

Donald Insall Associates

Archway Road Bridge

Historic Building Report and Heritage Assessment
for Transport for London
December 2014



Chartered Architects and Historic Building Consultants

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1.0 Historic Building Analysis & Advice

1.1 Introduction

Donald Insall Associates was commissioned in November 2014 by The Frankham Consultancy to assess proposals to make alterations to the Archway Road Bridge, Hornsey Road, London, N19. This report assesses those proposals which are to add protective screens to the bridge as measures to prevent suicides.

The investigation has comprised historical research, using both archival and secondary material, and site inspections. The historical research is presented in Section 2 and the site survey findings are in Section 3. The investigation has established the historical and architectural significance of the building, which is set out below. Section 4 provides a justification of the scheme according to the relevant planning policy and guidance.

Appendices are also included which comprise: relevant planning policy documents in Appendix I; the statutory list description in Appendix II; list of drawings accompanying the application Appendix III.

The investigation and this report were undertaken by Peter Riddington and Ashleigh Murray of Donald Insall Associates.

1.2 The Bridge and its Current Legislative Status

The Archway Road Bridge, Hornsey Lane is a Grade 2 listed structure in the London Boroughs of Haringey and Islington.

Alterations to listed buildings and structures require listed building consent. In order for a local authority to consider granting such consent, the proposed development must be justified according to the policies set out in the *National Planning Policy Framework*. These state that the public benefits of a proposal should outweigh any harm caused to the significance of a designated heritage asset. Copies of the relevant planning legislation, policy and guidance documents are included in Appendix I.

Haringey and Islington Councils will expect any planning application which affects a heritage asset, such as a listed structure in this case, to include an assessment of the significance of the asset and an explanation of the scheme's impact on the significance. This report provides both.

1.3 Assessment of Significance

The Archway Road Bridge is a typical high quality and carefully designed late 19th century structure.

The structure, arguably, is most significant in terms of its setting which is both dramatic and, obviously, unique. However, as a piece of Victorian street architecture, it also has real value.

The original fabric and the setting of the structure are where its significance resides. However, what undermines this significance is the structure's cultural/social position and its dark reputation as 'suicide bridge'.

1.4 Scope for Change

While the design of the bridge is of its age, reflecting the building's historical origins, and materially are almost entirely of the original construction, it is a robust design and construction which could be added to without compromising its significance and particularly if these additions were as discrete as possible.

What is a material consideration in this case is that the bridge is, and has been for very many years and certainly in living memory, synonymous with people taking their own lives. In North London it is colloquially known as 'Suicide Bridge'. This is not a happy status for a heritage asset of high quality design and this should be seen as detracting from its status.

1.5 Summary Conclusion of this Report

There is a simple question to be addressed when asking if it is appropriate to undertake the proposed changes to the Archway Road Bridge and that is: overall would it be acceptable to effect changes to the historic bridge of a reversible nature even if they caused harm to the structure's setting if they resulted in the saving of life and the societal trauma that follows suicide? The answer to that question has to be yes, it is worth it.

It is the contention of this report that while the proposals would lead to some harm to the significance of the listed structure, this would be reversible, but the proposals would lead to the benefits of the saving of life and the societal trauma which follows suicide and, therefore, in terms of the NPPF the 'benefits' which would accrue from the proposals would mean they meet the tests set out in that policy document.

The proposals would also comply with the Haringey and Islington Local Plans and UDP policies and should, therefore, be welcomed.

In terms of the Planning Act 1990 and section 66 in particular, the proposals have in the broadest sense had 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

Therefore, it is the conclusion of this report that the proposals meet the criteria of the planning legislation and policy and they should be consented.

2.0 Historical Background

2.1 Development of Highgate and Archway Road

The village of Highgate developed at the south-eastern entrance to the medieval Bishop of London's estate. By 1380, a new road with a steep incline was in use which originated in the city, passing through Holloway, meeting with Highgate Hill. In 1386 a direct route to the north opened as a toll road. This was located at the top of the hill and was probably known as High Gate, where the area derives its name.¹

There was some ribbon development along Highgate Hill in the 16th and 17th centuries and it became a popular place for the wealthy to build their country retreats. West Hill (connected with St Pancras in the south) was constructed at the end of the 17th century which led to the expansion of the village in the 18th century. Highgate continued to be a desired area and the main period of the development of the area occurred in the 19th century. Smaller scale houses were built among the fine 18th-century houses.²

Highgate also became one of the main routes from the north to London and acted as a major stopping place on this road. Much of the traffic passing through to the north of England was required to ascend the steep incline of Highgate Hill. The hill was dangerous and the need for a bypass had been recognised for many years. Consequently, in 1809, Robert Vazie, a mining engineer who had previously built a tunnel under the Thames at Rotherhithe, proposed a tunnel beneath the hill. Vazie's proposal was for a single road running approximately northward from the foot of Highgate Hill. This was to be about 2000 yards long, of which 211 yards would be in tunnel and most of the rest in a cutting. In accordance with early 19th-century practice, the tunnel was known as an 'archway' and hence the company formed to construct it was called the Highgate Archway Company. This name also lent itself to the name of the new road and the later bridge.³

Construction began in July 1810 and by 1812 about 150 yards of the tunnel had been built. However, on the 13th April 1812 the tunnel collapsed. As a result, the plan changed from a tunnel to a cutting and the Company sought guidance from the architect John Nash (1752-1835). Under the revised plan Nash superintended the construction of the cutting and also designed a new bridge to carry Hornsey Lane across the new road.⁴

An 1815 enclosure map shows the construction of the new road [plate 1]. The words 'The Archway Company' are annotated along the eastern side of the road. The new road is shown intersecting with Hornsey Road at the bottom of the map. Although the new bridge was constructed in 1812 it does not appear to be depicted at this time. However, it is possible that the details of the map were collected before construction of the bridge and the map was not drawn up until 1815. It is also possible that the map simply lacked this finer detail.

¹ Haringey, 'Highgate Conservation Area Character Appraisal and Management Plan', 2013

² Ibid

³ Morris, S. 'Gateway to the city: the Archway story', Hornsey Historical Society: 2000

⁴ Ibid

2.2 Archway Bridge

The original Archway Bridge was designed in 1812 by the renowned architect John Nash (1752-1835). A painting by Charles Augustus Pugin (1762-1832), engraved by John Hill (1770-1850), depicts a view of the excavated grounds for the bridge in August 1812, with workmen in the foreground and a view of London in the distance [plate 2].

An engraving by Rudolph Ackermann (1764-1834) shows the constructed bridge in 1823 [plate 3]. This shows how Nash's bridge was modelled on a Roman aqueduct with two tiers of arches, with a single tall arch comprising the lower tier. The bridge was of stone construction and stone parapets and balustrading lined the top. A 19th-century photograph (undated) reveals that the stone parapets and balustrading were replaced by iron railing with associated lamp standards [plate 4].

An 1896 Ordnance Survey map clearly depicts Nash's bridge (noted as Highgate Archway) spanning across Archway Road [plate 5]. In comparison to the 1815 enclosure map, the OS map also shows how significantly the area had developed during the 19th century. Groups of terraces are depicted running the length of the road with further development to the rear.

By the 1890s Nash's bridge, with an opening 18 feet wide, was too narrow and tunnels were made on either side of the main opening. Eventually, it was decided to build a new wider bridge and to also allow trams to pass underneath. The new bridge was rebuilt under the powers of obtained by the London County Council (LCC). The replacement 120 foot wide single span bridge was built next to the old arch which was then dismantled.⁵

In 1896 the design for the new bridge was selected by the LCC Improvements Committee, from a field of at least four submitted designs. The new bridge was designed by Sir Alexander Richardson Binnie (1839-1917), the London County Council Engineer. The 'Steel Span Highgate Archway Reconstruction' contract issued by the London County Council was signed on the 13th July 1897 by the contractor, Charles Wall of Ashburnham Works, Lots Road, Chelsea. The contract states that the contractor would be paid £25,126 plus 19 shillings and seven pence for the works.

Demolition of the old Archway Bridge was under way by the end of 1897 and work began on the new bridge in 1898. Although construction began in 1898 the date depicted on the bridge was 1897 in recognition of the Queen Victoria's Diamond Jubilee. The bridge officially opened in July 1900.⁶ A 1914 Ordnance Survey map shows the new bridge in much the same position as the old bridge [plate 6].

A document of reconstruction drawings produced by the London County Council in June 1897 includes Binnie's elevation drawing of the southern side of the new bridge [plate 7]. The reconstruction drawings also depict the western section of this elevation in more detail, showing the intricacies of the design [plate 8]. It is interesting to note that the large circular detail in the spandrel was to be designed at a later date. Other details depicted in the document include the proposed new lamps; the central lamps were from page 1999 No. 47 of the catalogue of Messrs M Dowall, Steven and Co Limited and the lamps for the abutments were taken from the design of the lamps on Embankment wall at Charing Cross, although the

⁵ Lynch, A., 'How the Archway Road was Built', Hornsey Historical Bulletin, No. 23: 1982

⁶ 'Gateway to the city'

monogram of M. B. W and the date 1870 were to be removed to be replaced by L.C.C [plate 9 & 10].

