

Archway Road neighbourhood plan

SPG 4.1

27 NOVEMBER 1995

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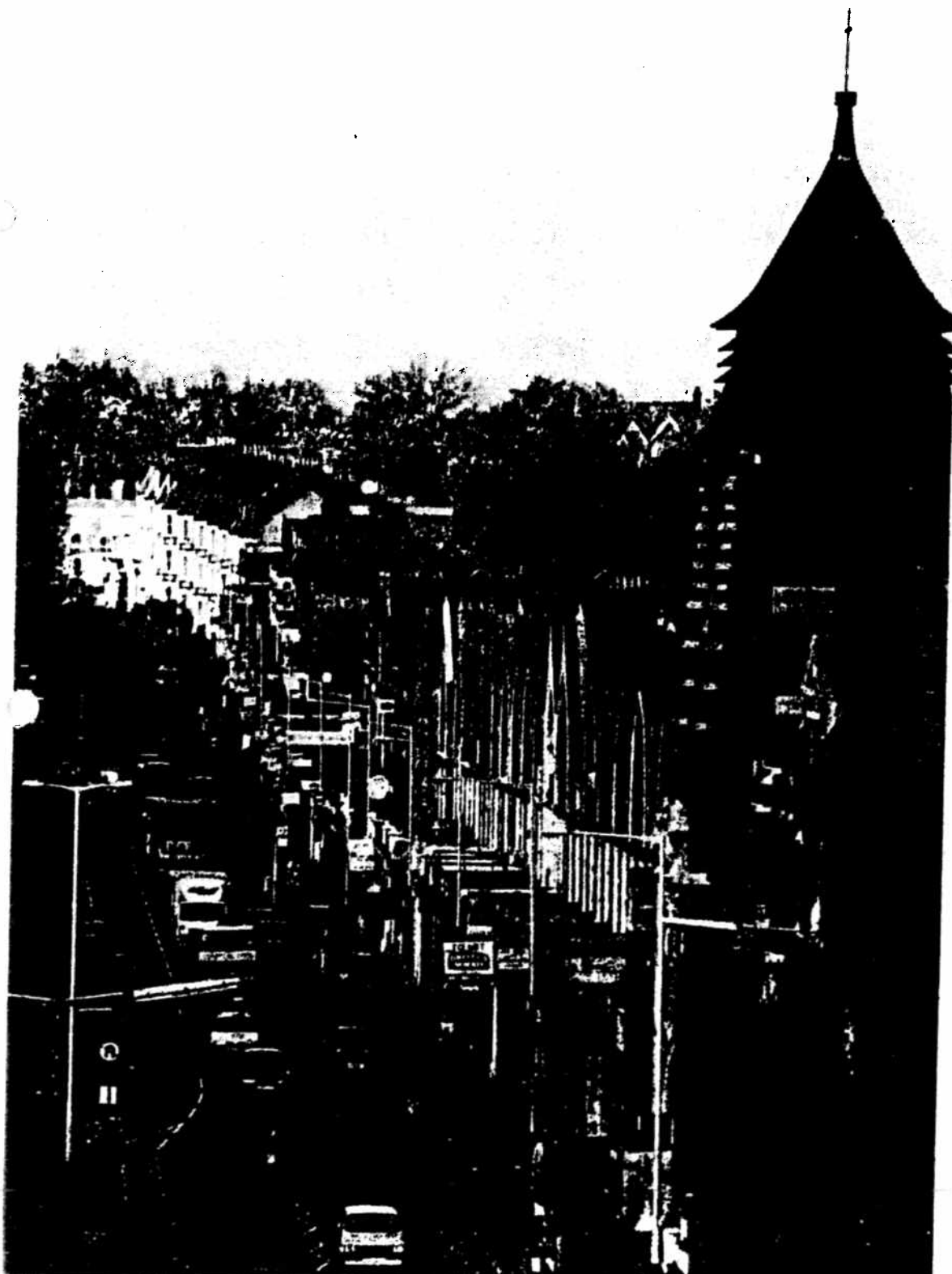
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Introduction

The purpose of Neighbourhood Plans is to set a framework in which local issues affecting the different neighbourhoods of the borough can be tackled. There are seven Neighbourhood Plans being prepared. Neighbourhood Plans are non-statutory but they reflect and implement Haringey's Unitary Development Plan policies. Each Neighbourhood Plan will be prepared in consultation with the local community and it is intended that they will be regularly reviewed and up-dated to include current issues.

The Archway Road Neighbourhood Plan is the first to be produced as a consequence of the rapid changes taking place in the area due the sale of assets by the Department of Transport. The Plan relates specifically to the Road and the sites adjacent to it, excluding the wider area of Highgate and Archway wards.

Historical background

Archway Road was opened in 1813 as a by-pass to avoid the steep gradients into Highgate village. It cut through the ridge connecting Highgate Village to Crouch End and was originally intended to pass through a tunnel. When this collapsed, Hornsey Lane was carried over the cutting on a brick and stone viaduct known as The Archway. The present cast iron bridge, with datestone 1897 but opened in 1900, is listed as a designated site of industrial heritage interest. Tolls were charged on the Archway Road until 1876. It is now part of the main road system (A1 London - ,urso trunk road). The subsequent development of the Archway community can be illustrated mainly by reference to the copies of historic Ordnance Survey maps published by the Hornsey Historical Society.

The 1869 O.S. map shows Archway Road still running through open fields except where it skirted two woodland areas, that is Churchyard Bottom Wood (now Queens Wood) and Gravelpit Wood (now Highgate Wood).

There were a few buildings in the vicinity of Highgate Station (opened in 1867 on the Edgware, Highgate and London Line of the Great Northern Railway). These included nine pairs of cottages on the east side - north of Southwood Lane, of which only three remain (two are derelict and one of them has partially collapsed). There were also some cottages on the opposite west side. The beginning of Holmesdale Road, (originally named Birkbeck

Road), led over a footbridge to three railway cottages at Francis Place, one of which survives. The Birkbeck public house, built between 1860 and 1863, (now known as the Shepherd's), was to serve the artisan community in Holmesdale and Orchard Roads.

