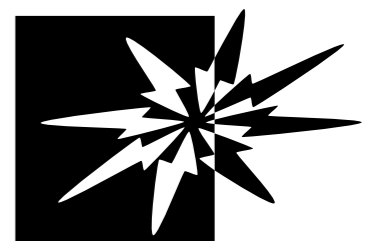
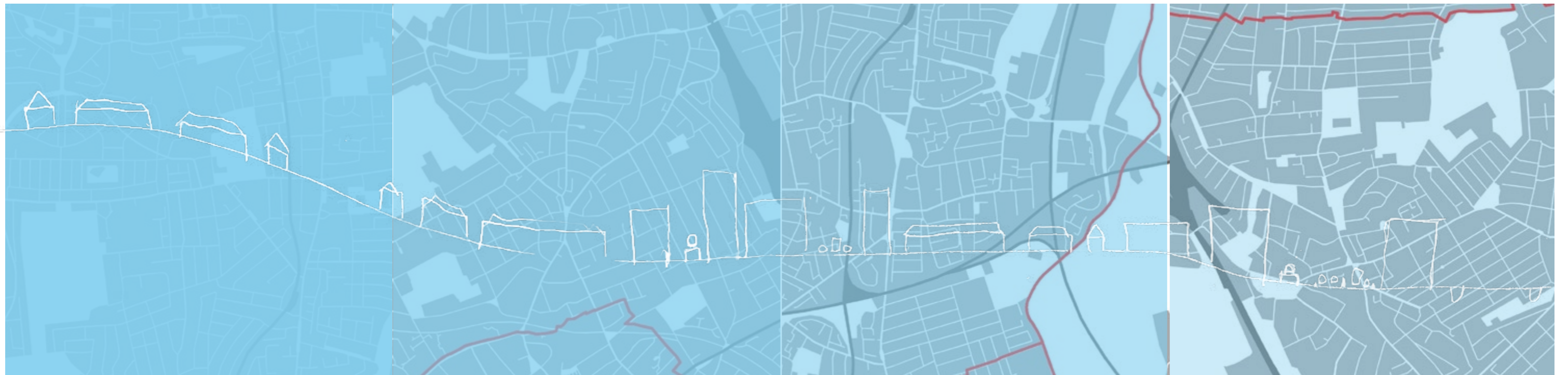


# Urban character study

February 2015



**Haringey** Council

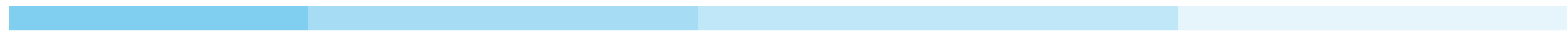
# Foreword

The Urban Characterisation Study is one of the key evidence studies to support Haringey's Local Plan, including our emerging Tottenham AAP, Development Management policies and Sites Allocations DPD, as well as future policies such as the planned Wood Green AAP. The study helps us identify areas with high townscape or landscape value, to identify appropriate locations for tall buildings and high density, to identify issues adversely affecting the quality of townscapes, to guide the urban design of new development in regeneration areas, and to protect significant vistas and view corridors. We hope that it will also provide a useful resource for those seeking background information on some of what makes different areas of Haringey distinctive, interesting and beautiful.



"If you wish to have just a notion of the magnitude of this city, you must be satisfied with seeing its great streets and squares, but must survey the innumerable little lanes and courts. It is not in the showy evolutions of buildings, but in the multiplicity of human habitations which are crowded together, that the wonderful immensity of London consists.  
**Samuel Johnson**

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# Purpose and objectives

## background and purpose

The Council has produced this study as an evidence base for Haringey's Local Plan documents. These include, the Development Management DPD, Site Allocations DPD and Area Action Plans, in accordance with the National Planning Policy Framework (NPPF).

Delivering change whilst safeguarding the best and improving the rest of the borough's distinctive character, requires a clear understanding of urban character, structure and form. This study will assist the Council in the long-term task of placemaking, identifying how each place functions, feels and looks, and setting out those distinctive characteristics which need preserving.

This study will provide an objective, thorough and analytical outlook of the borough. It identifies the components of local character and distinctiveness and highlights those aspects which make Haringey unique. It will guide decisions on the location, type and form of new development and identify the parameters for urban form in the borough, including the location of tall buildings. The study evaluates and builds upon existing evidence base, including conservation area appraisals, Upper Lee Valley OAPF, Wood Green SPD, Open Space Strategy and other relevant documents.

The study recommends a set of place principles which would help form an urban design framework for Haringey. In addition to being a formal evidence base to our planning documents, the study can be utilised as a general urban design reference document for the council, its partners and design and construction professionals working in the borough.

## objectives

- 1** Assess the borough and its wider context and how this has contributed to its sense of character today - highlighting positive and negative aspects and distinguishing features.
- 2** Provide an understanding of the growth and shape of the borough over time from early settlement patterns to modern day; detailing key milestones, architectural periods and population growth.
- 3** Identify different urban types that are typical for certain areas of the borough and set out their key characteristics, strengths and weaknesses.
- 4** Identify the distinct and recognisable neighbourhoods that make up the borough and analyse their landscape structure, settlement history, physical, social and visual character and set out any opportunities which could improve their character.
- 5** Analyse the urban form and density levels across the borough and identify areas which might be suitable for intensification in the future.
- 6** Analyse building heights across the borough and propose a place specific building height strategy that includes recommendations where tall buildings might be located.
- 7** Identify 'Haringey specific' place principles for particular areas in the borough based on their distinctive character, which can be used to inform planning policy and regeneration projects.
- 8** Educate and raise awareness of the borough's geography, history, natural history and rich architectural diversity.

## scope and use

The study operates at two main spatial scales; the borough scale (1:40,000) and neighbourhood scale (1:20,000). Operating at these macro scales limits the level of detail that can be presented. It is therefore not possible or appropriate for the study to analyse every street, building and space, but does extract certain examples that help demonstrate or describe a certain characteristic.

The use of study will differ for each audience, however the principal users are identified below:

- **Planning policy** - as an evidence base for Local Plan documents and assisting planners producing proactive and positive plans that understand and enhance an area's character.
- **Development management** - as a resource and evidence base in pre-application meetings, assessing design and access statements and helping to appreciate the local character surrounding a application site.
- **Regeneration** - as a resource to help with understanding the wider context and character of a project, and how it fits into the wider neighbourhood. Also helpful in identifying potential regeneration opportunities.
- **Housing** - as a resource and evidence to help with the character and design aspects of estate regeneration projects and housing design typologies.
- **Applicants** - as a resource to help them prepare design and access statements and to understand the urban character of an area and opportunities that may need investigation.
- **Public** - as a educational resource and baseline from which to understand and analyse their local area. This could take the form of a neighbourhood plan or other community led project. It may be useful to help the local community assess planning applications.

# Policy context

## NPPF

The NPPF brings the consideration of good quality design, preservation and enhancement of heritage central to all planning decisions. The NPPF opens by making clear that the purpose of planning is the achievement of sustainable development, which requires the economic, social and environmental dimensions to be considered ‘jointly and simultaneously’.

Good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Policies should be based on an understanding and evaluation of the area’s defining characteristics; planning policies and decisions should respond to local character and history, reflecting the identity of local areas, while not preventing or discouraging appropriate innovation.

Crucially, the significance of heritage assets must be understood, preserved, enhanced and responded to accordingly.

It is important to plan positively, to achieve of high quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes.

## London Plan

Policy 7.4 of the London Plan notes that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. This policy emphasises that in areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area. Character should also be informed by the surrounding historic environment.

Policy 7.4 C on LDF preparation states that: “Boroughs should consider different characters of their areas to identify...where character should be sustained, protected and enhanced through managed change. Characterisation studies can help in this process”

Through the London Plan, Local Plans should also consider the different characters of their areas to identify landscapes, buildings and places, including the Blue Ribbon Network, where character should be sustained, protected and enhanced through managed change. This Study has been prepared in line with the London Plan supplementary guidance on Shaping Neighbourhoods: Character and Context (June 2014).

## Haringey’s Local Plan 2013-2026

Haringey’s Local Plan Strategic Policies 2013 - 2026 sets out how the development of the borough will need to be based on an understanding of the characteristics that make the borough what it is, and a knowledge of how it is likely to change.

The plan recognises that the borough is made up of different neighbourhoods, each with their own distinctive identity and characteristics. The borough is home to almost 230,000 people, half of which come from ethnic minority backgrounds. There is a mosaic of community groups and networks which contribute to a strong sense of community spirit and cohesion across the borough.

There is a relationship to urban character throughout the whole plan, but Chapter 6 is of most importance, as it sets out the design and conservation policies. Policy SP11 sets out how all new development must respect local context and character and historic significance. It also identifies the need for a Characterisation Study to inform the location of tall buildings.

This study expands and strengthens these policies by providing a detailed evidence base on the different characteristics of the borough, including its distinctive components, good and bad features.



**CHARACTER AND CONTEXT**  
SUPPLEMENTARY PLANNING GUIDANCE

JUNE 2014

LONDON PLAN 2011  
IMPLEMENTATION FRAMEWORK

MAYOR OF LONDON



# Methodology

## guiding principles and approach

This section sets out the approach and methods that were taken to understand and analyse the borough's urban character.

Four principles guide this study:

- 1. Place is all around us** - everywhere is somewhere and every places has its own unique history and sense of place.
- 2. People make place** - Character is as much about people and communities as well as the physical fabric. How people use and occupy the city is an important part of urban character.
- 3. Places are connected and overlap** - boundaries, thresholds, edges and transitions are important to consider, but will often be "fuzzy".
- 4. Places always change** - urban character is a dynamic concept and changes over time.

In addition to the above principles, below are a number of approaches which underpin the urban character study.

### A 'live' tool that provides spatial evidence

The urban character study is a live tool, one that is monitored and updated over time, as places change. It is also an analytical and proactive tool to help shape and achieve better places and higher quality design at all scales - site, street, block, neighbourhood and borough.

### Integrating site and place design

An urban character study can help integrate and ensure a good fit between the design of place or neighbourhood and the design of a site. It can help make sure that developers of sites think outside the red line boundary, so that developments integrate cohesively together to form more than the sum of their parts. This will assist in creating sustainable, well designed and attractive neighbourhoods.

It is a joy when a development successfully responds to a place's character. Equally, it is a wasted opportunity and poor legacy when a development fails to respond and fit into the character of a neighbourhood.

### Morphology of place

A morphological approach was adopted to identify and analyse the urban structure and character of the borough. A morphological approach is concerned with identifying the physical layers that make up the city and how they changed over time.

- landscape structure and type, green spaces, waterways and bodies, trees and vegetation, natural boundaries and edges - topography and its relationship to urban form.
- the street network and public spaces, creation of centres, edges, activity nodes and wider permeability of a place.
- block pattern defined mostly by the street pattern; some block patterns are fine grain, others looser. This will impact upon the walkability of an area.
- Plot divisions and ownership, describing how the urban area is divided up into different ownerships and land parcels.
- building pattern - the different types, periods, styles and forms.
- land use patterns and inter-relationships

The morphological approach brings many benefits to understanding how cities and places work. An understanding of this structure, and of its evolution, is an essential prerequisite for the planning of future change in villages, towns and cities and for our ability to create places that are responsive and adaptable to change.

changes frequently



land use and activities

buildings

plots

blocks

streets

landscape

changes infrequently

# Methodology

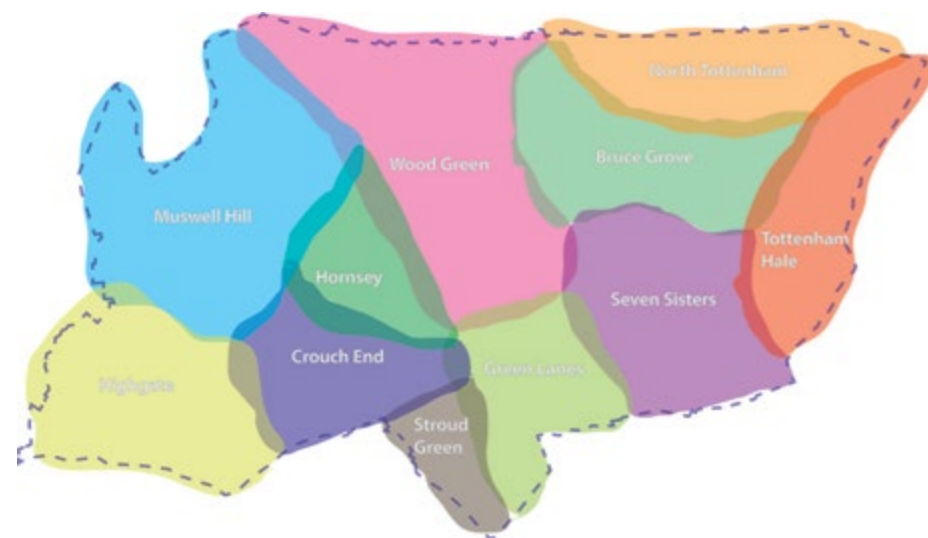
## neighbourhoods

For the purposes of this study the borough has been divided into eleven recognisable neighbourhoods. Each neighbourhood was surveyed and analysed using a mixture of primary and secondary data.

The intention was to divide the borough into neighbourhoods that are 'recognisable' and that reflect social and functional geographies as opposed to administrative boundaries such as wards. Therefore, the boundaries of each neighbourhood hold no administrative or political significance.

A collaborative approach was adopted to identify and characterise the neighbourhoods. Workshop sessions were held with representatives from different teams in the council and the places were repeatedly drawn and re-drawn on a map. Indicative, blurry boundaries were drawn and more exact boundaries defined later by matching the boundaries to super output areas. Exact boundaries should not be read as fixed, they were drawn to make it possible to collect and analyse census data.

Each neighbourhood was then surveyed in turn by a consistent approach, forming four clear stages, as described opposite.



11 neighbourhoods with deliberate overlapping, fuzzy edges were identified

## character surveys

The study looks at a number of elements that together comprise urban character (taken from the Mayor's SPG\*). Although not exhaustive, it provides a strong starting point, which can be added to in the future as the need arises.

The study is structured under three elements:

- **Physical** - the natural landscape, movement network and urban form of a neighbourhood.
- **Social** - looking at use and function, heritage and cultural and community aspects of a neighbourhood.
- **Visual and experiential** - the experience a place, feelings, thoughts and memories.

\* Shaping neighbourhoods SPG, GLA, 2013

Figure 4.1: The elements of character



The elements of character as outlined in the Mayor's SPG, Shaping Neighbourhoods, 2013

Each neighbourhood was assessed and analysed in a consistent and systematic way, following the four steps set out below.

- **Pre-survey** - desk-top research and preparation to build a emerging picture of each neighbourhood before surveying. This involved speaking to officers, reviewing existing literature, reviewing ariel imagery and existing maps and preparing a clear survey schedule.
- **Survey** - detailed surveys of each neighbourhood (@1:10,000 to 1:20,000 scale) were undertaken using base maps and a prompt sheet (see appendix 5). Photos, sketches and notated maps were also used to record observations and thoughts during the survey.
- **Debrief** - emerging survey work was cleaned up and briefly analysed before being presented in an internal workshop. This internal workshop involved mental mapping exercises, SWOT analysis (headed Good, Bad, Constraints and Opportunities) and wider discussions on the character of a neighbourhood.
- **Presentation** - debrief survey data was collated, assessed and presented for wider internal discussion with colleagues from Planning as well as other departments of the Council in a series of 'drop in' exhibitions, where authors were present to answer questions.

The study uses a mixture of primary and secondary data sources in order to build a comprehensive picture of urban character. Primary sources consist mainly of field survey work and workshops with council officers. Secondary data collection from a variety of sources; including historic records, GIS mapping, ariel photography, existing evidence base. See appendix 1 for a list of all data sources.

Arising from this character analysis, a number of recommendations, opportunities and implications were identified. These are set out either adjacent to a particular character element or at the end of the neighbourhood section. Their aim is to stimulate, inform and guide the location, form and type of development within forthcoming planning and regeneration plans and projects.

Please see the appendices for more information on the process and methods used to undertake this urban character study.

# Borough wide



2

Place is more than just a location on a map. A sense of place is a unique collection of qualities and characteristics – visual, cultural, social, and environmental – that provide meaning to a location. Sense of place is what makes one city or town different from another, but sense of place is also what makes our physical surroundings worth caring about. (Edward T. McMahon) \*

\*McMahon, E.T. (2012) The Distinctive City. *Urban Land Magazine*. [ONLINE] Available at: <http://urban-land.uli.org/development-business/the-distinctive-city/>. [Accessed July 2014].



# Historic settlement pattern

The London Borough of Haringey was formed in 1965 by the amalgamation of the Borough Councils of Hornsey, Tottenham and Wood Green, under the London Local Government Act of 1963. The name was derived from old form of 'harnsey' and also survives in use as 'harringay', referring to the area around Green Lanes. The name of the modern borough is a revival of one of the earliest medieval forms. Haringey remained a rural area until the 18th century when large country houses close to London became increasingly common. The coming of the railways from the mid-nineteenth century onwards led to rapid urbanisation; by the turn of the century much of Haringey had been transformed from a rural to an urbanised environment.

The following paragraphs discussed the history and development of the borough within the separate parishes.

## Hornsey

Hornsey was a medieval parish to the west of Tottenham, extending over the easternmost hills of the Northern Heights up to Highgate. Hornsey became an Urban District Council in 1894 and a Borough in 1903.

The area is hilly as the land rises from 200ft to Muswell Hill reaching 340ft at the corner of Queen's Avenue and Fortis Green Road. The ridge runs roughly along the line of Muswell Hill Road and Southwood Lane, rising towards Highgate. The soil is thick London clay which favoured tree growth and the whole area was wooded in early times, forming part of a dense forest of oak, ash and beech that once covered most of Middlesex.

The Northern Heights are composed of sand and gravel beds on clay. There were numerous springs and streams draining the area, flowing from Highgate-Muswell Hill ridge eastwards towards River Lea. When the parish of Hornsey began to be developed the streams were culverted, some in tunnels containing cascades to minimise flooding. There were four main streams: Strawberry Vale Brook, Coppetts Brook, Moselle Stream and Stonebridge Brook. The area is also crossed north to south by the man-made New River.

The area of Highgate was within the diocese of the Bishop of London, which eventually became divided between the parishes of St Pancras and Hornsey. Roman coins have been found near

Southwood Lane and Muswell Hill Road, along with remains of pottery kilns in Highgate Woods showing that Highgate had a much earlier origin. The bishops used the parkland to the northwest of the hamlet for hunting, from 1227 until at least the 1660s, and owned the land until the late 19th Century. From the early 14th Century Highgate lay on a main route north out of London and was to develop from Tudor times into an urban centre, straddling the divide with the neighbouring St Pancras.

Muswell Hill was formerly part of Clerkenwell Detached, part of the land donated to the Augustinian nuns of the new Priory of St Mary at Clerkenwell. On the land there were a number of wells including a mossy spring, the Mousewell or Mus well, from where the area derived its name. The nuns were probably the first permanent settlers in the 12th Century. From the mid 16th Century, manorial holdings and land previously belonging to the Convent was parcelled out for rural retreats. The area offered spectacular views and soon developed as a place of elegant villas for the retired and affluent.

Crouch End was the early centre of cultivation in the parish, where farmsteads seem to have been grouped. The construction of a new route to the north of Highgate village- North Road and North Hill- by the early 14th Century meant that Crouch End remained off the track for centuries. It remained a small hamlet to the south-west with scattered farms and villas and few large houses, most of these on the fringes of Highgate.

In contrast, Hornsey remained a rural backwater, until the mid 18th Century when there was only a small village centre along the High Street. St Mary's Church was recorded in 1291 and the village appears to have grown around it along with a few cottages and buildings scattered. The New River was an artificial waterway opened in 1613 to supply London fresh drinking water from Chadwell and Great Amwell springs into Islington. The channel entered Hornsey parish north of the village and flowed south and then east.

The empty corner to the south of the parish was called Stroud denoting marshy ground covered with brushwood. There was a house called Stanestaple but no settlement until the 19th Century. By the 19th Century, Highgate had developed into a Georgian village and remained one of the most desirable parts of London



Cut Throat Lane (panorama across fields of Hornsey), 1879



Crouch End Hill, 1890



Crouch End Hill, 1890

# Historic settlement pattern

with smaller scale houses being built among the fine 18th Century residences. The rest of the parish, however, remained largely rural. There were several new big houses in Hornsey Village but increasingly they came to be concentrated at Crouch End and Muswell Hill.

Development of Fortis Green along the countryside track to East Finchley began with the enclosure of the commons. Building started soon after, effectively augmenting the hamlet of Fortis Green around Clissold Arms, most of them on former wasteland between the road and Coldfall Wood.

Expansion in public transport allowed rapid commuting to the City. The Great Northern Railway opened a station at Hornsey in 1850; the railway line from Finsbury Park to Highgate via Crouch End was opened in 1867. In 1873 a branch line was opened from Highgate to Muswell Hill and through to the new Alexandra Palace, although this link was closed after the destruction of the Palace only 16 days later. Stroud Green Station was opened in 1881.

These rail links and rising land prices stimulated house construction in the parish from the 1860s, but building was at first confined to the existing centres. Large estates were being parcelled and sold to make way for terraces. In the south of the parish Stroud Green, begun in the 1860s, was almost complete in the 1870s.

By the 1890s, Crouch End became the main shopping centre with attractive retail parades. At the same time builders began to develop the more remote Muswell Hill with superior houses with its own shopping centre; the area (part of it previously Clerkenwell Detached) was included in the new borough formed in 1903.

By the time of World War I, nearly all of the available land had been used for building. From 1920s building was possible only at expense of the remaining open spaces or through demolition. Many large houses were sub-divided or replaced. Most of Coldfall Wood was taken for building in the inter-war period. Facing Fortis Green several blocks of flats were erected. Many of the older and large houses had disappeared. In Hornsey Village, many were redeveloped by the Council to provide houses and estates.



Crouch End Hill, c1900



High Street Hornsey, c1910



High Road Wood Green 1860

## Tottenham and Wood Green

The area is generally flat, to the south and east, towards the Lea Valley. To the north-west the land rises, reaching 200ft at Bounds Green and to the south-west it rises towards Muswell Hill and Highgate with Alexandra palace at 300ft.

