



MANAGING CHANGE

CONSERVATION AND REGENERATION
OF MYDDLETON ROAD

February 2011

in partnership with



Butler Hegarty Architects

Haringey Council

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1.0 EXECUTIVE SUMMARY

1.1 Myddleton Road sits within the Bowes Park Conservation Area, within the Bounds Green Ward, in the northern part of the London borough of Haringey. The focus of this study is the commercial section of Myddleton Road, which is bounded by Whittington Road to the west and the Community Gardens/New River, to the east. Myddleton Road was formerly the commercial heart of the residential suburb of Bowes Park, and historic photographs show thriving shopping parades, and an affluent and attractive street. The late Victorian and Edwardian buildings on Myddleton Road have a distinctive and consistent early suburban domestic typology, which has been colonized for commercial activity.

1.2 We are aware that much valuable research and writing has been done on Myddleton Road in the recent past. In this report, we have used our specific knowledge and experience in architectural conservation works to shopfronts, to build on this body of knowledge. We intend that this report presents clear, practical recommendations, based on sound historical evidence and construction knowledge, from which genuine and sustainable improvements to Myddleton Road can be made. The proposals in this Study have taken into account the policies, views and observations of Haringey Council's Conservation Officer, Regeneration and Conservation Projects Officer, members of local Community Groups, business people, and a Local Councillor.

1.3 Much of Myddleton Road retains the rhythm of the original shopfronts, and the traditional shop framework of the pilasters, consul brackets, cornices, and fascias. Some of the shopfronts contain fragments of original building fabric, and in three cases, complete intact original 19th century fabric. Myddleton Road has a scale, rhythm and pattern that are typical of late 19th century London suburban development. While most of the original shopfronts have been stripped out and/or covered up, the host buildings have a distinctive texture and rich materiality, combined with delicate decorative flourishes.

1.4 Currently, Myddleton Road is in economic decline. It is secluded, physically isolated from its environs, and does not sustain enough footfall to support a vital degree of economic activity. Today approximately 30% of the shopfronts are vacant or closed up. In its heyday, Myddleton Road attracted shoppers from its immediate neighbourhood and beyond. In contrast, today, the relatively affluent sections of the local community do not shop here. With the prevalence of supermarket shopping, this is a ubiquitous problem, and the challenge is to develop an alternative distinctive, local, familiar and valued shopping / service hub, which people use as a "top up" shopping venue on a daily basis, for specialised shops, and as shared social space. Other reports carried out in the past decade have identified several business types which could act as catalysts for change, along Myddleton Road, e.g. a café, a farmers market, an arts and crafts market, but none have materialised.

1.5 At present, the degree of degradation is such that Myddleton Road does not manifest the qualities which are normally associated with a Conservation Area, and its designation is therefore questionable. In recent years, the physical environment of Myddleton Road has severely deteriorated. The street currently has an extremely high incidence of planning contraventions and unresolved enforcement issues, generally in the form of illegal satellite dishes, roller shutters and shop fronts, and this has led to a serious corrosion of the street's physical and visual environment, and sense of place. The sections of the local community which are committed to protecting the built heritage of Myddleton Road appear to be in a minority. The local community is fragmented, and many of the building owners and tenants flagrantly ignore, or are unaware of the fact that Myddleton Road is in a Conservation Area.

1.6 This report contains the results of historical research and analysis of the origins and current condition of Myddleton Road. This has informed the development of a Conservation Strategy, within which we have identified “Conservation Priority” buildings, which have been selected using an objective set of clear criteria. The owners and tenants of the “Conservation Priority” buildings have then been consulted, leading to the production of a final list of “Achievable Buildings”, which are those buildings that could be most effectively improved to maximum effect. The scope of this regeneration project is intrinsically defined by whether the shopowners/tenants are interested and willing to be involved, or not, in any future regeneration funding scheme. However, in four cases, buildings are included despite no firm commitment being expressed on the part of the tenant/ owner, because of their significance as key buildings on Myddleton Road.

1.7 If implemented, the nature of this grant-aided regeneration is that improvements will occur on a fragmentary basis, and the overall effect on Myddleton Road would be an incremental improvement in the quality of the place, rather than an immediate and radical transformation.

1.8 In addition to identifying “Achievable Buildings”, we have made brief proposals which could potentially inform future planning policy with regard to change of use from commercial to residential along Myddleton Road. The majority of the “Achievable Buildings” are at the western end of Myddleton Road, and we propose that this offers a starting point for a process of managed change whereby long term planning policy is adapted to consolidate the commercial part of the street at the western end, and encouraging the eastern part of the street to return to or be converted to residential use. We have highlighted the terrace comprising Nos. 81 to 105 as a particular example, and illustrated how it could be converted to residential use.

