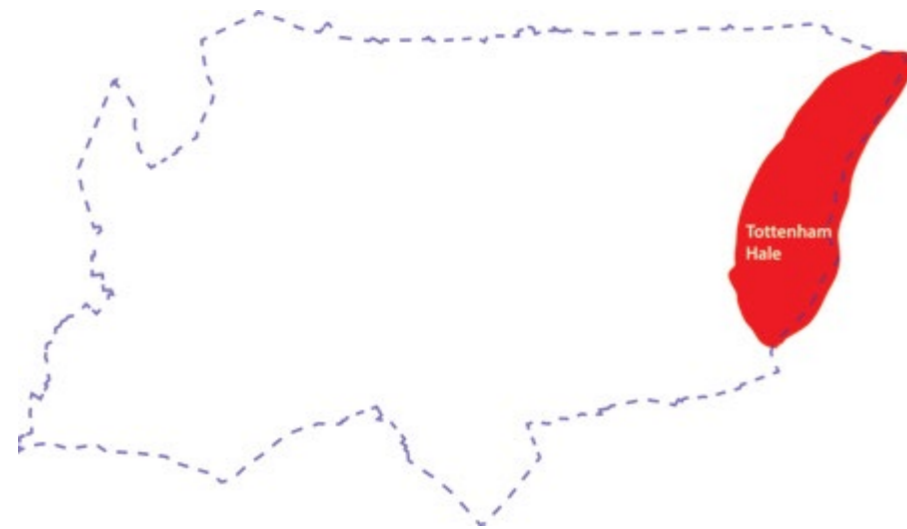


# Tottenham Hale

## wider context and typology



### Location

The neighbourhood of Tottenham Hale lies to the far east of the borough, with the River Lea forming its eastern 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 Walthamstowe (part of LB of Waltham Forest) to the east.

It becomes perceptibly Tottenham Hale as you turn off the High Road, by High Cross onto Monument Way which leads down to 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 station via Forest Road.

### Typology and microclimate

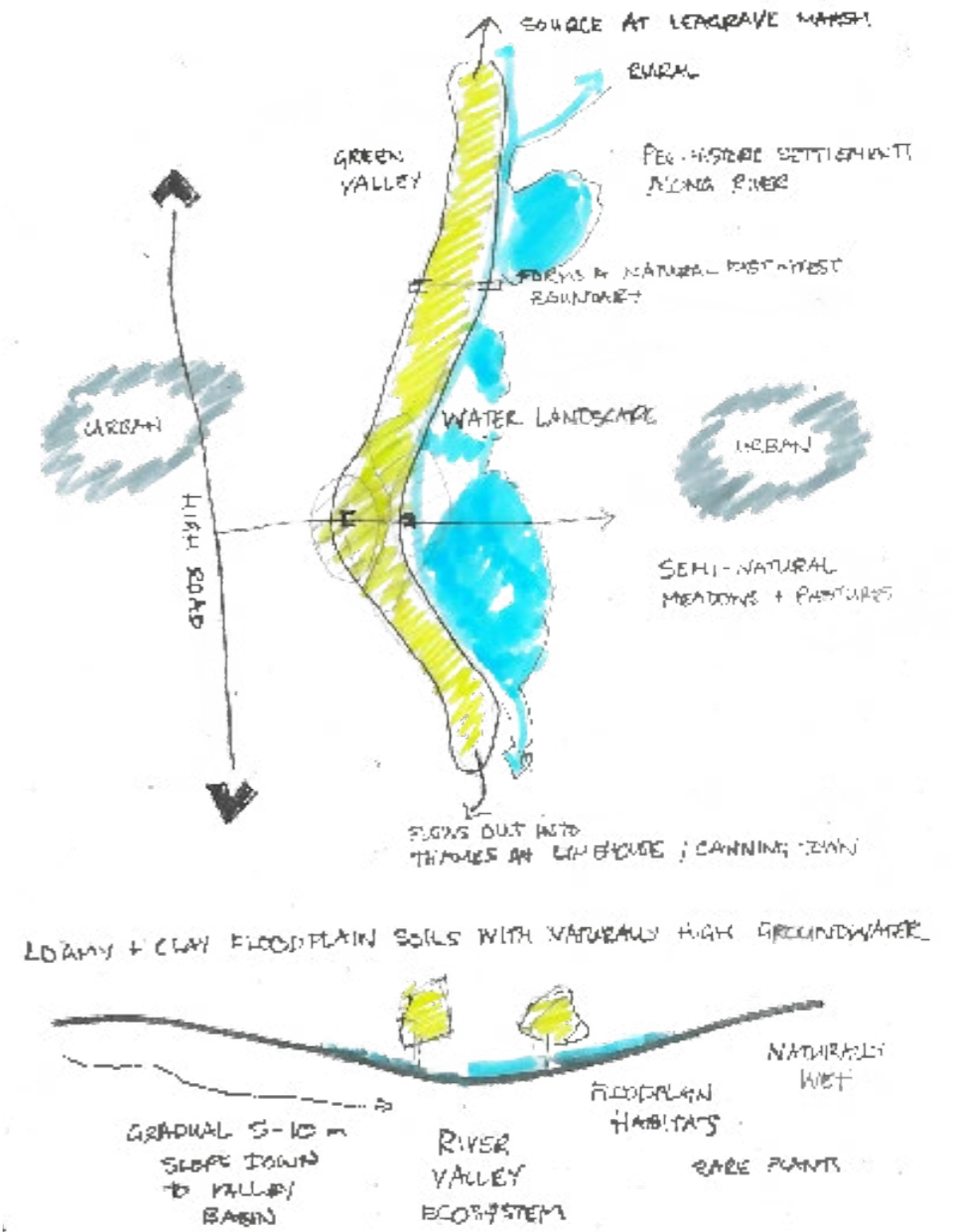
Tottenham Hale can be classified as a diverse, inner London urban area set within the low-lying and flat, Lea valley landscape. This valley functions as a naturally wet, floodplain ecosystem, with semi-natural meadows, wet pastures and natural and man-made water channels and reservoirs.

The large expanse of reservoirs to the east (known as Walthamstowe wetlands), just beyond the borough boundary form a unique man-made waterscape, with wide open views and native fauna which attracts much wildlife.

Many of the water channels such as the Moselle, are lost underground due to Victorian/Edwardian urbanisation. If opportunities exist to de-culvert these natural features they should be explored, returning the natural landscape above ground for people to enjoy.

Forming part of the valley this area gently slopes downhill towards the River Lea, forming a natural catchment area. The highest point lies at 10m and the lowest at River level is 5m. At the river valley floor, wide expansive views can be appreciated of the wetland landscape with large open skies, full of much bird-life. The microclimate is full of pleasant contrasts from the sheltered, enclosed, low-rise residential streets of Park View Road to the wind-swept, brisk and exposed open landscape of the Lea. This strong relationship to the natural landscape certainly forms a distinctive and fragile part of the neighbourhood's character and sense of place, which is at risk of being under appreciated or eroded by growth and development.

The soilscape is comprised of loam and clay floodplain soils with naturally high groundwater which provides a constraint to development but also an opportunity to create sustainable urban drainage systems and buildings that respect and take their cue from the waterscape.



Tottenham Hale sits within the wider landscape of the River Lea which begins at Leagrave Marsh near Luton in Bedfordshire and flows into and through London before its final outflow into the River Thames at Limehouse. This landscape has influenced the settlement pattern of the area, its leisure pastimes such as fishing and boating, trade and movement of goods and industries and local livelihoods. Today, it's a major leisure and recreation destination, wildlife reserve and ecological/hydrological system.

# Tottenham Hale

## Overall neighbourhood character

Tottenham Hale has always been defined by its relationship to and between the River Lea landscape to the east and the busy, historic High Road to the west. This relationship continues to define the neighbourhood, however the urban form and connections between the two is fragmented and poor, requiring significant improvement and investment.

The urban area can be delineated into a large band of late Victorian (1880-1900) and Edwardian (1900-1914) residential street based layout, with later in-fill residential development. Existing Victorian terrace streets were replaced where the post-war Chesnut Estate now stands, which turns its back on Monument Way giving a weak, anti-urban edge.

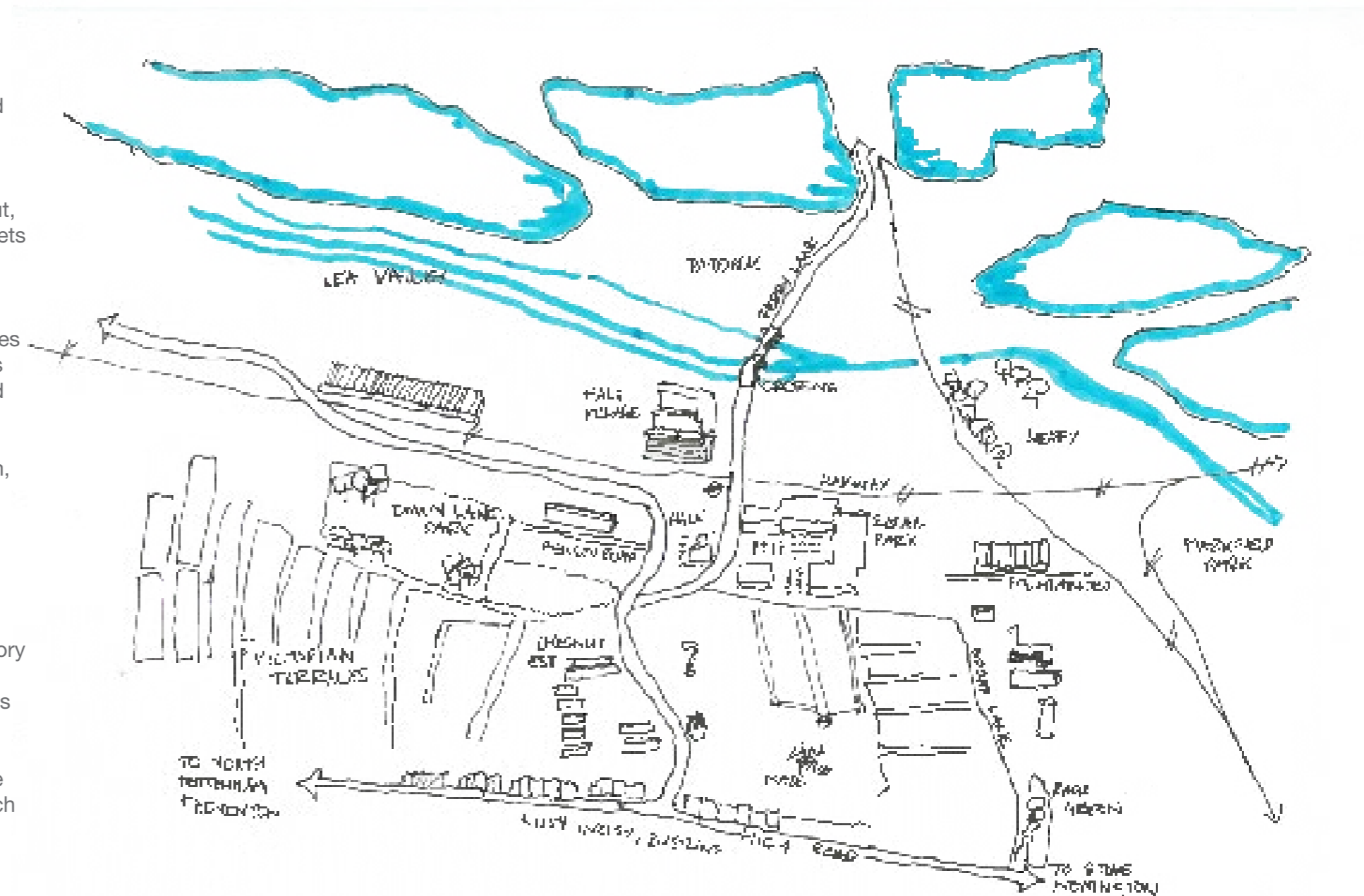
West of this is a band of industry and business located along both sides of the railway line and Watermead Way (A1055). The neighbourhood is severed in half (east-west) by the railway line and the heavily trafficked Watermead Way with limited, inhospitable crossing opportunities.

East of this lies the River Lea valley with its unique wetland ecosystem, which due to the former is difficult and unpleasant to access, making it a under used natural asset. Once accessed, the Lea Valley provides a unique open landscape of walkways, recreation space, wetlands, waterways and native habitats for local wildlife.

The heart of the Hale is centred at the point where Monument Way, Ferry Lane, Hale Road and Broad Lane converge. For much of its history these routes merged to form a large clearing/public space (in a scale and size similar to Tottenham Green), encircled by buildings. Today this area has been reduced to a heavily trafficked thoroughfare.

Little is left of the old hamlet or vestiges of pre-Victorian Hale, with the notable exception of a Georgian house (No 62, High Cross Road) which is now unfortunately hidden behind dense vegetation off Monument Way.

The Hale, at times, feels like distinct enclaves of separate townscape parts, which fail to come together to form a coherent whole. This is exasperated by a poorly laid out and sprawling centre. This poor physical image limits its attractiveness and desirability as a place to live, visit and invest in, but conversely allows interesting, alternative uses and activities to take root.



▲ A mental map/sketch of the area highlighting distinctive elements, spatial structure and wider relationship to the High Road and Lea Valley

# Tottenham Hale

## historic settlement pattern



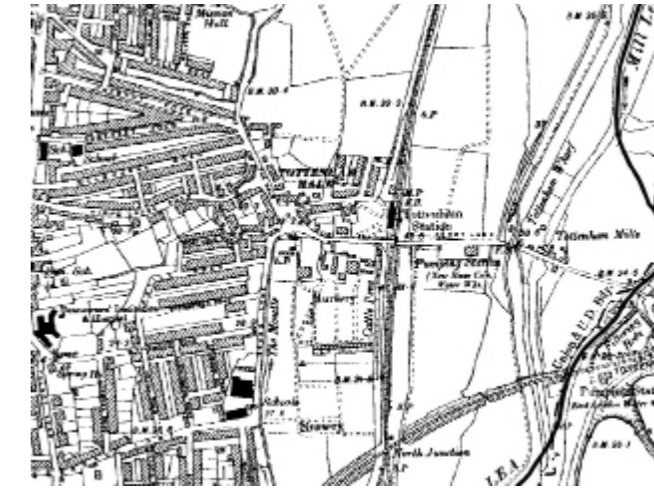
1619 - a collection of houses forming a hamlet at the Hale and River Moselle, surrounded by fields and marshland. High Cross located at junction of High Road and High Cross Road. Ferry Lane meanders down to the River where boat crossings gave access to the mills.



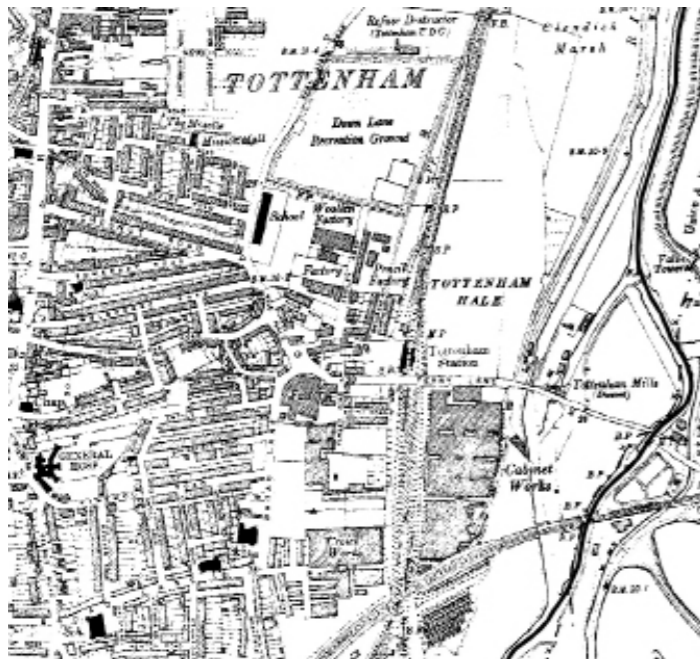
1798 - still just a hamlet with a few additional routes leading to Mill Mead



1863 - Hale joined with High Road by buildings along the south side of High Cross Lane.



1896 - Significant urbanisation during the late 19th century, Victorian terrace streets are laid out - still evident today. No longer a separate hamlet as new road layouts merged the area with wider Tottenham.



1920 - almost entirely urbanised by 1920 with factories establishing either side of the railway line; Cabinet Works, Crown Works, Pencil Factory. A number of these buildings stand to this day. Down Lane Recreation Ground laid out as a place of recreation for working population.



1937 - Very few gaps in the townscape by 1937 - extensive terrace housing to the west and industry to the south, south-east. Allotment gardens laid out adjacent to the River Lea

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### Brief story of Tottenham Hale

1318	early 1600s	1700s	1840	1870s	1890s	1900	1910s	1919	1960s	1980s	2010	Present and future
Tottenham Hale referred to as a distinct hamlet	High Cross erected	Building of permanent bridge over River Lea opens up access	Tottenham Hale station opened on the North & Eastern Railway line	Penny worker fares brings affordable travel to the Hale	Construction of terrace housing rows forming new communities. Hale no longer a hamlet.	Harris Lebus, who in 1900 acquired 13½ acres south of Ferry Lane on former nursery land. Beginnings of industrial growth in the area.	Factories and work buildings constructed - local trade and industry flourishes and grows during interwar period	Severe flooding when Lea overflowed its banks	Chesnut Estate built replacing previous Victorian terrace streets	Watermead Way constructed	Hale village begins to transform land east of railway line	Removal of gyratory Investment and regeneration of the station and surrounding area

# Tottenham Hale

## Untamed marshland

- Records indicate a settlement in this area since Domesday times - existence of a weir by 1086 and a mill by 1254.
- The name derives from the old English word 'Hale' meaning to hoist or pull. This is due to the unloading and loading of goods from the River Lea for onward transport by road.
- Formed part of extensive, true and untamed marshland on River Lea floodplain. Streams passed through wooded areas to the west, unloading into the Lee adding to it's wetland landscape.
- Rich, loamy pastures and arable fields on the marshland along the River Lea made the Hale an excellent place for farming, grazing and market gardens. Soil quality worsened further westwards towards the wooded areas of Wood Green and Muswell Hill. Meadows and marshes provided reeds for thatching and hay for animal feed.