Wood Green is crossed by four natural watercourses, all now mostly culverted: The Muswell Stream, The Moselle, The Stonebridge Brook and Coppetts Brook. The area is also crossed north to south by the man-made New River, which now flows in a tunnel replacing its once meandering route through Wood Green. This river, created in the 17th Century, had an impact on development. Up to the mid 19th Century the watercourse enhanced the reputation of Wood Green by providing an attractive location for the larger houses. Tottenham lies to the east of the borough and constitutes nearly third of it. The area enjoyed a suburban and rural environment until the 19th Century, when a dramatic population growth, stimulated by the railways, led to rapid expansion, transforming the once wealthy area to a working class urban area submerged within north London.

The earliest written evidence of Tottenham's existence is in the Domesday Book of 1086. The existence of a weir by 1086 and a mill by 1254 also suggests early habitations at the Hale (later Tottenham Hale) midway between High Road and Mill Mead. Other Manors included Bruce Castle, recorded in 1134 and 14th Century sub-manor of Mockings on the south side of Marsh (later Park) Lane.

Tottenham High Road, however, has its origins in the Roman period as it forms the successor to Ermine Street, which connected London, via Bishopsgate, to Lincoln and York. Ermine Street however, was situated to the west of contemporary Tottenham High Road. The road's current alignment was adopted during the 16th Century due to its predecessor's proximity to the flood prone Moselle River. In later years, the road also became the main route between London and Cambridge. Accordingly, Tottenham High Road has for centuries formed an important line of communication through north London and as early as the 15th and 16th Centuries inns, almshouses and residential properties began to develop at strategic points along the highway.

Wood Green was once a hamlet within the original parish of Tottenham which was extensively wooded and was called

# Historic settlement pattern

Tottenham Wood, the site of today's Alexandra Park. Following the opening of the station on the Great Northern line in 1859 the area developed rapidly, and became a separate local authority in 1888 and an Urban District Council in 1894.

The original name derives from 'woodlegh' or 'woodlea' (of Saxon origin) meaning meadow or open ground in or near the wood, in this case Tottenham Wood. The eventual clearance of Tottenham Wood began by the 1777 and by 1800 most of the woodland had been replaced by pasture and arable field, transforming Wood Green to a farming community. An ancient track, today's Green Lanes, ran north from London towards Enfield and Hertford, connecting several greens lying between Manor House and Palmers Green, including Wood Green (then known as Woodleigh or Tottenham Wode Green).

Much of Wood Green was part of Tottenham Manor, however, there were other estates owned by freehold individuals or by the Church. These include Ducketts which was one of the sub-manors mentioned in 1256. Others include Bounds and Woodleigh Estates located north of 'Tottenham Wood' on the west of present day Bounds Green Road. Bounds Wood eventually became part of a later estate called Bowes Manor Estate.

The main concentration of settlement in the medieval parish of Tottenham was in the vicinity of Tottenham High Cross, which is thought to date from Roman times when it served as a survey marker. During the medieval period, smaller settlements also existed at Tottenham Hale to the east and Seven Sisters, which took its name from a circle of seven Elm trees at the southern end of the High Road. Elsewhere, however the High Road was largely undeveloped and large swathes of the land to the east and west of the highway remained open farmland until the 19th Century.

By the 16th Century several affluent Londoners had developed country retreats in Tottenham, including Black House (later Ridley house) on the High Road opposite White Hart Lane, Awlfield Farm adjacent to the Church and Reynardson's House, on Philip Lane, overlooking Tottenham Green. Reynardson's house was demolished in 1810, whilst the Reynardson's Almshouses, built by Abraham's son Nicholas further north on Tottenham High Road, survived until the mid 20th Century.

By the 18th century a range of residential, commercial and philanthropic buildings lined Tottenham High Road, especially its eastern side. There were few significant buildings away from the ribbon development along the High Road, especially at Tottenham Hale. The spread of villas along some of the lanes branching off High Road was more noticeable than the growth of separate hamlets. The most uniform building took place along the new road called Bruce Grove in 1789 with superior, semi-detached houses, soon associated with rich Quaker families. Building also took place along the north side of White Hart Lane.

In contrast, Wood Green retained the character of a scattered hamlet until the end of 18th Century when the area had begun to expand. The area was favoured by the wealthy merchants and traders as a convenient place to live. However, their impact in terms of numbers and size of their buildings was modest compared with neighbouring Hornsey and Highgate or Tottenham. By the turn of the 19th Century, there were several large houses around the common and a few were built as country seats by wealthy city people such as Wood Green House, Chitts Hill House and Bounds Green House. In 1818 a cluster of dwellings stood at the junction of the High Road, along the south side of what is now Station Road and several were scattered along Lordship lane.

In 1831 Seven Sisters road was laid out providing a link from Tottenham to the west end. Large villas and houses for professionals subsequently developed throughout Tottenham, though specifically in south Tottenham in the vicinity of the junction with Seven Sisters Road. The area began to adopt the characteristics of a middle class suburb. In addition, the introduction of the Northern and Eastern Railway line in the Lea Valley led to the development of Tottenham Hale and the areas to the east of Tottenham High Road. Church Road, Love Lane and Northumberland Park also began to be laid out.

The construction of the new St Michael's Church in 1844, designed by Sir George Gilbert Scott and W B Moffatt transformed Wood Green from hamlet to a village with a developing centre around the Wood Green Common and the High Road south of Bounds Green Road, together with scattered farmsteads. With the creation of the new ecclesiastical district in the hamlet of West Green, the area around West Green Road became detached from Wood Green.



Tottenham Hale c1820s



Hanger Farm, St Anns Road, Seven Sisters, 1891

# Historic settlement pattern

The arrival of the railways in 1859 encouraged expansion of Wood Green and a number of large villas were built from the early 1860s along the east side of the High Road. Wood Green began to grow north of the church in the triangle between Green Lanes and Bounds Green Lane. Commerce, Nightingale, Finsbury, Truro, and Clarence roads were all laid out there in the mid 1860s. South-east of Wood Green common, Caxton and Mayes roads were also laid out and near the Hornsey boundary a tobacco factory and reservoir bordered the railway. The district of Bowes Park, lying between the Great Northern Railway and the High Road and between Clarence Road and Bowes Road was built on the southern part of the Bowes Farm manor Estate from the 1870s.

The western part of Wood Green remained open, largely because Alexandra Palace stood in park-land with Muswell Hill Golf Club, established in 1894, as its neighbour to the north. Alexandra Palace was erected on the site of the former Tottenham Wood Farm as a Palace of the People on 24th May 1873 and reopened in 1875 following fire damage. The Palace and the Park included various facilities for recreation including concert halls, theatre, horse race course, cricket ground and an open air swimming pool. In 1934 the BBC leased the east wing of the building and the first TV transmission was made on 2 Nov 1936 from the aerial erected on the south-east tower. Both the Palace and Park suffered bomb damage during the Second World War. The building suffered further fire damage in 1980 and the Palace was rebuilt and reopened in 1988.

In Tottenham, following the introduction of the Great Eastern Railway in 1872 the area's population grew at an unprecedented rate. The introduction of affordable early morning tickets encouraged workers to commute. Accordingly, artisans and clerks began to move to Tottenham during this period and the area's streets became lined with terraced housing to accommodate the growing population of lower middle and skilled working class residents.

The opening of a station at South Tottenham, on the Tottenham and Hampstead junction line, in 1878 and the introduction of a tram line on Tottenham High Road in 1881 further stimulated the spread of development in the area. The majority of streets flanking the High Road were therefore laid out and developed with utilitarian housing during this period, particularly to the east of the High Road and to



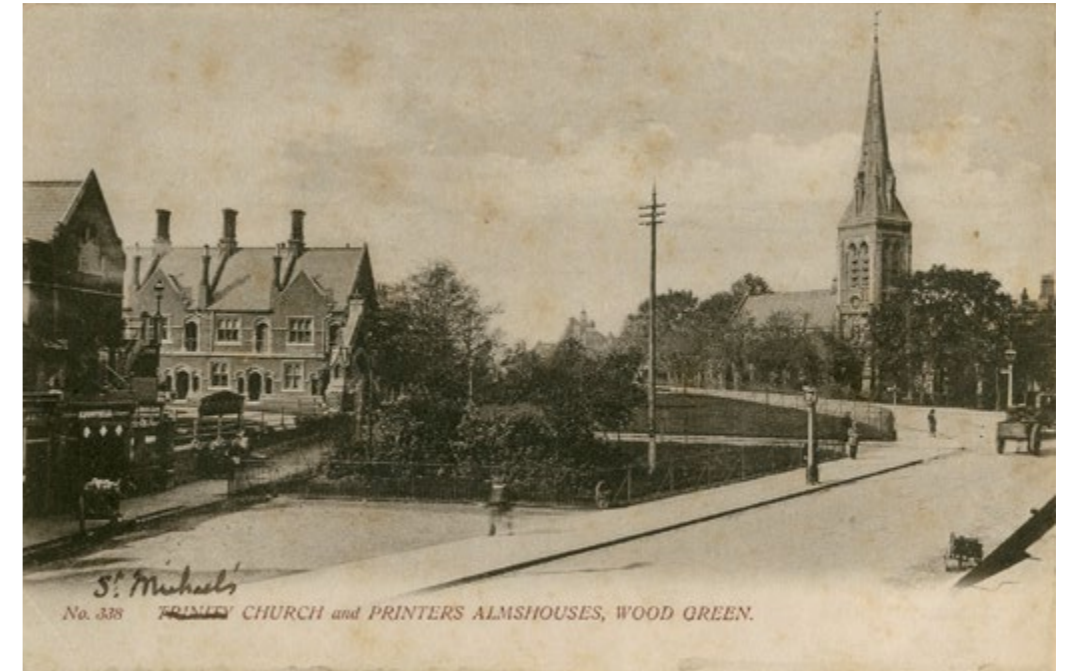
Cottages on site of Bruce Grove Station, mid or late 19c



Wood Green High Road, c1890s



Cottage Place, Broad Lane, Tottenham Hale, c1910



St Michaels Church and Almshouses, Wood Green, c1900

# Historic settlement pattern

the west, south of Philip Lane. By the mid 1890s Tottenham Hale was no longer distinguished as a separate hamlet.

The effects of the population influx and rapid growth were recognized in 1888, when Tottenham, with West Green, was separated from Wood Green. Their differing characteristics were such that Tottenham has transformed from a wealthy middle class suburb to an increasingly working class urban area; whereas Wood Green had retained its middle class suburban charm.

In Wood Green, the opening of the Great Eastern Railway branch line from Seven Sisters in 1878, with a station at Green Lanes (later Noel Park and Wood Green) terminating at Palace Gates, stimulated yet more development. Noel Park Estate was developed by the Artisans, Labourers and General Dwelling Company founded in 1867 to provide low cost housing to the growing working class families. Construction began in 1883 and although not finally completed until 1929, most of Noel Park had been built by 1907.

With the exception of Noel Park Estate, housing developments in Wood Green up to the late 19th Century were on a modest scale unlike the large estates of Hornsey. Bounds Green still remained a rural hamlet. Large scale developments on the southern fringes of Wood Green area, on the west of Green Lanes, later known as the Haringey Ladders began in the late 1880s on what were originally the grounds of Haringey Park Estate. The land to the east of Green Lanes between St Ann's Road and the railway line was developed in the later 1890s. The increase in shops on the High Road kept pace with the progress of the housing estates.

By the mid 1890s neither Tottenham Hale, West Green, nor St. Ann's could be distinguished as separate hamlets. From 1892 the North-Eastern fever hospital (later St. Ann's Hospital) stood on the south side of St. Ann's Road. Housing stretched in a broad belt across the parish, filling most of the land between St. Ann's Road, West Green Road, and Philip Lane.

The north part of Tottenham began to be connected with Wood Green in 1901, when a large part of the land to the north side of Lordship Lane was purchased by London County Council for housing development. By 1910 Tower Gardens had been laid out. Immediately to the east the Peabody Donation Fund completed 154 terraced cottages in 1907.



Station Road & Library, Wood Green, c1930



Tottenham Hale, 1955



St Anns Road c1972

# Historic settlement pattern

Industry within the area surrounding Tottenham High Road remained small scale during 19th Century and was limited to traditional activities such as brick and tile manufacturing and brewing. By the end of the 19th Century two breweries were located on the High Road: the Bell Brewery, which was situated to the north of Lansdowne Road, and the Tottenham Lager Beer Brewery and Ice Factory, which was located close to the junction with Pelham Road. A larger factory was the Warne's India Rubber Mills, situated on the eastern side of Tottenham High Road between Reform Row and Factory Lane. By the late 19th century, it had become one of the major employers in the Tottenham area.

By 1914 there were three pockets of industries within the area: Vale Road, around Tottenham Hale and north of Northumberland Park. New buildings along High Road included extensive offices for the Tottenham and Edmonton Gas Light & Coke Co. in 1901, the Jewish home and hospital in 1903, Windsor Parade on the north corner of Dowsett Road in 1907, and a parade opposite Bruce Grove in 1907-8. The factories, offices, and shops, together with the railways and their yards, gave much of Tottenham an urban rather than a suburban appearance. To keep pace with the change the U.D.C. began to acquire open spaces, beginning with Bruce Castle park in 1892, and replaced the houses on the west side of Tottenham Green with an imposing row of civic buildings.

Wood Green possessed few factories and those were mainly close to the railway line and confined, like working-class housing, to the south part. By 1872, a Piano factory had been opened on Mayes Road area. This was acquired by Barratt and Co Confectionary Manufacturers who opened the Chocolate Factory in 1880. The office Block in Mayes Road was completed in 1897. Other buildings were added in 1914, 1922, 1936 and 1953. The industry provided jobs and some housing to many locals. In addition, there were several nurseries and laundries providing local employment within the area. A glassworks was established in Bounds Green by 1910. Both Tottenham and Wood Green grew ever more populous and farm-land finally vanished in the years between the World Wars.

As a result of rebuilding much of Victorian Wood Green was transformed after the Second World War. The reorganization of local government in 1965 stimulated proposals to redevelop the heart of Wood Green, both as the centre of the new London Borough and as a shopping district. The area surrounding Tottenham High

Road apparently suffered a limited degree of bomb damage during the Second World War. Subsequent developments have therefore been relatively isolated in nature and most have involved the replacement or conversion of earlier buildings to provide residential accommodation.

By 1976 Wood Green was the largest shopping centre in north London. Wood Green Shopping City was built in 1981, on land formerly belonging to the railway, following closure of the Palace Gates branch line and Noel Park station.

The most significant post war developments in the Tottenham High Road area have, however, occurred in the last 25 years. In 1980, the Burgess's Department Store, which had been constructed to replace the Sanchez Almshouses (described above), was demolished and replaced with the Tottenham Enterprise Store, later Aldi and Fitness First.

In the late 1980s the Prince of Wales Hospital was closed and in 1993 the building was converted to provide 38 flats and renamed Deconess Court. Similarly, the former Tottenham High School for Girls was closed in the early 1980s and after standing vacant for several years was restored and converted into affordable flats.

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## Acknowledgments:

Clare Stephens, Archivist, Bruce Castle Museum, Haringey Culture, Libraries and Learning  
Deborah Hedgecock, Curator, Bruce Castle Museum, Haringey Culture, Libraries and Learning

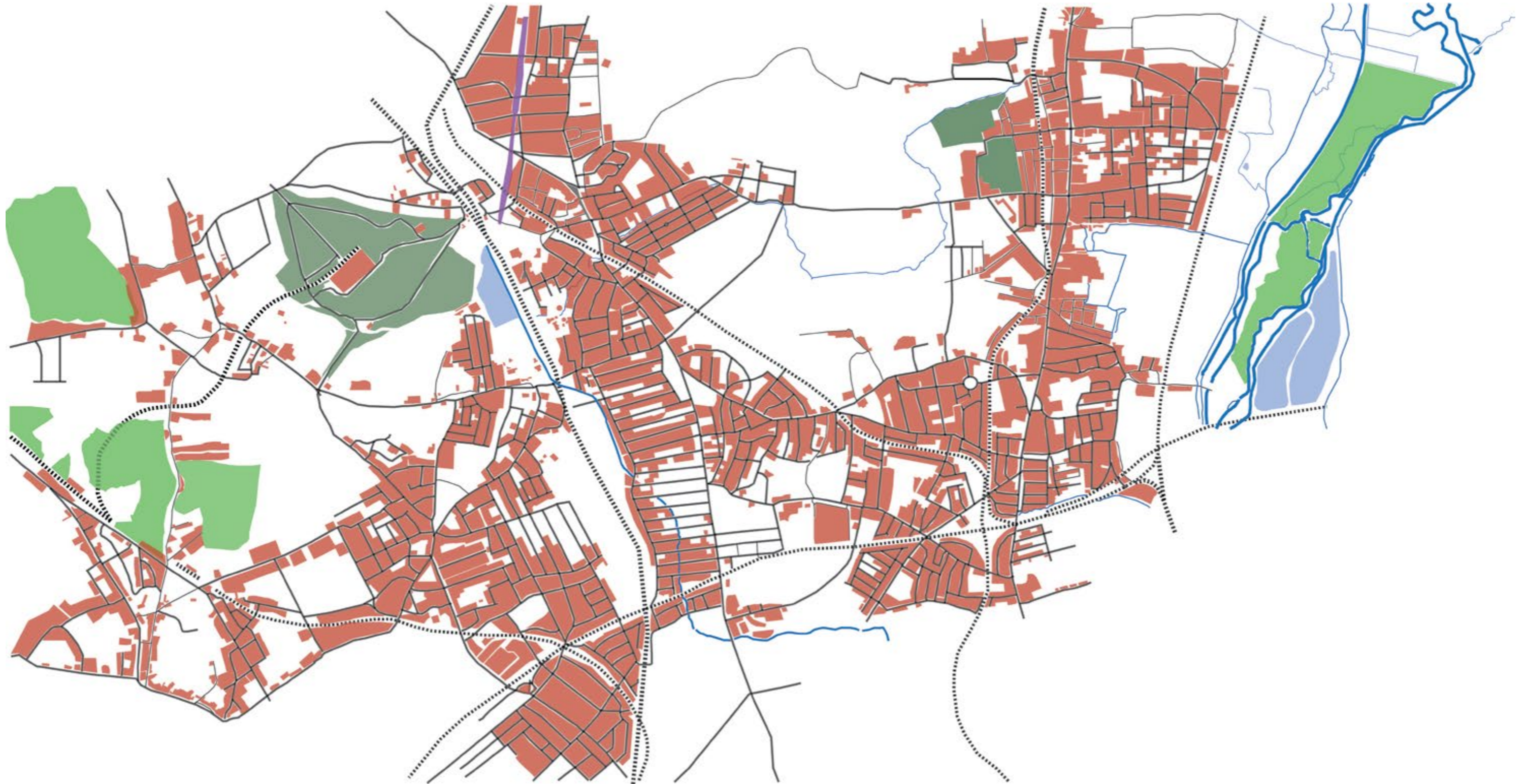
# Historic settlement pattern

Mid-Victorian - 1860s



# Historic settlement pattern

Late Victorian - 1890s





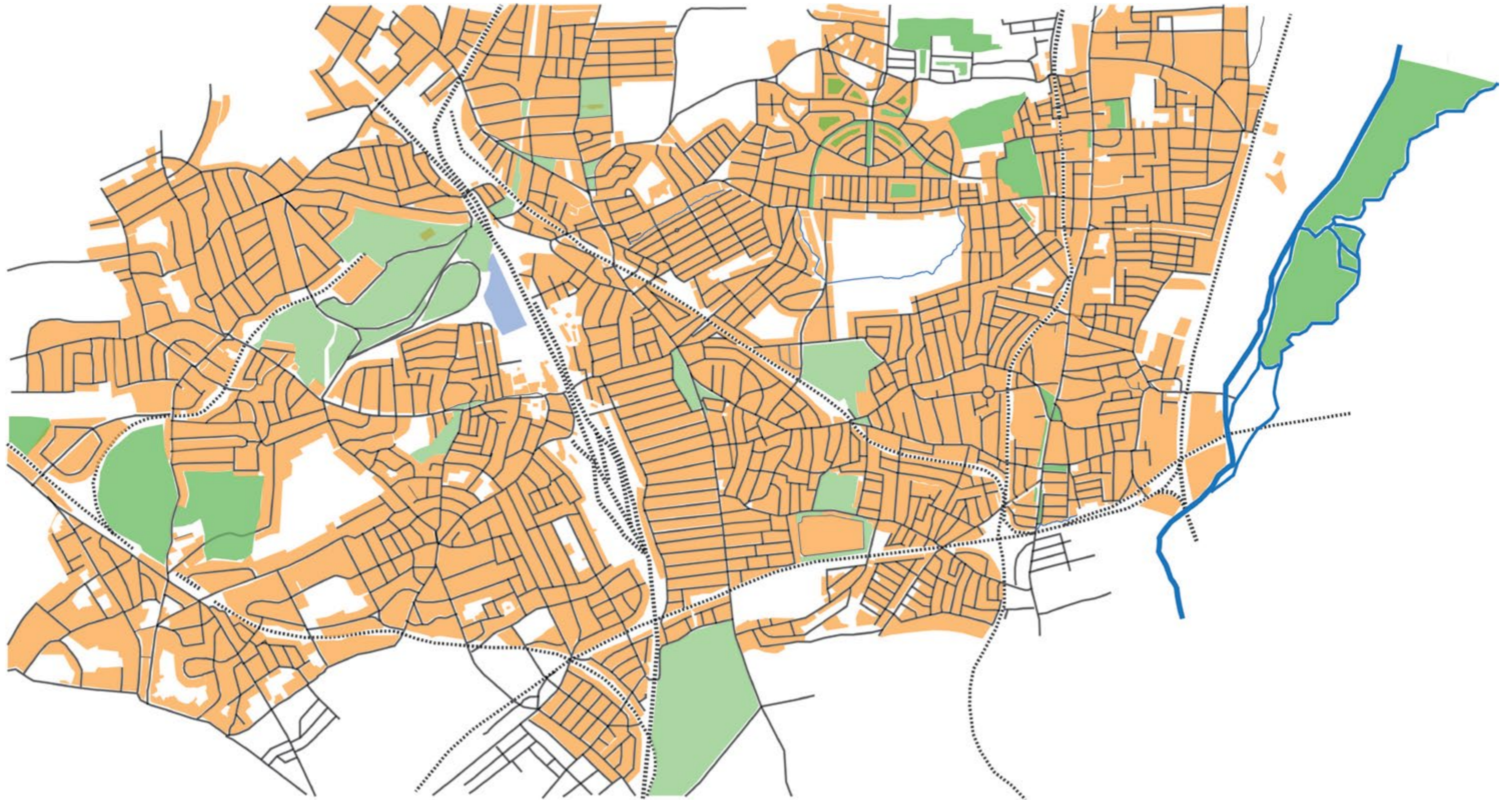
# Historic settlement pattern

Edwardian and early interwar



# Historic settlement pattern

Late interwar



# Landscape and topography

## landscape character



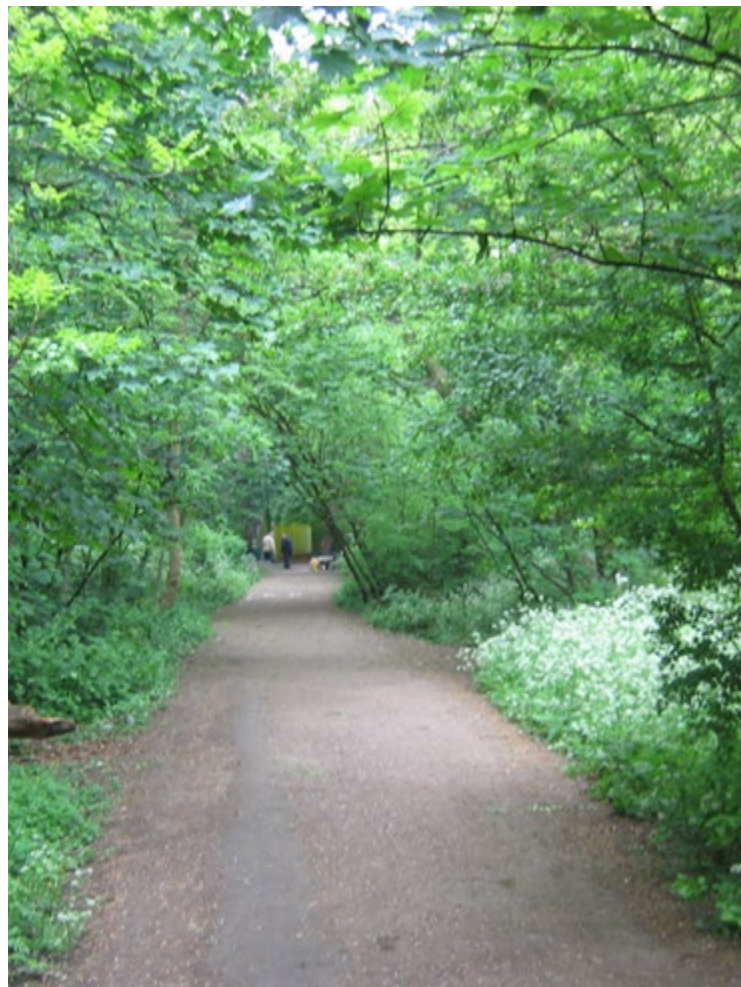
Landscape as part of an urban street, trees, shrubs, hedges all provide ecological value



Open grasslands, with thicket and long grasses



Heavily vegetated Parklands Walk (former railway line) providing a home to wildlife through dense urban neighbourhoods



Overhanging tree canopy and low shrubland of the Parkland Walk



Open marshland of the Lea Valley Park - lowland wetlands below 300ft - rich habitat for birds

The borough can be classified into the following landscape characters (as defined by Natural England)

**National Character Area:** the entire borough is classified as Inner London (122)\*. Although, distinctly urban and developed, Inner London is one of the greenest cities in the world. With its allotments, rivers, reservoirs, parks and gardens often support a varied range of wildlife such as sand martins, foxes and hedgehogs.

