



London Borough of Haringey

Conservation Area No. 10
Wood Green Common

Conservation Area Character Appraisal

This Appraisal was approved and adopted by the Council on 11th February 2008.

Updating to incorporate factual and descriptive assessment, additions and corrections is in accordance with English Heritage Guidance on the Review and Updating of Conservation Area Character Appraisals.

**CONSERVATION AREA CHARACTER APPRAISAL
WOOD GREEN COMMON CONSERVATION AREA (No. 10)**

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1. INTRODUCTION

Background to the Study

- 1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states:-

"Every local planning authority shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and shall designate those areas as conservation areas."

- 1.2 The Borough has 28 such areas designated over 36 years, of which Wood Green Common Conservation Area is one.

- 1.3 Under Section 71 of the Act, once an area has been designated:-

"It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

- 1.4 The Planning and Compulsory Purchase Act 2004 has reformed the planning system by introducing Local Development Frameworks (LDF) which will replace Unitary Development Plans (UDPs). As part of the transition the UDP policies are automatically saved for three years or more while the new LDF system is being completed.

- 1.5 To meet Government requirements the Council is producing documents to protect its conservation areas in stages. The first stage is this Appraisal, which aims to give a clear assessment of the special interest, character, and appearance that justified the designation of the area as a Conservation Area. It is intended that each Appraisal will provide a sound basis, defensible on appeal, for development plan policies and development control decisions, and for the guidance of residents and developers. **An Appraisal was approved and adopted by the Council's Planning Committee on 11th February 2008 following public consultation and now supports the UDP and LDF. This version was last updated in August 2008.** The second stage will be the production and adoption of a Supplementary Planning Document (SPD) on Conservation Area Design Guidance as part of the Council's evolving Local Development Framework (LDF). The third stage will be the production and adoption of Proposed Management Strategies for the conservation areas that will also support the SPD.

- 1.6 The designation of an area as a Conservation Area has other benefits beyond the protection of buildings and the design of the area. It enables other policies such as biodiversity and smarter streets to be developed for the conservation area and acts as a focus for the formation and development of Residents Associations and Neighbourhood Watch.

- 1.7 So, in line with the guidance given by both the Government and English Heritage, this Appraisal will aim to define the character of the conservation area on the basis of an analysis of all or some of the following criteria: -

- current and past land use;
- social and economic background;

- orientation;
- archaeological and historic sites;
- geological and topographical mapping;
- density and types of building;
- place names and earliest references;
- communication types and patterns;
- comprehensive and selective historic mapping;
- aerial photographs;
- documentary sources;
- historic environment record (HER) data;
- characterisation and extensive urban studies (EUS);
- statutory and non-statutory designations.

1.8 The aims of this Appraisal are therefore to:-

- set out the special architectural and historic interest of the Wood Green Common Conservation Area and clearly describe the special character and appearance that it is desirable to preserve or enhance;
- identify through an audit of the built heritage of the area, buildings and other elements that positively contribute to its character;
- identify elements and buildings that detract from the character of the area and any sites where an opportunity to enhance the character of an area may exist;
- examine the existing boundaries of the conservation area and consider the potential for other areas to be included;
- Identify areas subject to pressure for change that would be adverse to the character and appearance of the area as a result of permitted development and identify any areas where the removal of permitted development rights would safeguard the essential character and appearance of the area.

1.9 It should be noted that the Appraisal does not represent an exhaustive record of every building, feature or space within the conservation area and an omission should not be taken to imply that an element is of no interest.

General Identity and Character of the Conservation Area

1.10 The character and appearance of an area depends on a variety of factors. Whilst the appearance of an area derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form) character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity, patterns of prevailing land uses, noise and even smells. The character of an area may also differ according to the day of the week or time of day.

1.11 This assessment of the character and appearance of the area is based on the present day situation. The intrinsic interest of an area, therefore, reflects both the combined effect of subsequent developments that replaced the earlier fabric and the original remaining buildings and street pattern.

1.12 Wood Green Common is essentially composed of late Victorian and Edwardian terraced streets that developed around the open spaces of New River, Wood Green Common and Avenue Gardens. It has a considerable consistency of character and appearance that derives from the development of the majority of

buildings and laying out of the streets over a period of less than 20 years (1896-1913). However, Wood Green retail centre, just to the east of the conservation area, is the Borough's only Metropolitan Centre and generates large volumes of vehicular and pedestrian traffic that has had an effect upon changing the character of the otherwise village-like appearance of the conservation area. The parts of the conservation to the south and west of Station Road fall within the Haringey Heartlands area of regeneration and intensification that, when developed will inevitably have a further changing effect upon its future character.

- 1.13 There is a presumption, set out in PPG 15, to retain buildings that make a positive contribution to the character of conservation areas. The role of buildings and spaces as positive, neutral or negative elements within the conservation area is set out in greater detail in the following section. Buildings that are considered to be examples of high quality modern or distinctive design can also be judged as making a positive contribution to the character of an area. Detractors are elements of the townscape that are considered to be so significantly out of scale or character with their surroundings that their replacement, with something of a more appropriate scale and massing or detailed architectural treatment, would benefit the character and appearance of the area. Detractors may also include gaps in frontages that disrupt the prevailing street pattern. Elements that are neutral broadly conform to the overriding scale, form, materials and elevation characteristics of their context. The integrity and nature of the context are consequently influential in making this judgement.

Designation and Extension

- 1.14 The Wood Green Common Conservation Area was first designated on 26th March 1976. This sought to protect the majority of the area currently covered by conservation area status, though did not include Western Road, the southern part of Mayes Road, and the northern section of Tower Terrace.
- 1.15 The conservation area was extended on 16th September 1991 to include the buildings on the south and east sides of the Common and on 11th February 2008 to include railway land and the Alexandra Palace station on the west side of Buckingham Road to create the present day boundary.

Context of the Conservation Area within the Wider Settlement

- 1.16 The Wood Green Common Conservation Area (No. 10) is located to the north west of the central part of the Borough, approximately 10 kilometres north of the River Thames. The New River runs through the centre of the conservation area, but only a small section each side of Station Road remains visible, the rest having been culverted in the mid 19th Century. The western boundary of the conservation area abuts a wide cutting of the busy main line railway, including Thames Link, that passes north from Kings Cross and Moorgate stations to Cambridge, Kings Lynn, Peterborough and the stopping service to Letchworth Garden City. The B151 Station Road and Park Avenue pass through the centre of the conservation area. Part of the north boundary of the conservation area is shared with the adjoining Trinity Gardens Conservation Area (No. 12) which in turn is joined to the north by the Bowes Park Conservation Area (No. 23). The Hornsey Waterworks & Filter Beds Conservation Area (No. 15) and Alexandra Palace & Park Conservation Area (No. 13) are on the west side of the railway cutting.

Topography

- 1.17 The Wood Green Common Conservation Area has no significant topographical features. The land rises in a gentle slope up from Wood Green High Road in the east to Bridge Road and Alexandra Palace rail station in the west. Long views of the elevated areas to the west in the vicinity of Alexandra Palace are available from both Avenue Gardens and Wood Green Common.

2. DEFINITION OF SPECIAL INTEREST

- 2.1 The Wood Green Common Conservation Area is defined by the mainline railway line to the south west and the disused railway line to the north east, both of which are lined with mature trees and shrubs. The area is characterised by areas of green space (Avenue Gardens and Wood Common) that were originally combined as one large common. These give the area a sense of spaciousness and form its main focal points. Planting and mature trees are abundant throughout the conservation area and form an important element of the area's character and appearance. Of particular note are the mature London Plane trees, which dominate the green spaces and line several of the area's streets.
- 2.2 The conservation area's green spaces are bordered by pockets of residential streets that are lined with two and three storey residential properties mostly of late Victorian and Edwardian origin. The majority of the residential terraces retain their traditional appearance and are of architectural merit, although several have lost elements of their original character. The area's streetscape is punctuated in places by isolated infill buildings and retail units. However, the streets are generally characterised by their sense of rhythm and domestic scale. In contrast, a group of larger institutional and educational buildings occupy the area at the southern edge of the conservation area.

3. ASSESSING SPECIAL INTEREST

Historic Development

- 3.1 The following section provides a brief overview of the social and historical development of the area and is based on historic plans and the sources acknowledged within the Bibliography. An understanding of how and why the area has evolved helps the understanding of its present day character and appearance.

Archaeology

- 3.2 There is limited evidence of Roman presence in the Wood Green area and the settlement of Wood Green is likely to be of Saxon origin. The name Wood Green derives from 'Woodlegh', a Saxon word meaning forest clearing, which in this case relates to an opening in Tottenham Wood. The earliest written evidence of 'Woodlegh' is a reference in documentation dating from 1254, which relates to a grant for Ducketts Manor. Throughout the early development of Wood Green, the settlement was connected to London by tracks broadly corresponding to contemporary Green Lanes and Mayes Road.

3.3 By the 13th Century much of the area now designated as the Wood Green Common Conservation Area was covered by a series of small estates, including the Dears Pightle and Bakersfield estates, which occupied much of what are now the northern sections of the conservation area. Dears Pightle covered the area currently bounded by St Michael's Terrace, Dorset Road and Terrick Road, whilst Bakersfield is now occupied by Nightingale Gardens. Both estates were originally held by the Prioress of Kilburn. They were seized by the Crown during the Dissolution in 1544 and then sold to Henry Audley and John Cordell. By the early 19th Century these areas had been acquired by the Woodward family.