On the East side a short extension of Jackson's Lane (now Shepherd's Hill) led to the Priory Mansion (demolished 1901), whilst on the corner was Coleridge Model Buildings, a four storey block of workers' flats built in 1867 and demolished by a flying bomb in 1944, now replaced by Goldsmith's Court. Southwood Lane continued through the woods to Muswell Hill (now Muswell Hill Road). There were a few cottages on the south side of Wood Lane. The only turnings off the road on the west side were Jackson's Lane, Southwood Lane and North Hill - all leading to Highgate Village, then called, significantly, Highgate Town. The needs of travellers were supplied by the Woodman (built 1828) and the Wellington Inn (now replaced by a petrol station), which was the only building at the north end of the road.

All Saint's church near North Hill, was built in anticipation of a new working class district that would follow the new railway and was consecrated in 1864. From 1870, after the opening of the station, a local community developed along the road. The 1896 O.S. map shows housing development near the station involving Bloomfield Road, Bishop's Road and Park House Road (now The Park). Talbot Road was laid out but not built up. Shop and housing developments on both sides of the main road include the distinctive parade of shops with housing above (nos. 162 to 206) and Winchester Tavern public house on the east side. All were constructed after the sale of Winchester Hall (on the bank in Highgate Village) and its estate in 1881. North of Northwood Road were twelve three storey houses, known as Archway Villas (nos. 210 - 232), built between 1881 and 1886 (shop fronts were added later, by 1903). A further six four storey buildings included St. Augustine's church opened in 1895 and the Baptist church, opened 1894 (later a synagogue; now a Tamil Hindu temple).

Adjacent to the road further housing development took place in Holmesdale and Orchard Roads (between 1871 - 1885), Northwood Road, Wembury Road, Hornsey Lane Gardens and Stanhope Gardens (no. 95 shows the date 1890). Shepherd's Hill Road (now Shepherd's Hill), was laid

out in 1882, when numbers 12, 14 and 16 were built. Number 12 is now the Garden View Hotel. Houses on the other side followed, of which St. Giles' College is the sole survivor. The redbrick Imperial Property company houses on the south side were built by 1891. The library and the adjoining Edwardian houses (nos. 3 to 25) were built after the demolition of the Priory Mansion in 1901.

North of the Archway on the west side of Archway Road were terraces of small houses of which numbers 143 to 177 remain, numbers 121 to 141 having been demolished for road widening, whilst shop fronts were added to numbers 167-177 before 1900. There was a small parade of five shops (nos. 179 -189) off the Archway Road residential developments in Cromwell Avenue and Winchester Road connected with Highgate Village. Further north in Archway Road a four storey group of five shops (nos. 191 - 199) was later combined into one large shop. Then came eleven large houses, ten of them in semi-detached pairs (nos. 203-223). No. 215 was demolished and rebuilt as flats in 1961. They were known as Cholmeley Villas and were built before 1886. A substantial detached villa set back from the road (no. 225) is listed as a grade II building.

North of Southwood Lane on the west side were more shops, whilst north of Church Road was housing, mainly in terraces as far as Baker's Lane - nos. 411-497 (nos. 475 and 477 show the date 1879). A similar terrace of houses was built on the east side at the northern end of the road - nos. 472 to 510. The lower end of Southwood Lane was developed in the 1890s.

Development continued through the turn of the century. The 1914 Ordnance Survey map shows the road system and extent of development very similar to that existing today. New housing developments over this period included Causton Road, Cholmeley Park, Southwood Avenue, Highgate Avenue, Hillside Gardens and Talbot Road on the west side. On the east side were the Miltons (built between 1893 & 1902) and Stanhope Gardens. On Archway Road itself a four storey shopping parade, known as "Grand Parade", was built opposite the station (nos. 271 - 351). A Methodist church (now Jackson's Lane Community Centre, listed as a grade II building) was built in 1906 on the corner of Jackson's Lane.

South of Jackson's Lane on the west side there was a terrace of seven shops (nos. 225 - 267), known as "Station

Parade", nine houses (nos. 237 - 253 since demolished). Of these numbers 247 - 253 were later given shop fronts. A further terrace of four houses (nos. 227 - 233) was built in a similar style.

On the east side an impressive development of purpose built flats (Priestwood Mansions nos. 278 - 310) was built between 1895 and 1903. A stables supplied the station cab rank (no. 274, now car repairs). An evangelical church dating from the 1880s containing a meeting hall and a drop-in centre (no. 272) was recently rebuilt. Five further shops with housing above (nos. 246-256) were added between 1903 and 1913. By 1905 there was an electric tramway along the road.

Later developments include some infilling and rebuilding of properties destroyed by war-time bombing. The Magistrates' Court (1955) and the Police Station were built between Bishop's Road and Church Road; there are proposals to close these and move them elsewhere. Recently an office/car showrooms block was built on the Archway Road south of Bishop's Road - numbers 397 - 405. A newly completed residential development occupies the site at Nos. 442 - 452.

The Archway Road suffered from planning blight for a quarter of a century under threat of major road widening. The proposals to widen the road were finally abandoned in March 1990. Many properties on the road had been purchased by the Department of Transport in anticipation of the road scheme going ahead. Residential properties were let to "short - stay" tenants and to Housing Associations. Many of these tenants were artists and crafts people and a distinctive community developed.

The Department of Transport undertook minimum repairs to the properties and as a consequence many were reduced to a very a poor state. Had they not been in the ownership of the Transport Department and thus subject to Crown Immunity, Haringey Environmental Health Service would have served notices requiring repairs of a value of more than £500,000.

Current Position:

With the abandonment of the road widening, the three objectives were identified by the Council in consultation with the Community:

- Re-establishing the commercial prosperity of the Road
- Improving the environment, quality of life and safety
- Securing benefits for the existing residential community.

The current position is set out below.

The introduction of the Pilot Red Route Scheme (January 1991), which covers the entire length of the Archway road from Aylmer Road junction in the north to the Archway roundabout in the south, has been the subject of several reports to Property & Technical Services Committee.

There is evidence that the retail turnover along the road has reduced more than can be explained by the recession. This has contributed to the high level of retail vacancies and the pressures for shops to change to other uses - e.g. takeaways and restaurants. How far this effect will continue if the network of Red Routes is spread throughout London remains to be seen. What can be said is that the Archway Road has not re-established commercial prosperity it once enjoyed, either in terms of employment opportunities or the range of services provided to the community.