2.2.1 'Suicide Bridge'

Archway Bridge is unfortunately commonly known as 'suicide bridge'. It is unknown how many people have fallen to their deaths from Archway Bridge; even in recent times records kept by the police and the coroners' offices do not contain enough detail necessary to distinguish suicides that have occurred in this location from the many other others that have occurred locally. Estimates do, however, indicate that there is a pattern of fairly frequent actual and attempted suicides since at least the latter part of the 19th century.⁷

An article written on the 4th July 1900 in Daily Chronicle about the new Archway Bridge proclaimed that Nash's previous bridge had been a favoured place for suicides during the 19th century. It stated that people would leap to their death from the stone parapet and balustrades that were on top of the bridge. To prevent this, the stone parapet and balustrades were removed in the late 19th century to make way for 'neat unclimbable' seven foot high iron railings (as depicted in plate 4).⁸

With the railings in place it was hoped that there would be an end to the suicides. It is unclear, however, if these railings actually worked as a preventative. Also, the bridge was soon replaced in 1898 with Binnie's new bridge. Binnie's design did, however, include cast iron anti-climbing rails with rotating spikes above the cast iron balustrade/parapet panels. Although the first reported suicide from the present bridge was not until eight years after its official opening, the bridge soon gained the unfortunate reputation of its predecessor.⁹

In 1963 an article in The Islington Gazette, marking the 150th anniversary of the first Archway Bridge, stated 'There is no available record of the number of people who have plunged to their deaths from the Archway bridge, but it is likely to be over a score'. In 1971 the MP for Islington, Mr Michael O'Halloran, noted that were two or three suicides every year. In 1989 an article entitled 'Bridge of despair' gave details of three deaths that year and several incidents in which individuals appear to have contemplated suicide. In May 1993 the St Pancras corner is quoted in an article in The Ham and High saying that there had been seven suicides in the last four years (possibly taking into account the three previously mentioned in 1989).¹⁰

A BBC news article dated the 29th June 2013 noted that since 2010 four people had committed suicide from the bridge. As a result, up to 800 people signed a petition calling for anti-suicide measures.¹¹

⁷ Ibid

⁸ 'The New Highgate Bridge' Daily Chronicle, 4th July 1900

⁹ 'Gateway to the city'

¹⁰ Ibid

¹¹ <http://www.bbc.co.uk/news/uk-england-london-23113254>

2.3 Planning History

- OLD/9999/3296 – No decision
10/9/91 Removal of cast iron embellishment on south and north face of bridge area replacement with fibre glass & similar material (LBC).
- HGY/1991/0901 – Not determined 10/09/2012
15/08/1991 Removal of cast iron embellishment on south and north faces of bridge and replacement with fibre glass or similar materials.
- HGY/1991/1051 – Withdrawn
Listed Building Consent for removal of cast iron embellishment on south and north faces of bridge and replacement with fibre glass or similar materials.
- HGY/1991/0998 – Granted 10/09/1991
Renovation of cast iron embellishments and replacing damaged or missing castings with new cast iron (Listed Building Consent).
- HGY/1993/1054 - Withdrawn
Listed Building Consent for waterproofing of bridge deck using spray applied system and fixing of bollards to project footways from accidental wheel load.
- HGY/2003/0773 & HGY/2003/0771 – Permission granted 01/05/2003
Listed Building Consent for refurbishment and strengthening to Archway Bridge. Reduction in carriageway width and installing of cast iron kerb. Addition of safety steel panel to bridge.

2.4 The Engineer: Sir Alexander Richardson Binnie (1839-1917)

The following information has been obtained from the Oxford Dictionary of National Biography:¹²

Binnie, Sir Alexander Richardson (1839–1917), civil engineer, was born at 77 Ladbroke Grove, London on the 26th March 1839. He was the eldest son of Alexander Binnie, a Bond Street wholesale clothier, and his wife, Hannah, daughter of Isaac Carr of Johnby, Cumberland. Binnie was educated privately and articled in 1858 to Terence Woulfe Flanagan, after whose death in 1860 he transferred his pupillage to John Frederic Bateman (later La Trobe Bateman).

From 1862 to 1866 Binnie worked on railway construction in mid-Wales. In 1865 he married Mary (*d.* 1901), daughter of Dr William Eames, a physician, of Londonderry. They had two sons and three daughters. In 1867, after examination, he was appointed an executive engineer in the public works department of India. He returned from India for reasons of health in 1873. Subsequent to his return he was influential, through approaches to the secretary of

¹²

Carlyle, E. I., 'Binnie, Sir Alexander Richardson (1839–1917)', rev. Alan Muir Wood, Oxford Dictionary of National Biography, Oxford University Press, 2004
[<http://www.oxforddnb.com/view/article/31888>, accessed 18 Nov 2014]

state for India, the marquess of Hartington, and the prime minister, for improvements in the terms of service for the public works department. As a mark of appreciation the PWD engineers presented him with a portrait of himself in 1886.

In 1875 Binnie was appointed waterworks engineer to the city of Bradford, a post of great responsibility following the catastrophic failure of Sheffield's Dale Dyke Dam in 1864. His first concern was to safeguard the security of existing reservoir dams at Stubden, Leeshaw, and Leeming reservoirs by the provision of adequate spillways and for the design and construction of reservoirs at Barden and Thornton Moor. He prepared the scheme for water supply from the Nidd valley which was undertaken under his successor. Binnie understood the fundamental need for reliable hydrological data on which to base the design of reservoirs, leading to a significant publication 'On mean or average rainfall and the fluctuation to which it is subject' (*Proceedings of the Institution of Civil Engineers*, 109, 1891-2, 3-92).

In 1890 Binnie was appointed chief engineer to the London county council. He was responsible for the construction of the Blackwall road tunnel beneath the Thames in consultation with Sir Benjamin Baker and James Greathead (1889-97) and for the construction of the Greenwich foot tunnel (1899-1902) and the Barking road bridge over the River Lea. In 1891, with Baker, he prepared a report to the London county council on the reconstruction and extension of the main drainage of London and started upon the treatment works at Barking and Crossness which it recommended. He also designed the works for Highgate Archway, for widening the Strand, and for the construction of the Aldwych and Kingsway, connecting the Strand to Holborn.

Binnie was appointed knight bachelor in 1897. At that time he was working towards the acquisition by the London county council of the private water companies supplying the capital, with a plan for augmenting supplies from the River Wye in Wales. A royal commission, however, recommended the setting up of the separate Metropolitan Water Board. Binnie resigned from the county council in 1901 and on the last day of the year set up his own consultancy at 9 Great George Street, Westminster. He was in partnership with his son William James Eames Binnie (who had been working with him since 1902) from 1904, and for a short time from 1903 his other son, A. T. Binnie, also assisted him; he left the firm to study medicine.

Binnie acted as principal engineering adviser to the Metropolitan Water Board during arbitration relating to the purchase of the water companies in 1903-4. In 1906 he reported to the government of Ireland on the Bann and Lough Neagh drainage scheme. From 1905 to 1907 he served as chairman of the vice-regal commission on the arterial drainage of Ireland. He visited Malta in 1909 to report on water supply. In 1909, on the death of George Frederick Deacon, the practices of Binnie and Deacon were combined as Sir Alexander Binnie, Son, and Deacon. In 1910-11, Binnie reported on the water supply and drainage for St Petersburg and in 1913 on the water supply for Ottawa. He was concerned with many other water and, later, water-power, schemes throughout the world. He published *Rainfall, Reservoirs, and Water Supply* in 1913, based on a series of lectures commissioned by the Chadwick trustees.

Binnie was admitted as an associate of the Institution of Civil Engineers in 1865 and as a member in 1878. He was elected president in 1905. An arterial aneurysm a few years before his death necessitated the amputation of one leg. From 1892 he again lived at 77 Ladbrooke

Grove, London, but he died at Beer, Devon, on 18 May 1917 while on holiday. He was buried at Brookwood cemetery, near London.

2.5 Sources

Archival

London Metropolitan Archives (reconstruction drawings and original contract)

Haringey Local Archives (historic maps)

Published Sources

Carlyle, E. I., 'Binnie, Sir Alexander Richardson (1839–1917)', rev. Alan Muir Wood, Oxford Dictionary of National Biography, Oxford University Press, 2004

[<http://www.oxforddnb.com/view/article/31888>, accessed 18 Nov 2014]

Haringey, 'Highgate Conservation Area Character Appraisal and Management Plan', 2013

'The New Highgate Bridge' Daily Chronicle, 4th July 1900

Morris, S. 'Gateway to the city: the Archway story', Hornsey Historical Society: 2000

