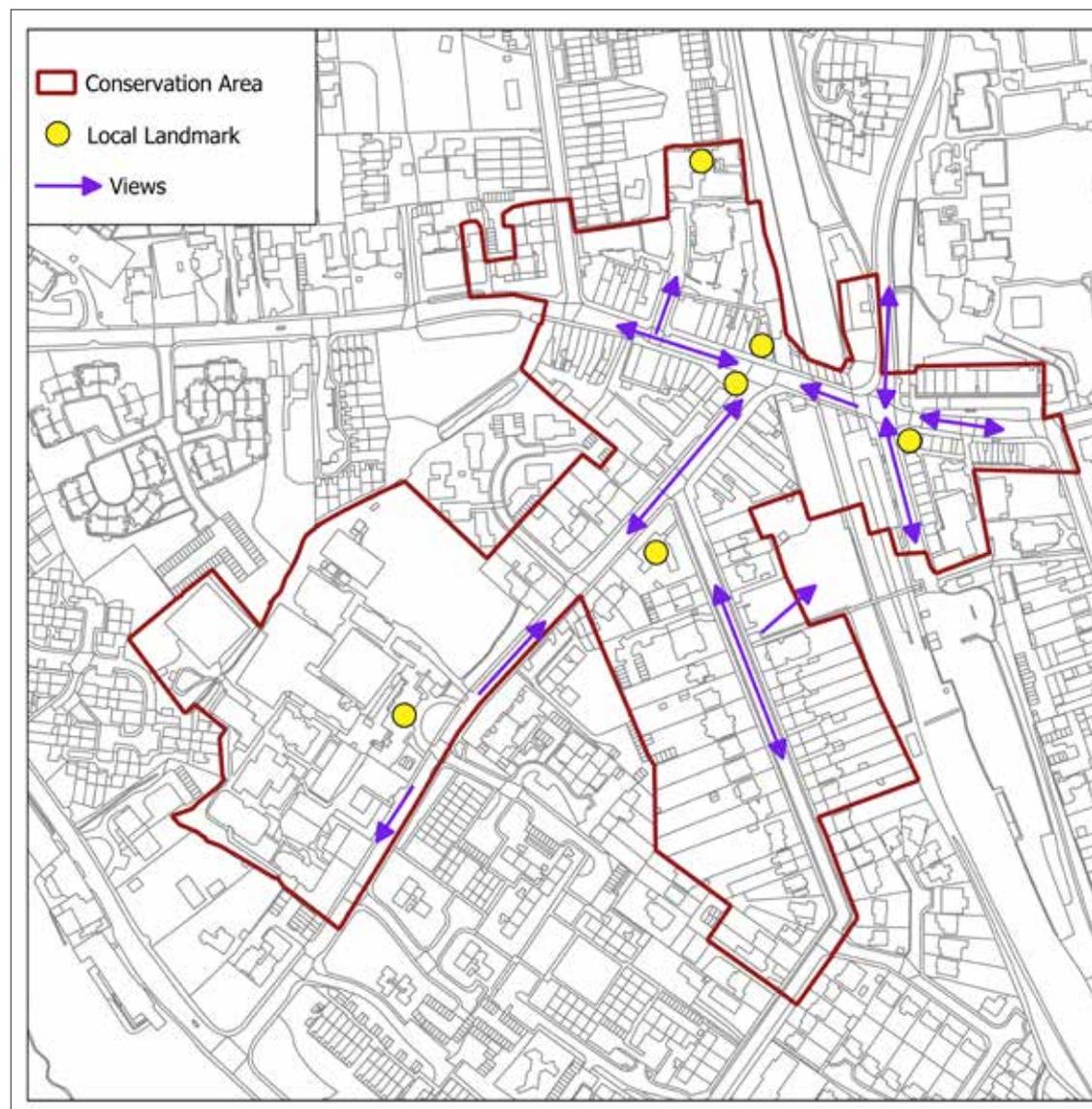


Figure 7 Views Map

## 4. Public realm



*View north from Station Approach*



*View south from Station Approach*



*View north along Oaklands Gate*



*View south from Maxwell road*



*View east along Green lane*



*View west along Murray Road*

## 5. Negative elements and opportunities for enhancement

This section discusses some of the issues that have harmed the special historic and architectural character of the conservation area. The National Planning Policy Framework and the Council's policies require applications to either preserve or enhance the character of the conservation area when the opportunity arises. This includes the removal of negative elements as described here.