3.4 The UDP identifies the eastern section of the Wood Green Common Conservation Area as the Wood Green Village Area of Archaeological Importance located along Station Road

Before 1800

3.5 By the time of the Dorset Survey in 1619 Wood Green remained sparsely populated with just 50 people occupying 16 houses. Between 1609 and 1613 the New River was constructed by Sir Hugh Myddelton's New River Company to provide water from Hertfordshire to north London. The river passed along the northern side of Wood Green Common before turning south and bisecting the common. The proximity of Wood Green to the new water course enhanced the area's reputation and between the 17th and early 19th Century several grand properties were constructed in the area, initially as country retreats for wealthy Londoners. Such dwellings included Cherson House, Wood Green Cottage, Moat Cottage and the Grange, all of which were situated on the northern side of Wood Green Common and dated from the 17th Century. Later, Wood Green House (c. 1780), Harringay House (c.1792), Chitts House (c. 1805) and Bounds Green House were also constructed at the perimeter of the common. Despite the development of these dwellings, by 1798 the population of Wood Green stood at just 100 inhabitants and remained scattered. However, during the early decades of the 19th Century the number of inhabitants in the area began to increase significantly.

1800 - 1850

3.6 By the early 19th Century, most of the woodland within the Parish of Tottenham had been cleared and replaced by farmland, as shown on Thomas Wyburd's plan of 1798. Wood Green Common was surrounded by relatively small farmsteads including those owned during the mid-18th century by Mary Weekley and Pagean Wright, which extended over areas of 25 and 34 acres respectively, and covered the southern limits of the current conservation area. In the latter decades of the 19th Century several dairy farms were established throughout Tottenham including Abbott Brothers Model Dairy, which was situated on Station Road within the conservation area.

3.7 By 1841 the population of Wood Green had grown to approximately 400 inhabitants as new houses and a range of shops and services were built. Wood Green continued to be inhabited by affluent City merchants and traders as is indicated by the 1832 census which records 29 'capitalists, bankers or professionals' within the ward. During this period, an Ale House was constructed on Wood Green Road (now Station Road) which became known as 'The Jolly

Angler' in reference to its proximity to the New River. A row of cottages, known as Elm Cottages, was also erected on Station Road adjacent to the Public House.

- 3.8 Wood Green expanded gradually during the early decades of the 19th Century and in 1844 the hamlet attained village status with the construction of St Michael's Church. Although a village centre had begun to develop around the Common, Wood Green essentially remained a small, rural settlement until the introduction of the railways in the middle decades of the 19th Century, following the Great Northern Railway Act of 1846.
- 3.9 During the mid 19th Century, prior to the arrival of the railways in Wood Green, the New River was re-routed into a tunnel, enabling Nightingale Gardens and Avenue Gardens to be laid out. These now lie at the centre and to the north of the conservation area.

1850 - 1900

- 3.10 The Great Northern Railway Act had a considerable bearing on the development of Wood Green. The GNR line opened in 1850 bisected Wood Green ward and bounded the western side of Wood Green Common. Wood Green Station (now Alexandra Palace Station), which is located to the west of the conservation area, was completed in 1859. The new GNR line enabled the rapid mass transportation of workers into Kings Cross station and had a marked impact on the subsequent development of Wood Green. In 1878 a branch line was also constructed by the Great Eastern Railway from Seven Sisters to Palace Gates Station, which was situated at the junction between Bridge Road and Dorset Road. The branch line also had an important influence on the development of Wood Green as it allowed workers to travel to the docks and factories of east London. However, services on the line slowed and it was terminated in the early 1960s due to competition from trams and the Underground. The route of the dismantled railway line remains discernible along the north-eastern boundary of the conservation area.
- 3.11 At the time of the arrival of the railways much of the existing conservation area had already been developed. However, Bridge Road, Terrick Road and Buckingham Road were laid out during the late 19th Century to the north of Avenue Gardens, between the two new stations and were lined with Victorian semi-detached villas and terraces.
- 3.12 The Palace Café was constructed opposite Wood Green Station on Buckingham Road in 1875. It later became the Alexandra Palace Hotel and subsequently the Alexandra Palace and Railway Hotel. Today, it is The Gate public house.
- 3.13 The introduction of the railways during the mid to late 19th Century stimulated residential development within Wood Green and isolated manufacturing industries also began to develop in the area. The establishment, by Henry Ivory, of the Allsopp and Co. piano factory in 1872 was an important development on Mayes Road that extended beyond the southern boundary of the conservation area. In 1880 the factory was taken over by confectionery manufacturers Barratt and Co. who extended the site through the acquisition of Woodlands, a large house on Mayes Road (later demolished and Alexandra School built on the site) and the development of new buildings. In or around 1897 the company built an imposing

office block on Mayes Road, and workers dwellings in the form of the red brick terraces on Barratt and Park Avenues (c. 1894-1896). The factory was in use until the mid 20th Century.

1900 - 1945

- 3.14 By the 1890s the area of Wood Green Common Conservation Area had been comprehensively developed and subsequent development was limited to isolated sites. During the early decades of the 20th Century the Alexandra Primary School (formerly the Alexandra Board School c. 1901) and the public baths (1911) were constructed on Weston Road. The former replaced an earlier school building constructed in 1894, whilst the latter was erected on the site of Moat Cottage, which was thought to be of 18th Century origin. In 1930 a granite fountain was constructed on Wood Green Common in memory of G.W. Barratt, former chairman of Barratt and Co.

1945 - Present Day

- 3.15 Developments within the conservation area during the post war period have also been confined to isolated redevelopment. In 1952 a large Post Office Sorting Office replaced the 1900 sorting office on Buckingham Road. St Paul's Roman Catholic Church was constructed to designs by John Rockford in 1971. In 1984, Granta House, a social security office located on Mayes Road, replaced one of the Barratt's factory buildings, whilst Palace Gates Sheltered Housing was constructed on the site of the former Palace Gates Station. In 1993, a pumping station was also constructed beside the New River in the immediate vicinity of Wood Green Common.

4. SPATIAL AND CHARACTER ANALYSIS

Overall character and appearance

- 4.1 The conservation area is relatively contained, both visually and physically, and is fairly uniform in character. The following assessment begins at Bridge Road, the most northern street in the conservation area, and proceeds south along Station Road, looking at the streets adjacent to Avenue Gardens to Wood Green Common at the southern end of the conservation area. Where appropriate adjoining streets, buildings and features that influence the setting of the conservation area are discussed.

Bridge Road

- 4.2 Bridge Road, at the northern perimeter of the conservation area, is a quiet tree-lined street in which the terrace of properties at its western end are juxtaposed with the unattractive timber yards and building depots to the east. At its western end Bridge Road is dominated by the Buckingham Road bridge over the mainline railway cutting. Westerly views are experienced from this section of the street towards the Alexandra Palace transmitter tower, although the Palace itself is largely obscured by trees.

- 4.3 Nos. 1 to 15 (odd) Bridge Road form an attractive consistent and largely unaltered two storey terrace of simple cottage-like Victorian dwellings which are constructed of grey brick with Welsh slate roofs. All the properties retain their original casement windows and front doors and are set within small front gardens all of which are well planted and well maintained; except for No. 1, which uses the area for parking. The terrace makes a positive contribution to the character of the conservation area and is included on the local list of buildings of merit. To the east of the terrace are visually unattractive timber yards and building depots, which are surrounded by tall metal fences. These depots, which are situated beyond the conservation area boundary, have a detrimental impact on the setting of the terraced properties. On its southern side, Bridge Road is lined by the flank and rear elevations to the residential properties fronting Dorset Road, Terrick Road and Buckingham Road.

Buckingham Road

- 4.4 Buckingham Road is a busy road that forms part of the western boundary of the northern part of the conservation area. It is dominated by the Alexandra Palace station and railway cutting on its western side which is bordered by dense hawthorn bushes and tall cast-iron railings. The strip of land to the north of the station, between the railway cutting to the west and Buckingham Road to the east, forms a green buffer zone between the busy main line railway tracks and the rest of the conservation area and continues the impression of an open space corridor from Alexandra Park through to Wood Green Common and Avenue Gardens by preserving views into and out of them. The mature trees and shrubs make a significant contribution to the setting of this part of the conservation area. At its northern end Buckingham Road turns westwards and crosses the railway line, whilst semi-detached dwellings define most of the opposite side of the road. Alexandra Palace railway station was built in the 19870s as an auxiliary station to serve the, then newly constructed, Alexandra Palace to the west. It is an attractive building of Gault brick with red brick banding, complementary in

materials to the Palace that makes a positive contribution to the setting of the conservation area and to its character and appearance of low intensity of development.

- 4.5 On the eastern side of Buckingham Road, Nos. 1 to 13 (odd) form a group of two storey semi-detached dwellings with prominent “bell” shaped gables containing an attic storey. The properties were originally constructed of yellow London stock brick with red brick detailing, although only Nos. 1 and 6 remain unaltered, the others having now been rendered and painted. Whilst some of the properties have also had further unsympathetic alterations in the form of UPVC windows and alternative roofing materials, the bold and attractive form of the terrace still make a positive contribution to the character of the conservation area.
- 4.6 To the south of this row of properties is a two and three storey building which houses a Post Office sorting office. The building has an unadorned red brick façade with modern windows and a flat roof. A small plaque which surmounts the entrance indicates that the building was constructed in 1952. It makes a neutral contribution to the streetscene.
- 4.7 The junction between St Michael’s Terrace and Buckingham Road is defined by The Gate Public House (formerly the Starting Gate), a three storey Grade II listed building, which was erected in 1875 as the Palace Café. The building is constructed of yellow London stock brick with red brick detailing and has prominent red marble pilasters at ground floor level to either side of decorative windows and ornate recessed entrances. The public house is adjoined to the north by a two and three storey building of yellow London stock brick with a rusticated white rendered ground floor elevation. A plaque set within the building’s Buckingham Road elevation indicates that it was erected in 1875. The space between The Gate and the Post Office sorting office is occupied by a single storey modern glazed addition. The building makes a positive contribution to the character and appearance of the conservation area.