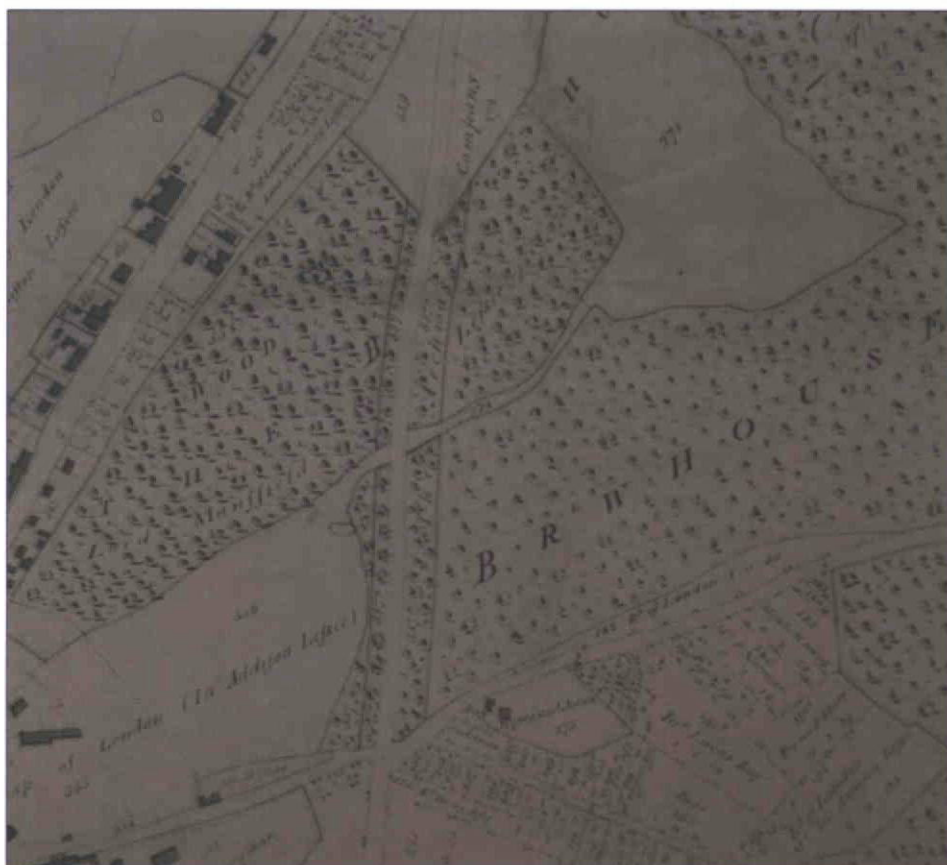
Lynch, A., 'How the Archway Road was Built', Hornsey Historical Bulletin, No. 23: 1982

Internet Sources

<http://www.bbc.co.uk/news/uk-england-london-23113254>

2.6 The Plates

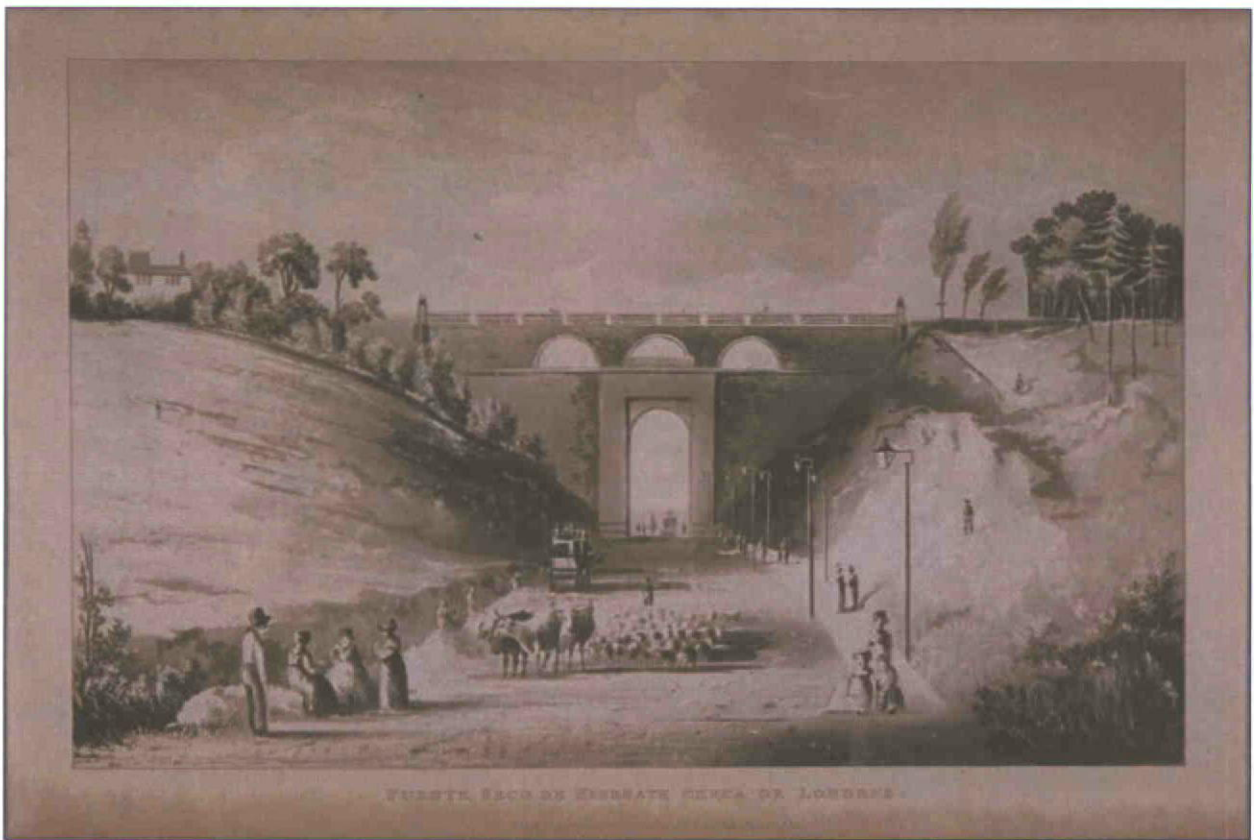
1. 1815 Enclosure Map (Haringey Local Archives).
2. View of the Excavated Grounds for the Highgate Archway, Charles Augustus Pugin and engraved by John Hill 1812 (Collage).
3. Engraving of the Nash Bridge by Rudolph Ackermann 1823 (Collage).
4. Nash's 1812 Bridge, undated (Collage).
5. 1896 Ordnance Survey Map (Haringey Local Archives).
6. 1914 Ordnance Survey Map (Haringey Local Archives).
7. South Elevation, 1897 Reconstruction Drawing (LMA).
8. Reconstruction Drawings of Western Side of the Bridge (LMA).
9. Lamps for the Centre, 1897 Reconstruction Drawings (LMA).
10. Lamps for the Abutments, 1897 Reconstruction Drawings (LMA).



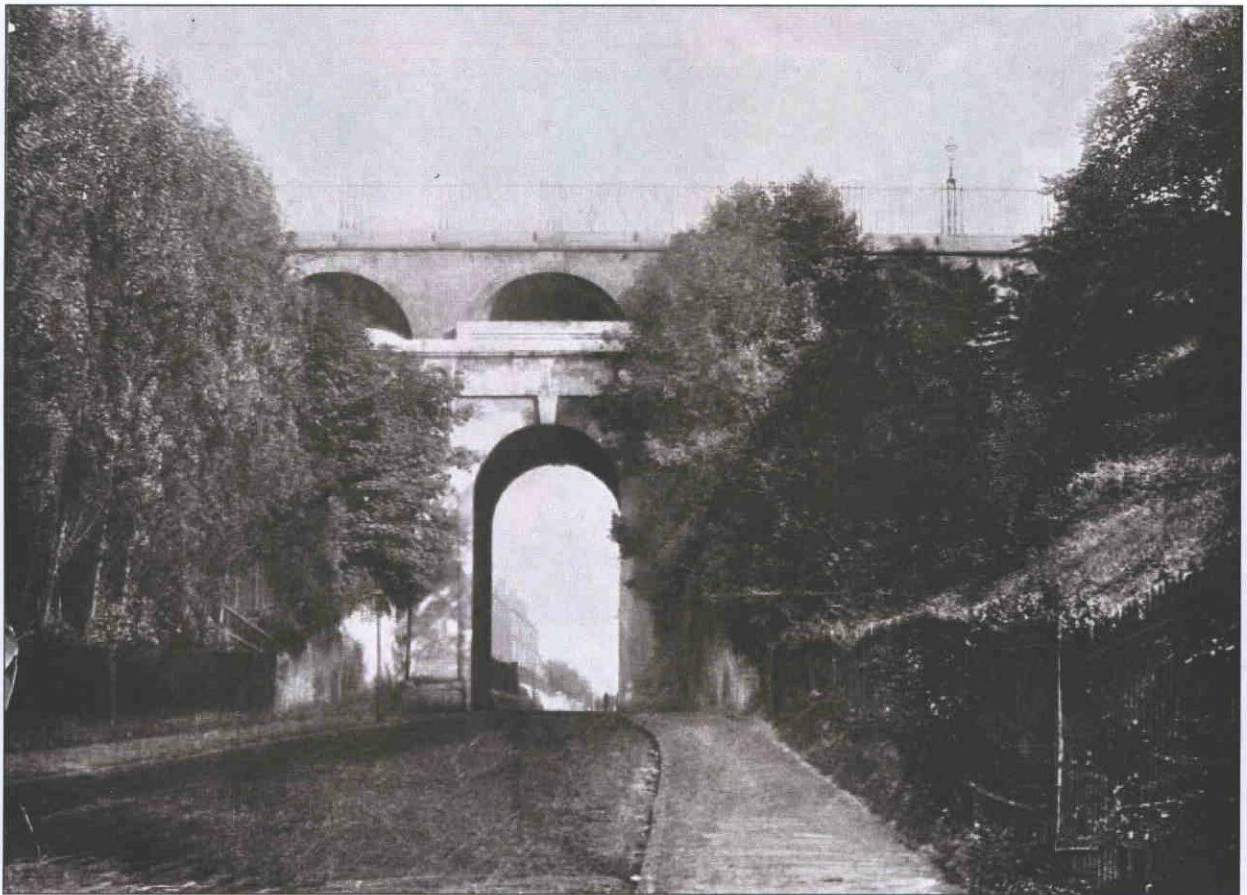
1. 1815 Enclosure Map (Haringey Local Archives).



2. View of the Excavated Grounds for the Highgate Archway, Charles Augustus Pugin and engraved by John Hill 1812 (Collage).