By far the greatest harm to the conservation area has been caused by the replacement of original windows and doors. The majority have been replaced with UPVC which is ill fitting and lacks the character and charm of the originals. This has occurred on a wide scale both in the commercial and residential areas and includes the replacement of shop fronts. Particularly harmful examples are found at Rowland Place. Original doors and windows and shop fronts that survive must be preserved and where replacements are proposed for UPVC they should seek to improve upon this.

The resurfacing of front gardens for car parking is particularly detrimental when the front boundaries have also been removed. This breaks up the original character of low boundaries and hedges and creates unattractive and detrimental gaps on the residential roads.

The entrance to Waitrose Car Park is detrimental to the residential character of this road and also creates a long gap. Increased landscaping close to Murray Road would soften the impact.

There is a lot of street clutter along Green Lane particularly on the stretch to the east of the railway with numerous bus stops, bike stands, benches, bins

and signage. Large bins have been parked outside restaurants. Rationalising these would enhance the conservation area.

Unauthorised signage as well as numerous estate agent signs are having a detrimental effect on the conservation area. Unauthorised signage should be enforced and sale/rental signs removed once no longer needed. Some signage is old and could benefit from improved replacements. There are also two public telephone kiosks which are largely unused and have large unsightly advertising on the rear. Their removal would enhance the area.

Although the area is generally well cared for there are some examples of poor maintenance such as the landscaped area to the right of the access road to Northwood Library.

Two negative buildings have been identified in the buildings audit map. These are collectively the rear of the Maxwell Road parade of shops set against the Waitrose delivery area and Northwood Library buildings next to Oaklands. These two groups of buildings offer scope for enhancement.



*Rear of 3-27 Maxwell Road shops*



*Rowland Place, UPVC windows*



*Large bins outside Pizza Hut*

## 5. Negative elements and opportunities for enhancement



*Advertising on telephone kiosks*



*Street clutter*



*Old signage*



*Netting*

## History

### Early History

Northwood was part of the ancient parish of Ruislip which consisted of Westcot (Ruislip), Ascote (Eastcote) and Norwood. It was always the smallest of the three settlements separated by a swathe of woodland across the centre of the parish and located on higher ground. There are no pre-Roman finds and any theories of Roman settlement are unsubstantiated in the parish. Where there have been archaeological investigations they lie just outside the conservation area on Hallowell Road and south of the London School of Theology on Green Lane.

In 1087 the Manor of Ruislip was given to the Norman Abbey of Bec which was administered from a priory on the site of Manor Farm, Ruislip. By 1300 they had an outlying manorial property at Northwood, close to the site of The Grange at the cross road of Green Lane and the Rickmansworth Road.

In 1404 Henry IV confiscated the manor and passed it to his son John Duke of Bedford with reversion to the king and his heirs which occurred on his death in 1436. Henry VI then leased the manor to his chancellor John Somerset in 1437 which included "the plot called Northwode" which consisted of The Grange and its estate. Later In 1451 Henry VI gave the reversion of the Manor of Ruislip to his foundation King's College, Cambridge who owned it until the twentieth century.

A college terrier (a type of list) of 1565 records that there were ten houses by this date at Norwood. The settlement remained small throughout the seventeenth and eighteenth centuries and is shown in John Roque's map of 1754. Dwellings are scattered

along the Rickmansworth Road where it meets Ducks Hill Lane. To the south a road leads off to the east into the fields with a handful of dwellings, this may well be Green Lane.

### Nineteenth Century

Between 1804 and 1814 large areas of land either side of the Rickmansworth Road were enclosed and new farms created. The enclosure map of 1806 illustrates the planned enclosures for the area and scattered farms in the outlying fields. In 1809 John Rowe bought The Grange, and soon after began acquiring several surrounding farms including Green Lane Farm and Green Hill Farm and built up the estate of The Grange.

