

**HERITAGE STATEMENT**

**RELATING TO**

**WATES- CAPITAL WORKS PLANNING**

**AT**

**20 BEDFORD ROAD**  
**HARINGEY LONDON**  
**N15 4HA**

Quality Control

Document Preparation

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## 1.0 Introduction

This report has been prepared by Potter Raper, in support of an application for conservation area consent in connection with the replacement of a windows at 20 Bedford Road, London (figure 1). The proposed works form part of a comprehensive programme of works that are being carried out on the freeholder's housing stock.

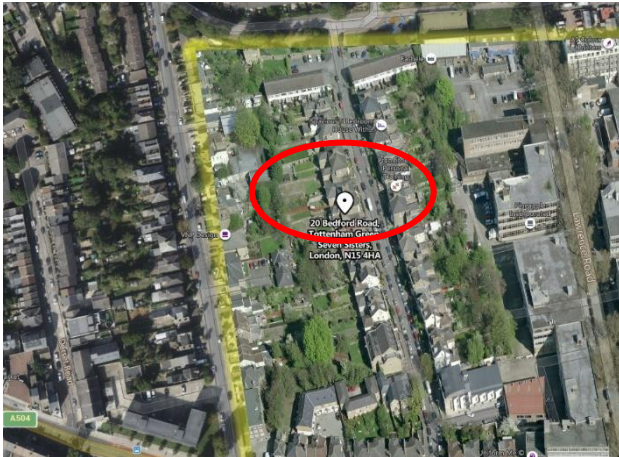


Figure 1: Bird's eye view of the Application Site (circled in red).  
(Source: Bing Maps)

The building, hereafter referred to as the Site, lies within the Clyde Circus Conservation Area (Haringey). The Site occupies a prominent position at the end corner of Bedford Road and Elizabeth Place, located along the south-west boundary of the Conservation Area.

The Clyde Circus Conservation Area is in the south-eastern part of the Borough, close to the west side of Tottenham High Road. It is crossed in an east – west direction by the busy A504 West Green Lane from Seven Sisters to Turnpike Lane in the south and by the B153 Philip Lane in the north. Part of its eastern boundary abuts, across the railway cutting, part of the west boundary of the Tottenham Green Conservation Area at Clyde Road Depot. The St Ann's Conservation Area is located a short distance to the southwest of the conservation area.

The buildings at consist in two storey semi-detached house with a rear garden. The property comprises of 3 self-contained flats.

This Heritage Statement has been developed to provide sufficient information to allow the council to gain an informed understanding of the building, in order to gauge the suitability of the proposals. It is considered that the special interest and significance of the Conservation area would not be harmed.

## 2.0 Architectural and Historical Appraisal

### 2.1 Historical Development of Local Area

(The information contained within this section highlights historic information which has been retrieved from the Council's Conservation Area Appraisal)

Tottenham High Road has its origins in the Roman period as it represents the route of Ermine Street, which connected Roman London to Lincoln and York. The earliest written evidence of Tottenham's existence is in the Domesday Book of 1086. Philip Lane and Blackup Lane (now West Green Road), which now define the conservation area's northern and southern boundaries respectively, were laid out during the medieval period, although the area between was open farmland at this time.

The population of Tottenham increased gradually during the first half of the 19th Century as new roads were laid out and the area became more accessible. Summerhill Road and Bathurst Road (now Lawrence Road) were the main north

south links with Dorset Road as a cul de sac at the western end of the area. The intention was for these roads to be fronted by grand properties with large gardens, of which Pembroke Villa, Providence Cottage and Vernon Cottage in Summerfield Road, Montague Villas in West Green Road and Stowe Villas in Philip Lane are examples suggesting affluent Victorian streets.