## Hamlet of Hale

- Small collection of houses sited at junction of Ferry Lane formed the medieval settlement of the Hale - set around extensive marshes. Remained so until late 18th / early 19th century.
- Existence of a weir by 1086 and a mill by 1254 also suggest early settlement at the Hale.
- Connection from Hale hamlet to Walthamstowe provided by ferries across River Lea, later by 17th century a bridge (Hillyerg Bridge) provided a safer and quicker crossing of the river.
- Became a place for wealthy Londoners to enjoy the river landscape and fresh air. Villas and townhouses were built around Tottenham to cater for these wealthy individuals.
- Industry along transport corridor of River Lea - breweries, mills, weirs, workshops, fisheries, cloth mills and brickworks. The River was used to transport food and goods plus building stone to help construct mills to generate power for grinding grain.
- Taming of the River Lea. The original route contained many shallows and pools and meanders that made navigation difficult. In the 18th century a series of cuts and canals were constructed to make navigation easier, transportation of good easier and more cost effective.

- Ribbon development started to occur along Ferry Lane and High Cross Road towards the High Road during the early to mid 19th century.

## Rapid urbanisation

- Tottenham Hale station opened in 1840 though it didn't lead to significant development straight away.
- However, from 1870s significant population growth occurred and continued during the later Victorian, Edwardian and early interwar periods. Building of extensive urban terraces off High Road onto previous marshland, much of which can still be seen today. By 1890, Hale was no longer a distinguishable and

separate hamlet.

- Significant industrial growth post 1920s - adjacent to railway both sides of the railway line, along Ashley Road, Fountayne Road and Mill Mead Way. Industries included clothing and furniture manufacturing.
- Postwar redevelopment and street re-configuration - Monument Way was laid out replacing the historic High Cross Road as the principal east-west route.
- Only remnants remaining of the hamlet of Hale are the lane/ street pattern - majority of pre-Victorian buildings have been lost with the exception of 62 High Cross Road.



The Pound Tottenham Hale, late 19c



The Old Pound & White Hart PH, Tottenham Hale c1900



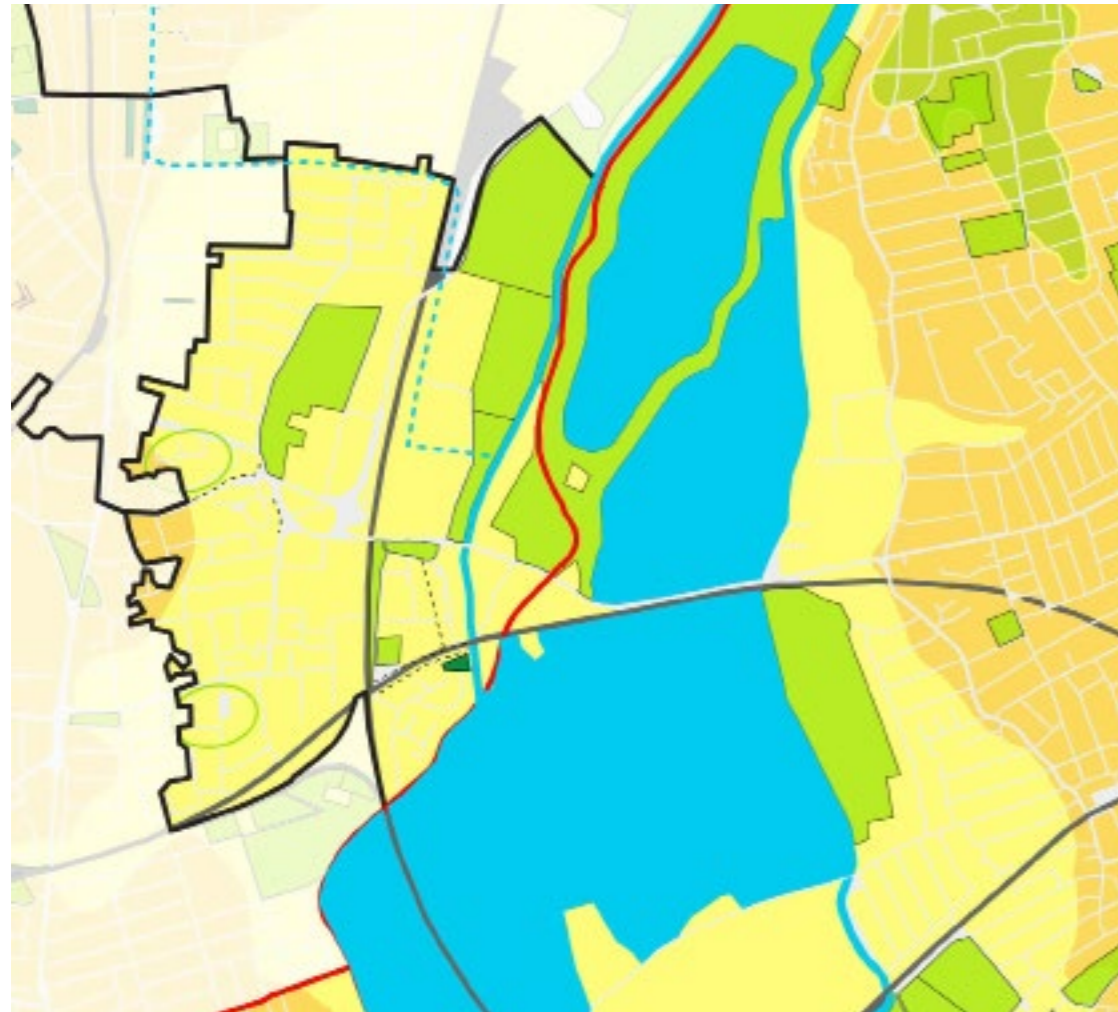
Markfield Road factory (now Gaunson Ho) 1955



Broad Lane & Markfield Rd aerial view 1961

# Tottenham Hale

## physical character



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

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



Hartington Park - a neighbourhood scale green space



Open, expansive views across a unique and beautiful wetland landscape



Down Lane Park - popular neighbourhood park with clusters of mature trees, gardens, recreation space and seating.



Prunus Serrulata in full bloom on Park View Road - street trees soften the urban landscape, lend a sweet fragrance to the street and show the seasons in full glory.

### Landscape

- River valley setting and character - low lying land forming part of River Lea floodplain. Historically marshland but now much of it developed as either buildings or reservoirs.
- An environmentally and ecologically rich and sensitive area forming a key part of the ecological and hydrological system of the wider landscape/borough. (Ecological corridor designation)
- Rich in biodiversity - bird life, native plants and wetland environment. (Site of Nature Conservation Importance).
- River Lea, a tidal river is a major natural asset but difficult to access and enjoy from Tottenham Hale (under-utilised natural resource). Also network of canals, brooks and navigations link to tidal river.
- Large area to the east forms part of the 26 mile, 10,000 acre Lea Valley Regional Park and is dedicated to open space, marshes, playing fields, allotments. Provides an important green lung to the Hale and surrounding neighbourhoods.
- Towpath alongside River Lea provides a well used north-south natural route - could do with improvement in parts.
- Paddock Community Nature Park - important refuge for water birds and other aquatic animals and plants. Currently under used but with potential for significant investment and improvement.
- Down Lane Park - well used, neighbourhood park laid out during the Victorian/Edwardian housing boom. Successful edge to the west, poorer edge to the west and north.
- Hartington Park - a small neighbourhood park located to the north-west of the area. Contains mature trees, yet some of the edges to the park are poorly defined/overlooked.
- Pockets of poorly used/defined green space - grassed area south of Ferry Lane.
- Microclimate - much of the area is open and exposed to the elements - particularly around the train station, Ferry Lane, Monument way - other areas (low-rise resi) are more enclosed and sheltered.
- Carbuncle Ditch and Moselle Brook pass through the Hale but are culverted so inaccessible. Their route can still be visible by the layout and alignment of built form and streets above ground. Carbuncle Ditch passes under Hartington Park and between two long terrace streets (Rosebury Ave and Poynton Road) marked above ground by Carbuncle Passage and flows into Pymmes Brook. Moselle passes by Monument Way, Broad Lane and flows out into the River Lea at Markfield Park.

# Tottenham Hale

## physical character



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

scale 1:20,000 @A3



Inhospitable and blank edge to Monument Way - tree planting helps but lack of building frontage results in little active frontage.



Tottenham Hale Station provides excellent public transport access but is hidden from view



Looking down Station Road - cluttered public realm but new tree planting is softening the landscape



Large tracts of land given to car parking - inefficient use of land and not people friendly



Difficult and unpleasant crossing points hinder ease of movement for pedestrians



A well connected grid of local streets lined by terrace housing characterise parts of Tottenham Hale, north and south of Monument Way

### Street pattern and movement

- Tottenham Hale is easy to get to on public transport. Bus interchange with numerous bus routes (including 41, 192, 230, 123), West Anglian Main Line services to Liverpool Street and Cambridge and Victoria Line service every 2-5 minutes. However, the area is not easy or pleasant to walk or cycle through. It's not a very walkable neighbourhood.
- Tottenham Hale benefits from being a good public transport hub (which is undergoing major improvements) though local access to this hub can be difficult, unpleasant and uninviting.
- PTALs range from 1 to 5 – with highest point of 5 around Tottenham Hale station.
- Primary and historic spine to the area is east-west - Ferry Lane, Hale Road and Monument Way with frequent buses, cycle lanes (in parts) but a generally poor pedestrian environment. No other east-west connections across the Lea Valley until you reach Edmonton in the north or Clapton in the south.
- North-south links offered by the heavily trafficked Watermead Way, the architectural melting pot of Broad Lane and bustling High Road.
- Two railway lines dissect the area, north-south and east-west. These form a physical barrier to pedestrian movement, wildlife corridor and a strong edge to Markfield Park to the south.
- Major pedestrian severance created by railway lines, Watermead Way, Hale Road, Monument Way, Ferry Lane and the waterways.
- The main streets (red) are not pedestrian friendly – they function and feel as busy traffic roads not integrated, multi-functional streets as can be seen in other parts of Tottenham.
- Lacks a connected street pattern in the east, largely due to rivers and canals which are largely uncrossable at present.
- More coherent, regular and orthogonal street network in the west – Park View Road and surrounding residential streets.
- A number of residential estates (e.g. Chesnut) with their cul-de-sac layout limit through movement and wider permeability.
- Dense network of footpaths that traverse the Lea Valley
- Unpleasant and heavily trafficked gyratory system - doesn't invite people to spend time or gather informally.
- Activity nodes in and around the station, along Ferry Lane, through Hale Village and at junction of Broad Lane and Hale Road. These areas have highest footfall levels in the area, although there is limited opportunity to people to stop, sit and socialise for long. Activity is necessary rather than optional.

# Tottenham Hale

## 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

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

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### Urban form

- Considerable amount of void space within the historic heart of the Hale due to post-war planning, highway interventions and retail park typology.
- Tight, compact, fine grain of terrace housing along much of the western side of the neighbourhood.
- Larger footprint buildings in and around the centre, along Mill Mead Road and Markfield Road.
- Finer grain buildings to the west, these are domestic and human in scale, with frequent front doors onto street.
- Predominantly low rise townscape to the west with mid rise buildings fronting main streets - such as along Broad Lane. Many are of mixed quality/design.
- Mid to high rise and high rise buildings in the area:
  - Cordell House - south of Broad Lane, postwar point tower block surrounded by open space.
  - Warren Court - mid to high rise but noticeably taller than surrounds and marks the skyline when approaching from Ferry Lane.
  - High Cross Centre - 11/12 storey postwar office building.
  - Hale Village - 12 storeys at its peak, student accomodation building adjacent to railway line. Scale and height is starkly different from surrounding townscape. This will likely blend in as new mid-high rise developments come forward.
- Industrial buildings a mixture of low and mid rise with one mid to high rise building east of the railway line.



Lots of open void space - much of it highways, car parking and underused land.



3 storey houses which fail to adequately front onto the public realm - back gardens are exposed.



8 storey Hale Village development fronting onto the historic Ferry Lane - with double height ground floor.



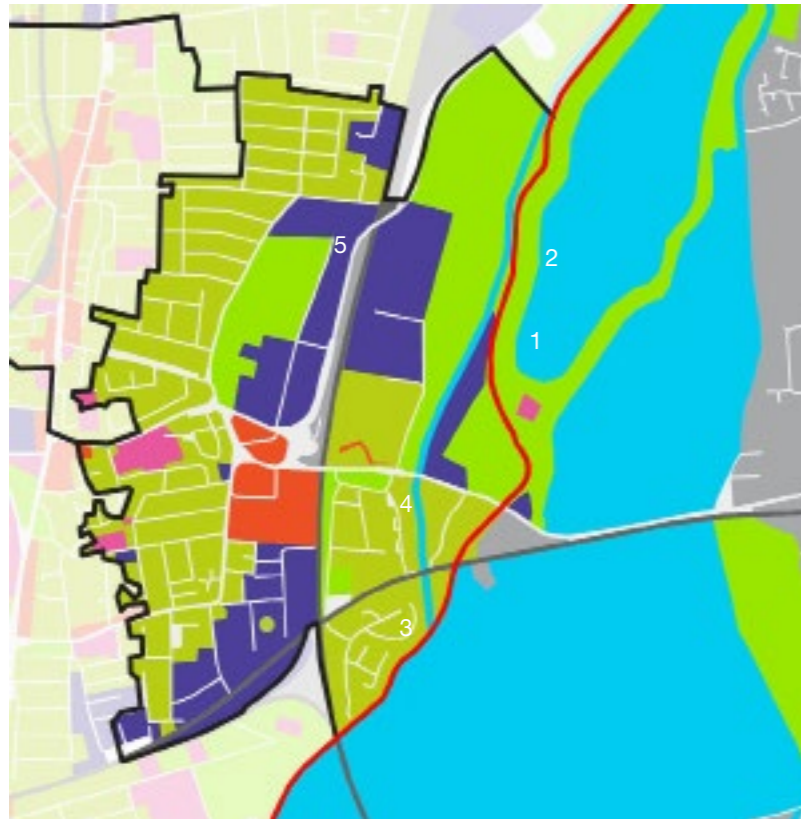
2 storey building with a chamfered edge - would have previously been a shop of some kind.



Fine grain collection of warehouse buildings fronting onto Fountayne Road giving a comfortable, intimate scale and character

# Tottenham Hale

## socio-economic and cultural character



scale 1:20,000 @A3

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### Legend - Use and function

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



Residential streets comprising of 2 storey terraced houses



Mix of light industrial, office and live/work premises in and around Constable Road



Small parade of shops, cafes and newsagents along Broad Lane offer local employment and convenience



Retail sheds dominate the 'heart' of Tottenham Hale



Large adverts aimed at the passing vehicular traffic give a negative edge of city feel to the area.



Larger footprint business premises still characterise significant parts of Tottenham Hale

### Use and function

- Across the neighbourhood there is a varied mix of land uses - more so than most other neighbourhoods across the borough.
- Residential forms a western band between the High Road and the employment belt that hugs the railway corridor. Low-rise, mid density residential to the west, comprising terraced streets on an orthogonal grid. (5)
- Generally land hungry/low intensity uses and functions at the retail park with car parking taking up much of the land. (4)
- Industrial and business uses (not footfall dependent) clustered east of the railway line - Lockwood Business Park (1) and Millmead Estate (2). Great variety of makers, doers, businesses and small scale manufacturers, including Beavertown Brewery taking advantage of the flexible, low value workspaces. Also cafes and eateries located here.
- The mix is very coarse with some big and medium box land uses (retail parks) in and around the station.
- Fountayne Road and Markfield Road (3)- comprises a rich, eclectic mix of uses including light industry, workshops, studios, small manufactures, garages, small offices along with some live/work.
- Residential islands to the south east by the River Lea, built in 1970s and not particularly well connected into surrounding streets.
- Social and community uses in the form of three schools (Welbourne, The Green Church of England and John Loughborough), a number of religious buildings and Tynemouth Road Health Centre.

### Community activity

There are a number of local groups, organisations that shape civic, community and cultural life in this area. By no means exhaustive, a number are listed below:

- Our Tottenham - a group of local people interested in the planning and regeneration of Tottenham.
- Friends of Down Lane Park group
- Chesnut Estate Community Centre
- Tottenham Civic Society
- Business community of established national chains located at the retail park; such as Boots, B&Q, Next, Costa to name a few.
- Creative community in and around Fountayne Road taking advantage of the old, flexible buildings with low rents. Mix of living and working. Strong community feeling.
- Paddock Community Nature Park - a local, voluntary that look after the nature park.
- Friends of Tottenham Marshes
- Lee Valley Regional Park Authority
- Community gathering and activity is complex across the area but notable buildings/spaces include; Lutheran Church,



# Tottenham Hale

## socio-economic and cultural character



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

### 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



Modern apartment building with clever use of winter gardens to provide meaningful private amenity space on the busy Broad Lane.



Berol building on Ashley Road - robust warehouse architecture, imposing brick architecture and brick pillars with arched windows on upper floor.