Terrick Road

- 4.8 Terrick Road is a narrow residential street, which is mostly lined with utilitarian semi-detached dwellings of late Victorian and early Edwardian origin. Buildings of more recent origin have been introduced to the northern end of the street, whilst the rear vehicular entrance to the post office sorting office is located at the southern end of the street. In comparison to the adjacent streets and the surrounding area Terrick Road is also characterised by a distinct absence of trees and planting.
- 4.9 On the western side of Terrick Road, the junction with Bridge Road is defined by the three storey block of flats situated at Nos. 28 to 44 (even) which is of late 20th Century origin. The building is constructed of yellow London stock brick and has a slated mansard roof. It is of limited architectural interest and fails to replicate the domestic scale of the adjacent semi-detached properties. It is adjoined to the south by No. 26 Terrick Road, a two storey former terraced property of Victorian origin which is also constructed of yellow London stock bricks and has prominent white-painted window surrounds, string courses and an arched entrance. The adjacent group of semi-detached Edwardian dwellings, Nos. 14 to 24 (even)

Terrick Road, are constructed of red brick and have pebble-dashed facades surmounted by prominent gables. The properties make a neutral contribution to the area's character and appearance.

- 4.10 To the south of this group, Nos. 2 to 12 (even) Terrick Road are Victorian semi-detached properties constructed of London stock brick with canted bay windows at ground floor level and prominent white-painted lintels and keystones above entrances. Most of these properties have been pebble-dashed and their windows replaced. Only No. 2 Terrick Road retains both an unpainted stock brick façade and traditional sash windows.
- 4.11 On the western side of the street, No. 15 Terrick Road is a newly constructed two storey property which is constructed of yellow brick and has a slate roof. The area adjacent to this dwelling is occupied by row of four detached garages of varying sizes and materials that have a detrimental impact on the streetscene. To the south of the garages are Nos. 3 to 13 (odd), a group of two storey semi-detached and terraced Victorian dwellings identical in form to Nos. 2 to 12 (even) Terrick Road. Like the properties opposite, the group have been subjected some unsympathetic alterations, but to a lesser degree and therefore make a positive contribution the conservation area. The terrace is adjoined to the south by the rear elevation to the Post Office Sorting Office. The two storey red brick elevation is dominated by a large vehicle entrance and has a detrimental impact on this section of Terrick Road. The southern end of the street is defined by the tall flank elevations to Nos. 6 & 7 St Michael's Terrace and views onto Avenue Gardens.

Dorset Road

- 4.12 Dorset Road adjoins Bridge Road to the south as a residential street comprising a range of Victorian, Edwardian and modern properties of varying condition and architectural merit. The northern section of the road is lined with London Plane trees. The road is terminated at its southern end by Avenue Gardens. Like many of the roads within the conservation area, particularly within this northern section, Dorset Road is lined with traditional kerbstones and has granite sets within its gutters.
- 4.13 At the northern end of the street, Nos. 34 to 40 (even) Dorset Road form a terrace of two storey properties of late 20th Century origin. The terrace is constructed of pale brick and has an unadorned façade which includes prominent overhanging porches and modern windows. A separate identical terrace is formed with Nos. 26 to 32 (even) Dorset Road which are situated within a cul-de-sac to the rear of Nos. 34 to 40 (even). A play area is situated at the northern end of the cul-de-sac adjacent to No. 32 Dorset Road.
- 4.14 To the south of the cul-de-sac, Nos. 2 to 24 (even) Dorset Road is a long terrace of two storey simple cottage style Victorian properties which are locally listed. Constructed of grey bricks, with slate roofs and timber casement windows; the terrace is identical in architectural form and detailing to Nos. 1 to 15 (odd) Bridge Road. Whilst there have been some inappropriate alterations to the terrace in the form of painted facades and replacement windows, on balance the original character of the terrace has been retained. All the properties have also retained well planted front gardens which are an attractive element within the streetscene.

As such, the locally listed terrace is considered to make a positive contribution to the character and appearance of the conservation area.

- 4.15 On its western side, Nos. 15 to 19 (odd) Dorset Road form a group of large Victorian villas, which are constructed of yellow London stock brick with red brick detailing and have prominent, “bell” shaped gables. Nos. 17 & 19 Dorset Road are semi-detached villas, whilst No. 15 is detached. The two garages, which are situated between Nos. 15 and 17 Dorset Road disrupt the consistency of the group which otherwise make a positive contribution to the conservation area. To the south of the villas, Nos. 7 & 9 Dorset Road are detached, late 20th Century two storey dwellings constructed from pale brick with red brick detailing, slate roofs and sash windows. The adjacent property, No. 5 Dorset Road, is also a two storey detached post-war property. To the south, Nos. 1 & 3 Dorset Road are semi-detached Edwardian properties constructed from red brick with white-painted pebble-dashed façades and red tiled roofs. The tall flank elevation to No. 14 St Michael’s Terrace also has a prominent role in the streetscene at the southern end of Dorset Road.

St Michael’s Terrace

- 4.16 St Michael’s Terrace comprises of two terraces of differing architectural style which defines the tree-lined northern edge of Avenue Gardens. Glimpses of the terrace can be viewed from Park Road and the southern end of Station Road, which during summer are obscured by the mature trees.
- 4.17 To the west of Terrick Road, Nos. 1 to 6 (consecutive) St Michael’s Terrace are three storey Victorian properties constructed of London stock brick with varied detailing. The terrace has residential flats at upper levels with commercial units at ground floor level. Whilst the shopfronts are of limited interest, all have retained their dividing pilasters, corbels and cornice. The terrace is terminated at its western end by The Gate Public House.
- 4.18 To the east of Terrick Road, Nos. 7 to 14 (consecutive) St Michael’s Terrace form a consistent terrace of two storey dwellings with a slate mansard roof. The properties are constructed of yellow London stock brick with red brick detailing and have prominent stone lintels, keystones and arched entrances. The group remains largely unaltered with all original features other than No. 10, which has been painted and Nos. 12 & 13, which have replacement windows. However, it is considered that the terrace makes a positive contribution to the conservation area. The terrace is successfully terminated by three storey ‘book-end’ buildings (Nos. 7 and 14 St Michael’s Terrace) which are constructed of yellow London stock brick and have prominent triangular shaped gables.

Avenue Gardens

- 4.19 Avenue Gardens is a grassed and well planted public space which forms a focal point within the northern section of the conservation area. The park is characterised by its gently undulating topography and meandering pathways, which are interspersed with mature deciduous trees. It is lined to the north and south-east by the residential properties fronting St Michael’s Terrace and Park Avenue, whilst the eastern side of the space is defined by Station Road and the former Great Eastern Railway branch line. The western side of the Gardens and

the adjacent section of Station Road are dominated by advertising hoardings, car lots and small scale industrial units, which although they are situated beyond the conservation area boundary, have an adverse impact on the setting of the park. The south western section of Avenue Gardens incorporates a short open section of the New River, which emerges from the listed yellow stock brick tunnel entrance situated on the southern side of Park Avenue, before passing under Station Road. The river is lined with dense vegetation and adds to the open, green character of the area.

Braemar Avenue

- 4.20 The northern corner of this section of Avenue Gardens is fronted by the southern elevation to Nos. 45 to 89 (odd) Braemar Avenue, a two storey block containing sheltered housing units that forms part of a modern terrace (also consisting of Nos. 64 to 94 (even) Braemar Avenue) that defines the north eastern boundary of the conservation area. The two storey dwellings are constructed of pale brick and are architecturally similar to Nos. 26 to 32 and 34 to 40 (even) Dorset Road.

Park Avenue

- 4.21 To the south of Avenue Gardens, Park Avenue forms a wide road lined with Victorian terraces which at its western end, bisects the southern corner of Avenue Gardens. The western part of the street is characterised by the openness of the park and the proximity to the New River also adds visual interest to this section of Park Avenue.

- 4.22 On the northern side of the road, Nos. 48 & 50 Park Avenue are three storey semi-detached villas set above street level within large well planted gardens, the rear sections to which form the south eastern boundary to Avenue Gardens. Both properties are constructed of red brick, although the façade to No. 48 and the flank elevation to No. 50 have been painted. On the southern side of Park Avenue, Nos. 51 to 57 (odd) and Nos. 59 to 69 (odd) form identical terraces of consistent two storey Victorian dwellings of red brick with slate roofs. Their facades include decorative tiled motifs set within hexagonal bays and that to No. 69 indicates that the dwellings were erected in 1896. The properties were built by the Barratt company as housing for workers. The end of terrace properties have prominent triangular gables which include carved wooden detailing. To the north east of these properties, tall red brick bridge mountings that formerly supported the Great Eastern Railway branch line, have a prominent role in the streetscene and mark the north eastern boundary to the conservation area.

Barratt Avenue

- 4.23 Barratt Avenue is a quiet residential street that connects Park Avenue to the north with Station Road to the south west and provides access to St Paul's Primary School, which is glimpsed between properties at the bend in the road. The street, developed by the Barratt Company for workers housing, is lined with uniform terraces of rich red brick Victorian properties with small, mostly well-planted, front gardens. The dense planting occupying the former railway line is apparent to the rear of properties lining the north eastern side of the road. The flank elevation to the Roman Catholic Church fronting Station Road is also clearly discernible from the south western section of the street.