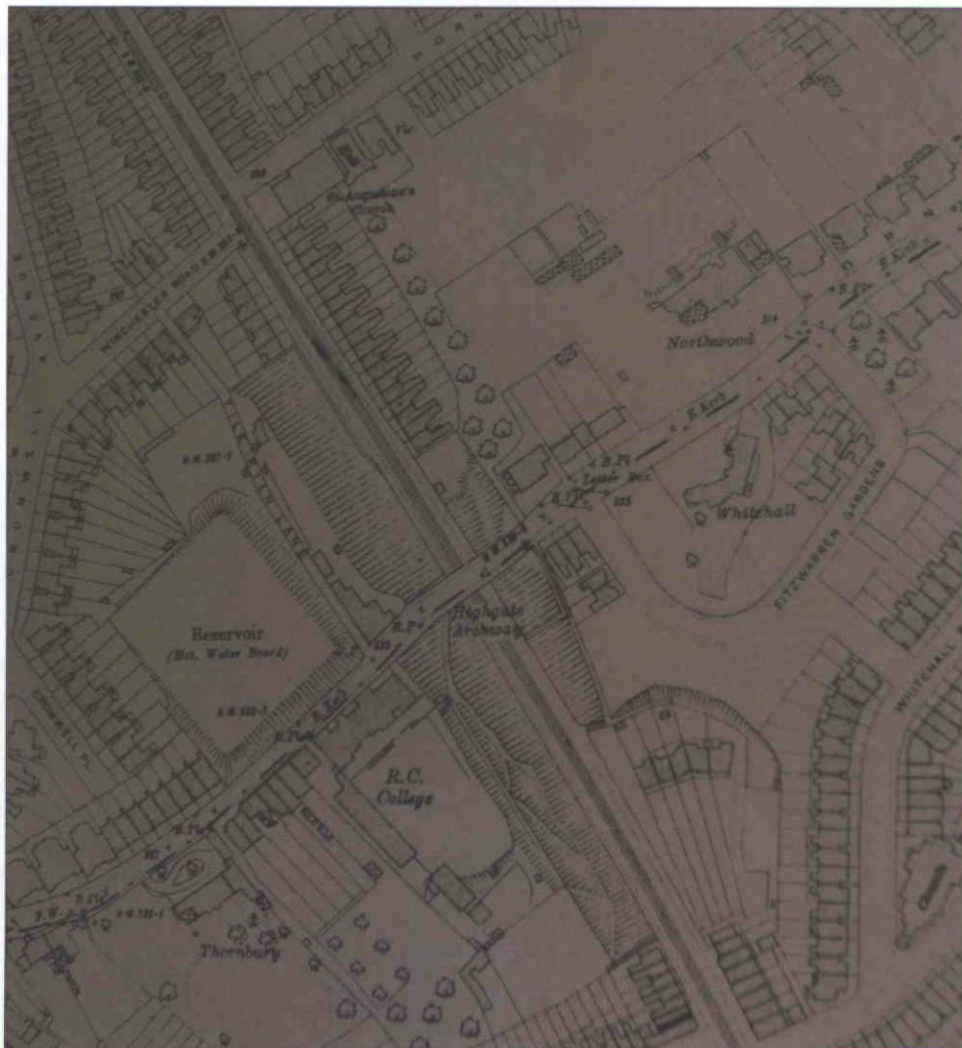
3. Engraving of the Nash Bridge by Rudolph Ackermann 1823 (Collage).



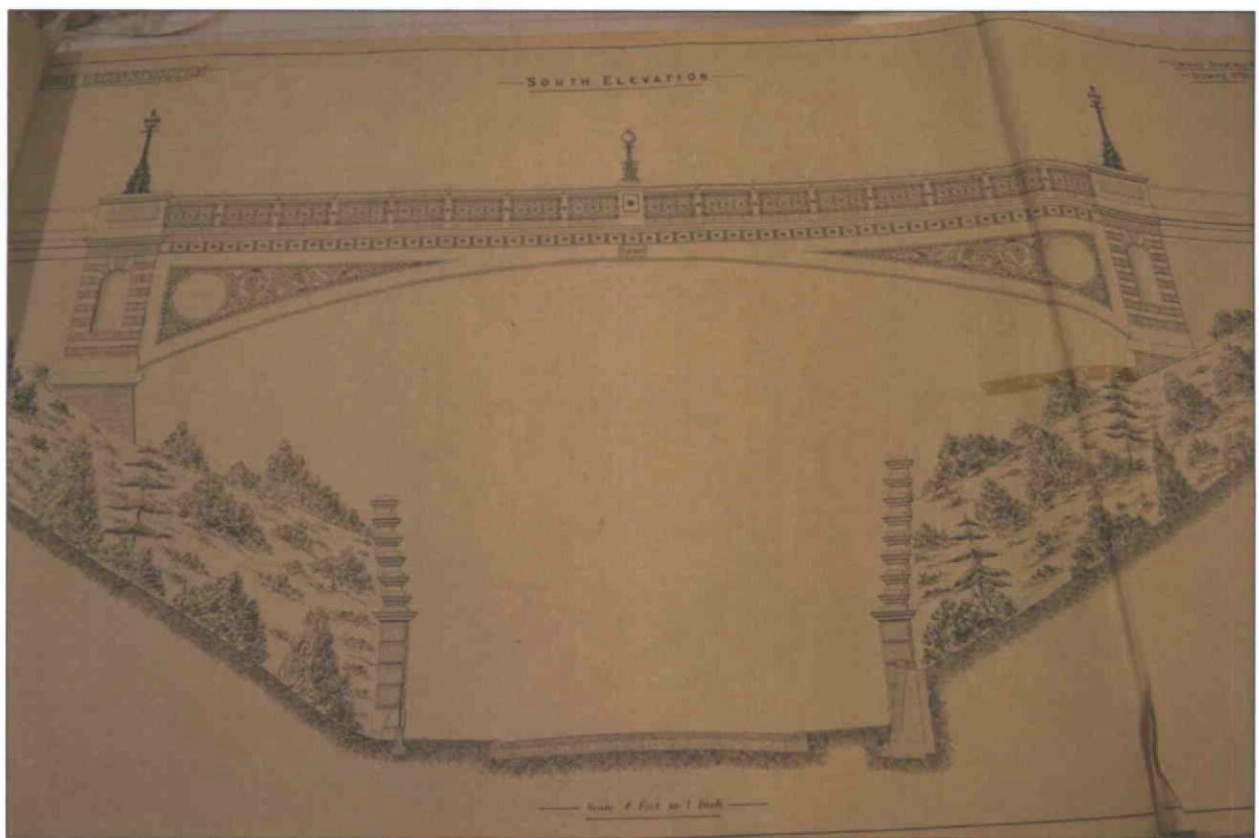
4. Nash's 1812 Bridge, undated (Collage).



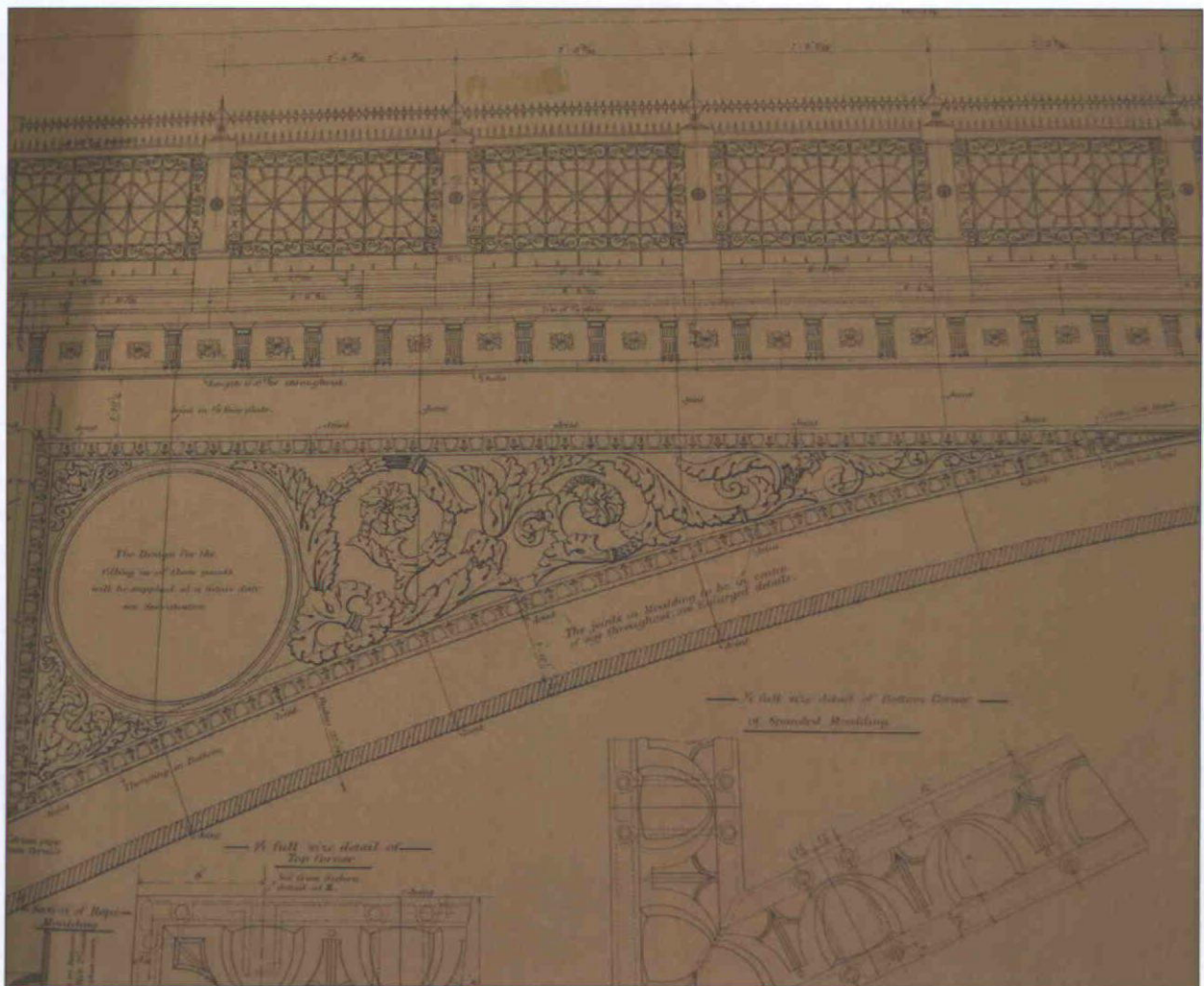
5. 1896 Ordnance Survey Map (Haringey Local Archives).