No 18. - Fine art-deco building with distinctive entranceway on Ashley Road



The consistent rhythm of a Victorian terraced street with its bay windows, gables and low front boundary walls



Recent, modern housing development comprising large, single blocks grouped around a network of public spaces



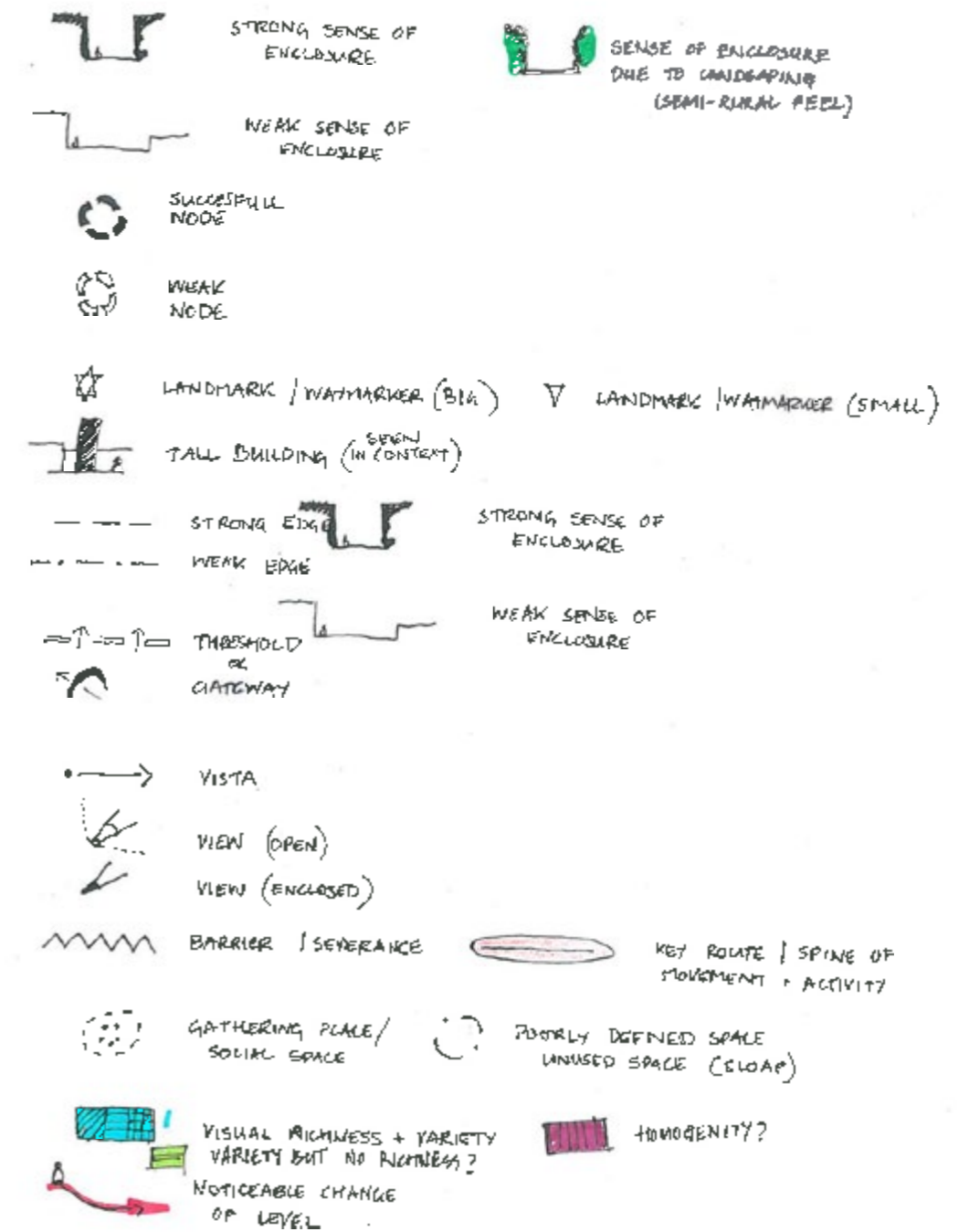
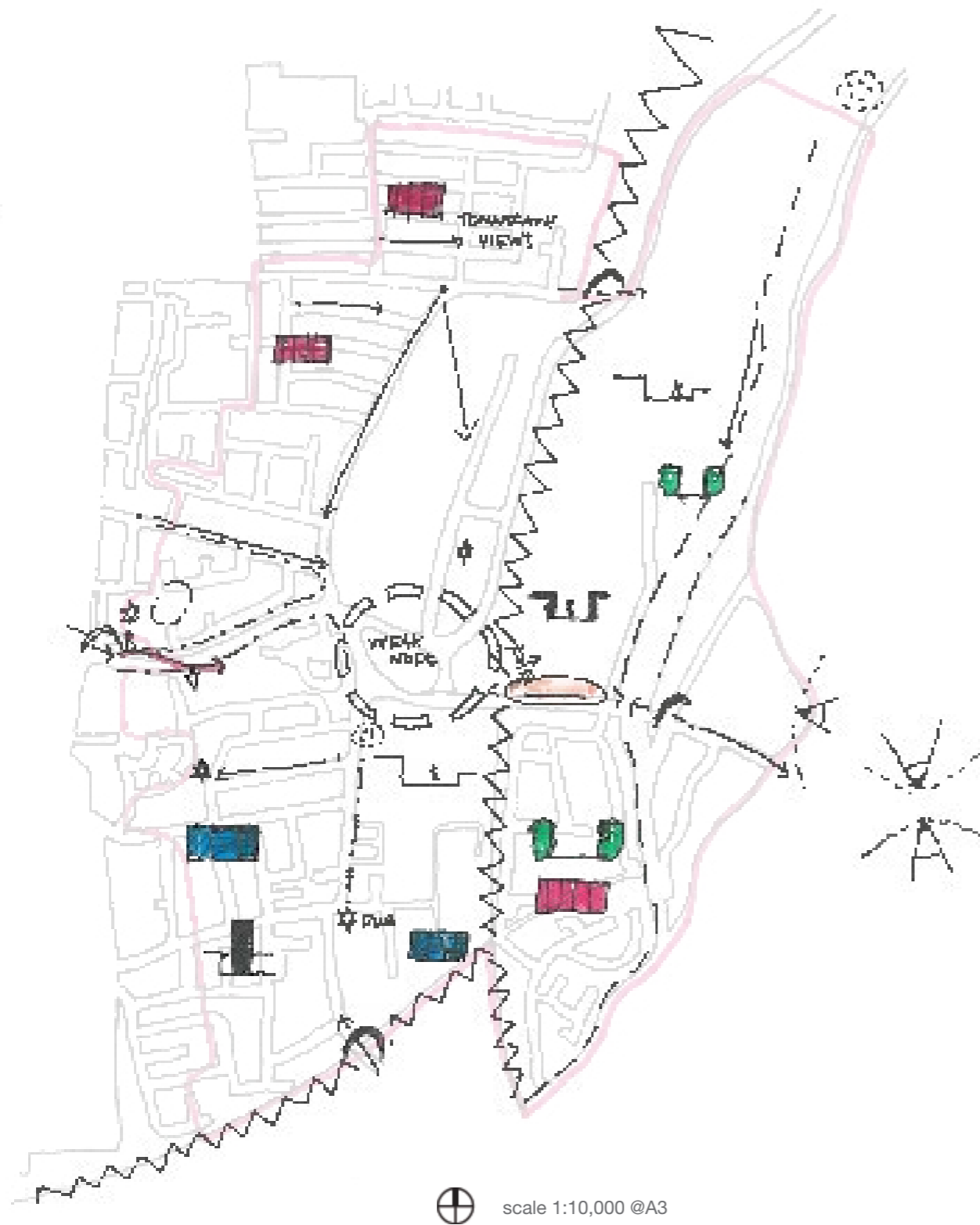
Interwar terraced houses just north along Shelbourne Road - wider and more horizontal than earlier Victorian houses with curved bay windows and larger setbacks from pavement which unfortunately has allowed people to pave over them for car parking.

### Heritage and culture

- Mixture of building periods - significant quantum of Victorian/Edwardian and later postwar and more modern buildings.
- No conservation areas within the neighbourhood, although High Road Historic Corridor Conservation area lies immediately to the west.
- 62 High Cross Road - Grade II listed Late C18th Georgian House and Ferry Boat Inn (Grade II listed) which lies just outside the borough boundary east of the Paddock.
- No areas of significant value to designate as a conservation area, though a number of buildings merit local listing including White Hart Public House (former) and Lutheran Church on Antill Road.
- Late C19th and early C20th townscape is of mixed quality and repair, but provides a consistent pattern of urban streets with compact, 2 storey terrace houses. These areas should be respected and enhanced. Any new development should respond to the street network, urban grain and building heights.
- A number of early and later post-war estates in a variety of layouts, forms and architectural styles from courts to tower blocks.
- Significant amount of mixed quality, modern buildings in and around the station, including the Hale Village development.
- Ashley Road - Berol building (locally listed), previous pencil factory now home to small businesses, workshops etc. Imposing brick facade with strong street presence. Other notable buildings along Ashley Road include No 10 and No 18.
- Park View Road - terrace lined secondary street providing good frontage onto Down Lane Park.
- Fountayne Road - notable Edwardian/1920s industrial, brick warehouse buildings which have strong street presence and are now home to a wide variety of businesses and creative industries.
- Chestnut Estate - this postwar estate replaced the historic terrace street pattern and reduced legibility and accessibility as a result. A return to a street pattern should be encouraged as part of any estate improvement works.
- Potential for referencing elements of the Hale medieval settlement route alignments at historic lane junction (Ferry Lane meets Monument Way). Land to the east of the railway line is designated as an area of archeological importance, as is part of the original medieval settlement. Due care and archeological investigations should happen as part of any development/regeneration proposals.
- Holy Trinity Lutheran Church - Small, distinctive church which terminates a pleasing vista along Springfield Road. Should be locally listed for its architectural, townscape and cultural value.

# Tottenham Hale

visual and experiential character



# Tottenham Hale



FINE GRAIN URBAN TERRACE

Consistent rhythm of Victorian terraces lining well connected, legible streets with subtle corner features



White Hart Public House (former) has seen better days but still proudly marks the Hale and Ferry Lane. Built in the early 1900s it has been a social gathering place for decades and holds a special place in the local history of the area.

HISTORIC WHITE HART PUBLIC HOUSE

Lutheran Church on Antill Road is a local landmark and distinctive place of worship surrounded by consistent urban terraces

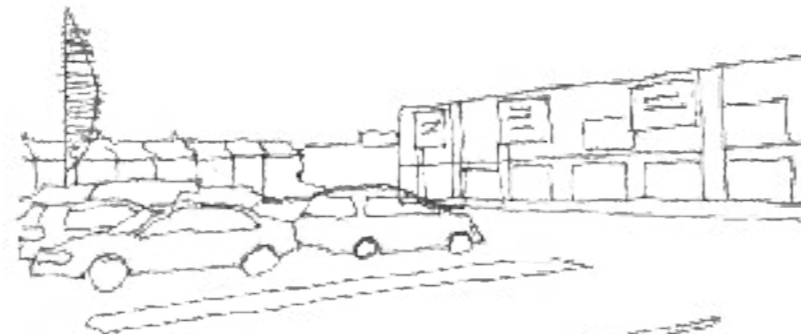


Historic buildings are particularly important to retain, reuse and enhance in the Hale as so few have survived over the years.

62 High Cross Road - Grade II listed Georgian House. In need of TLC and improvements to its setting on Monument Way.



Low-rise, robust brick, warehouse buildings along Fountayne Road are home to a diverse mix of people, businesses and activities.



Inefficient use of land with poor sense of enclosure failing to make this area feel or function like a 'centre'.

POOR QUALITY URBAN CENTRE - SHEDS + CARS

## Visual and experiential

- Strong sense of enclosure to the urban terrace streets – comfortable relationship between height of buildings and width of street. Weaker sense of enclosure along the main roads and around the nodal point of Ferry Lane and Monument Way.
- A number of significant townscape views though the tight and orthogonal grids of the urban terraces, offering strong vistas with a clear legibility provided by corner plot/buildings behind slightly different e.g. shop or larger house.
- Being in the centre doesn't feel like being in a 'centre' – low levels of pedestrian footfall, lots of open/void space and no real focal point. The Hale has lost its heart and is a weak node, the centre has been pulled apart by poor planning and highways.
- Retail park buildings provide dead edges to main road and turn inwards towards car parking. Street activity and public life is therefore lost.
- Outside space of Costa coffee serves as a small meeting point and social space – especially when the weather is pleasant due to its southerly aspect.
- Views into the centre from surrounding streets fail to target or hit a space or building – doesn't draw or invite the pedestrian into the centre.
- Strong edge of the railway line creates an east-west barrier to pedestrians accessing the Lea Valley.
- Strong, soft edge of thicket along the River Lea – clearly defines the urban (hard) to the landscape (soft) sense of enclosure and a threshold.
- A number of important local landmarks that provide a strong association to the areas past and give a sense of identity and distinctiveness, including; the White Hart (former Public House), Berol factory on Ashley Road, 62 High Cross Road (Grade II listed), Lutheran Church.
- A number of recognisable, yet understated gateways, including; Monument Way as you leave the High Road and approach the Hale, Markfield Road as you go under the railway bridge to Markfield Park.

# Tottenham Hale

## 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)

# Tottenham Hale

## character typologies



Modern, high density, mid-high rise apartment buildings forming Hale Village. Tight pattern of streets and spaces lined by a mixture of building styles/forms.



Urban terraces - both north and south of Monument Way. Higher quality, better looked after terraces to the south, along Springfield Road, Antill Road and Cunningham Road. To the north, quite a few terraces seem to be houses in multiple occupation (HMOs).



There are a number of residential estates across the neighbourhood ranging from court layouts (Chesnut Estate above) to cul-de-sacs (Yarmouth Crescent) to slab and block types (Cordell House).



Cul-de-sac estate built in the 1970's comprising a mixture of 2 and 3 storey terraces and townhouses with some poor urban design qualities but with some very pleasant mature trees.



Large retail sheds fail to create a real urban centre, with poor enclosure, public space and too much car parking. It has no discernible character and should be redeveloped into a real, mixed use, urban centre.



Finer grain mix of warehouse, factory type buildings now accommodating a mix of business space, studios and live/work units.



Big box employment premises - large footprint, 1-2 storey, dedicated business units with associated car parking.

Within Tottenham Hale there is a very diverse mix of distinct and physically separate character types, including:

1. Retail Park - located within the centre of the Hale consisting of large retail sheds, smaller retail and cafe uses surrounded by extensive car parking, including drive-through fast food restaurants.
2. Urban terraces - defined by their narrow frontages, frequent front doors, minimal setbacks, low boundary brick walls, chimneys and party walls, consistent roof line, elevation detailing; lintels, bay windows.
3. Apartment buildings - a range of street based apartment buildings are evident across the neighbourhood. Late postwar apartments to more recent 1990's buildings line parts of Monument Way and Broad Lane - many are mixed quality and fail to form a piece of townscape. Hale Village is an example of modern apartment buildings forming a urban set piece of square-ish perimeter blocks.
4. Residential estates - a range of estates exist, some small, some large, including; High Cross, Chesnut and Colsterworth. Chesnut Estate is a large court type estate located between Monument Way and Chesnut Road with buildings arranged to form small courts.
5. Industry - Fountayne Road and surrounds comprises fine grain industrial townscape from the 1910s to 1930's of good quality, robust, brick warehouses and factories - includes informal live/work space. Also some postwar big box sheds (Lockwood Estate) surrounded by car parking which are poorly integrated into the local street network.
6. Small parades - along Broad Lane a strip of small, independent shops, cafes and take aways serving local residents with residential above. Also a postwar shopping parade as part of the Cordell Estate. Occasional pub and corner shop within the urban terraces residential community.

# Tottenham Hale

## 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

- 19th century terraced houses and streets in the north-west and south-west of the area.
- Industrial areas, mixed sized buildings working culture and rich variety of small businesses, manufacturers and artists.
- Springfield Road and around - nice comfortable streets with a domestic quality.
- Nature along rivers, places like the Paddock (which need improvement) and the Lea Valley landscape generally.
- Water landscape, meandering rivers, brooks, canals and large reservoirs.
- Markfield Park and pumping engine (located just to the south in Seven Sisters) easily accessible from Markfield Road.
- Down Lane park - great neighbourhood park, decent size with mature trees along its western edge.
- Well connected local street network - residential streets with a fair to good quality public realm.
- Good environment and pleasant collection of low-rise Victorian buildings on Broad Lane towards Seven Sisters.
- Well served by public transport - though station building is architecturally insignificant.
- A number of local landmarks of note and value - made more important by their few in number - includes Lutheran Church, Berol building and warehouse buildings along Fountayne Road.

### Bad

- The neighbourhood has generally suffered from poor quality, piecemeal, disjointed development for over 30 years. This has led to negative perceptions of the area and lack of new investment.
- South of Monument Way, North of Montague Road is a disjointed, poorly connected collection of buildings and spaces with little spatial structure, character or coherence.
- Poor quality development of new apartment buildings has lowered the architectural and townscape merits of the area.
- Monument Way, Hale Road and Ferry Lane are car dominated, heavily trafficked routes which create pedestrian barriers and poor visual environment.
- Ugly, visually messy buildings and environment along Broad Lane (section that runs north to Hale Road)
- Car based environment around station and retail park - lots of traffic, fumes and noise.
- Chesnut Estate turns its back on its surroundings and is difficult to navigate. The construction of this estate ignored the historic legible street pattern.
- Big impermeable blocks cut off from surroundings by rivers, railways or just design.
- Bad pedestrian environment for paths that connect into Lea Valley.

### Constraints

- Rivers and railway lines cut areas off from one another and make creating connections difficult and expensive, requiring bridges etc.
- Lea Valley - sensitivities around the landscape, open views and natural wetland ecosystem.
- Victorian townscape and established low-rise residential character and the interplay with new higher-rise development proposals.
- Highway infrastructure which currently dominates much of the area and creates an unpleasant living environment.