Beyond agriculture, the area was also known for extraction of its natural resources of gravel, chalk and clay and consequently there was brick and tile manufacture as well as lime. Kiln Farm at the end of Maxwell Road takes its name from its use as a brick and tile manufacturing site. A chalk pit was discovered in 1978 at the corner of Green Lane and Dene Road. By the 1860s chalk mining had stopped and the pits were capped.

In 1854 Holy Trinity was built and a new ecclesiastical parish created for Northwood. By the time of the 1881 census and on the eve of the major changes in the area, there were 60 houses and 257 people living in Northwood. The Ordnance Survey map of 1886 illustrates the rural character of the area prior to the arrival of the railway. Green Lane winds its way through the fields to the seventeenth century Gateshill Farm, passing Green Lane Farm and on the hillside to the north Greenhill Farm.



Figure 9. John Roque's map of Middlesex, 1754 (detail), courtesy of Uxbridge Local Studies Collection

In 1832 John Rowe sold the Grange Estate to Nicholas Soames who in turn sold it to David Carnegie of Eastbury Park just over the border into Hertfordshire in 1857. On 25th March 1887 Carnegie sold the Eastbury estate including The Grange estate with 762 acres in Northwood for £59,422 to Frank Murray Maxwell Hallowell Carew (1866-1943) for development.

The sale was completed on the understanding that the proposed Metropolitan Line extension from Harrow to Rickmansworth would include a station at Northwood, quarter of a mile to the east of the village, on Green Lane. On 20th August 1887, the new station was duly opened. On 8th October 1887 a writer in the *Watford Observer* stated that no houses were visible from the station platform and there was a propensity of nightingales.

Carew immediately commenced the planning of new roads named after himself, his wife and his sons and the carving up of land into building plots. Maxwell, Murray and Hallowell Road were laid out to the south of Green Lane and Dene Road and Eastbury Avenue to the north. He also stipulated the cost of the houses, houses on Murray Road were to be £400 for a detached house and £700 for a semi-detached pair while those on Dene Road and Maxwell Road would be a minimum of £750 for a detached and £1300 for a semi-detached pair. Carew also laid out areas for shopping and covenants precluding the establishment of industrial works. Although not a building developer, Carew clearly left his mark on the area giving it its physical layout as well as its social makeup.



Figure 9. Enclosure map parish of Ruislip, 1806, courtesy of Uxbridge Local Studies Collection

Carew sold the plots in a series of ten sales in a marquee on the estate accompanied by a free lunch between September 1887 and July 1891. The last to be sold was the plot for Oaklands House.

One of the first buildings to be built in 1887 was the Northwood Hotel at the junction of Green Lane and Maxwell Road now replaced with a 1960s shopping parade. The landmark building was constructed from the local Elkington bricks. The plots for shops on the other side of Maxwell Road had been sold by 1888 and were priced between £75-£80.

Between 1890-92 Miss Catherine Buchanan-Smith and her brother-in-law purchased building plots on Maxwell Road for a school so that they could move their girls school from Endsleigh Gardens in central London. In 1892 the purpose built school building was completed and Northwood College opened its doors. In 1893 they acquired The Briary next door for a boys prep school. Further purchases of land followed in order to provide the necessary facilities. By 1891 there were 115 houses, one shop and three public houses in Northwood almost double the number of houses of the census of ten years earlier.

The 1896 Ordnance Survey map clearly illustrates the enormous changes that the area had undergone. The railway divides the area on a north/south axis and the roads have been laid out. The plots of land are also clearly demarcated although at this date not many of the buildings had been completed. Oaklands had been built as had the Northwood Hotel and some of the parade of shops opposite and Northwood College and the Briary on Maxwell Road and several houses on the west side of Murray Road (including numbers 16, 18 and 20).