**Natural Area:** the entire borough is classified as London Basin (66) based on wildlife and natural characteristics/features. Covering some 5000km<sup>2</sup> it is primarily an urban area with fragmented habitats, landscapes and ecosystems of great variety and value. Where these natural areas and features are protected and connected (e.g. Lea Valley), the urban ecology value is significant and visible.

**Landscape typology:**

- Urban - most of the borough can be classified as urban, where the once rural settlement pattern has been completely subsumed by urban development.
- LWW - the Lea Valley part of Tottenham can be classified as lowland wetlands, land below 300ft, valley, associated with Mesozoic or Tertiary rocks of sedimentary origin, and glacial or fluvial drift.

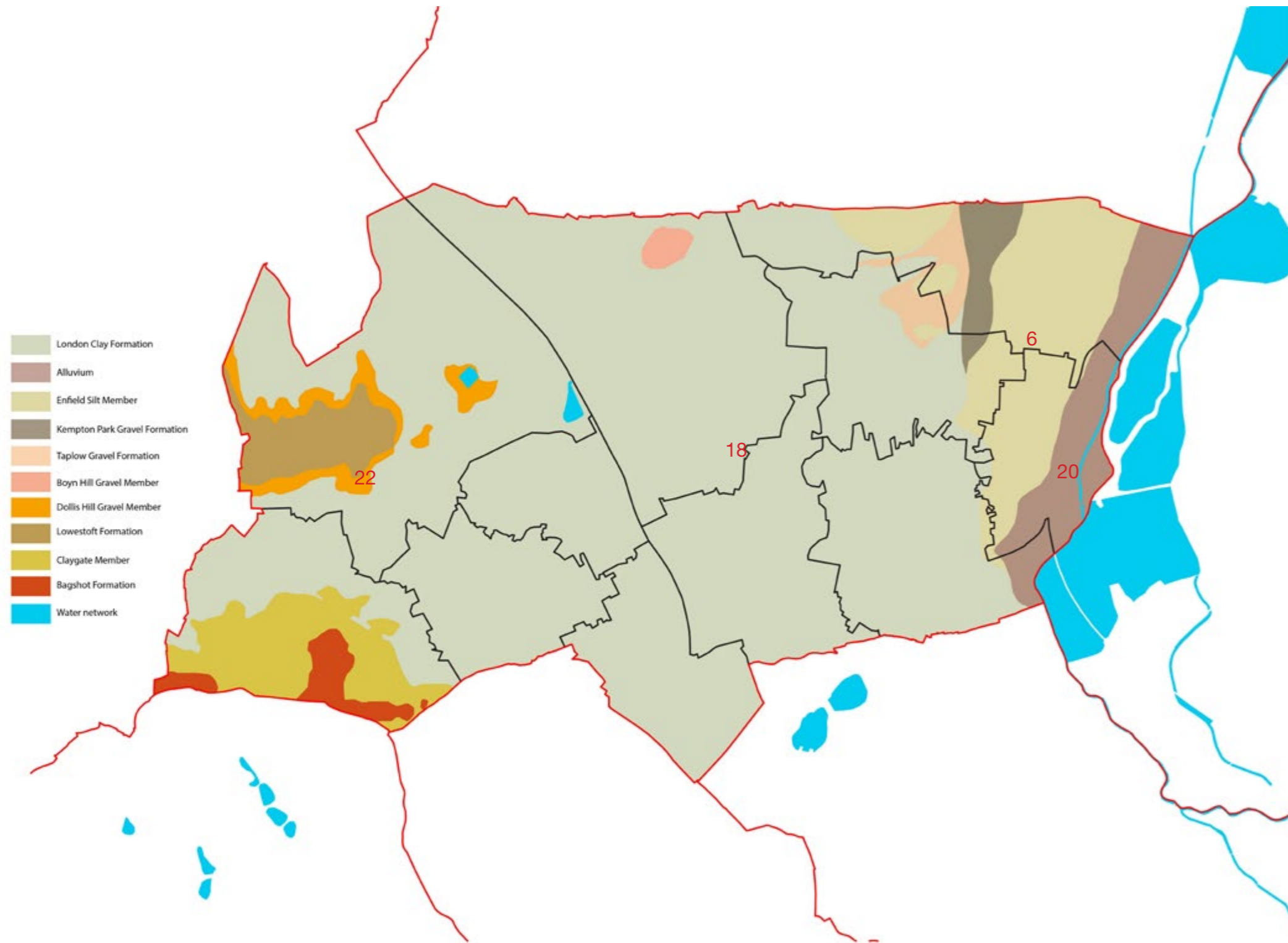
The above landscape characters have had a visible impact upon settlement patterns over the centuries. From the early clearings of heavily wooded areas where small settlements (such as Wood Green) grew, to the (relatively) flat, easily navigable land where the High Road passes through Tottenham, to the open marshland of the Lea River Valley which developed later due to the inhospitable landscape.

The landscape continues to play a role in shaping future settlement patterns and urbanisation levels across the borough. Yet perhaps plays a less instrumental role with the advancements in technology and architecture, and the increasing pressure for land resulting in historical landscape constraints (topography, flooding, geology) being overcome or reduced.

(\* for more information please refer to Natural England website)

# Landscape and topography

## geology



Haringey, forming part of Greater London lies within the London Basin, a large geological 'dish' that dominates the geology of the Home Counties and which is bounded to the south by the chalk of North Downs, and to the north by the chalk outcrop of the Chiltern Hills.

There are 8 different geological types that cover the borough to varying extents. They include; London Clay, Enfield Silt Member, Alluvium, Kempton Park Gravel Formation, Taplow Gravel Formation, Boyn Hill Gravel Member (BHT), Dollis Hill Gravel Member, Lowestoft Formation, Claygate Member and Bagshot Formation.

London Clay is a prevalent type across the borough (as is across much of North London) and provides an excellent tunnelling medium and its presence has considerably influenced the development of London, particularly during the 19th Century.

There are four principal soilscape characters that affect the borough which relate to the above geological type.\*

**18:** Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils- most of the borough is of this soilscape character related to London Clay

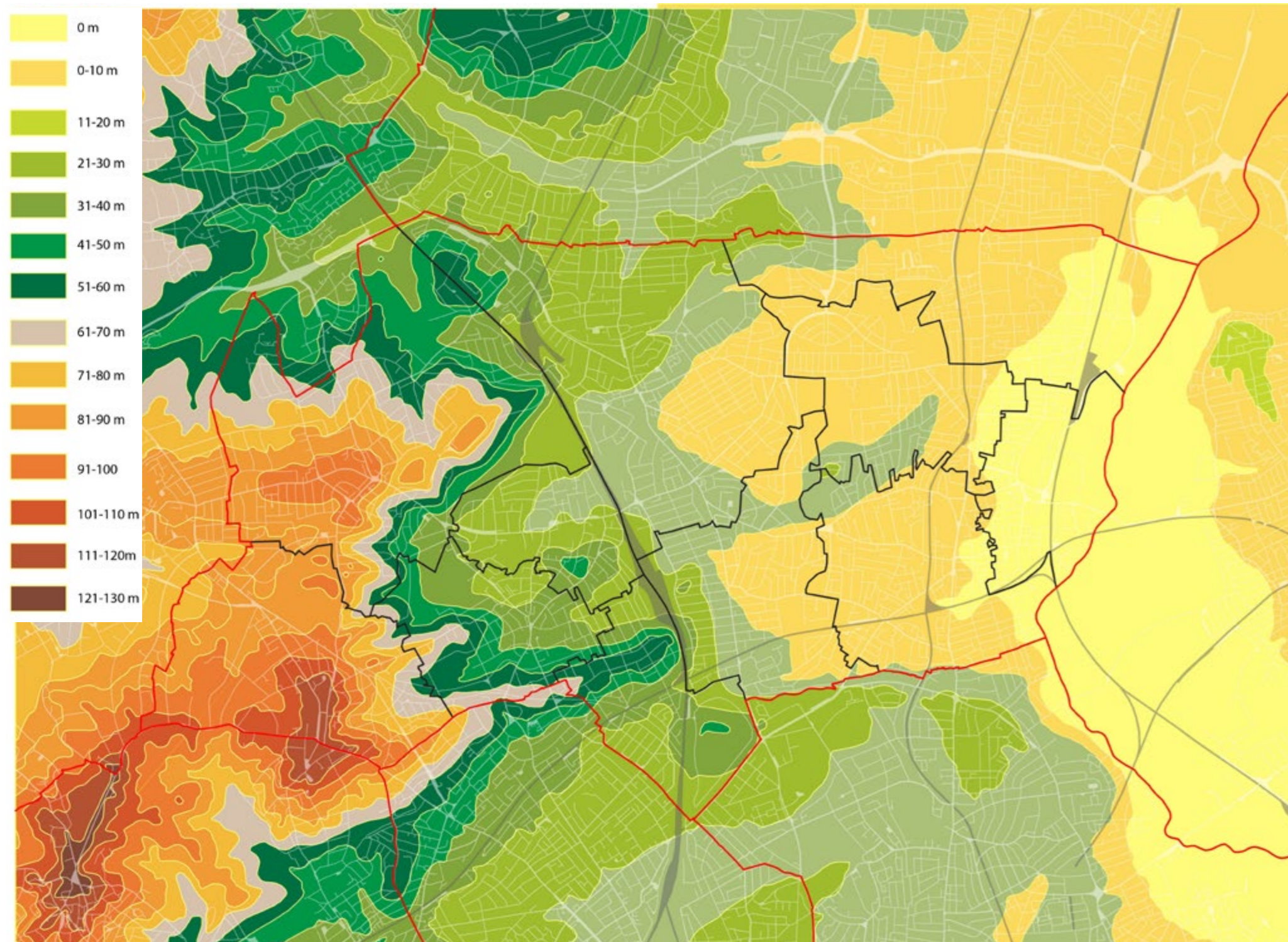
**20:** Loamy and clayey floodplain soils with naturally high groundwater- Tottenham Hale and Lea Valley

**6:** Freely draining slightly acid loamy soils - north Tottenham, parts of Tottenham Hale

**22:** Loamy soils with naturally high groundwater- parts of Highgate

# Landscape and topography

## topography



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The borough's historic landscape character is heavily shaped by its topography, with naturally wet valley floors and heavily forested high ground. This in turn has played a significant role in deciding where and how human settlements have developed, with more hospitable and ecologically plentiful areas (access to water, wood and flat land) being settled before more difficult areas (e.g. naturally wet floodplains or steep slopes).

The topography map shows that higher ground lies to the west (70-130m) forming the eastern edge of the Northern Heights, a large area of high ground which extends further westwards and northwards into Barnet and southwards into Islington and Camden. The highest point in the borough is around Highgate Village (130m in places). Tree lined streets such as Shepherd's Hill gradually slope down from this higher ground to the valleys of Crouch End and Hornsey, offering a tangible and visual connection to the landscape.

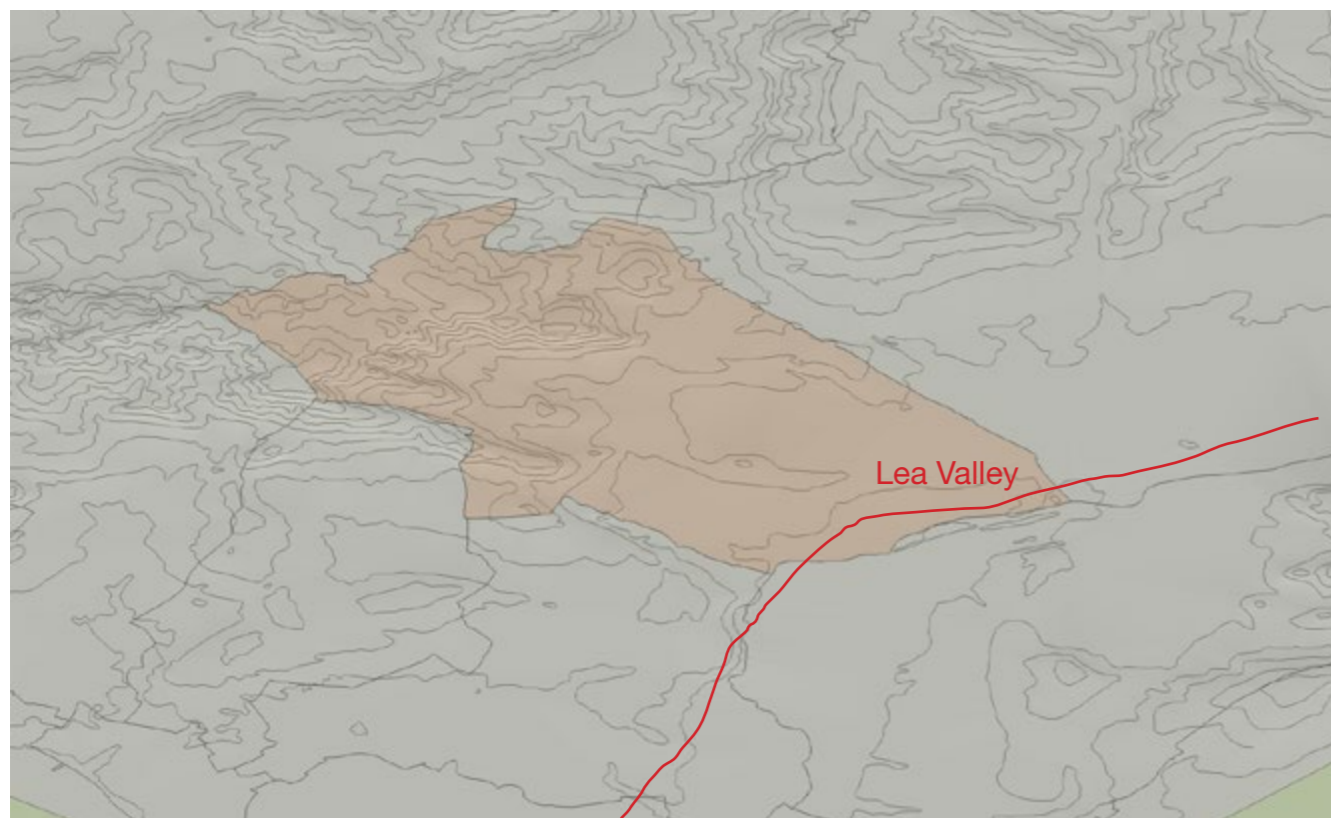
Significant ridges extend eastward like fingers into Stroud Green in the south and Bounds Green and Tottenham in the north. These provide relative high points, offering, at times, expansive views of the borough's townscape below.

The landform slopes down from these high points (from 50-40m) to the River Lea basin where the topography is between 5-15m, forming a natural floodplain. This low lying valley floor characterises the wider stretch of the River Lea, covering Enfield, Waltham Forest and Hackney.

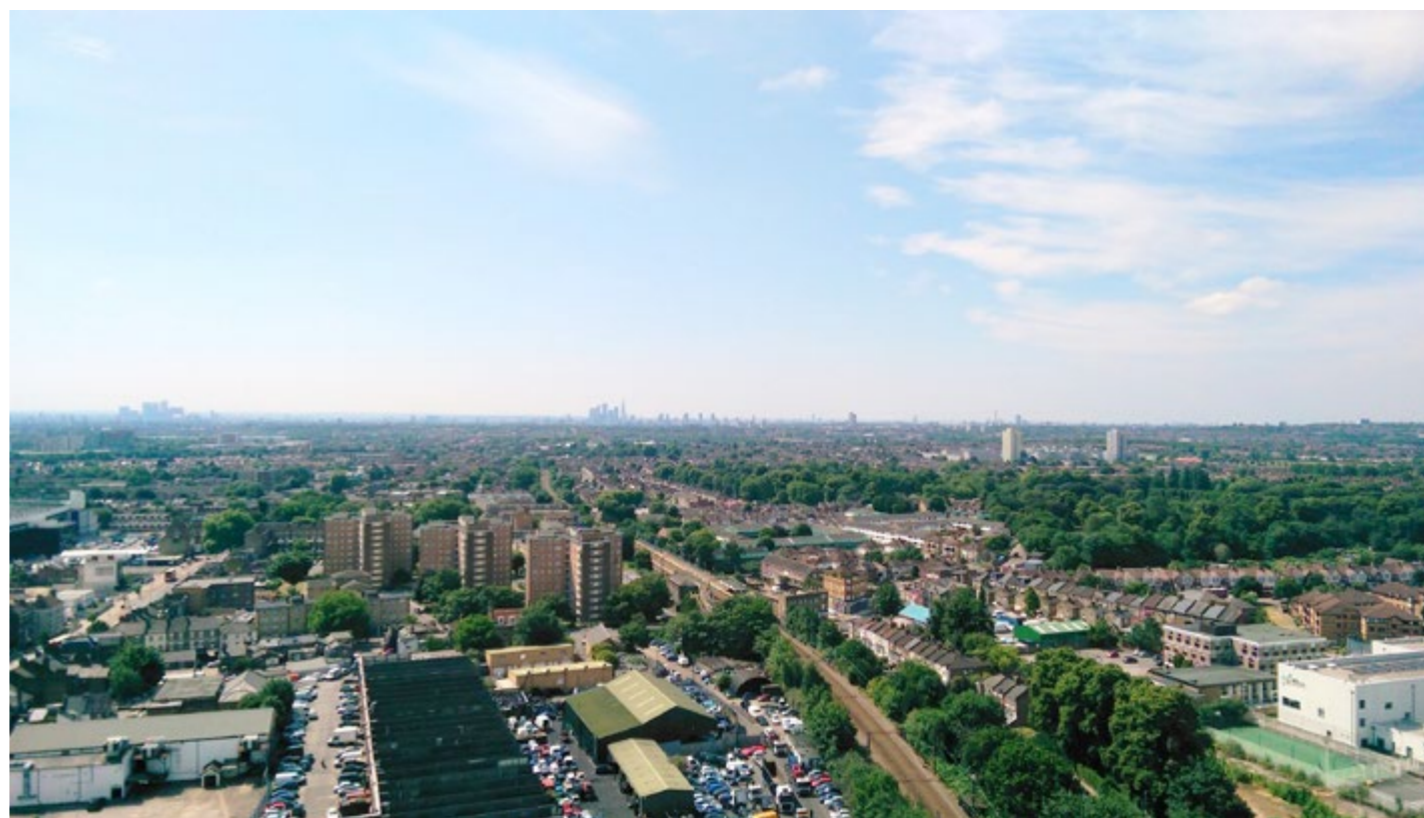
Other areas of notable topography that shape the local character include Markfield Park area and area north of Phillip Lane. East of the High Road, residential terrace streets such as Lemsford Road, Wellington Avenue gently slope down to the River Lea. Similarly, streets such as Lismore Road gently slope down from the ridge (40m) to Phillip Lane and West Green Road.

These characteristics are similar for the wider area with the landform sloping down to the river basin floodplain valleys of the Lea and Thames to the south and south-east, forming part of the wider London Basin natural area.