There have been environmental improvements as part of the negotiated arrangements, prior to the introduction of the Red Route Pilot. The Council secured a commitment from the Department of Transport to a package of measures. These include junction improvements, pavement widening and repairing, traffic-calming in surrounding streets, and new railings adjacent to pedestrian crossing. Overall the Archway Road has benefited from these improvements and there has been a reduction in the impact of traffic on many of the surrounding residential streets. There has, however, been a significant increase in parking stress due to the displacement of vehicles from the Archway Road.

All the properties, acquired over many years by the Department of Transport on Archway Road, have now been sold. A great deal of time and energy was committed by the Archway Road Tenants Association (ARTA) and Circle 33/CATCH Housing Association, selected by the tenants to work on their behalf. The aim, in the first instance, was to submit a bid for all the occupied and some

of the vacant residential property to secure the future of the community and to restore the properties in social or shared ownership. Individual tenants of residential and commercial properties were given first choice to purchase their properties and many were able to do so. However, the Department of Transport rejected the Circle 33/CATCH bid in favour of an offer for all the remaining residential and commercial properties, made by Structadene, a property company with local connections.

Negotiations have been in train for nearly two years with the aim of Circle 33/CATCH taking over the occupied residential properties purchased by Structadene on a ten-year lease. This initiative has apparently failed to reach agreement. During this period Structadene has sold on a number of properties, (residential, commercial and open space). The first significant redevelopment has been approved on the site of the former Southwood Nurseries (AR7) and is now completed and occupied. The vacant site, AR8(b) has been sold at auction to the City of London. Agreement has been reached with the City which intends to develop the site for eight residential units and B1 office space for up ten workers. The guidelines for the development of the site, set out in the detailed policies of this Neighbourhood Plan are acceptable to the City, and a high standard of design has been achieved.

The problems remain of: (a) securing the future of tenants in residential properties, purchased by Structadene or sold on; (b) bringing about the commercial regeneration of the road by encouraging the repair and the restoration of the, largely vacant shops. Approaches have been made to the Peabody Trust, which both has financial resources and the legal powers to deal with commercial as well as residential properties. Negotiations are continuing with a view to the Trust purchasing a number of the properties from the current owners.

Some very real concern has been raised by the recent fencing at the Peace Garden (AR10) by its new owner. The garden was sold as part of the package to Structadene and subsequently transferred to the ownership of Compstar Ltd. The Garden has a special place in the affections of the local community. The Council is seeking to ensure its future use as a small but significant piece of public open space at a strategic location on the road.

Following the fencing of the Peace Garden (AR10), the Council has now secured a 3 month licensing

agreement (renewable) effective from 1st August 1995. The garden will be maintained as a public open space and as commemoration of the dropping of the first atom bomb on Hiroshima.

The Neighbourhood Plan

The Neighbourhood Plan sets the framework for the regeneration of Archway Road as a place to live, work or to run a business. It is an integrated plan which takes, as its starting-point, the links between conservation, design, environmental improvement and economic regeneration. It retains existing housing stock and shops where possible. The special needs of the arts and crafts community are recognised. It facilitates new housing and employment opportunities. The plan accepts Archway Road will be a Red Route for the foreseeable future. It therefore make proposals to amend the details of the scheme to improve amenity for pedestrians, cyclists and public transport, while minimising the effects on shops and other businesses.

The Neighbourhood Plan has been prepared after long, though intermittent consultation with the local community. The threat of road widening has promoted a close relationship between the Council and the Community groups along Archway Road. A major consultation exercise, "Planning for Real" was begun in 1987, using a large-scale model of the area, made by local school-children. This was restarted in 1990 when the road proposals were finally dropped. The opportunity to put ideas and suggestions onto the model resulted in nearly 500 proposals being made by the community. These have been taken on board in the preparation of this Neighbourhood Plan, which itself has been the product of a day-long workshop with the community.

The proposals of the Neighbourhood Plan are set below. They are in three categories:

- General policies for the Archway Road (Economic regeneration, Environment, Transport).
- Specific policies to apply to particular sites or locations.
- Proposals for community safety, street care and public transport.

General Policies

i) Economic Regeneration:

- Retention of sites currently providing employment in employment use.
- Protection of existing shopping facilities, particularly in designated the local centre.
- Encouragement to new employment of an appropriate size and scale compatible with residential character and the conservation area on suitable vacant or underused sites.
- All proposals for development will be consistent with and, where possible, enhance the conservation area.

ii) Environmental Improvement

- Enhance and consolidate the green character of the east side of the road, north of the Muswell Hill Road junction. (Proposed MOL in UDP)
- Enhance the character of the south end of the road and the views of the bridge."
- Advertising hoardings detract from the character of the conservation area and distract drivers. Planning permission will not be granted for new applications and the renewal of existing permissions will be refused.
- Existing open spaces will be retained, improved and where appropriate, included in the UDP designation applying to adjacent larger areas of open space.
- Replacement shop-fronts in the conservation area will be required to respect the age and character of buildings. A shop-front guide will be prepared when opportunity allows to assist shop owners. In the meantime proposals will be judged on their merits in line with UDP guidelines.
- Tree preservation will be regarded as a priority in the conservation areas and opportunities for new tree planting will be sought.

- Maintain the wooded slopes of the cutting, the group of trees in front of nos. 147 to 157 and the trees in front of nos. 203 to 225.

iii) Transport

- Regarding the bus lane on the west side of Archway Road; consideration should be given to extending the hours of operation, currently 4.00 pm to 7.00 pm, subject to consultation with the occupiers of premises on the frontages.
- New bus route - Highgate Village via Southwood Lane, Archway Road and Woodside Avenue to Muswell Hill, Alexandra Palace and Wood Green, should be investigated with London Transport.
- Consideration should be given to new cycle lanes and facilities particularly at the northern end of Archway Road.
- That additional measures to complement the existing cameras to deter speeding or illegal traffic movements be discussed with Traffic Director for London.

Site Policies

AR1 478-510 Archway Road

These properties were largely in the ownership of the Department of Transport and are in a poor state of repair. A number have been purchased by tenants from the Department of Transport. Others have been bought by Structadene and five have been sold on. Several are occupied by artists/crafts people who have converted parts of the buildings to studios/workshops.