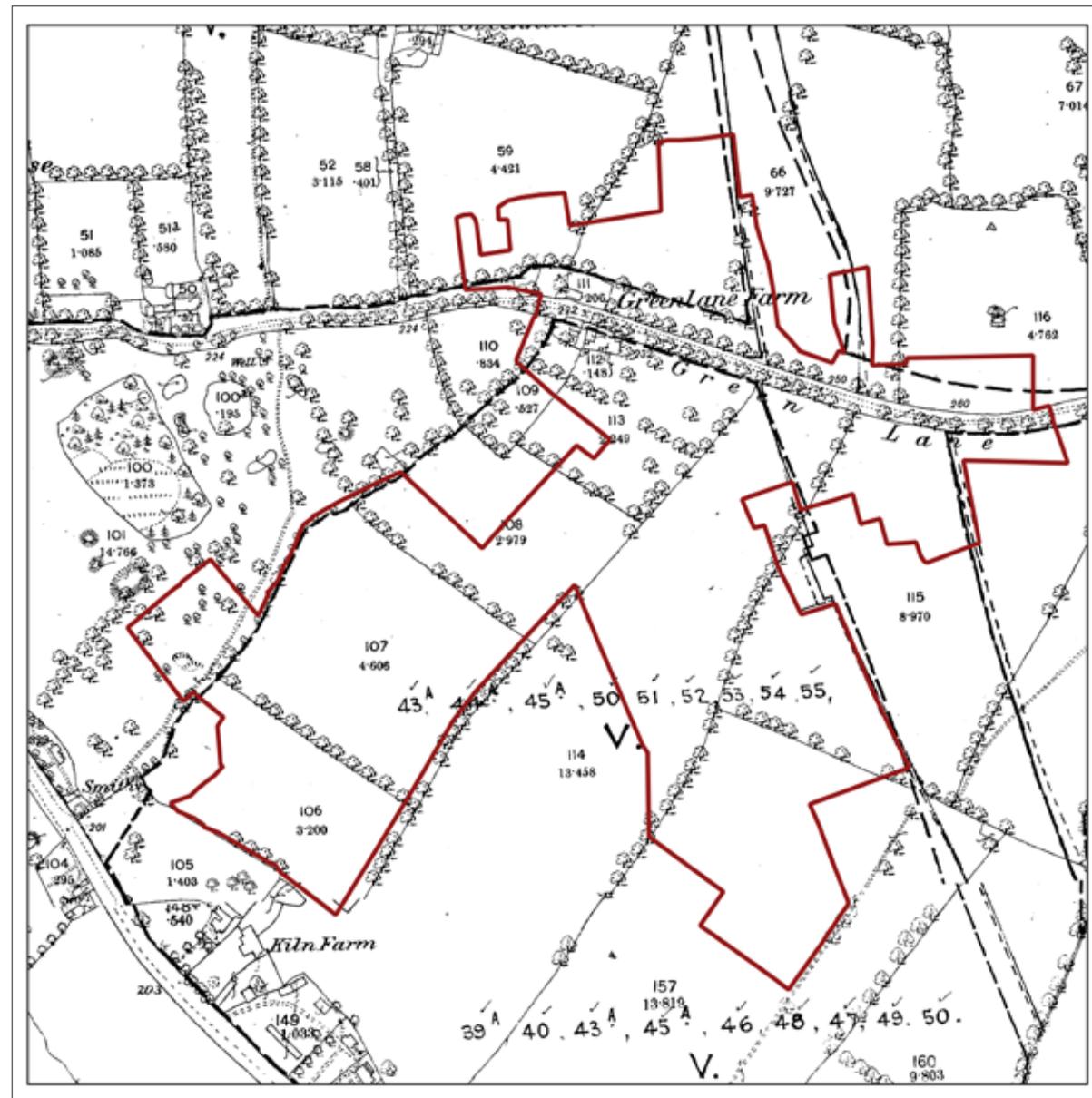


Figure 10 Ordnance Survey map, 1: 2500, 1886 © Crown copyright and database rights 2019 Ordnance Survey 100019283

### Twentieth Century

By 1901 the population of Northwood had increased exponentially to 2500 in five hundred houses with twenty-six shops and was now considerably larger than Ruislip or Eastcote.

The newcomers wanted street lighting, made up roads and main drains. They campaigned for a new local authority to replace Ruislip parish council and in 1904 the Ruislip-Northwood Urban District Council was set up. Initially it met at 7 Maxwell Road and in 1911 moved to Oaklands.

In 1910 the police station was finally built at the corner of Maxwell and Murray Road. This followed opposition by local residents who thought it would lower the tone of the area and the case went to court. The judge allowed the construction provided the light was white rather than blue over the door.