The population of Tottenham had continued to grow steadily during the 1850s and 1860s, by approximately 4,000 and 10,000 persons in each decade respectively. However, the introduction of the Great Eastern Railway in the mid-19th Century and a tram service along Tottenham High Road resulted in the area's population growing at an unprecedented rate, so that by 1891 it had reached almost 100,000. The Enfield Branch of the Great Eastern Railway line, which now forms the eastern boundary of the Clyde Circus Conservation Area, was opened in 1872, connecting Tottenham directly with Liverpool Street in the City of London and the introduction of affordable early morning tickets encouraged workers to commute to the City. This increased accessibility made the area attractive to artisans and clerks who began to move to Tottenham during this period. The Alexandra Park Branch of the Great Eastern Railway constructed to the south of the conservation area further increased access to the area. Its change in status resulted in the streets becoming lined with terraced housing to accommodate the growing population of lower middle and skilled working-class residents. During the same period large villas were still being constructed on Bedford Road, despite nearby small-scale industrial premises being established in the Lawrence Road area, including a Timber Yard and the Phoenix Sawmills at the boundary of the area now covered by the conservation area.

The area surrounding Clyde Circus suffered relatively little bomb damage during the Second World War, the most significant damage being from a V2 which destroyed half of Clyde Road (now as a result omitted from the conservation area). This bomb site area, surrounding the junction of Lawrence Road and Clyde Road, was subsequently redeveloped, largely during the latter half of the 20th Century. Otherwise, there have been no major developments of note within the Clyde Circus Conservation Area during the post war period. The area to the south of the conservation area has been substantially redeveloped with new blocks of flats and houses along parts of West Green Road and following the closure of the Seven Sisters & Palace Gates railway line it too has been built over.

### 3.0 Assessment of Significance

#### 3.1 Site Assessment

##### Location and Setting

The Clyde Circus Conservation Area is unusual in its form because its boundary omits a substantial inner area centred on Lawrence Road, Elizabeth Place and the western end of Clyde Road. The Clyde Circus Conservation Area is in the south-eastern part of the Borough, close to the west side of Tottenham High Road. It is crossed in an east – west direction by the busy A504 West Green Lane from Seven Sisters to Turnpike Lane in the south and by the B153 Philip Lane in the north.

##### Architectural Interest and External Features

The Clyde Circus Conservation Area is focused upon a comparatively small geographical area but is relatively diverse in character and appearance. The common characteristics of the sub areas are broadly a function of the relationship between the following factors: land use; density of development; scale and style of buildings; construction materials; period of development and the influence of trees and planting.

The conservation area comprises a mix of mid-Victorian villas and later Victorian and Edwardian terraces together with commercial streets to its northern and southern edges. It is relatively well defined by main roads and the railway. The northern and southern edges are formed by Philip Lane and West Green Road respectively. The eastern edge is defined by the boundary formed by the railway cutting. To the western edge the boundary is partly defined by the distinction between Victorian housing and mid to late 20th Century housing on Mansfield Road.

### 4.0 Proposals and Assessment of Impact

The external windows are proposed for replacement. It is being proposed that all windows on the front and rear elevations are to be replaced with double glazed timber units, finished in white to match the existing windows. So, where a sash window is currently installed, it will be replaced with a sash window and where a casement window currently is, it

will be replaced with a casement window. All new windows will match the existing fenestration and design as closely as possible. The proposed window to the front elevation will be a slimline option to accommodate the conservation team's requirements.

Part of the proposal is also for the replacement of the front entrance door and any rear doors; all new units will be in timber and will match the existing as close as possible.

### 5.0 Conclusion

Based on the above assessment it is considered that the proposals will not harm the significance of Bedford Road and its installation will preserve the building's special architectural and historic interest. Consideration has been given to the materials used, as well as the glazing thickness to best complement the area and improve the building's performance.

The proposals would give rise to modest economic and heritage benefits by making the property fit for purpose and improving its capacity to sustain a beneficial use. The consolidation and, where possible, restoration of the historic fabric is also an integral part of the proposal.