Proposals: These properties should remain in residential use and restored to minimum 15 years life standard. Restoration should conserve the character and detail of these properties within the conservation area. Favourable consideration will be given to ground floor studio or workshop use either on a temporary permission or a permission personal to the current occupier.

AR2 472-476 Archway Road

Previously shops but more recently in light industrial use (B1). The properties were sold to Structadene as part of the Department of Transport package. No.472 has been refurbished for light industrial use. Nos. 474 and 476 are vacant.

Proposals: Suitable for restoration for B1 or retail A1 with residential use. Consideration could be given to redevelopment which would need to be of 2 stories maximum and respect the character of the conservation area.

AR3 Substantial Site of (0.5) hectare. Owned by London Underground Ltd (LUL). The part fronting onto Archway Road currently used for the sale of used cars and commercial vehicles. The rear of the site is occupied by Hall's Builders' Merchant.

Proposals: Suitable for mixed use B1 with residential. Development would be expected to be consistent with the conservation area in style, scale and mass and should include a tree screen on the Archway Road frontage.

AR4 Hall's Builders Yard

Part of the extensive Builders Yard with a frontage on the Archway Road.

Proposals: Remain in current or similar low intensity employment use. Tree planting on the road frontage should be encouraged to improve the visual impact.

AR5 462-466 Archway Road

Dwellings demolished some years ago. The site is currently fronted by corrugated iron hoardings.

Proposals: This site is considered inappropriate for any form of development. Possible addition (with AR6) to the Highgate Wood area of Metropolitan open land to be considered prior to the adoption of the UDP.

AR6 Includes a long narrow site, predominantly green, fronting onto Archway Road and backing onto the redundant railway cutting and track-bed, skirting Highgate wood.

Proposals: Addition to the Highgate Wood area of Metropolitan Open Land is proposed in the UDP. Trees on the site will be subject of a Group Tree Preservation Order. Consideration will be given to new pedestrian access to Highgate Wood.

AR7 Southwood Nurseries

The site was part-owned by the Department of Transport, is now occupied with newly completed two storey residential development by Metropolitan Housing Trust. Negotiations ensured the development met the guidelines set out in the 1992 Draft Neighbourhood plans and also proposals below.

Proposals: No further development should be considered to this site.

AR8a Europocar Garage and Nos. 438-440

The Victorian cottages are in a good state of repair. Europocar is a local employment use. The site backs onto Highgate Wood and the rear is over the LUL tunnel.

Proposals: Cottages to be retained as making a significant contribution to this part of the Conservation Area. Any proposal to redevelop the garage should be in the context of policies applying to sites AR 8a, 8b, 9a and 9b (see below). The rear of the site is over the LUL tunnel and unsuitable for development.

AR8b Nos. 430-436

Vacant site previously in the ownership of the Department of Transport and sold at auction in November 1994 to the corporation of the City of London. The rear of the site is over the LUL tunnel and is unsuitable for development.

Proposals: Negotiations are in hand for the redevelopment of the site to provide 8 residential units and B1 office space

for up to ten workers. Scale, form and style of development has been determined in the context of policies applying to sites AR8a, 8b, 9a and 9b set out below.

AR9a Nos. 422-428 and Carburettor Centre

The site contains two pairs of Victorian Cottages (422 in retail use and brickwork painted) and the carburettor centre, a local employment use. It backs onto Highgate Wood. The rear of the site is over the LUL tunnel.

Proposals: Cottages to be retained and restored as making a significant contribution to the Conservation Area. Any proposals to redevelop the Carburettor Centre should be in the context of policies applying to sites AR 8a, 8b, 9a and 9b, (see below).

AR9b Nos. 418-420

The site contains two demolished Victorian Cottages. It backs onto Peace Park.

Proposals: The cottages were demolished without consent in the Conservation Area. They should be fully restored with appropriate building methods and materials. Currently subject to enforcement action.

Policies for sites AR 8a, 8b, 9a-9b. These must respect the scale and character of this part of Archway Road, which is two storey and include the restoration of the Victorian Cottages. Any proposals for one or more of the sites should be permeable; retain the visual linkage with Highgate Wood. A mix of uses on the sites would be appropriate including residential and B1 Business use.

AR10 Peace Park No.416

Previously owned by the Department of Transport and sold to Structadene subsequently resold to Compstar Ltd. Laid out in 1982 as a small area of public open space, maintained by the Council. Recently the park, including the Peace Tree (having been felled) was illegally enclosed by a 2 metre fence. Currently the subject of enforcement action.

Proposals: Not suitable for development including advertising. Should be retained as public open space linked to the Highgate Wood and designated Metropolitan Open Land in the UDP. Possible opportunity for permanent or temporary public art. Noted that the Peace Garden was re-opened to the public on 6th August 1995, following the signing of a three month licence by the Council and Compstar Ltd.

AR11 Highgate Magistrates Court

Off the Archway Road. Proposals to close the Court and transfer activities elsewhere in the Central or Eastern parts of the Borough would mean a significant loss of jobs.

Proposals: Retention of employment use, suitable for (B1).

AR12 353-395 Archway Road

Shopping frontage including post office and other important retail outlets essential to the local community. (Property Nos. 387-395 had previously been excluded from this text erroneously).

Proposals: The existing local shopping centre designation should be retained.

AR13 271-351 Archway Road

The existing local shopping centre is under threat from the severe parking restrictions imposed by the Red Route Pilot Scheme. A number of applications have been received to change from shopping to restaurants/takeaways. Residential over the shops is the last substantial block of privately rented low cost housing on the Archway Road.

Proposals: Retain local shopping centre designation. Negotiate relaxation of the Parking restrictions with the Department of Transport. Resist applications to convert the existing bed sitters into self-contained flats and for unsuitable replacement shop fronts.

Muswell Hill Road/Archway Road Junction

The junction has a poor record of personal injury

accidents. In September 1995 the Transport and Road Safety Sub-Committee requested the Borough Engineer refer the matter to the Traffic Director for London proposing an all red phase on traffic signals. The Traffic Director has rejected the proposal. The Borough Engineer will now re-evaluate other options in consultation with the community.