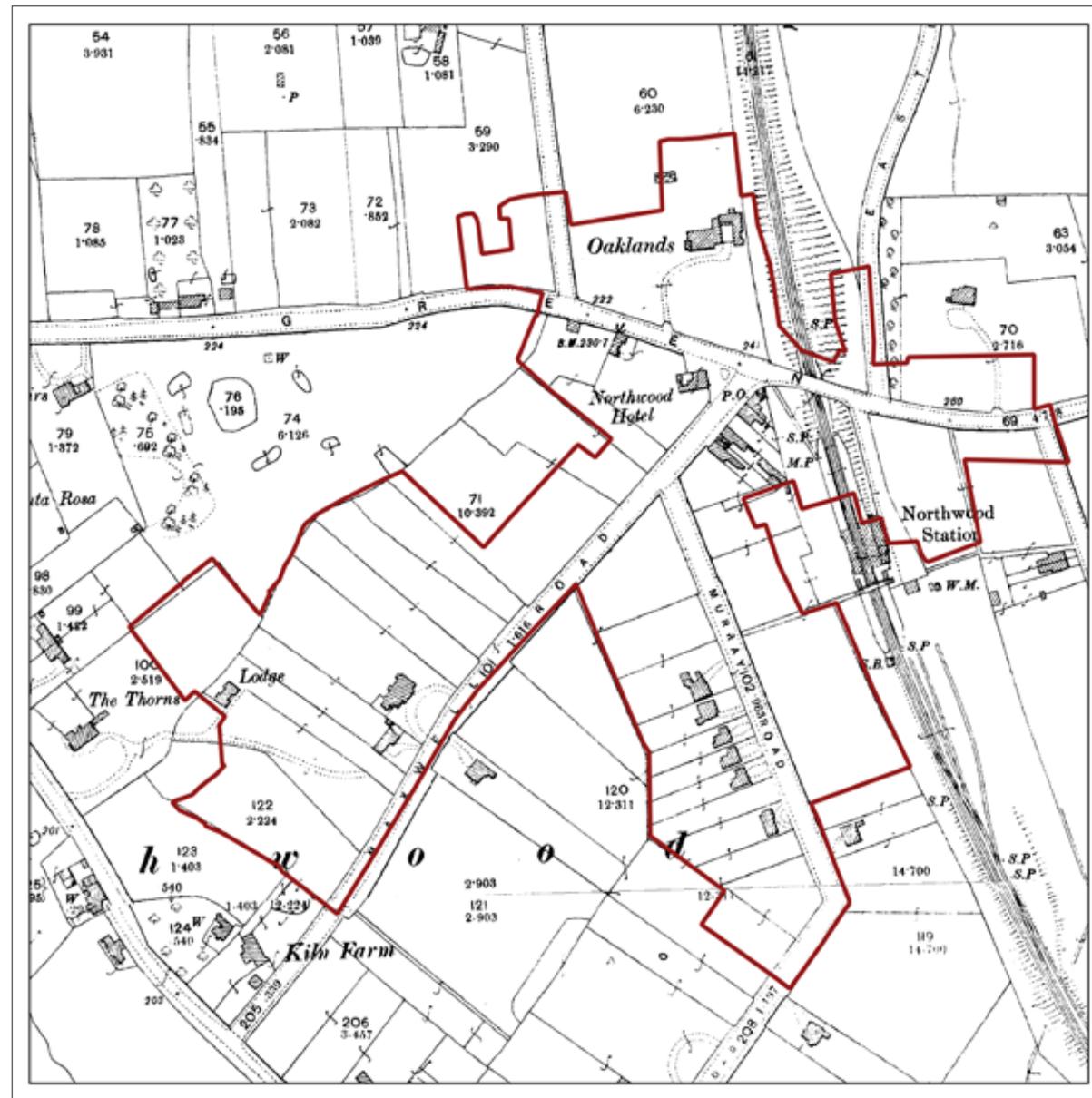


Figure 10 Ordnance Survey map, 1: 2500, 1896 © Crown copyright and database rights 2019 Ordnance Survey 100019283

There is a further cartographic snapshot of the area in the Ordnance Survey map of 1914. Since 1896 many more houses have been built. The east side of Murray Road has been completed and several new houses have been built on the west side at the southern end. On Maxwell Road number 30 has been built as well as a run of eight modest detached houses on the west side (numbers 22-28) and some large detached houses south of the police station.