1.9 We have prepared Approximate Construction Budgets and Project Costs for the suggested works to the 10 identified “Achievable Buildings”. The total budget for works to all the buildings is as follows:

Approximate Total Project Construction Budget.....£513,115.00

Approximate Total Project Budget.....£735,000.00

(Incl. Professional fees@17.5%, VAT@20% and Project contingency@5%)

Approximate construction budgets for individual buildings are outlined in Section 7: Achievable Buildings, and range from £16,180.00 to £145,625.00 per building, due to the variations in works needed.

1.10 The funding of a regeneration scheme for active conservation and managed change is by no means a panacea for the range of problems confronting Myddleton Road. To have an impact, such a scheme will inevitably require the full cooperation of all sections of the community, and the immediate and unpopular enforcement of planning regulations. Myddleton Road could once again be a unique and distinctive place, and a “local hub”. Though currently degraded, it has the potential to re-establish itself. With the caveat at the beginning of this paragraph, we believe that a successful regeneration project could be undertaken on Myddleton Road, as a first phase catalyst leading to longer term and sustainable changes, with associated conservation, economic and social benefits.

2.0 INTRODUCTION

2.1 CONTEXT: LONDON

Myddleton Road is situated within the Bounds Green ward in the London Borough of Haringey. Although Myddleton Road itself is located within Haringey, the 'unofficial neighbourhood' (Renaisi, 2001) of Bowes Park penetrates further afield into the adjacent London Borough of Enfield to the north. Bowes Park is typical of the suburban areas that surround much of Inner London, straddling the somewhat undefined border of the 'urban fringe', with Haringey dually considered as both Inner and Outer London, whilst Enfield, extending beyond the North Circular, is defined as Greater London.

Bowes Park is bordered by Wood Green, Palmers Green and Bounds Green, with affluent areas such as Muswell Hill, Highgate and Crouch End to the west and the historic landmarks of Alexandra Palace and Bruce Castle located close by. Bowes Park is bounded by main arterial routes into and out of Central London, with the North Circular Road to the North, Bounds Green Road to the South and West, and Green Lanes to the East, which forms the boundary with the adjacent Woodside Ward.



Myddleton Road - junction with Marlborough Road Nov. 2010



Myddleton Road Nov. 2010



Myddleton Road - from Whittington Road Nov. 2010

2.2 MYDDLETON ROAD TODAY

Originally a prominent feature/focal point of a Victorian residential suburb, Myddleton Road has a number of architecturally interesting and coherent qualities in detail and design, with a particular style and rhythm exhibited along the length of the street. However, over time as the road has experienced gradual economic decline, becoming increasingly isolated, inappropriate and illegal changes have been implemented in the fabric of the street, which have blighted the potentially advantageous character of the area and caused the street to feel disassociated and neglected.

The neighbourhood surrounding Myddleton Road is diverse. Spacious single family houses can be found in the adjoining streets, alongside flats and Houses of Multiple Occupation. There is a small Community Garden on the road itself, a larger green space at Finsbury Gardens, and a linear green space, the "hidden river path". Further afield there is open space at Alexandra Palace.

2.3 UDP/ CORE STRATEGY POLICY

This report has referred to two major documents produced by Haringey Council in order to assess Myddleton Road's place in the wider context of the Borough; the UDP approved in 2006 and the recently submitted Core Strategy Plan of late 2010.

The London Borough of Haringey's UDP (2006) Part 2, concerning Urban Development and Design, is particularly useful in judging the potential of Myddleton Road as a regenerated hub in relation to designated growth areas and planning priorities. On page 46 it is noted that the council sees positively any development which "complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area". In the section entitled "quality design" several priorities relating to alterations in Haringey are outlined, including:

- urban grain
- building lines
- form, rhythm and massing
- architectural style, detailing and materials
- historic heritage context.

In the "Achievable Buildings" chapter of this report we aim to demonstrate how certain buildings could be enriched with the above points in mind. The UDP also encourages "walkability"; Myddleton Road could, as a result of minimal regeneration works, become a prime example of the type of space people enjoy moving through on foot from home to work or retail.

Sustainability is a key issue in Haringey's planning policy, and it is understood that this can be fulfilled in a wide variety of manner, including heritage conservation. In fact Conservation of the built environment is identified on page 39 as being an "integral component of sustainable development".

Fulfilling the greatest potential of existing resources is clearly a sensible and economic way to improve the atmosphere of Haringey's community areas, and we have aimed to outline how a regeneration of Myddleton Road could make the most efficient use of what is present, proof of how it was in the past and evidence of current needs to produce sustainable and long-lasting improvements.