6. 1914 Ordnance Survey Map (Haringey Local Archives).



7. South Elevation, 1897 Reconstruction Drawing (LMA).



8. Reconstruction Drawings of Western Side of the Bridge (LMA).

— LAMPS FOR CENTRE. —

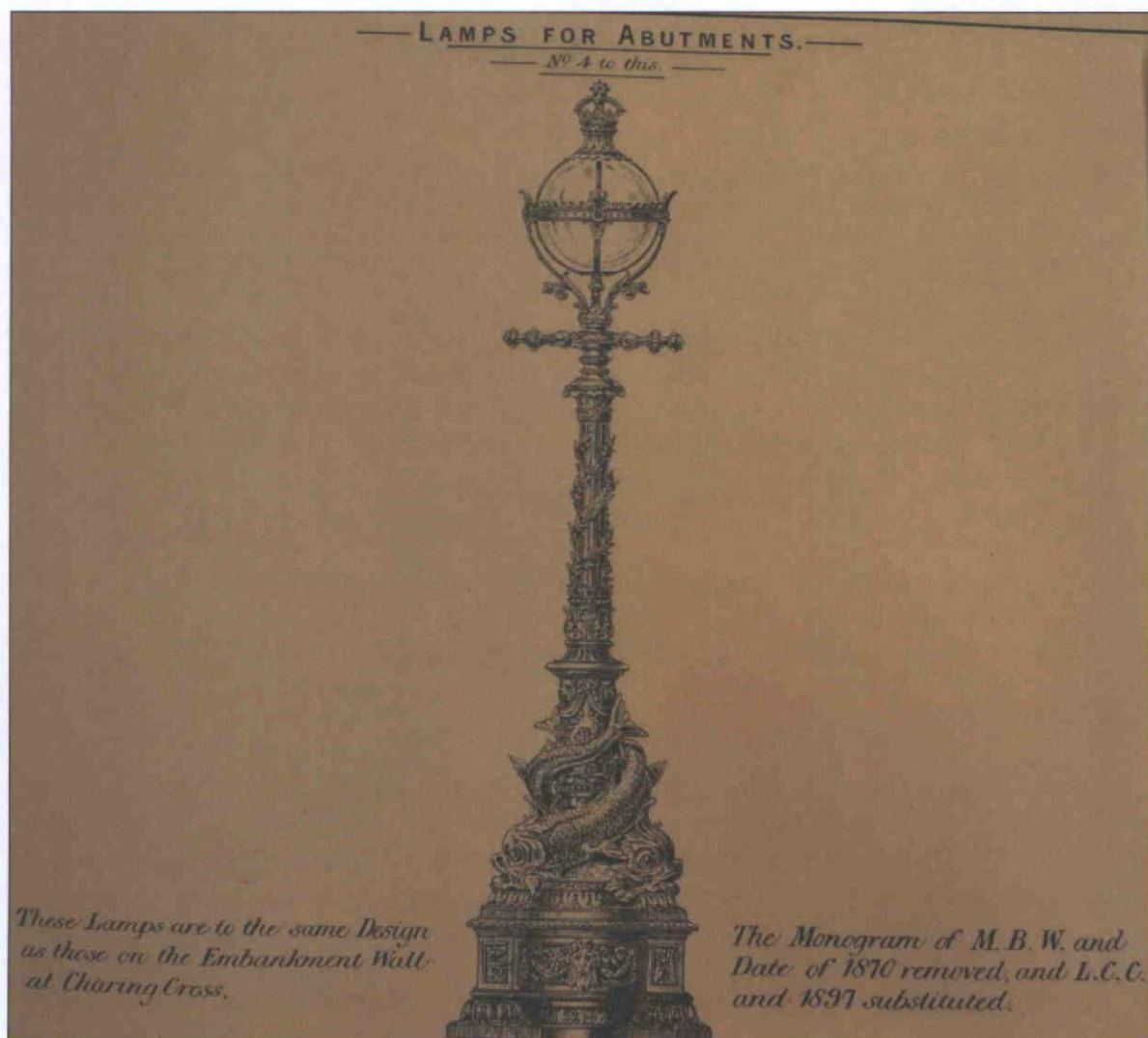
— N° 2 to this —

— Scale 1" = 1 Foot. —



*See Page 1999. N° 47 Messrs M Dowall, Steven and
C^o Limited, Catalogue.*

9. Lamps for the Centre, 1897 Reconstruction Drawings (LMA).



10. Lamps for the Abutments, 1897 Reconstruction Drawings (LMA).

3.0 Description and Significance of the Bridge and Its Setting

3.1 The Setting of the Bridge

The Archway Road Bridge has a setting which varies dramatically dependent upon from where it is viewed.

By far the most dramatic view of the bridge, and the one which is, perhaps, the one which is the most memorable, is that from the south on the Archway Road looking north. Here the bridge, set almost at the summit of an incline, is silhouetted against the sky, a graceful curved iron structure with filigree balustrade/parapet with central and flanking torchères. Here the bridge is at its most dramatic and seen not so much in detail but rather as a graceful structure in the context of a harsh traffic environment but crossing a ravine-like cutting with dense tree planting above hard finished road and retaining walls.

The view from the north looking south lacks some of the drama of the view from the south but, again, repeats the image of a graceful structure crossing at high level and silhouetted against the bright southern sky.

On the contrary, the setting of the bridge from the east and west see it more as part of progression along a suburban street, a punctuation in the built up nature of a late 19th century environment. Here the bridge as a structure is more about detail than engineering, the delicacy of its cast ironwork dominating in close proximity. What is, however, perhaps most special about the experience of the bridge are the views from it, and particularly to the south. Here the dramatic skyline of London opens up in a way that is rarely seen elsewhere.

Notwithstanding the foregoing, anyone who knows the bridge and its reputation cannot experience its aesthetic or other values without these being tainted by its historical notoriety as the 'suicide bridge'. This reputation clouds all other emotions.

3.2 The Bridge

The bridge is a simple iron structure of arched beams spanning between stone flanking piers. It is a single arched span and its structure all seems to be original fabric of the 1897 construction. The outer iron beams are clad with flat iron panels with recessed spandrels with panel mouldings. Above this is a deep dentil cornice which forms a cap and the base to the parapet/handrail. The latter is in eight bays of cast iron filigree panels between cast iron piers. To the extreme ends are Portland stone piers with vermiculated relief panels topped by handsome cast iron torchères similar to the type employed on the Thames Embankment. To the centre are simple but elegant cast iron torchères surmounting a cast iron pier. Above the cast iron balustrade/parapet panels is an original cast iron anti-climbing rail with spikes, supported at each pier. The road across the bridge has all modern finishes in asphalt with concrete kerbs.

Obvious later changes to the bridge seem all to have been made to try and deter suicide attempts. These include:

- Spiked cages of painted steel around the central torchère piers.
- Spiked cages of painted steel to the flanking stone piers.

- Painted weldmesh screens attached to the cast iron balustrade/parapet panels.
- Short iron spikes attached to both the balustrade/parapet panel caps and to the bases.
- Steel panels attached to each of the cast iron piers – the purpose of these is not at all clear.

3.3 Assessment

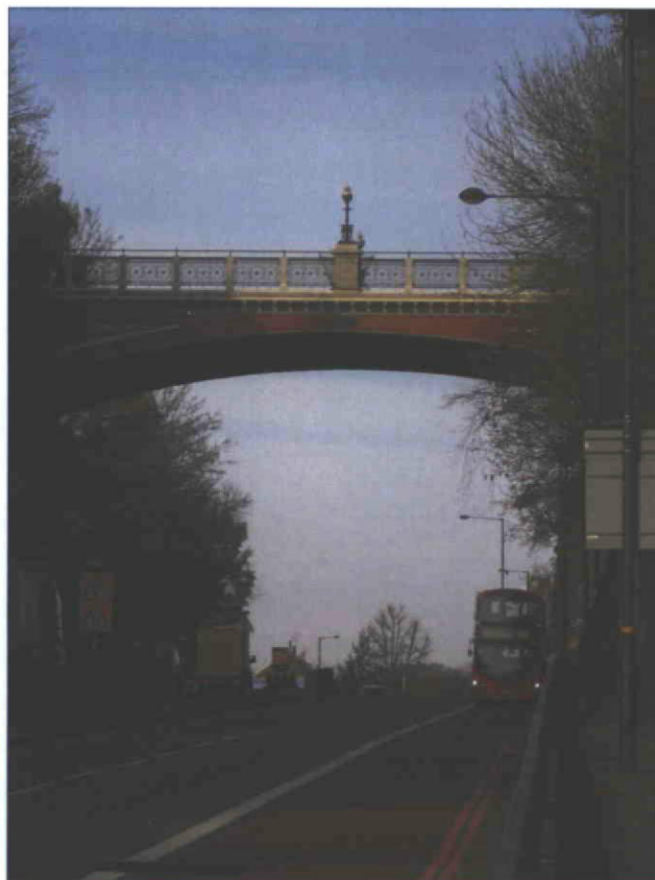
The Archway Road Bridge is not innovative in engineering terms, but is a typical high quality and carefully designed late 19th century structure which should be enjoyed for its elegant design both in longer views from below but also closer to when experienced in Hornsey Lane.