- 4.24 The northern section of Barratt Avenue is lined to the east and west by Nos. 16 to 42 (even) and Nos. 1 to 27 (odd), which form two uniform terraces of red brick Victorian dwellings with slate roofs and recessed arched entrances. The majority of properties have consistent hipped gables, whilst Nos. 9, 13 and 27 have triangular gables with painted Tudor style decoration. Most also retain their timber sash windows and have low burr brick boundary walls and cast iron gates, which surround well maintained gardens. The properties' façades include six panelled decorative tiled motifs which, in the case of No. 30 Barratt Avenue, states that the property was built in 1892. The northern end of the street is dominated by the flank and rear elevations and the rear gardens to the properties fronting Park Avenue. At the corner of the street, to the south east of No. 16 Barratt Avenue, the rear entrance to St Paul's Primarily School allows glimpsed views of the one and two storey school buildings of post-war origin. The buildings have flat roofs and prominent red panelling between and above their windows.
- 4.25 At the southern end of the street, Nos. 2 to 14 (even) Barratt Avenue form a less consistent terrace of two storey Victorian properties of varied condition and appearance. These red brick properties have triangular gables with Tudor style detailing and square bays at ground and first floor level. They have a mixture of tiled and slate roofs and several of the properties also have unsympathetic modern windows and front doors. However, the form of the properties results in a positive contribution to the conservation area. The long, uninterrupted garden wall and garage to No. 106 Station Road also has a prominent and detrimental impact on the streetscene, whilst the St Paul's Roman Catholic Cathedral is also clearly apparent in views from this section of Barratt Avenue.

Station Road

- 4.26 Station Road is a wide, busy road that bisects the southern section of the conservation area. The road creates a distinction between the Edwardian properties fronting most of the northern side of the road and the open and green nature of Wood Green Common which covers the area to the south of the road. At its periphery the Common is lined with mature London Plane trees that make a positive contribute to the character of Station Road.
- 4.27 The northern section of Station Road (before Park Road) is dominated by the New River and the dense vegetation that occupies the Thames Water depot on its southern bank. The red brick walls that line the Station Road bridge over the river also contribute to the character of the area. On the south western side of Station Road, adjacent to the play area, is a small poorly maintained public space which currently is a detractor to the character of the conservation area.
- 4.28 On the north eastern side of Station Road, to the south of the New River, Nos. 108 to 138 (even) form a terrace of two storey Edwardian properties which have been variously altered and amended over the years. The properties are constructed of red brick with slate roofs and have decorative ceramic motifs between ground and first floor level. However, most have unattractive painted and/or pebble-dashed facades, altered roofscapes and unsympathetic modern windows. Only Nos. 108, 116 and 130 Station Road retain their unpainted red brick facades. To the north of the terrace, a small attractive Victorian outbuilding w constructed from yellow

stock brick with a prominent shaped gable is set back to the rear of No. 138 Station Road behind an unsympathetic entranceway.

- 4.29 To the south east of the junction with Barratt Avenue, Nos. 98 to 106 (even) Station Road form a terrace of earlier two storey properties similar in form to the adjacent properties at Nos. 2 to 14 (even) Barratt Avenue. These red brick buildings have square bays at ground and first floor level, triangular oriel windows at first floor level and prominent gables in a variety of designs, all with painted Tudor style half timbering. Most of the houses in the row retain well planted front gardens which contribute to the green character of the conservation area.
- 4.30 This group is adjoined to the south east by St Paul's Roman Catholic Church. This was designed by John Rochford and partners in the late 1960s. The church's single storey Station Road frontage consists of narrow concrete panels containing uniform arched windows incorporating stained glass from a former church, and a recessed entrance which is flanked by a narrow tower surmounted by a cross. The main body of the building consists of an undecorated pale brick structure set at an angle behind this frontage. The recessed section rises to a height equivalent to four storeys and includes red panels at roof level, identical in origin and architectural form to the buildings that comprise St Paul's Roman Catholic Primary School situated to the rear. Though of some architectural interest, the building is largely out of keeping with the domestic character and scale of the surrounding residential environment.
- 4.31 To the east of St Paul's Church, Nos. 82 to 92 (even) Station Road form a symmetrical terrace of three storey dwellings. The properties are constructed of dark red brick and have richly detailed facades which include hexagonal bays at ground floor level, prominent white window surrounds and decorative mullions at ground and first floor level. Of the properties in the group, Nos. 82 to 88 (even) Station Road retain their traditional sash windows and recessed arched entrances, whilst unsympathetic modern windows and porches have been introduced to Nos. 90 & 92.
- 4.32 This group is adjoined to the east by Nos. 64 to 80 (even) Station Road, which comprise a curved terrace of diminutive two storey properties. Whilst No. 80 and Nos. 64 to 72 (even) are of Edwardian origin, Nos. 74 to 78 (even) include front elevations of mid-20th Century construction. The end of terrace dwelling at the junction with Bradley Road has an unsympathetic retail unit with a prominent fascia signage and large picture windows at ground floor level. This terrace is inconsistent in appearance and when considered as a whole makes a limited contribution to this part of the conservation area.

Wood Green Common

- 4.33 Wood Green Common occupies a large area to the south of Station Road and provides the conservation area with its characteristic sense of openness. The Common is divided into two constituent areas, the open green space at its western end and the well planted landscaped gardens to the east. Views of Alexandra Palace and the area to the west of the railway line are available from much of the Common and also contribute to the area's character.

4.34 The western section of the Common forms a large expanse of grassed open parkland that is lined on its northern side by a row of mature London Plane trees. It is bounded to the south and west by a magnificent classically detailed tall red brick wall that follows a beautifully swept arc delineating the New River Path. The wall is gently swept to follow the contours of the land and is well articulated in a long continuous series of brick panels with plinths and terracotta copings set between piers with terracotta caps. It successfully encloses the views across the common from Station Road and is considered to be a major positive contributor to the character and appearance of this part of the conservation area. A relatively well maintained play area has a neutral impact on the character of the open space at the western end of this section of the Common.

4.35 The narrow crescent shaped area of land to the south west of the red brick wall that defines the boundary of Wood Green Common is occupied by small single storey buildings that are constructed of stock brick and have slate roofs. Due to the height of the brick wall, views of and into the site are limited.

4.36 The eastern section of Wood Green Common comprises an attractively landscaped well-planted and well maintained public garden. The garden is surrounded by a dense Hawthorn hedgerow and cast iron railings and is lined to the north and east by mature London plane trees. Its centrepiece is a granite fountain, bearing the inscription 'In the memory of C.W. Barratt Esq., Chairman of Barratt & Co Ltd.', from which a series of pathways radiate to the park's entrances from Station Road, Western Road and Mayes Road. A prominent pergola, which is now covered in dense vegetation, surmounts a curved pathway and public seating situated to south of the fountain.

Western Road and Mayes Road

4.37 The southern corner of the conservation area contains a cluster of large educational and institutional buildings fronting Western Road and Mayes Road. Given the scale and prominence of these buildings, the character and appearance of this small area contrasts with the majority of the conservation area, which is characterised primarily by public open spaces interspersed with residential streets.

4.38 To the west of Western Road, Wood Green Common is fronted by a grand neo-Classical building which formerly housed a public swimming pool and is currently occupied by a conference and exhibition centre, known as the Decorium. The two storey building is constructed of yellow stock brick with red brick and cream-painted rendered detailing. The building's main northern façade includes a large classically-inspired portico surmounted by a shaped gable. However, the gable is dominated by prominent green signage set at roof level and fails to preserve the building's architectural integrity. The Decorium is surrounded by a tall hedge and cast iron railings. The building's eastern flank elevation fronts directly onto Western Road and is of much less architectural merit than the main façade, although a row of circular ground floor windows, which are currently boarded up, are of potential interest.

4.39 On the eastern side of Western Road, Alexandra School is a London Board School designed by G.E.T Lawrence, which dates from the turn of the 20th Century and comprises of two principal buildings overlooking a central playground. The larger

of the school buildings, situated to the south of the playground, consists of two double-height storeys plus an attic level, which is set within a steeply sloping roof. The building is constructed of London stock brick and has a richly detailed façade which includes terracotta copings to the gables. The slate roofscape is dominated by its tall central cupola and shaped gables, which are surmounted by ball finials and flanked by two storey towers with short spires. The smaller of the school buildings defines the eastern side of the playground and fronts directly onto Western Road. Both of the buildings have prominent red painted guttering and down-pipes and their façades incorporate red brick and terracotta detailing.

- 4.40 A series of outbuildings surround the main school buildings, whilst the school yard is bounded to the east and north by a low stock brick wall which has recently been surmounted which wire fencing. Both of the school buildings make a significant contribution to the character and appearance of this part of the conservation area.
- 4.41 To the east of Alexandra School, at the junction between Western Road and Mayes Road, Granta House comprises a part two, part three storey building with a curved façade, which is occupied by local government office space. This building is constructed of yellow brick and has a prominent overhanging slate roof. The façade is dominated by the building's highly reflective fenestration, which has a clear horizontal emphasis. The building is of limited architectural merit and overall makes a neutral contribution to the conservation area.
- 4.42 Cambridge House, No. 109 Mayes Road, is situated to the east of Granta House at the eastern periphery of the conservation area. It is a five storey, locally listed office building, which fronts directly onto Mayes Road, and is constructed of red brick with rusticated sandstone at ground floor level and a slate roof within which circular dormer windows constructed of copper are set. The façade incorporates a series of tapered columns with cushion capitals as well as decorative terracotta above the main entrance to the building, which is recessed within a large prominent arch. A plaque adjacent to the entrance states that the building was erected in 1897 as the headquarters for Barratt & Co Confectioners who moved from Islington to Wood Green in 1880.
- 4.43 Situated opposite Cambridge House, the rear elevation and garden to No. 17 Tower Terrace is prominent in views of the conservation area from the northern section of Mayes Road.

