

Green Lanes

neighbourhood character summary



Location

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.

The neighbourhood consists of the Haringey Ladders to the west of Green Lanes and the residential and industrial areas to its east. To the south the area is flanked by Finsbury Park to the west of Green Lanes and the New River to the east. The area is catered by London underground Piccadilly Line at Manor House station to the south and Turnpike Lane Station to the north. It is also served by London Overground at Haringey Green Lanes Station and the Great Northern trains at Haringey Station.

Typology – topography and microclimate

Green Lanes can be described as a homogenous late Victorian neighbourhood within a generally flat low lying area. The topography of the area is such the western end of the ‘ladder’ falls east towards Green Lanes, dropping from 31-40m to 11-20m, creating gently sloping streets as ‘rungs’ to the ladder. This creates distinctive terraces along the tight grid pattern of the road layout with long and short views. To the east of Green Lanes, land is fairly flat with a generally more irregular street patterns.

The dominant bedrock within the area is London clay formation which is a thick, relatively homogenous clay sequence found in much of the borough.

The New River channel flows through the middle of the western section of Haringey Ladder and into Finsbury Park. The New River is a water supply aqueduct, constructed in 1613 to supply drinking

water to London from Ware in Hertfordshire and is owned and operated by Thames Water. The channel poses a minimal flood risk as its flow is controlled by pumping stations.

Through the Ladder, Haringey Passage is a continuous paved footpath built over a sewer constructed in Circa late 1800s. Along Green Lanes, the retail shops provide an attractive local centre with several Turkish and Kurdish shops and restaurants giving a distinctive ‘flavour’ and ‘smell’ to the otherwise homogenous street.

The light industrial areas to the east can be said to have an attractive ‘shabby chic’ appearance, a quality that adds to the character of the neighbourhood.

The strong edge with Finsbury Park, the embankments and the New River to the west and south provide an open setting to the neighbourhood.



A landscape context map placing Green Lanes within the wider natural landscape, hydrological system and topography

Green Lanes

Overall neighbourhood character

Green Lanes is characterised by the busy through route with an important and distinctive local centre with the Victorian terraces to either side. To the west of Green Lanes, the Haringay Ladders form a strong grid of tightly grained terraces. The terraces follow the topography creating a gentle undulating yet rhythmic roof form. Whilst dominated by parked cars on both sides, some newly planted street trees soften the otherwise dense built form. The railway line forms a strong edge and a barrier to the west.

To the east, the street pattern is not as strong and creates a more irregular layout of terraces with dead end, loops and cul-de-sacs. The terraces, however, are homogenous with the rest of the area. To the northern fringe, there are some later estates and apartments, often leading to impermeable circulation pattern. There are some examples of medium scale backland development, either in garage sites or by consolidating part of rear gardens. These sites are mainly characterised by later town houses.

St Ann's Hospital defines the eastern end of the area along with Chestnuts Park. The park is a well used community space characterised by open views to and from Black Boy Lane, mature trees and simple metal railing. At the corner of Black Boy Lane and St Ann's Road, the Chestnuts Primary School is a landmark building in Victorian Gothic style.

St Ann's Hospital is a large group of buildings much of which was redeveloped in the mid 20th Century. Some remnants of the original Victorian hospital are also retained. The buildings are set behind the hospital's northern boundary, which is defined by a tall Victorian stock brick wall with a series of buttresses and piers. The wall has only two access points on St Ann's Road creating a strong sense of enclosure, isolating the hospital from the wider area. The landscaping along the boundary wall and the mature trees around the boundary of Chestnuts Park together with the attractive tall Victorian brick wall and the buildings that can be seen immediately beyond it, contributes to the character and appearance of this part of the neighbourhood.

Finsbury Park runs along the southern edge of the area along with the New River Channel that follows the contour line into the reservoirs in Hackney. The Woodberry Downs Estate forms a landmark defining this edge. Just north of this, to the east of Green Lanes, the late Victorian and inter-war industrial buildings have a monolithic, yet attractive street presence. Most of these are two to three storeys high with large windows, typical of warehouse architecture. Many of these retain original critical windows. Whilst individually, they may be considered of modest architectural value, the buildings form a group and collectively result in a distinctive quality with a 'shabby chic' appearance. This forms a unique part of the character of the area

The retail parades along Green Lanes is dominated by traffic and related signage. The verticality of the terraces with consistent roof forms again creates a rhythm of roof lines. Many of the terraces are detailed with date stones, window details such as arches and lintels. The shop fronts, however, are in poor condition, many of which are poor modern replacements. Facades are heavily cluttered with signage, advertisement, satellite dishes and other related paraphernalia.

The 'box' style retail park south of Haringay Green Lanes Station and the railway line appears at odds with the dense and homogenous terraces further along Green Lanes.



Green Lanes

historic settlement pattern



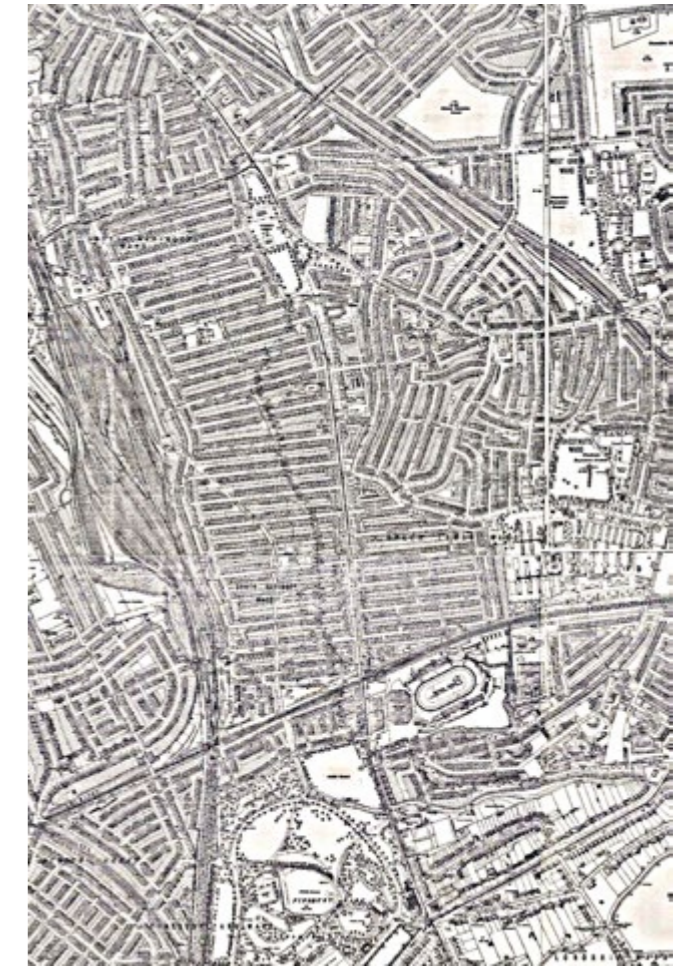
1860s



1890s



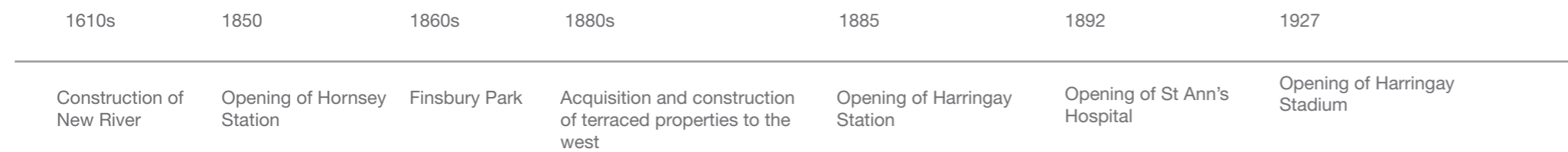
1913-16



1935

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Timeline of key events/changes



Green Lanes west side, c1920

Green Lanes

Before 1850s: Agricultural

- Green Lanes is an ancient thoroughfare, originally a drovers' road from Hertfordshire towards Smithfield Market in London. In the 1798 map Wyburd's Map, the road is called Bean Green.
- Prior to 1850s, the area that was almost all agricultural land with only a few buildings, mostly as comfortable houses sitting within large parklands. Most notably, Haringay House was built at the top of the hill between the present-day Hewitt and Allison Roads. At the southern end of Green Lanes, a large tile kiln and pottery was developed.
- The 1798 Wyburd Map shows just three buildings to the east of Hanger's Green on present day St Ann's Road. One house, referred to as 'Hanger Green House' on the later 1864 Ordnance Survey map, stood on the site of the earlier 'Hanger Barn', just to the East of where Warwick Gardens is today. A little further west on the opposite side of the road, stood another building referred to as Rose Cottage in the 1864 map. The 1798 map also shows a building on the triangle of land today created by the meeting of St Ann's and Salisbury Roads.
- 1840 to 1880s: Large estates
- To the east, in addition to the Hanger Green cluster, few more groups of houses had appeared; the first on Green Lanes between present day Colina and West Green Roads; the second along Hermitage Road along with St Ann's Church on St Ann's Road. On Green Lanes, the 1864 OS map shows eight semi-detached houses and one larger villa. Hermitage Road was developed as a private road and in 1869 included four large houses, including 'The Hermitage'.
- In 1841 the people of Finsbury in the City of London petitioned for a park to alleviate conditions of the poor of London. Originally to be named Albert Park, the first plans were drawn up in 1850 and the park was formally opened on Saturday 7 August 1869.

Suburbanisation

- From the late 19th Century, Green Lanes experienced rapid suburban expansion. The Haringay Ladder was built across the estate of Haringay House following land acquisition in 1880s by British Land Company. This was facilitated by the opening of the Finsbury Park and the construction of Endymion Road.
- For development purposes, the area was divided into two halves: the 'Hornsey Station Estate' and the 'Haringay Park Estate'. The development of the railways in the area was critical to

the development of housing. By 1880 the area was already well served with Hornsey, Haringay Green Lanes and Finsbury Park Stations. With the opening of Haringay station by the Great Northern Railway on 2 May 1885, the area was amongst the best served in London.

- Building to the east of Green Lanes started in the south-eastern part of the neighbourhood from the mid-1870s. By the end of the decade most of the houses in this part had been built, although there was some small scale, infilling through the 1890s.
- A police station was developed on St Ann's Road during this period, and a large fever hospital (now St Ann's General Hospital) was established on the open land immediately to the south of Hanger's Lane in 1892.
- A sizeable portion of land around Vale Road was developed for industrial use and by 1914 the area was one of three main pockets of industry in the Borough of Tottenham. Firms included the wine gum manufacturers Maynards and piano makers Eavestaffs and Brasteds.
- The largest portion of east Haringay, an area known today as 'The Gardens', was developed by the Provident Association of London. The houses were smaller than most of the houses to the west of Green Lanes.
- To the north of St Ann's Road, the roads to the west of Woodlands Park Road had been laid out and fully developed by the early 1890s. From 1892 the North-Eastern fever hospital (now St. Ann's) was built in 19 acres on the south side of St. Ann's Road.
- Along Green Lanes, the style of development of the shops along Green Lanes mirrored that of the residential areas in that almost the whole of the eastern side was built as a single development whilst building on the western side was rather more piecemeal. Completed in 1899, the eastern side was developed almost entirely as the architecturally unified Grand Parade It had with more generously sized shops than those to the west and smart accommodation above.
- The western side was built up between 1892 and 1898. Some blocks were developed as parades by a single builder; others were developed by a number of builders and the range of styles used give these blocks a varied appearance. By the early 20th Century, Green Lanes was a more or less fully developed suburb of London and remains largely unchanged in character
- Haringay Stadium, a major greyhound racing and motorcycle speedway venue in Haringay, was built in 1927.

Post War

- Following the war, area's demographics changed rapidly with an influx of mainly Irish and Greek Cypriot immigrants. By the 1950s the area was especially popular with Greek immigrants from Cyprus and it began to take on a distinctly Greek side to its character.
- From 1965 Haringay formed part of the new London borough of Haringey, incorporating the former municipal boroughs of Hornsey and Tottenham.
- Some infill development, mostly to east took place during 60s, 70s and 80s. However, these were built within the context of the terraces and generally respected the height of the established built form.
- Haringay Stadium was closed and demolished in 1987 to make way for the Arena retail Park and housing to east.



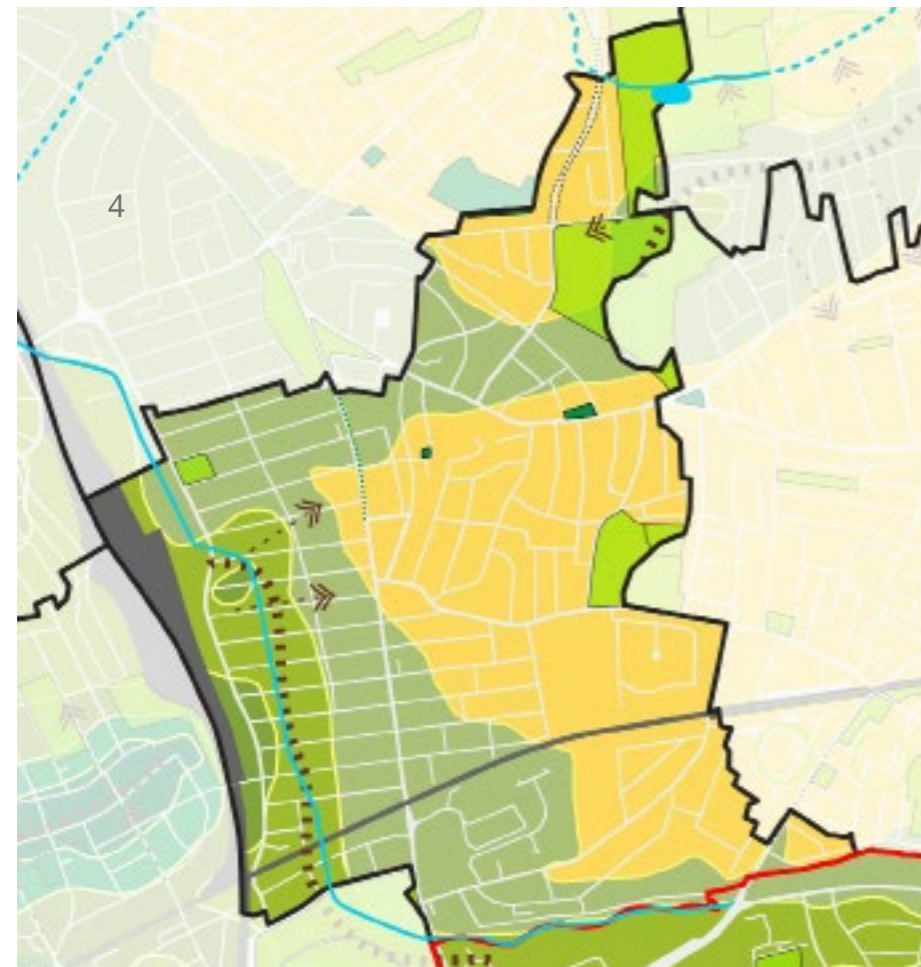
Green Lanes & Haringay Park station, now Haringey Green Lanes station, 1912



Green Lanes & The Salisbury PH, 1912

Green Lanes

physical character



Legend - Natural landscape

- Contour gradient (see page XX)
- Green urban areas
- Street trees (consistently planted)
- Open space as part of Estate
- Street network

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View of Chestnuts Primary School through Chestnuts Park



Landscape

- The general topography is flat with the highest point to the western end. The land falls first sharply and then gently to the east and south creating distinctive terraces with some streets having short and steep rises and others having a gently sloping terrace.
- Finsbury Park at the southern edge of the area forms a strong green haven and provides respite to an otherwise urban streetscape. There are other recreational grounds to the periphery enhancing the largely urban appearance of the area.
- Some streets have trees along residential terraces that create a pleasant suburban feel and greatly enhance the physical appearance of the area.
- New River Channel through the Ladders forms a quiet recreational walking route, although broken at various parts.
- Embankment along the Channel towards Seven Sisters end presents a scruffy but attractive green edge to the south.



Legend - Street network and movement

- Main street
- Secondary street
- Local street
- Dead-end / cul-de-sac
- Pedestrian footpath
- Activity node (high footfall)
- Tube station
- Overground station
- Mainline station

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Street pattern and movement

- Railway lines forms a strong physical edge to the west and dissects the neighbourhood through the middle.
- Green Lanes is a major north south route, dividing the area into half, with most public transport. Wightman Road is a secondary north south route, used mainly by private vehicles and cyclists.
- West Green Road and St Ann's Road are main routes towards the east.
- Black Boy Lane is an important and well used north south link between West Green Road and St Ann's Road; whilst Hermitage Road connects Green Lanes and St Ann's Road.
- Whilst the west of Green Lanes has a very 'grid iron' street form, the east appears to have impermeable circulation with several cul-de-sacs and dead end. This decreases the east west connectivity within the area.
- The area is well served with public transport link with Manor House, Haringay and Turnpike Lane stations along Green Lanes.
- Major severance created by railway lines, although improvement have been made to the bridge over Green Lanes, adjacent to Haringay Station
- Green Lanes is dominated by traffic whereas residential streets are dominated by parked cars on both sides. This has a detrimental impact on the appearance of the streetscape. Excessive traffic signage further adds to the clutter.