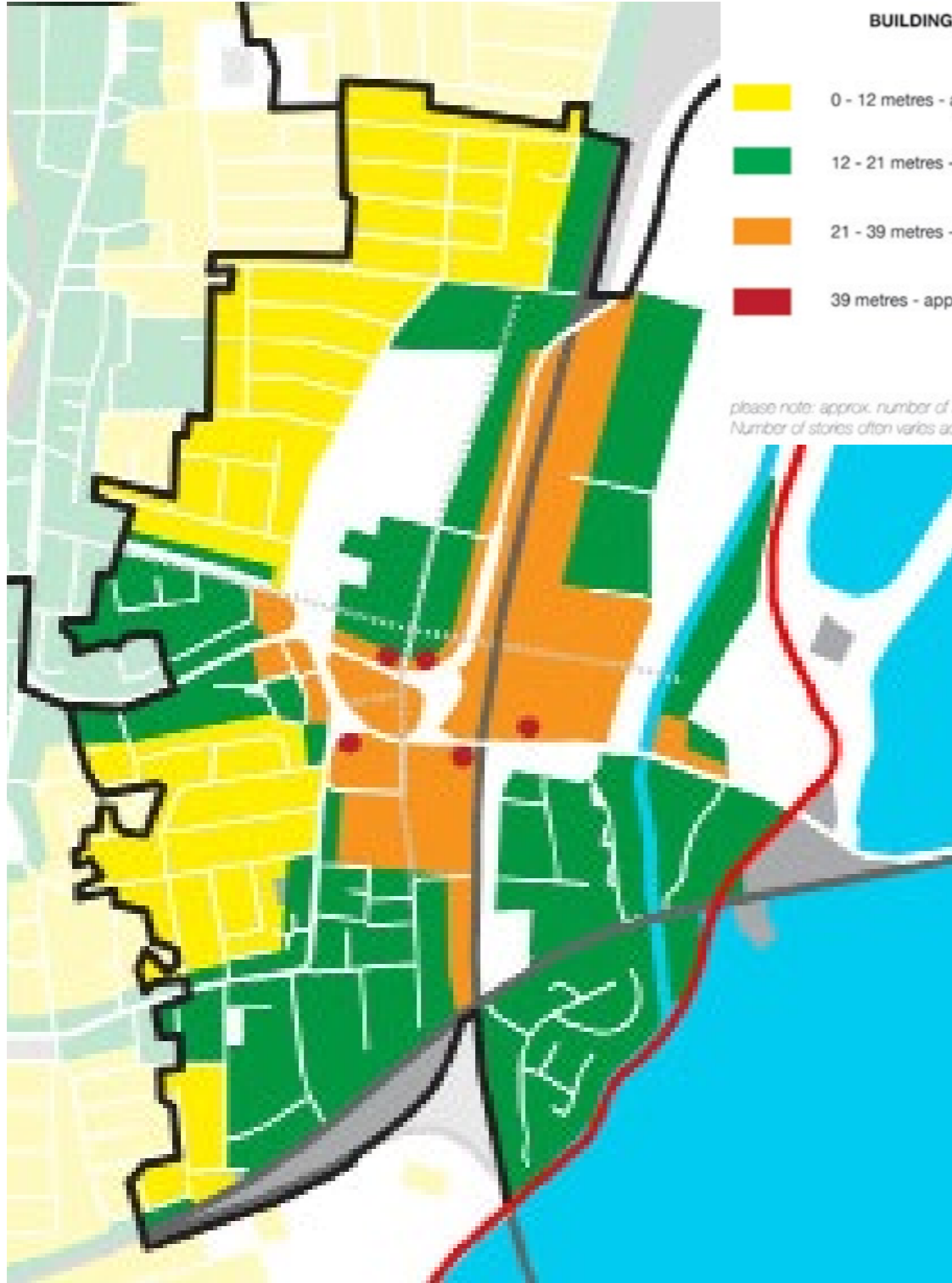
### Opportunities

- The proposed Green link and possibly other new east-west connections that will open up access to the outstanding natural landscape of the Lea Valley to Tottenham residents.
- Where the Overground line and Lee Valley line cross there is potential for a new east-west or north-south pedestrian link as well.
- Retain and support existing light industry and creative businesses in and around Fountayne Road and along the railway line.
- To reduce the car dominance of existing land-hungry uses and buildings (retail park) which would in turn reduce the amount of vehicular traffic, making the area more pleasant for the pedestrian.

- Improve the gateway from Markfield Road, under the railway line to Markfield Park. This could be done through streetscene improvements, lighting, planting, artwork etc.
- Link Ashley Road to the residential area to the north when the Council Depot site gets redeveloped and possibly further north through the cul-de-sac and business park. This could create a strong, direct north south route to the town centre.
- Lovely Georgian House on Monument Way is currently hidden away by excessive landscaping and a heavily trafficked road. This heritage asset should be given a more appropriate setting.
- Opportunity for new buildings along Monument Way with active frontages - making it a
- Lots of opportunity for redevelopment and intensification of land around Tottenham Hale Station - remaking the heart to the Hale.
- Adapt, remodel and use small scale interventions in the Chesnut Estate to improve north-south access through the area and wider public realm/landscaping enhancements.
- Convert the existing terraced houses currently as HMO's/small flats back into family houses which are in strong demand.
- Bring out and reconnect to the lost history of the area - using heritage trails, signage, educational material and references in new development.

# Tottenham Hale

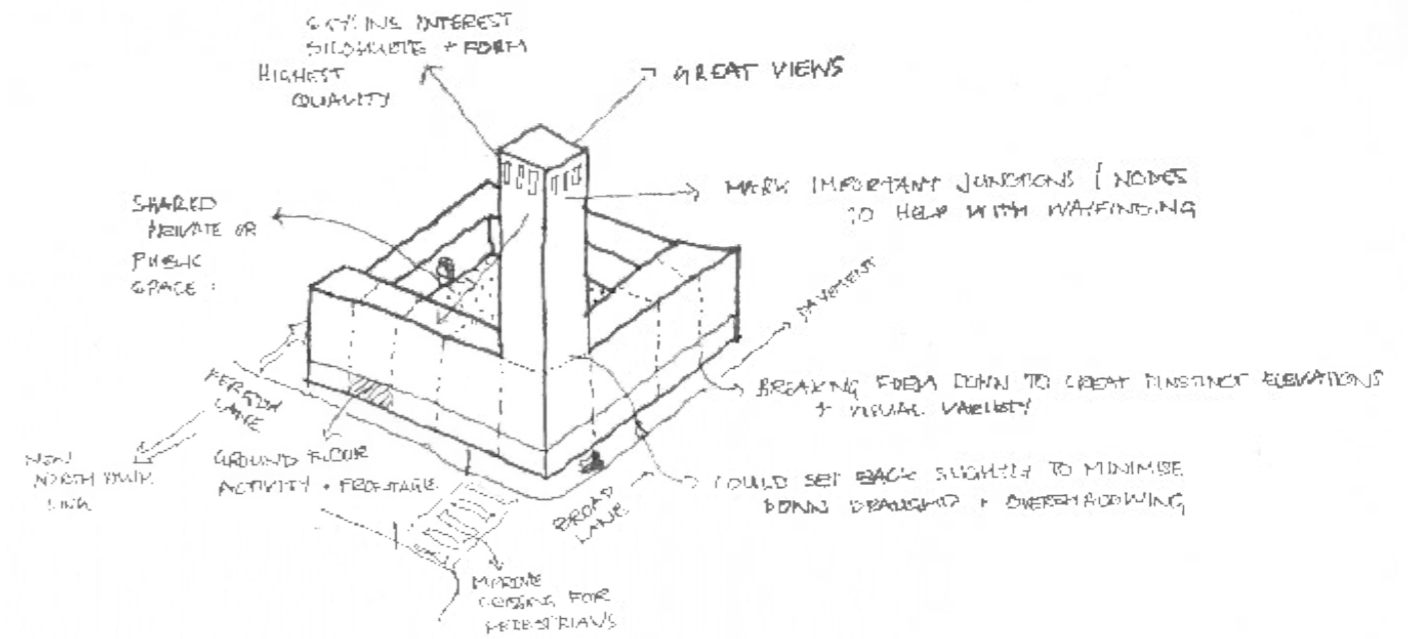
## building height recommendations



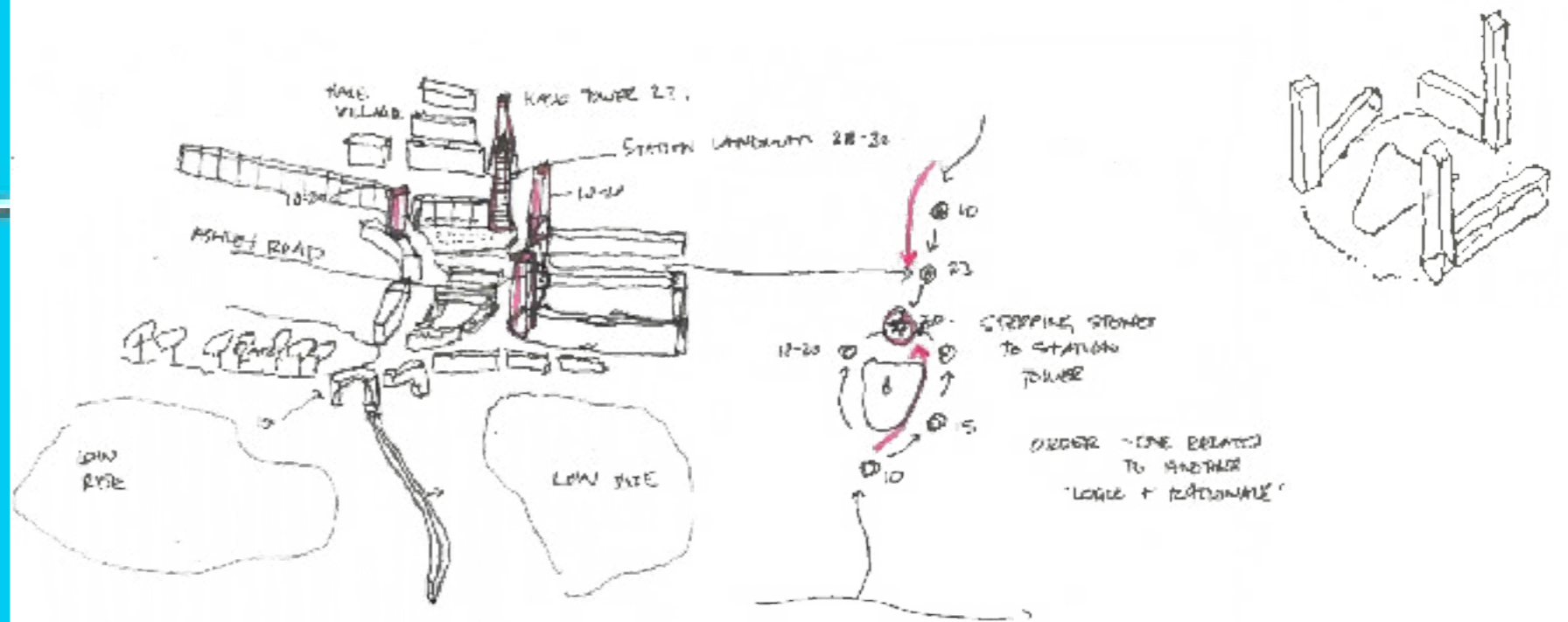
### BUILDING HEIGHT RANGES LEGEND

- 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 storeys often varies according to age, type and use of building



▲ Indicative sketch showing how high-rise building can be incorporated into a perimeter block that achieves good urban design principles



▲ Indicative sketch of how high rise buildings could be successfully incorporated into the area as part of new perimeter blocks, and through stepping up in height to the station creating a sense of order, legibility and hierarchy without dominating the townscape.

# Tottenham Hale

Tottenham Hale has been considered as an area suitable for tall buildings in the Local Plan, which had regard to significant public transport improvements, creation of a new district centre and wider place investment. Within this context, this study has analysed existing building heights and recommended building heights, alongside guiding principles across the neighbourhood. These recommendations need to be considered in line with any street pattern/urban form proposals as part of more detailed masterplanning.

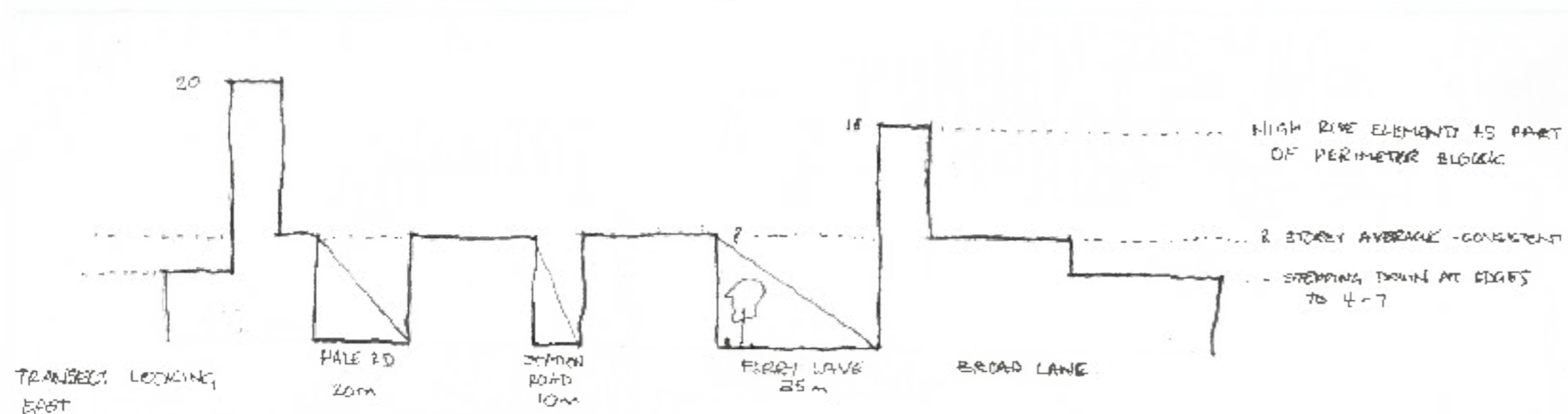
- Building heights should gradually and consistently rise from the low rise, 2-3 storeys residential hinterlands to an average mid-high rise, 6-10 storeys around the station, along Ferry Lane and Monument Way with a limited number of higher rise elements located at key node/junction points. There are likely to be additional constraints on where high-rise buildings can be located which this study is not able to determine.
- These height ranges need to provide a good level of enclosure to the main streets (which range in width from 20m to 40m) without creating a tunnel effect or excessive overshadowing. Heights along a street should generally be consistent, creating a coherent eaves/roof line with some subtle variation in places e.g. high rise elements/buildings to mark key junctions or entrance to TH station as part of a perimeter block structure.
- There should be a sense of order and hierarchy to the skyline.

High rise elements should encircle (parts of) and frame, rather than encroach the historic 'Hale' and could step in height from west to east - culminating at the Hale Village Tower which could reach 20-25 storeys.

- High rise buildings should form part of a perimeter block structure in order to avoid free-standing pavilion buildings which can cause issues at the ground floor, wind tunnels and poorly defined public space. Robust perimeter blocks which clearly define comfortable, usable public space should be the primary goal. Carefully considered high rise elements can add to this basic perimeter structure, offering great views, additional housing and skyline interest. High rise buildings could be set back slightly from podium level to help reduce potential wind vortexes.
- Although heavily constrained, there is potential for mid-high rise buildings edging the railway line. They should be contemporary and individual, yet come together to form a piece of townscape. This could be achieved through each one being designed by different architects adding visual variety and richness conforming to a basic set of 3 dimensional rules on height, setback, scale. These buildings should take advantage of dual aspect views, the long, thin strip of land and views across the Lea Valley. These would need to be built to highest design standards with careful consideration of height, depth

and treatment at ground floor due to the heavily trafficked Watermead Way.

- The transition between the urban centre and low-rise urban terraces should be within the mid rise (3-6 storey) height range (e.g. parts of Broad Lane, sites east of Down Lane Park and along Monument Way/Chesnut Estate), being sensitive to and aware of the relationship with the established 2 storey terrace housing. These areas are not appropriate for mid-high rise or high rise buildings.
- Along Monument Way, buildings should be 5-6 storeys, creating a medium rise frontage onto Monument Way whilst being sensitive to the 2-3 storey low-rise buildings to the rear. At the corner of Monument Way and Park View Road, a building could rise to 6-8 storeys marking this key corner whilst respecting the threshold into the lower-rise residential communities to the west and north and not overshadowing the park to the east.
- Established low-rise blocks - generally adhere to the low-rise, medium/high density character of established Victorian and Edwardian terrace streets. These areas offer good family sized housing on small, compact plots with a domestic, quieter, residential character for which there is significant demand. These areas will not change a great deal and are inappropriate for taller, apartment buildings (4 storey plus). These should be concentrated to the urban centre/along main streets.



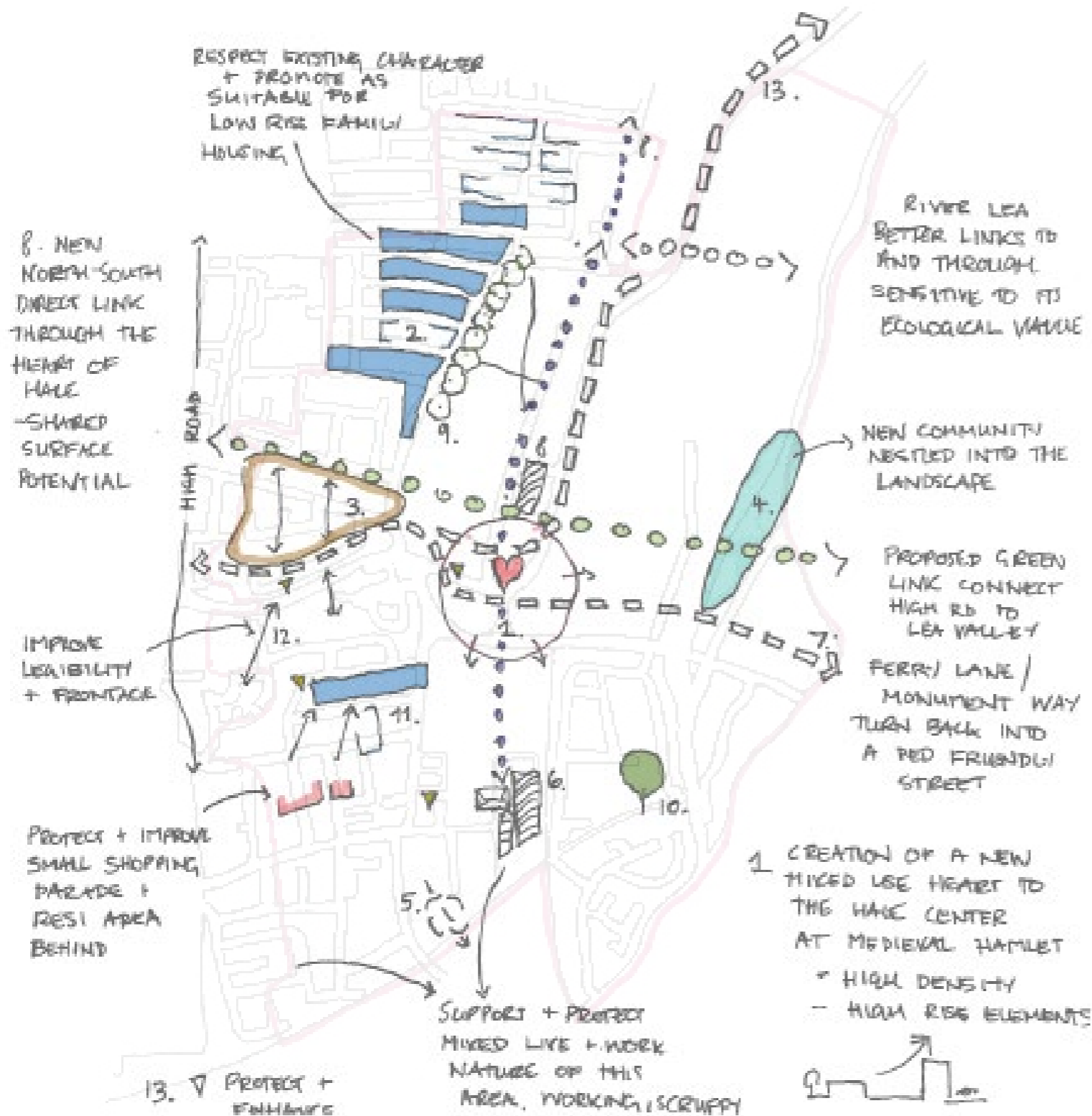
▲ Cross section through the Hale from the north at Ashley Road to the south through the current retail park showing recommended building height ranges and location of high-rise buildings. Scale: 1:1,250



# Tottenham Hale

## place principles and opportunities

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.