Tower Terrace

- 4.44 Tower Terrace is a narrow residential street, which connects Mayes Road, Parkland Road and Station Road. The south eastern side of Tower Terrace is lined with Victorian terraced properties, whilst the north western side of the road opens out to form small areas of raised grassland, which are likely to have previously formed part of Wood Green Common.
- 4.45 At the southern end of the street, Nos. 9 to 17 (odd) form a consistent group of two storey locally listed Victorian properties, with attic and basement levels. All are relatively well maintained and make an attractive and positive contribution to the character of the area. The terrace has a slate gambrel roof and the end of terrace building and the central building in the terrace have raised gables. Nos.

14 & 15, have recently added dormer windows which are out of keeping with the roofscape of the adjoining properties. All of the buildings include richly detailed white-painted entrances, window surrounds and prominent keystones. Several also retain the traditional walls surrounding their gardens which include motifs similar to those set within the keystones. The small green space in front of these properties is an attractive well planted space and is surrounded by dwarf granite walls.

- 4.46 On the northern side of Parkland Road, Nos. 5 to 8 (consecutive) Tower Terrace are locally listed two storey Edwardian houses originally constructed in yellow London stock brick. They have canted bay windows at ground and first floor level and slate roofs with terracotta detailing at their ridges. They also have prominent white and cream painted windows surrounds and decorative carved wooden porches. Unfortunately, No. 7 Tower Terrace now has a red painted façade and an enclosed modern entrance. It detracts from the otherwise consistent group of locally listed properties. At the northern end of Tower Terrace, No. 4 is an Edwardian property with a white painted façade and decorative motifs between ground and first floor level. It also has a square bay at ground and first floor level which is surmounted by a triangular gable with half timber detailing. This row of properties is considered to make a positive contribution to the character of the conservation area.

Bradley Road

- 4.47 Bradley Road is a cul-de-sac situated on the northern side of Station Road. The north eastern side of the Bradley Road is lined with residential dwellings, whilst the south western side of the street is fronted by various garages and outbuildings serving properties fronting Station Road. Bradley Road is terminated at its north western end by St Paul's Roman Catholic Primary School.
- 4.48 The junction between Bradley Road and Station Road is defined by Sylvia Lawla Court, a four storey red brick block of flats which was built in the late 20th Century and is of limited architectural merit. To the north west of this block, Nos. 4 to 19 (odd) Bradley Road is a two storey terrace of varying condition and appearance. Nos. 1 to 7 (consecutive) Bradley Road are constructed of red brick, whilst Nos. 8 to 19 (consecutive) are constructed of yellow London stock brick with red brick detailing. Several of the properties have been unsympathetically altered with modern windows, painted brickwork and extended porches. However, when viewed as a whole, it is considered that the terrace makes a positive contribution to the conservation area.
- 4.49 The south western side of Bradley Road is fronted by the unattractive garages and outbuildings to the buildings fronting Station Road. The inconsistent rear elevations and gardens to the properties fronting Station Road, including the Roman Catholic Church also have a detrimental impact on the streetscene. As outlined previously, Bradley Road is terminated by St Paul's Roman Catholic Primary School and it is considered that the functional school buildings fail to contribute to the streetscape of Bradley Road.

5. PLANNING POLICY FRAMEWORK

National

- 5.1 The Government's document (PPG 15) "Planning Policy Guidance: Planning and the Historic Environment" sets out a presumption in favour of preserving buildings that make a positive contribution to the character and appearance of conservation areas and advises local authorities on how to operate the legislation, emphasising that: -
- "It is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas. There has been increasing recognition in recent years that our experience of a historic area depends on much more than the quality of individual buildings - on the historic layout of property boundaries and thoroughfares; on a particular 'mix' of uses; on characteristic materials; on appropriate scaling and detailing of contemporary buildings; on the quality of advertisements, shopfronts, street furniture and hard and soft surfaces; on vistas along streets and between buildings; and on the extent to which traffic intrudes and limits pedestrian use of spaces between buildings. Conservation area designation should be seen as the means of recognising the importance of all these factors and of ensuring that conservation policy addresses the quality of townscape in its broadest sense as well as the protection of individual buildings."*
- 5.2 This intention has been reinforced by English Heritage in their document "Conservation Area Practice" and in their latest consultative guidance documents produced for the DCMS, ODPM & PAS in February 2006 "Guidance on the Management of Conservation Areas" and "Guidance on Conservation Area Appraisals". These bring up to date the required approach to conservation areas in line with the legislative and planning policy framework resulting from Government reform of the planning system. Local authorities are now required to replace their Unitary Development Plan (UDP) with a more flexible Local Development Framework (LDF). Within this structure a Supplementary Planning Document (SPD) will be produced to detail conservation area policies covering all of Haringey's conservation areas. The SPD will be supported by adopted and published Appraisals and proposed Management Strategies for each conservation area that cannot by themselves be an SPD.
- 5.3 A three-part heritage "Best Value Performance Indicator" (BV219) issued by the ODPM in February 2005 to monitor local authorities' performance in relation to Sections 71 & 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 has resulted in the need for local planning authorities to have up-to-date adopted and published Appraisals and related Management Proposals for all its conservation areas that should be reviewed every five years.
- 5.4 It is, therefore, even more important than before that there should be a clear definition, recorded in some detail, of what constitutes the special architectural or historic interest that warranted the designation of every conservation area.
- 5.5 The involvement of the public in deciding what (in the historic environment) is valuable and why has become increasingly important, especially in the wake of "Power of Place", a report produced by a 20-strong steering group representing a

wide range of interests lead by English Heritage in December 2000. In response to this, English Heritage have updated their guidance to take onboard new approaches to identifying and sustaining the values of place in line with the Government's heritage protection reform proposals and have produced a document "Conservation Principles, Policies and Guidance". The White Paper "Heritage Protection for the 21st Century" presented to Parliament by the Secretary of State for Culture, Media and Sport in March 2007 will, if it becomes a new Act, lead to legislative changes involving the establishment of a single integrated 'Register of Historic Sites and Buildings of England'. Clear direction and advice will be essential to amplify and reinforce PPG15 & PPG16. The proposals in the White Paper reflect the importance of the heritage protection scheme in preserving our heritage for people to enjoy now and in the future. These are based around three core principles:-

"Developing a unified approach to the historic environment"

- *Provide a unified legislative framework for heritage protection that removes current distinctions to deliver a system that works for the whole historic environment.*
- *Build on this new legislative framework by creating a single system for national designation and consents and encouraging greater unification at local level."*

"Maximising opportunities for inclusion and involvement"

- *Open up the designation system to greater consultation and scrutiny and promote a debate on what we should protect in future.*
- *Provide the public with better information about how the system works and why things are protected.*
- *Encourage local authorities and local communities to identify and protect their local heritage.*
- *Provide people with better access to improved information about the historic environment around them."*

"Delivering sustainable communities by putting the historic environment at the heart of an effective planning system."

- *Speed up the designation system and make it more efficient.*
- *Join up and streamline the consent process to reduce bureaucracy and make it more efficient.*
- *Consider introducing new tools for local planning authorities and developers to address heritage in major developments.*
- *Provide the means for devolving greater responsibility to local planning authorities so they can manage the historic environment alongside other planning responsibilities."*

Regional

- 5.6 The Mayor of London's 'London Plan: Spatial Development Strategy for Greater London (Consolidated with Alterations February 2008)' forms part of the statutory plan for the Borough. It contains a range of policies relating to 'Built heritage and views' and 'Biodiversity and natural heritage', all of which have relevance to conservation areas.

- 5.7 Policy 4B.11 ‘London’s built heritage’ confirms that:-
“The Mayor will work with strategic partners to protect and enhance London’s historic environment.
- Development Plan Document (DPD) policies should seek to maintain and increase the contribution of the built heritage to London’s environmental quality, to the economy both through tourism and the beneficial use of historic assets, and to the well-being of London’s people while allowing for London to accommodate growth in a sustainable manner.”*
- 5.8 Policy 4B.12 ‘Heritage conservation’ recommends:-
“Boroughs should:
- *ensure that the protection and enhancement of historic assets in London are based on an understanding of their special character, and form part of the wider design and urban improvement agenda, including their relationship to adjoining areas, and that policies recognise the multi-cultural nature of heritage issues*
 - *identify areas, spaces, historic parks and gardens, and buildings of special quality or character and adopt policies for their protection and the identification of opportunities for their enhancement, taking into account the strategic London context*
 - *encourage and facilitate inclusive solutions to providing access for all, to and within the historic environment and the tidal foreshore.”*
- 5.9 Policy 4B.13 ‘Historic conservation-led regeneration’ emphasises that:-
“The Mayor will, and boroughs should, support schemes that make use of historic assets, including the waterways heritage, and stimulate environmental, economic and community regeneration where they:
- *bring redundant or under-used buildings and spaces into appropriate use*
 - *secure the repair and re-use of Buildings at Risk*
 - *help to improve local economies and community cohesion*
 - *fit in with wider regeneration objectives*
 - *promote inclusiveness in their design*
 - *respect and enhance waterside heritage including the tidal foreshore.”*
- 5.10 Policy 4B.15 ‘Archaeology’ states that:-
“The Mayor, in partnership with English Heritage, the Museum of London and boroughs, will support the identification, protection, interpretation and presentation of London’s archaeological resources. Boroughs in consultation with English Heritage and other relevant statutory organisations should include appropriate policies in their DPDs for protecting scheduled ancient monuments and archaeological assets within their area.” (PPG16)
- 5.11 Policy 4B.16 ‘London View Management Framework’ contains strategically important views, of which London Panorama I (from Alexandra Palace to central London) Landmark Viewing Corridor centred on St Paul’s Cathedral, passes through the western part of the Borough.
“The Mayor will keep the list of designated views under review.”