Highgate Underground Station Forecourt

Proposals: Taxi rank or call system and cycle parking facilities required.

AR14 Redundant BR Station

The station served the Finsbury Park to Alexandra Palace line. It has been disused for many years. Nevertheless the building is of considerable interest. It is understood that LUL are considering the use of the station for training purposes. Other proposals for leisure and recreation use are also being considered.

Proposals: Support the use of the station for LUL training. Otherwise employment uses consistent with retaining the building should be considered.

AR15 Southern End, Redundant BR Station

The southern end of the high-level station site, previously occupied by rail tracks has substantially been colonised by plants and young trees. It is accessible to the Parkland Walk via a short stretch of tunnel.

Proposals: The site is not suitable for development. Opportunities should be sought to locate a study centre for the Parkland Walk on this site with access via the tunnel.

AR16 Open Space and Old Allotments

South and East of the high level station cutting and over the tunnel connecting to the Parkland Walk. Adjacent to the library and fronting onto Shepherds Hill.

Proposals: Should be retained as open space. Landscaping seats and possible sites for public art.

NB. The Haringey UDP includes Sites AR 10, 14, 15 and 16 as Proposed Metropolitan Open Land.

Shepherds Hill (between Archway Road and Stanhope Road Junctions). Speeding off peak traffic causing danger for pedestrians and other road users.

Proposals: Traffic-calming measures including consideration of speed humps or rumble strips on the western end of Shepherds Hill to slow down off-peak traffic approaching the Archway Road.

AR17 Allotments over the tunnel connecting the high level station with the Parkland Walk, to the south of Shepherds Hill.

Proposal: Retain as allotments.

AR18 Coleridge Garden and Paved Frontage

Proposals: Public open space with landscaped area to the rear and paved area onto the road. Could be considered a suitable site for a small number of street traders.

Use should be restricted, initially, to weekends.

AR19 278-310 Archway Road (Priestwood Mansions)

Fine Victorian three storey Terrace of houses fronting onto the Archway Road and giving a strong character to this part of the road.

Proposals: The terrace should be added to the local list of buildings of character.

AR20 247-269 Archway Road

Parade of shops most previously owned by the Department of Transport. Many of the original shop-fronts retained. Loading and waiting restrictions make deliveries difficult.

Proposals: An extension to the local shopping centre designation, covering Nos. 247-269. Shops should be retained in retail use with residential accommodation above. The original shopfronts should be restored

respecting the age and character of the buildings in a conservation area.

AR21 237 Archway Road

Previously owned by the Department of Transport, sold to Structadene and subsequently sold on. Landscaped public open space. Illegal advertising hoarding attached to the side wall of number 239 removed in 1994.

Proposals: Retain as open space for community use.

Remove advertising hoarding.

AR22 227-233 Archway Road

Four terraced house south of the junction with Southwood Avenue.

Proposals: Retain in residential use.

AR23 225 Archway Road

Large semi-detached Victorian residential premises in large grounds. Previously owned by the Department of Transport and sold to Structadene.

Proposals: Retain in residential use. Enforce preservation of existing trees.

AR24 203-223 Archway Road

Large semi-detached Victorian residential premises in large grounds. Several previously owned by the Department of Transport and sold to Structadene, since resold. Trees in the front of 207 and 213 felled without consent.

Proposals: These properties make an important contribution to the character of the road and should be added to the local list of buildings of special character. They should be retained in residential use. Their location on a Red Route makes them unsuitable as care homes. Further applications for a change of use will be resisted. The mature trees on the road frontage should be subject of tree preservation orders to ensure their retention. Side

extensions should be resisted as contrary to the character of the Conservation Area.

AR25 191-199 Archway Road

Shop frontage including Richardson Furniture with residential accommodation above and mews at the rear occupied by craft workshops.

Proposals: Commercial use of the premises should be retained including the craft workshops with residential above.

AR26 179-189 Archway Road

Small parade of five shops with residential accommodation above. No. 189 has derelict garage. Nos. 181, 185, 187 and 189 have been purchased by the Hindu Temple Trust and buildings renovated. Application has been made to use Nos. 185 and 187 for community purposes and to demolish garages at side and rear of No. 187 to provide parking space. No. 179 has been converted to a restaurant. The other four shops are currently not in use. Loading and waiting restrictions make deliveries difficult.

Proposals: Retain retail or appropriate commercial or community use with community or residential use above. The vacant site adjacent (No. 189) should be landscaped and included in community use of No. 187.

"Junction of Archway Road and Causton/Northwood Roads"

Proposals: Examine whether the existing pelican-crossing best serves local pedestrian needs in its current position and consider whether the access narrowing arrangement at Northwood Road should be modified to permit easier entry. These matters to be discussed with the Traffic Director for London.

AR27 167-177 Archway Road

This parade of shop units with car showrooms at 177 (currently vacant being refurbished including an unauthorised extension) was part-owned by Department of

Transport. DoT property was sold to Structadene. The parade has suffered from conversion to non-retail uses and the failure of several businesses. It is in a poor state of repair loading waiting restrictions make deliveries difficult.

Proposals: Appropriate retail or commercial uses should be encouraged, especially where the original character of the building is respected and the environment of the conversion area improved. Change of use to leisure-related activities (e.g. health and fitness centre) or Health Service Community Care facility would be given serious consideration. Proposals for additional car showrooms will be resisted.

AR28 143-165 Archway Road

A terrace of twelve Victorian houses, many of which were previously owned by the Department of Transport. Some are now in a poor state of repair. Temporary permission was granted in some cases for the conversion of ground floors for artists' studios and workshops. All DoT houses have been bought by tenants except three, which it is understood are to be refurbished for renting.

Proposals: Retention of residential use with restoration/repair to a minimum 15 year standard. Restoration should conserve the character and detail of those properties within the Conservation Area. Favourable consideration will be given to applications for ground floor studio or workshop use either on a temporary permission or a permission personal to the current occupier.

AR29 162-206 Archway Road (Grand Parade)

This site includes a highly individual and distinctive parade of shops with residential accommodation above, and forms part of the local shopping centre designation (162-258 Archway Road). Unsightly development at the rear of the parade has diminished the amenity of the area. Number 206, the Winchester Tavern is of some architectural interest.