# Landscape and topography



3d terrain model - View looking westward with the low lying Lea Valley in the foreground



View looking south across the low lying, generally flat Lea Valley landscape towards central London (note Canary Wharf and the City in the distance)



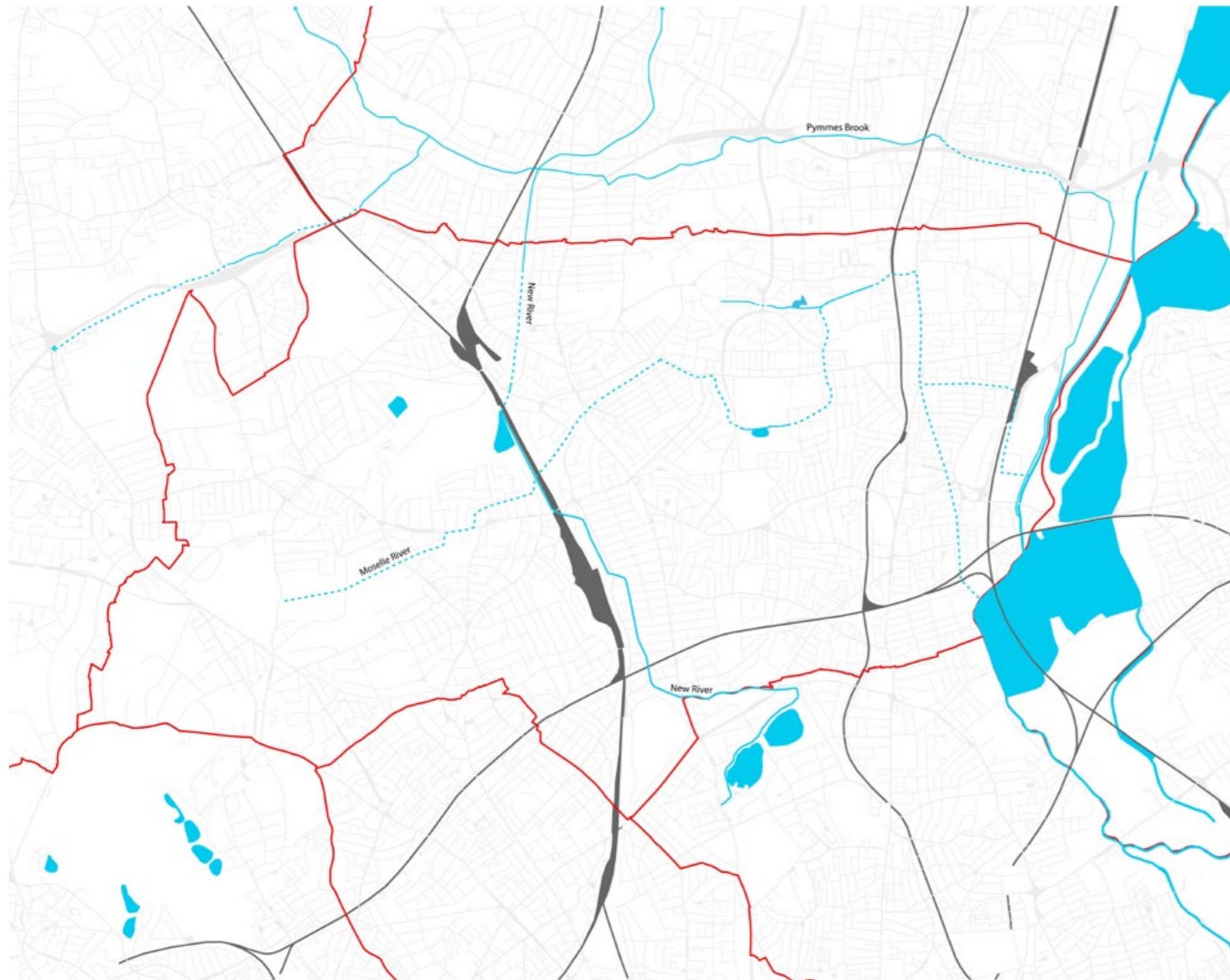
3d terrain model - View looking eastward with the northern heights, high points of Alexandra Park and Highgate



View from Ridge Road (running parallel to the ridge that extends into Stroud Green) offering impressive, open linear views of Alexandra Palace in between gaps in the built form

# Landscape and topography

## hydrology



The borough's landscape is heavily shaped by the hydrological system of rivers, canals, brooks, streams, lakes, reservoirs. Some are man made, others natural but all contribute to creating a unique water landscape and contributing to the borough's local distinctiveness and character.

Topography and water flow are inter-connected natural systems, with rivers running from high ground through and across valleys into the River Lea which itself flows into the River Thames at the Leamouth peninsula. The most important and largest river in the borough is the River Lea and its associated brooks and navigable canals. Unfortunately, access to this waterway and linear parkland is difficult from much of the borough and as a result is not as heavily used as it might be.

There are a number of partly hidden waterways including the Moselle River (natural) and New River (a leat). These water courses run open in parts, but are culverted along stretches, sometimes marked above ground by plot boundaries or paths. There are numerous smaller brooks and streams that run into the Moselle at its source point within Queens Wood, from where it is buried in a culvert and is not visible again until Lordship Rec. Recent works have uncovered the hidden Moselle River at Lordship Rec, creating a wetland habitat and a place for local people to enjoy.

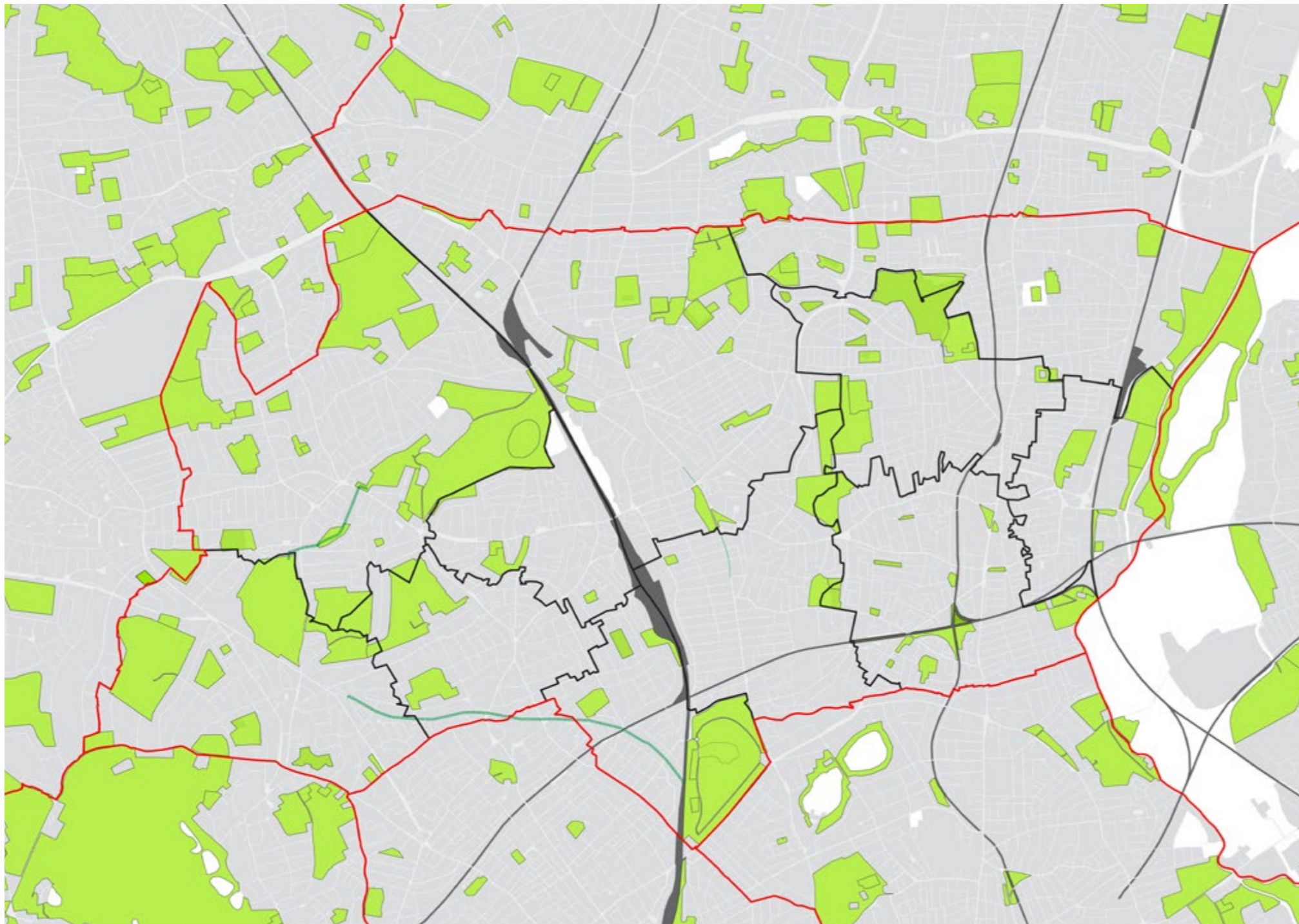
The New River runs from Hertfordshire to Stoke Newington, built during 1609-1613 by Sir Hugh Myddelton (to which a street is named after in north Wood Green). The New River enters the borough at Bounds Green, travels south through Wood Green, into Hornsey, and through Green Lanes, leaving the borough and travelling onwards to Woodberry Down and Stoke Newington. Originally the entire river ran above ground, but sections were culverted and straightened by the Victorians.

The Pymmes Brook runs to the north (largely within the LB of Enfield) but enters the borough in north-east Tottenham where it navigates through the Lea Valley Park south towards Tottenham Hale. Again, it has been culverted in parts to reduce the risk of flooding.

A large network of man made reservoirs lie along the eastern boundary (called Walthamstowe Reservoirs), highly visible on the map hydrology, these form part of the Lea Valley Reservoir Chain, comprising 13 reservoirs that provide drinking water to Londoners.

# Landscape and topography

## green spaces



The large and diverse network of green space across the borough plays an important role in shaping the character and local distinctiveness of each area. A significant part of the borough's land area is comprised of green space, and if private back gardens are taken into account this increases substantially further. This study has not attempted to characterise all the green spaces across the borough, as this has been done by the Open Space Strategy (2013). However, this study builds upon this work by assessing and describing the importance and relationship between green spaces and the wider urban character of an area and should be read in conjunction with the Open Space Study.

What is most evident is the variety of types and sizes of green spaces across the borough; comprising woodlands, parks and gardens, allotments, marshlands, cemeteries, golf courses, playing fields and recreation grounds. Each green space has a unique history and context and plays a different role and purpose in the borough, from providing space to play outdoor sports to being home to wildlife habitats. For example, Lordship Recreation Ground provides a large, neighbourhood park, with space for recreation, leisure and play, whereas Coldfall Woods in Muswell Hill, is an ancient woodland, of rare and special habitats and wildlife.

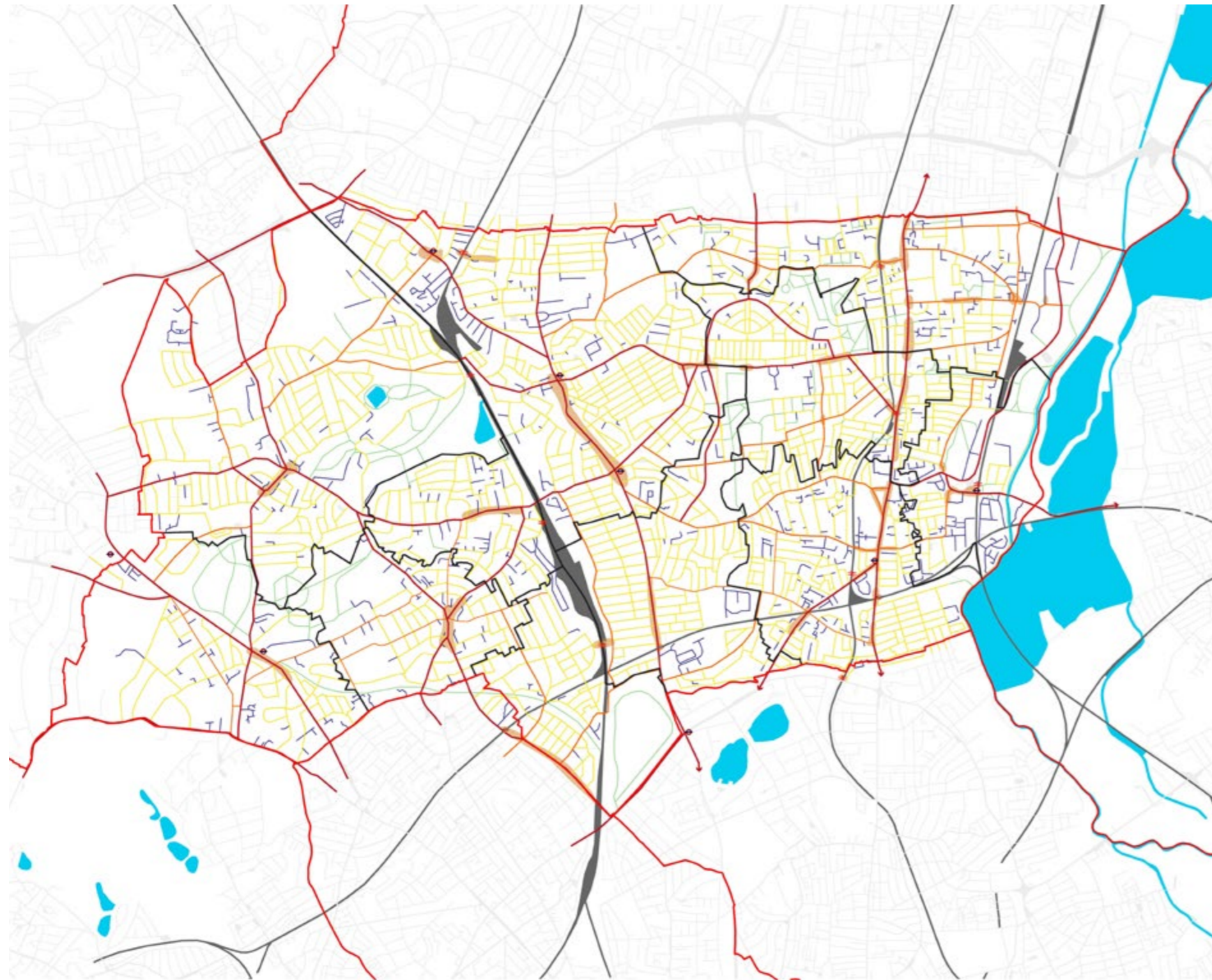
There is a slightly higher concentration of green space in the west of the borough, though many are not usable, open or accessible to the public, with a number of large golf courses and cemeteries. Ancient woodlands are also a notable characteristic and feature in the west of the borough and provide a link to the past, comprising Highgate Wood, Queen's Wood and Coldfall Wood.

There is a visible linear concentration of green spaces in the centre of the borough, comprising Lordship Rec, Downhills Park and Chestnut Park. Wood Green, north Green Lanes and the central parts of Tottenham have a lower concentration of green space, with smaller local and neighbourhood parks, greens and commons. Tottenham does however have access (though frequently poor access) to the large, linear expanse of the Lea Valley Regional Park which offers 26 miles of open space, waterways and wildlife habitats.



# Movement and legibility

## street pattern and activity nodes



The borough is strategically well connected, being located to the north of central London and some 10 km from Charing Cross. Key north south routes run from central London through Hackney, Islington and Camden, then through Haringey and beyond into Enfield and Barnet. The North Circular Road (A406) runs to the north of the borough, a busy, heavily trafficked vehicular which contributes to creating a physical barrier between Haringey and Enfield for pedestrians and cyclists.

The borough's spatial structure and layout is largely defined by its street pattern, much of it dating back centuries. These streets interconnect, creating a complex movement network for pedestrians, cyclists and vehicles. This street network has been classified into a hierarchy, from the most connected to the least connected streets, these are discussed below.

There are three main streets that run north-south through the borough which structure and heavily influence the overall spatial layout of the borough. These streets are; Tottenham High Road, Wood Green High Road, Archway Road. There are other main streets

There is a strong pattern of east-west secondary streets that connect neighbourhoods and the north-south main streets. These streets include; West Green Road, Lordship Lane, White Hart Lane, Broad Lane, St Ann's Road, Westbury Avenue and Fortis Green.

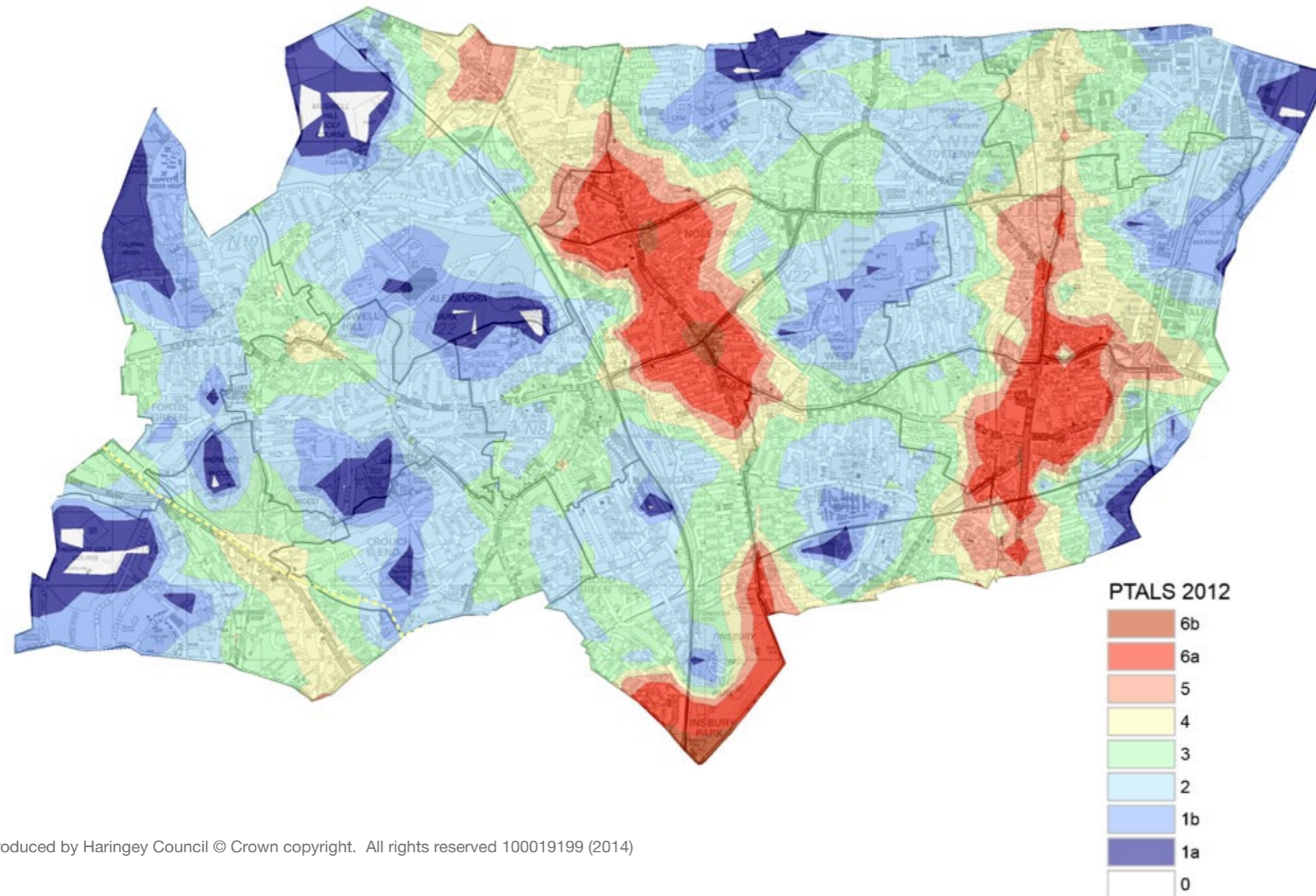
Local streets make up the majority of the street network, providing local connections within residential neighbourhoods. These streets form a variety of block shapes and sizes, creating in most cases a legible and connected urban form.

Dead ends or streets that do not connect to another street feature across the borough to higher and lesser extents. In small concentrations these do not affect the overall permeability of an area, but when they are concentrated in one area (e.g. parts of Seven Sisters) they provide a weak, poorly connected street pattern. In many cases across the borough, postwar housing estates display this pattern which is trying to be addressed through housing estate regeneration.

Activity nodes are often formed where key streets cross or merge. These crossroads vary in size, shape and quality across the borough and quite often also form the centre of a neighbourhood e.g. Crouch End. Activity nodes are often formed at points of intense pedestrian activity, such as outside a train station e.g. Bruce Grove railway station.

# Movement and legibility

## public transport accessibility



The public transport network (underground, mainline, overground, bus routes) plays an important role in shaping the form, land uses and activity levels of the borough by influencing where and how people can move around the borough, and across London.

Key public transport infrastructure runs largely north to south following the urban structure of the borough, creating north-south transport corridors of bus routes and stations. Key public transport nodes are often located within town centres; which further reinforces their strategic role and land use intensity.

The adjacent plan shows the 'public transport accessibility levels' for the borough, where zone 6b has the best accessibility and zone 1a the least.