The structure, arguably, is most significant in terms of its setting which is both dramatic and, obviously, unique. However, as a piece of Victorian street architecture, it also has real value.

The original fabric and the setting of the structure are where its significance resides; later alterations have really done little to undermine this. However, what does undermine this significance is the structure's cultural/social position and its dark reputation as 'suicide bridge'.

Cultural associations in heritage have, in more recent times, become to be seen as more important than perhaps in earlier times. However, these are normally understood to be positive aspects of a heritage asset. Here while the aesthetic engineering and historic interest of the bridge are all positive and significant, the structure's dark history mean its cultural value is extremely (and I do not believe this to be an exaggeration) diminishing. The continued loss of life attributable to this structure has societal consequences which clouds all other reasoning.

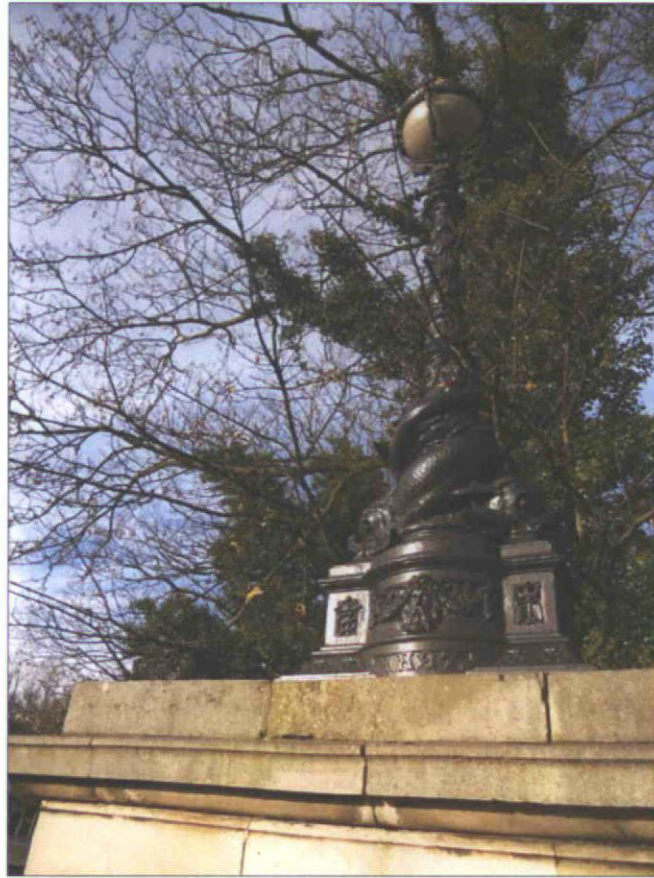
3.4 Images of the Bridge



1. The Bridge from Archway Road looking north.



2. The Bridge from Homsey Lane looking east.



3. *The northwest torchère.*



4. *The north central torchère.*



5. Guards on the northeast pier.



6. Guards on the balustrade/parapet panel.



7. Guards on the south central pier.



8. The view south.

4.0 Description and Justification of the Proposals

4.1 Description of the Proposals and their Implications

The proposals are described on the Frankham Consultancy drawings accompanying this application and listed in Appendix III.

The proposals are set out to provide a solution to a problem that has blighted the 'Archway Road Bridge since its original construction and that is its use by those driven by despair to leap from it to their deaths below. It is not the only bridge in the UK where such occurrences happen; however, while most listed buildings and structures are in the public minds for their remarkable architectural achievement or because they witnessed history-changing events or hosted history's key characters, the Archway Road Bridge has a rather gloomier reputation. It must be one of the few listed buildings or structures which is almost entirely in the public consciousness for negative rather than positive reasons.

There have been attempts in the past to prevent the repeated dark historical events taking place, but alas none has previously succeeded.

What is proposed now is to, in effect, erect a 2.540 metre high stainless steel catenary fence of stretched cables for the full width of the bridge above the existing iron protection handrail and the original cast iron parapet and other historic suicide deterrence measures. This would be supported at each original cast iron pier/post of the parapet by painted steel framework attached to the original pier/post by painted steel brackets which would be clamped to but not permanently fixed to the original cast iron.

At the stone caps to the end piers the terminal frames would be fixed by painted steel straps which would require fixings into the masonry. Otherwise, around the central torchère and above the central cast iron panel would be a stainless steel weld mesh cage 3.230 metres above the parapet guard rail. This would have a painted steel framework and would be supported off the existing earlier suicide deterrence cage.

Finally, at each extremity of the bridge, existing anti-suicide cages would be 'enhanced' if such a word can be used in such a circumstance, by the addition of painted steel spikes.

The implications of these additions to the listed structure cannot be thought of as anything other than negative when considered in aesthetic and historic terms. In these simple terms, the effect of these alterations would be harmful, particularly to the setting of the bridge. This harm would be most pronounced in views along Hornsey Lane but, perhaps, less so in views from Archway Road.

While the wire catenary would be visible, it would be the cages to the central torchères which would perhaps be the most visually distracting.

However, the installations would be largely reversible and while there would be some permanent fixings to the stone piers, all others would either be to earlier additions or would be with clamp-type reversible fittings.

So, overall, while the new installations might cause harm to the setting of the listed bridge, they will cause limited permanent harm and they could be removed at a later date. It, therefore, has to be concluded that the harm is 'less than substantial'.

4.2 Justification of the Proposals

The proposals which form this application have a single goal and that is to ensure that those individuals in our society who cannot face the prospect of continuing to live are not offered the easy solution of casting themselves from this historical structure. It is, perhaps, to society's continuing shame that a structure which should be celebrated for its elegant design and engineering from the Victorian age is just synonymous with its darker history of unnecessary loss of life. While these proposals might lead to some harm to the setting of the listed building in physical terms, in societal terms the removal of the means to self-extinguishment and the stigma of the title 'suicide bridge' could only enhance the reputation and indeed the public's perception of this heritage structure. It is perhaps in this context that the 1990 Act should be considered and that *"the local authority... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*. While the setting of the building would see some harm, the structure's significant fabric would all be retained and protected. While there is a clear value to the setting of the bridge, the public perception of its dark history and reputation is a highly significant issue. Very many have been affected by its reputation; indeed most living in north London would know of it and their view of the bridge as a structure is clouded by this knowledge. This certainly affects the public perception of its setting and while the physical appearance of protective measures may detract, on the other hand their presence may also enhance the public's perception of the structure with the knowledge that an historic issue had been finally addressed.

Moving on to the NPPF: paragraph 17 sets out the core principles including that planning should:

- *Not simply be about ---, but instead be a creative exercise in finding ways to enhance and improve places in which people live their lives.*

Surely if there is one way that the way people's lives might be improved is to help ensure that they are not given any opportunity to end them or to affect others in society by doing so. That is what these proposals would do.

Turning to 'harm' to the significance on setting of a listed building in paragraph 132, the framework states:

"... great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification..."

The heritage asset in this case would be conserved and while its significance may be harmed, it is not permanently lost and could be restored and meanwhile the proposals would remove the stigma of the title 'suicide bridge' from it, as discussed previously.

As regards 'less than substantial harm' to a listed building, the NPPF states:

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 20 of the NPPG advises that:

Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the NPPF (paragraph 7)...

In the latter paragraph, the NPPF explains that the planning system has a number of roles including:

- a social role – supporting strong, vibrant and healthy communities...

If the removal of the facility for members of society who are at their wits end to kill themselves with all of the associated social and health issues that that can lead to is not a public benefit of the most significant type, it is hard to imagine what might be. And certainly the public benefit which would follow from these proposals being implemented would without doubt very greatly outweigh the 'less than substantial harm' that the proposed alterations would result in.

4.3 Conclusion

There is a simple question to be addressed when asking if it is appropriate to undertake the proposed changes to the Archway Road Bridge and that is: overall would it be acceptable to effect changes to the historic bridge of a reversible nature even if they caused harm to the structure's setting if they resulted in the saving of life and the societal trauma that follows suicide? The answer to that question has to be yes, it is worth it.

It is the contention of this report that while the proposals would lead to some harm to the significance of the listed structure, this would be reversible, but the proposals would lead to the benefits of the saving of life and the societal trauma which follows suicide and, therefore, in terms of the NPPF the 'benefits' which would accrue from the proposals would mean they meet the tests set out in that policy document.

The proposals would also comply with the Haringey and Islington Local Plans and UDP policies and should, therefore, be welcomed.

In terms of the Planning Act 1990 and section 66 in particular, the proposals have in the broadest sense had 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

Therefore, it is the conclusion of this report that the proposals meet the criteria of the planning legislation and policy and they should be consented.

Appendix I

Planning Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990

The Act is legislative basis for decision making on applications that relate to the historic environment.