The parade of shops at the top of Maxwell Road has also been completed while development has begun along Green Lane itself with the construction of The Pavement. There is also a building within the curtilage of Oaklands directly on Green Lane which may correspond to the parade of shops numbers 39-51 which are dated 1911 on the street front.

A large house has also been constructed on the corner of Dene Road and Green Lane. The sheds behind Station Parade also appear by 1914 and the single storey post office at the corner of Eastbury Avenue. Major development occurs outside the designated area along Dene Road and Hallowell Road and further east on Green Lane.

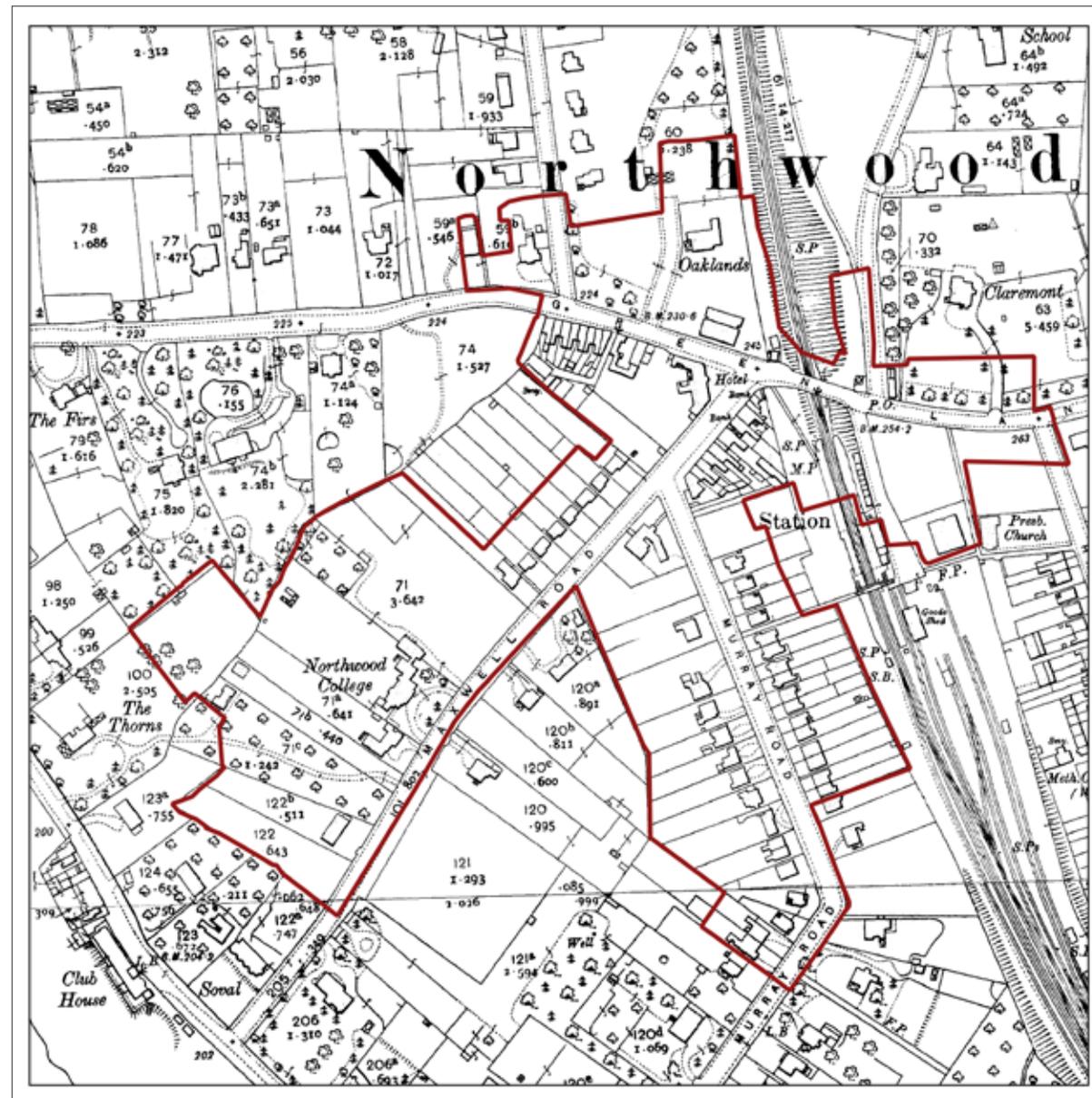


Figure 11 Ordnance Survey map, 1: 2500, 1914 © Crown copyright and database rights 2019 Ordnance Survey 100019283

Post 1914, further parades of shops were built on either side of Green Lane up to the junction with Maxwell Road. Old photographs show these had been built before the war memorial was erected in 1921.