Green Lanes

physical character

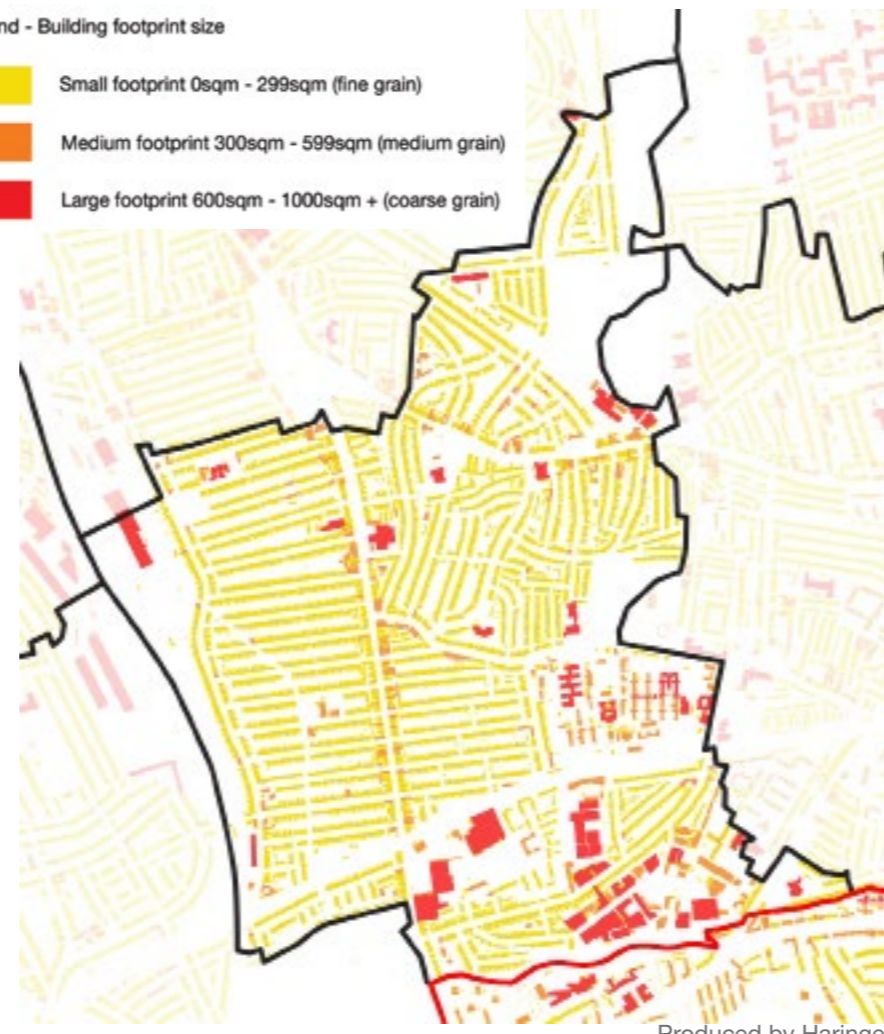
Legend - Urban morphology

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



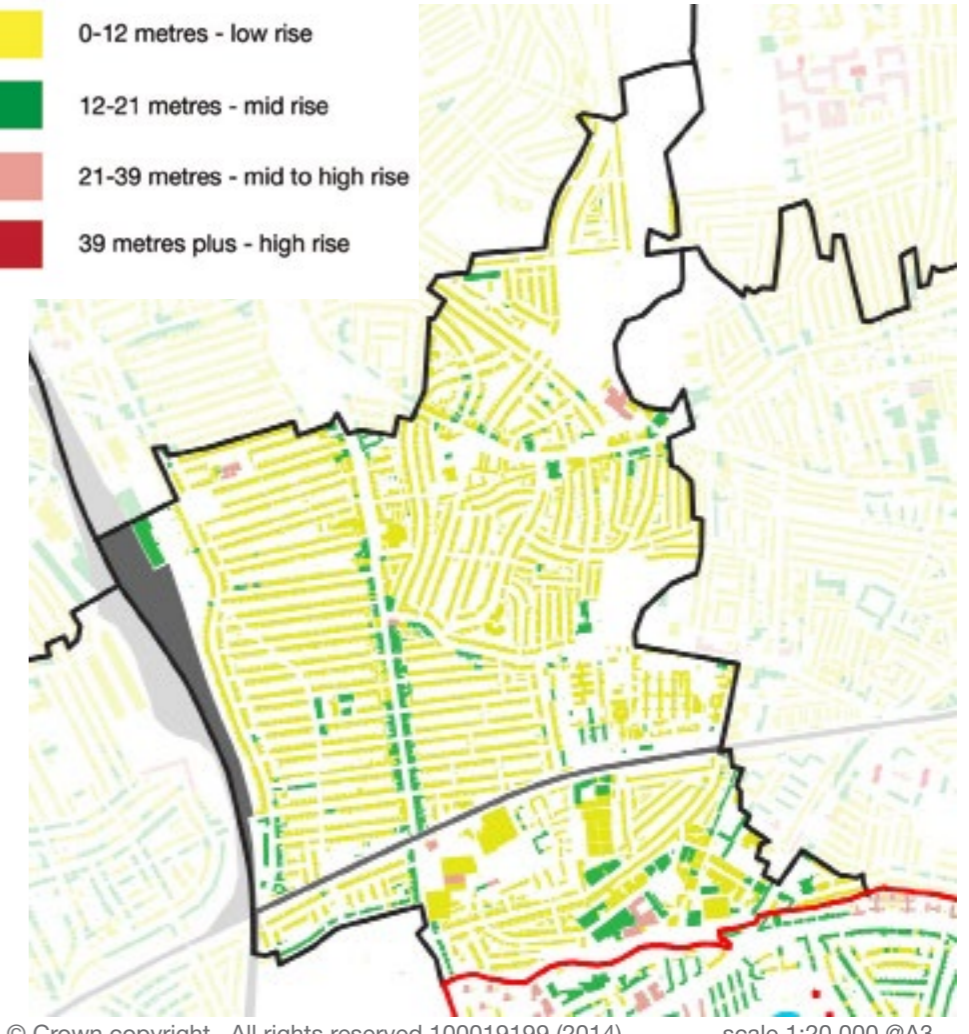
Legend - Building footprint size

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



Legend - Existing building heights

- 0-12 metres - low rise
- 12-21 metres - mid rise
- 21-39 metres - mid to high rise
- 39 metres plus - high rise



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scale 1:20,000 @A3

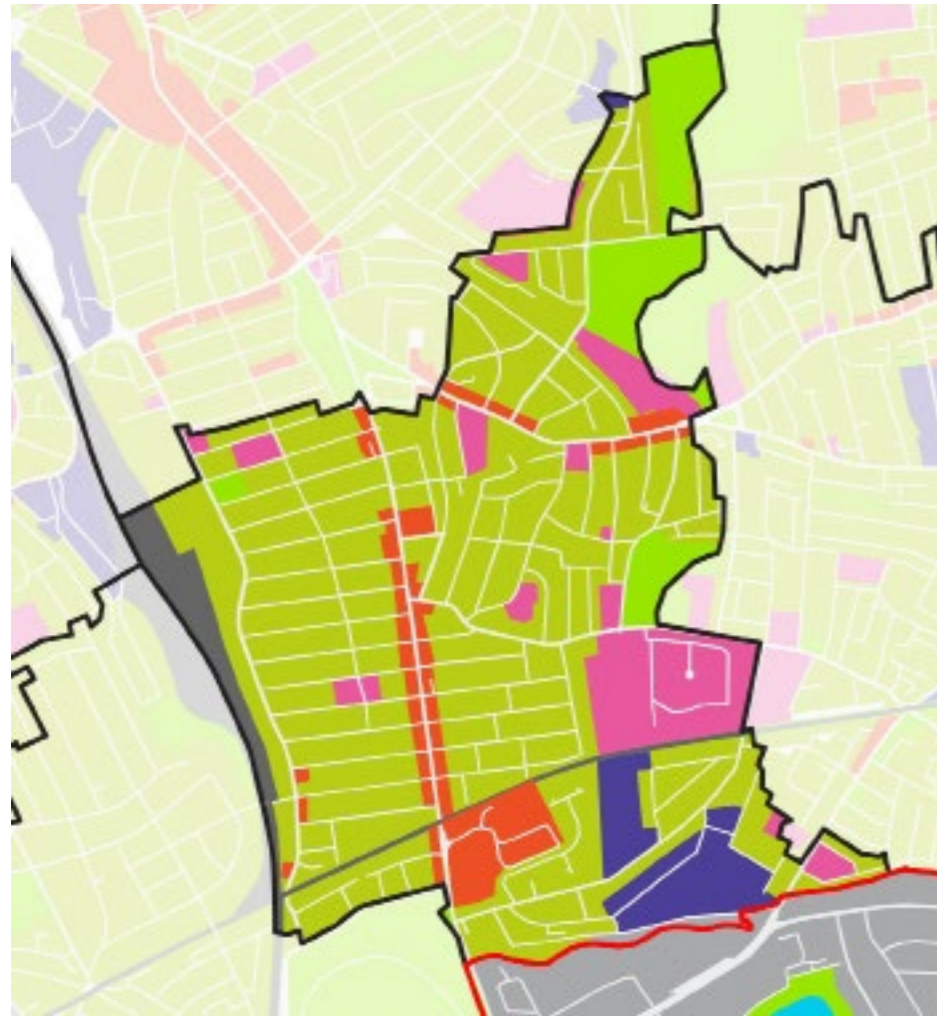
Urban form

- The area is densely built with hardly any void spaces apart from the recreational grounds and the streets.
- The western part of the area has clearly defined street pattern and homogenous built form, with similar 'built to plot' ratio.
- To the east, whilst the built form still appears homogenous, the street patterns present and hap-hazard layout with streets running north-south than east west.
- Overall the urban form is very fine grain with narrow street frontages and deep plots.
- The retail frontage along Green Lanes is built right up to the back of the pavement, providing a tight sense of enclosure.
- Almost all the buildings are domestic, low rise and human in scale. The exceptions to this are the later modern developments such as retail box park south of Haringay station.
- Other later estates to the north are four to five storeys but set back from the street frontage, within spacious plots. There are some examples where these face away from the street frontage, into their private courtyards to the rear, breaking the otherwise continuous built form.

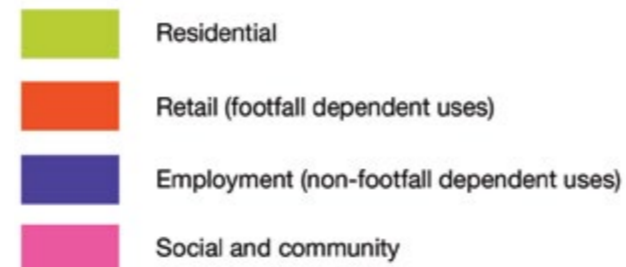
- Backland development is evident with cul-de-sacs leading from main streets but built form generally conforms to the wider area.
- St Ann's Hospital has a distinctive built form with long buildings oriented north south, some with east west wings projecting from the main spine. Buildings are of a generally larger scale three to four storeys with larger footprint. The site, however, is set within a spacious ground set back from the road behind an attractive wall, reducing its visual perception from the street level.
- To the south, the industrial warehouses are much larger in footprint and are mostly three to four storeys high. Whilst most of them follow the street pattern, creating a continuous street frontage, some of the ancillary and storage buildings are located to the rear of their plots and are of a much larger scale than the residential built form. There are also large voids within this section attributed to the car parks and tarmac areas required for transport and goods vehicles.
- Arena Retail Park, built on the site of the former Haringay Stadium, is a low rise 'big box' with retail, warehouses and supermarket set back from the road, dominating the streetscape with the surface parking in front.

Green Lanes

socio-economic and cultural character



Legend - Use and function



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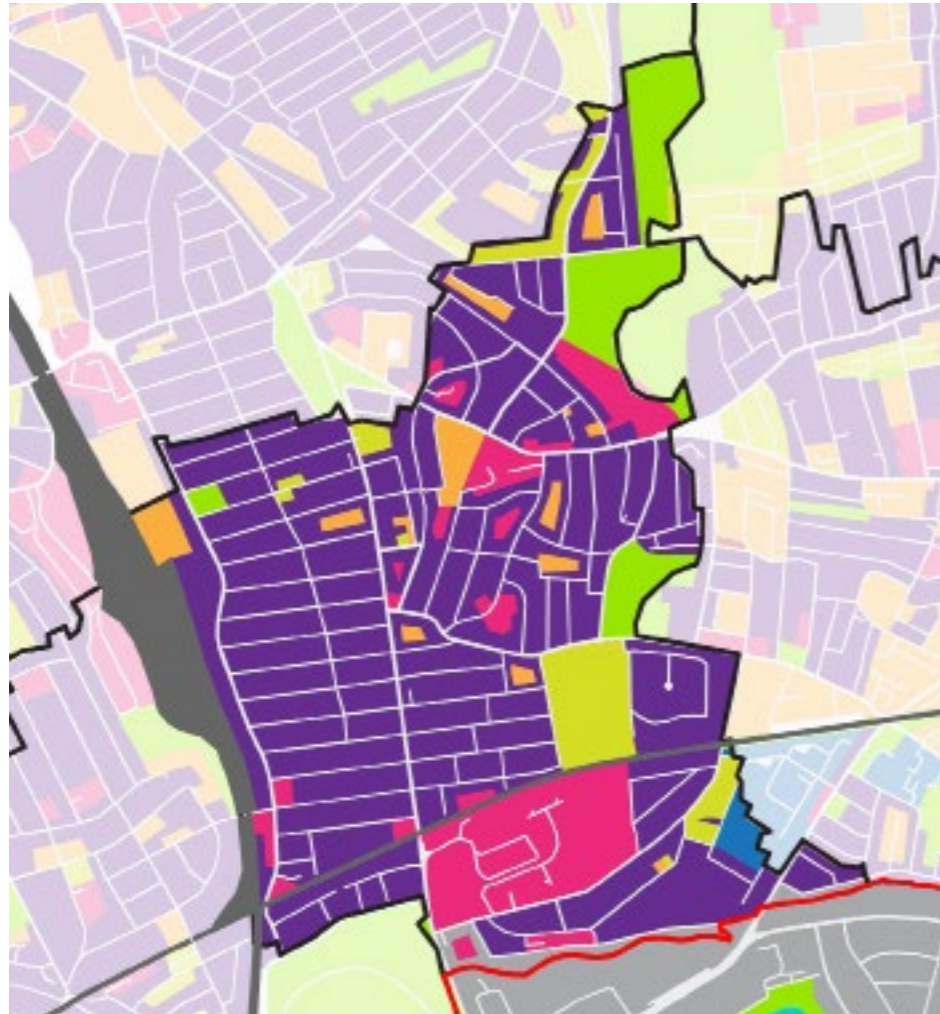
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Use and function

- The prevalent land use within the neighbourhood is residential comprising terraced streets along a generally regular street pattern with entrances directly on to the streets and rear gardens backing on to each other.
- There are some later backland developments most of which are terraces in a mews form, with limited amenity space.
- There are also examples of medium scale post war and more modern estates such as the Albany Estate, south of West Green Road.
- Retail is mainly along Green Lanes and to the east of West Green Road with parades along the ground floor and residential flats in the upper floors. The retail parade along Green Lanes is the main activity node within the area with high footfall throughout the day and week. Several multi-cultural cuisine restaurants and independent shops add to the diversity of the area. Shops along West Green Road are slightly less active and appear more run down. Street clutter and excessive signage detracts from the otherwise attractive facades.
- Arena Retail Park, fronting Green Lanes is a 'box' type retail park south of Haringay Station.
- The main industrial use within the area concentrates to the south along part of Hermitage Road, Vale Road and Eade Road. These are mostly characterised by light industrial uses such as textile and carpet industries. Some of them are experiencing unauthorised warehouse residential use.
- There are other pockets of smaller and lighter warehouse units such as Colina Houseworks, along Colina Mews behind Green Lanes and the warehouse building off Green Lanes, now housing Hawes and Curtis Outlet Store.
- The eastern part of the neighbourhood is well served by educational institutes such as Chestnuts Primary School, St John Vi-anney Catholic Primary School and West Green Learning Centre and Park View Academy.
- St Ann's is a major hospital within the area. However, at the time of writing this report, an outline application for redevelopment of the site for residential use, retaining some medical use had been submitted.
- In addition the area is well catered by recreational grounds and community spaces such as Chestnuts Park, Ducketts Common and Downhills Park. There is also a pocket park along the southern part of Stanley Road.

Green Lanes


socio-economic and cultural character



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Legend - Heritage and cultural