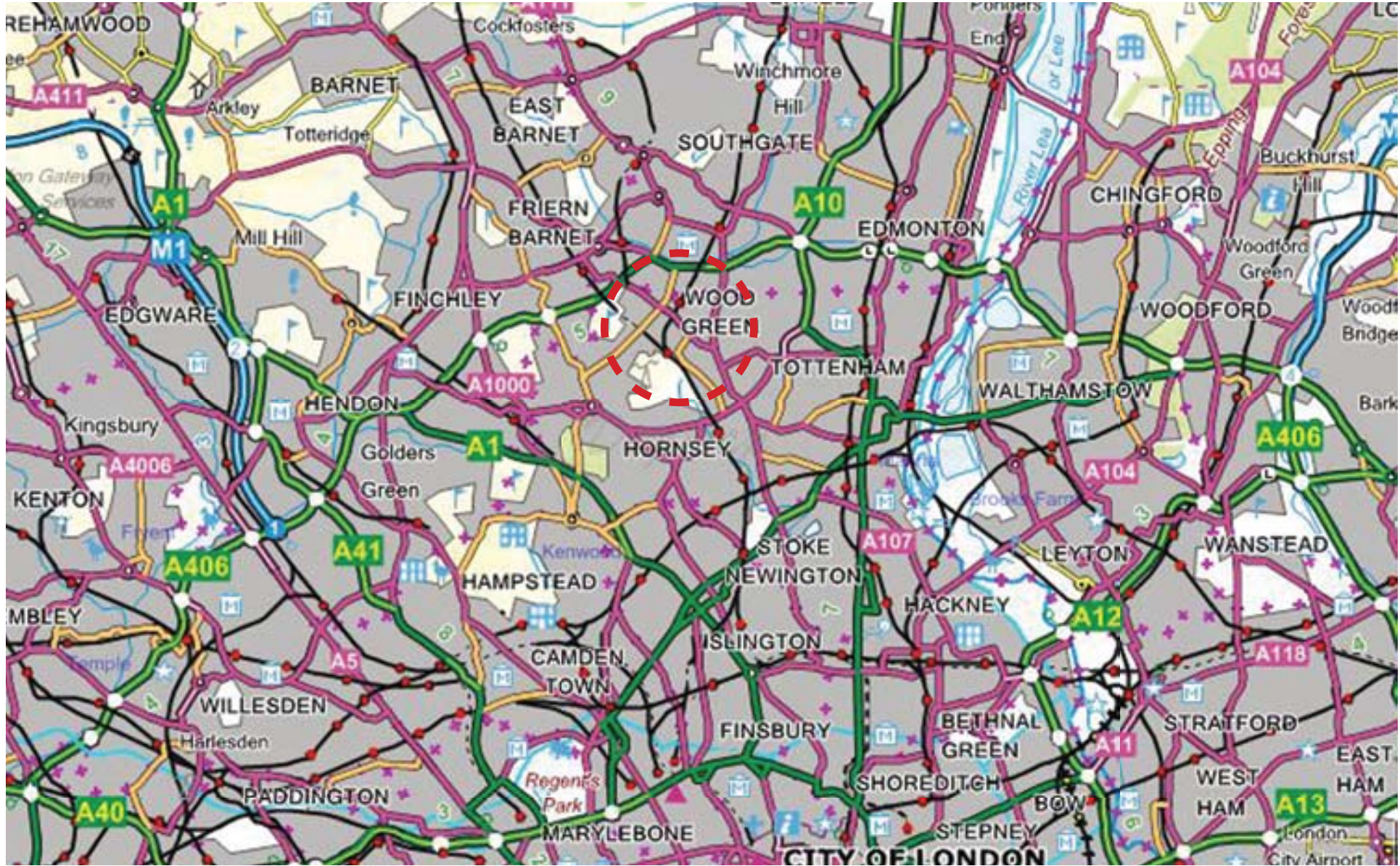
Maintaining local character is another prime concern. The Core Strategy Plan was submitted for approval in late 2010 and contains the council's plans for development over the period to 2026. Chapter 6, Design, p138 requests that "all development shall (...) be of the highest standard of design that respects its local context and character to continue the creation and enhancement of Haringey's sense of place and identity".

In a time of great change and population growth this preservation of local character becomes even more vital in order that people feel at home and well located. Over the coming years Haringey will be subject to significant growth; the Core Strategy outlines that Haringey is in the LSCP growth area (the corridor from London- Stansted- Cambridge- Peterborough) and that by 2016, as well as 350,000 new London jobs will have been created within 1 hour's commuting distance of Haringey, The Thames Gateway development and the Stratford Olympic and international rail developments will provide more jobs and residences in the vicinity. The Haringey heartlands, to the south of Myddleton road and encompassing the Wood Green area, has been identified in the Mayor of London's plan as an "Area for Intensification", with 1000 new homes and 1500 new jobs planned.