- 5.12 Policy 4C.3 'The natural value of the Blue Ribbon Network' has relevance to the Borough through the River Lee Navigation and Moselle Brook.
"The Mayor will, and boroughs should, protect and enhance the biodiversity of the Blue Ribbon Network by:
- *resisting development that results in a net loss of biodiversity*
 - *designing new waterside developments in ways that increase habitat value*
 - *allowing development into the water space only where it serves a water-dependent purpose or is a truly exceptional case which adds to London's world city status*
 - *taking opportunities to open culverts and naturalise river channels*
 - *protecting the value of the foreshore of the River Thames."*

- 5.13 Policy 4C.20 'Development adjacent to canals' points out that:-
"The Mayor will, and relevant boroughs should, require developments adjacent to canals to respect the particular character of the canal. Wherever possible, new developments close to canals should seek to maximise water transport for bulk materials, particularly during demolition and construction phases. While recognising the navigation functions, opportunities should be taken to improve the biodiversity value of canals."

Local

- 5.14 Haringey's Unitary Development Plan (UDP) adopted by the Council on 17 July 2006 replaces the earlier UDP adopted in March 1998. The UDP sets out the planning policy framework for the development of the Borough and development control decisions. It contains a range of policies to preserve and enhance the character or appearance of special architectural or historic interest relating to 'Strategy'; 'Development and Urban Design' and 'Conservation'. "Both the conservation of the built environment, (in terms of preserving cultural heritage and ensuring the efficient use of land and building materials), and good design (which is acknowledged as contributing to people's quality of life) are seen as integral components of sustainable development."
- 5.15 Policy G1: Environment:-
"Development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources."
- 5.16 Policy G2: Development and Urban Design:-
"Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment."
- 5.17 Policy G10: Conservation:-
"Development should respect and enhance Haringey's built heritage in all its forms."
- 5.18 Policy UD4: Quality Design:-
"Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality."

The spatial and visual character of the development site and the surrounding area/street scene should be taken into account in the design of schemes submitted for approval. The following, often inter-related, elements should be addressed in a positive way:

- a) urban grain and enclosure;*
- b) building lines;*
- c) form, rhythm and massing;*
- d) layout;*
- e) height and scale;*
- f) landform, soft and hard landscape, trees and biodiversity;*
- g) fenestration (i.e. window design together with the positioning, or arrangement of the window openings in the wall);*
- h) architectural style, detailing and materials;*
- i) historic heritage context, including listed buildings and their setting, locally listed buildings, conservation areas and archaeological areas;*
- j) living frontages and public realm;*
- k) any identified local views;*
- l) `designing out crime and fear of crime (including designing out graffiti, where feasible);*
- m) walkability; new housing, shops, public buildings and places of work need to be located and designed so that they can be reached easily on foot.”*

5.19 Policy CSV1: Development in Conservation Areas:-

“The Council will require that proposals affecting Conservation Areas:

- a) preserve or enhance the historic character and qualities of the buildings and/or the Conservation Area;*
- b) recognise and respect the character and appearance of Conservation Areas;*
- c) protect the special interest of buildings of architectural or historic interest.”*

5.20 Policy CSV2: Listed Buildings:-

“There is a presumption in favour of the preservation of listed buildings.

The Council will require that proposals affecting statutory listed buildings:

- a) preserve or enhance the historic character and qualities of the buildings;*
- b) recognise and respect the character and appearance of listed buildings;*
- c) protect the special interest of buildings of architectural or historic interest;*
- d) do not adversely affect the setting of listed buildings;*
- e) retain the original use of a listed building wherever possible.”*

5.21 Policy CSV3: Locally Listed Buildings & Designated Sites of Industrial Heritage Interest:-

“The Council will maintain a local list of buildings of architectural or historic interest, including Designated Sites of Industrial Heritage Interest with a view to giving as much attention as possible to buildings and features worthy of preservation.”

5.22 Policy CSV4: Alterations & Extensions to Listed Buildings:-

“The Council will require that alterations or extensions to listed buildings:

- a) are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building’s interior and exterior;*
- b) relate sensitively to the original building;*

c) *do adversely affect the setting of a listed building.*”

5.23 Policy CSV5: Alterations & Extensions in Conservation Areas:-
“The Council will require that alterations or extensions to buildings in Conservation Areas:

- a) *preserve or enhance the character of the Conservation Area;*
- b) *retain or reinstate characteristic features such as doors, windows or materials of buildings.*”

5.24 Policy CSV6: Demolition of Listed Buildings:-
“The Council will protect Haringey’s listed buildings by refusing applications for their demolition. In the case of internal demolition work the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building’s interior.”

5.25 Policy CSV7: Demolition in Conservation Areas:-
“The Council will seek to protect buildings within Conservation Areas by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the Conservation Area.”

5.26 Policy CSV8: Archaeology:-
“Planning permission will only be granted for development which would adversely affect areas of archaeological importance if the following criteria are met:
a) *applications are accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development;*
b) *development proposals will preserve in situ, protect and safeguard important archaeological remains and their settings, and where appropriate, provide for the permanent display and interpretation of the remains.*
The Council will ensure the proper investigation, recording of sites and publication of the results is conducted by a suitably qualified archaeological contractor as an integral part of a development programme where it is considered that preservation in situ is not appropriate.”

Supplementary

5.27 Supplementary Planning Guidance (SPG2) ‘Conservation and Archaeology’ is a draft consultation document available in association with the UDP providing additional information.

5.28 A leaflet produced by the Victorian Society supports the importance of conservation and highlights the continuing threat to historic buildings:-
“It’s hard to believe that not so long ago people thought that Victorian buildings were ugly and old fashioned. They said that they were not suited to modern requirements, and so they tore them down and put up new ones. They ripped the heart out of our historic city centres and dispersed the communities who lived there, and soon many places looked much the same as anywhere else.

But today we have found that many of the new buildings lasted less well than the buildings they replaced, and are now themselves being torn down.

Would you really want to lose the attractive Victorian terraces in your neighbourhood, the Victorian church at the end of your road or the ornate pub on the high street? Yet still today many such buildings are threatened with demolition or insensitive alteration. Victorian buildings reflect the history of places and their occupants, and too often it is only after they have gone that people recognise their value.

Still there are many good Victorian buildings at risk. Neglect is bad enough, but sometimes well-meant 'improvements' such as plastic windows or stone cladding may destroy a building's historic character and create maintenance headaches for the future. The Victorian Society produces a number of publications about the proper care of Victorian and Edwardian houses to enable owners to be custodians of their buildings for the future.

Worse still is the threat of demolition, as developers do not stop to understand what is special about Victorian buildings, and how they are cherished and valued by their communities. No one would tear up a 100 year-old book, but 100 year-old buildings are often pulled down without a second thought, and all these years of history lost.

Most buildings are perfectly capable of re-use: often imagination is the key ingredient to give an old building new life. Yet people often forget that demolishing and rebuilding in energy-hungry materials such as glass and aluminium is very wasteful. It also destroys the special character that old buildings impart to areas, and a sense of local distinctiveness is lost.

We are not against all change. We think there is a place for good modern design too – indeed high quality new developments can make a positive contribution to the setting of historic buildings. But building for the future should not ignore the importance of the past.”

6. AUDIT

Introduction

6.1 An audit of the fabric of the Wood Green Common Conservation Area has been undertaken to identify listed buildings, local listed buildings of merit, unlisted buildings that make a positive contribution to the character and appearance of the conservation area, shopfronts of merit, and elements of streetscape interest. In addition, elements that detract from its character and appearance have been identified.

6.2 STATUTORY LISTED BUILDINGS

Address	Date First Listed	Grade
Park Avenue Tunnel entrance to the New River	10.05.74	II
Station Road Former Starting Gate Public House	14.10.92	II

6.3 LOCAL LISTED BUILDINGS OF MERIT

Address	Date First Listed
Bridge Road Nos. 1 to 15 (odd)	27.01.97
Dorset Road Nos. 2 to 24 (even) Nos. 15 to 19 (odd)	27.01.97 27.01.97
Mayes Road Cambridge House	27.01.97
Tower Terrace Nos. 5 to 8 and 9 to 17 (consecutive)	27.01.97

POSITIVE CONTRIBUTION BUILDINGS

6.4 In addition to those buildings that are on the statutory list and local list of buildings of merit there are a large number of individual buildings and groups of buildings that contribute to the character of their immediate surroundings and the Wood Green Common Conservation Area as a whole. Even though some of these buildings may have experienced minor alterations over the years they still make a positive contribution to the conservation area as part of a group. The assessment of whether a building makes a positive contribution to the special architectural and historic interest of a conservation area is based on Appendix 2 of 'Guidance on Conservation Area Appraisals'; English Heritage, February 2006. These buildings will be considered for inclusion on the Council's Local List of Buildings of Merit at the next review.