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Heritage and culture

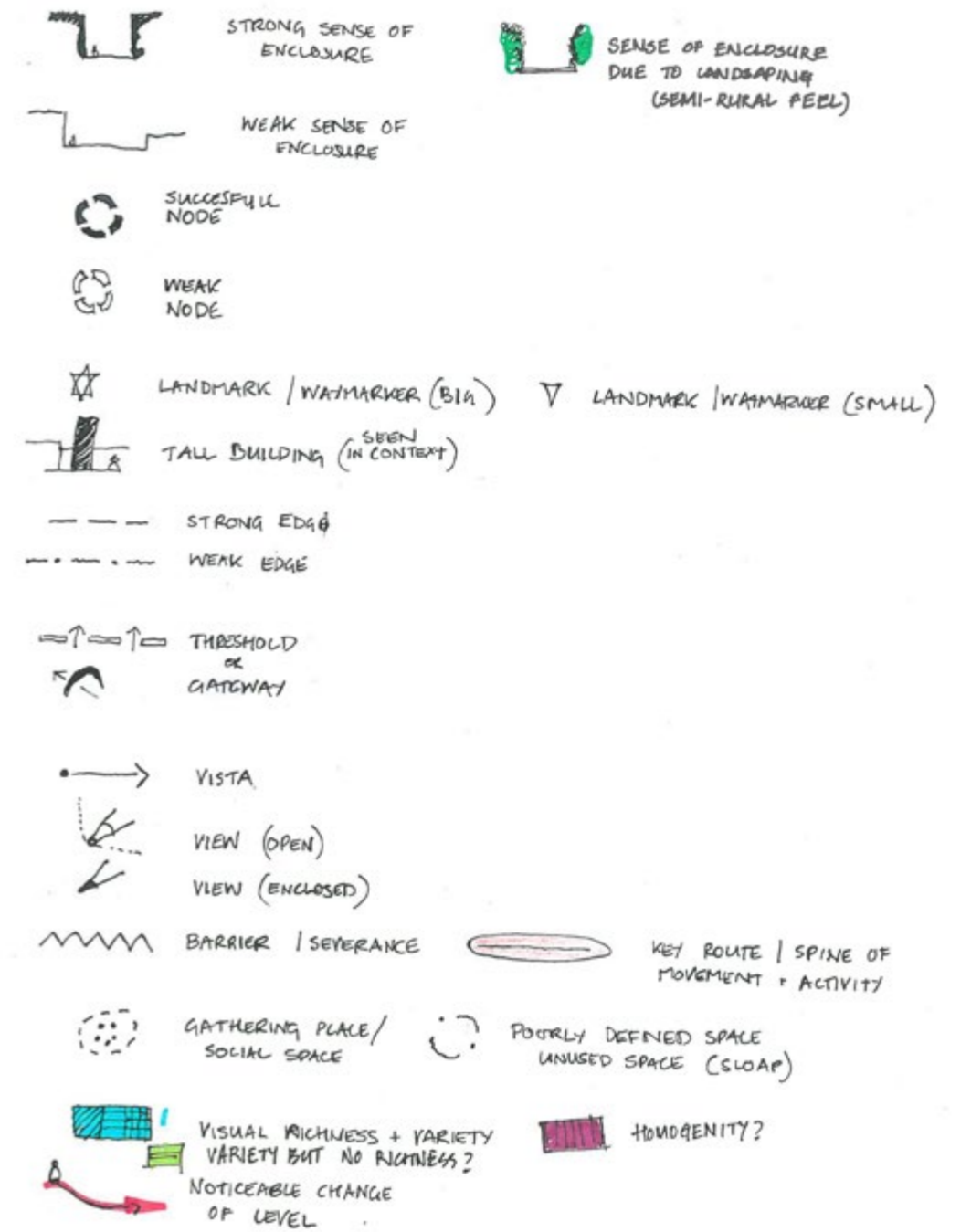
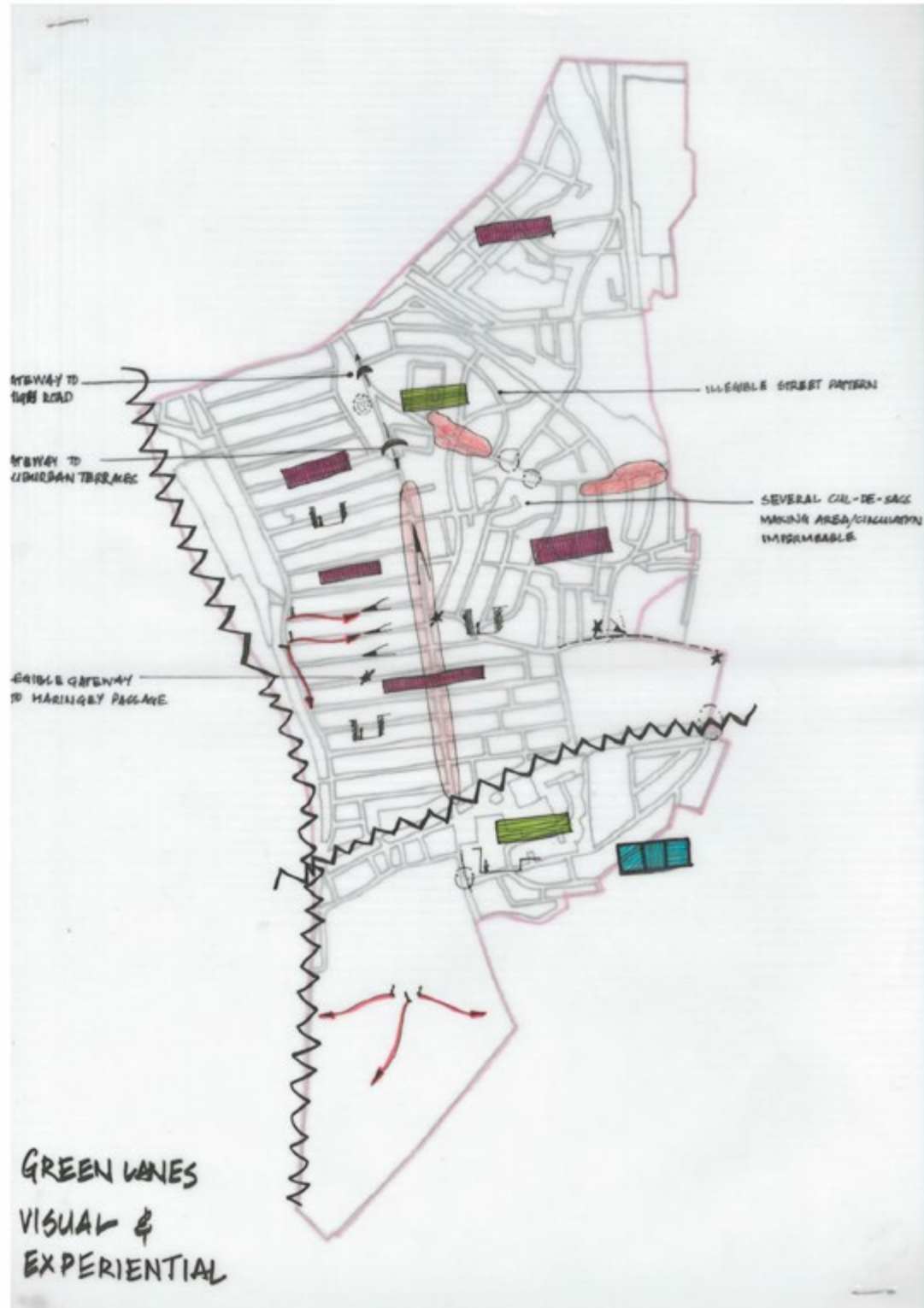
- South of Downhills Park, the site called Downhills Moated Site is designated as an Area of Archaeological Importance. The bathing pool in Lordship Lane Recreation Ground is thought to be the vestige of a medieval moated site, with the original island in the centre. Future development should respect the sensitivity of the designation and should include a detailed archaeological assessment of the site.
- Small part of St Ann's Conservation Area falls within the neighbourhood boundary. Many of the original Victorian buildings have been retained. The continuous frontage provided by the hospital boundary wall is broken only by the main entrance to the hospital, which is defined on its eastern and western sides by a pair of prominent Victorian buildings built in yellow London stock brick with red brick dressings, slate roofs and white-painted timber sash windows. Other Victorian buildings within St Ann's include Acacia House, Mulberry House and Mayfield House of similar scale and architectural language. These buildings successfully define the entrance to the hospital and make a positive contribution to the St Ann's Road streetscene.
- Chestnuts Park contains many original details such as decorative brick piers and wrought iron gates, cast iron pillar box and the Art Nouveau style railings to the now disused bowling green. There are also other modern structures and statues that are of community value that add to the park's historical and cultural importance. The retention of the historic landscape features of the park and its boundary is important to the integrity of the character of this part of the area.
- The Chestnuts Primary and Junior School forms an important landmark at the intersection of Black Boy Lane and St Ann's Road. The main building of the school to the north is an imposing symmetrical three storey building fronting Black Boy Lane and overlooking Chestnuts Park on its eastern side. It is also constructed of yellow London stock brick with red brick dressings and has tall red clay tiled hipped roof with prominent chimney stacks and a central circular domed belvedere surmounted by a weather vane in the form of a dragon.
- The junction with Hermitage Road on the south side of St Ann's Road is successfully defined on its west side by St Ann's Police Station. This is an attractive, robust, three storey locally listed building, constructed of red brick. The front elevation is dominated by a two storey square bay that projects diagonally from the building's north eastern corner towards the road

junction and contains a sandstone panel inscribed 'POLICE'. Its elevations incorporate arched sash windows, and an arched entrance set within a square bay surmounted at first floor level by a Metropolitan Police coat of arms.

- The industrial areas to the south are mostly from the early 20th Century. Whilst some display typical warehouse architectural style with robust elevations broken by large windows, there are also examples of modest Art Moderne style buildings such as Arena Business Centre and Crusader Industrial Estate (closest to Oakfield Road). Although many of these have been altered and incremental additions appear to have been bog standard blocks that do not respected the original architectural quality. Some of these buildings that retain most of the external facade would merit local listing.
- Maynard's sweet factory along Vale Road is an attractive and robust four storey brick building, built around a courtyard in 1907. The factory closed in 1990 but currently houses various uses including a restaurant, an arts studios and offices.
- The wider area contains some listed and locally listed buildings and structures, and a further few would merit local listing. The Salisbury Public House is a local landmark and a listed building along Green Lanes. Some original shop fronts can also be seen behind the later modern additions.
- Late C19th and early C20th townscape is of high quality and provides a consistent pattern of urban streets and rooflines with compact, 2 and 3 storey terraced houses. Corner features and turrets are a feature within the area, marking street corners and add to the homogenous roof form of the area. These features should be respected and any new development should respond to the street network, urban grain and building heights.

Green Lanes

visual and experiential character



Green Lanes

visual and experiential



Typical residential terrace with front gardens



Typical terrace along Green Lanes with retail at ground floor



Maynard House, Vale Road



Salisbury House, Green Lanes

Visual and experiential

- Overall scale is domestic, even though there are pockets of newer residential apartments that are 5-6 storeys high.
- The terraces are decorative with front bays and recessed entrances under arches. Windows have lintel and cill details. Some terraces have small front gardens that soften the otherwise tight and built street frontage.
- Visual interest is created primarily by homogenous materials and roofscapes broken only by chimneys, gables, dormers or occasionally a corner turret to mark a street junction.
- Some larger mansions, Salisbury Mansions near the junction of Salisbury Road and St Ann's Road are slightly different in scale but still represent an attractive group with homogenous roof form and similar palette of materials.
- The topography of the area allows terraces to rise and fall steeply in some places such as Hewitt Road and more gently in other areas such as Cavendish Road. This adds to the visual and streetscape quality with terraces following the topography of the streets. This also allows long and short views along the terraces.
- To the north, whilst estates provide slight architectural variety, their overall appearance is of little visual interest. Many of these have cul-de-sac entrance that result in an impermeable circulation.
- Albany Estate fronts on to private cul-de-sacs leaving an ancillary green space along West Green Road. Whilst the green space softens the urban streetscape, the gap in the street frontage does not conform to the otherwise tight grain of development and creates a weak sense of enclosure.
- Along the Arena retail park, the street frontage is inactive with a continuous wall running to the south along Green Lanes. This along with the enclosed boundary of Finsbury Park just south of Endymion Road presents an impermeable yet poorly enclosed space that could be improved.
- Shop fronts along Green Lane as well as West Green Road are cluttered with excessive signage and satellite dishes detracting from an otherwise rich streetscape.
- The warehouses along Vale Road, Hermitage Road and Eade Road vary in scale from single storey to almost five storey buildings. The high floor to ceiling heights add to the robustness of these buildings.
- South of Eade Road, the embankment along New River Channel and the general openness of the land allows views towards the Woodberry Estate and Skinner Academy, falling within London Borough of Hackney. These buildings are set within slightly higher grounds and are of a comparatively larger scale that contrasts with the domestic scale of the residential terraces. The embankment also forms a strong southern edge to the neighbourhood as well as the borough.
- Along the rear of the properties at Hermitage Road and continuing along the western edge of the Crusaders Industrial Estate and Arena Design Centre, a wooded embankment breaks the otherwise densely built up area. Glimpses of the vegetation are evident from the streetscene.
- Further north along Hermitage Road, at the intersection with Ashfield Road, a small terrace of two storeys sits poorly within the wider streetscene with no visual interest. Moving further north under the bridge, the palisade fencing along the St Mary's School boundary and the rough vegetation and railings on the opposite side of the road presents an impermeable and poor sense of enclosure that could be improved.
- There is a significant local view of Alexandra Palace from Seven Sisters Road, south-east of the area.

Green Lanes



- Green Lanes neighbourhood has a predominantly consistent urban terrace typology.
- Urban terraces are predominant along the ladders as well as to the east, although along north south street layout.
- There is a small section south of the junction between Salisbury Road and St Ann's Road with mansion blocks which are slightly larger in scale than the urban terraces.
- Low rise apartment blocks are present along Finsbury Park Avenue and Stanmore Road. Examples of modern townhouses include those within Albany Estate.
- Mountview Court, along Green Lanes, is a low rise apartment block but set within spacious grounds and has prominent street presence.
- Most modern development has occurred within backlands as cul-de-sacs and comprises mainly of townhouses such as Marley Close off Stanmore Road and Wiltshire Gardens off Finsbury Park Avenue.
- Retail parades are mainly along Green Lanes and West Green Road with shop frontages facing the street at ground floor and residential on upper floors.
- Arena retail Park is to the south of Green Lanes and has poor street frontage with a car park and a continuous wall. It includes a super market and a drive through restaurant.
- Industrial areas to the south are along Vale Road, Hermitage Road and Eade Road and comprise robust brick warehouses with large windows with large spaces of car park and tarmac to the rear for good vehicles. Some ancillary and modern structures have also been incrementally added for storage and other functions.
- St Ann's Hospital and other community and educational buildings have a different typology with larger scale buildings, often setback from the street frontage, yet have a street presence by virtue of their use and height.

Green Lanes

SWOT analysis

As part of the debrief workshops, officers identified the good and bad elements of the neighbourhood and how they affected the overall character. Constraints and opportunities were identified, mapped and sketched and form part of the 'proactive' forward thinking part of the study. These were not intended as definitive observations but as challenging points for discussion.

Good

- Uniformity of terraces – distinctive
- Young creatives
- Streets and ladder and gardens areas makes a very legible street pattern
- Finsbury Park very close by and a large green space
- Salisbury Public House – established landmark and great pub architecture
- Terraces make excellent family houses
- Sights and smells along Green Lanes
- Feels very “Londony” – tight, compact, fine grain and low rise character
- Ducketts Common – a historic and lovely green space
- Haringey Passage – path that connects all the streets
- Railway line provides a clear edge to the neighbourhood
- Domestic and human scale – comfortable feel
- Quiet residential streets
- Lively high street

Bad

- Traffic on green lanes is heavy
- Rat run and high speed traffic on Wightman Road
- Lack of retail variety
- Out of town retail park disrupts urban form – could be anywhere architecture
- Arena traffic
- Access to Finsbury park
- Finsbury park can feel unsafe at dusk
- Poor pedestrian connections near Turnpike Lane
- Railway lines as barrier
- Poor legible layout to the east – not as peds
- New River is difficult to access and enjoy.

Constraints

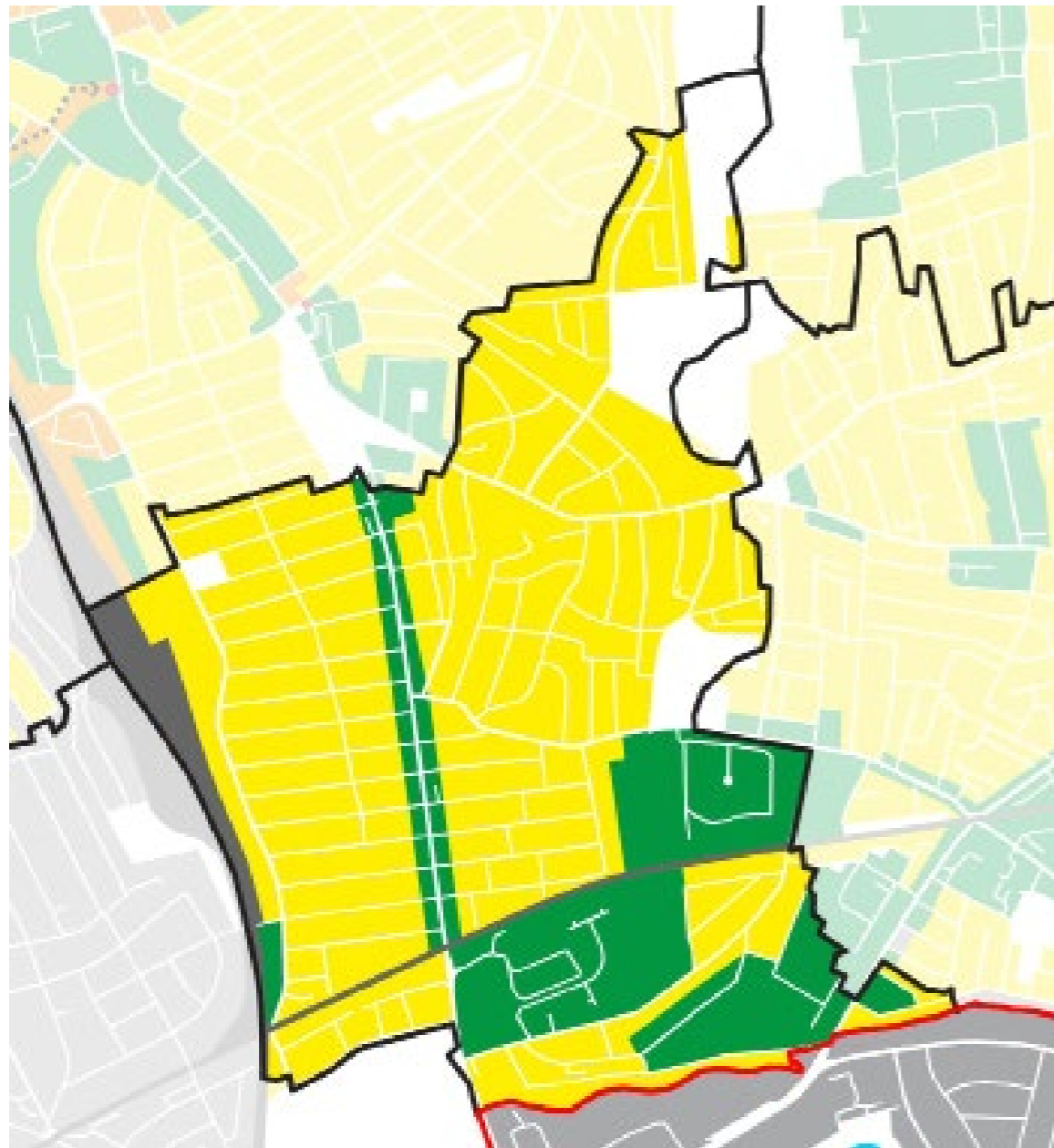
- Resistance to development and change in some areas through strong resident groups and associations
- Strong sense of itself and own character – new development should respect this character
- Low-rise 2 storey terraced houses restrict development to higher heights
- Difficulty to change and improve variety of shops/retail
- Landlords with inflated expectations and lack of investment
- Accommodating traffic – cars, buses, cycles and servicing
- New River as a working drinking water aqueduct – restricts access

Opportunities

- St Ann’s hospital site – large part no longer needed for health
- Link parks together by green interventions
- Strengthen and support the existing Cultural quarter
- Widen the footpath on Duckets Common – to open up the area where the byo shop is
- Low rise big box retail at Arena could easily be redeveloped at higher densities
- Easy creation of connection routes through Overbury
- Find space for workspace – studio HUBS affordable for locals
- Overbury Road – redevelopment for creative industries and high density housing
- Improving the public realm / lighting along the Green Lanes
- Uncover the river and take advantage of topography
- 2 unused bridges under E-W railway east of Green Lanes – could increase connectivity
- For a modern take on the dense urban terrace type
- Legible network between New River and Mosselle River
- Improve N-S links – Green links through parks
- Could create a wildlife green chain connecting Finsbury Park to St Ann’s via wild reserve of embankment to Arena
- Where possible create mini civic / green spaces within the existing townscape
- Improve paths and extend them e.g. Haringey Passage, New River Parks
- Improve access to Finsbury Park

Green Lanes

building height recommendations



BUILDING HEIGHT RANGES LEGEND

	0 - 12 metres - approx. 1 to 3 storeys - low rise buildings
	12 - 21 metres - approx. 3 to 6 storeys - mid rise buildings
	21 - 39 metres - approx. 6 to 11 storeys - mid-high rise buildings
	39 metres - approx. 11 plus storeys - high rise buildings

*please note: approx. number of storeys reflects modern residential storey heights.
Number of stories often varies according to age, type and use of building*

Building heights

Green Lanes is considered to have a consistent height range of up to three storeys within the residential terraces and slightly grander three and half to four storeys along the retail parade. Some larger scale building up to four to five storeys exist along the industrial edge of the area to the south. Within this context, the study has recommended heights alongside guiding principles across the neighbourhood.

- In general existing heights of residential terraces should be maintained.
- Within St Ann's Hospital, any new residential development should be three storeys along St Ann's Road frontage and gradually increase up to five or six storeys nearer to the railway line.
- Along Hermitage Road, adjacent to St Ann's Hospital, new residential frontage should respect the wider context and should be three to three and half storeys.
- Along Green Lanes and West Green Road, new development should be four to five storeys. Within Arena Retail Park, heights could rise up to six and eight storeys closer to the railway line and in the centre of the area.
- Within Vale Road industrial area, any new building should respect the scale of the existing buildings and should be no more than six storeys high. Some higher elements up to eight storeys may be possible to add interest to the skyline. Buildings should respect interphase with existing two and three storey residential terraces.