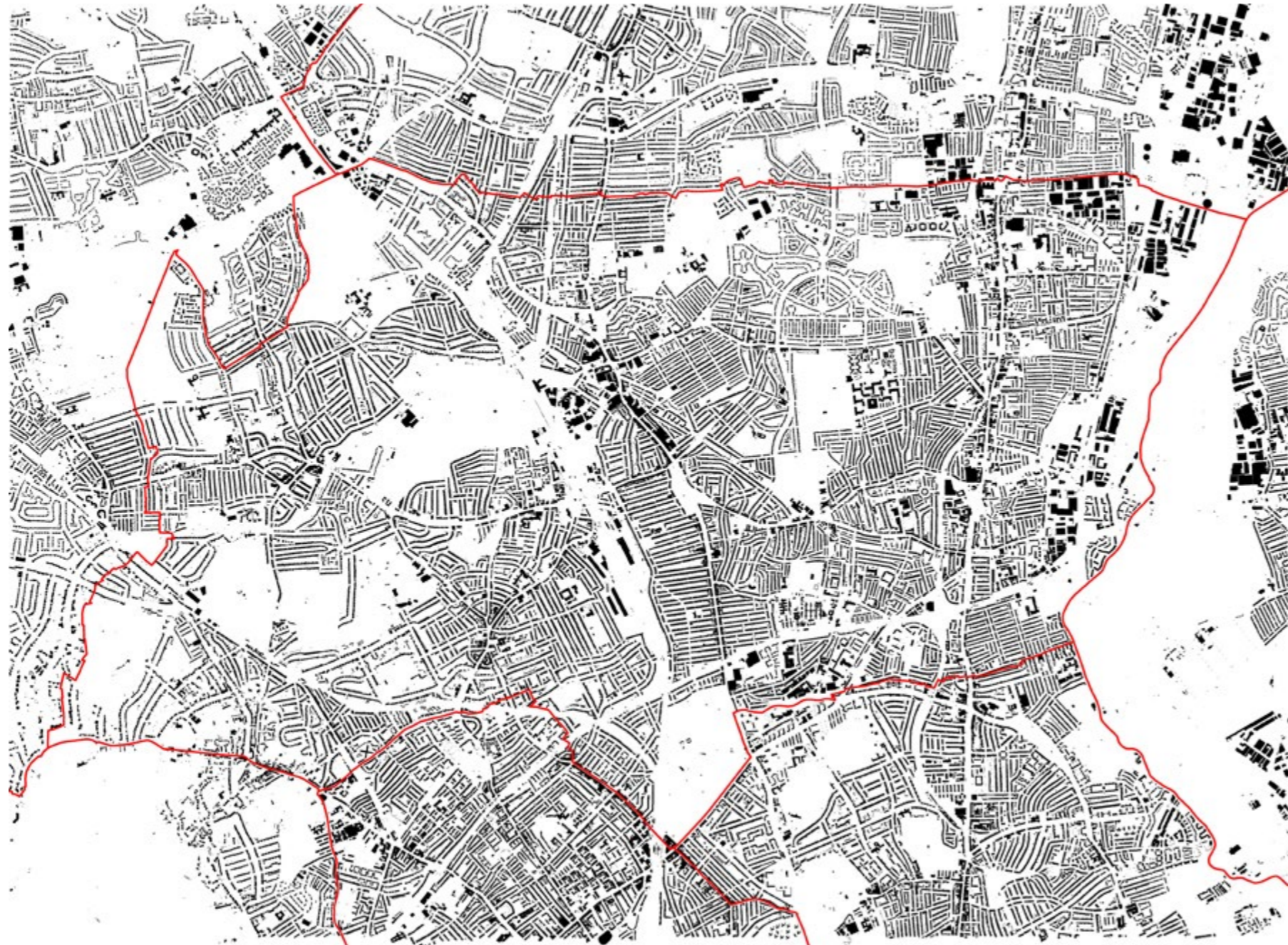
The areas of highest PTAL include:

- Wood Green and Turnpike Lane - both these iconic Holden designed underground stations anchor either end of the High Road creating a spine of high street activity and excellent public transport connections.
- Tottenham High Road - centered around Seven Sisters, and Bruce Grove with excellent access to underground, overground, mainline and bus routes.
- Finsbury Park - the public transport hub of Finsbury Park lies just outside the borough boundary but provides good to excellent transport connections to the south of Stroud Green and along Seven Sisters Road.

There are a number of areas in the borough with limited access to public transport. These are largely quieter residential parts of the borough such as Tower Gardens, Northumberland Park, Muswell Hill, Crouch End, parts of Stroud Green, Highgate and Hornsey. Although they may have a low PTAL, they are often within a reasonable walking distance to a bus route that provides access to an underground, overground or mainline station. Also these areas are often desirable due to their relative peacefulness and 'off the beaten track' feel, which is derived from their lower accessibility levels.

# Building form

## urban morphology



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### Legend - Urban morphology

- Solid mass of buildings (figure)
- Non built up area (open void)

The figure ground map is concerned with the physical geometry of the city. It shows the solid mass of buildings in black (figure) and the open void of everything else in white (ground). It's frequently used as a way to understand the urban grain of the city. Much like the grain of a plank of wood, it comes in different patterns, arrangements and types; from fine to coarse, from compact to loose.

By looking closely, the different urban grains of the borough can be identified. The balance of built form to open space differs across the borough. There are large areas of open (white) space in the west of the borough. Also pieces of infrastructure shapes the grain of a place, such as the railway lines that cut a wide linear space through the borough. An area can have a number of different urban grains in close proximity, creating a complex and varied urban character, not easily defined.

The urban grain varies greatly depending on when development occurred and what the prevailing patterns, fashions, technologies and building styles were in use at the time. Victorian housing was characterised by a strong, linear grid structure with a fine grain of terraces fronting onto enclosed streets. Interwar housing tended to have a looser, less rigid, more flowing urban grain of curving streets and larger blocks influenced by increased car use. Postwar housing estates were based on a much looser grain of slab buildings and tower block sitting in space rather than framing streets as had been done previously.



A more compact townscape of mid-rise buildings framing and enclosing a street



Looser arrangement of semi-detached houses lining wider tree lined streets

# Building form

## building footprint size



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**Legend - Building footprint size**

- Small footprint 0sqm - 299sqm (fine grain)
- Medium footprint 300sqm - 599sqm (medium grain)
- Large footprint 600sqm - 1000sqm + (coarse grain)

The borough's landscape of buildings can be characterised by their footprint size. By analysing the concentration and coverage of building footprint sizes across the borough a greater understanding can be gained of their impact to an areas character, grain and vitality.

Larger footprint buildings can be seen where there are civic, office or industrial buildings which require larger floorplates and more space, such as around Tottenham Green, along the eastern edge of Tottenham, parts of North Tottenham, Wood Green centre and a scattering elsewhere across the borough.

The majority of the borough is comprised of small footprint buildings (under 299 sqm) small domestic, residential buildings such as terraces, semidetached houses and small villas and townhouses. Medium footprint buildings usually consist of apartment buildings, mansion blocks where flats are accessed from a entrance core(s). These are spread across the borough but are often concentrated along main and secondary streets, within housing estates and new development areas.



A terrace of small footprint townhouses with frequent front doors onto the street



Large footprint apartment blocks forming entire city blocks with single facade treatment



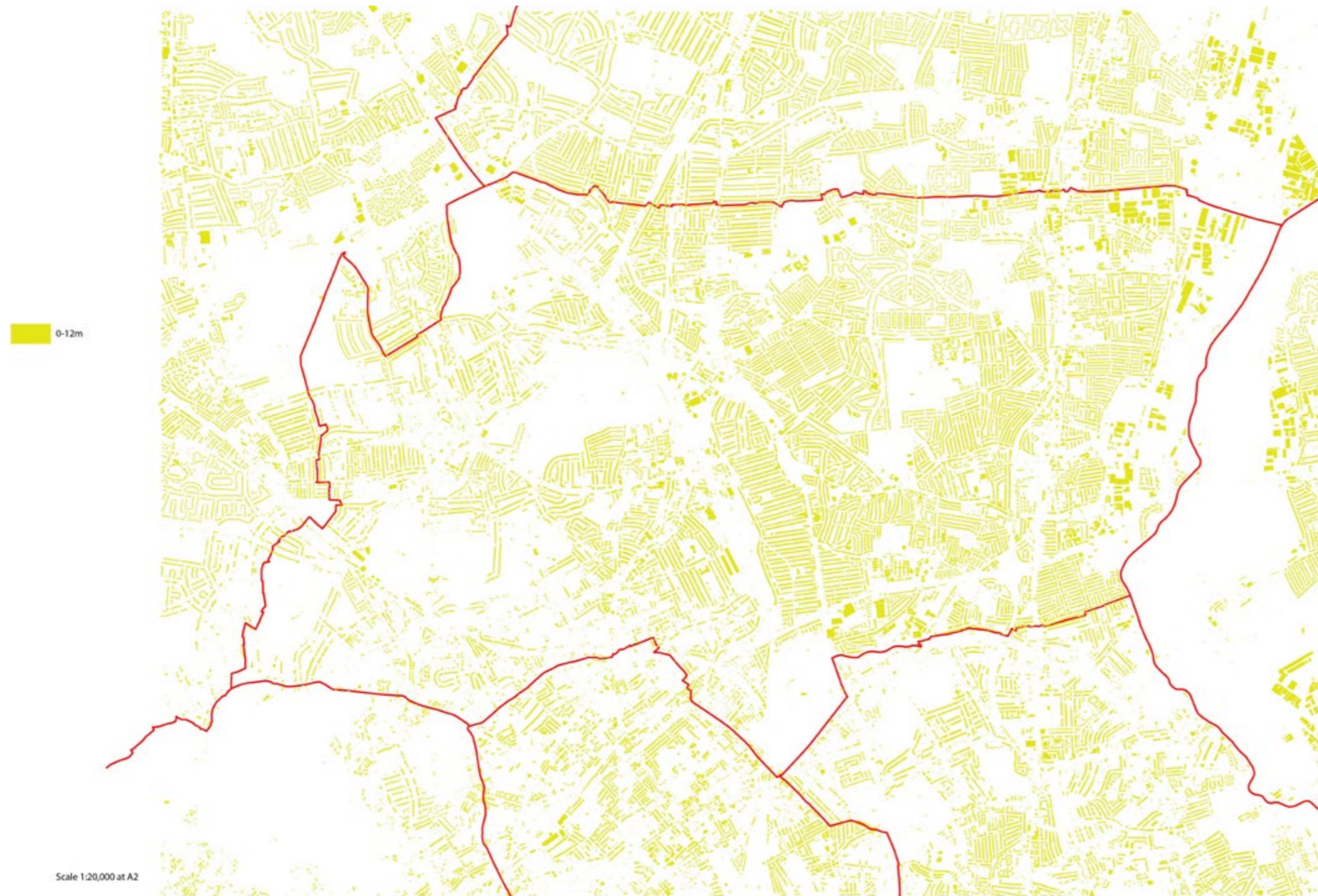
Medium footprint, mixed use buildings line the High Road in Tottenham



Large footprint municipal buildings edge Tottenham Green

# Building heights

0-12m height range - approx. 1-3 storeys (low rise)



The majority of the buildings in the borough are between 0-12m tall, which equates to approximately 1 to 3 residential storeys. These can be classified as low rise.

The greatest concentration can be found across the centre of the borough around Lordship Lane.

Large parts of these areas consist of 2 to 3 storey town or terrace houses, arranged around perimeter blocks, domestic in scale, with front doors opening onto the street. This typology is enduringly popular, offering a modest living space with private gardens with an urban feel.

Notable areas low rise areas include:

- Noel Park
- Bowes Park
- Haringey Ladder
- Down Lanes (Tottenham Hale)
- Tower Gardens
- Markfield Road area

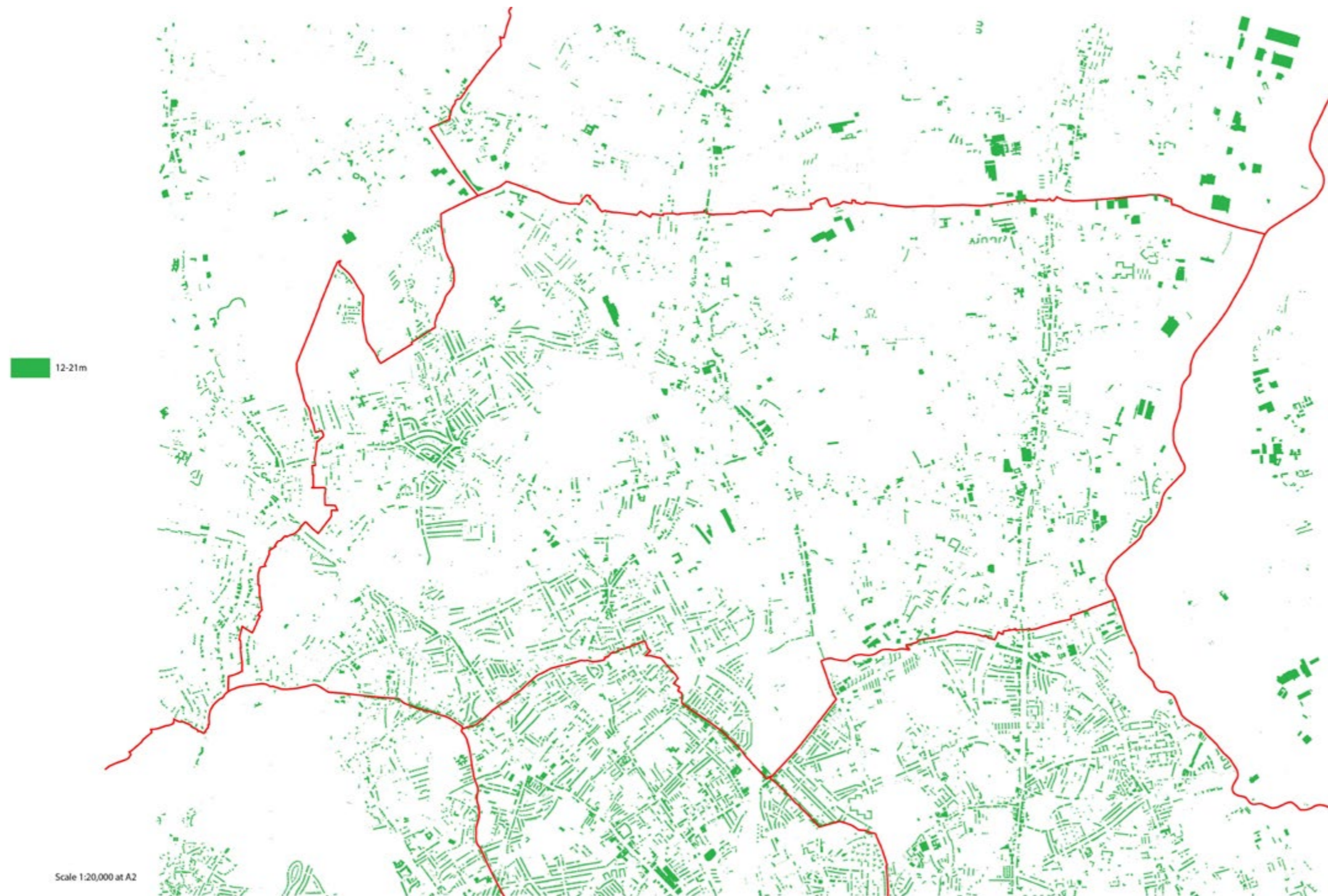
This is also the height of many industrial buildings, although these are typically of larger footprint. This height range, therefore, covers much of the Northumberland Park close to the Lee Valley, area south east of Green Lanes and adjacent to the main line railway in Wood Green and Hornsey.



Low rise terrace, Noel Park Estate

# Building heights

12-21m height range - approx. 3-6 storeys (mid rise)



A significant number of the buildings across the borough are between 12-21 metres which equates to approximately 3-6 residential storeys. These can be classified as mid rise.

The greatest concentration can be found in the west of the borough, in neighbourhoods such as Highgate, Crouch End, Stroud Green and Muswell Hill. The main streets such as Wood Green High Road and Tottenham High Road also stand out. They are lined by 12-21m buildings, creating a north-south green spines through the borough.

The types range from mixed use high street type buildings, to townhouses, villas, mansion blocks and more modern apartment buildings.

Notable areas medium rise areas include:

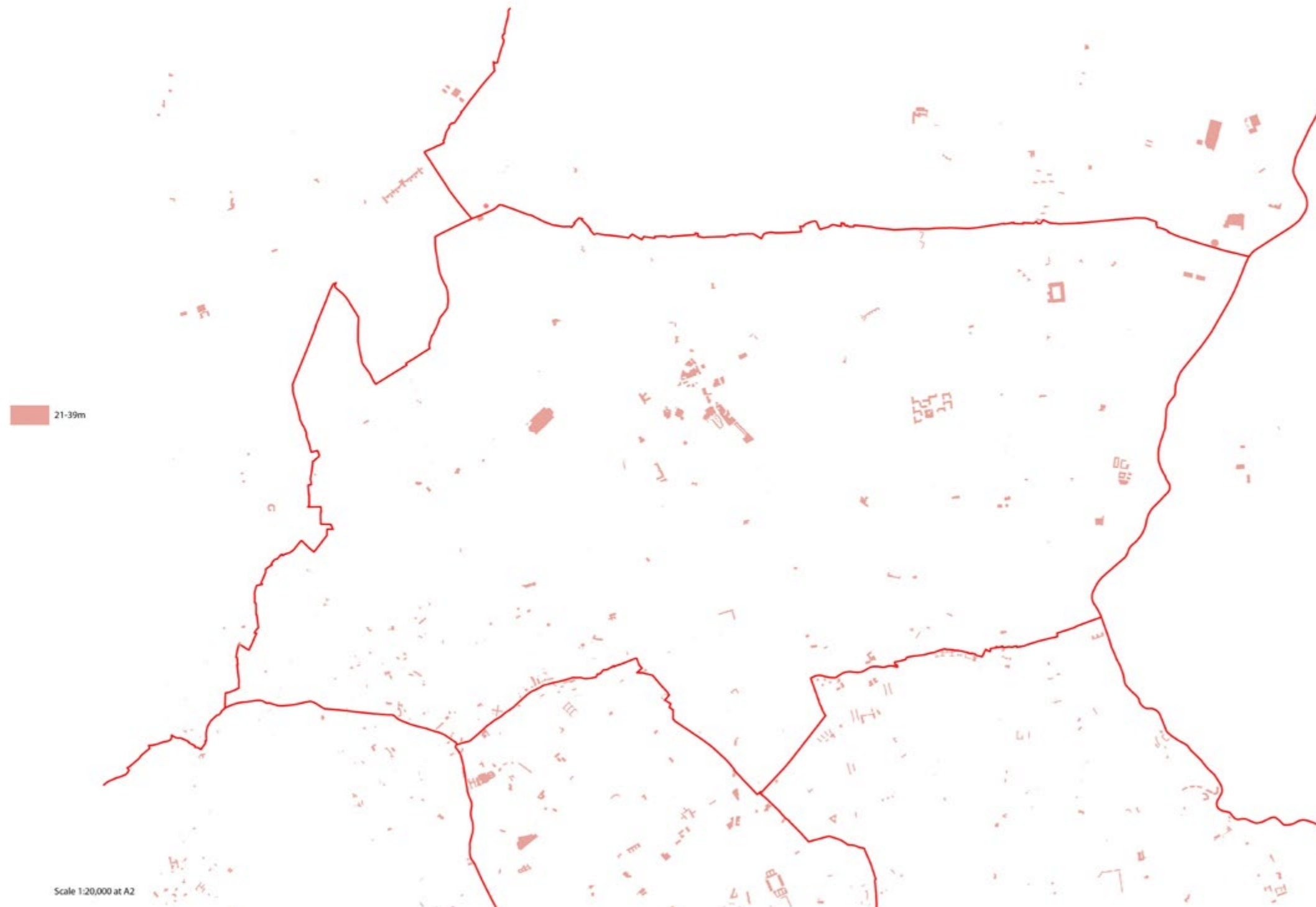
- Queens Avenue
- Crouch End
- Archway
- Tottenham High Road
- Green Lanes (industrial area)
- Stroud Green



Four storey terraces along Archway Road

# Building heights

21-39m height range - approx. 6 - 10 storeys



A small number of buildings across the borough are between 21-39 metres, approximately 6-11 residential storeys. These can be classified as mid to high rise.

The greatest concentration can be found in Wood Green town centre, but many are dotted across the borough in no discernable pattern or logic.

Some of the buildings at this height range stand alone, in visual and physical isolation from their surroundings. And, in some cases this has a negative impact on local legibility and townscape coherence, harming the character of the area (.

The types range from large scale post-war housing blocks, large landmark buildings such as Alexandra Palace and White Hart Lane Football Ground and grand mansion blocks to 21st century housing blocks.

Notable mid to high rise buildings/areas include:

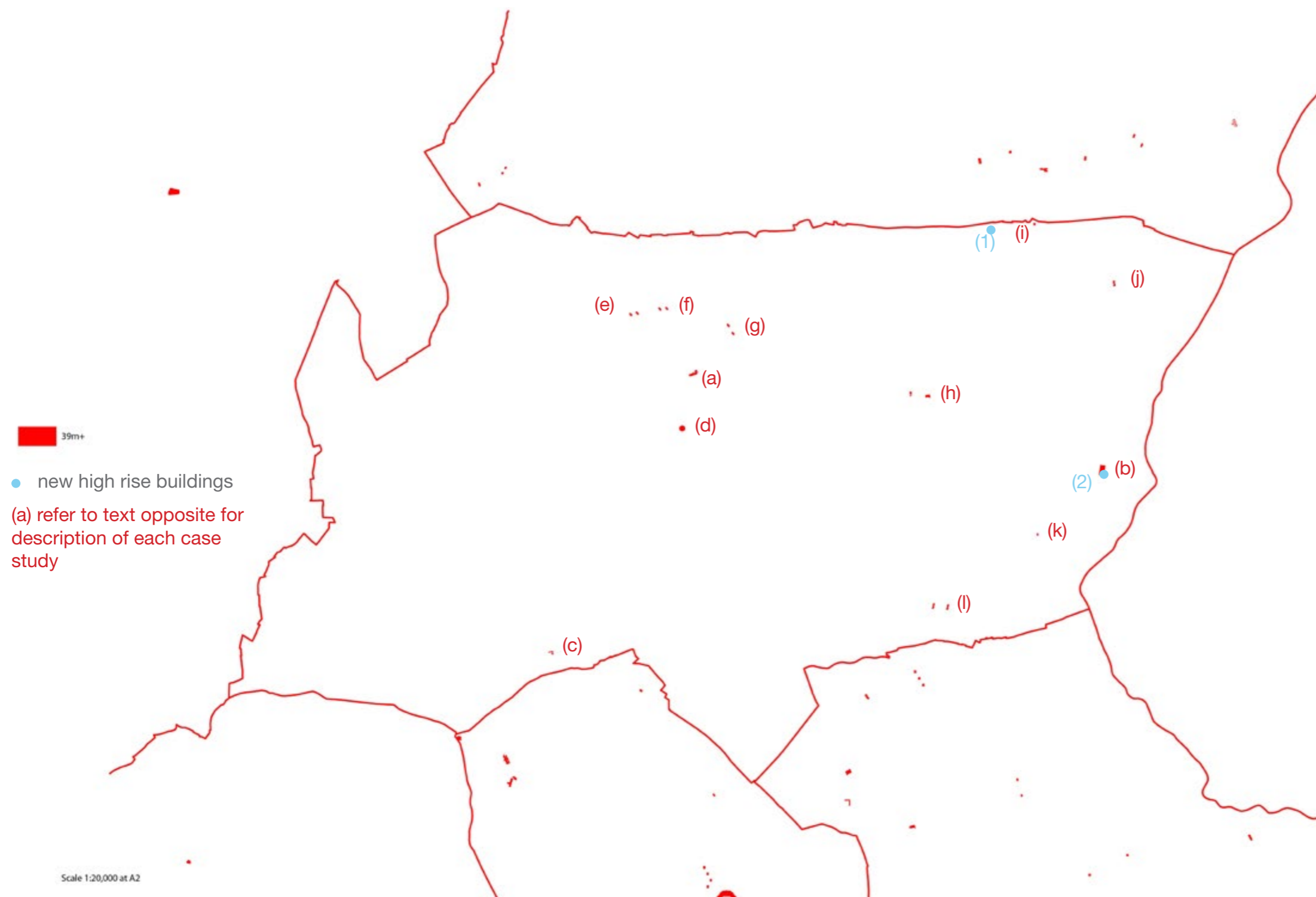
- White Hart Lane Stadium
- Hale Village
- Broadwater Farm
- Wood Green Shopping Centre
- Alexandra Palace
- Northwood Hall



High rise apartment block, Hale Village

# Building heights

39m+ height range - approx. 10/11 storeys plus (high)



There are only a handful of buildings in the borough that exceed 39m, approximately 10/11 storeys and above. These are classified as high rise buildings.