### One

#### Natural landscape of the River Lea

- Tottenham Hales location within, and ecological relationship to, the regionally important River Lea Valley needs to be respected and influence future development patterns/forms.
- It's dissected and severed by significant rail and road infrastructure, rather than positively focused around said infrastructure. Overcoming this infrastructure through soft landscaping measures will be key to improving livability for local people.
- Connect the Lee Valley corridor with Down Lane Park through a direct, wide, well-planted green link. This could be a green bridge over the railway line and A1055. This should draw upon the marshland and meadow ecosystem of the Lea Valley and could incorporate water streams, basins, swells forming an integrated urban drainage system.
- Create an interconnected network of pocket parks, gardens and 'green' public spaces within the established urban area – on small infill sites, corner plots and existing estates. These can be joined up by tree planted streets, to neighbourhood parks such as Downhill Park, to the larger natural wetland landscape of the River Lea. These public spaces should incorporate the natural floodplain landscape e.g. water basins/streams/ponds, native planting, softbanks, common reedbeds, wildflower meadows and marshland habitats.
- Provide space for local food growing taking advantage of the rich, loam based soils. Safeguard and provide new food growing space within new developments to encourage healthier lifestyles.
- Working with Friends of the Paddock, significant investment and improvement for this vital nature reserve should be sought.
- Uncover and deculvert the Moselle River where possible, creating a natural wetland corridor to Markfield Park for people and wildlife.

# Tottenham Hale

## Two

### Creating a compact urban centre

- Making better use of void space within the centre - currently given over to car parking. Promoting a compact, dense urban form that addresses the main streets and creates a comfortable scale, whilst accommodating the desire for high-rise buildings.
- Improving local accessibility to the centre - particularly from the south and eastern side which has for historic reasons has not been successfully connected.
- Deliver a diverse mix and scale of uses - including smaller scale retail and commercial spaces suitable for independent and chain shops.
- Redesigning the main streets that converge at the Hale into proper streets which put pedestrians first. This should function as a clear and pleasant route.
- Respond to the areas urban structure - taking cues from other nuclea type urban centres (e.g. Crouch End, Muswell Hill) where routes converge to create a node rather than a linear centre type form (e.g. High Road) which doesn't work with the Hales urban structure.
- Focus on improving the quality and usability of the public realm - move away from a car based environment to a pedestrian realm. Crossings of busy roads will be a key design/highway consideration.
- Higher densities within the centre, reducing as you move away towards the urban terraces (which still provide a medium to high urban density of 100-120 dph).

## Three

### Industry plus mix - recognising the small scale 'makers' and 'doers'

- Drawing on the areas working past and present concentration of small and medium businesses that cover a diverse set of trades, existing areas such Fountayne Road and Ashley Road should be protected and supported for fine grain, small scale employment uses.
- These areas already have living space present can be mixed with some residential but not through comprehensive redevelopment - through selective infill and intensification.
- Future development should carefully integrate and provide employment space (small to medium footprints) for a wide variety of activities and industries. This could be achieved through a mix of vertical and horizontal stacking and through the creative use of buffers, rear working courtyards and setbacks.

## Four

### Retaining older buildings and enhancing the heritage offer

- Conserving and enhancing what little is left of historic buildings as a connection to the areas past and as part of heritage regeneration, including.
  - Lutheran Church, Antill Road.
  - White Hart Public House (former), Hale Road
  - 62 High Cross Road (Grade II listed)
  - Buildings along Ashley Road; Berol factory, the Art-deco 25 Ashley Road and 16-18 Ashley Road. All are robust, flexible warehouse buildings with a good street presence.
- Promote creative re-use and re-adaptation of older buildings that may not have any special architectural value but offer a diverse mix of land use and activities to exist that would otherwise be lost if redeveloped.

## Five

### Transforming the main streets that pass through the area

- Monument Way, Hale Road and Ferry Lane have been the main east-west routes for centuries, connecting the busy High Road to the River Lea. These historic routes have become unpleasant traffic corridors. They should be redesigned as mixed, pedestrian and cycle friendly avenues with an active building frontage that positively addresses the street.
- Broad Lane - parts of the street are pleasant and coherent, other parts are disjointed and could benefit from streetscape improvement and a consistent height range along its reach.

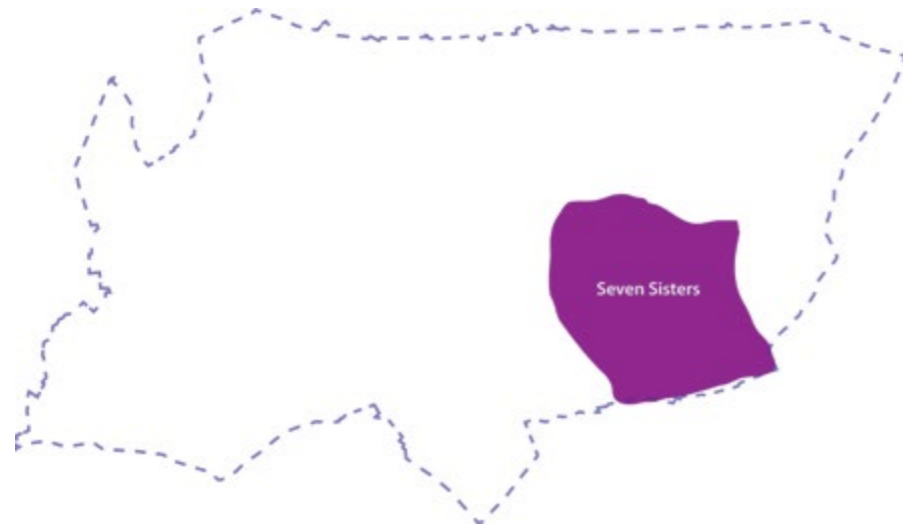
## Six

### Established low-rise residential communities and the urban terrace type

- Existing urban terrace blocks should be protected for families, as they provide a robust, generous living accommodation for families and children.
- Areas where HMO's are prevalent efforts to reinstate these units as family houses should be encouraged to help meet the demand for family housing.
- New, modern interpretations on the urban terrace should be promoted in areas outside the urban centre to assist in providing affordable family housing.

# Seven Sisters

## wider context and landscape



### Location

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

Stamford Hill lies to the immediate south. Walking south up the gradual slope of the High Road to the junction of Amhurst Road it imperceptibly becomes Stamford Hill.

### Typology - topography and microclimate

Seven Sisters can be classified as a diverse, inner London urban area set largely within the low-lying and flat, Lea River valley landscape, similar to that of Tottenham Hale to the north-east.

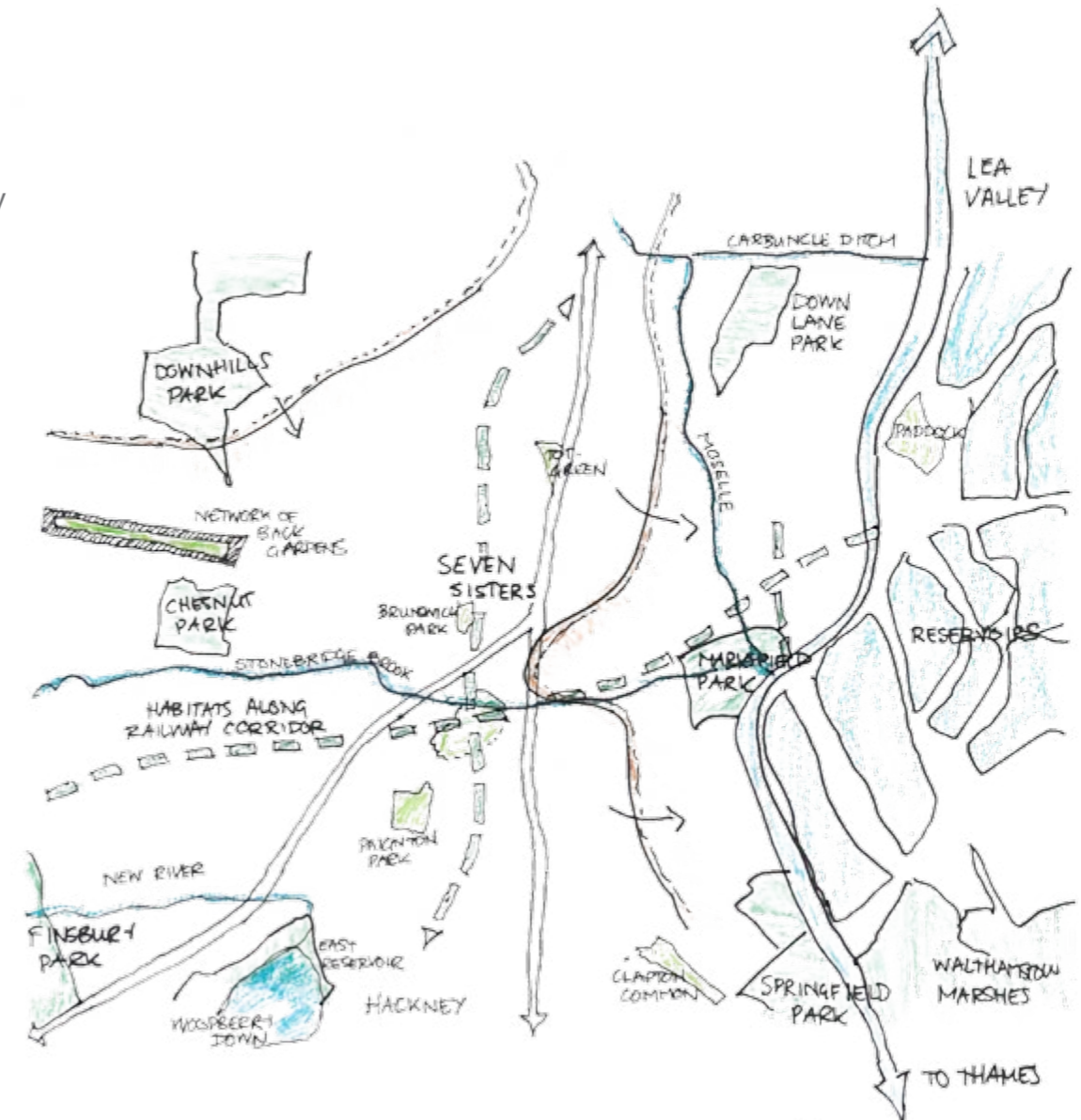
Landscape natural area type: part London Basin and part Lower Lea Valley.

Soilscape: Loamy and clayey floodplain soils with naturally high groundwater. Largely London Clay west of the High Road, some London Clay east of the High Road but changing to Enfield Silt and Alluvium towards the River Lea. River Lea floodplain is Alluvium. Alluvium consists of silt, sand, clay, and gravel and often contains a good deal of organic matter. It is very fertile which results in floodplains being excellent locations for farming and agriculture.

Hydrology: natural floodplain with River Lea. Moselle Brook and Stonebridge Brook (both largely culverted) flow through the area, out flowing into the River Lea at Markfield Park. Water drainage and run off flows eastwards/south-eastwards down to River Lea basin and extensive reservoirs.

The areas urban ecological system is characterised by the waterways, reservoirs, private back gardens, allotments, public parks and gardens, street trees and linear stretches of undeveloped land either side of railway corridors. All of these elements, together help form a complex, often overlooked home to wildlife (especially bird life) and plant systems (particularly wetland species) and, where possible, should be protected and enhanced.

The topography is generally flat with the higher land at the north-west around Phillip Lane and Downhills Park, sloping down to the Lea Valley floor. The most noticeable change in gradient east of the High Road, as the terrace streets slope down to Markfield Park and the River Lea basin.



▲ River Lea, its natural floodplain, network of reservoirs, parks, extensive back gardens and stretches of green strips contribute to a fragile yet important urban ecological system which need to be integrated into the urban layer of streets and buildings.

# Seven Sisters

## Overall neighbourhood character

The High Road acts as both a spine and heart to the area and a line of severance, due to it being heavily trafficked and difficult to cross in parts. The perceptual node of the area is where a number of important streets meet; Seven Sisters Road, High Road, Brook Road, West Green Road. This converging of primary routes generates a lot of activity, both pedestrian and vehicular. Unfortunately much of the space is designed for traffic with a generally poor quality pedestrian environment.

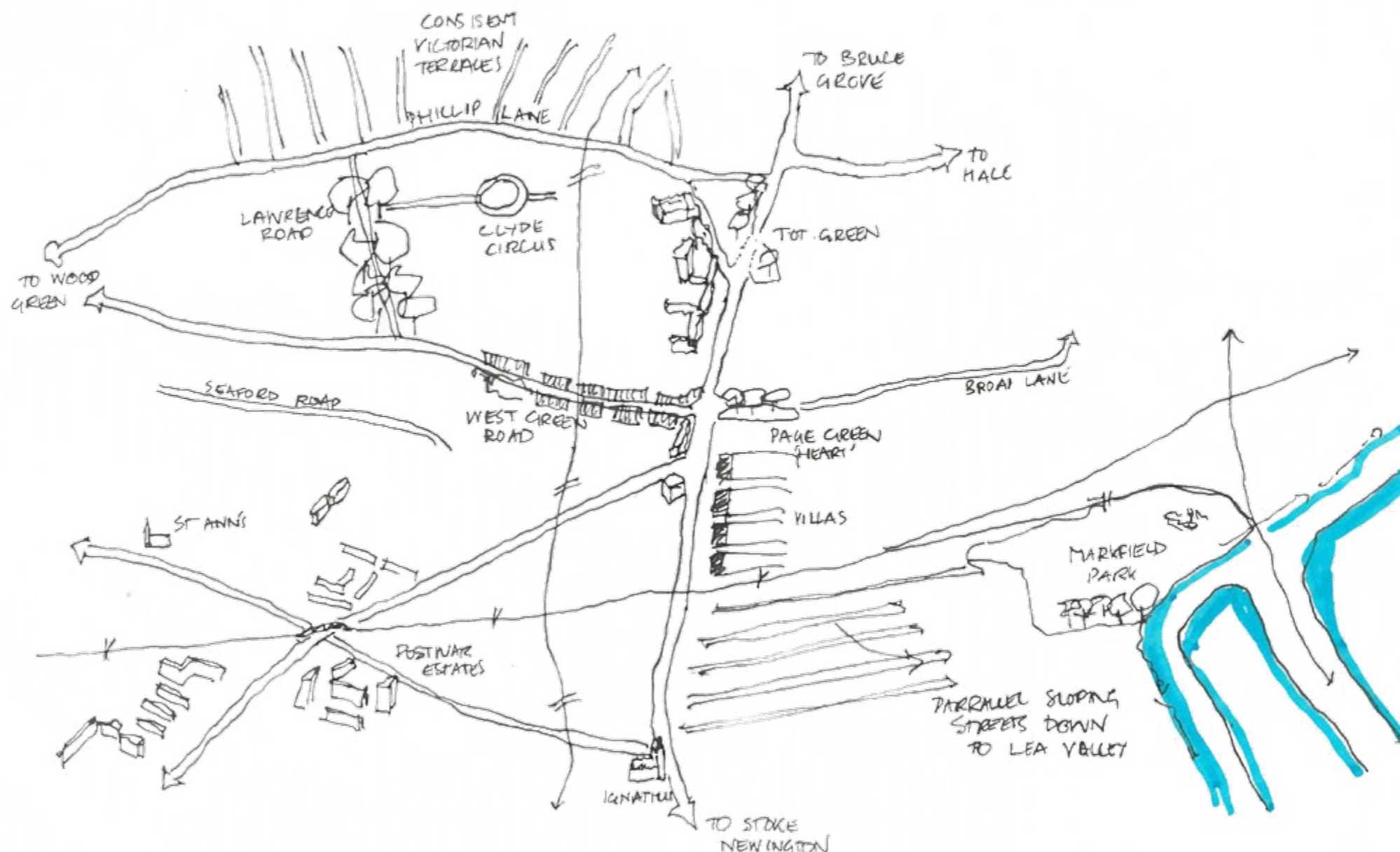
Tottenham Green and western side of the High Road is the exception to this, being a beautifully and recently renovated large historic green space, well planted with mature trees, encircled by a range of handsome and imposing municipal and domestic buildings.

The River Lea defines the area's eastern edge and the wider landscape typology of the area. Markfield Park provides a green lung to the area but wayfinding and access improvements could further enhance this popular and much loved neighbourhood park.

Historic route of St Ann's Road (previously Hanger Lane) is marked at its High Road junction by the impressive and imposing St Ignatius Church. The twin spires of St Ignatius can be seen from a number of points in Seven Sisters and is a significant local landmark.

Good east-west routes exist but poorer north-south routes (with the exception of the High Road). Postwar redevelopment removed much of the legible Victorian street pattern, making north-south movement from St Ann's Road to West Green Road difficult and confusing. Lawrence Road provides a pleasant, tree lined, direct north-south route from West Green Road to Phillip Lane and has a character all of its own which needs respecting and responding to when future development comes forward.

Well established residential terrace streets laid out during the mid-late C19th still characterises a good deal of the area. These are popular and desirable areas, providing compact, yet well sized family houses with back gardens. Seven Sisters contains a number of large postwar housing estates of contrasting forms, styles and layouts but which generally disrupt the perimeter block structure and hinders ease of movement for pedestrians.



▲ A distilled mental map of Seven Sisters - structured around the High Road, Seven Sisters Road, West Green Road, Phillip Lane and Broad Lane.

# Seven Sisters

## historic settlement pattern



1798 - The High Road running north-south expanding out to form High Cross Green (now Tottenham Green). Notice the High Road crossing Stonebridge Brook that flows through a number of small land holdings/ fields. Page Green can be seen to the east of the High Road, with its watering hole and collection of houses.



1864 - Seven Sisters laid out in 1833 connecting the High Road to Holloway which resulted in some minimal ribbon development by this date.



1894 - Victorian housing growth - terrace streets laid out south of St Ann's Road, between St Ann's and West Green Road and north of West Green Road. Terrace streets at Markfield Park beginning to be laid out east of the High Road.