Following the end of the First World War a committee was set up to choose a design for a war memorial. The chosen design was by a local man Mr F D Bedford and the location was chosen outside the Northwood Hotel on land donated by Benskins Brewery, Watford. The memorial was unveiled in 1921 at a ceremony attended by 4-5000 people.

In 1924 The Northwood Methodist Church opened on land between Oaklands and Dene Road donated by a Mr Fielding. In connection with this the driveway to Oaklands appears to have become the road Oaklands Gate. A tin tabernacle was moved from Hallowell Road as a youth hall. By the mid-1920s Green Lane to the west of the railway was much as it is today.

In 1907 Harry Neal had moved his building company to Northwood and began his long association with the area. In the 1920s he built Station Parade and the corner building which was the National Provincial Bank (now the Coral building) which is dated 1926. He also produced designs for a parade further to the east on Green Lane. The corner section on Hallowell Road, numbers 76-78 was completed as planned the rest of the plot was not developed until later in the 1930s as Chester Place to a more avant garde design. With the exception of Rowland Place, the conservation area was much as it is today by the time of the 1935 Ordnance Survey Map.

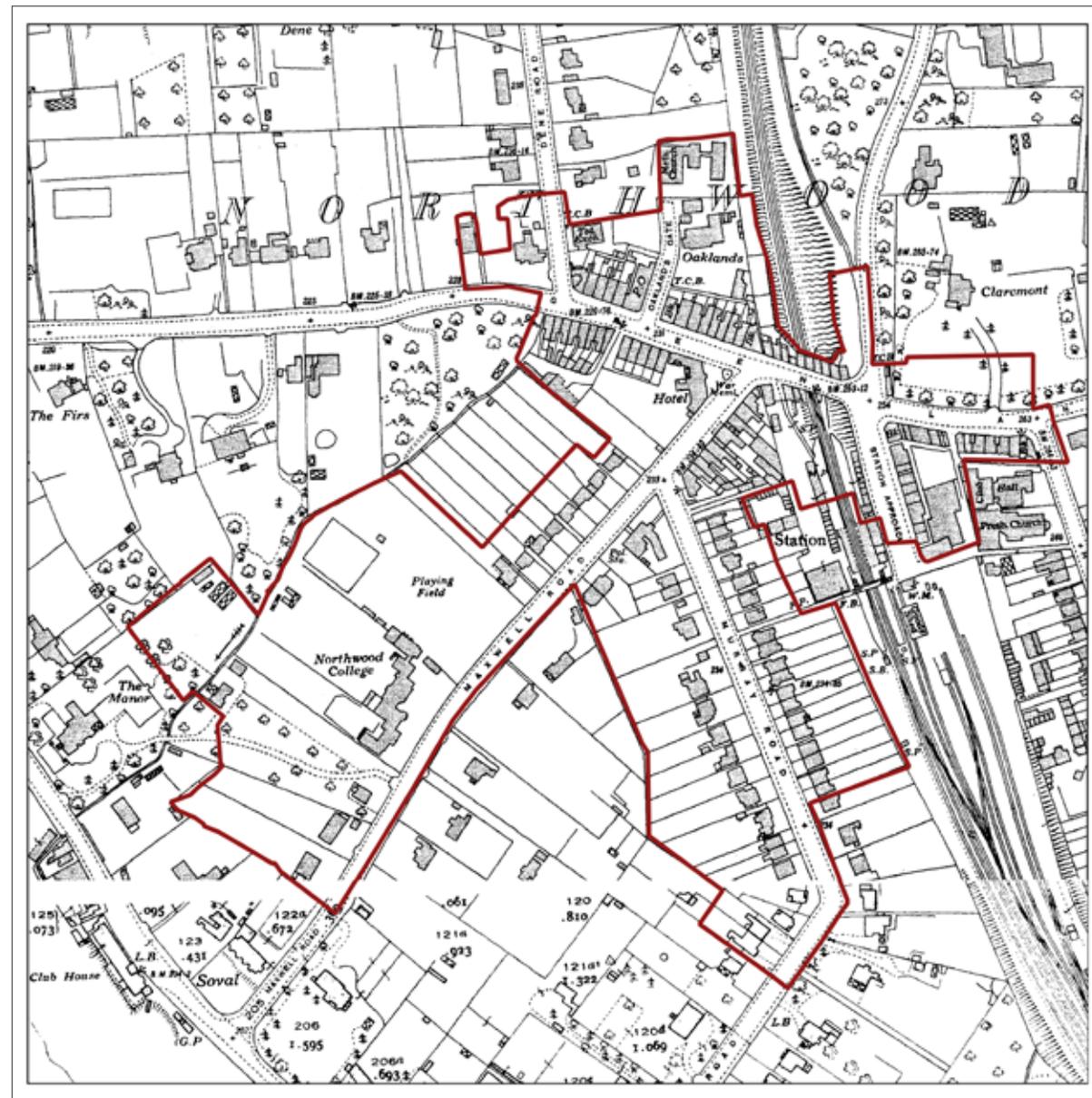


Figure 12 Ordnance Survey map , 1:2500, 1935 © Crown copyright and database rights 2019 Ordnance Survey 100019283

In the 1960s there were a few minor additions, a garage (now café) on the corner of Eastbury Avenue and Green Lane and additional buildings to the rear of Oaklands. During the 1960s the Northwood Hotel was demolished and replaced by Clive Parade, a shopping parade that extends along Maxwell Road. Rowland Place was constructed and the railway station was rebuilt so that the entrance is now closer to Green Lane. These changes are all visible on the Ordnance Survey map of 1974.

In 1966 the Ruislip-Northwood Urban District Council was merged with other nearby Councils and the London Borough of Hillingdon created. Oaklands was vacated by the Council and offered to the Liberal branch of Judaism, the tin tabernacle had been demolished behind and a new synagogue was added to the rear of Oaklands in 1977.

In 1987 Waitrose opened with access to its car park created on Murray Road and more recently a number of modern apartment blocks replacing earlier buildings have been constructed on Murray and Maxwell Roads.

