

11.2 Site Context and Analysis

11.2.1 SITE HISTORY

The Northumberland Development Project application site occupies a strategic position to the east of the High Road, bounded by Northumberland Park to the north and Park Lane to the south.

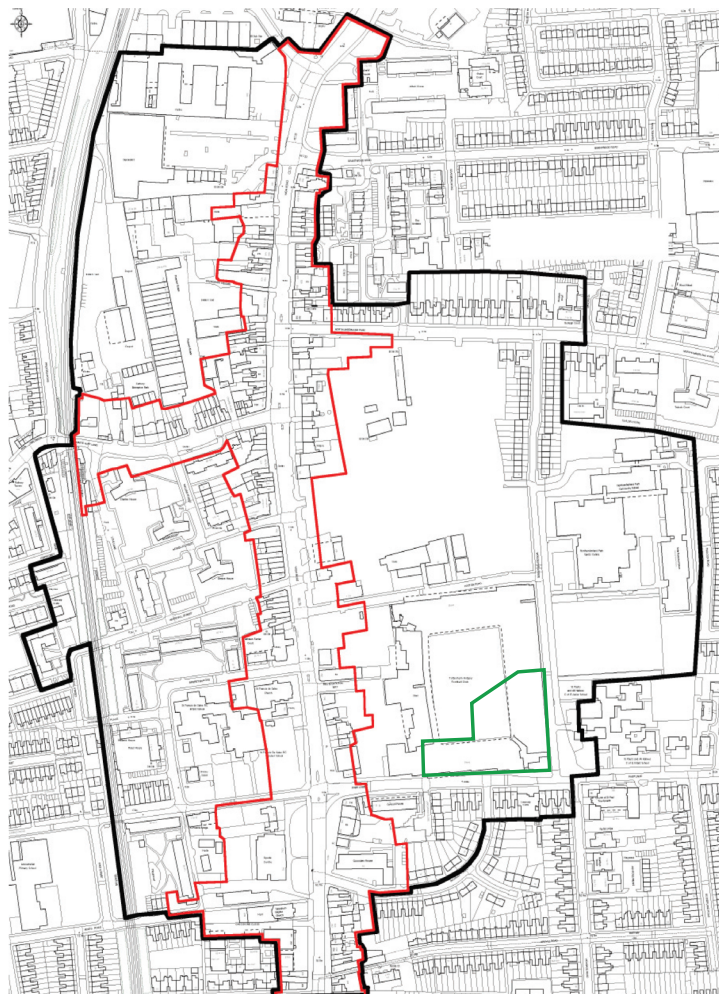
Historic maps indicate a timeline of development along the Roman Road, now Tottenham High Road, that reflects the urban growth of this part of the North Tottenham along the Moselle River. The Moselle ran along White Hart Lane and the High Road before branching east forming the present day Park Lane, which leads to the River Lea and Tottenham Marshes. At the beginning of the 17th century Parish map (Map of the Parishes of Tottenham and Edmonton of 1619, fig. 1) indicates the site as undeveloped fields or grounds to the rear of residences along the High Road, owned by wealthy landowners.

The Georgian period maintained the 17th century pattern of development with this area of Tottenham continuing to be favoured by the aristocracy and joined by City merchants and other wealthy Georgian landowners, who built a number of fine houses along the High Road (Map of the Parish of Tottenham engraved by Bowler and Triquet and published in Robinson's History of Tottenham in 1818, fig.2). The River Moselle began to be partially culverted along stretches of the High Road as more development formed along the East side of the High Road. Late 18th-century Tottenham maintained its character as a 'semi-rural suburb' with generous fields behind the primary road into London.

North Tottenham began to lose its semi-rural qualities during the Victorian period, when the wealthy landowners' properties (such as Bruce Manor) were sold to developers constructing terraced workers houses in new side streets along the west side of the widened High Road. By 1864 (fig. 3 map) The Moselle River was culverted along the eastern route below the new road which later became known as Park Lane. The map of 1864 indicates that the south-eastern part of the site was occupied by a garden featuring four tree-lined quadrants. By the end of the 19th century big urban expansion in the form of shops, factories, the Tottenham Nurseries and terraced houses, churches and schools, was made possible due to the introduction of the tramway and railway line to the east. By 1894-96 (Ordnance Survey map, fig. 4), the river Moselle was fully culverted, and the Georgian house plots subdivided. However, the southeast corner of the site along Park Road remained largely undeveloped.