1936 - entirely urbanised now with an extensive network of terrace streets, trams running along the High Road and Seven Sisters Road.

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### Brief story of Seven Sisters

1450s	1700s	1833	1840s	1871-72	1870s - 1890s	1885	1938	1950s - 60s	1967	1970s	2001	2005	2007
Seven Inn on Phillip Lane	Hamlet at Page Green and High Cross Green	Seven Sisters Road laid out by Metropolitan Turnpike Trust	Small growth of hamlet on nearby fields	Seven Sisters Station constructed by Great Eastern Railway and tramline ran along Seven Sister Road and north along the High Road	Extensive terrace streets laid out connecting previous ribbon development - areas becomes urbanised	Markfield Sewage Works opens taking advantage of the nearby water courses and River Lea floodplain for its filter beds.	Markfield Park opened by the Mayor of Tottenham.	Postwar estates built replacing previous terrace housing. Lawrence Road - new office buildings constructed.	Seven Sisters underground station opened	St Ann's Snail mural painted on end of a house wall on Seven Sisters Road	Major £3.5 million refurbishment of Markfield Park		South Tottenham station becomes part of the London Overground network improving accessibility
Roman Road Ermine Road	Stonebridge brook runs open through Seven Sisters outflowing into the Lea									Wards Furnishing Store from which Wards Corner gets its name closes in 1972	The Bridge NDC begins local community regeneration		

# Seven Sisters

## Page Green and the High Road

- Early settlement at Page Green lying along and just off the High Road.
- Moselle brook and Stonebridge Brook pass through the area en route to the River Lea (both are now largely culverted)
- High Road as important north-south thoroughfare bringing travellers through the area en route (follows part of the original Roman Road)
- Collection of small settlements clustered at High Cross Green, Page Green and junction of Hanger Lane and the High Road.

## The Seven Sisters

- Seven Sisters first recorded as a settlement in - a hamlet within the parish of Tottenham. Previously the area was known as Page Green.
- Name derives from seven sisters planting seven elm trees encircling a Walnut tree - this became an identifiable local feature and hence the name stuck for the local area.
- Links to trees during Roman period - perhaps as a Pagan temple
- Subsequently the trees have been replanted many times (not always in the exact same location), as various diseases inflicted them.
- Original location is thought to be where Broad Lane meets the High Road which is now a tarmac road.
- The latest planting took place in 1996 when seven hornbeams were planted in a circle on Page Green at Seven Sisters. This time the planting was not by one family of seven sisters but several local families of seven sisters

## Victorian growth and expansion

- Construction of Seven Sisters Road in 1833 connected Holloway to Tottenham, opening up countryside to ribbon development along its edge Woodberry Tavern 618 Seven Sisters Road is such a building which catered for this new traffic.

## Postwar redevelopment

- A number of large housing estates were built replacing Victorian terrace housing which were either bomb damaged or deemed as slums and comprehensively redeveloped.
- The Bridge New Deal for Communities brings about social, economic and environmental improvements and wider investment into Seven Sisters.



High Road through Tottenham Green, Monument behind, late 19c



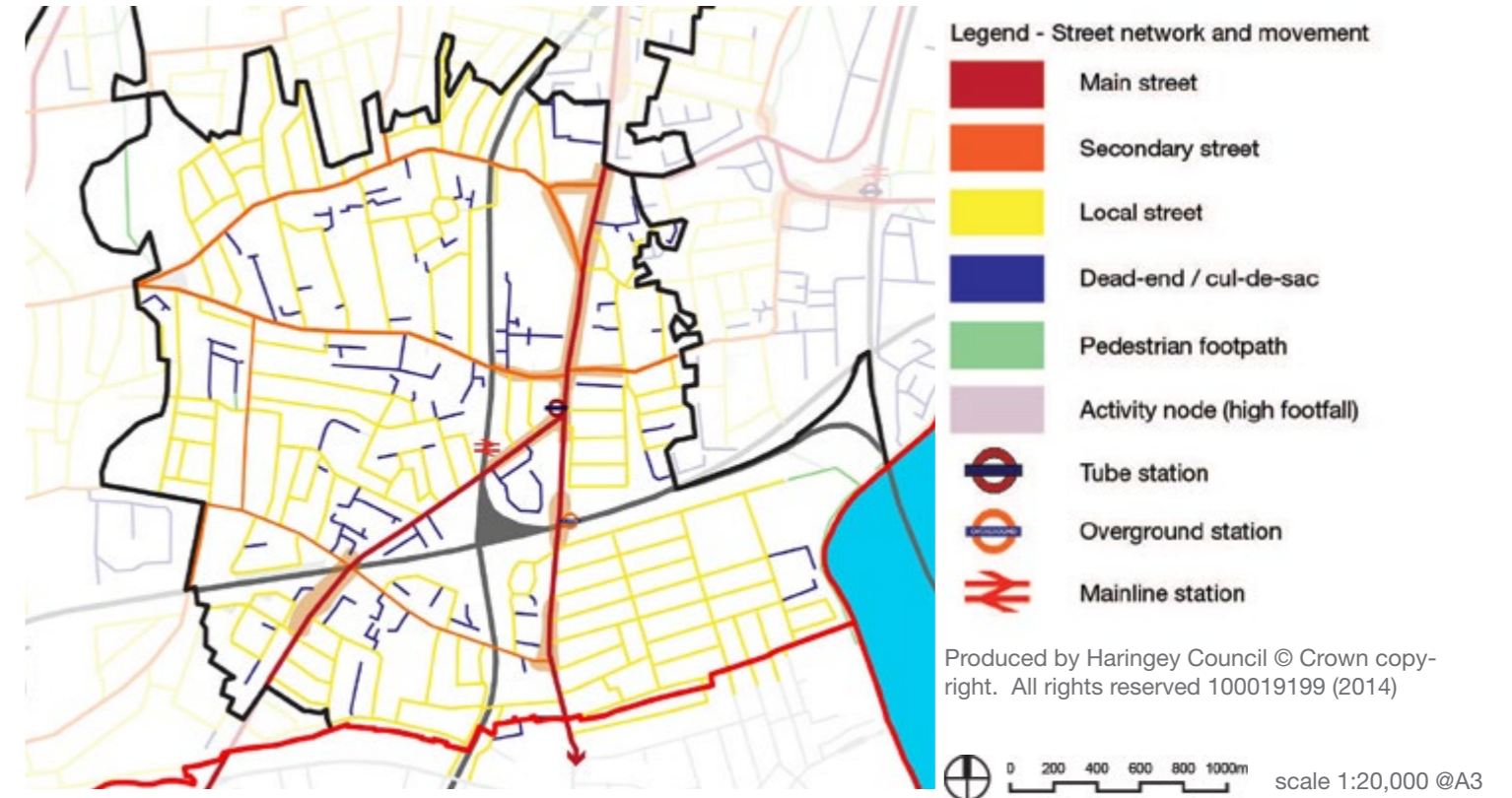
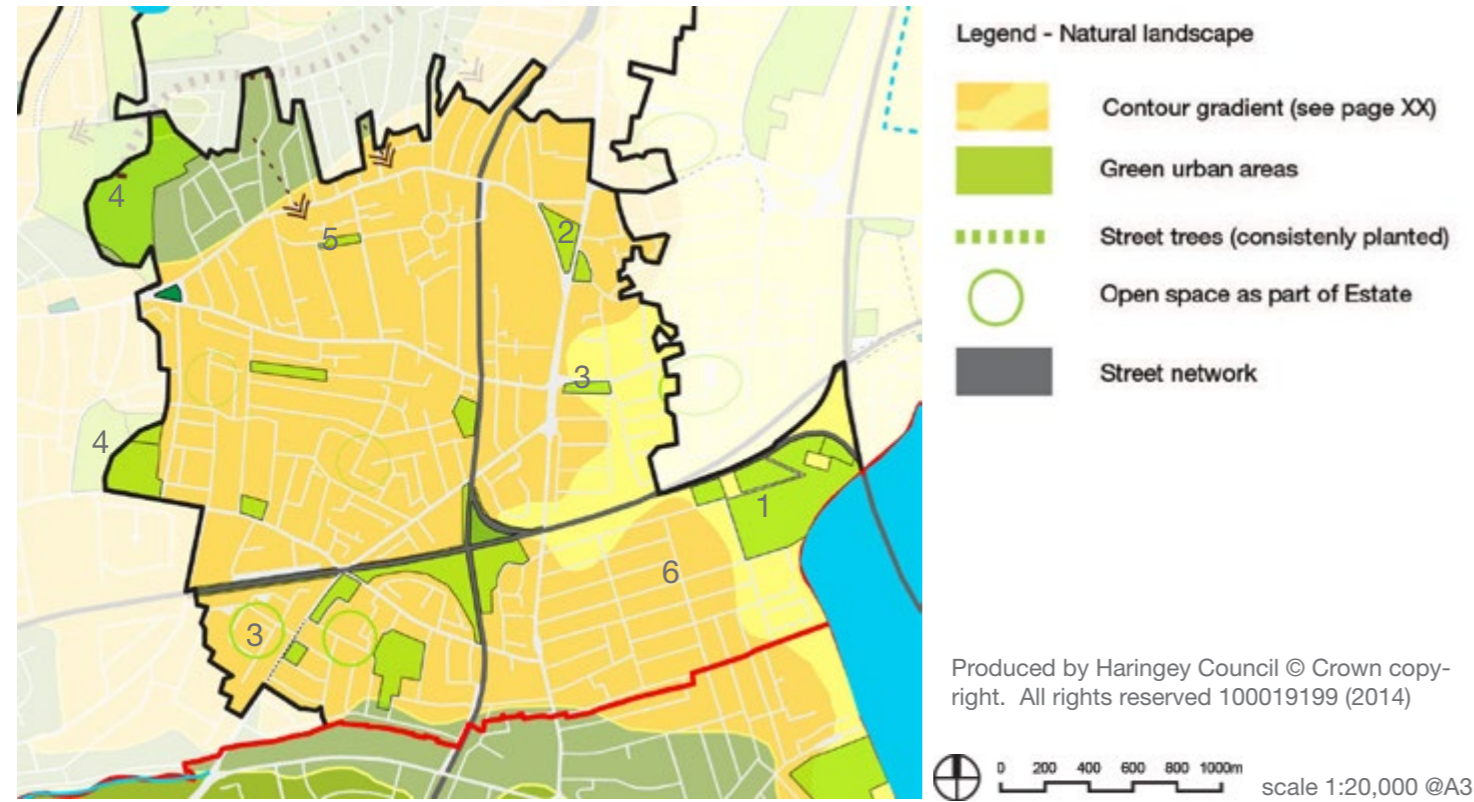
St Anns Road & church, 1907



Local shops at 187-197 Philip Lane, c1913

# Seven Sisters

## physical character



### Landscape

- A dense, urban neighbourhood - comprised largely of urban blocks with a handful of small parks.
- Lacks a large, centrally placed park but has Chesnut Park and Downhills Park.
- Markfield Park (1) - a considerable walking distance for much of Seven Sisters residents but a wonderfully landscaped and well used neighbourhood park.
- Tottenham Green (2) - historic green space but edged by heavily trafficked High Road and Phillip Lane.
- Considerable amount of under used green space in and around many housing estates. (3)
- Opportunity to improve access to and through nearby green spaces (such as Chestnut Park, Downhills Park and wider Lea Valley landscape). (4)
- Railway corridor provides wildlife corridor and inaccessible green spine through the neighbourhood.
- Small pocket parks and allotments dotted around the area, including Brunswick Park and Paignton Park. (5)
- River Lea edge and low lying floodplain character experienced through walking down to park through sloping terrace streets. (6)



Tottenham Green - a historic green space along the busy High Road edged with mature trees



Markfield Park - an attractive, small neighbourhood park running adjacent to the River Lea

### Street pattern and movement

- High Road and Seven Sisters Road both functions as the spines through the neighbourhood to which other streets connect.
- West Green Road, Phillip Lane, Brook Road and St Ann's Road provide secondary connections to adjacent neighbourhoods.
- Activity nodes at Tottenham Green, Wards Corner, High Road, junction of St Ann's and Seven Sisters Road.
- Generally, a strong linear, well connected street pattern north of West Green Road.
- South of West Green Road the street is more disconnected and illegible. Estate based layouts with dead end streets and the separation of vehicles and pedestrians is a major contributor to the areas of poor permeability.
- Railway line forms a cross near to the middle of the neighbourhood, forming a barrier to pedestrian movement in some parts.
- Benefits from good to excellent PTAL with three stations forming a public transport node (South Tottenham, Seven Sisters mainline and Seven Sisters underground). These connect well with local buses on Seven Sisters Road and the High Road.



The heavily trafficked High Road runs through the middle of Seven Sisters

# Seven Sisters

## physical character

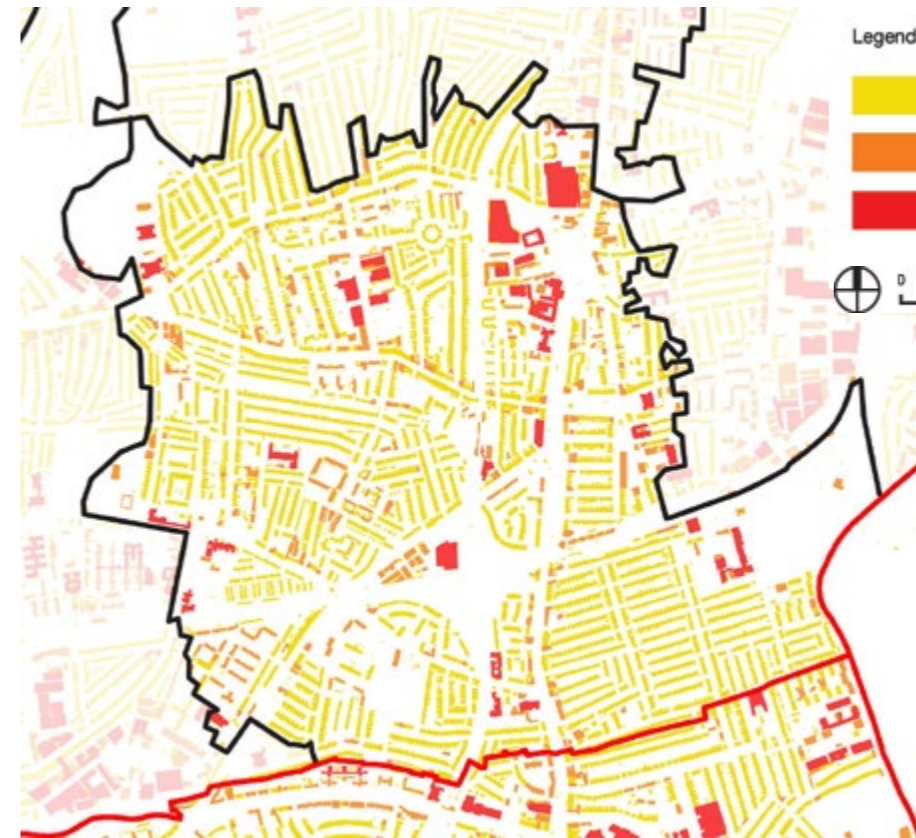


**Legend - Urban morphology**

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

scale 1:20,000 @A3

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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)

scale 1:20,000 @A3

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### Urban form

- Predominately low rise townscape consisting primarily of urban terraces laid out on a tight, regular grid pattern.
- Mid rise buildings consistently line either side of the High Road. (1) Seven Sisters Road has small pockets of mid-rise buildings but is predominately low-rise. Other secondary streets such as West Green Road, Lawrence Road, Phillip Lane, St Ann's Road and Broad Lane have collections of mid-rise buildings (mostly 3 and 4 storeys) which successfully integrate with the lower-rise townscape.
- A number of mid to high rise buildings are dotted around the neighbourhood. They include - the steeples of St Ignatius Church, the spires of St Ann's Church and civic buildings at Tottenham Green.
- A mid-high rise tower element forms part of College of Haringey which is only partly visible from the High Road as it's set back.
- Two high rise buildings located in the south-west. These are point tower block built as part of a post-war estate. They sit detached from the surrounding urban fabric and do not contribute to local legibility. (2)
- A high rise point tower block located to the east just off Broad Lane on Newton Road. (3)



3 high rise buildings in Seven Sisters - including the 12 storey Twyford House and neighbouring Oatfield House. These fail to contribute to local legibility or form part of a coherent townscape



**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

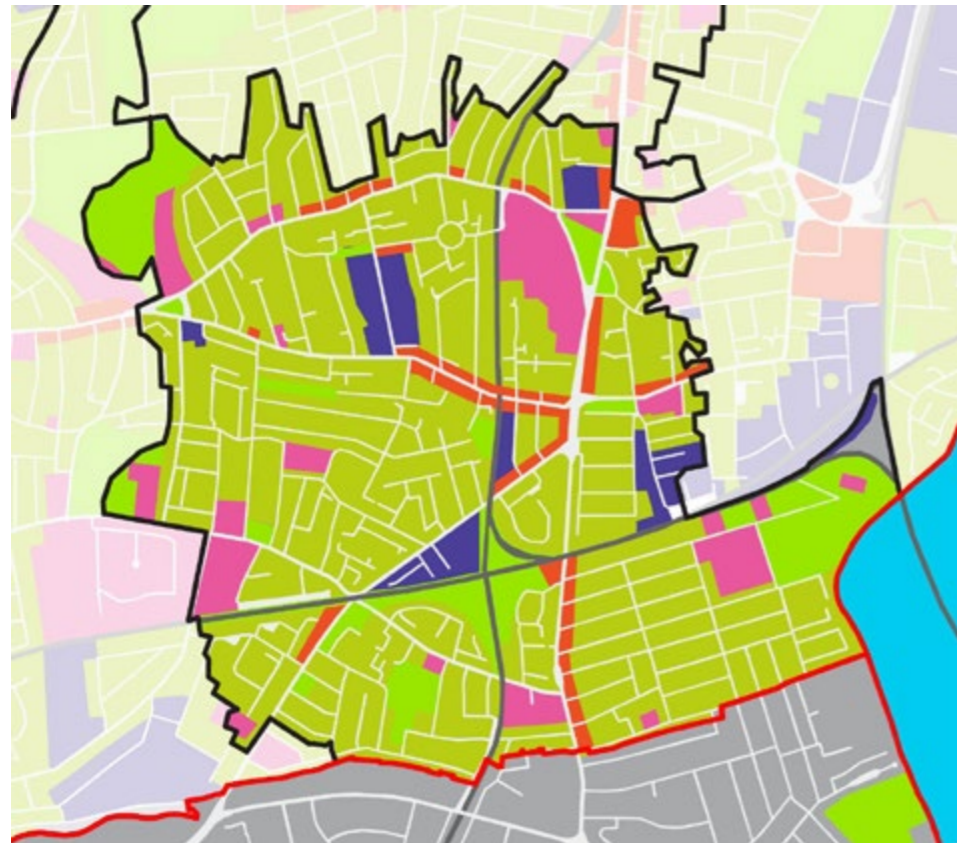
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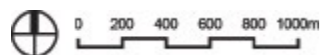
# Seven Sisters

## socio-economic and cultural character



Legend - Use and function

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



scale 1:20,000 @A3

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Small scale shops along West Green Road home to a diverse mix of local, independent businesses and traders.