Green Lanes

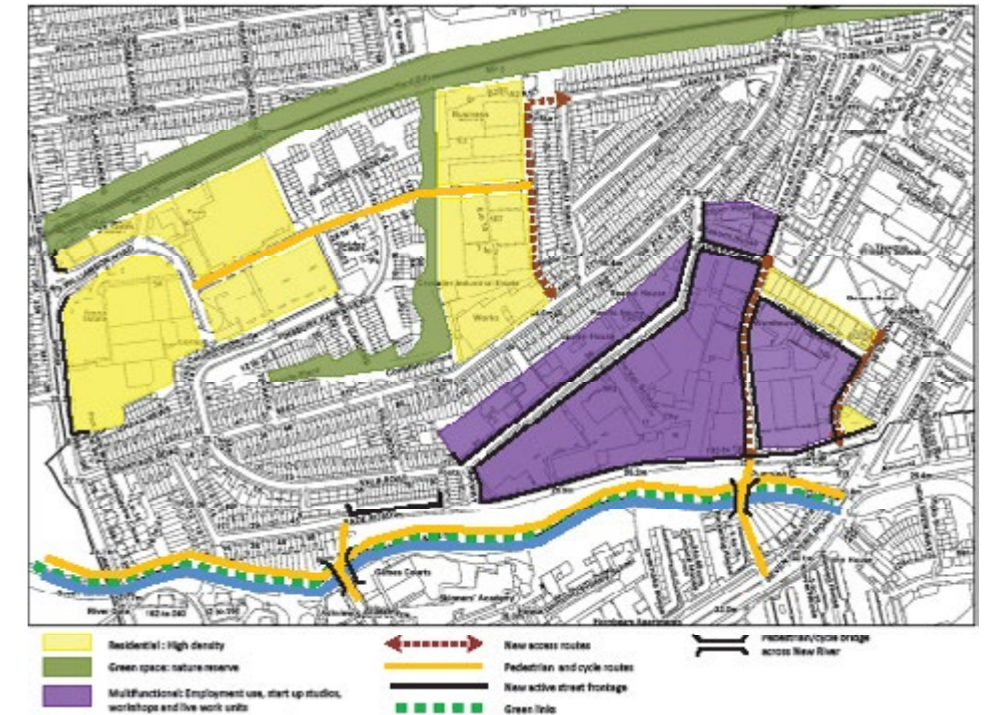
place principles

The place principles presented here arose through the character survey, debrief workshops and subsequent conversations. They are intended to guide and inform future planning and regeneration projects. They cover a variety of aspects, including; heights, form and layout, land use, movement, public space and improving livability. They have not been assessed on their feasibility or deliverability and further work would be required to test these aspects.



In general, the existing homogeneity of residential terraces, rhythmic roof forms and decorative architectural features should be retained and maintained. Along retail parades, de-cluttering of facades, appropriate and limited signage and improvements to shop fronts would highlight the architectural quality of the buildings. The individuality of shops along Green Lanes and West Green Road is unique to the area and should be retained. Encouraging variety of cafes and restaurants along Green Lanes would increase vitality of the town centre which is currently heavily dominated by Turkish restaurants.

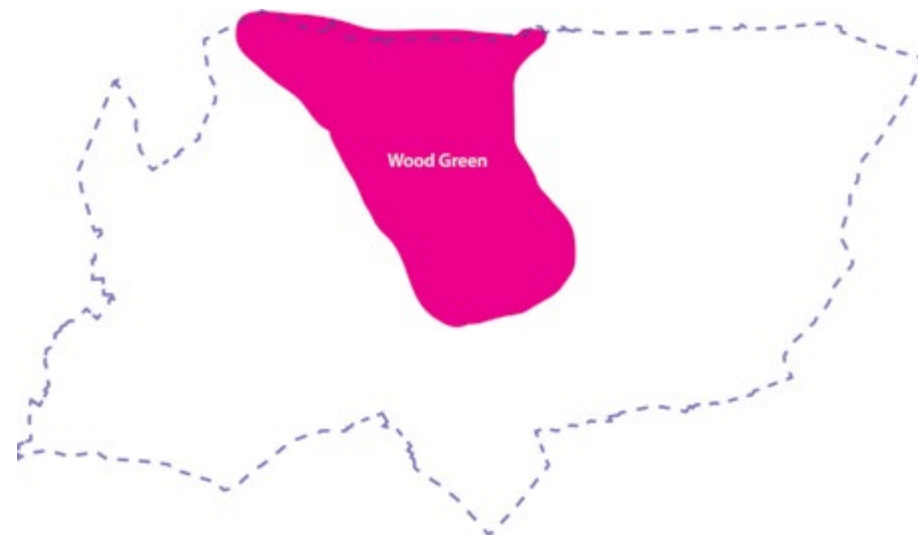
- **Circulation:** There is scope to realign Albany Close and connect to Park Road to facilitate the east west circulation in the eastern part of the neighbourhood. Any future development should also seek to create a more permeable circulation pattern.
- **Landscaping:** Existing open spaces should be preserved and enhanced. There is also opportunity to provide a network of pocket parks within the established terraces on small infill sites, corner plots and existing estates. Street trees should be provided wherever possible to soften the otherwise dense urban streetscape.
- **New River:** Pedestrian routes along the New River should be strengthened along with green links. New pedestrian and cycle routes should be introduced. Public realm improvements should be undertaken to reduce garbage dumping, increase surveillance through appropriate lighting, introduce seating and additional landscaping.
- **New residential:** Arena Retail Park could be developed into high density mixed use with retail and housing with a combination of flats and town houses with an active street frontage along Green Lanes. Redevelopment of St Ann's Hospital should include new access routes to facilitate East West circulation. There is scope to create green links by connecting existing green spaces and introducing pedestrian and cycle routes. Consolidating land within existing estates could help improve permeability of some of the areas to the east. There is also scope for optimising the land with further infill development. Development within rear gardens or rear garages should be carefully considered rather than the existing piecemeal form. Again, consolidation of land could provide better quality housing.



- **Industrial/employment:** Existing early industrial and warehouse buildings should be retained and upgraded with modernisation of the internal layout. Within Vale Road Estate, employment uses should be retained and encouraged. There is scope to incorporate multi-functional uses within these buildings with light industrial uses that are green and eco friendly on the lower floors. These can combine with artists' studios, workshops, rentable start-up units and live work units on the upper floors. Ideally, the mix should be 70% employment use and 30% commercial and residential use. There is also scope to incorporate a marketing suite on the ground floor for the sale of products manufactured in the specific buildings, in order to create an active street frontage.

Wood Green

neighbourhood character summary



Location

Wood Green is a large, busy, urban London neighbourhood lying centrally in the borough, with both inner and outer London characteristics and qualities. It's bounded by the railway line to the west with Hornsey and Muswell Hill beyond, the borough boundary with Enfield to the north, North Tottenham and Bruce Grove to the east and Green Lanes to the south.

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 Duckett 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.

Typology, topography and microclimate

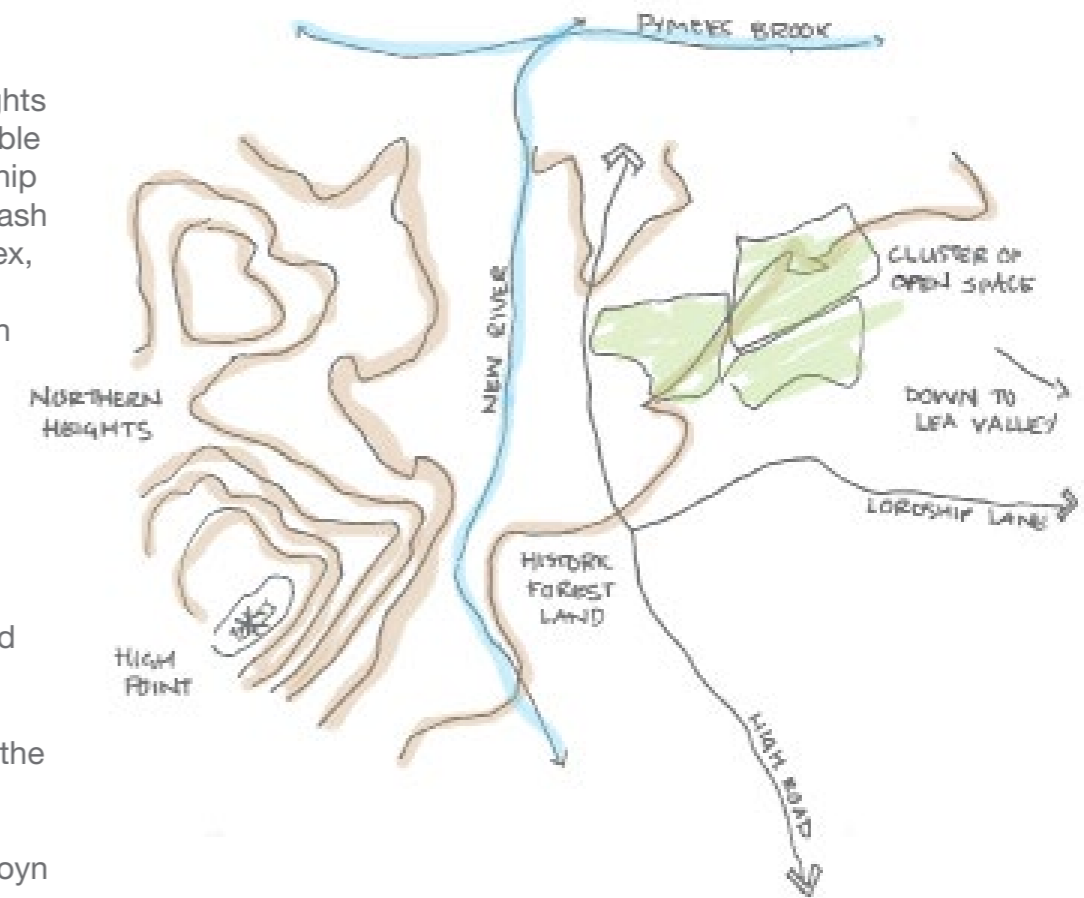
Typology: Wood Green can be classified as a diverse, inner London urban area, forming part of the London Basin natural landscape area. It has a long-and rich settlement history, focused around the High Road which connects Angel via Green Lanes and Essex Road to Enfield in the north.

Topography: Wood Green lies at the plateau of the Northern Heights which fall steeply eastwards from Alexandra Palace, which is visible from a number of points in Wood Green, particularly along Lordship Lane. Originally this area was covered by a dense forest of oak, ash and beech trees, forming part of the extensive Forest of Middlesex, until a clearing in the forest was made and the hamlet of Wood Green began to grow. A noticeable ridge runs across the northern edge of Wood Green, along Woodside Park, Wolves Lane and Norfolk Avenue and into the western side of North Tottenham.

Hydrology: The area has a rich hydrological system connected with higher ground to the west where many brooks, streams and rivers originate. The Moselle River, Lesser Moselle, New River (old and new course) and Muswell Stream flow through Wood Green and Pymmes Brook flows to the north (in LB of Enfield) and Bounds Green Brook flows to the north-west along the borough boundary with Barnet and Enfield. Unfortunately many of these water channels are culverted or inaccessible, so unnoticeable to the pedestrian.

Soilscape: is comprised of London Clay with a small pocket of Boyn Hill Gravel in the north-east. The soilscape can be characterised as slowly permeable, seasonally wet, slightly acid but base-rich loamy and clayey soils. This soil supported dense oak forests which characterised this area for much of its existence until clearings were made and houses built.

Urban ecology: Even though Wood Green is largely built up and has been since the beginning of the C20th, the urban ecology of the area is rich, complex and varied. It's characterised by waterways, private back gardens, allotments, commons, public parks and gardens, street trees and linear stretches of ecologically rich railway lands. All of these elements, together help form a complex, often overlooked home to wildlife and plant systems, and where possible should be protected and enhanced.



▲ Landscape context sketch of Wood Green

Wood Green

Overall neighbourhood character

Wood Green is known for and characterised by its strategic location along the busy High Road, (A105) which is lined, largely by 3 storey mixed use buildings, of a variety of periods but principally Victorian/Edwardian, with some fine, richly detailed building elevations (particularly the Wood Green Empire building). Turnpike Lane lies at the southern point and Wood Green proper at the northern tip. This part of the High Road stretches for some 900 metres, with ground floor shops, local businesses, cinemas, nightclubs, bars, cafes, restaurants, some independent, some chain. The large and imposing Wood Green shopping complex lies to the north, where the scale and massing becomes more claustrophobic and encroaching on the High Road.

At either end of this section of the High Road are two historic Commons which today provide important green lungs and places of respite off the busy and hectic High Road. To the north lies Wood Green Common, a lozenge shaped green space with a belt of mature trees on its northern edge. To the south lies Duckett Common, a somewhat larger green space, encircled by mature trees providing a buffer to the noisy High Road which passes through the Common, splitting it into a smaller (eastern side) and larger part (western side). Another important and distinctive green space is Stuart Crescent, successfully enclosed by civic and residential buildings and overlooked by two landmark buildings; the Civic Centre and St Michael's Church.

There is a visible and active arts, creative, small business community west of the High Road and south of Wood Green Common, including the Chocolate Factory, Parma House, Karamel cafe, and Mountview Academy of Theatre Arts.

Lordship Lane is an important, historic winding route with medieval origins, it meanders from Tottenham to Wood Green, catching glimpses of Alexandra Palace along the way. A wide variety of buildings front the route, many with ground floor retail with residential above.

The large Noel Park Estate, built in the late C19th forms a distinctive part of Wood Green, lying immediately to the east of the High Road. Victorian housing in the form of terraces and villas is the predominate housing stock across Wood Green, in areas such as Mydelton Road, Raleigh Road, Alexandra Road, Perth Road, Westbury Avenue, with some notable exceptions in the north-west where interwar housing on larger plots dominates.



▲ A mental map/sketch of the area highlighting distinctive elements, spatial structure and wider relationship to the Northern Ridge, the High Road and Lordship lane

Wood Green

historic settlement pattern

Extract from Cassell's "Greater London", 1898 -

Since the establishment of the Alexandra Palace, and the formation of a railway through its centre, Wood Green has become quite a busy town, built round the large open space which was once a green, and fringing the Southgate Road. What will perhaps most attract the attention of visitors to this locality is the architectural beauty of the various asylums and institutions devised by charity and public spirit for the succour of the aged, and the education and protection of the young and helpless. Of these institutions, the Printers' Almshouses, a handsome Tudor range of buildings near the Church, were erected in 1850. Close by is the Asylum for Aged Fishmongers and Poulterers, a red-brick building of Elizabethan architecture, also dating its erection from about 1850. Then there are Fuller's Almshouses in Nightingale Lane, erected in 1865."



1864



1896



1935

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Brief story of Wood Green

C13th	1609	1613	1801	1857	1867	1873	1880s	1894	1981	1996	2014
Hamlet of Wood Green consisting of ten houses backed by Tottenham Wood	Construction of the New River began commissioned by Sir Hugh Myddleton	New River completed	Only 100 population by 1801 – consisting of an inn and smithy	Royal Masonic School founded on Lordship Lane to educate the boys of Freemasons	Political meeting of the Reform League at Spouters Corner - starting its role as a political gathering spot	Great Northern Railway and a Post Office built	Barratts Sweet Factory built	Wood Green becomes its own Urban District	Wood Green Shopping Centre opened by Queen Elizabeth II	Chocolate Factory opens providing space for local artists	Public realm improvements to the High Road

Wood Green

Clearing in the forest - Hamlet of Wood Green

- C13th- A hamlet encircled by woodland nestled beside a large hill to the west (Muswell Hill)
- Derives its name from the Common (Green) which was a clearing made out of the dense woodland (Wood).
- Woodland formed part of the extensive Ancient Forest of Middlesex.
- 1609 construction of the New River began commissioned by Sir Hugh Myddleton (now remembered by naming of Myddleton Road). Completed in 1613.
- Survey by Earl of Dorset in 1619, the hamlet of Wood Green consisted of ten houses with a few farmhouses scattered about the district, population of 50 people.
- The population of the hamlet grew slowly over next 70-100 years rising only to about 100 people. An inn (The Three Jolly Butchers), a forge, and a general store now existed.

Victorian expansion

- By 1848 population of Wood Green had quadrupled, turning the hamlet into a small village with all the needs and aspirations that brings.
- A place of worship was now considered vital for the social and religious life of residents and the Chapel of Ease was built and opened in 1844 on the site of present day St Michaels Church.
- Wood Green however, was still a small settlement, an idyllic country spot, hemmed in and crossed by pleasant country green lanes, and shady hedgerows with small taverns, market and tea gardens.
- By 1858 the population stood at around 1,300 and in 1859 arrival of the Great Northern Railway to Wood Green provided a separate link to London began the transformation of this quiet country spot.
- Victorian suburban growth - the area grew rapidly with much new Victorian housing built and streets laid out, much of this urban structure still exists today.
- By 1869 residents at Wood Green were demanding their own local board and it was clear that their new suburb, enjoying a separate rail link with London and Alexandra Palace built 1873, had a future of its own.
- Inevitably development thereafter spread around High Road in the east of the parish, the railway lines in the south, and Wood Green in the west, leaving farm-land in the centre and north which was not touched until the 20th century.
- 1890s - Wood Green now a mature, sizeable urban centre

desired greater independence and autonomy from neighbouring Tottenham and by 1894 Wood Green became an urban district

Postwar redevelopment

- The fine and handsome Wood Green Library was sadly demolished in 1973 - replaced by River Park House which stands today at the corner of the High Road and Station Road.
- Barratts Sweet Factory of Wood Green moved away in the 1970s to Hertfordshire after nearly 100 years in the area.
- Wood Green Shopping Complex was finally opened by Queen Elizabeth II in 1981 after much controversy and financial difficulties leading to significant delays.
- Chocolate Factory opened in 1996 providing a home to over 100 artists, and expanded in 2002 providing space for an additional 50 artists, continuing the tradition of local employment.