By 1913 (fig. 5), the undeveloped land in the southeast corner of the site became occupied by the nascent Tottenham Hotspur Football ground, which grew by 1935 to permanent stands, eventually enveloping the terraces of houses along Paxton Road (today's Worcester Avenue). At that time, Bromley Road and the neighbourhood to the south of Park Lane was developed (Ordnance Survey map of 1935, fig. 6).

The residential development site is to the east of the designated North Tottenham Conservation Area. Please refer to the specialist Heritage Statement for a review of the wider area's architectural and townscape history.



- Tottenham High Road Conservation Area
- North Tottenham Masterplan boundary
- Southern Residential Development site



Fig. 1 1619 Map of the Parishes of Tottenham and Edmonton



Fig. 3 1864 Ordnance Survey Map



Fig. 5 1913 Ordnance Survey map



Fig. 2 Map of the Parish of Tottenham engraved by Bowler and Triquet and published in Robinson's History of Tottenham in 1818

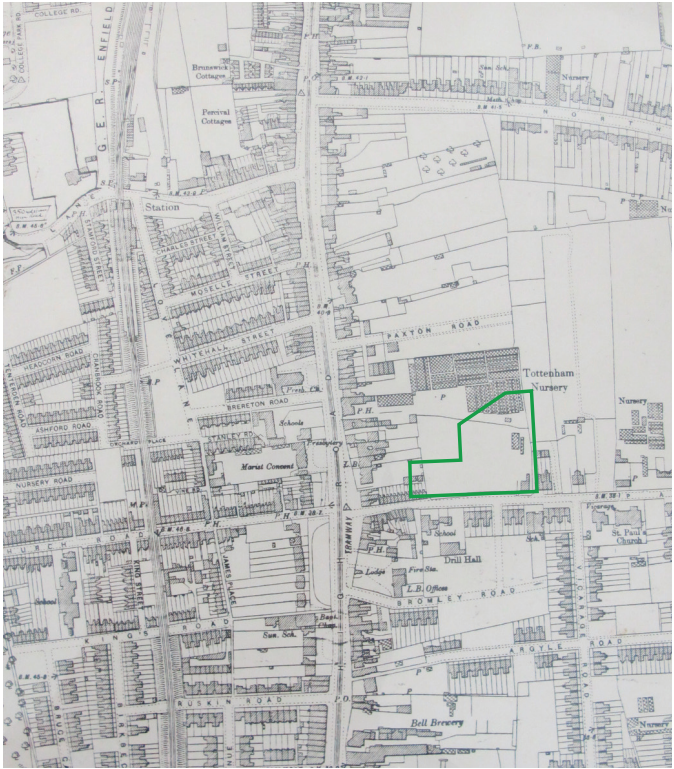


Fig. 4 1894-96 Ordnance Survey map

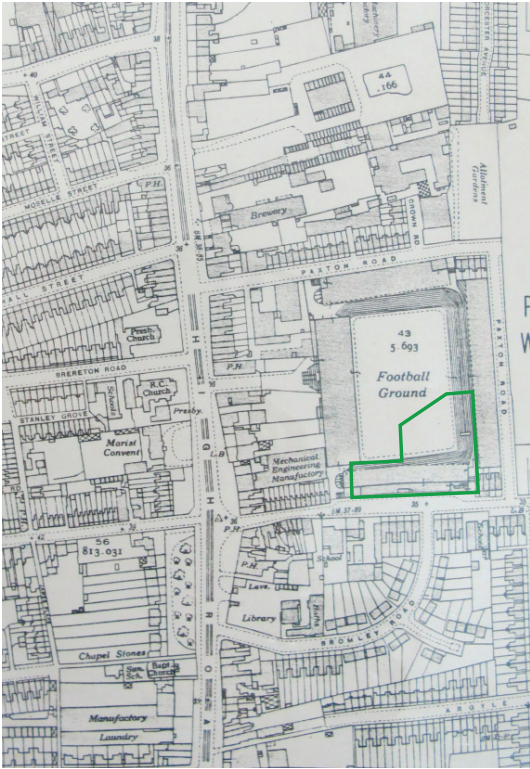
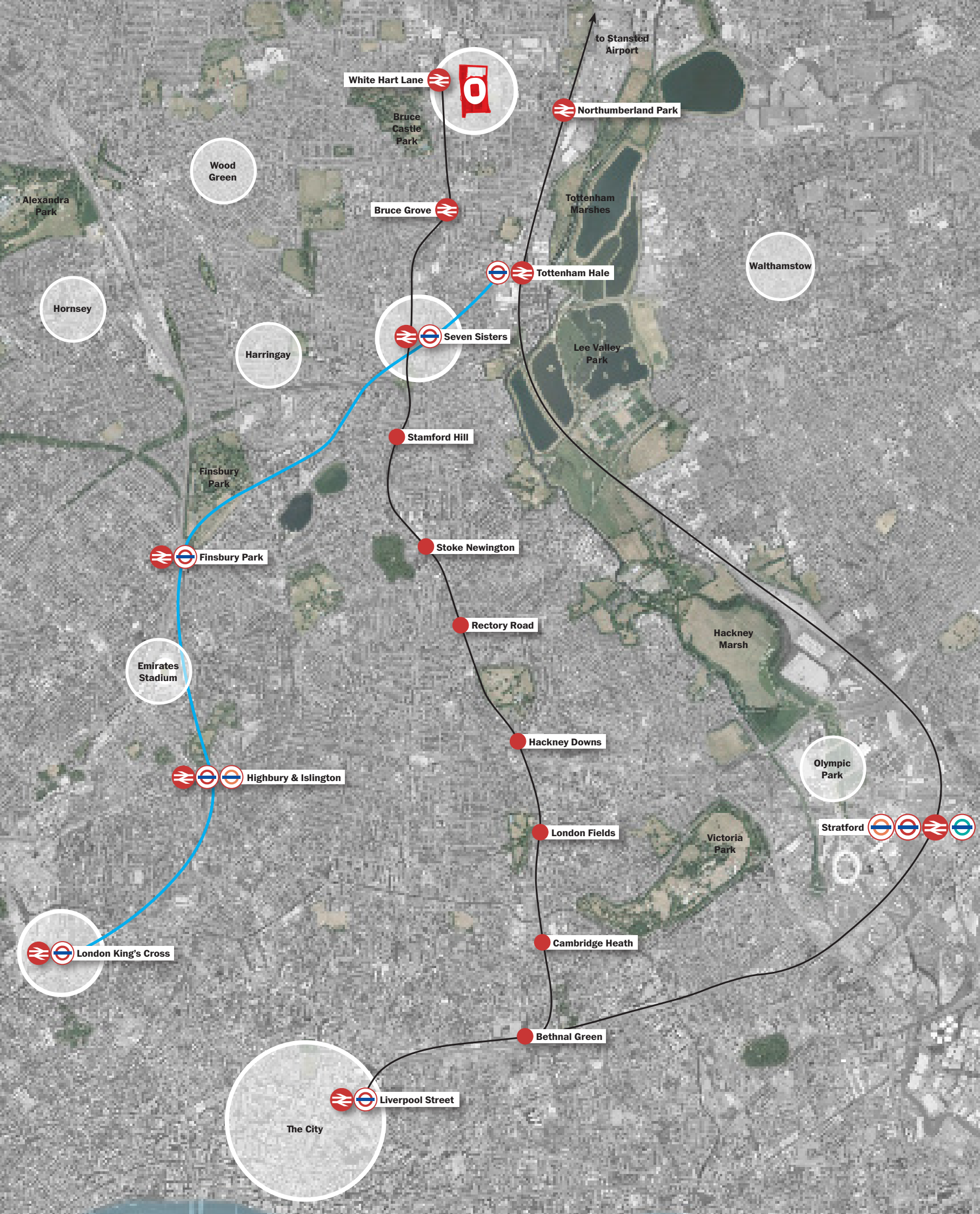