They are located across the borough with no real discernible pattern. However, a number are located in the Wood Green neighbourhood and very few in the west. Only a few are located along a main street or within a town centre (e.g. River Park House).

Most are the result of post-war housing estate construction where tall point blocks were built alongside low slab blocks.

Buildings that have an important civic or community role such as churches, town halls etc. often have taller elements (towers, spires, domes) marking their position in the foreground townscape as landmarks set around background buildings. These are not picked up in this dataset but have been identified manually through surveys.

There are two buildings with planning permission that will, when completed join this height range (marked blue).

- Brook House, North Tottenham
- Hale Village Tower, Tottenham Hale



# Building heights

## 39m plus case studies



(a)

River Park House  
Office building  
Wood Green  
11 storeys



(b)

Hale Village  
Western side of residential block  
Tottenham Hale  
12 storeys



(c)

Avenue Heights  
Modernist residential tower  
Crouch End  
40m – 12 storeys



(d)

Gasholders, Wood Green  
Utility structures  
Wood Green  
Exact height unknown - circa 24-27m and 39-42m



(e)

Finsbury House and Newbury House  
2x Post-war residential tower blocks  
Wood Green  
Both 15 storeys



(f)

John Keats House and Thomas Hardy House  
2x Post-war residential tower blocks  
Wood Green  
Both 15 storeys



(g)

Elizabeth Blackwell House and George Lansbury House  
2x Post-war residential tower blocks  
Wood Green  
Both 15 storeys



(h)

Broadwater Farm Estate  
2x Postwar residential tower blocks  
Bruce Grove  
Both 19 storeys

# Building heights

## case studies



(i)

### Stellar House, Altair Close

Residential tower block  
North Tottenham / Northumberland Park  
20 storeys



(j)

### Kenneth Robbins House

Postwar residential tower block  
North Tottenham / Northumberland Park  
Circa 17 storeys



(k)

### Cordell House

Postwar residential tower block  
Seven Sisters neighbourhood  
14 storeys



(l)

### Oatfield House & Twyford House

2x Postwar residential tower blocks  
Seven Sisters neighbourhood  
Both 19 storeys



(1)

### Brook House (under construction)

22 storey residential tower forming part of a larger development scheme in North Tottenham, along the High Road (No. 881).



(2)

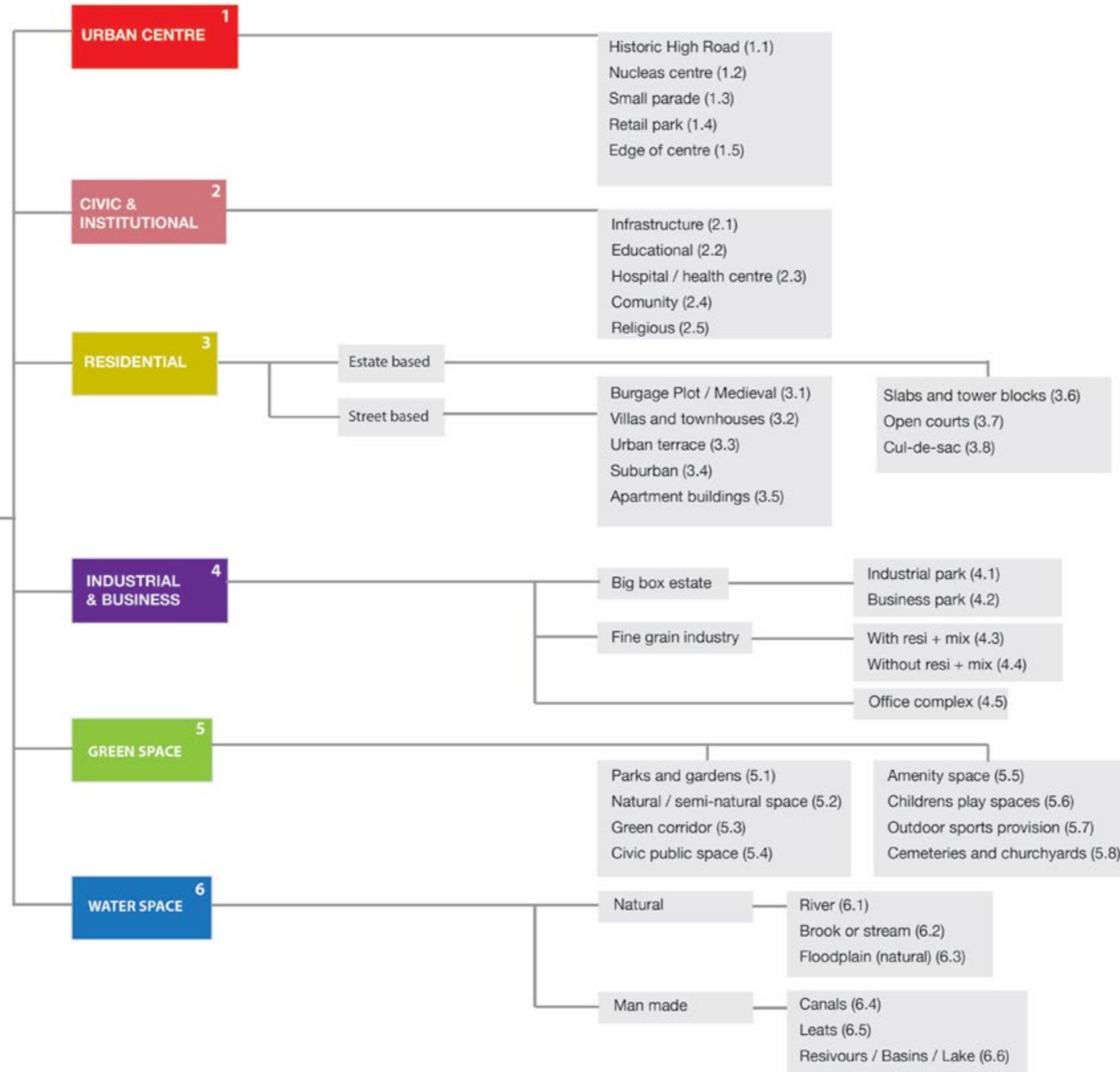
### Hale Village Tower (proposed)

25 storey residential tower forming part of the Hale Village development in Tottenham Hale. Will be the tallest building in Haringey when completed.

# Character types

classification of character types

**HARINGEY CHARACTER TYPES**  
Classification and coding system  
First draft - March 2014



# Character types

## classification of character types

### 1. Urban

#### 1.1 Historic high Streets

Historic High Roads are busy bustling high streets with near continuous active retail frontage at ground level. They may be of ancient origin, like Tottenham High Road, Green Lanes, Wood Green High Road and Highgate High Street, or 19th century creations like Archway Road and Muswell Hill Broadway. None would have had the characteristics of high roads before the growth of suburban London though, as none form the centres of pre-19th century towns; they were roads through either villages, hamlets or open countryside. Tottenham and Highgate were enveloped by suburban London's outermost growth from the end of the eighteenth century, but most growth and development to their present form dates from the mid to late nineteenth century; at this time numerous shopping parades were built, in both established village centres along major arterial roads, such as Tottenham High Road and Green Lanes, at newly established suburban "town centres" such as Crouch End and Muswell Hill (the latter being created virtually from scratch over just 20 years around the end of the 19th century by one developer, James Edmondson, in a distinctive and consistent style), and in more isolated and scattered small parades, covered in Type 1.3 below.

Plot layouts may actually be or be similar to 3.1; Burgage Plots, with narrow frontages but long depth of hinterland behind, or may contain more designed layouts, particularly in purpose designed "shopping parades". Characteristic commercial built form along Historic High Roads that predate the late 19th century shopping parades are generally individual plots or short terraces, longer terraces being normally purely residential and defined as Villas & Townhouses at 3.2 below. Occasionally townhouses have had single storey shopfront extensions built out to the pavement line over their front gardens.

The most significant 20th century developments of Historic High Roads have been redevelopments to create larger floorplate buildings, characteristically larger shop units such as department stores (early 20th century eg Co-op, now Carpet Right, 638 Tottenham High Road) & supermarkets (later 20th century to date, eg Morrison's Wood Green; merging into Types 1.4, Retail Park & 1.5, Edge of Centre).



Highgate High Street

#### 1.2 Nucleus Centre

The difference between this and Historic High Streets is subtle but points where several high streets / busy shopping streets come together to create a cluster, star or nexus of retail frontage have a different character to continuous long High Streets which, crucially, have areas of different character off them, running parallel to them.

The difference relates to some extent to the way suburban London spread over pre existing settlements; where there was an existing town, village or hamlet with a settlement in a nuclear form, i.e. clustered around a centre, this usually became a local centre of spreading suburbs as they engulfed the existing settlement (the hamlet of Crouch End is one such example). In contrast, where pre-existing settlements were linear (as in Tottenham) or scattered (as elsewhere in the previous countryside that became Haringey), retail spread along major arterial roads, and where they reached a certain critical mass became linear High Roads; this being more characteristic of London's suburbs.



Crouch End Broadway and its Clock Tower

The other way a Nucleus Centre came to exist was in planned developments; where a suburb was developed according to a plan, there was often (but not always) a planned district centre created. To some extent Muswell Hill is an example of this, although it is not a "pure" nucleus centre; the town centre is clustered on Muswell Hill Broadway and Fortis Green Road, which curls around into a C-shaped plan, but does not extend down any other streets to any significant extent.

#### 1.3 Small Parade

Small parades can be found widely across the borough, containing 3 or more shops, sometimes one or two civic, cultural or religious buildings and possibly a pub too. There is a great deal of variation in size from just 2 or 3 shops to whole streets with shops and other town centre type uses on both sides of a street. There is also a variation in official planning policy designation, and therefore the protection they get from the planning system (change of use away from retail will normally be resisted in designated retail areas but not outside);

# Character types

## classification of character types

we have never characterised areas designated as District Centres as Small Parades, but most places designated as a Local Shopping Centre and not placed in another character type by us will be a Small Parade, but so are many “undesigned” areas.

The key is urban form; that it is made up of predominantly small shops, facing a road, typically on one side of a road only (whereas if on both sides it would be typically characterised as a High Road), and on one street only (otherwise it would be more suited in “Nucleus Centre”). However it may not be in healthy retail use; on occasion a row of buildings designed to be shops, with shopfronts, a wide pavement up to the building and all the other urban design characteristics of a Small Parade, may have changed in use but still have the characteristic urban form.

For it is not a healthy form; with the decline in retail and many other functions and their concentration in established town centres and put of town retail parks. For it is essentially about placing facilities at walking distance to residents, now less in demand. Many have therefore experienced decline with many shop units empty or converted to other uses including residential, as well as closure or change of use of supporting civic and community buildings. Change of use alone damages the health and vitality of Small Parades, a component of the characteristic, by not providing an active frontage, that passers-by will not slow down, linger and “window shop”, without feeling they are intruding on privacy. An even greater erosion of the urban form comes when shopfronts are “infilled” with brickwork and domestic windows, whilst maintaining the frame, outline and overall form of a shopfront, along with crucially the pavement continuing up to the building edge.

### 1.4 Retail Park

A modern urban form that has only appeared since the 1970s, it is also one that can be said to undermine the “urbanness” of the city, being a form aimed at accommodating and specifically appealing to the car driver. Therefore surface car parking will take centre stage, with built form receding behind it (even if car parking may frequently continue around the sides and backs of buildings). It has much in common with 4.2: Business Park & 4.5 Office Park.



Retail parade on Great Cambridge Road



Tottenham Hale Retail Park

A key characteristic is that buildings are Low Rise; single story or occasionally two, albeit that the floor heights are large. This is due to another key characteristic; that buildings and indeed the whole space, is in a Single Use, retail, although they also include restaurants, cafes and the more specialist drive-in / take-away restaurant. Due to their necessity to be seen and recognised from a moving car, and that the retail units have to be set back behind parking making them even less visible, the normal retailers requirement to have shop windows and signage to appeal to the passing pedestrian is transformed into a need for separate brash and loud high visibility through signage & lighting. The space around and in front of a retail park, dominated by parking, will usually also include some ornamental landscaping. To the rear though there will be some extensive service yards, laid out to meet the needs of the delivery truck. This urban form is essentially suburban in nature, creating a broken up and pedestrian unfriendly environment.

Examples in Haringey include genuine retail parks with several units at Arena, Green Lanes and the Tottenham Hale Retail Park, as well as standalone individual supermarkets such as the former Sainsbury's at Snell's Park (although its replacement on Northumberland Park, a part of the Spurs Stadium development, piles up the development, its attendant parking and delivery, with education and marketing facilities into a multi-storey complex more like a town centre building), and the huge IKEA over border in Enfield.

### 1.5 Edge of Centre

Around the edges of town centres there is often an area of transition where retail density reduces, other lower value retail and parking, as well as residential, begin to be mixed in. This is really a transition from one to another, but has certain characteristics, particularly lower density and fractured street networks. It can often be found around many of our retail areas, but where values are higher or areas are not changing rapidly it will usually not be found.

# Character types

## classification of character types

### 2. Civic and Institutional

#### 2.1 Infrastructure

There is clearly a crossover between this and “Large Scale Individual Works Site” under Industrial & Business below. One of the most significant examples of this type is railway lands; the tracks themselves, trackside facilities and buildings, including stations unless they are “absorbed “ into a wider built form as a multi functional building containing stations along with (say) retail and residential or other uses over. Trackside works buildings would be included, but separate rail depots or sidings as part of industry, gated off from the through lines would be found under 4.7: Large Scale Industrial Works Sites.

Another major infrastructure category could be water works, but it makes more sense to categorise these under specific descriptions of their very different building or land use types; so the gated, clearly demarcated Hornsey Water Works is categorised as an industrial works, the adjacent ponds and reservoirs elsewhere under 6.6: Reservoirs, Lakes etc and the New River under 6.5: Leats.

However a building and land taken up as a public transport interchange. bus stations, bus garage or bus park meets this category. Other examples include electric sub-stations (if large).

#### 2.2 Education

School buildings generally occupy a distinct campus or enclosure, separated from the surrounding urban realm, with walls, fences with elaborate railings or in the case of more modern schools, extensive landscaping; the buildings then sit as pavilions within their own landscape. Their relationship to their neighbours and their context has often been seen as a minor consideration in their design, but such is their social significance and architectural distinction they have become significant landmarks.

Early schools include the Victorian Gothic Sunday school in Tottenham Green and nearby former boys and girls grammar schools. Later in the nineteenth century, Haringey like most paces received several “board schools” in the distinctive baroque style,



London Underground Victoria Line Depot, east of Northumberland Park Station



Education

with Dutch gables, steep pitched roofs, elaborate dormer windows, in brick and terracotta, as is so typical of this type of school. One of the best architecturally is on Downhills Park Road and is now Haringey Council offices. Board schools and others in the nineteenth century were generally of 2 or 3 storeys, but from the mid twentieth century, many single storey schools were built, in a light and airy modernist style in extensive landscaping. Good examples include Welbourne School in Tottenham Hale and St James’ in Muswell Hill. Although well

considered at their time, they can seem lacking in presence and monumentality commensurate with their social role and do not represent an efficient use of precious urban land.

The most recent schools or school extensions are generally of 2, 3 or 4 storeys and with more considered use of land to maximise efficient; they also consider more carefully their appearance and presence; the entrance pavilion and library to Hornsey School for Girls and completely new Heartlands School (Wood Green). Yet more revolutionary is the proposition that new schools should be in mixed use buildings with housing above; the first such example in Haringey is nearing completion in Tottenham (north).

#### 2.3 Health

Campus, pavilion type buildings or occasionally in case of health centres fitting into retail frontage.

#### 2.4 Community

This category covers community centres and other public buildings that do not fit into the categories above and below.

#### 2.5 Religious

Some of the oldest buildings in Haringey fall into this category; the church tower of Hornsey Old Church and All Saints, Tottenham (Bruce Grove). These served as the parish churches for the two rural parishes covering the area before urbanisation. With the spread of London, new suburbs were provided with new Church of England parish churches, such as the nineteenth century St Ann’s Church, St Ann’s Road (Seven Sisters); this forms the centre of a parish “precinct” with neighbouring almshouses and primary school. The church in Tottenham Green is another such example, despite being sited in a medieval space. Wood Green parish church is another particularly good church at anchoring urban space in the key junction of Bounds Green Road with Wood Green High Road and notably visible on its hill brow.

# Character types

## classification of character types

The churches of other branches of Christianity follower, often in less notable and prominent spaces, but not in the case of St Ignatius' catholic church on Tottenham High Road (Seven Sisters); a monumental edifice built to overshadow St Ann's and providing an effective gateway to Tottenham. The former non conformist chapel on Trinity Gardens, Wood Green is now a Greek Orthodox Cathedral, recognising the importance of the Greek community to the borough. Many churches have "swapped faith" not just to other branches of Christianity but to other faiths. Others have passed out of religious use, often to be converted to residential; conversion often preferred as retaining the monumental architecture and significant placing in the urban environment, marking key junctions or closing vistas, that give religious buildings a significance outweighing their function.

Mosques have followed more recently, generally in modern buildings referencing traditional Islamic architecture; a good example is on Wightman Road at its junction with Hampton Road.



Wood Green Greek Orthodox Cathedral, beside Trinity Gardens, Wood Green

### 3. Residential

Street based

#### 3.1 Medieval / Burgage Plot

Burgage plots are a characteristic settlement pattern going back at least to the Middle Ages. Narrow plot frontages onto a compact street frontage are characteristically built right up to pavement edge or just behind, and to most if not all of the plot width, but usually with most of the plots having a side passage, alleyway, archway, track or coach way leading to the back of the plot (and sometimes accessing other plots).

The burgage plot then extends a considerable distance behind the street frontage; often 10 or 20 times as deep as the plot is wide. The characteristic built form that starts with a substantial building that fronts its narrow street frontage and fills most or all of the plot width then breaks down into subsidiary rear projections, add-ons and lean-tos subordinate in scale and typically of less width. This may well be followed by further detached subsidiary buildings, outbuildings and sheds, within primary and secondary enclosed or walled court, with further open spaces that can include gardens an, orchards and pastures extending further back; these latter may have been built upon in recent years in backland developments accessed from the aforementioned or neighbouring archways and side alleys.

The other important characteristic is that buildings are individual; this is not a pattern found in planned, coordinated developments built out by one builder, developer or architect; by contrast it is intrinsically an "organic" from of development.

#### 3.2 Villas & Townhouses

This character type is intended to cover taller terraced houses of at least three storeys, as well as semi-detached pairs and individual detached houses of a similar height, especially where there is a degree of consistency and coordinated design of frontages. It is the characteristic form of "Georgian" housing



Victorian villas, in semi-detached pairs but designed to emphasise the individuality of each house, with elements of gothic architecture; Hornsey study neighbourhood



Urban terraces, part of the Campsbourne Cottages estate built by Hornsey Borough Council as an improved version of the Victorian urban terrace

# Character types

## classification of character types

development in London, but is considered here to include grander houses of the “Regency”, “Victorian” and to some extent “Edwardian” eras.

An important aspect that distinguishes this typology is having a designed frontage. However to their rear they may well be more informal. It would also be fairly characteristic, but not essential to have large gardens, particularly private ones at the back; they may have a front garden as well, with formal layout and boundary of ornamental railings, but may equally directly front the street. Since at least the 1970s a steady trickle of contemporary villas and townhouses has appeared in some of the most prestigious developments. However these may be classified into a different typology more appropriate for their form.

### 3.3 Urban Terrace

This is by a long way the most common building form found in Haringey. There are large areas of repeating terraces across the whole borough; from small individual terraces, through generic terraces of the “standard” speculative type to specifically designed estates with terraces designed to be appreciated as a single architectural composition as well as as a series of repeating individual houses, even to estates where streets are laid out with landscaping and special corners.

Some of the best, most designed estates, were pioneering examples of social housing; Noel Park (in Wood Green) by the Artizans and Labourers General Dwellings Company, a Victorian Philanthropic Housing Company, and the Arts and Crafts style Tower Gardens (in Bruce Grove) by the London County Council. The work of Hornsey Urban District Council, one of the boroughs previous constituent councils, in Campsbourne Cottages (Hornsey) & the Gaskell Estate (Highgate) is also notable, but not for its utilitarian layout but for the arts and crafts house and terrace designs. Harringay Ladder is one of the most extensive and impressive speculator built private estates of terraced housing, made up of repeated east-west streets on a steep hillside between Green Lanes and Wightman Road; the Avenue Gardens area to the east of Green Lanes continues the repeating grid onto the flat plain below.

### 3.4 Suburban

Suburban housing is characterised as being of lower density as urban terraces above, broken up into detached, semi-detached or short terraces, with extensive private green space; individual gardens; between, behind and crucially in front of houses.

These types of houses were built from at least the eighteenth century, and occasional Georgian semi-detached or detached villas can be found scattered around the borough from Archway Road (Highgate) to Cemetery Cottages (North Tottenham). However if the gradual growth of London usually started with this form of housing in the eighteenth and nineteenth century, they were mostly replaced with much larger areas of terraced housing. Much larger areas of this type of housing started to be built from the beginning of the twentieth century, and by and large they have proved hugely popular and enduring, surviving and thriving to this day.

Significant differences can be found depending on whether suburban housing was built by private developers or the state; largely as a result of private developers desire to architecturally distinguish their product from public housing. Therefore although the Arts and Crafts style was probably the key distinguishing feature of turn of the century social housing, such as The Bishops area of Highgate and the Rookfield Estate (Muswell Hill), its embrace by the London Council in such estates as Tower Gardens (Bruce Grove) contributed to private developers switching allegiance to “Tudorbethan”, Art Nouveau and “Moderne” in the inter-war years; the Downhills Way area of Green Lanes/Wood Green and Twyford Ave. / Creighton Ave. area of Muswell Hill provide good examples.