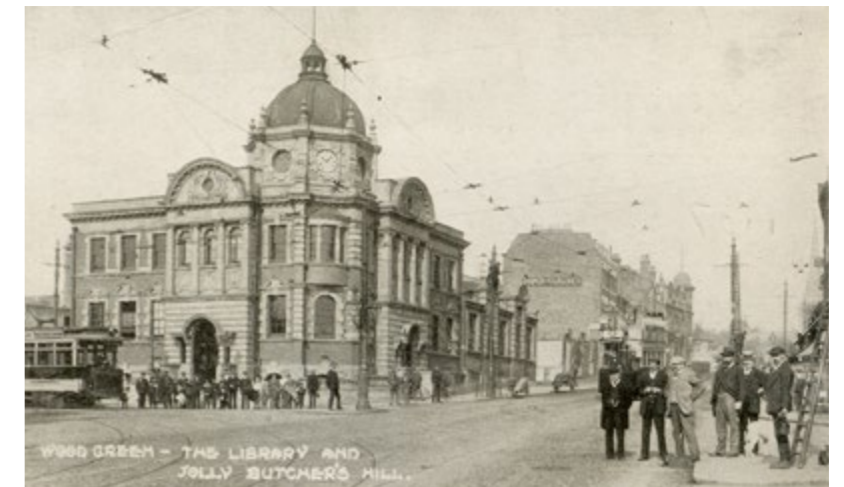
Wood Green High Road at Lordship Lane junction (Hollywood Green) 1906-7



Aerial of Wood Green Shopping City under construction c1976



Spouters Corner, Wood Green, in Simkins cartoon, Dec 1961



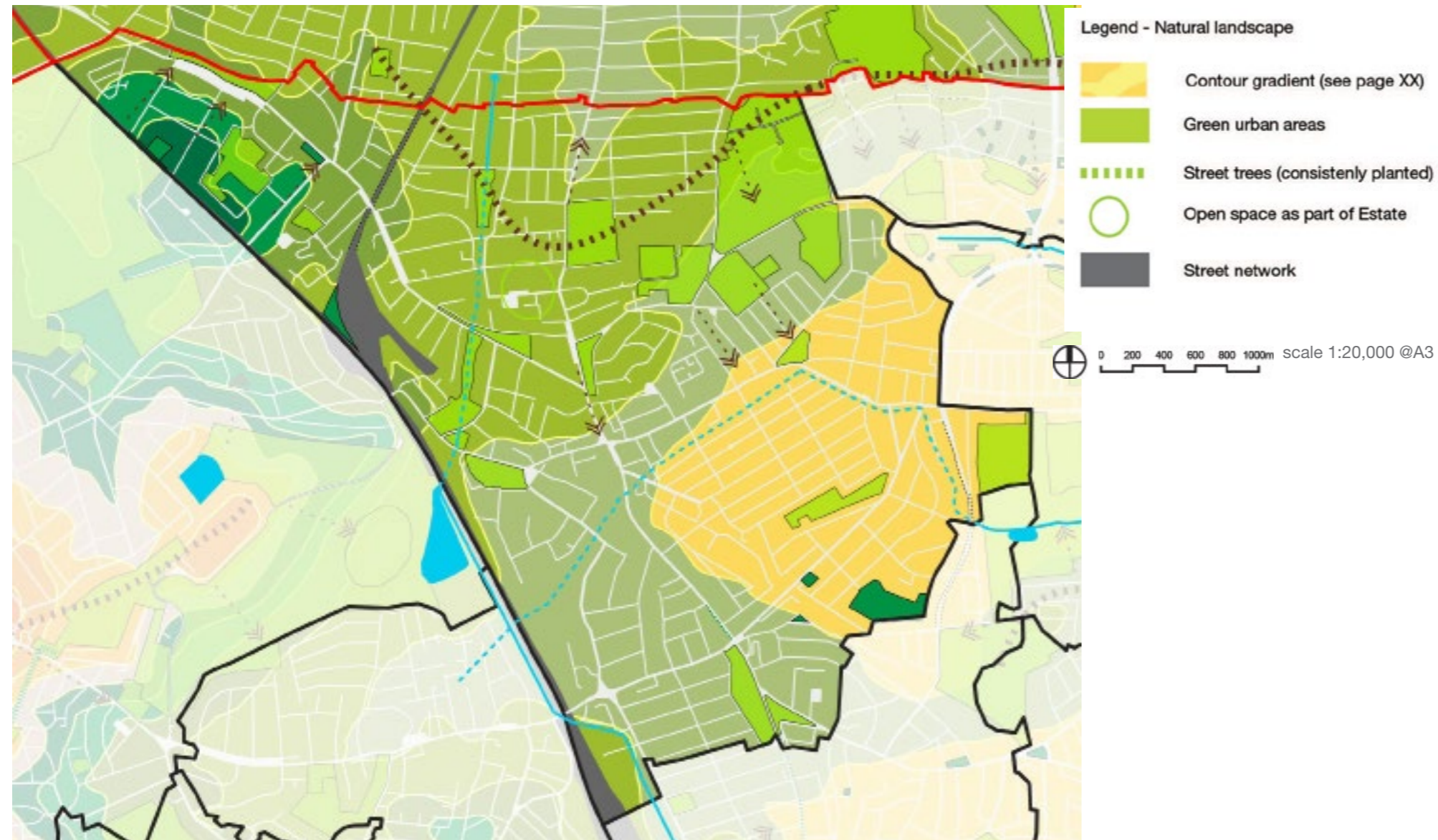
Three Jolly Butchers, Wood Green High Road, junction Station Road (op1) 1909



Empire Music Hall, Wood Green High Road, early 20c

Wood Green

physical character



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Landscape

- Landform - Gentle fall eastwards from higher ground at Alexandra Palace and surrounds. Ridge spans the northern edge.
- Soilscape – comprised largely of London Clay.
- Landscape character can be classified as ‘urban’ forming part of the London Basin biogeographic zone. There is a strong urban ecology evident in the area’s expanse of private gardens, man-made rivers, parks and gardens, allotments etc.
- Historically a densely wooded area with clearings or greens – which still exist providing a strong link to the past (Wood Green Common, Ducketts Common)
- Principally a dense, urban area with a collection of parks providing local amenity – formal gardens, playing fields, recreation and sport, and a place to relax and unwind. Popular parks include: Woodside Park, White Hart Lane, Russel Park, Belmont Rec.
- Most parts of Wood Green are within walking distance to a variety of parks– though poorer access to south and particularly west of High Road.
- New River runs through the neighbourhood forming a green corridor in between back gardens– a manmade leat constructed in 17th century – supports diverse aquatic and plant life. Vital wetland and scrubland ecosystem. Public footpath along some of its length - connecting a variety of gardens, including; Avenue Gardens, Nightingale Gardens, Trinity Gardens and Myddleton Road Community Garden.
- Tree covered hill towards Alexandra Palace provides a green canopy and pleasant, semi-natural view from parts of Wood Green.
- Considerable amount of back gardens (approx 20% of land cover) which offer green lungs and wildlife space to each city block.
- Greater concentration of open space to the north including a well used allotment on Wolves Lane – reflecting its more suburban, low density character. Other small allotments exist within the middle of suburban housing blocks.
- School playing fields often provide additional multi-functional green space for local communities. Dense concentration of playing fields and sports facilities at Junction of Wolves Lane and White Hart Lane.
- Access to Ally Pally parklands via Station Road and over station footbridge - though other access points would be beneficial.



Trinity Gardens - mature landscaping sense of enclosure



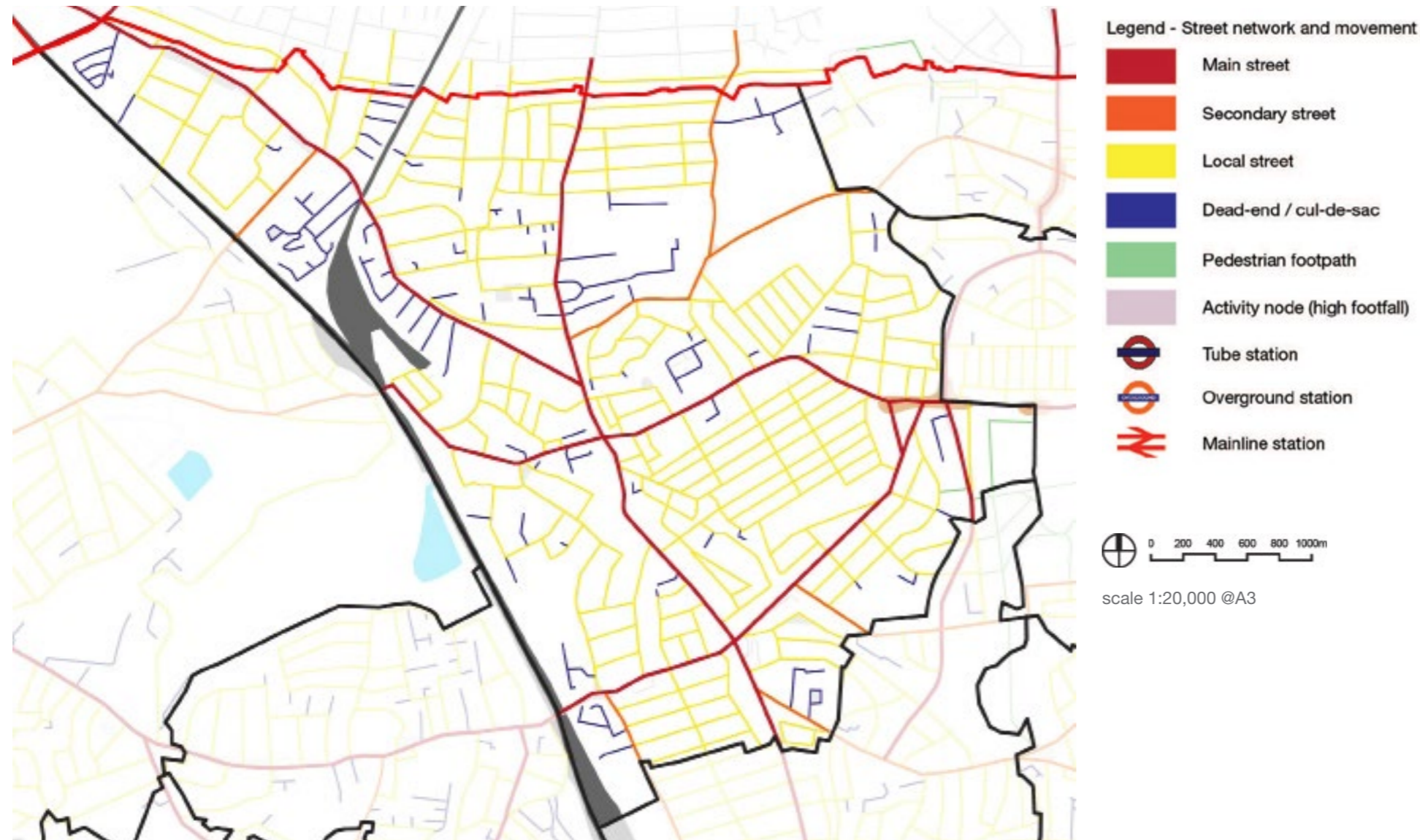
Views across White Hart Lane playing fields



Green spine - Nightingale Gardens forms part of

Wood Green

physical character



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Street pattern and movement

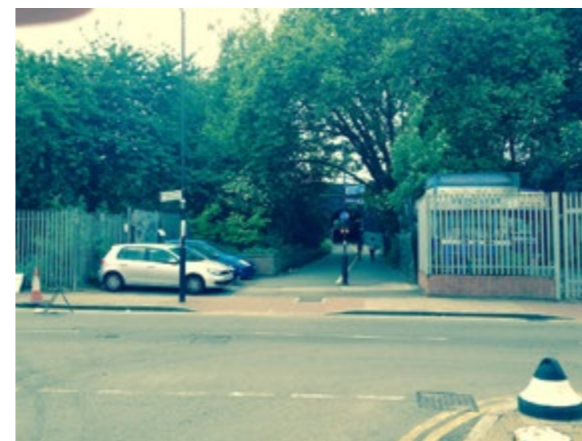
- High Road runs north-south forming a spine through the near middle of the neighbourhood – providing strong macro connections south to Stoke Newington / Hackney and north to Enfield.
- A number of secondary routes (White Hart Lane, Wolves Lane, Durnsford Road) provide more local connections to adjacent neighbourhoods such as Hornsey, Muswell Hill and North Tottenham.
- Strong network of inter-connected, local routes (yellow) which provide access to and through residential communities e.g. Noel Park
- Generally a coherent, regular and connected street pattern exists, with only pockets of poorly connected areas (along the western edge adjacent to the railway line) making it a very walkable neighbourhood on the whole. Quality of these routes for pedestrians could be improved.
- There is a need for more local connections to the High Road along its stretch from Turnpike Lane to Wood Green - particularly improvement to back alleys on the eastern side.
- Railway line runs north-south forming a strong edge and physical/perceptual barrier between Wood Green and Hornsey / Muswell Hill, with a lack of crossings and perceptions of poor safety and inconvenient routes on these few bridges /tunnels.
- Well served for public transport - Turnpike Lane, Wood Green and Bounds Lane all offer access to Piccadilly Line. Alexandra Park, Bowes Park and Hornsey offer access to mainline services. Bus services are many and reach most parts of the neighbourhood.



Busy junction/node at High Road and Turnpike Lane



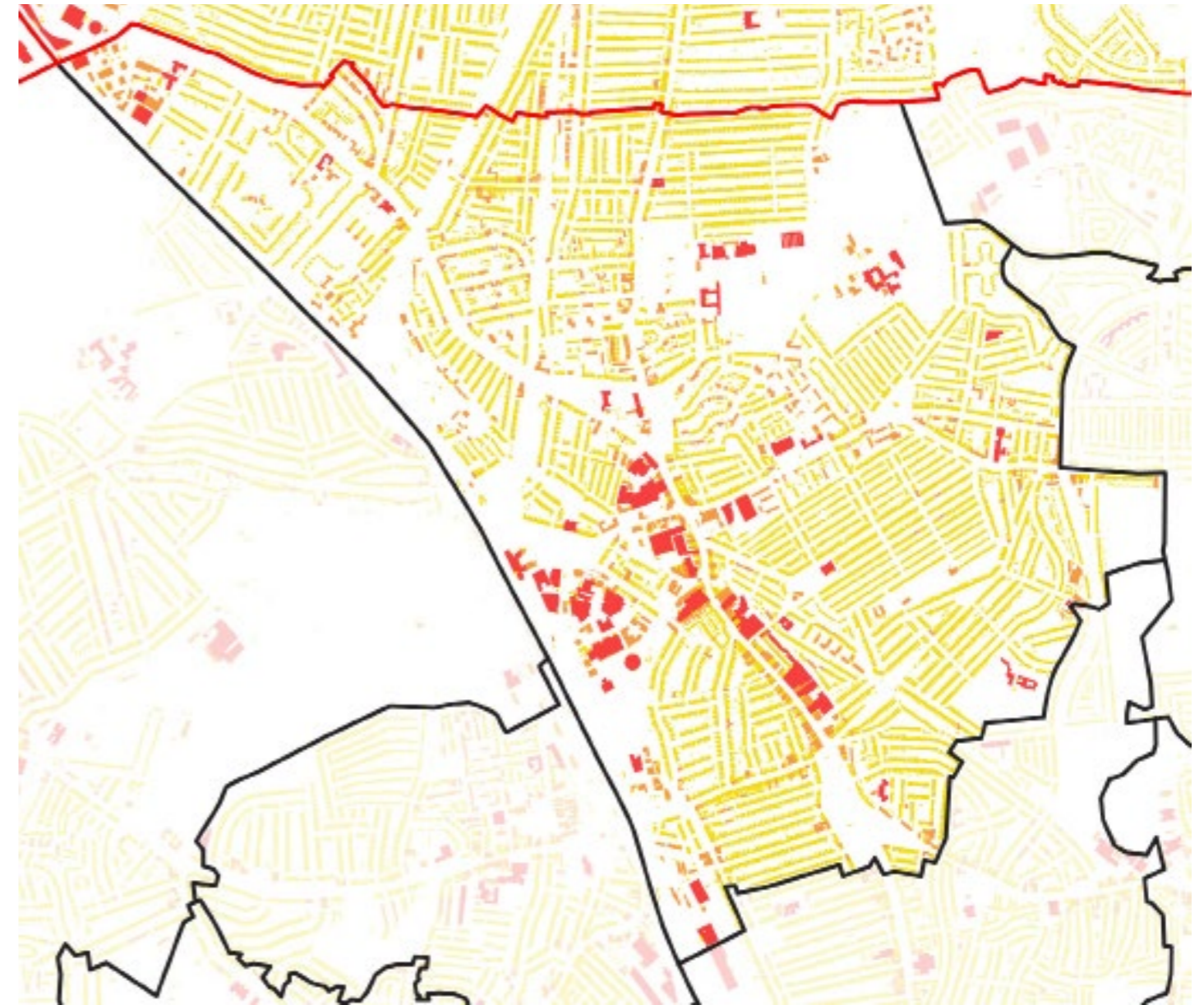
Quiet residential street forming part of a connected street layout in the area



Uninviting footpath connecting Wood Green to Hornsey

Wood Green

physical character



scale 1:20,000 @A3

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Legend - Urban morphology

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

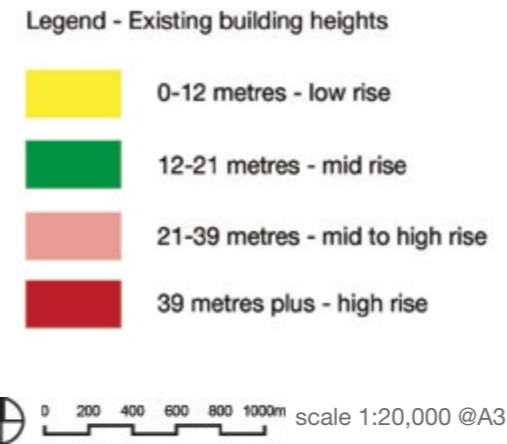
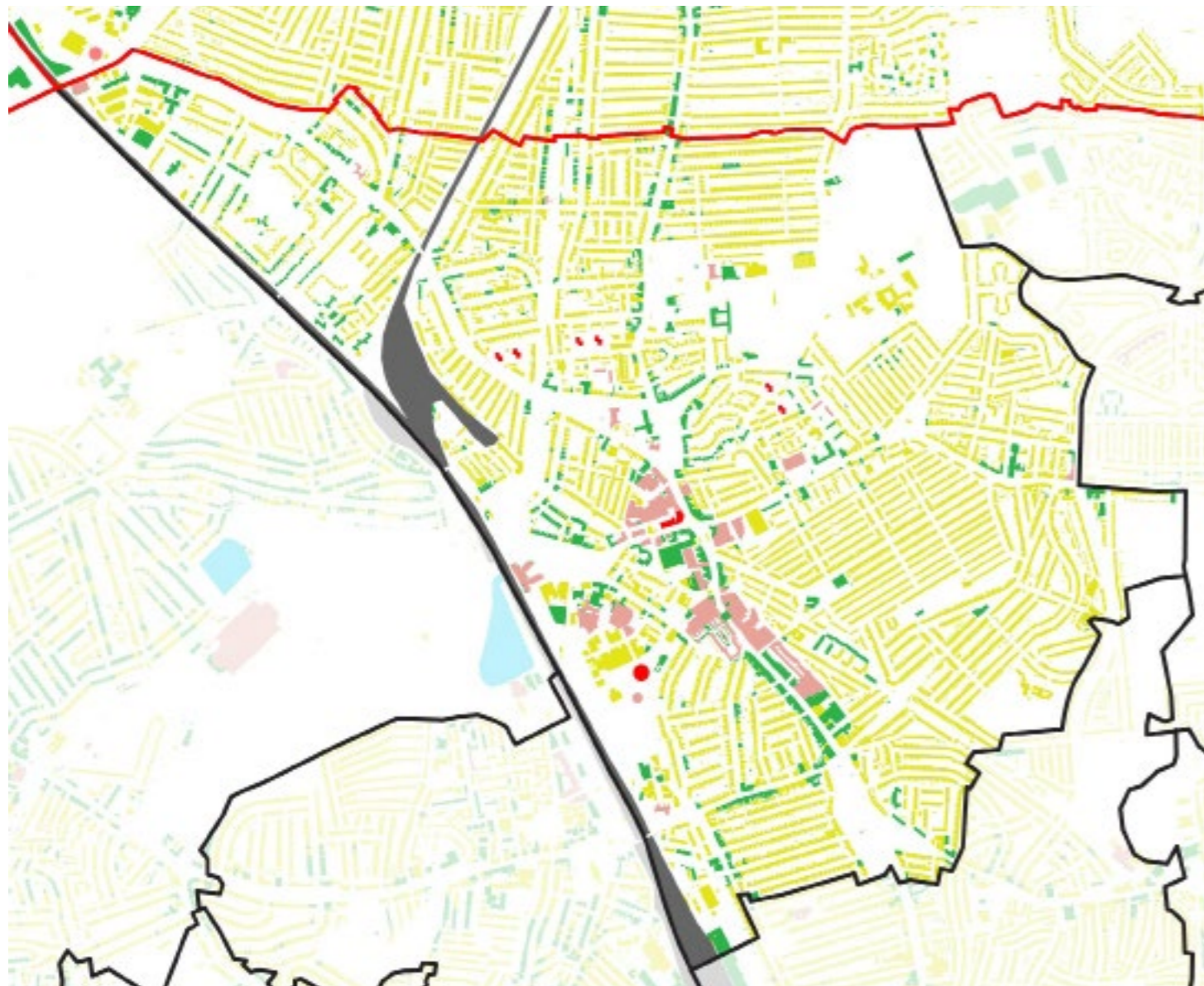
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Legend - Building footprint size