Fig. 6 1935 Ordnance Survey map



11.2.2 STRATEGIC LOCATION AND CONNECTIVITY

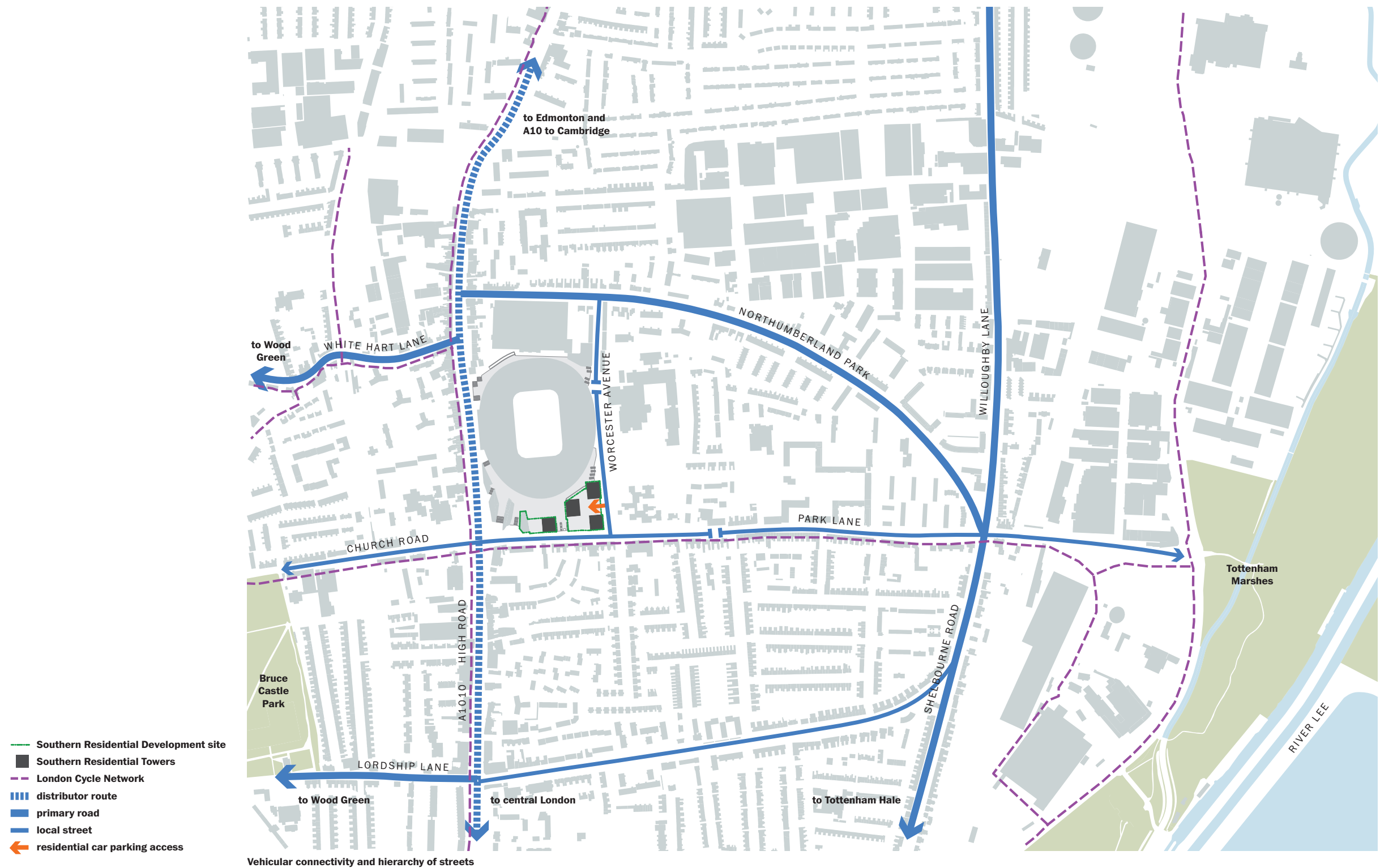
The Northumberland Development is located in the northern part of the London Borough of Haringey, approximately 300m south of the London Borough of Enfield with Angel Edmonton (district centre) and the A406 North Circular Road approximately 650m beyond. The Lee Valley and the London Borough of Waltham Forest are 1.5km to the east of the site. The designated town centre of Bruce Grove is 700m to the south of the site with the town centre of Seven Sisters a further 800m south of Bruce Grove. The district centre of Wood Green is 3km west of the site with Alexandra Palace a further 1.5km beyond.

The site currently has a public transport rating of PTAL 3. The diagram to the right indicates the excellent local pedestrian routes to access public transport connections and services, including buses and national rail lines, and non-trafficked footways and cycle routes. The A1010 Tottenham High Road runs north-south immediately to the west of the site, with easy access to numerous bus routes, which run south to Seven sisters Underground station. White Hart Lane station is approximately 200m to the west of the site, with quick links to London Liverpool Street Station.

Northumberland Park rail station, on the East Anglia railway line from London Liverpool Street to Stansted Airport, is a 10 minute walk (750m) to the east along Park Lane. This station is under consideration for inclusion within a new high speed rail link to the centre of London as part of Crossrail 2 in the next fifteen years. The Tottenham Area Action Plan (cl. 4.21) notes that sites within 800m of Crossrail 2 will be scrutinised for how they can complement its introduction, including “consideration of density to include future PTAL increase”.

The access to extended amenity space is exceptional with a 15 minute walk or a short cycle ride along Park Lane to Tottenham Marshes and the River Lee to the east, and Bruce Castle Park and Tottenham Cemetery a 7-10 minute walk to the west.

Please refer to the Transport Report for further detail within the application documentation.