This building form has almost died out in the post war years due to lack of land availability; Haringey was built up and any small infills too valuable to build at such low density. A few small private and housing association of closes of “Brookside” style neo-vernacular 2 storey houses were built in the nineties, but even then in short terraces; land values and housing demand is such that now only 3 or 4 storey terraced “townhouses” or flatted developers would be contemplated anywhere in Haringey.



Suburban housing (part of the white Hart Lane Estate) at the corner of Great Cambridge Road & The Roundway)

### 3.5 Apartment Buildings

Examples of this form can be found across the borough and from the end of the nineteenth century to the most recent developments under construction now, but certain periods have produced more than others. The earliest examples would be described as Mansion Blocks, in neo-classical, neo-baroque or Arts and Craft styles and could form terraces with sufficient density; later they became more object-type buildings designed to be appreciated from all sides and sit in extensive landscaping; the legendary Highpoints 1 and 2, seminal modernist designs, and numerous Art Deco examples such as Cholmeley Lodge above. The post-war years were a quiet time for this form, but it has returned with vengeance recently.

The differences between how one would define a block in this category, as an Apartment Building, rather than in 3.6: Slabs & Tower Blocks, can be subtle, with a significant overlap. For the purposes of this study it is taken crucially to be whether the block forms part of an Estate (in which case it goes below); so for this it must have a street address, in a street of other properties that address the street. So



# Character types

## classification of character types



Cholmeley Lodge, Highgate, a good example of an Art Deco/Modernist Mansion Block apartment building



Example of Open Courts; Chesnuts Estate, Tottenham Hale (border of Bruce Grove & Seven Sisters study neighbourhoods); low rise 3 storey blocks arranged around landscaped parking courts

although Highpoints 1 & 2 sit within shared landscaped grounds incorporating estate parking, they clearly front their road, North Hill, with front doors addressing the street.

### Estate Based

#### 3.6 Slabs & Tower Blocks

A numerous extensive form dating from the massive growth of public house building programmes in the post-war years combined with a recognition that low rise, low density suburban housing was inappropriate (and unaffordable) in built up areas of London. In inner London, the London County Council had been building medium rise flatted blocks from the end of the nineteenth century, but this only started to happen in Haringey in the 1950s, by which time modernism was the architectural orthodoxy.

Examples of designed estates made up of this type of urban form include Hillcrest (Highgate), Campsbourne Estate (Hornsey), Broadwater Farm (Bruce Grove) and Northumberland Park (North Tottenham). Across the borough there are tower blocks of identical design that can be recognised in different locations from Seven Sisters to Wood Green to Northumberland Park; standardisation in block design was a part of economical construction of such blocks, and can be found in the lower rise blocks too when one looks closely. Sometimes, where blocks sit alone, such as for instance Trulock Court on Northumberland Park, it approaches the definition of 3.5: Apartment Blocks, but as one of at least six identical three winged point blocks across the borough it is more logical to see it as part of the council estate inheritance and therefore in this category.

As well as the built form, these are characterised by landscaping, roads, footways and surface parking spreading around the blocks.

#### 3.7 Open Courts

Estates of lower rise blocks set in landscaping, sometimes

with private gardens but generally characterised by communal landscaping and amenity greenspace around and amongst the blocks. Car dominance can also be a feature, with surface parking, but less so that with 3.6: Slabs & Tower Blocks above.

#### 3.8 Cul-de-sacs

Innovative low rise high density housing forms were developed in the 1960s to combat criticisms of high rise living and provide a solution to more sensitive locations; this type is therefore found in significant numbers in Highgate, Haringey's 1st Conservation Area where Kingsley Place by the Architects Co-partnership represents a significant early example. Although modernist principles of functionalist planning, truth to materials and separation of functions remain to the fore, street based layouts make a comeback, but with the street layout subordinated to efficiency of housing forms.

## 4 Industrial & Business

### Big Box Estate

#### 4.1 Industrial Park

Industrial premises are often created as a deliberate act of economic regeneration of enterprise where a large parcel of land is laid out with good vehicular access and identical industrial units lining extensive loading/parking space. There are several such developments in Haringey; on White Hart Lane in Wood Green, Shelbourne Road, Mill Mead Road and Markfield Road in Tottenham Hale and Rangemoor Road in Seven Sisters.

Typically gated, leading to extensive hard paving, with 2 storey high portal framed boxes housing standardised industrial units with repeating details of loading bay doors and office doors and windows. They are not particularly pedestrian friendly, having to accommodate articulated lorries manoeuvring. Their rears can be an alienating, unresponsive facade if not embedded in built space, and their edges can be messy due to fitting standardised industrial buildings on non rectangular sites (industrial in their construction as well as use, made up of standardised repetitive

# Character types

## classification of character types



Industrial units partially converted to residential and live-work units, Fountayne Road, Tottenham Hale

identical steel framed structural spans and cladding). However they are generally cleaner, neater than ad hoc disparate industrial development; at the loss of individuality. It is essentially a suburban urban form.

### 4.2 Business Park

Elsewhere offices are provided in urban (or rather sub-urban) forms similar to Industrial Parks; low rise office blocks sitting in extensive surface parking. Generally extensive landscaping is also provided. This type is not found in Haringey.

### Fine Grain Industry

### 4.3 With resi + mix

Most industrial areas in Haringey (whether officially designated or not), are the product of piecemeal development from the late nineteenth or early twentieth century. Therefore

whilst generally low rise, one or two storeys, these areas are densely built up, filling their plots to the pavement edge and creating a true urban environment.

### 4.4 Without resi + mix

Most manufacturing and warehousing in Haringey still falls into this category.

### 4.5 Office Complex

Haringey is not a major office location. Apart from the council, few employers have large offices in the borough. The council's offices are found mostly in Wood Green town centre.

### 4.6 Entertainment Complex

Today, to cater for the car borne customer, many modern entertainment facilities such as cinemas, bowling alleys, bingo halls, ice rinks etc., are provided in "out of town" locations. However, in Haringey they are all to be found in town centres or on their edges.

### 4.7 Large scale individual works site

In various places across the borough there are large buildings, complexes or infrastructure installations that in effect sit outside of the urban grain, as holes or barriers within the city; they include the Victoria Line Depot and Electricity Sub-Station at Northumberland Park, Hornsey Water Works; the distinction for these between Individual Works and Infrastructure (below) is fine but for instance for railway depots, the tracks and linear elements alongside including stations would be defined as infrastructure, an enclosed, gated more rectilinear ion plan compound containing sidings, rail loops and sheds would be defined as a Large scale individual works site. See the photo at Infrastructure below.

## 5 Green Space

### 5.1 Parks & Gardens

The definition of public parks will be familiar, but the variation of sizes deserves some comment. Haringey is well endowed with public parks, and many have a high quality of landscape design and maintenance, recognised in the number awarded Green Flag status. However not all areas of the borough have good enough access to parks.

Three large parks; Finsbury Park (spanning our Green Lanes and Stroud Green study neighbourhoods), Alexandra Park (Muswell Hill / Hornsey) and Lordship Rec (Bruce Grove/Wood Green) contain extensive facilities, and are of a space and size that visitors can put the city in the far distance. As typically large spaces they form the edges of our study neighbourhoods. Several medium sized parks such as Priory Park (Hornsey/Crouch End) and Down Lane Park (Tottenham Hale) provide fewer but still many facilities and a significant size. Smaller local parks include Stationers



Stationers Park, in the "Hornsey Vale" area of the borough (typically of parks, on the border, in this case of 3 study neighbourhoods; Stroud Green, Crouch End and Hornsey)

# Character types

## classification of character types

Park (Stroud Green) and Ducketts Common (Wood Green). Smallest of all are Pocket Parks; small areas of green space, often triangles at road junctions, but no less landscaped to create a welcome green lung and recreation space; Stroud Green Peace Park and St Albans Crescent Gardens in Wood Green are good examples.

### 5.2 Natural / Semi-Natural Green Space

Natural and Semi-Natural Green Spaces are areas of land where their primary purpose is creation of habitats for wildlife. Such spaces can also act as other uses, particularly for public recreation, or they can be reserves from which human beings are kept out.

The west of the borough contains three important areas of surviving ancient woodland; Highgate Wood, Queens Wood and Coldfall Wood (Cherry Tree Wood is a fourth, just on the Barnet side of the borough border). These were once all connected and formed a much greater “primordial forest”, not cleared for farmland; although evidence of other human activities such as small scale mining and forms of harvesting such as coppicing have been found. In the later middle ages a large area was reserved by the Bishops of London for a hunting forest, that survived up to the eighteenth century. As suburban development encroached in the nineteenth century, public pressure led to the preservation of the remaining woods.

The Lee Valley contains marshland that has ecological value, but its primary landscape is as marshland and waterscape, covered there. Several parks have areas of no or less intensive management to encourage biodiversity; they have semi-natural value but are classified as public parks along with the more manicured parkland. So the only other sort of land to be classified as this type of land is smaller areas of land reserved as nature reserves; often previously developed land, equally often isolated undevelopable land in the centre of city plots or isolated by infrastructure such as railways; triangles of land between the arms of railway junctions are a common form.

### 5.3 Green Corridor

Green corridors are ribbons of land that act as connectors, but can be of dramatically different function; they can be publically accessible routes; paths, cyclist routes, towpaths, that are primarily designed to be public circulation but are distinctively green corridors by being vehicular traffic free, or they can be embankments and cuttings to active railways where human access is strictly regulated and forbidden to the general public. In between and overlapping these two seemingly divergent types of space are former railway tracks that have been opened to the general public as footpath / bridleway / cycleways. Footpaths that do not contain a natural border or verge, such as the Haringay Passage, would generally not be classified as a Green Corridor, notwithstanding that they fulfil the traffic free pedestrian route function so admirably. Crucially a Green Corridor must provide a habitat and therefore a migration route for wildlife.

Haringey is richly provided in all these overlapping types of Green Corridors, with the Parkland Walk, .

### 5.4 Civic Public Space

Civic Public Spaces would be found in town centres and other busy areas; they would be predominantly or totally paved spaces, possibly containing monuments, sculptures, statues, benches, fountains, other water features and trees. They would be suitable for gatherings both organised and spontaneous, and play a role in civic and cultural life; as such they are important for fostering and accommodating the wider functioning of democratic society. They would be enclosed by active built form; civic or cultural buildings as well as town centre compatible uses facing onto the space and forming an active edge. Vehicular traffic may be present around edges but should normally be kept free of the active civic space.

There are only a few Civic Public Spaces in the borough: in front of Hornsey Town Hall, beside Hornsey Library, Spouter’s Corner (in front of Wood Green Library), Hollywood Green (by Wood Green Tube Station). Tottenham Green has some of the

characteristics of a civic space, but as a more landscaped, green space is categorised more correctly as a park. By definition these are not large but play a major role in the activities, layout and appearance of town centres. Their value and how they should best function has perhaps not been recognised in the past, so that they are frequently not laid out and landscaped appropriately.

### 5.5 Amenity Green Space

Landscape classification conventionally assigns this characteristic despite its purpose and value being ambiguous. It clearly includes landscaped or grassed space around large scale buildings, especially where it has no discernible use other than to provide a pleasing outlook, to space out buildings to permit day and sunlight in and separate them from each other and noisy environments, and space left over after planning.

Our observation is that this sort of space would almost always be better with a planned use or function, whether as purposeful landscaping such as a public park or as private amenity space for dwellings, separated off from the public realm. Where it should provide a screening function, would not denser landscaping of semi-natural woodland do a better job? Where space is merely left over, then either offer it to someone who could use it, say as allotments, or make it available for development and reduce the housing waiting list!

It can also be taken to include decorative and ornamental landscaping in the front of large but low density buildings such as the landscaping around driveways and car parks in car dominated landscapes and for car focussed functions. Ceremonial landscapes designed to impress and not be walked upon, such as the front garden to Tottenham Magistrates Court, also count in this category. The observations above apply equally here!

There is no neighbourhood of the borough where some land is not wasted in this type, although we would wish it could

# Character types

## classification of character types



A large area of grass and trees between a 1960s housing estate and the busy Seven Sisters Road; not an official park, but merely to provide separation between the housing and road, a typical example of amenity Greenspace



The Commonwealth War Graves section of Tottenham Cemetery (North Tottenham / Bruce Grove), including an interpretation panel on one of the significant graves therein

be used for something better; enriching the stock of usable public open space, providing practical private amenity space, or being developed for something more worthwhile.

### 5.6 Children's Play Space

A vital type of landscape and enshrined in particularly strong planning requirements, but not one that lends itself to showing up at the neighbourhood scale so that it would feature in this document. The Mayor of London's detailed planning guidance in the Children's Playspace SPG, which follows up Haringey's own previous planning guidance, enshrines detailed, prescriptive classification and consequential requirements on boroughs as recreation space providers and developers when providing new housing. Categories of playspace suggest greater frequency and smaller size for playspace suitable for increasing ages. But in all cases, except perhaps in occasional larger adventure playgrounds suitable for older children, playspace is incorporated into other landscaped space, whether that is residential estate landscaping for Doorstep Play for the youngest children or Equipped Playgrounds, usually within public parks, and is character typed there. Hence only the playgrounds of Tottenham Youth Club shows up in this map.

### 5.7 Outdoor Sports Provision

There is a great deal of variety of landscape in this type, from extensive and pseudo-naturally landscaped golf courses in Highgate and Muswell Hill to tight, urban basketball courts and "MUGA" (Multi Use Games Areas) in many densely built up areas and around schools (although school sports facilities are included with schools unless physically separate), also from spectacle focussed arenas particularly the 38,000 spectator capacity stadium of Premier League professional football club Tottenham Hotspurs, one of Britain's greatest football venues, to many small local tennis and bowling clubs behind unassuming suburban houses.

Many parks contain sports facilities, landscaped and incorporated into the design of these spaces and considered to be part of that landscape type not this, which is to account for space

devoted to sport, where the design and layout is solely or overwhelmingly primarily determined by meeting the exacting requirements of the sport, whether that is for the participants or spectators. Therefore this includes White Hart Lane Sports Centre, despite its fringe of landscaping, as well as neighbouring non-league Haringey Borough and Premier League Spurs football grounds and their surrounding mess of car parking. Only large facilities such as these, the above mentioned golf courses and extensive multi-sport pitches such as the Crouch End Playing Fields are mapped in this document; small pitches in the midst of an estate would only show up on more detailed mapping.

### 5.8 Cemeteries & Churchyards

There is just one major "municipal" cemetery; Tottenham Cemetery, and no major commercial or private cemetery, in Haringey (although the large Islington Municipal Cemetery sits on the Barnet side of the border of the borough in East Finchley). However it is a splendid, deeply characteristic and characterful example of the genre, with a full range from early nineteenth century graves including famous names, ornamental monuments and grand gothic chapels, through a striking area of war graves and memorials to modern graves, active areas and an idyllically landscaped Garden of Remembrance.

There are just two churches with proper churchyards containing numerous ancient tombstones; those of the two ancient parish churches of Hornsey and Tottenham. Both contain important elaborate historic funerary monuments, many listed or locally listed, and, although not large, are striking, historically significant landscaped spaces in their own right. All other churches in the borough are later, mostly nineteenth century, and although accompanied with a surrounding or partially bordering landscaped area with many of the characteristics of traditional churchyards, they are too small and in any case legislation and habit meant bodies were all buried in larger cemeteries, in Tottenham or outside of the borough by the time Haringey became urbanised.

# Character types

## classification of character types

### 5.9 Allotments

Small allotment pitches are scattered across all areas of the borough, but large areas can be found in Highgate, Wood Green, Tottenham Hale and North Tottenham. Allotments were often included in larger early twentieth century council estates such as the Gaskell Estate and Tower Gardens. Often they were laid out as “backlands” in the centre of blocks; as land not meant to be viewed or enjoyed as a visual experience, but to be entered, worked on and enjoyed as a deeply interactive experience.

In the later twentieth century the appeal of allotments was considered by many to be in decline and several small backland allotment areas were redeveloped, especially where there was considered to be an over provision. However now and for the last several years the attractions of allotmenting have bounced back with avengence leading to long waiting lists and untapped demand. New extensive allotments have been laid out in the Lee Valley, as well as new more intensive “urban” allotments on raised beds using more intensive “permaculture” methods, on small plots, disused car parks, corners and roofs of new developments (generally too small to show up on these maps).

## 6 Water Space

### Natural

#### 6.1 River

The main river evident on the ground in Haringey is of course the River Lee; London’s 2nd river it flows exposed in a wide valley across the eastern edge of the Borough from north (its source is in Leagrave on the edge of Luton in Bedfordshire) to south (to join the Thames). However in Haringey there is also the River Moselle, wholly within the borough rising in Muswell Hill and flowing roughly west to east, through Hornsey, Wood Green, Bruce Grove and North Tottenham to join the Lee in Tottenham Hale just south of Tottenham Lock and Ferry Lane.

The Lee is complicated and difficult to follow in parts, as it splits into many channels, some only at times of flood, and is canalised with the Lee Navigation sometimes following a different course (but taking some of the river’s water nonetheless), at other times coming together (see below); much is canalised but also much of it is now natural following recent works.

Most of the Moselle is culverted, but short stretches, a long stretch through Tottenham Cemetery and its final section are open air. Pymme’s Brook, which rises and runs most of its course in Enfield, also runs through the Lee Valley; in a canalised concrete channel for its whole course until it joins the Lee alongside the Moselle.

#### 6.2 Brook or Stream

Other streams run in Haringey, especially rising on the hills of the west of the borough; often there are natural year-round or seasonal streams at its headwaters where they are in natural landscapes such as the ancient woodlands (Highgate, Queens and Coldfall Wood) or golf courses. Before becoming culverted or disappearing into the surface water drainage system. One stream, the Little Moselle, what rises in Wood Green, is culverted until its lower courses where it emerges for stretches in back gardens of the White Hart Lane estate and then in Tottenham Cemetery, where it joins the Moselle.

Practically, there is little difference between these smaller streams



the point where the natural and canalised channels of the River Lee / Lee Navigation meet, south of Tottenham Hale



The Little Moselle brook beside Larkspur Close, on the border of North Tottenham & Bruce Grove study neighbourhoods

# Character types

## classification of character types

and the Moselle (or Pymme's Brook), but there is a clear difference between them and the Lee.

### 6.3 Floodplain (natural)

Much of the Lee Valley and parts of the Moselle act as a functional floodplain but have other functions and uses that act as more dominant character types. This specific type relates to land reserved for only or primarily acting as a flood plain. This would only be economic where flooding was regular and frequent and/or land values low, so can be only found in Haringey in very small, very low lying and marshy areas of the Lee Valley, landscaped as parkland or natural/semi-natural greenspace.

A small part of Lordship Rec has also been recently re-landscaped to create a natural swale, acting as it does as part of the Moselle floodplain. Similarly, the Hale Village development will eventually contain a swale in the park at its northern edge. Such features are expected to become more common in developments as this is a more sustainable method of accommodating sudden rainfall. However pure floodplains would only show up at a much more detailed level of mapping than most of this document is suitable for.

### Man-made

### 6.4 Canals

The only canal in Haringey is the Lee Navigation; not a pure canal so much as a canalised course of the River Lee, but with several clearly canal specific features such as 2no. locks at Tottenham Hale and Stonebridge (in the middle of Tottenham Marshes on the border of our Hale and Northumberland Park neighbourhoods). For most of its course in Haringey the Lee has additional natural channels to its east; in the north-east corner of the borough these come together briefly and almost meet the canal at the Chalk Bridge over the canal; where a great view of this area of the river and canal can be seen north and south. The Lee then breaks into several natural channels, of which the nearest runs parallel to the canal whilst others wander off into Waltham Forest. However south of Tottenham Lock, just south of their bridges over Ferry



The Lee Navigation at Tottenham Lock, Tottenham Hale



The New River just south of Hampden Road, west of Wightman Road, Green Lanes neighbourhood

Lane, they all join together and the Lee Navigation and natural river, marking the borough border, flow to the south east corner of the borough together as a broad navigable river.

### 6.5 Leats

This category is dominated by the New River system of aqueducts originally built by Sir High Myddleton to bring fresh water from Hertfordshire to London in the seventeenth century. It crosses the centre of the borough from north to south, entering north of Bowes Park in the Wood Green neighbourhood leaving in the Green Lanes side of Finsbury Park. Originally following the contour lines it was significantly straightened in the eighteenth and nineteenth centuries with tunnels such as that from Myddleton Road, Bowes Park to Wood Green Common, and to follow the East Coast Railway embankment between Alexandra Park and Turnpike Lane; where Hornsey Water Works was also built to treat some of its water. It remains in use as does the water works, although modernised its 19th century basins remain and are striking locally listed structures, as are all structures of the New River. However as uncovered, fresh, flowing open water with its neatly clipped but otherwise naturally landscaped grassy banks, it makes a significant contribution as a wildlife reserve and corridor as well as a visually and audibly attractive break from the urban environment. Where the former courses were cut off in straightening exercises there is usually no sign of the former course, except occasionally in disruptions to settlement patterns, curious property boundaries and convoluted street networks, such as the curved back garden line of properties on the north side of Hornsey High Street and sinuously curved avenue like streets in Wood Green north-east of the tube station.

A few other, shorter water courses on the edge of the Lee Valley were originally man made; mill races, drainage ditches and other straightening of the originally naturally convoluted and sinuous streams that ran through these riverine flat lands. For instance, the Carbuncle Ditch, part of the Moselle, & now mostly culverted but still visible in the street pattern, particularly at Carbuncle Passage, was originally probably built as an artificial drainage ditch.