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

Wood Green

physical character



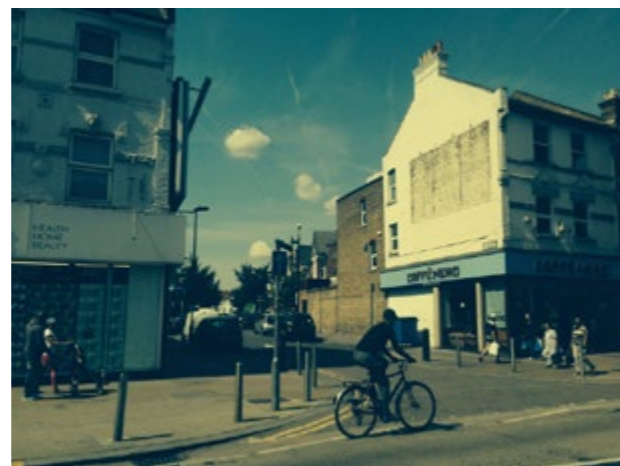
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Density and block size

- Layout is comprised largely of a connected compact or loose grid pattern, making the area easy to walk around.
- The High Road forms the spine and centre to the area and acts as a main movement route and place in its own right.
- Largely urban in setting with central qualities in and around Wood Green Metropolitan centre and along parts of the High Road and more suburban areas to the north characterised by low density semi-detached, suburban housing.
- Urban terraces dominate large parts of the neighbourhood in a variety of styles and sizes. Semi-detached suburban housing types are concentrated in the north-west. A number of tower blocks are located in the north of Wood Green.
- Heights are predominately 2 to 3 stories (under 10m) across the neighbourhood.
- 4 to 6 stories (10-20m) and 21-39m buildings located along parts of the High Road, Station Road, Lordship Lane and Heartlands area, as you would expect.
- Pockets of high rise buildings can be seen dotted across the neighbourhood.
 - Postwar tower blocks - 4 of these, which stand out dramatically from their low-rise residential surroundings.
 - River Park House - unattractive, poorly designed 11/12 storey office building that fails to improve the important junction of Station Road and High Road.



Gas holders - prominent feature on the landscape



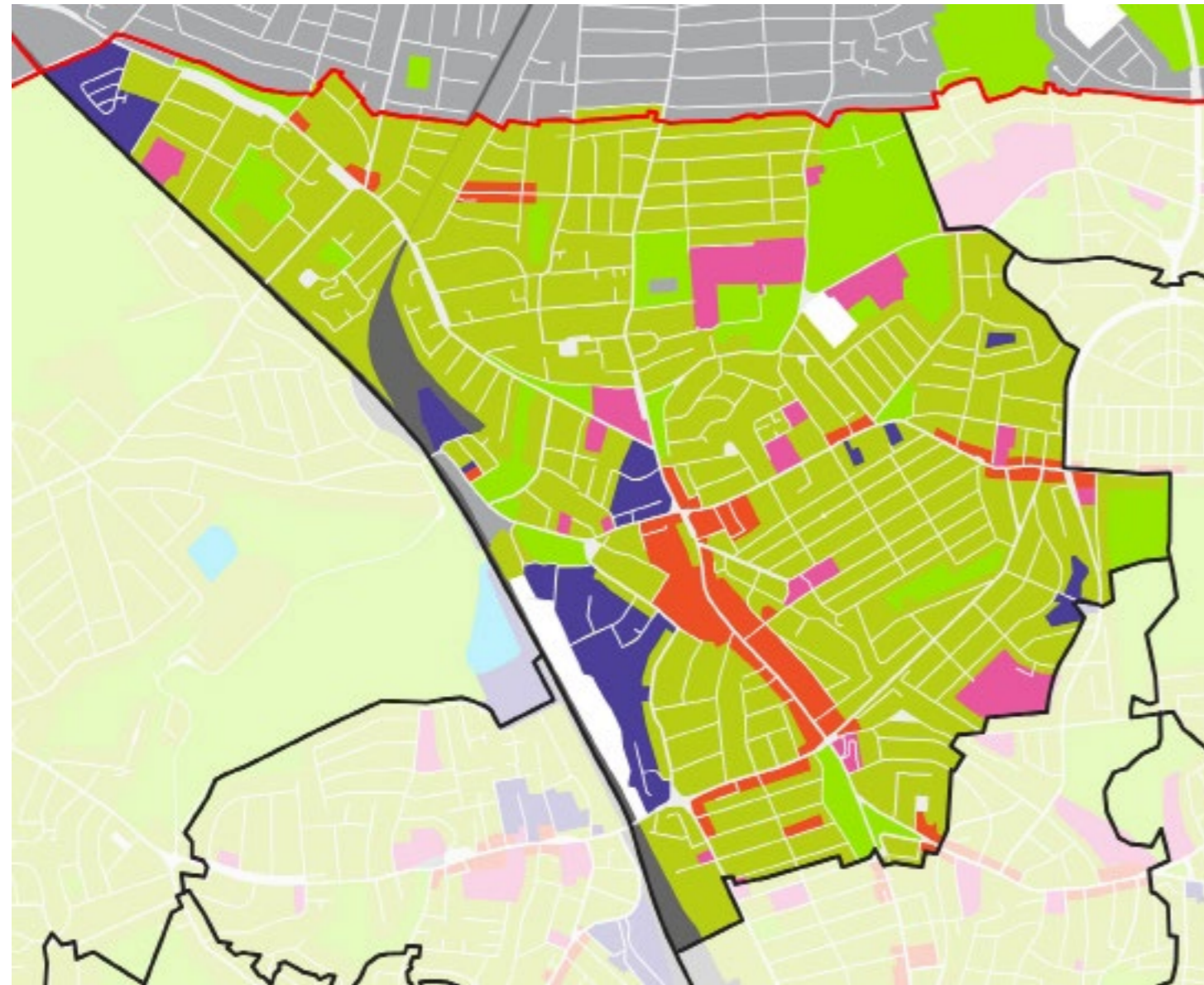
Quiet side streets connect to busy, bustling High Road



River Park House - tall building on the High Road

Wood Green

socio-economic and cultural character



Legend - Use and function

- Residential
- Retail (footfall dependent uses)
- Employment (non-footfall dependent uses)
- Social and community

0 200 400 600 800 1000m scale 1:20,000 @A3

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Use and function

- Predominately residential neighbourhood with a good mix of house types, tenures, styles and designs.
- Low density, more suburban residential to the north reflecting its less accessible location – comprised of semi-detached houses and short terraces on wide, large plots - mainly interwar/early postwar period.
- Higher density residential in the older cores (Victorian and Edwardian townscape) comprising tight villas, townhouses and terraces and more recent modern infill developments of mixed success.
- Wood Green High Road, a busy thoroughfare day and night, weekdays and weekends due to its diverse mix of land uses and highly accessible location.
- Smaller mixed use parades can be found across the neighbourhood – each with their own distinct character and serving local communities e.g. Lordship Lane.
- Large grain of Wood Green shopping complex has broken up the historic high road grain of small plots and frequent frontages.
- Diverse mix of employment workspaces, small business, art studios in and around the Heartlands area etc. Also seeds of cafes, restaurants and bars becoming evident. Some lower intensity work sheds and warehouses.

Community/activity

- Deprivation – most, 2nd and 3rd most deprived areas cover much of the neighbourhood with pockets of exceptions –
- Demographics – large Turkish community, evident walking along High Road with large concentration of Turkish cafes.
- Active and vibrant arts, theatres and cultural community - Chocolate Factory, and Mountview Performing Arts School.
- The Morecambe and Wise Show, so popular in Britain from the 1960s onwards, was first broadcast live from the Wood Green Empire.
- Large multiplex cinema - popular place to hang out.
- Wood Green Animal Shelter
- Myddleton Road Community Garden and Quaterly Market
- Bowes Park Community Association



Mixed use buildings along Turnpike Lane



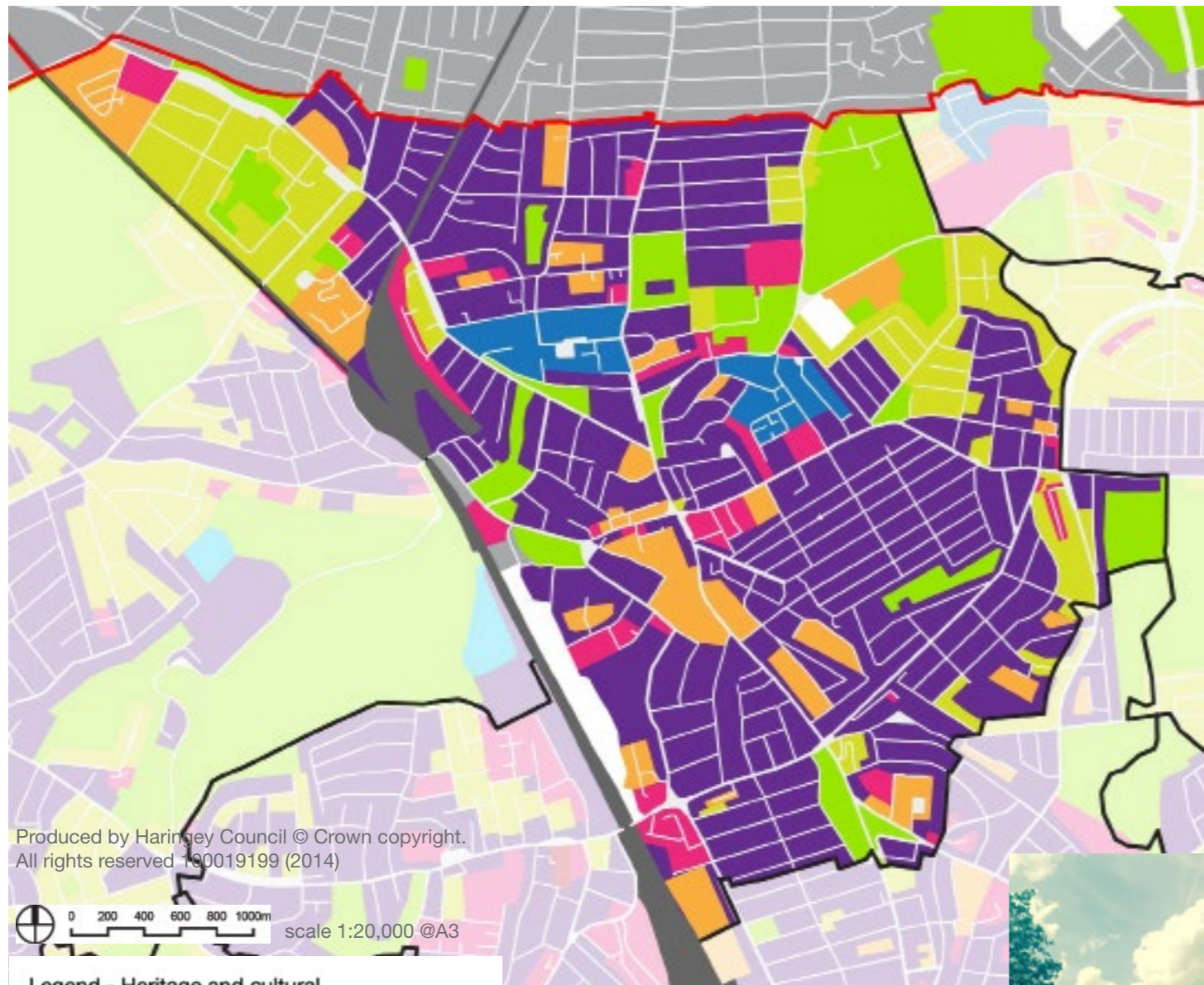
View along Western Road with some robust, solid brick industrial/workspace buildings



Elegant, generous Victorian paired Villas along Park Avenue - one of many residential types found in Wood Green

Wood Green

socio-economic and cultural character



Legend - Heritage and cultural

- Georgian and earlier - pre 1840s
- Victorian / Edwardian 1840 - 1910s
- Interwar 1918 - 1945
- Postwar regeneration 1945 - 1965
- Sixties and seventies 1965-1979
- Modern 1980 - 2010s



View across Stuart Crescent common towards St Michael's Church



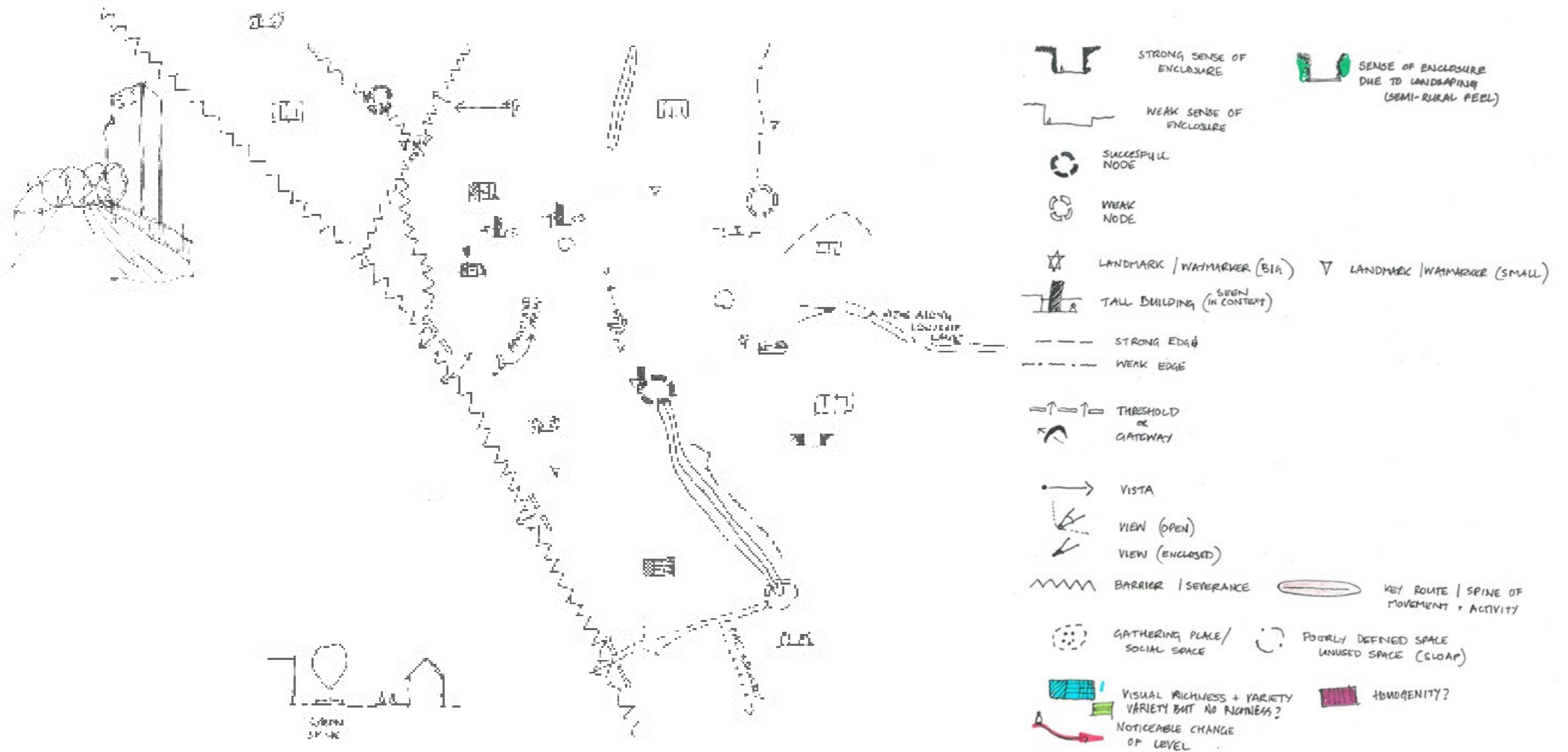
View along Trinity Road with the spire of St Mary's Orthodox Church peeking over the tree canopy of Trinity Gardens.