West Green Road - West Green Baptist Church next to an early postwar block of flats reflecting this important east-west streets mixed character and place of constant change.



Civic green space of Tottenham Green with its mature trees flanked by impressive stand alone civic/educational buildings.

### Use and function

- Predominantly residential but of contrasting qualities, densities, periods and types;
  - Housing estate towards the south-west corner (south and west of Seven Sisters Road).
  - Compact and consistent terrace housing streets to the south-east and north (comprising Markfield and Phillip Lane)
  - More mixed housing types and quality between St Ann's Road and West Green Road.
  - Considerable amount of elegant villas and townhouses north of West Green Road and around Page Green terrace.
- Lawrence Road - mixture of offices, workspace, studios and small manufacturers and other businesses along Lawrence Road creating a linear cluster of small and medium enterprises - giving an edge of centre feel.
- Seven Sisters Road - large Wickes warehouse and a collection of smaller light industrial and office buildings from a range of periods.
- West Green Road and Wards Corner functions as the primary centre in the area. Comprising largely 3 storey Victorian terraces with narrow shopfronts on ground floor with residential or office above. Home to a myriad of local, independent shops from butchers, fishmongers, bakers, cafes, take aways, specialist ethnic grocery stores, newsagents, banks etc. Important to note: there is barely a chain store in this area, apart from a Costa Coffee on the High Road.
- High Road - along its length there is a near continuous (though with breaks) run of ground floor shops, cafes, businesses etc. - often with residential above. This stacking of uses gives the High Road its intensity, vibrancy and character. Along sections there are a number of splendid rows of townhouses (Page Green Terrace) as well as some poorer quality modern residential buildings that fail to successfully address the High Road.
- Smaller clusters of local retail and shops along Phillip Lane, Seven Sisters Road and within some of the residential areas.
- Civic and educational cluster on the western edge of Tottenham Green. Prominent and attractive buildings fronting onto Town Hall Approach Road, comprising Bernie Grant Centre, Tottenham Green Centre and College of Haringey, Enfield and North East London.
- Number of religious buildings that also act as local landmarks and centres of community activity, including; St Ann's Church, St Ignatius Catholic Church, Sheikh Nazim Sufi Centre, West Green Baptist Church.

### Community/activity

- Strong network of local community groups, trusts and associations, including but no means limited to; Wards Corner Community Coalition, Our Tottenham, Friends of Markfield Park, Clyde Area Residents Association, Friends of Tottenham Marshes.
- Diverse mix of communities, ethnicity and cultures with many languages spoken - this diversity is reflected in the physical fabric of local shops, restaurants, cafes, community centres, housing etc.
- A young population compared to rest of borough.
- 10th most deprived ward in Haringey but least deprived across Tottenham.

# Seven Sisters

## socio-economic and cultural character



Postwar housing estate - a mixture of low, mid and high rise blocks arranged within poorly defined open space, crisscrossed by a network of unattractive footpaths. (2)



Grand, elegant Victorian detached and paired Villas tightly arranged on narrow, deep plots along Summerhill Road. (1)

### 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



scale 1:20,000 @A3



Prominent Victorian corner building - currently derelict within a poor setting. Reuse and re-purposing of heritage assets can help regenerate an area and restore civic pride. (3)



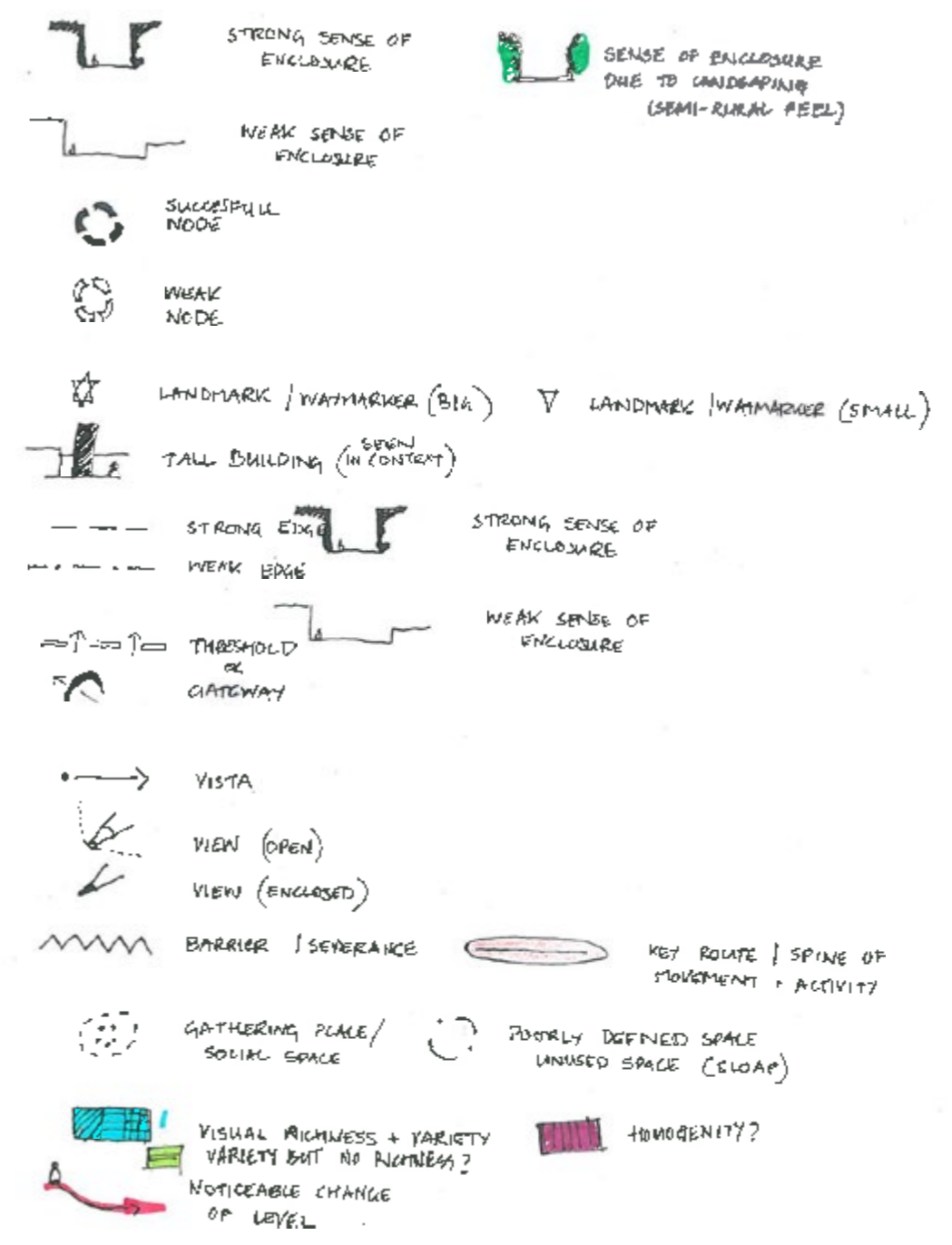
Low-rise Victorian townscape along St Ann's Road with a postwar housing block in the background. (4)

### Heritage and culture

- High Road - historic route comprising buildings from many periods but predominately Victorian. Forms part of the larger High Road conservation area, adopted 1972 (2nd oldest in borough) & extended 5 times. Many statutory listed and locally listed buildings along its length, with a particular concentration at Tottenham Green reflecting its importance as a historic space and heritage set piece.
- Victorian terrace housing - significant amount of built environment from this period though some lost due to postwar bomb damage, urban planning and slum clearance.
- Clyde Circus area (Conservation area designated 1991) forming a collection of pleasing and elegant streets and a circus with C19th Victorian and Edwardian domestic buildings including terrace housing, villas and townhouses.
- Tottenham Green - important square/clearing to which the High Road passed through dating back to at least Medieval times. The building of large civic buildings during the Edwardian period dramatically changed the areas character which remain to this day.
- Postwar housing estates are mainly concentrated to the south west of Seven Sisters (Sir Frederick Messer Estate, Tiverton Estate) - though smaller estates can be found across the neighbourhood. The estates often fail to connect into the existing and historic street pattern and instead buildings largely sit in space with footpaths and roads connecting buildings. Some of the later 1970s estates (Plevna Estate) do begin to return to a more street based layout though poor legibility and permeability still exist.
- Significant amounts of recent post 1980s largely residential development of mixed quality and success. Many have created residential enclaves with a cul-de-sac layout.
- Significant buildings of heritage value and positive contributors to the Seven Sisters character and distinctiveness include:
  - Detached and paired Villas along Summerhill Road
  - Church of St Ignatius Stamford Hill (Grade II)
  - Parish Church of St Ann (Grade II\*)
  - Church of St Bartholomew (Grade II\*)
  - Woodberry Tavern, 618 Seven Sisters Road (Locally listed)
  - Nos. 182 & 184 St Ann's Road (Locally listed)
  - Townhouses along Page Green Terrace
  - Nos. 267 to 293 - Wards Corner (Locally listed)
  - Church of Holy Trinity
  - Buildings along western flank of Tottenham Green

# Seven Sisters

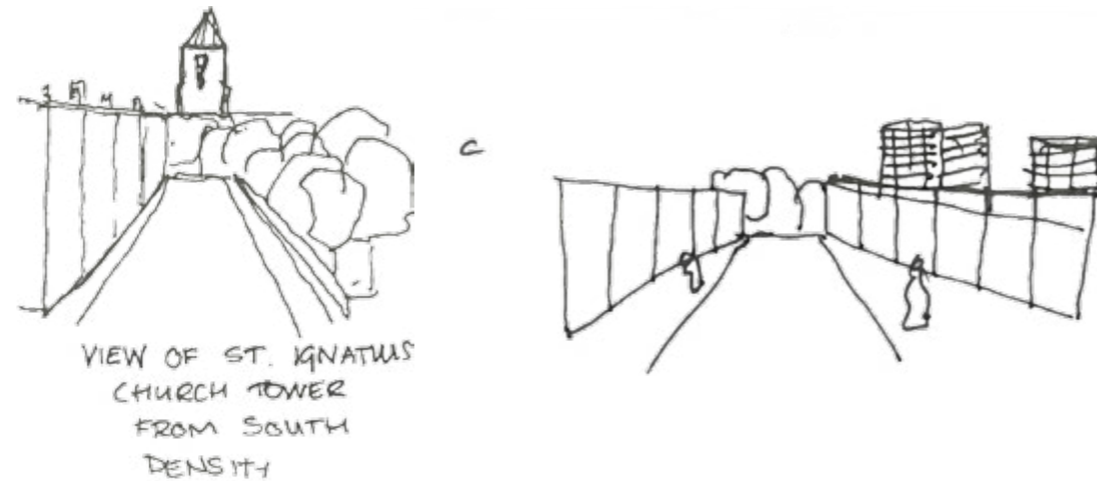
visual and experiential character



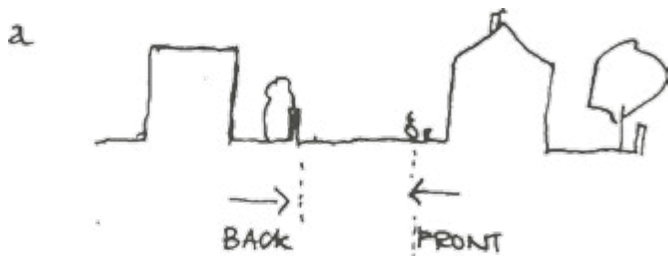
# Seven Sisters



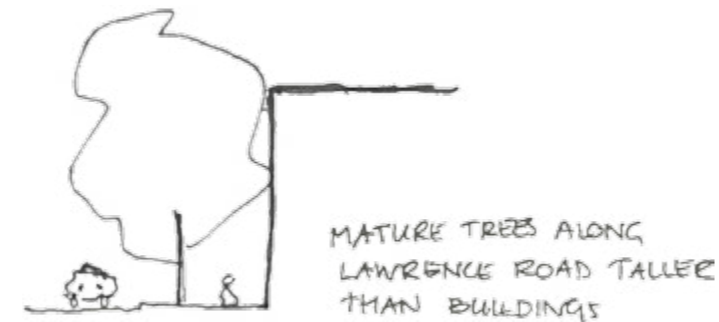
Splendid and imposing vista of Saint Ignatius Catholic Church from Norfolk Avenue



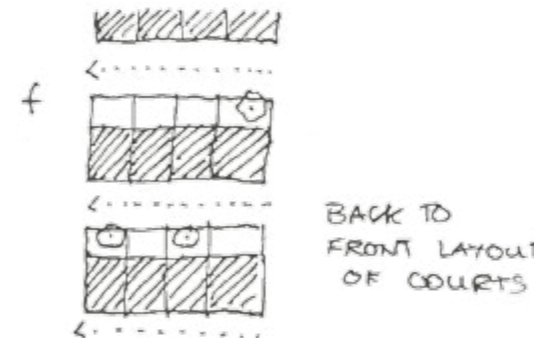
VIEW OF ST. IGNATIUS CHURCH TOWER FROM SOUTH DENSITY



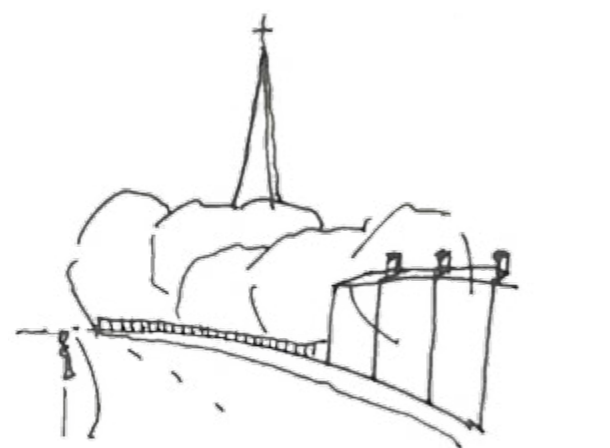
BACK FRONT



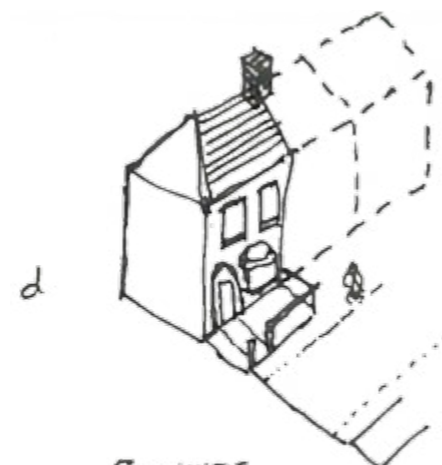
MATURE TREES ALONG LAWRENCE ROAD TALLER THAN BUILDINGS



BACK TO FRONT LAYOUT OF COURTS



UNFOLDING VIEW OF ST ANN'S CHURCH SPIRE



5m WIDE RHYTHM OF URBAN TERRACE STREETS



CORNER SHOPS IMPORTANT LOCAL FEATURE



a

## Visual and experiential

- High Road and Seven Sisters Road contains a rich, layered collection of buildings and spaces from a variety of periods giving a visually rich, eclectic character.
- High Road as a sequential series of vistas and rooms, each unfolding, giving thresholds to the next character e.g. From Wards Corner, to Page Green, to Tottenham Green.
- Mature trees and distinctive character of Lawrence Road standing out from surrounding area giving a thoroughly urban/city feel.
- Strong sense of enclosure and landscape environment at Tottenham Green provided by imposing municipal architecture, mature trees, dense vegetation and mansion buildings to the east.
- Consistent visual qualities of the well established, terrace housing areas with narrow, compact layout, connected streets, variation coming through building elements such as bay windows (d).
- Small gathering spots at Page Green, Wards Corner, top of Rangemoor Road, Spur Road and Phillip Lane. These function as natural gathering spots and could benefit from improved public realm works.
- Physical barriers created by the railway lines that cut through the area, crossing points are infrequent and generally poor quality and unattractive. Where crossings exist they are generally dark, unattractive and unpleasant places to be.
- Some poor quality layouts and housing arrangements giving a poor experience and feel to the area (f) poor public/private space definition.
- Key views and vistas
  - St Ann's church unfolding view of spire walking along St Ann's Road.
  - View of St Ignatius church from South Tottenham Overground station.
  - Townscape vista along West Green Road - regular terrace building rhythm, shoulder heights and ground floor uses.
  - Views into Markfield Park (a) enclosed by dense planting
  - Long townscape vista along Beaconsfield Road

# Seven Sisters

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)

## Seven Sisters



Slabs and tower block type in south Seven Sisters.



Busy High Street along West Green Road - characterised by small independent, family run shops giving a colourful and varied character which needs protecting and supporting.



St Ann's Church - a landmark and historic asset along St Ann's Road.



Urban terraces rhythm and proportion



Large, individual civic buildings located around the historic Tottenham Green



Large, individual civic buildings located around the historic Tottenham Green



High Riad - narrow fronted, deep plan, mixed use buildings of 2-3 storeys fronting directly onto the High Road.



Mixed, fragmented character along parts of St Ann's Road



Parade of small shops, businesses and cafes along Seven Sisters Road

### character typologies

One of the most diverse character typology neighbourhoods in the borough (second to North Tottenham/Northumberland Park). Very mixed - ranging from the historic High Road, compact urban terraces, large scale post-war slab and block estates, vibrant small parades of shops and prominent civic buildings.