# Character types

## classification of character types

### 6.6 Reservoirs / Basins / Lake

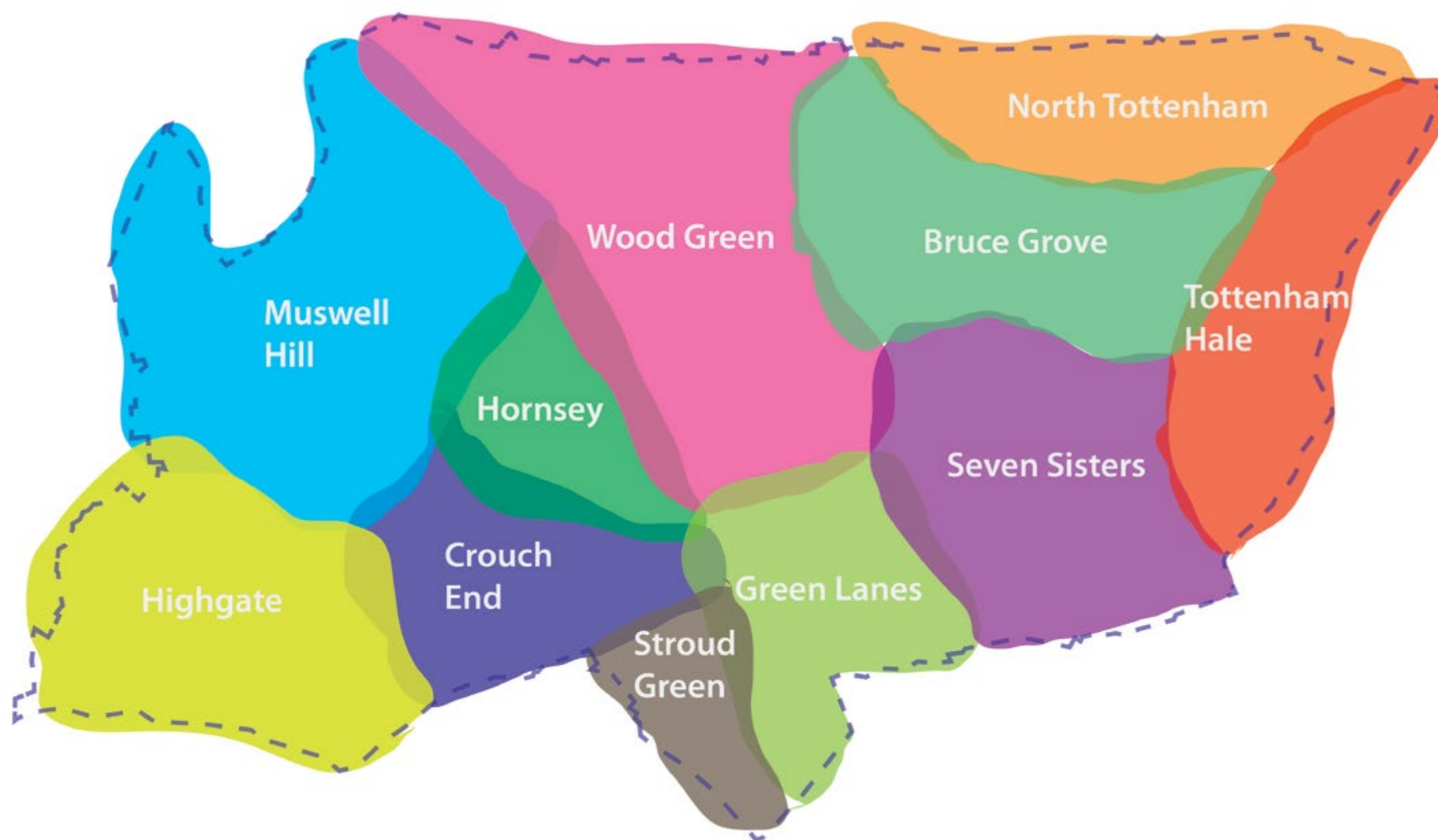
The Lee Valley has a long history of use for fresh water storage, with a string of reservoirs dating back to the nineteenth century; many still in use, although some now also or instead available for recreation. However these are all just over the border, outside of the borough of Haringey. A major project lead by Waltham Forest Council, with Haringey and other neighbouring boroughs, public and private bodies also in partnership, aims to turn these into a public park of comparable size to Hampstead Heath, to be known as Walthamstow Wetlands, incorporating any public and private green spaces on the Haringey side of the border.

A couple of much older but much smaller lakes or ponds, also man made, and built for the storage of fresh water, can be found in the centre of Haringey; these are part of the New River system, and can be found on the north side of Hornsey Waterworks, of which they effectively form a part.

There are also ornamental and recreational lakes and ponds in several of the borough's open spaces, including; the boating lake and duck pond in Finsbury Park (incongruously on the very top of the hill), a large boating lake in Lordship Rec, another on a steep hillside in Alexandra Park and an ornamental pond in the Garden of Remembrance section of Tottenham Cemetery. There is also an Open Air Swimming Pool in Hornsey.

# Neighbourhoods

## February 2015



### How the borough was divided into places

The borough was divided into distinct “neighbourhoods” for the purpose of the study.

The boundaries of each “neighbourhood” will hold no administrative or political significance. The intention is that the “neighbourhoods” reflect real communities as opposed to administrative boundaries such as wards; generally they have a “town centre”, a vibrant high street with a significant range of local shops and services, at their heart.

Formally designated Metropolitan and District Centres (as defined in the London (Policy 2.15) and Haringey’s Local Plan Strategic Policies (Policy SP10)) always form the core of a neighbourhood for this study. Other areas focus around an older “village like” centre (for instance Highgate and Hornsey) or an emerging place of significant growth (Tottenham Hale), or even both in the case of North Tottenham.

Boundaries are generally at significant physical breaks or obstructions such as railways or large plots; in these cases sometimes they do follow ward boundaries, which also follow those obstructions. Elsewhere boundaries run through residential or industrial hinterlands where they are roughly equally far away from two or more centres; these are intrinsically “fuzzy” and it was expected they would generally run through the middle of areas of the same or similar physical character.

A collaborative approach was taken to identifying neighbourhoods – workshop sessions were held with members of different teams in the council, and the places were repeatedly drawn and re-drawn on a map. We worked with members of the planning policy team along with design and conservation, development management, transport planning and housing teams. We also consulted staff who live in the borough, to get perspectives from local residents.



# Neighbourhoods

A balance was struck between identifying the physical characteristics of a place and making decisions based on its social identity. All of the places have different character areas within them – for example, within the place we identified as North Tottenham, there are many different and contrasting character areas; along the High Road, there is a historic core with a dense, heritage rich character; away from the High Road, there are areas of suburban housing with a more spacious and leafy character, as well as dense higher rise post war housing and significant areas of industry.

After reaching a consensus, the neighbourhoods were mapped on GIS. To gather statistics for them, their boundaries were aligned with “lower level super output areas” used to collate census data,

## List of Neighbourhoods

1. North Tottenham / Northumberland Park
2. Bruce Grove
3. Tottenham Hale
4. Seven Sisters
5. Green Lanes
6. Wood Green
7. Hornsey
8. Crouch End
9. Stroud Green
10. Highgate
11. Muswell Hill

## North Tottenham / Northumberland Park

The northern most part of Tottenham High Road forms the centre of this neighbourhood. It is an old centre, forming the most substantial of the number of small scattered hamlets that formed the parish of Tottenham before the suburban spread of London extended into this area, but is not currently a designated District Centre. However it has a large hinterland and significant plans related to the Tottenham Hotspur Stadium development will make it a more significant centre of commerce.

The northern boundary, as the boundary of the Borough, does not form necessarily a natural community boundary and the lively retail centre of Upper Edmonton (often also known as “The Angel”) forms a strong rival centre to the nascent centre of North Tottenham and the longer established notionally main Tottenham town centre at Bruce Grove. The northern boundary of this area and of the borough is an ancient parish boundary marked by surviving hedges though parks, local property boundaries and ancient tracks, but apart from rising to a ridge to the west lacks natural features. There is a significant residential hinterland to both the west and east of the High Road, extending west to cover the White Hart Lane Estate and neighbouring residential streets. To the west this extends up to the industrial and sports facilities on White Hart Lane, approximately where the rival influence of Wood Green begins, but is assessed to end to the south-west at the large connected open spaces of Bruce Castle Park and Tottenham Cemetery, and in the estate to the west where Great Cambridge Road becomes The Roundway.

To the east a much broader hinterland between The High Road and the Lee Valley Railway, has a distinct identity as Northumberland Park, after the medieval mansion owned by the Dukes of Northumberland, via the name of the curving avenue laid out across its grounds between the High Road and the early station (originally called Marsh Lane) opened in 1840/2. The residential hinterland extends south of Lansdowne Road, which mirrors Northumberland Park in following a curved route from to station to the High Road, joining at a crossroads with the High Road and Lordship Lane that forms a natural gateway between North Tottenham and Bruce Grove.

## Bruce Grove

The neighbourhood of Bruce Grove lies to the centre - east of the borough, centred on a busy local town centre and designated District Centre, on Tottenham High Road at its junction with Bruce Grove and beside Bruce Grove station. The neighbourhood for the purpose of the Characterisation Study extends into the hinterland of this local centre north and south along Tottenham High Road until the influence of other centres predominates. The High Road continues to the north from the Lordship Lane & Lansdowne Road crossroads into North Tottenham and south from the High Cross Monument just north of The Green into the Seven Sisters characterisation study neighbourhood.

East of the High Road, the residential hinterland rapidly becomes streets we have put in the Tottenham Hale and Northumberland Park (part of North Tottenham) areas, where the influence of the Lee Valley and their two stations become more significant. But to the west and north-west of the High Road this neighbourhood extends much further into the hinterland, caused by the significance of Bruce Grove turning off the High Road and running north-west to Bruce Castle. Here it meets Lordship Lane, which becomes a significant east-west artery, and The Roundway, which connects to Great Cambridge Road and carries the A10 trunk road out of London to Cambridge and the north. This area extends into a deep residential hinterland before the influences of North Tottenham, Wood Green and Green Lanes begin to compete, to the north, north west and south west.

# Neighbourhoods

## Tottenham Hale

The neighbourhood of Tottenham Hale lies to the far east of the borough edged by the River Lea which forms both the borough and neighbourhood boundary. North Tottenham and Northumberland Park lie to the north, Bruce Grove to the west, Seven Sisters to the south and the large wetlands and reservoirs of Walthamstow (part of LB of Waltham Forest) to the east and south-east.

It becomes perceptibly Tottenham Hale as you turn off the High Road, by High Cross onto Monument Way which leads down to the Hale proper, at the historic junction of Hale Road. Leaving the Hale becomes noticeable when crossing the bridge over the River Lea, heading past the reservoirs as you begin to approach Blackhorse Road station via Forest Road. The wide open spaces and many reservoirs of the Lee Valley form a natural boundary between the boroughs (and those north and south).

The centre of Tottenham Hale is the station interchange; it is not currently a designated District Centre but it is intended it will become one as greater density developments intensify the area of the rail and bus station and replace car dominated retail parks. Watermead Way continues the current car dominated urban environment as a major road northwards into the industrial areas of the edge of the Lee, becoming the boundary of the built up area as it leaves this neighbourhood for Northumberland Park. West of the road and railway, Down Lane Park divides the smaller scale industrial areas close to the centre from low rise residential streets forming the hinterland transition to Bruce Grove and Northumberland Park/North Tottenham.

## Seven Sisters

The neighbourhood of Seven Sisters lies to the south east of the borough and forms part the borough's eastern boundary at the River Lea. Bruce Grove, North Tottenham/ Northumberland Park lie to the north, Green Lanes to the west, Tottenham Hale to the northeast, and the large wetlands and reservoirs of Walthamstow (part of LB of Waltham Forest) to the east.

Stamford Hill in the borough of Hackney lies to the immediate south. Walking south up the gradual slope of the High Road to the junction of Amhurst Road, and in the residential streets to the east, it imperceptibly becomes Stamford Hill, but west of the railway the street layout and infrastructure make the borough boundary a strong divider.

The heart of this neighbourhood is the High Road between Seven Sisters and Tottenham Green. The southern end is the interchange where Seven Sisters Road, West Green Road and Broad Lane meet the High Road; here is a vibrant town centre with the greatest concentration of shops along West Green Road, extending as far west of the railway as the railway is from the High Road, a designated District Centre. Tottenham Green, at the northern end, is more civic and laid out as an urban set piece, with the Church, former Town Hall, College of Haringey, Enfield and North East London and other grand buildings surrounding the open, landscaped green.

Seven Sisters Road runs south west from its interchange with the High Road to the West End, crossing St Ann's Road underneath the Overground railway; to its west, south of the railway housing estates change abruptly to industrial and warehouses, marking the change to the Green Lanes neighbourhood. North of the railway, the health campus of St Ann's Hospital and the almost connected chain of parks; Chestnuts, Downhills and Lordship Rec form the boundary between Seven Sisters/Bruce Grove and Green Lanes/Wood Green. West Green therefore forms the gateway to the neighbourhood on West Green Road and Philip Lane.

## Green Lanes

Green Lanes neighbourhood is to the south of the borough, with the Great North Railway to its west and Lordship Recreation Ground to the east. Green Lanes is the main route through the area connecting Islington and Stoke Newington with the north of the borough, and running almost through the middle of the neighbourhood area; it also has vibrant shopping parades at the heart of this neighbourhood, forming along with the Arena Retail Park at its southern end, a designated District Centre.

The residential streets of the neighbourhood consist of The Haringay Ladder to the west of Green Lanes and The Avenue Gardens, Woodlands Park and Carlingford Road areas to its east. To the south the boundary of the neighbourhood runs through Finsbury Park to the west of Green Lanes and along the New River to the east. The area is catered by London Underground Piccadilly Line stations just outside the neighbourhood; at Manor House Station just south of the borough boundary in Hackney and Turnpike Lane Station in Wood Green to the north. It is also served by London Overground with Haringay station in the centre of the neighbourhood on Green Lanes.

Generally the main line railway, forming a significant schism in the urban form, makes the boundary of the neighbourhood with Stroud Green to its west, but Stroud Green crosses the railway south west of the park, which then forms the boundary. Its Eastern boundaries are explained under Seven Sisters as being fairly distinct functional boundaries and chains of parks. However the precise point where this neighbourhood transitions to Wood Green to the north is more arbitrary, being where the approximate distance to the shops of Wood Green High Road drops below the approximate distance to those of Green Lanes.

# Neighbourhoods

## Wood Green

Wood Green is a large, busy, urban London neighbourhood lying centrally in the borough, centred on the largest and busiest town centre in the borough and designated one of the 12 Metropolitan Centres across London. As such, we have assessed the neighbourhood to be the biggest in the borough, extending particularly far into the residential hinterland to the north, north-east and north-west.

It's bounded by the railway line to the west with Hornsey and Muswell Hill beyond; the railway forms a significant schism in the urban form and a strong boundary. The borough boundary with Enfield to the north is generally close to a real local boundary, despite its arbitrary line drawn as a parish boundary, generally long before the urbanisation of what was then rural Middlesex. However in the centre of this northern boundary, the High Road imperceptibly transitions into Enfield's Green Lanes, and residential streets either side continue unaffected by the ancient parish and modern local governmental boundary. It is probably true though that the boundary is around the area where the influence of Wood Green as a neighbourhood town centre wanes to be replaced by that of Palmers Green, in LB Enfield.

The boundaries to the east and south are blurrier than those to the west and north. Wood Green gradually becomes Green Lanes when walking south past Ducketts Common and reaching the junction of Green Lanes and West Green Road. A similar experience occurs when walking eastwards along either White Hart Lane, Lordship Lane or Westbury Avenue, where Wood Green gradually becomes Tottenham. However the almost continuous chain of large parks remarked under Seven Sisters continues from Lordship Rec, after the gap of the Tower Gardens and White Hart Lane estates, part of the residential hinterland through which the boundary is drawn, with the sports clubs, and industrial estates on White Hart Lane.

## Hornsey

Hornsey is located close to the centre of the Borough to the south west of Wood Green, not far from Turnpike Lane Station. Hornsey High Street is its main connecting route, running through the centre of the neighbourhood and forms its heart. More of the nature of a village high street than a vibrant London suburban centre (like the centres of Highgate and Northumberland Park), it nevertheless has some lively local shops and pubs, as well as schools and the tower of the ancient parish church.

The eastern boundary abuts the bridge and embankment of the busy railway line, including Thames Link that passes north from Kings Cross and Moorgate Stations towards Cambridge and Peterborough; this forms a strong, unambiguous boundary, cutting the area off from those to the east. Hornsey Water Works adjoining the eastern end is former water based industrial area begun with the construction of the New River in 17th Century. To the North, Alexandra Palace Park forms a strong edge to the neighbourhood.

South and west, the neighbourhood transitions imperceptibly into Crouch End, although along Tottenham Lane, the main thoroughfare between these two centres, the junction of Ferme Park Road marks a clear boundary, with the hill up past the new parish church forming a gateway into Hornsey. South-east of Tottenham Lane the residential streets are assessed as touching Stroud Green at the foot of the valley in the area known as Hornsey Vale, with the neighbouring Cranford Way industrial estate, in a former railway siding and only accessible from the north, wholly in Hornsey. Westwards, the junction of Priory Road (the continuation of Hornsey High Street, Park Road (from Crouch End) and Muswell Hill, we assess as marking the meeting of the three neighbourhoods.

## Crouch End

Crouch End lies within a valley encircled by higher ground forming the northern heights. It is to the west of the borough and has strong associations to neighbouring areas; Stroud Green to the south-east, Upper Holloway (in LB Islington) to the south-west, Highgate to the west, Muswell Hill to the north-west and Hornsey to the north-east.

North-south spine defines the area, comprising Park Road, Tottenham Lane, Crouch Hill and Crouch End Hill. These streets converge forming the centre at The Broadway with the distinctive Clock Tower. Strategic connections such as A103 and A1201 link Crouch End to nearby strategic urban centres such as Holloway Road via Crouch End / Hornsey Road, Finsbury Park via Crouch Hill / Stroud Green Road, Muswell Hill via Park Road and Wood Green via Tottenham Lane / Turnpike Lane. Therefore it has a strong nodal centre at the junction of these roads, marked by the monumental Clock Tower and surrounded by busy, vibrant shopping parades. This is a designated District Centre.

Residential areas lie to the north, south, east and west, quickly getting progressively quieter away from the centre and the boundaries we have assessed for this neighbourhood generally run through these residential hinterlands. The large Crouch End Playing Fields fills a large expanse of land to the north-west, with Queens Wood just beyond; these form the north-west boundary of the neighbourhood.

# Neighbourhoods

## Stroud Green

Stroud Green is a relatively small neighbourhood that straddles across LB of Haringey and LB of Islington, with the majority being within Haringey (east and north parts). Stroud Green Road, running north-south, forms the boundary between the boroughs and administratively cuts Stroud Green in two, yet it is also, and more importantly, the principal thoroughfare and linear centre of the area and is the place to gather, shop and eat.

Finsbury Park Station just outside the southern end of this neighbourhood forms the heart of this and a wider area, a focus of arterial, local and shopping streets and a multi-modal transport interchange. The wide bridge where the main line crosses Stroud Green Road diminishes the severance of the main line railway so we place the southern end of Finsbury Park and the buildings between the park and Station Place in this neighbourhood. Seven Sisters Road to the south-east of the Park forms the boundary with LB Hackney, whilst Blackstock Road, running south east of Seven Sisters Road almost opposite its junction with Stroud Green Road forms the boundary between Hackney and Islington.

Islington recognise their side of Stroud Green Road and the streets around Finsbury Park Station as a District Centre and its functions and status extend into the Haringey side as the heart of what we define as the Stroud Green neighbourhood.

Heading north, residential streets become quieter as they climb the steep hill to the Crouch End Ridge, then drop the even steeper hill to Hornsey Vale to the north. This is the transition to the Hornsey and Crouch End neighbourhoods to the immediate north and north-west. On the other side of the railway tracks which run north-south and north of the park is Green Lanes, with Wood Green to the north.

## Highgate

The neighbourhood of Highgate occupies the hilliest and south-western most corner of the borough of Haringey. The southern edge of the neighbourhood follows the borough boundary with London Borough of Camden, along Hampstead Road, Highgate High Street and Highgate Hill. Highgate village, located on top of Highgate Hill, is divided between the London boroughs of Haringey and Camden and is designated as a conservation area. The village core, on the ridge of its prominent hilltop, has a strong identity as a focus of local shops and community facilities dating from its early adoption as the last coach stopping point on the Great North Road before London. Although not a designated District Centre, this village centre forms the main focal point of this large neighbourhood.

Archway Road runs parallel to the old Great North Road and is now designated the A1; it connects Islington and Central London, through the Highgate neighbourhood to Finchley and further north, beyond London. Its central section, between the bridge carrying Hornsey Lane high above, and the junction with Muswell Hill Road and Southwood Lane at the top of its hill, particularly the last stretch from the junction with Shepherd's Hill and Jackson Lane, where Highgate Tube Station is, forms a second important (although undesignated) local shopping and social centre. Never more than 500m from Highgate High Street or its continuation North Hill, it does not compete with but compliments Highgate Village as a focus of the neighbourhood.

Just as Highgate Hill becomes its steepest, at a crossroads, Dartmouth Park turns off south-west and Hornsey Lane turns east, the boundaries of the London Boroughs of Haringey, Camden and Islington (and of ancient parishes) meet; hence the boundary with Islington and therefore this neighbourhood follows Hornsey lane, approximately along what becomes the ridge of Crouch Hill. We have placed the boundary of the Highgate and Crouch End neighbourhoods in the quiet residential streets between Hornsey Lane and Queens Wood. This large natural space and the neighbouring even larger

neighbouring Highgate Wood form a strong boundary with the Muswell Hill neighbourhood.

Running west from Highgate High Street along the ridge, Hampstead Road continues the boundary with Camden to the point of the boundary with Barnet; this boundary runs north through the large but hidden private open space of Highgate Golf Course, down a gentle hill to Aylmer Road, the continuing A1, then through a residential area to Cherry Tree Hill, the continuation of the old Great North Road, the Northern Line (just where it emerges from below ground) and Cherry Tree Wood. Like Highgate and Queens Wood this surviving ancient wood marks where we have put the boundary with Muswell Hill neighbourhood to the north.

# Neighbourhoods

## Muswell Hill

Muswell Hill is a large, largely residential neighbourhood located to the far north-west of the borough. East Finchley, in the borough of Barnet, lies to the west, Bounds Green and Wood Green to the east, Highgate, Hornsey and Crouch End to the south. Friern Barnet, in the borough of Barnet, and Southgate, in the borough of Enfield, lie to the north, generally beyond the north circular which physically divides the area.

Muswell Hill is located on high ground; it forms the eastern edge of the northern heights, a distinctive, high landform that spans across much of North London from Dollis Hill to Trent Park, including Highgate Hill, also in the borough, to the south-west. The vibrant retail centre and designated District Centre of Muswell Hill sits right on top of the hill, stretching north-east to south-west along Muswell Hill Broadway, as well as extending down Fortis Green to the north-west.

Residential streets extend out from the town centre down hill in most directions. But east of the Broadway, a ridge from the hilltop rises to be crowned by Alexandra Palace, the Victorian fun palace which sits on the edge of a large landscaped park. This park forms the boundary with Hornsey neighbourhood to the south-east; the boundary continues west across narrow gaps of residential streets to Queens, Highgate and Cherry Tree Woods; this chain forming the boundary with Highgate to the south. East and north-east the neighbourhood extends to the main line railway, which makes a strong boundary with Wood Green.