Heritage and culture

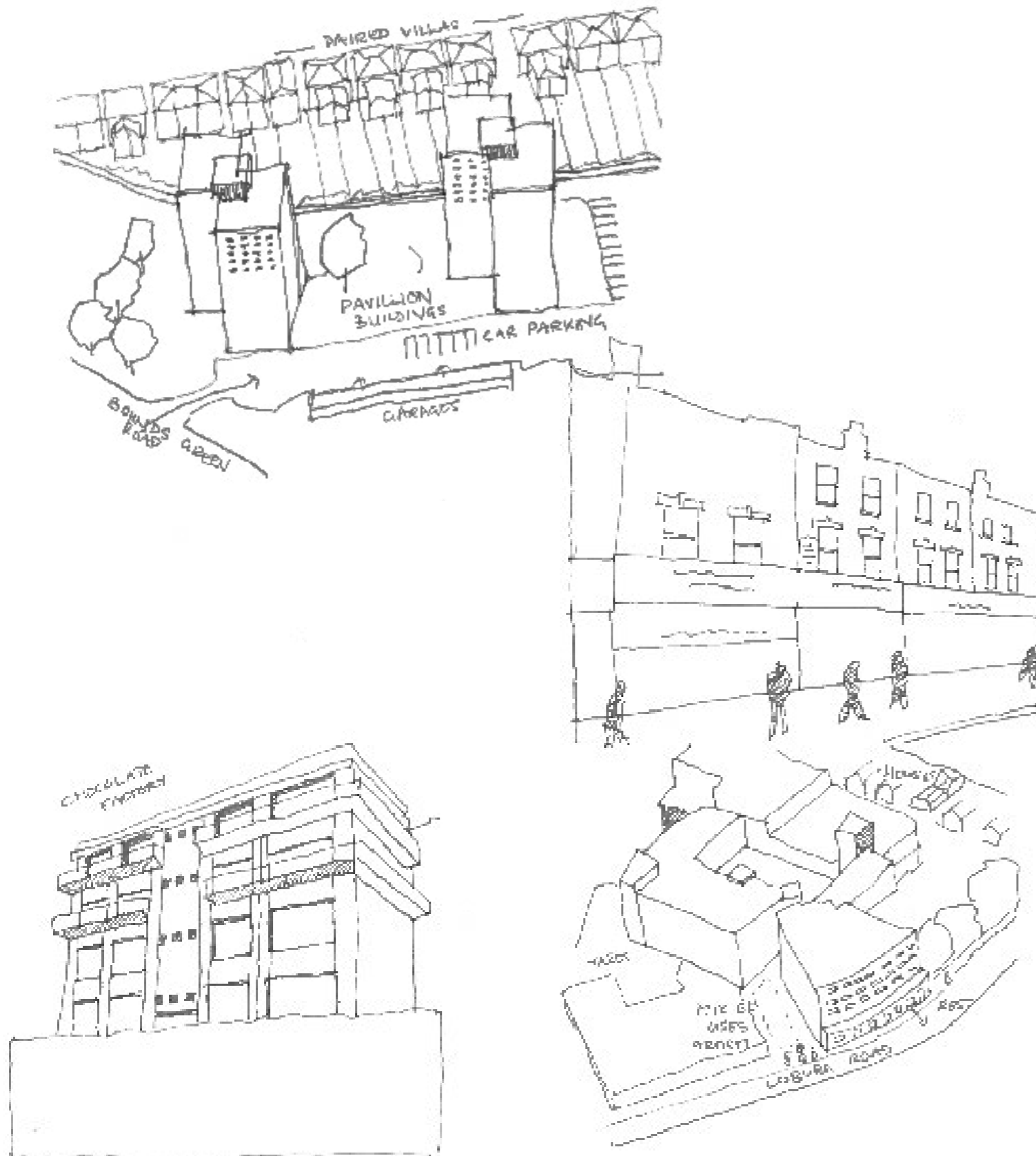
- High Road – concentration of heritage; including streets, public spaces and buildings. Historic High Road, main thoroughfare for hundreds of years, still thriving, high footfall, dense concentration of Victorian/Edwardian mixed use buildings; Wood Green Empire (needs restoring), Noel Park High Road terraces, consistent, intact row of 3 storey terraced buildings on western side of High Road and Gaumont Palace (Grade II*), former cinema, built 1933-34 in Moderne style provides elegant, clear frontage to north High Road. Two listed tube station buildings book end the High Road proper – Turnpike Lane and Wood Green, both designed by Holden, now Grade II listed. Wood Green shopping complex fails to fit into this prevailing High Road character and has a dominant, oppressive impact on High Road.
- Dense, compact Victorian housing either side of the High Road, including Noel Park (conservation area) to the east laid out late C19th and Hornsey Park Road area to the west, comprising a varied and elegant collection of Villas, townhouses and terraces originally for the burgeoning middle classes.
- Heritage clusters along remainder of the High Road, including Stuart Crescent Common with Grade II listed War Memorial, encircled by grand townhouses, Haringey Civic Centre and St Michaels Church; Woodside Park
- Significant heritage assets lost over years, including; Wood Green Library, Wood Green Town Hall and wider Victorian/Edwardian streets. Need to conserve existing and take cues for future development to positively support historical association and memory of Wood Green.
- Georgian Villas (no. 7 and 9) on Bounds Green Road (Grade II) listed opposite district landmark of St Michael's Church, discreetly set behind tree canopy forming linear green wedge. Adjacent 1960s office building detracts from this character and could be sensitively redeveloped
- Trinity Garden's heritage cluster and area of distinct, positive character. Linear townscape vistas along semi-rural Trinity Road, Victorian cottages, villas, terraces, mature trees, low boundary walls, towards spire of St Mary's Greek Orthodox Church and Braemar Avenue Baptist Church, west of Nightingale Gardens.
- Almshouses; Fuller's and St Leonard's on Nightingale Road (Grade II listed) barely visible from street as screened by high hedge and mature trees and shrubs. Rest of Nightingale Road an electric mix of Victorian/Edwardian and postwar estate residential buildings.
- Victorian and interwar residential hinterland streets to north-west and north-east, comprising Myddleton Road area, Sylvan Avenue, Norfolk Avenue, Queens Road.
- Post-war housing estates in pavilion style layout, buildings sitting within open space, mix of low and high rise buildings in pre-cast concrete slabs. These replaced previous Victorian street layout. Subsequent material changes and alterations addressing design faults.
- 4 conservation areas in Wood Green; Noel Park, Wood Green Common, Trinity Gardens and Bowes Park.

Wood Green

visual and experiential character



Wood Green

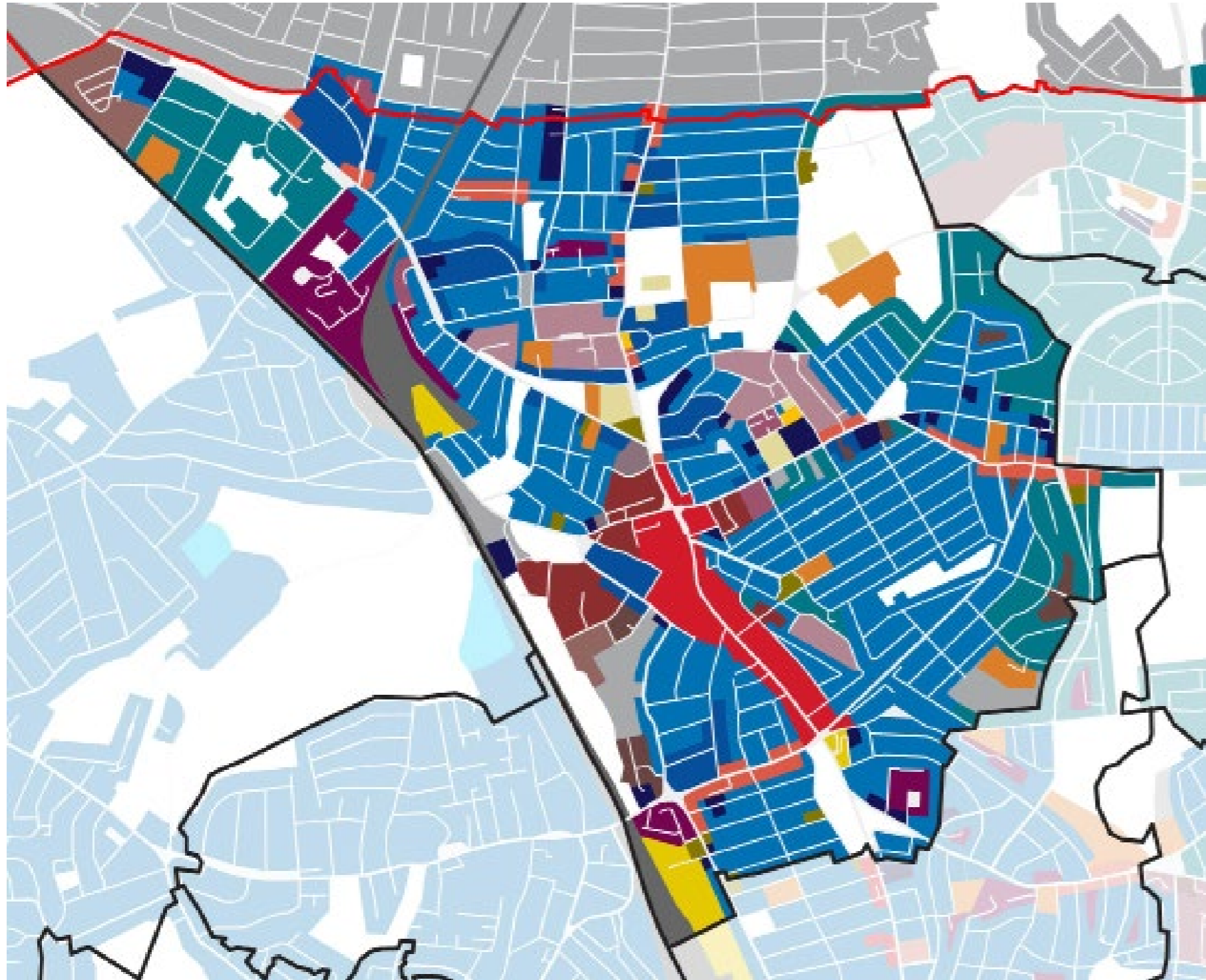


Visual and experiential

- Former Barratts Sweet Factory building on Mayes Road is an impressive, elaborately decorated headquarters and is a local landmark along the street.
- Two important nodes at either end of High Road, where important east-west streets cross the High Road forming natural activity nodes and places of exchange. Both nodes function well, however improvements to pedestrian crossings, public realm quality and surrounding buildings welcome.
- Busy, thriving, dense footfall of High Road functions as spine through the neighbourhood. Pedestrians, cars, buses and cyclists all compete for space. This activity gives it a strong sense of character; more could be done to redevelop ugly buildings and oppressive shopping complex which detract from visual character.
- Domestic scale, character and charm of residential hinterlands close to open space and small shopping parades providing village like qualities e.g. Myddleton Road is a good example where community is expressly involved in local placemaking – community gardens, market etc. Regular, orthogonal street layout with frequent front doors onto the street, minimal setbacks and planting give a pleasant and attractive residential character.
- Railway line provides a barrier to east-west movement from Wood Green to Hornsey and Muswell Hill, cutting off the areas and hindering the ability for Wood Green residents to enjoy Alexandra Park and grounds.
- Number of important district and local landmarks which assist with wayfinding, sense of place and distinctiveness and association to the areas history, including but not limited to; St Michael's Church, St Mary's Greek Orthodox Church, Springfield Park Taven on Bounds Green Road, Civic Centre, River Park House (unattractive landmark), Woodside Park, St Cuthberts Church of England, Wood Green Crown Court, Chocolate Factory.
- Commons (Wood Green and Duckett) provide a visual treat and break in the urban townscape – large enough to be functional and small enough to feel comfortable and part of the urban fabric.
- Open spaces dominate the landscape to the north-east, sporting village feel with link to White Hart Lane and Tottenham F.C. Some strong edges along White Hart Lane with mature line of trees edging street but some poor edges along Wolves Lane. Mixed quality to playing fields behind White Hart Lane, not inviting or well overlooked by nearby residential.
- Key east-west routes, hold vestiges of medieval settlement patterns and lane ways, curving, irregular flow and corners offering unfolding vistas and views. Lordship Lane offers views of Ally Pally along stretches of its length, giving clues Wood Green is approaching and Tottenham proper is being left behind.
- Number of tower blocks stand out and negatively impact overall townscape along Bounds Green Road and High Road, background/hinterland areas trying to be landmarks, giving no legibility to townscape.
- Bounds Green Road becomes more highway like, heavily trafficked and unfriendly for pedestrians, pedestrians forced to use footbridges to allow traffic to speed unrestricted.
- Gas holders - provide a strong visual cue to the areas industrial heritage and are visible from a number of points.
- Has a slightly run down feeling in parts - particularly along the High Road
- Large tracts of very well established residential communities offering a quiet areas away from the busy High Road, Bounds Green Road and Lordship Lane.

Wood Green

character typologies



- Centre**
 - High Road / High Street (1.1)
 - Nuclea centre (1.2)
 - Small local parade (1.3)
 - Retail park (1.4)
 - Edge of centre (1.5)
- Campus**
 - Large infrastructure (2.1)
 - Educational (2.2)
 - Hospital / health centre (2.3)
 - Community hall / building (2.4)
 - Religious building (2.5)
- Street layout**
 - Burgage plot / medieval (3.1)
 - Villa and townhouse (3.2)
 - Urban terrace (3.3)
 - Suburban (3.4)
 - Apartment buildings (3.5)
- Estate layout**
 - Slabs and tower blocks (3.6)
 - Open courts (3.7)
 - Cul-de-sacs (3.8)
- Industrial and business**
 - Big box (4.1)
 - Fine grain industry (yards/warehouses) (4.2)
 - Office complex (4.3)

Wood Green



Mixed use parade along Turnpike Lane. Individual, narrow fronted buildings with ground floor retail and residential above forming a long terrace.



Large civic buildings still remain in Wood Green, including Wood Green Crown Court built



Edge of centre characteristics of Coburg Road and surrounds with its lower value mix uses and artist community.



Grand villas and townhouses, tightly arranged, occupying medium size plots with strong vertical proportions, often with basements and raised ground floors.



Slab and tower block estates comprising a mix of low and high rise buildings arranged pavilion style around open space connected by footpaths and access roads.



Northern tip of the High Road character type - somewhat disjointed in form and appearance.



3 storey, narrow fronted, mixed use buildings that line the High Road, giving it a sense of variety and human scale.



Noel Park - consistent, low-rise, human scale character of urban terraces on a tight orthogonal street grid.

Wood Green is structured and dominated by one character type; the High Road, lined by predominantly 3 storey, mixed use buildings fronting directly onto busy pavements. There are a number of distinct character types across the rest of the area, including:

1. Edge of centre - areas like Heartlands are typical edge of centre, mixed use areas where low values allow a diversity of activities and use.
2. Smaller parade centres - such as Myddleton Road. Mixed use streets also common; parts of Bounds Green Road and the High Road, Turnpike Lane and Lordship Lane.
3. Infrastructure - alongside the railway line exist a number of infrastructure related buildings/uses.
4. Civic campus - wide arrays of large footprint civic uses, including White Hart Lane Sports Centre and Stadium, schools and religious buildings and Wood Green Crown Court,
5. Religious buildings - a number of religious buildings are located within residential areas providing a place of worship close to home
6. Suburban streets - the hinterlands of Wood Green to the north of Lordship Lane comprise low density, semi-detached and short terraces on wide, large plots.
7. Villas and townhouses - a number of blocks consist of elegant Victorian/Edwardian detached and paired villas and townhouses on a tightly arranged plot pattern .
8. Urban terrace streets - these streets form the majority of Wood Green's townscape. Most of are from the Victorian/Edwardian period but there are also more recent examples as part of infill development.
9. Slab and tower block estates are concentrated to an area north of Lordship Lane. Their urban layout favours buildings sitting in open space and the form is mixed, with low rise and high rise building types.
10. Cul-de-sac estates - there are a number of cul-de-sac housing layouts; south of Springfield Community Park, Denmark Road and Milton Road. These tend to be low density, irregular arrangements.

Wood Green

SWOT analysis

As part of the debrief workshops, officers identified the good and bad elements of the neighbourhood and how they affected the overall character. Constraints and opportunities were identified, mapped and sketched and form part of the 'proactive' forward thinking part of the study. These were not intended as definitive observations but as challenging points for discussion.

Good

- Green chains - the New River
- Paths - e.g. Haringey Passage, Penstock, paths in NE and NW of area
- Vibrancy of High Road
- Ring of parks around Civic Centre/Trinity/Wood Green Common
- Victorian terrace - attractive architecture
- Alexandra Palace - beautiful building overlooking town centre
- Elegant straight streets e.g. Noel Park, Ladder and NW
- Views of Ally Pally etc. from Lordship Lane
- Good landmark buildings; Parish Church of St. Michael; Coffee Republic and Chocolate Factory
- Views of Parish Church up the High Road and from White Hart Lane
- Community spirit on and around Myddleton Road

Bad

- Scottish Estate - not great public realm
- Back ends of buildings - shopping centre - unpleasant for pedestrians
- People hanging around - intimidating
- Congested pavements
- Railway as a barrier cutting off Ally Pally / park / everywhere to the west
- Massing of the Shopping Mall and its uninviting entrances
- Poorly maintained buildings - High Road and North East of Wood Green Station
- Poor night time economy offer
- Lack of community spirit in some areas
- Betting shops and payday loan premises
- Bus station unattractive
- Poor landmark buildings - e.g. River Park House
- Many surface car parks
- Too much traffic on the High Road
- Turnpike Lane (the street) cluttered and dirty
- Hornsey Park Road - narrow residential street with too much traffic.