1. High Road character - fine grain mixture of terrace buildings with ground floor retail and commercial, new residential development, townhouses and offices all lining the busy thoroughfare.
2. High Street - Ground floor retail uses along West Green Road, strong community feel with local independent shops.
3. Edge of centre - along Lawrence Road - concentration of business and working activities, spaces and uses occupying a mixture of Victorian warehouses and 1970s office buildings (many of which are being redeveloped).
4. Villas and townhouses - row of townhouses which front onto the High Road behind a thin strip of green space.
5. Urban terraces - two substantial and consistent areas of urban terraces. The first is north of Phillip Lane and the second east of the High Road comprising the Markfield Park area.
6. Residential estates - Court estate typologies housing to the south west, either side of Seven Sisters Road. Generally poor urban design quality and particularly difficult to navigate due to nonexistent or illegible street network. Cul-de-sac type can be found east of the north-south railway line which create dead-ends and have failed to invest in better connections across the railway line.
7. Fine grain industry - concentration of small manufacturers and businesses along Seven Sisters Road and along the railway line by Rangemoor Road.
8. Big box industry - large footprint Wickes building set back from Seven Sister Roads, failing to address the street and make efficient use of land.
9. Campus and Civic - large concentration at Tottenham Green and along St Ann's Road.

# Seven Sisters

## 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

- Good bits of the Conservation Area e.g. Clyde Circus (itself) on Phillip Lane and St Ann's
- Strong linear character of the High Road and its various stretches
- Bernie Grant Centre, Old Town Hall & so on form a civic and cultural heart at the Green
- Vartry Road area and where it opens onto Seven Sisters Road – good quality buildings and public spaces along this key east-west route.
- Ethnically diverse communities sorting out problems for themselves – strong community spirit and associations a real strength.
- Seven Sisters Road and Wards Corner forms a place where community activity comes together - with a strong independent character.
- West Green Road – Strong local centre and real community feeling and character of independent stores and businesses
- Good public transport options - tube, overground and mainline stations
- Rows of mature trees along parts of the High Road and Seven Sisters
- Railway and industrial heritage
- Civic space and buildings at the Green are a major asset
- Lots of small green spaces dotted around the neighbourhood

### Bad

- Day-labour market outside Wickes on Seven Sisters Road creates issues.
- Wards Corner redevelopment plans and community dispute – losing a real sense of community
- Presence of industrial may be nuisance to residential
- Small green spaces are not well designed, managed or connected
- Traffic along the main roads limits ease of movement, reduces safety and makes public realm unpleasant
- West Green and other local shopping centres have limited range of shops
- Bus garage on Phillip Lane makes surrounding area busy and noisy.
- Railways form barriers to pedestrian movement
- Fractured maze like back streets e.g. Between St Ann's and Phillip Lane

### Constraints

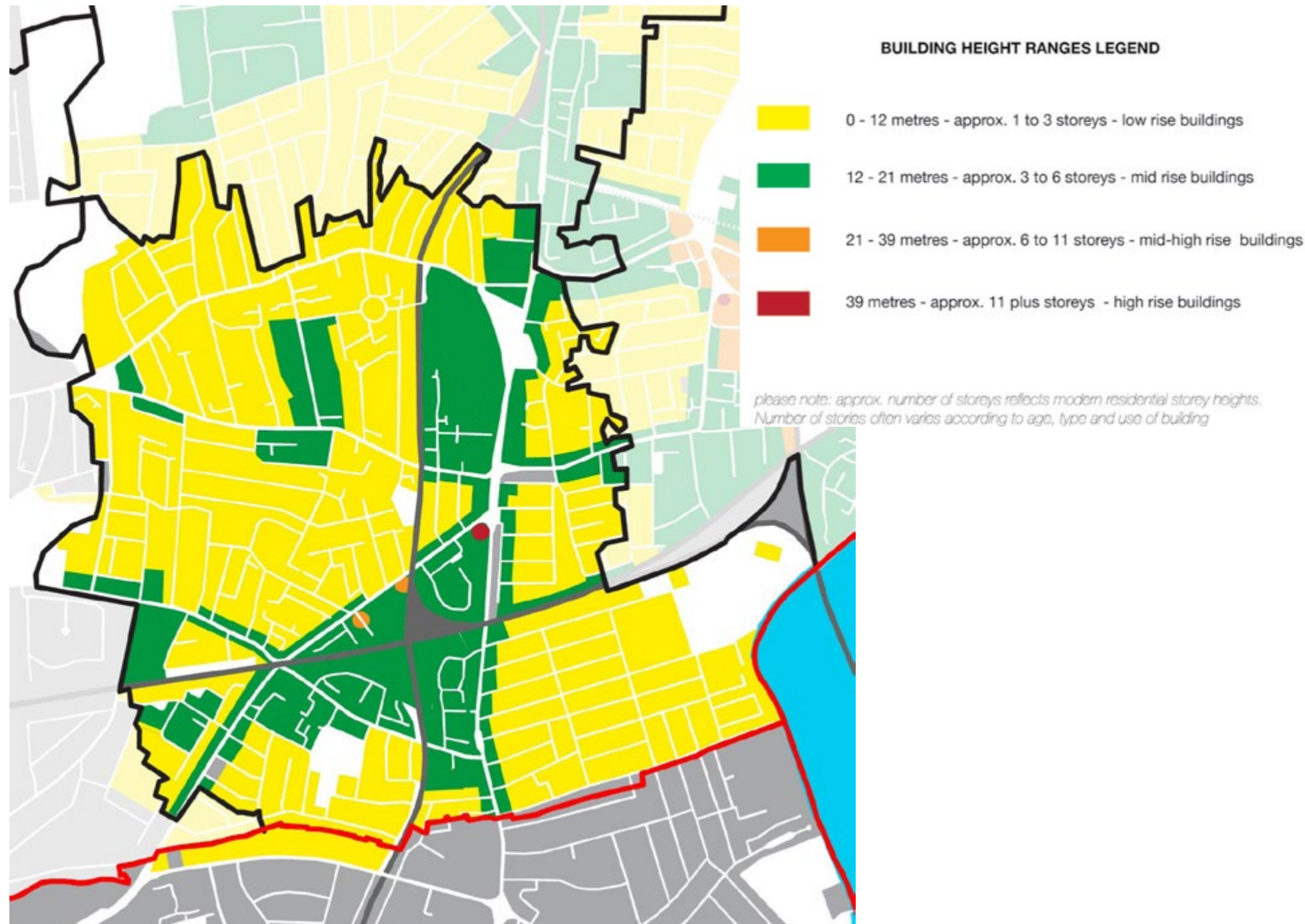
- The conservation areas of Clyde Circus & St Ann's may need to be reviewed and boundaries reassessed.
- Biodiversity of railway corridors and triangular parcels of land. Also an opportunity
- Railway lines constraint connectivity and therefore development potential
- Archeological and historic value of the High Road and Page Green.
- Competition for town centre from other nearby and proposed district centres.
- Need for a bus station – takes up lots of useful space.

### Opportunities

- For enhancements and projects (eps. small, local built environment projects) to be informed and steered by the diverse communities that exist in Seven Sisters. Neighbourhood Plan? Building on the NDC work?
- Crossrail can bring about serious investment and improvements to public transport in the area – multi-modal hub and public realm integration to maximise impact for local people
- Focus on West Green Road as a specialist retail place – cultural and architectural importance
- Green and civic spaces should be enhanced and opportunities to link them through public space projects and urban greening measures
- Improve Markfield and Lea Valley connections – uncover this amazing natural asset
- Railway museum – enhancement opportunity
- Leisure Centre, ugly building and car park in front – opportunity to reinforce civic heart with a sensitive development and supporting place improvements.
- The planned regeneration of Gorley Triangle
- Housing estate regeneration can help transform the area, improve connectivity and legibility
- Opportunity to harness dynamic local communities through local neighbourhood and community planning initiatives.
- Potential of better uses of all 3 triangles where railway lines cross - ecological value
- Former garage sites at south end of High Road – Gateway sites
- St Ignatius Church – prominent landmark and gateway market
- Lawrence road – its unique tree lined, mid-rise warehouse character

# Seven Sisters

## building height recommendations



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A key outcome of this study is to recommend suitable building height ranges across the borough, including proposing where 'high-rise' buildings may be suitable.

Building heights across Seven Sisters should adhere to the height ranges set out in the map to the left. These ranges respond to the existing built form whilst looking ahead to future development opportunities and areas where an increase in height would be welcome.

- Opportunity to mark the important node (where Seven Sisters Road and the High Road meet) with an elegant, slim tower that can successfully mark this activity node. This tower could rise to circa 20 storeys but would need to form part of a lower rise (4-6 storeys) perimeter block and care taken to ensure wind vortexes are not created around its base, negatively impacting upon the public space.
- The High Road is a sensitive, historic street where heights should respect the existing scale and grain of between 3-4 storeys with perhaps one or two recessed additional floors. New development should also respect the pattern of building widths which gives the street its visual interest.
- Respect and reinforce the predominate 2-3 storey townscape that characterises many of the urban blocks in this neighbourhood. The successful urban terrace building type can be applied in these context in a contemporary manner.
- Opportunity to increase building heights along parts of main and secondary streets (see street hierarchy map) in order to intensify in the right places and create a legible urban fabric. Seven Sisters Road, St Ann's Road, West Green Road and Philip Lane are examples where heights could rise to 5-6 storeys helping to create an urban avenue.
- Along Lawrence Road, development opportunities are trending a height up to 7-8 storeys. New development should continue with this height range, stepping down to 3 storeys towards residential terraces.
- The Gorley triangle area should be mid-rise, with heights of between 3-6 storeys, with 6 storey frontage onto Seven Sisters Road. There may be potential for 7-10 storeys elements marking new key routes through the site, especially if a new bridge connection is established across the railway line to the green spaces to the south.



# Seven Sisters

## 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.



### Sensitive enhancement of Tottenham Green

Proposals will need to be very sensitive to this historic green and grouping of buildings which together form an urban set piece along the busy High Road.

- Potential redevelopment of Leisure Centre and Library building which has little architectural or urban design merit. This could allow improvements to east-west access by realigning Clyde Road to meet the Green - a once historic route.
- Reinstating a building frontage on Leisure Centre car park, completing the enclosure of the Green. Building should be a maximum 4 storeys with higher ground and first floor levels (4-5 metres). It should endeavour to have a civic or community function at ground floor with residential above. The layout will need to be carefully considered so as not to create an inactive west and southern frontage.
- Continue to focus civic and community uses and activities around the Green reinforcing its civic/municipal character.
- Improve landscaping of Bernie Grant Arts Centre and make better, more attractive routes through to the recent, cul-de-sac housing estate behind.
- Protection of the mature trees which occupy and line the Green and give a soft, lush quality adjacent to the hard urban edge of adjacent buildings.
- Conservation and enhancement of buildings along the east side of the Green which provide a well defined, high quality character.
- Improvements to north-south routes through the Green and Church.

### Railway lands

- Protecting the ecological and landscape value of the two southern triangular areas.
- Improve connections across the railway lines to improve north-south and east-west movement.
- Other ecological measures should be promoted to link this space to the mature trees along Seven Sisters Road, to Markfield Park to the east and Chesnut Park to the west, tackling the deficiency to natural open spaces.

# Seven Sisters

## West Green Road

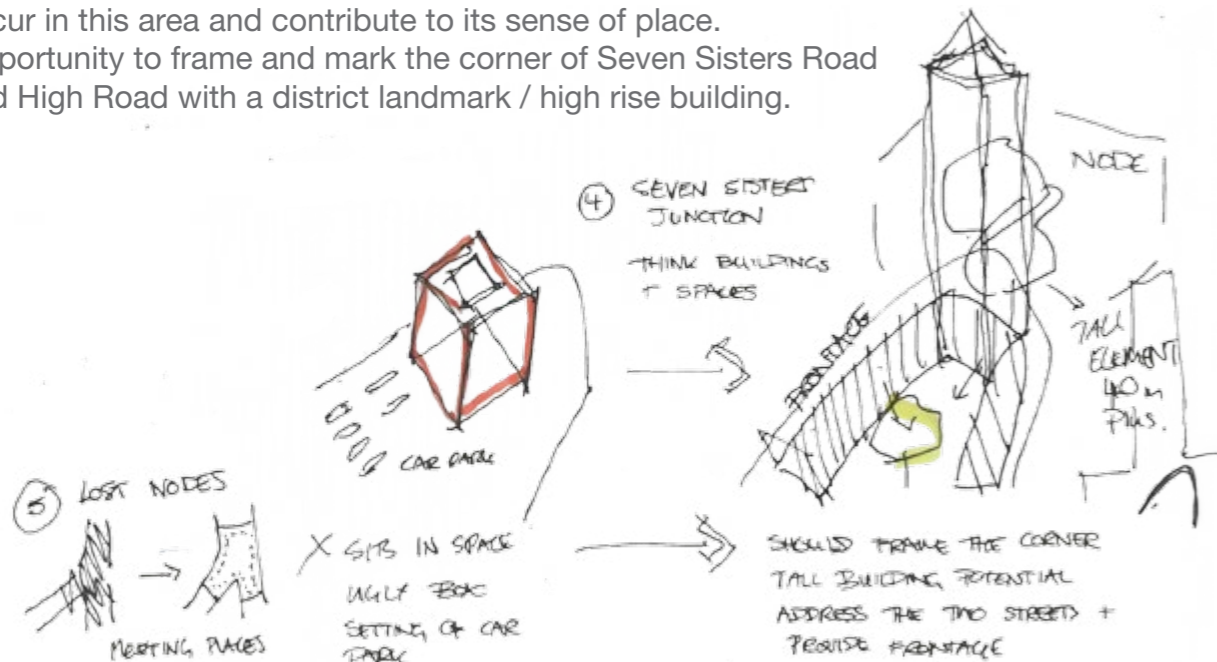
Opportunity to work with the local community to sensitively enhance this characterful high street of small local shops and independent stores. Focus on the public realm and small-scale interventions that can improve the quality and livability of the street alongside potential Victorian shop front upgrades.



## Node at High Road, Seven Sisters and West Green Road

This important junction should be redeveloped with a dramatic improvement in its public realm quality.

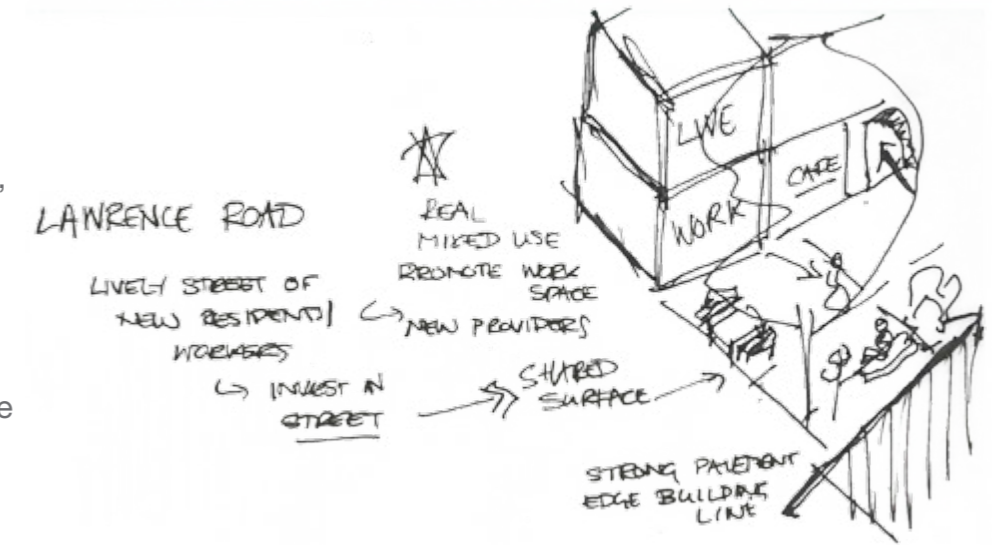
- Support the strong community spirit, activities and uses that occur in this area and contribute to its sense of place.
- Opportunity to frame and mark the corner of Seven Sisters Road and High Road with a district landmark / high rise building.



## Lawrence Road

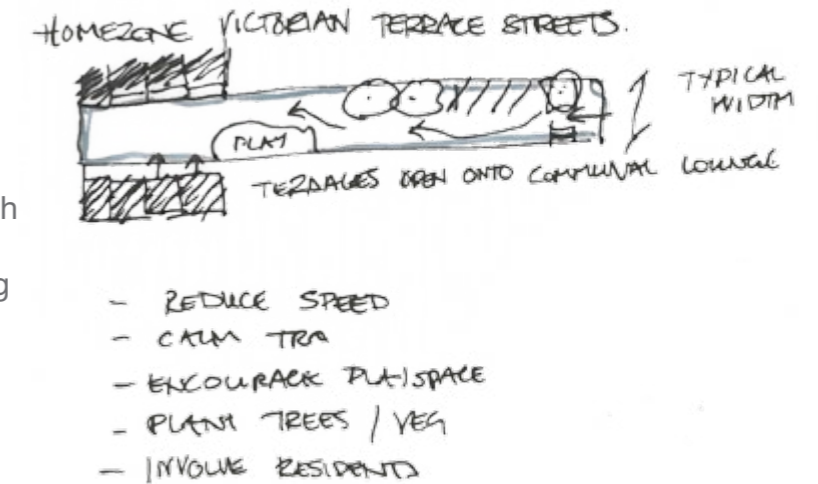
This linear regeneration area has an established character that needs respecting, particularly:

- Retaining the mature trees and planting new where gaps exist.
- Improving the public realm along the street, creating small public spaces.
- Retaining and encouraging the mixed use nature of small, medium enterprises that inhabit this area. A mixed use approach should be encouraged.
- Reinforcing the strong building line,.



## Established character of urban terraces

Protection of the low-rise, domestic character of urban terrace blocks which characterise a significant part of Seven Sisters, particularly Markfield Road area and residential streets north of Phillip Lane. These terrace streets could be improved by shared surface treatment, reducing the impact of the car and creating small street gardens for informal play and gathering.



## Improvement to urban form, local accessibility and legibility through estates

There is a high concentration of residential estate types in Seven Sisters. Many suffer from poor layout, connectivity and legibility. A simplified, consolidated network of routes and spaces, clearly defined by new and existing buildings should be retrofitted through these estates, connecting to existing street pattern. For example; through re-landscaping Culvert Road as a green spine

## Landmarks and their settings

There are a number of landmarks across Seven Sisters which give a strong sense of distinctiveness and character to the area. These should be conserved and enhanced, their settings and views corridors improved so they can be appreciated and enjoyed.

- St Ignatius Church
- St Ann's Church and wider setting of St Ann's Road - a heritage trail
- Apex Clock Tower
- Page Green and corner building to north west.
- Snail mural at corner of Culvert Road and Seven Sisters Road.