Proposals: These premises (excluding 200/200a - The Tamil Temple) should be added to the list of buildings of local interest. Local shopping centre designation should

be retained. Further development at the rear of the parade will be resisted.

AR30 208-258 Archway Road

Shopping frontage essential to the local community.

Proposals: The existing local shopping centre designation should be retained.

Community Safety and Security

The Archway Road, in common with many urban shopping centres, has in recent years been badly affected by the reduction in retail trade. In other centres the 1990's recession can be held responsible for the decline. In the case of the Archway Road the combined impact of the pilot Red Route Scheme and the after-effects of the abandonment of the Ministry of Transport road widening scheme have further compounded the areas inability to attract viable trade. This has contributed to a high level of retail vacancies in the area and prevented improvements to the areas physical environment. Incidence of crime and vandalism have increased clearly exacerbating the area's problems. Crime and the fear of crime has become one of the greatest concerns of the local community. The Council acknowledge the concerns of the local community and in consultation with them is seeking to find long term solutions to the problems.

The Council recognises that a comprehensive range of crime reduction and environmental improvements measures are needed to tackle the problems in order to stimulate viability and vitality of the area. To rebuild confidence and establish the Road's future as a thriving local shopping centre, the Council has the following aims:

- To enhance and improve the physical environment of the area.
- To improve safety and security in respect of both property and persons.
- To reduce crime and the fear of crime.

- To transform the road as a safe and desirable place to live, work and visit.

Security And Public Safety

In the interest of security and public safety the Council propose that the following measures should be considered in co-operation with the Police, Businesses and the Community:

- The "Target Hardening" of commercial properties - the front of property doors should be of substantial construction with locking systems which equal or exceed the strength requirement at BS3621 with at least 1,000 key differs.
- The careful siting of letter boxes to avoid the risk of arson and access by burglars.
- The installation of fire alarms.
- The installation of alarm systems.
- The installation of security doors/security lighting to the rear access of shops.
- Improved lighting on side roads.
- The installation of security grilles and shutters conforming to the types permitted in a conservation area.
- The installation of internal CCTV.
- The investigation of the possibilities of introducing high performance CCTV (with central monitoring) strategically placed on the road to deter crime activities and monitor traffic speed.
- Investigation of ways to slow down traffic on the road.
- Investigate and implement lighting improvements on the road to give better protection to persons and businesses.

Street Care

To improve street care and enhance the physical environment of the road, the Council propose that the following measures should be considered in co-operation with the Police, the Businesses, the Community, the Council's Highways and Engineering Service, the Traffic Director of London, the Highways Agency (London office) and the Council's Client Service Agency:

- Investigating ways of preventing vandalism, in particular graffiti damage.
- The removal of graffiti.
- Investigating ways of deterring fly posting.
- The safety of pavements and renewal where appropriate.
- The maintenance of drains and the use of recessed covers for drains and manholes to subdue their visual impact.
- Ensuring that enforcement action is taken against the installation of unauthorised advertising hoardings.
- Ensuring that street cleaning and litter management is maintained to a high standard.
- The provision of 80-200 litres capacity litter bins.
- The introduction of street furniture, e.g. seating, planters, etc.
- The upgrading of all lighting points to high pressure sodium and the installation of additional lighting where appropriate.
- The planting of new trees and the maintenance of existing landscaped areas.
- The improvement of signage of facilities e.g. entrance to Parkland Walk - Holmesdale Road.