Vehicular connectivity and hierarchy of streets

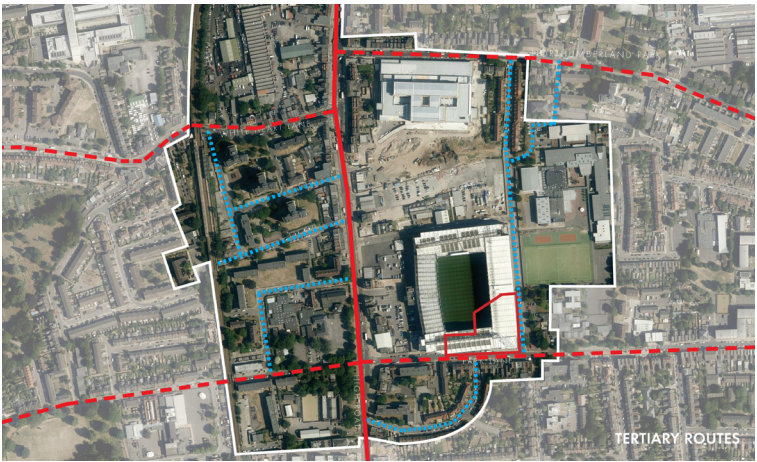
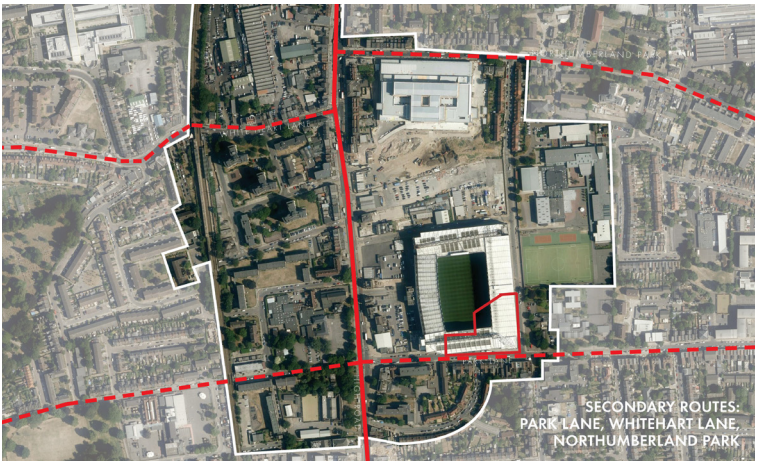
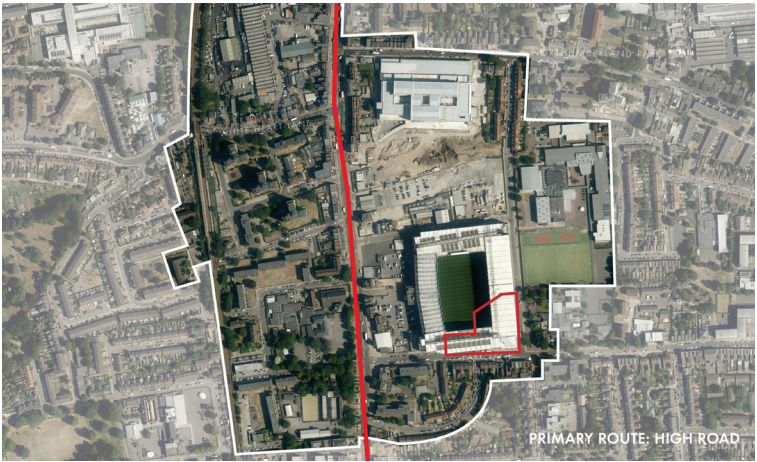
11.2.3 SITE DESCRIPTION AND URBAN FORM

Urban Form

The diagram showing vehicular connectivity in section 10.2.2 illustrates a clear hierarchy of streets which define the urban form of the North Tottenham area. The Tottenham High Road, running north - south, is the main urban feature, leading to the centre of London. From this most important route there are many smaller east west connectors. The most important of these are the secondary routes, such as Northumberland Park and White Hart Lane, which provide the few crossing points of the Lee Valley to the east and tunnels under the rail lines to the west.

The High Road is characterised by a mixed grain with buildings and plots of varying sizes. Historic buildings tend to be of a fine or small grain with narrow frontage building plots and long back gardens, which are now all gone. Public buildings of significance are located at or close to important crossroads and junctions. They are often set back from the High Road but have a formal, mainly perpendicular relationship with the High Road, with their front doors facing the High Road.

The roads leading from the High Road are predominantly residential streets lined with terraced or low-scale Council housing such as Bromley Road, Church Road and Park Lane. These and other more local routes such as Vicarage Road, Argyle Road and Worcester Avenue provide a useful network of tertiary routes, some of which are gated, preventing through routes for cars.



Hierarchy of streets