Constraints

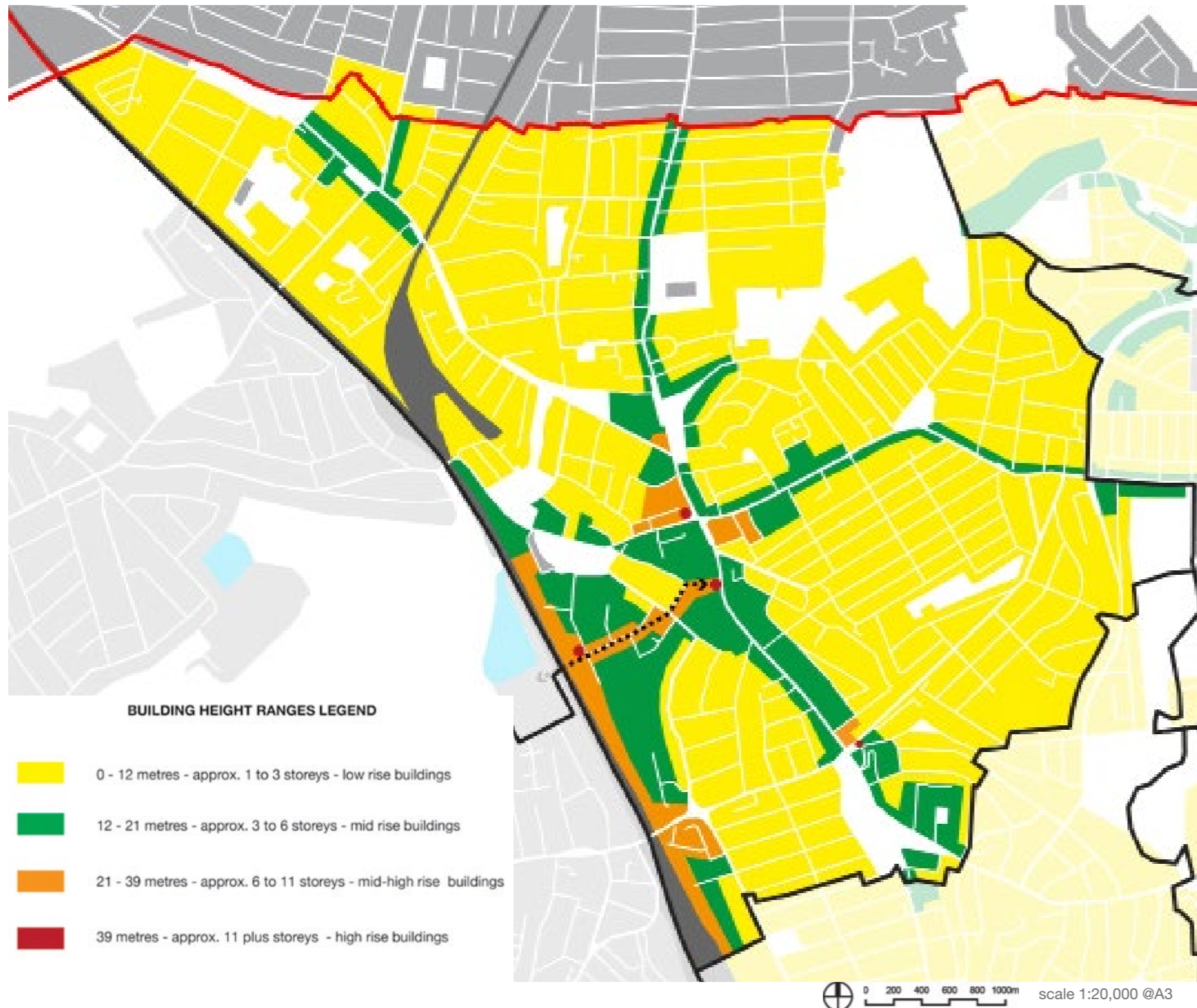
- Deculvert the Moselle and the poor water quality
- High Road is (in parts) and could if developed on both sides be claustrophobic from tall buildings
- High rise development blocking views
- Depressed land values
- Local communities opposed to development
- Not creating a wind tunnel and bad ground environment around the base of tall buildings
- Low rise suburban housing (unlikely to be redeveloped)

Opportunities

- Big pieces of land that could be built on e.g. Heartlands.
- Better linkages to Ally Pally.
- Bus depot - important function, ugly building.
- Library and its precincts.
- Need a link from Heartlands to High Street.
- Could link spaces (car parks etc.) behind library and Morrisons to create loop off High Road.
- Provide retail space between transport types around transport interchanges.
- Bounds Green Station improvement.
- Build higher on Riverpark Road - taller and more slender.
- Increase density around tube (Wood Green) to match transport accessibility.
- Improve access to parks and new river and improve spaces (better quality and maintenance)
- Better link east and west Haringey
- Small pocket parks and minor squares around residential areas e.g. Graham Road, Whymark Avenue, Lyonington Avenue, St Albions Crescents
- Possible tall building on NE side of Turnpike Lane cross roads
- Taller buildings cluster on Heartlands south of Chocolate Factory
- De-culvert Moselle - riverside and wildlife corridor
- Bowes Park Station improvement

Wood Green

building height recommendations



please note: approx. number of storeys reflects modern residential storey heights. Number of stories often varies according to age, type and use of building

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The Local Plan guides tall buildings to Wood Green reflecting its role as a metropolitan centre and area for regeneration and development. This characterisation study provides further detail and guidance on acceptable building heights across Wood Green, including locations where high rise buildings would and would not be acceptable.

High Road

- Buildings should generally adhere to the prevailing shoulder height of 3 to 4 storeys with potential for a recessed upper storey. The building widths should also be in keeping to the prevailing grain of ensuring a variety and mix of buildings.
- There may be opportunities to increase this shoulder height to 5 to 7 storeys in certain locations as part of wider masterplanning.
- Even though the High Road is sensitive, high rise buildings may be appropriate in limited and specific locations, marking stations and either end of the town centre and/or a new connection towards Heartlands. As part of more detailed design work for such buildings, each will need to be assessed for any potential townscape and views impact, particularly views to and from Alexandra Palace.

Heartlands

- Opportunity to substantially increase the general building height in this area as part of intensification and regeneration plans.
- General guiding principle is that heights should be greatest along the railway line (mid to high rise) stepping down to mid-rise towards the existing 2-3 storey Victorian villas and terraces that line Hornsey Park Road and Mayes Road.
- An average building shoulder height of between 6-9 storeys would be appropriate creating a compact, dense, urban scale. Further consideration will need to be given to each street's sense of enclosure within this height range.
- There is potential for a high rise building to mark the corner of Coburg Road and Western Road and the entrance to Hornsey and Alexandra Palace and Alexandra Palace Park from Wood Green. This should be considered as part of a wider aspiration to create a route from the High Road to the west of the Borough via the underpass.

Wood Green

Main streets

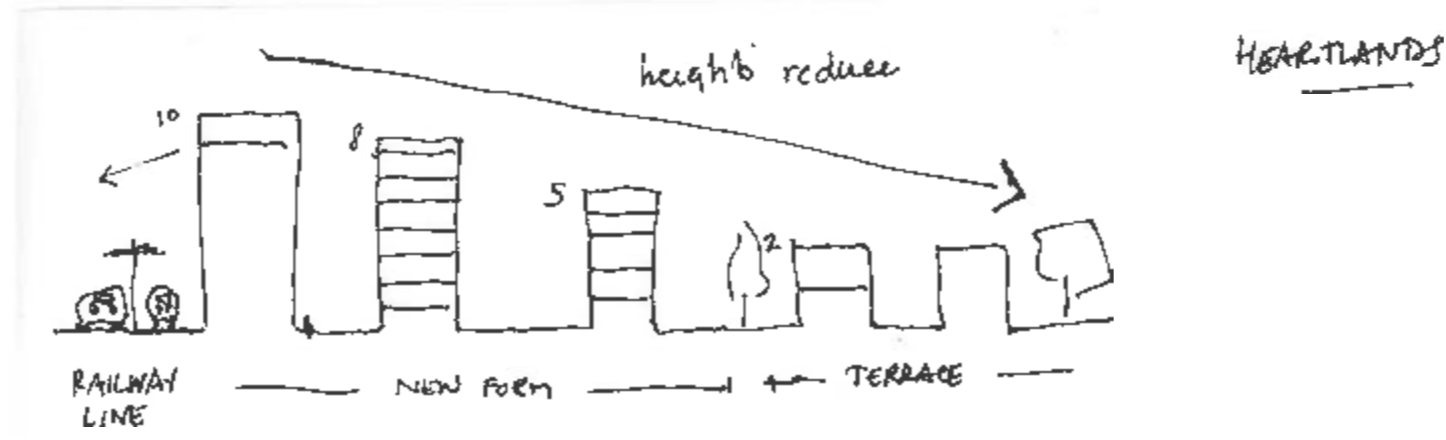
- Opportunity in some instances to increase building heights along a number of the main streets that pass through Wood Green, for example; Lordship Lane, Station Road, reflecting the fact that parts of these corridors might be suitable for intensification.

Established low rise residential communities

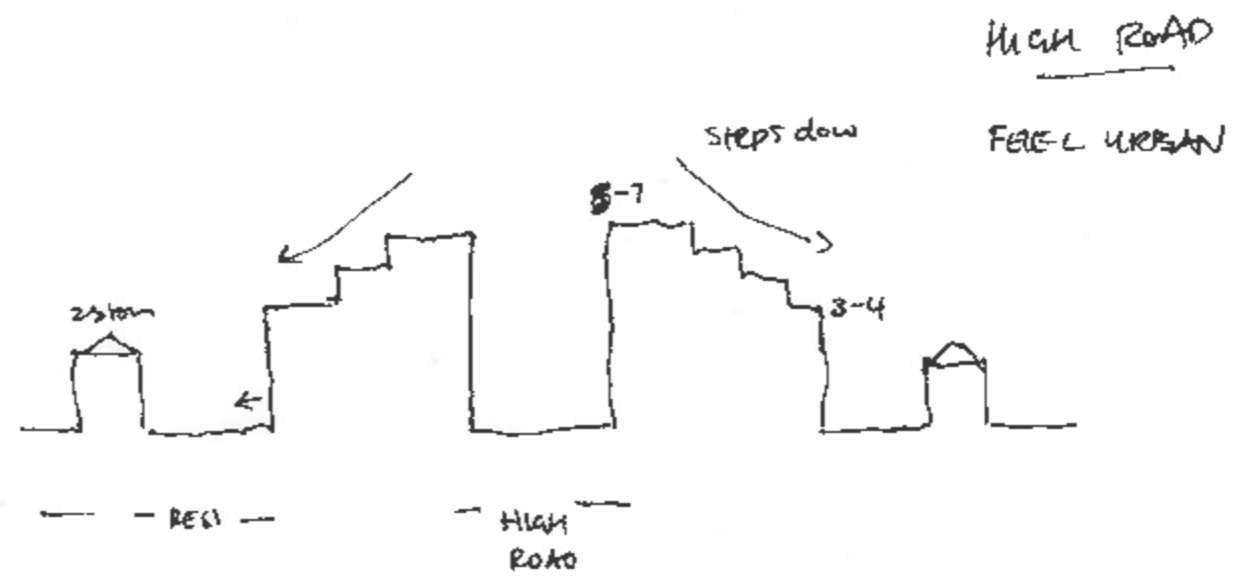
- Much of Wood Green is low to mid rise and therefore not suitable for high rise building typologies. Intensification of existing blocks may be appropriate but buildings heights should adhere to the prevailing heights in order to successfully integrate into the existing townscape.
- In established low-rise urban terrace residential areas such as Noel Park, Myddleton Road (see typology map) heights should conform to the prevailing height of 2-3 storeys.

Existing tower blocks

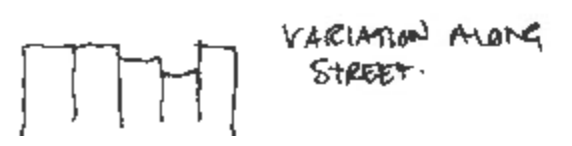
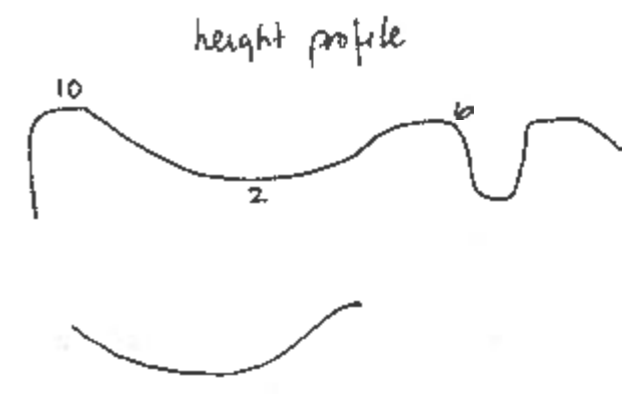
- Where tower blocks already exist they should not be reprovided as part of any redevelopment plans. They are in the wrong location, do not aid legibility and fail to respect the prevailing low to mid rise character.



principle: heights reduce eastwards from railway line towards urban terraces
 heights reduce to 4-5 around Wood Green Common



1. STRONG BUILDING LINE TO HIGH ROAD
2. GOOD LEVEL OF ENCLOSURE TO STREET
3. GETTING THE RIGHT GRAIN

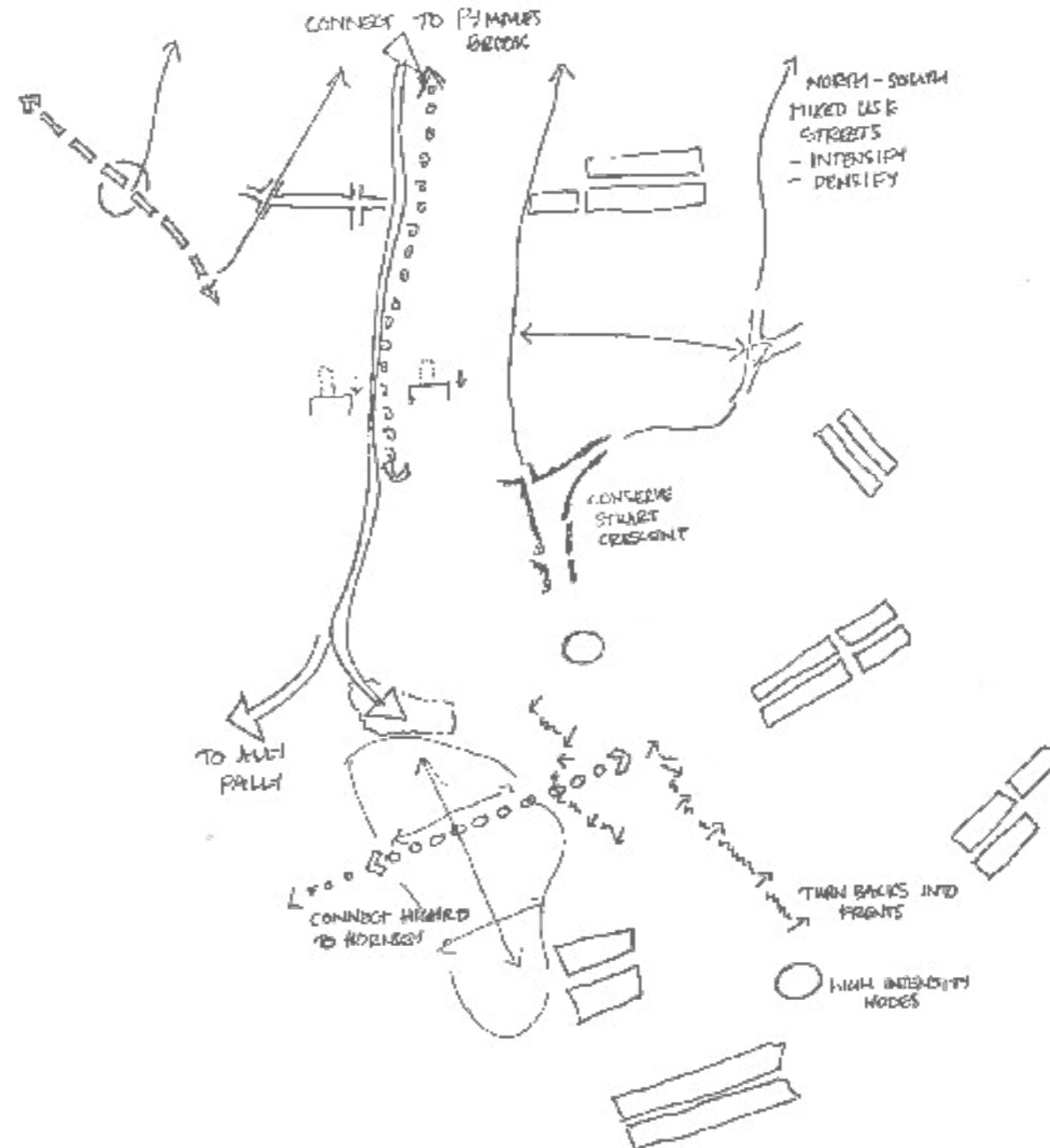


Wood Green

place principles

The opportunities and principles presented here arose through the character survey, debrief workshops and subsequent conversations. They are intended to guide and inform future planning and regeneration projects. They cover a variety of aspects, including; heights, form and layout, land use, movement, public space and improving liveability. They have not been assessed on their feasibility or deliverability and further work would be required to test these aspects.

- Improve access and legibility to Ally Pally - a new foot/cycle bridge across the railway line from "Haringey Heartlands" to Ally Pally could dramatically improve the areas east-west connectivity. Extending Coburn Road westward over the railway line landing by the New River could be one option.
- The low-rise urban terrace character should be conserved and enhanced. Any development should be sensitive to and creatively respond to this distinct character of small plots, fine grain variety of buildings, domestic and human in scale, well connected and legible street network.
- Importance of local centres/parades - these local centres should be protected and enhanced through community led plans, e.g. Myddleton Road.
- Semi-suburban nature - there is potential for intensification of a number of blocks in the north of Wood Green, particularly with frontages onto main streets where apartment building typology may be more suitable.
- Uncover and enjoy the water network - the Moselle and New River need to be better exploited for their value in bringing water and nature through the neighbourhood. The Victorians decided to culvert large parts of these rivers, but we now see the benefit and value in bringing them back to the surface for people to enjoy and nature to take hold once again.
- Better gateways into Wood Green - these could better mark or signify the approach/character of Wood Green. This can be done through heritage led improvements along Lordship Lane, White Hart Lane and West Green Road.
- Improving postwar housing estates - a number of postwar housing estates could be improved by reconnecting them better into the surrounding street network, enhancing wayfinding through the estates and infill and intensification to help create a more robust urban form.
- Links to stations including the proposed Crossrail 2 stations at Turnpike Lane and Alexandra Palace should be strengthened.



Wood Green

place principles

High Road

- Reinststate the historic urban grain - there is a long-term opportunity to reinststate the historic grain of the High Road if and when the shopping city comes up for redevelopment. A collection of smaller footprint buildings should replace this 'mega-structure' in keeping with the narrow-medium fronted buildings that line either side of the High Road. This will ensure a variety of activities, uses and building forms and help make the High Road more adaptable to future economic and social changes.
- Better alleys, edges and backs - the high Road has a number of side alleys and these important local connections need to be better integrated and designed into the immediate surroundings to help the centre prosper. Small scale improvements could make these linear spaces more inviting, safe and welcoming for local people and visitors to the town centre. Back sides of buildings that front onto the High road need improvement
- Repair the historic fabric - the former Wood Green Empire building and set piece terraces should be carefully restored to their former glory by shopfront facade improvements, repairing brickwork and detailing and reinstating lost elements such as the copula. Also distinctive terrace set pieces built as part of the Noel Park Estate should be conserved and enhanced through facade and shop front improvement works.
- Softening the public realm - tree planting along the entire length of the High Road to humanise, soften and provide ecological value to the street. Many mature trees have been lost over the years and these should be reinstated along with the planting of new ones.

Heartlands

- Work with the existing genius loci - there is a great variety and mix evident in this 'edge of centre' area, located west of the busy High Road. Any improvement plans should work with this genius loci and set a flexible framework for sensitive intensification and infill. Where comprehensive redevelopment is planned, thhis should seek to create a vibrant new streets and spaces with a mix of residential and non-residential, employment generating uses.
- Mixed use approach - the area should be a truly mixed use district with new residential buildings, cafes, restaurants, workspaces, studios etc. A number of the existing buildings should be retained as they prove lower value/affordable space for small and medium enterprises, studios and workspace providers, including cafes and restaurants.
- A compact urban form - a medium rise and medium-high rise urban form (5-10 storeys) should be encouraged, with strong building lines and minimal setbacks creating well enclosed, active streets and spaces, with potential for a limited number of high rise buildings that can help reinforce local legibility.
- Better connectivity - a clear, direct link should be created/ reinforced connecting the High Road through the Heartlands to Hornsey via Coburg Road and the pedestrian/cycle route under the railway line. A finer grain network of local streets should be created where possible as part of any redevelopment plans. These should form and connect into a network of small, people friendly public spaces which take their cue and use from surrounding uses and activities.