The history of the conservation area highlights the enormous changes the wider area underwent at the end of the nineteenth century following the arrival of the railway. Prior to this, Northwood had been a sleepy hamlet on the Rickmansworth Road that had remained unchanged for centuries. The development of the area by Frank Carew permanently shifted the centre of Northwood away from the Rickmansworth Road onto Green Lane next to the railway. The pattern of urban development that he laid out with its interest in social engineering set a template that would be followed elsewhere in the area in particular the Soutar Plan for Ruislip. For this reason the conservation area is an important and interesting early example of suburban development in North-West London.

## Historic England Guidance

Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2016)

This guidance sets out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.

[historicengland.org.uk/images-books/publications/conservation-area-designationappraisal-management-advice-note-1/](http://historicengland.org.uk/images-books/publications/conservation-area-designationappraisal-management-advice-note-1/)

The checklist below has been taken from this publication and has helped to identify the buildings that make a positive contribution to the historic and architectural character of the conservation area.

- Is the building the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape eg a significant wall, terracing or a garden building?

- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

### Additional criteria set by the Council:

- Does the building have architectural, historical, archaeological, evidential, artistic or communal significance that contributes to the character or appearance of the conservation area?
- Has the building retained its original design, materials, features and setting or ones that are appropriate to its style and period?
- Does it contribute to the evolution and diversity of the conservation area
- Was it built by an important local builder or one who also built other significant buildings in the area?

### Conservation and Energy Efficiency

Historic England have produced useful guidance on how homeowners can improve energy efficiency and reduce carbon emissions whilst still respecting the historic and architectural significance of their properties. For more information follow this link: [historicengland.org.uk/advice/your-home/](http://historicengland.org.uk/advice/your-home/)

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