Barratt Avenue

Nos. 1 to 27 (odd)
Nos. 2 to 14 (even)
Nos. 16 to 42 (even)

Bradley Road

Nos. 4 to 19 (consecutive)

Buckingham Road

Nos. 1 to 13 (consecutive)

Park Avenue

Nos. 48 & 50

Nos. 51 to 57 (odd)

Nos. 59 to 69 (odd)

St Michael's Terrace

Nos. 1 to 6 (consecutive)

Nos. 7 to 14 (consecutive)

Station Road

Alexandra Palace rail station

Nos. 80 to 92 (even)

Nos. 98 to 106 (even)

No.110; No. 126; No. 130

Terrick Road

Nos. 3 to 13 (odd)

Weston Road

The Decorium (former public swimming pool building)

Alexandra School

SHOPFRONTS OF MERIT

- 6.5 Within the Wood Green Common Conservation Area the few retail units are of limited merit and are considered to be neutral, the only commercial frontage of merit being the pub front of the following Grade II listed building:

Station Road

The Gate Public House (formerly the Starting Gate P.H.) ground floor façade.

ELEMENTS OF STREETScape INTEREST

- 6.6 The character and appearance of the Wood Green Common Conservation Area are not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, signage and planting and mature trees contribute greatly to the area's quality, character and appearance. Most of the streets within the conservation area contain granite kerbs and gutters and many are tree lined and have front gardens with semi-mature and mature trees.

Avenue Gardens

Mature deciduous trees; granite sets; undulating topography; New River tunnel entrance and bridge.

Bridge Road

Granite sets, kerbstones, London Plane trees, Silver Birch trees.

Buckingham Road

Dense vegetation lining the adjacent railway line; cast iron railings lining the western side of the road; kerbstones.

Dorset Road

Granite sets, kerbstones.

Park Avenue

Red brick bridge mountings, which formerly supported the Great Eastern Railway's branch line; dense vegetation lining the former railway line.

St Michael's Terrace

Granite sets surrounding Avenue Gardens, kerbstones.

Station Road

Mature London Plane trees lining Wood Green Common; the New River and bridge.

Terrick Road

Cast iron bollards; kerbstones.

Tower Terrace

Small, densely vegetated green spaces on the northern side of the Terrace; granite sets, kerbstones.

Weston Road

Red painted cast iron railings surrounding the Alexandra Primary School.

Wood Green Common

Mature London Plane trees; landscaped public space at the eastern end of the Common, including pergolas, cast iron railings and granite fountain; red brick wall surrounding the western side of the common.

DETRACTORS

- 6.7 Inevitably there are buildings that detract from the character and appearance of the Wood Green Common Conservation Area. This may be due to a building's scale, materials, relationship to the street or due to the impact of alterations and extensions. There are also structures and elements of streetscape (e.g. visual clutter from excessive signage or advertisements) that impinge on the character and quality of the conservation area.

Bradley Road

Garages fronting the south western side of the road; St Paul's Roman Catholic School.

Terrick Road

Garages on the western side of the road; Rear elevation to the Post Office sorting office.

7. CHALLENGES, PRESSURES & OPPORTUNITIES FOR DEVELOPMENT

Design Considerations

- 7.1 The importance of good design that takes full account of the historic environment is essential when considering proposals affecting the Wood Green Common Conservation Area. The use of good external materials, in particular good quality facing brickwork, is of the greatest importance. The Council encourages good quality development, including the provision of affordable housing, but in all such proposals design and conservation considerations must be primary parameters from the outset. This objective can be achieved effectively by the combined work and commitment of the Council's Development Control and Design and Conservation Teams.

Traffic Management

- 7.2 The core of the conservation area concentrated on Avenue Gardens and Wood Green Common is affected by both public and private transport and of service vehicle traffic that passes through it. This, together with the pedestrian traffic movements to and from the High Road facilities, has a crucial influence on the area's character and appearance.
- 7.3 Any review of the traffic strategy for the area must seek to protect the quality of the historic environment and enhance the character and appearance of the Wood Green Common Conservation Area.

Streetscape and Public Realm Improvements

- 7.4 Wood Green Common has a fairly uniform and intact historic area with a rich, historic fabric. However, some of its streetscape is cluttered and lacking in consistency or co-ordination. Many areas contain a jumble of traffic signs, bins, bollards, guard rails and street furniture in a variety of different designs set in a mix of paving made up of tarmac areas or broken and uneven paving. Further investment in the public realm would be desirable.
- 7.5 *"Investment in the public realm is a key to the regeneration of many run-down areas by restoring confidence in their economic future, attracting inward investment and restoring civic pride. Environmental improvements which are well-designed can help to nurture this local distinctiveness and revitalise local communities."* (Streets For All: A Guide to the Management of London's Streets).
- 7.6 Haringey Council has recently produced a Streetscape Manual which helps to set out its vision for the Borough's conservation areas. This vision focuses on the reduction of clutter and provision of attractive and robust street furniture. The Design and Conservation Team will seek to work with the Highways Team and TfL to pursue this objective.

8. DEVELOPMENT CONTROL ISSUES

8.1 The potential future pressures for development that can diminish and harm the character and appearance of the Wood Green Common Conservation Area are highlighted below. Potential opportunities where enhancement of the character and appearance of the area could be achieved are also identified.

Residential areas

8.2 The primary cause of change to the character and appearance of the residential streets has been incremental changes to domestic properties. Much of the development that has occurred does not, however, fall within the remit of planning control. The main issues are set out below.

- **Forecourt Parking and Vehicular Crossovers**

8.3 The introduction of forecourt parking on a hard-standing within the front gardens of properties to enable parking (where space allows) has led to the loss of front garden walls and a reduction in the amount of vegetation on the frontage in a number of locations. This is most evident on Bounds Green Road. The effect is to disrupt the visual continuity and enclosure of the frontage. This erodes the character and appearance of the street but can also be undertaken without planning permission.

- **Original features**

8.4 Loss of original features, materials and details is evidence throughout the conservation area. In particular the removal or alteration of timber sash windows, timber panelled front doors (often with stained glass panels), decorative timber porches and brackets, chimney stacks and pots, ridge tiles and finials and decorative plasterwork are amongst the most important noticeable changes that can diminish the quality, richness and visual cohesion of the frontages.

- **Brickwork and Stonework, Painting, Render and Cladding**

8.5 The painting, rendering and cladding of brickwork and stonework within consistent streets with brick elevations has occurred in a number of areas within the conservation area. This has had a detrimental effect on the appearance, integrity and consistency of frontages in a number of locations. Other changes that have affected the consistent appearance of the frontages include the re-cladding of roofs in non-original materials and to a lesser extent the infilling of recessed doorways and porches.

- **Dormer Windows**

8.6 Dormer windows have been introduced or enlarged on front roof slopes of terraces in some locations. These are prominent and disruptive in the street scene unless they are part of the original design. The introduction of new or enlarged dormers within the front slope of a roof of a building within a conservation area currently needs planning permission.

Shopfronts

8.7 Few of the shop units within the Wood Green Common Conservation Area that are concentrated on St Michael's Terrace and Station Road retain their original shopfronts. However, most of the shops still retain the original features of their

shop-surrounds including pilasters, corbel brackets and fascia cornices. Of particular note is the pub-front of the Grade II listed Gate on the corner of Buckingham Road.

8.8 Shopfronts with original features would contribute to the interest and vibrancy of the streetscene at ground level, whereas existing poor quality badly designed and proportioned shopfronts detract from the overall quality of the frontages of shop units because they have:

- inappropriately proportioned fascias (too wide, too deep);
- inappropriate signage on the fascias (internally illuminated boxes, over sized lettering and signboards);
- a visual clutter of advertisements;
- prominent shopfront security (externally fixed roller shutters).

8.9 If any new shopfronts and fascias are allowed to be introduced to buildings within the conservation area they should be sympathetic to the proportions and balance of the overall frontage. Signage should have clear simple lettering of an appropriate size and be contained within the fascia. Prominent shopfront security (roller shutters), fixed plastic canopies and internally illuminated box signs should be avoided.

Future Change

8.10 The potential for future change to residential areas is likely to result from the same pattern of incremental change that can be seen at present. This may lead to the further loss of front boundary walls where hard-standings for vehicular parking areas are installed, the replacement of original timber windows, doors and porches, and the painting and rendering of frontages that are currently beyond the scope of planning control. The replacement of windows may be greatest on the frontages to busy roads.

8.11 There may also be a pressure to enlarge and extend existing dwellings to the rear or into the roof space. Front dormers should be avoided where they are not part of the character of the existing street and careful consideration should be given to the effect of rear dormers and extensions in locations where there are views across rear elevations from nearby streets.

8.12 The impact of any future changes of use to properties in residential areas would need to be carefully considered in relation to the impact on the character and appearance of the street resulting from the amalgamation of properties, the impact and requirement for parking, signage and the loss of original details.

Opportunity Sites

8.13 These are areas where visual improvements are desirable and could be achieved through redevelopment or refurbishment. Where these sites are identified, the potential for redevelopment will be judged against criteria suitable for a conservation area. New buildings should contribute positively to the visual quality of the area, and preserve or enhance the character and appearance of the area. In considering proposals for new buildings in conservation areas, amongst the principal concerns should be the appropriateness of the mass, scale of the architectural elements and its relationship with its context. A good new building

should be in harmony with, or complementary to, its neighbours having regard to the pattern, rhythm, details and materials of the surrounding development in the conservation area. A new building that does not respect its context is not a good building.

- 8.14 There is scope for improvements to, or redevelopment of, the Post Office depot, providing an opportunity for improving the streetscape of both Buckingham Road and Terrick Road.
- 8.15 In addition to the 'detractors' previously identified, all of the public realm comprising Wood Green Common Conservation Area would benefit from an upgrade and refurbishment to promote high quality design and to eliminate visual clutter by removing redundant items of street furniture. These works could involve the reintroduction of high quality natural materials such as large rectangular paving slabs of York stone or artificial stone of a uniform colour laid in a traditional interlocking pattern and granite setts as appropriate; the retention and refurbishment of original cast iron lighting columns and historic cast iron bollards. An opportunity should also be taken to review the current provision of seating, trees and open planted areas, particularly at the main junctions.