Section 66 of the Act imposes a statutory duty upon local planning authorities to consider the impact of proposals upon listed buildings and conservation areas.

It states that:

in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority, or as the case may be the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework

Any proposals for consent relating to heritage assets are subject to the policies of the NPPF (2012). This sets out the Government's planning policies for England and how these are expected to be applied. With regard to 'Conserving and enhancing the historic environment', the framework requires proposals relating to heritage assets to be justified and an explanation of their effect on the heritage asset's significance provided.

The NPPF has the following relevant policies for proposals such as this:

*14. At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.*

The NPPF sets out twelve **core planning principles** that should underpin decision making (paragraph 17). Amongst those are that planning should:

- *not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;*
- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion*

of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);

- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*

With regard to the **significance** of a heritage asset, the framework contains the following policies:

129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

In determining applications local planning authorities are required to take account of significance, viability, sustainability and local character and distinctiveness. Paragraph 131 of the NPPF identifies the following criteria in relation to this:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

With regard to potential '**harm**' to the significance designated heritage asset, in paragraph 132 the framework states the following:

...great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

With regard to '**less than substantial harm**' to the significance of a designated heritage asset, of the NPPF states the following;

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In relation to the consideration of applications for development affecting the **setting of a designated heritage asset**, paragraph 137 of the document states the following:

Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

In terms of **non-designated heritage assets**, the NPPF states:

135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that

affect directly or indirectly non designated heritage assets, a balance judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

With regards to the loss of a building (or other element) which makes a positive contribution to a **Conservation Area**, paragraph 138 states this should be treated:

...As substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area...as a whole.

National Planning Policy Guidance

The planning practice guidance was published on 6 March 2014 to support the National Planning Policy Framework and the planning system. It includes particular guidance on matters relating to protecting the historic environment in the section: Conserving and Enhancing the Historic Environment. The relevant guidance is as follows:

Paragraph 3: What is meant by the conservation and enhancement of the historic environment?

The conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Heritage assets are an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.

Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets as diverse as listed buildings in every day use to as yet undiscovered, undesignated buried remains of archaeological interest.

In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time. In the case of archaeological sites, many have no active use, and so for those kinds of sites, periodic changes may not be necessary.

Where changes are proposed, the National Planning Policy Framework sets out a clear framework for both plan-making and decision-taking to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance and thereby achieving sustainable development.

Part of the public value of heritage assets is the contribution that they can make to understanding and interpreting our past. So where the complete or partial loss of a heritage asset is justified, the aim then is to capture and record the evidence of the asset's significance which is to be lost, interpret its contribution to the understanding of our past, and make that publicly available.

Paragraph 8: What is "significance"?

"Significance" in terms of heritage policy is defined in the Glossary of the National Planning Policy Framework.

In legislation and designation criteria, the terms 'special architectural or historic interest' of a listed building and the 'national importance' of a scheduled monument are used to describe all or part of the identified heritage asset's significance. Some of the more recent designation records are more helpful as they contain a fuller, although not exhaustive, explanation of the significance of the asset.

Paragraph 9: Why is 'significance' important in decision-taking?

Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals

Paragraph 13: What is the setting of a heritage asset and how should it be taken into account?

The "setting of a heritage asset" is defined in the Glossary of the National Planning Policy Framework.

A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.

Setting is the surroundings in which an asset is experienced, and may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not.

The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance.

When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation.

Paragraph 20: What is meant by the term public benefits?

Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They

should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting*
- reducing or removing risks to a heritage asset*
- securing the optimum viable use of a heritage asset*

Paragraph 7 states:

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

English Heritage Guidance

English Heritage's "Historic Environment Planning Practice Guide" (2010) elaborates on the policies set out in the now superseded PPS5 but still applies to the policies contained in the NPPF.

In paragraph 79 the guide addresses potential **benefits** of proposals for alterations to heritage assets. It states the following:

There are a number of potential heritage benefits that could weigh in favour of a proposed scheme:

- *It sustains or enhances the significance of a heritage asset and the contribution of its setting.*
- *It reduces or removes risks to a heritage asset.*
- *It secures the optimum viable use of a heritage asset in support of its long term conservation.*
- *It makes a positive contribution to economic vitality and sustainable communities.*
- *It is an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment.*
- *It better reveals the significance of a heritage asset and therefore enhances our enjoyment of it and the sense of place.*

And it adds in paragraph 80:

A successful scheme will be one whose design has taken account of the following characteristics of the surroundings, where appropriate:

- *The significance of nearby assets and the contribution of their setting.*
- *The general character and distinctiveness of the local buildings, spaces, public realm and the landscape.*
- *Landmarks and other features that are key to a sense of place.*
- *The diversity or uniformity in style, construction, materials, detailing, decoration and period of existing buildings and spaces.*
- *The topography.*
- *Views into and from the site and its surroundings.*
- *Green landscaping.*
- *The current and historic uses in the area and the urban grain.*

Some or all of these factors may influence the scale, height, massing, alignment, materials and proposed use in any successful design.

The Guidance has specific advice for **additions and alterations** to heritage assets. This includes the following:

178. The main issues to consider in proposals for additions to heritage assets, including new development in conservation areas, are proportion, height, massing, bulk, use of materials, use, relationship with adjacent assets, alignment and treatment of setting. Replicating a particular style may be less important, though there are circumstances when it may be appropriate. It would not normally be acceptable for new work to dominate the original asset or its setting in either scale, material or as a result of its siting. Assessment of an asset's

significance and its relationship to its setting will usually suggest the forms of extension that might be appropriate.

179 The fabric will always be an important part of the asset's significance. Retention of as much historic fabric as possible is therefore a fundamental part of any good alteration or conversion, together with the use of appropriate materials and methods of repair. It is not appropriate to sacrifice old work simply to accommodate the new.

And:

184. The introduction of new floors into a building or removal of historic floors and ceilings may have a considerable impact on an asset's significance.

186. New features added to a building are less likely to have an impact on the significance if they follow the character of the building.(...)

Local Policy

Haringey's development plan is made up of the London Plan 2011, the Local Plan: Strategic Policies 2013 and the Saved UDP Policies.

Haringey's Local Plan Strategic Policies 2013 - 2026 (March 2013)

Policy SP12 of the Local Plan Strategic Policies is of relevance to the proposals.

SP12: CONSERVATION

The Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment. The borough's heritage assets include Statutory Listed Buildings, Conservation Areas, Registered Parks and Gardens, Archaeological Priority Areas, and other locally important heritage assets such as Locally Listed Buildings, Local Historic Green Spaces and Sites of Industrial Heritage Interest. Where archaeological excavation is required, findings should be published, disseminated, and used as the basis for archaeological interpretation on site. The Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change. Where possible, development should help increase accessibility to the historic environment. All development shall protect the Strategic view from Alexandra Palace to St Paul's Cathedral as protected in the London Mayoral "London View Management Framework" Revised SPG, July 2010, and key local views.

Policy SP12 notes the following about the Tottenham High Road Historic Corridor:

The Tottenham High Road Historic Corridor covers an extensive area, stretching approximately 3.7km between Enfield to the north and Stamford Hill to the south. Accordingly, it is relatively diverse in character and appearance and is subdivided into six Conservation Areas, each with unifying characteristics such as scale, massing, use, architectural style and detailing and period of development. Tottenham High Road Historic Corridor is centred upon the High Road; a wide, busy road which is fronted almost continuously by terraces of three or four storeys, with commercial uses at ground floor. However, interspersed within the frontage are a number of larger civic, educational and religious buildings. There are also a number of open spaces along the length of the High Road, at Scotland Green, Tottenham Green and Seven Sisters/Page Green. The residential roads flanking the High Road are characterised by more finely grained terraces of two and, occasionally three storeys with a greater degree of uniformity in materials and architectural detailing. The character of the High Road and its restaurants, cafes, retailing and commercial outlets reflects its diverse ethnic mix. The eastern part of the borough is where most of Haringey's future growth will take place. Where this growth is adjacent to the Tottenham High Road Historic Corridor, the Council will seek to ensure that future development takes into account its sensitive context and maximises opportunities and benefits for the local area as a whole.

Haringey Unitary Development Plan (adopted July 2006) Saved Policies: March 2013

The following saved policies are of relevance to the proposals which seek to demolish a listed building and three locally listed buildings all in a conservation area.

CSV4: ALTERATIONS AND 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; and*
- c) do not adversely affect the setting of a listed building.*

An important part of Haringey's history is written into the pattern of its development, and the image of Victorian and Edwardian terraces and neighbourhoods typifies the borough for many of its residents. Each historic property is an important part of a unified terrace or street. As such, alterations and extensions should have regard to the guidance set out in Conservation and Archaeology SPG2. It is important to preserve the original features such as windows, doors and doorways, garden walls, brickwork, mouldings, chimneys, railings, paths and roof tiles, as the loss of these features greatly affects the overall balance and elegance of whole terraces.

CSV5: ALTERATIONS AND 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; and*
- b) retain or reinstate characteristic features such as doors, windows or materials of buildings.*

Alterations and extensions to buildings in Conservation Areas should have regard to the guidance set out in Conservation and Archaeology SPG2. If the Council feels that a Conservation Area is at risk from the loss of original features or from alterations such as, the demolition of original walls to form parking places in front gardens, the addition of storm porches, or the installation of Unplasticised Polyvinyl Chloride (UPVC) windows, it may issue an Article 4 Direction. This limits the changes a homeowner can make without the Council's permission. There are currently three Article 4 Direction Areas in Haringey, details of which are given in table 11.2. The areas concerned are: Noel Park, Tower Gardens and Rookfield.