Public Transport And Related Issues

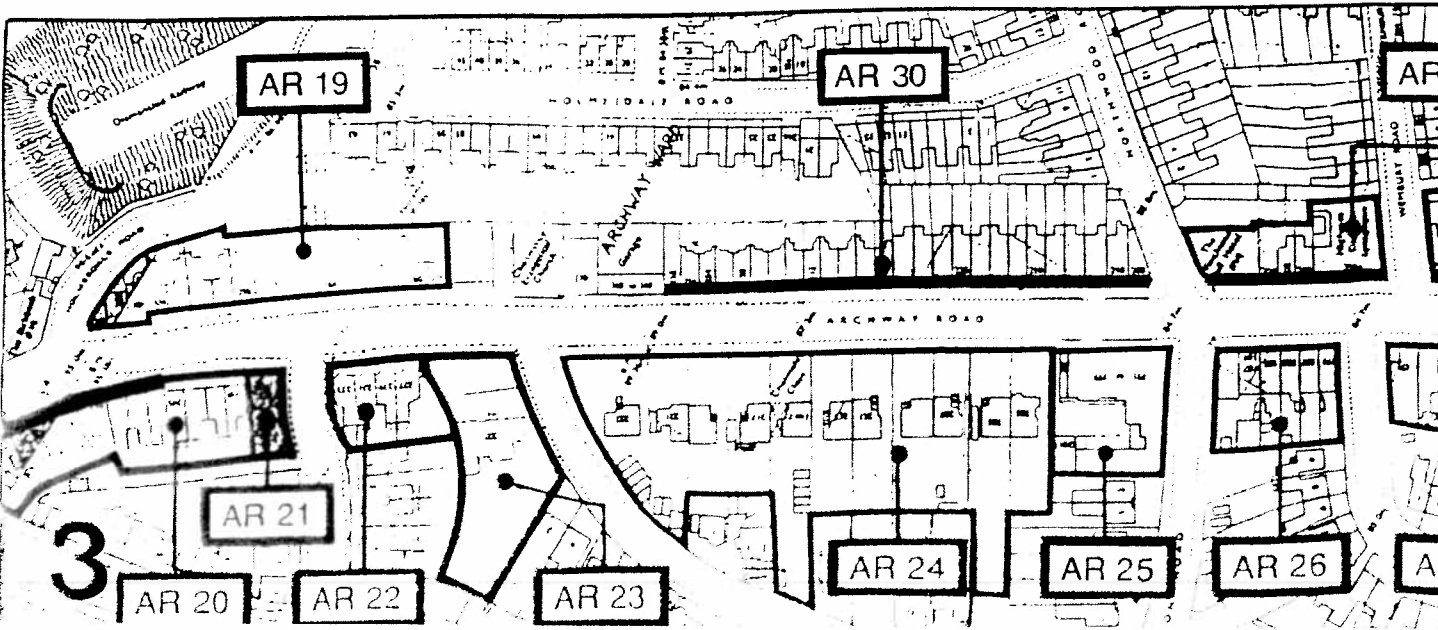
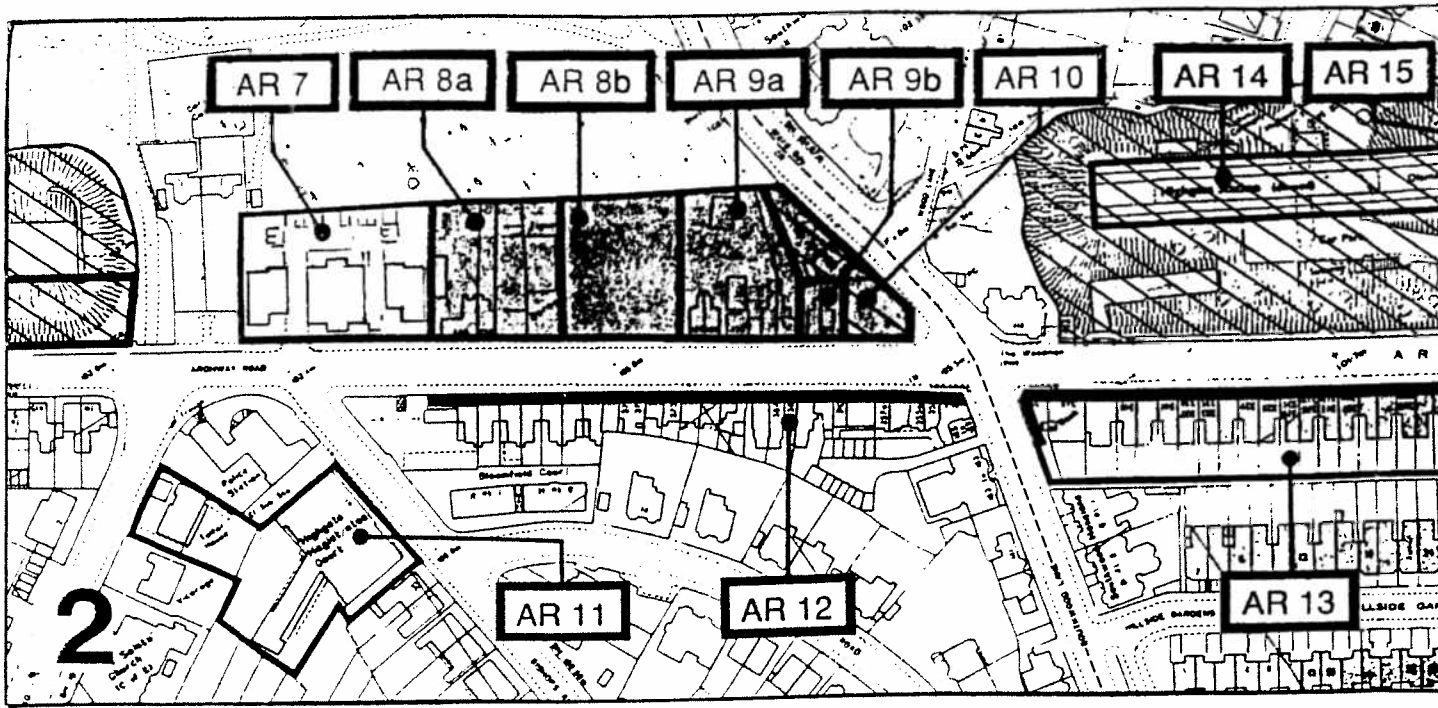
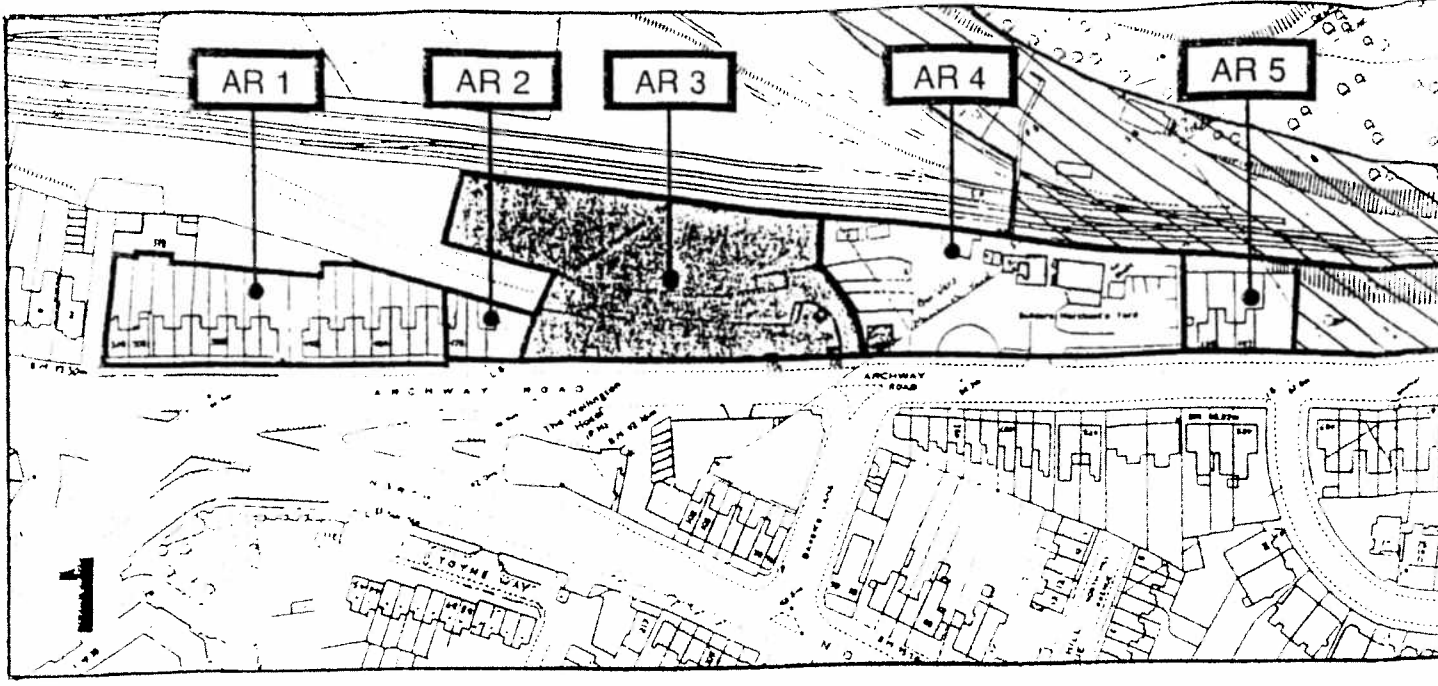
To improve Public Transport links to other areas/shopping centres in the Borough and promote good transport related facilities, the Council propose that the following should be considered in co-operation with London Transport, the Council's Highways and Engineering Service, Businesses, the Community and Traffic Director of London.