9. CONSERVATION AREA BOUNDARY REVIEW

Introduction

- 9.1 The boundary of the Wood Green Common Conservation Area has been reviewed as part of this study.
- 9.2 The principal issue in undertaking a review of a conservation area is whether the boundary should be amended. If areas under consideration outside the existing conservation area can be seen to have the same character and appearance that should be preserved or enhanced '*demonstrably special architectural and historic interest*'¹ the conservation area should be extended to include the new areas. If areas within the existing conservation area have lost the qualities that originally merited their inclusion by being eroded by changes, they no longer have the same character and appearance and they should be excluded from the conservation area.
- 9.3 PPG 15², para. 4.3 notes that "*it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest*". This guidance further advises (para. 4.14) where development adjacent to a conservation area would affect the setting or views into or out of the conservation area, the preservation and enhancement of that conservation area should be a material consideration. Accordingly, areas currently within the conservation area of little or no intrinsic quality have also been reviewed. These have the potential for removal on the basis that the redevelopment within those areas must pay regard to the conservation area. In addition, it enables the removal of areas that may diminish the overall value of the area.
- 9.4 PPG15 notes that conservation area legislation should not be used to solely protect landscape features except where they form an integral part of the historic environment.
- 9.5 The following tests have been applied in reviewing the boundary of the Wood Green Common Conservation Area.

Test 1 Boundary

- Is there a clearly defined edge to the existing boundary (i.e. a definite change in character and quality between the two areas)?
- Is the area part of the setting of the conservation area?
- Is the area clearly beyond the defined edge of the conservation area?

Test 2 Architectural Quality and Historic Relevance

- Is area of similarly 'demonstrable special architectural or historic interest' as the rest of the conservation area?
- The following have been considered:
 - i) Whether the area reflects the architectural style and details present within substantial parts of the conservation area;

¹ Conservation Area Practice – English Heritage

² Planning Policy Guidance Note 15: Planning and the Historic Environment (1994)

- ii) Whether the development within the area dates from a similar period to substantial parts of the conservation area;
- iii) Whether the uses within the area reflect prevailing or former uses of substantial parts of the conservation area;
- iv) Whether the development is the work of the same architect/developer active elsewhere within significant parts of the conservation area;
- v) Whether the development is of similar massing, bulk, height and scale to a significant proportion of the development within the conservation area;
- vi) Whether the development within the area is of notable architectural and historic interest in its own right.

Test 3 Townscape Quality

Consideration is also given to the quality of the area and whether there is the justification for the introduction of additional controls. In particular;

- What proportion of the buildings within the area would be defined as positive contributors if located within the Conservation Area;
- Whether there is evidence of significant alteration to the street/area as a result of:
 - i) loss of front gardens to parking spaces;
 - ii) removal of frontage walling;
 - iii) alterations to the roofs;
 - iv) loss of original details (doors/windows/ porches/ decorative panelling/ chimneys) or re-facing of brickwork;
 - v) alterations and extensions (introduction of alien dormers/ infilling between properties/ prominent rear extensions).

Review

- 9.6 The Wood Green Common Conservation Area has a relatively well-defined boundary which is formed by the following:
- Bridge Road to the north;
 - the alignment of the former Great Eastern Railway branch line to the north-east;
 - the edge of the Wood Green town centre to the east;
 - mixed residential and commercial streets to the south-east;
 - light industrial uses to the south;
 - Station Road to the south-west;
 - Buckingham Road to the north-west.
- 9.7 The conservation area essentially comprises two residential areas and two areas of open space trisected by the busy B151 Station Road / Park Avenue and Buckingham Road. The conservation area is separated from the rising land on the west side of the railway cutting which is within the Hornsey Water Works and Filter Beds Conservation Area and Alexandra Palace and Park Conservation Area by a narrow strip of land on the west side of Buckingham Road / Station Road.
- 9.8 The approval and adoption of this conservation area appraisal on 11th February 2008 included the designation of an extension to the boundary to include Alexandra Palace railway station and the adjoining land west of Buckingham Road and Station Road.

10. POTENTIAL FOR ARTICLE 4 DIRECTIONS

Introduction

- 10.1 'Permitted Development' (PD) is the term used to describe those works that can be carried out to a property without needing specific planning permission. Such works include some types of small extensions, porches, garages and fences. However, there are detailed 'rules' to comply with and flats do not have any 'PD rights' at all. These detailed rules are set out in the Town and Country Planning (General Permitted Development) Order 1995 (GPDO).
- 10.2 It must be noted that PD rights only provide an automatic grant of Planning Permission. Before building work can be carried out it may well be necessary to deal with property restrictions (such as ownership, covenants, or rights of light) and health restrictions (such as Building Regulation Approval). There may also be legal considerations such as the 'Party Wall Act 1996' to take into account. If the building is statutory listed, building work will probably also need Listed Building Consent.
- 10.3 Permitted Development (PD) rights are more restricted in conservation areas, and the local planning authority can further withdraw these rights in specific cases.
- 10.4 Directions authorised by Article 4 of the GPDO are used by local authorities to remove certain permitted development rights from single family dwellings in conservation areas where change would be harmful to the character and appearance of an area. As noted in the Introduction, local authorities also have a statutory duty to preserve and enhance the character and appearance of their conservation areas.
- 10.5 There are currently no Article 4 Directions within the Wood Green Common Conservation Area.

Current Permitted Development Issues

- 10.6 In residential areas some of the main causes of change that are having an impact on the character and appearance of the Wood Green Common Conservation Area are not currently subject of planning control. Consideration of the relevance of Article 4 Directions to the preservation and enhancement of the Wood Green Common Conservation Area has focused upon the potential for harmful change. The types of permitted developments that have occurred include:
- i) changes to the appearance of properties as a result of the loss of original features (especially windows, doors, porches and brackets, decorative plasterwork (pargetting), terracotta (finials, hip and ridge tiles), tile hanging and chimney stacks and pots;
 - ii) painting, cladding and rendering of frontages within consistent brick fronted street elevations;
 - iii) re-roofing in inappropriate materials and colours;
 - iv) the loss and replacement of original front boundaries;
 - v) removal of front boundary walls below one metre in height and loss of soft landscaping of front gardens to form hard-standings for vehicle parking.

- 10.7 These changes are permitted for single dwelling houses under Schedule 2; Parts 1 and 2 of the Town and Country Planning General Development Order 1995 (GPDO).

Impacts on the Character and Appearance of Wood Green Common

- 10.8 Paragraph 4.23 of PPG15 advises that Article 4 Directions should only be made where they are backed by a clear assessment of an area's special architectural and historic interest, where the importance to that special interest of the features in question is established, where the local planning authority can demonstrate local support for the Direction, and where the Direction involves the minimum withdrawal of permitted development rights (in terms of both area and types of development) necessary to achieve its objective.
- 10.9 Much of the special architectural and historic interest of Wood Green Common's residential areas that dates from the late 19th to the early 20th Century derives from the richness of the detailed treatment of the properties, the consistency of that treatment and the sense of visual cohesion that results from the use of consistent materials and repeated details and forms. An essential component of the historical character and appearance of the frontages is also the relationship of the properties to the street, set back from the pavement by small front gardens behind low boundary walls.
- 10.10 The elements that contribute to the special, and to a degree unaltered, character of parts of the Wood Green Common Conservation Area are vulnerable to change arising from home 'improvements' inadequate maintenance and pressure for parking that are enabled by permitted development rights. Once these alterations have occurred it is unlikely that they will be reversed.
- 10.11 The most significant effect on the character and appearance of the streetscape of the conservation area is the alterations to the elevations and roofs of properties which are visible from the street. The streets or frontages most susceptible to being most seriously undermined by incremental changes are those which are substantially intact and where there is a richness and cohesion in the detailed treatment that warrants its additional protection.
- #### **Recommendation**
- 10.12 Where the loss or alteration of original architectural features has occurred there has been a diminution in the character and quality of the frontages of houses within the conservation area. However, it is felt that these changes have not been on a sufficient scale to significantly undermine the integrity of the street scene in the Wood Green Common Conservation Area and can best be controlled by self imposed standards of conservation and restoration by local residents and amenity bodies. This will not involve any additional Council resources to enforce the control of development and will rely upon the civic pride of local residents.
- 10.13 Where it is appropriate, the removal of permitted development rights may be used to preserve the character and appearance of an area. The blanket removal of permitted development rights over the whole of a conservation area is not appropriate.

- 10.14 It is regrettable that a number of properties within the Wood Green Conservation Area have either already suffered past erosion of their architectural quality and integrity by unsympathetic alterations, or are of moderate architectural or historic interest. On that basis it would not be appropriate to introduce Article 4 Directions in this area.

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12. PLANS

1. Conservation Area Boundary and Built Heritage Appraisal and Historic Parks and Gardens.

This document is based on work undertaken for the London Borough of Haringey by:

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Plan 1: Conservation Area Boundary, Built Heritage Appraisal and Local List of Historic Parks and Gardens

 Conservation Area Boundary

 Statutory Listed Building

 Local Listed Building of Merit

 Positive Contributor

 Neutral Contributor

 Detractor

 Locally Listed Historic Park and Garden

Conservation Area No. 10
Wood Green Common

Conservation Area Character Appraisal

Updated Post 11th February 2008 Approval & Adoption