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. In some cases, if substantial community benefit would result from development, internal alterations may be acceptable in listed buildings. Each case will be judged individually. Further information is available in the Conservation and Archaeology SPG2.

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. In some exceptional cases, if substantial community benefit would result from total or substantial demolition of buildings in Conservation Areas the Council may consider this to be acceptable. Each case will be judged on its merits and weighed against arguments in favour of a building's preservation. Further information is available in the Conservation and Archaeology SPG2.

Haringey's historic buildings and Conservation Areas are cherished landmarks that relate to the borough's history and give it a vital sense of place. Local people want these areas and landmark buildings to be protected.

Local Policy

Islington's development is made up of the London Plan 2011, LB Islington's Local Plan which incorporates a Core Strategy together with Supplementary Planning Guidance.

Islington's Core Strategy (February 2011)

Policy CS9 of Islington's Core Strategy is of relevance to the proposals.

CS9: Protecting and enhancing Islington's built and historic environment

High quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive.

A. The borough's unique character will be protected by preserving the historic urban fabric and promoting a perimeter block approach, and other traditional street patterns in new developments, such as mews. The aim is for new buildings to be sympathetic in scale and appearance and to be complementary to the local identity.

B. The historic significance of Islington's unique heritage assets and historic environment will be conserved and enhanced whether designated or not. These assets in Islington include individual buildings and monuments, parks and gardens, conservation areas, views, public spaces and archaeology. Active management of conservation areas will continue, through a programme of proactive initiatives for the conservation-led regeneration of historic areas, and potential designation of new conservation areas. Archaeological Priority Areas will continue to be defined on the proposals map to assist in the management of these historic assets.

Islington's Development Management Policy (adopted June 2013)

The following saved policies are of relevance to the proposals which seek to demolish a listed building and

Policy DM2.3: Heritage

A. Conserving and enhancing the historic environment

Islington's historic environment is an irreplaceable resource and the council will ensure that the borough's heritage assets are conserved and enhanced in a manner appropriate to their significance. Development that makes a positive contribution to Islington's local character and distinctiveness will be encouraged.

B. Conservation areas

- i) The council will require that alterations to existing buildings in conservation areas conserve or enhance their significance. Similarly, new developments within Islington's conservation areas and their settings are required to be of high quality contextual design so that they conserve or enhance a conservation area's significance. Harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. Substantial harm to the significance of a conservation area will be strongly resisted.*
- ii) The council will require the retention of all buildings and structures which make a positive contribution to the significance of a conservation area. The appropriate repair and re-use of*

such buildings will be encouraged. The significance of a conservation area can be substantially harmed over time by the cumulative impact arising from the demolition of buildings which may individually make a limited positive contribution to the significance of a conservation area.

Consequently, the loss of a building which makes a positive contribution to a conservation area will frequently constitute substantial harm to the significance of the conservation area.

iii) The council will resist the loss of spaces, street patterns, views, vistas, uses, trees, and landscapes which contribute to the significance of a conservation area.

iv) The council will use its statutory powers to ensure that buildings and spaces within conservation areas that are at risk from neglect or decay are appropriately maintained and repaired.

C. Listed buildings

i) The significance of Islington's listed buildings is required to be conserved or enhanced.

Appropriate repair and reuse of listed buildings will be encouraged.

ii) The significance of a listed building can be harmed by inappropriate repair, alteration or extension. Proposals to repair, alter or extend a listed building must be justified and appropriate. Consequently a high level of professional skill and craftsmanship will be required. Proposals to repair, alter or extend a listed building which harm its significance will not be permitted unless there is a clear and convincing justification. Substantial harm to or loss of a listed building will be strongly resisted.

iii) New developments within the setting of a listed building are required to be of good quality contextual design. New development within the setting of a listed building which harms its significance will not be permitted unless there is a clear and convincing justification, and substantial harm will be strongly resisted.

iv) The best use for a listed building is usually that for which it was designed. However, where the original use of a listed building is demonstrably unviable other uses may be permitted provided they do not harm the significance of the listed building.

v) The council will use its statutory powers to ensure that listed buildings at risk from neglect or decay are appropriately maintained and repaired.

vi) Applications for listed building consent must be accompanied by a Heritage Statement which demonstrates a clear understanding of the significance of the affected listed building and of the impact on its significance.

D. Registered historic parks and gardens, London squares and other heritage landscapes

*Spaces identified in the London Parks and Gardens Trust's Inventory of Historic Green Spaces are included in this section. **Appendix 9** lists these historic green spaces, registered historic parks and gardens and London squares in Islington.*

i) Developments must ensure the conservation or enhancement of historic parks and gardens / London squares, and their settings.

ii) The council will, and development must, safeguard features which contribute to the significance of the park, garden or square.

iii) Developments must not detract from the enjoyment, layout, design, character, appearance or setting of historic parks, gardens or squares and key views out from the landscape, or prejudice future restoration.

iv) The council will undertake to prepare conservation statements or management plans and to implement appropriate enhancement schemes for these spaces, or support relevant organisations to do so.

The London Plan Policies (Revised Early Minor Alterations 2013)

On 11 October 2013, the Mayor published Revised Early Minor Alterations to the London Plan. These are for consistency with the National Planning Policy Framework. The Revised Early Minor Alterations are operative as formal alterations to the London Plan. The London Plan contains policies that would both affect directly and indirectly the historic environment and development of locations such as this. It states:

Policy 7.8

Heritage assets and archaeology

Strategic

- A London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*
- B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.*

Planning decisions

- C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*
- D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

Policy 7.9

Heritage-led regeneration

Strategic

- A Regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views, Blue Ribbon Network and public realm.*

Planning decisions

- B The significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable*

and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.

Appendix II
Listing Description

Date first listed: 15-Nov-1972

Date of most recent amendment: Not applicable to this List entry.

List entry Description

Summary of Building

Details

1. 4415 ARCHWAY ROAD N19 Highgate ----- Highgate Archway (That part within the London Borough of Haringey) TQ 2987 41/1 15.II.72.

II

2. Dated 1887. By Sir Alexander Binnie. Wrought iron structure of segmental span resting on 7 girders. Cast iron side panels with raised floral decoration in spandrels. Flat roadway above has ornamental cast iron railing and lampholders. Piers of Portland stone with heavily vermiculate rustication. Brick lining to piers and brick abutments.

Listing NGR: TQ2911687395

National Grid Reference: TQ 29116 87395

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: ARCHWAY BRIDGE (THAT PART IN THE LONDON BOROUGH OF ISLINGTON)

List Entry Number: 1204360

Location

ARCHWAY BRIDGE (THAT PART IN THE LONDON BOROUGH OF ISLINGTON), ARCHWAY ROAD

The building may lie within the boundary of more than one authority.

County: Greater London Authority

District: Islington

District Type: London Borough

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 29-Sep-1972

Date of most recent amendment: 30-Sep-1994

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 368527

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

ISLINGTON

TQ2987SW ARCHWAY ROAD 635-1/6/40 Archway Bridge (that part in the 29/09/72 London Borough of Islington) (Formerly Listed as: ARCHWAY ROAD Highgate Archway (that part in the London Borough of Islington))

II

Includes: Archway Bridge (that part in the London Borough of Islington HORNSEY LANE. Bridge carrying Hornsey Lane over Archway Road, and designed to replace a bridge of brick and stone construction designed in 1813 by John Nash. Dated 1897 in panel at crown of arch, and completed 1900. By Sir Alexander Binnie, for London County Council. Portland stone, steel and iron. Portland stone piers to either side with splayed bases having vermiculated quoins, the body of the piers rusticated and vermiculated. Segmental-arched span of 120 feet, of steel and cast-iron construction with ropemouldings to archivolt and circular ornament and arabesques in the spandrels; modillion cornice. Balustrade of Portland stone piers to either end, carrying cast iron lamp standards of the type designed by Lewis Vulliamy for the Thames Embankment in the 1860s, with the initials of the LCC on the south-eastern and north-western lamps, and the date 1897 on the other pair; smaller central piers, now painted, with lamp standards flanked by griffins; intermediate piers surmounted by ball and spike finials with spiked rail between; the cast-iron panels between with wheel motifs and scrolling ornament. (Historians' file, English Heritage London Division).

Listing NGR: TQ2912087389

Appendix III
List of Proposal Drawings

FRANKHAM



FORMATS	ORGANISATION/NAME	C/U
	Haringey Council	
	TFL	
PROJECT FILE		

[illegible]

13	-	01	04	09	24	23							
06	-	07	07	01	03	07							
13	-	13	13	14	14	14							
E	E	E	P	E	E	E							

[illegible]

I	I	I	I	I	I	PL									
KW	KW	NC	KW	AB	AB	KC									

[illegible]

(INSERT CODE)

(INSERT INITIALS)

REASON FOR

PRELIMINARY (P)

DESIGN DEV'TMENT (DD)

CONSENTS (C)

CLIENT APPROVAL (CA)

TENDER (T)

ISSUE KEY:

CONTRACT (CT)

CONSTRUCTION (CN)

AS BUILT (AB)

BUILDING REGULATIONS (BR)

INFORMATION (I)

LEGEND:

C/U = CONTROLLED / UNCONTROLLED COPY

PLANNING (PL)

P / D = HARD COPY OR SOFTWARE DISK E = ELECTRONIC TRANSFER (E MAIL, ETC.) - DETAILS RELATE TO TRANSFER ON DATE NOTED

ORIGINAL :

PROJECT FILE