- In response to the lack of Public Transport Services to Highgate Village via Southwood Lane, the introduction of a Hopper Bus Service going through Woodside Avenue or Wood Vale and Cranley Gardens, giving a service to Muswell Hill, Alexandra Palace and Wood Green. The speed humps on Southwood Lane however, will need reconstruction to LT's specification. The possibilities should be investigated with LT.
- Extending the existing bus lane on Archway Road, both physically and in terms of hours of operation subject to the needs of traders and residents.
- To alleviate the problems of overcrowding on the Northern Line to Highgate Station, the introduction of new trains which will be serviced and delivered by Highgate Depot. To increase capacity on the line will require re-signalling works to be undertaken, the funding for this needs to be investigated. The renewal of the escalators at Highgate Station. The possibilities should be investigated with LT.
- Two routes on the London Cycle Network (LCN) cross Archway Road, a route from Hampstead to Muswell Hill, which uses Southwood Lane and Muswell Hill Road, a route which branches off this one at Jackson's Lane, Archway Road and Holmesdale Road where a cycle gap in the "no entry" has recently been installed. This route continues to Finsbury Park via Parkland Walk. Crossing facilities at Archway Road should be provided for these routes.
- To assist safer and easier pedestrian crossing of Archway Road, the installation of more pedestrian crossing facilities, particularly at the Muswell Hill Road Junction. In addition, the installation of speed and traffic signal cameras to complement the existing

camera deterrent sites. These measures should be discussed with the Traffic Director for London.

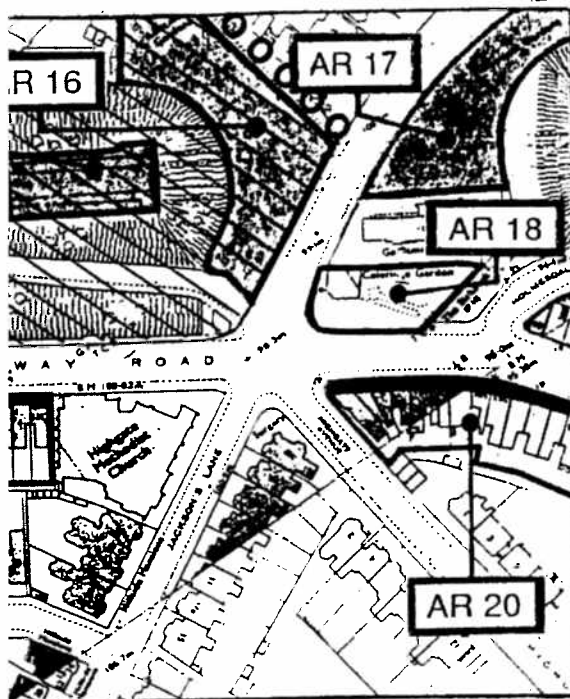
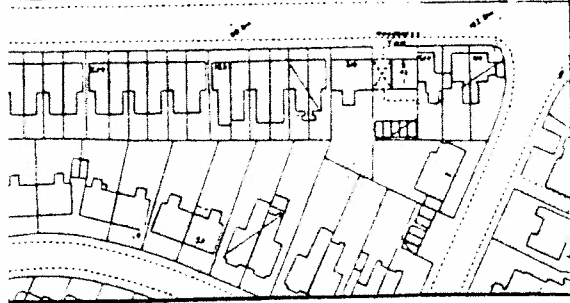
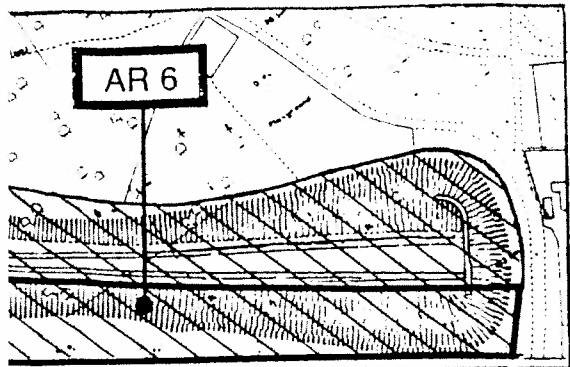
- The Association of London Government (ALG) is to undertake a study and review of the impact of the Pilot Red Route on the Archway Road. Based on the findings of ALG, an investigation be undertaken into the possibilities of extending the hours of operation of the parking and loading bays on Archway Road. The Council's view is that the terms of reference of Red Route should be changed to give the needs of local people greater weight relative to those of through traffic.
- Investigation into the possibilities of changing the "Red Box" vehicle service area in Northwood Road to "White Box" to allow customer parking and the investigation of the availability of other off-street car parking.
- *To tackle the improvements, the Council propose investigating the possibility of the setting up of a "Community Safety Forum" involving: Ward Members, LBH Officers, Members of the Community, Businesses, Police, Housing Associations, Community Health Services, London Transport, Traffic Director for London, Highways Agency (London office) and other stake holders. The main aims of the Safety Forum would be to establish a coherent framework within which partnership initiatives can be formed to implement the proposed improvements.*

N.B. The information in this document was correct at the time of initial publication, 27th November 1995.



Archway Road Neighbourhood Plan

November 1995



- Sites with specific planning brief AR 3
- Local shopping centre
- Proposed Metropolitan Open Land
- Proposed Green Chain (part of) ○○○
- Renovation sites
- Development sites
- Green / Open space