The possibilities for regenerating Myddleton Road outlined in this report therefore fit very well within the aims of Haringey's Planning and Development strategies, and the project should be prioritised as having a great potential for improving the wellbeing of residents of the area.

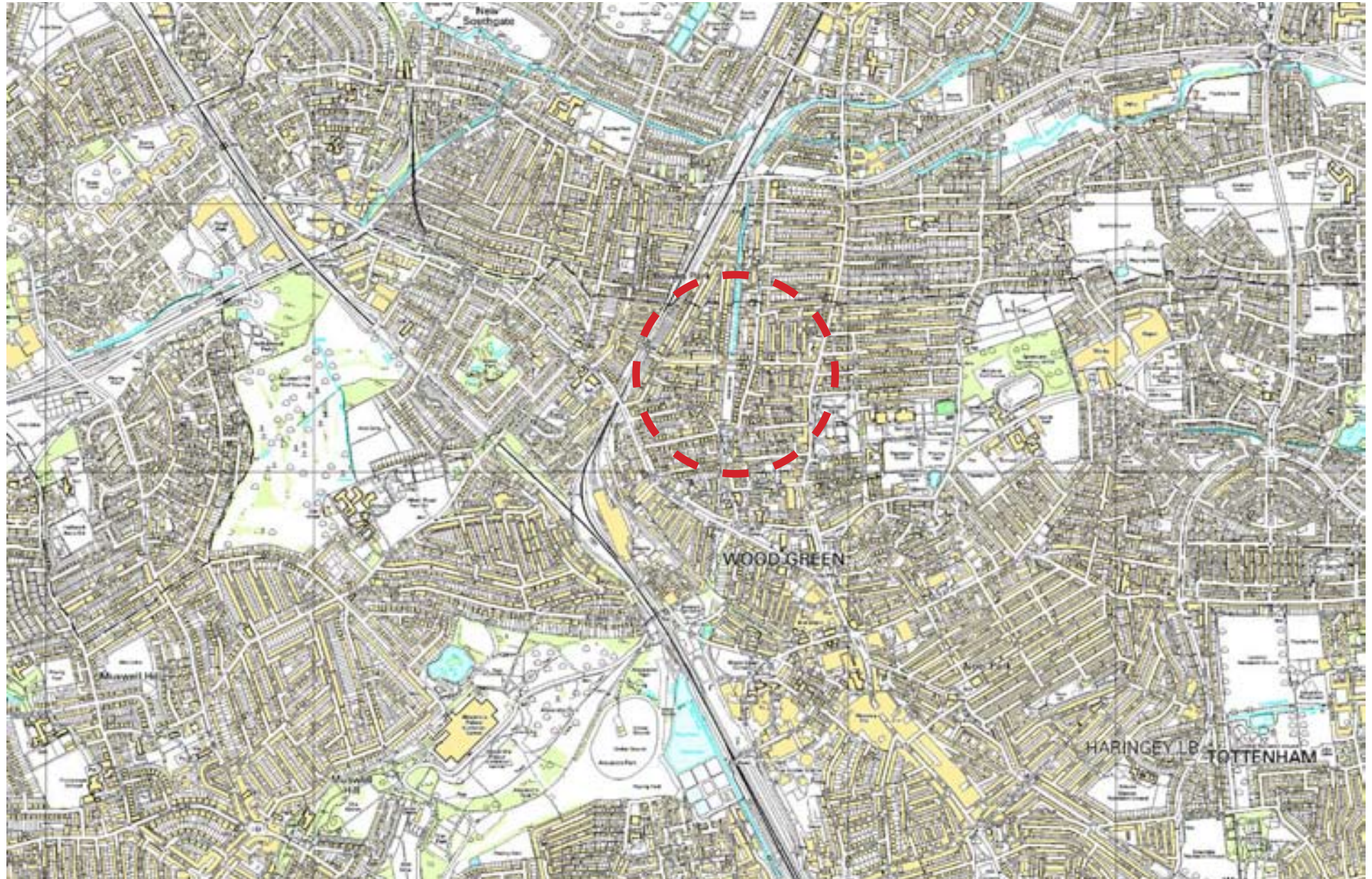
2.4 INTRODUCTION: MAPS

MYDDLETON ROAD DEC 2010



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SCALE : 1:100000



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SCALE : 1:20000

3.0 HISTORY

3.1 CONTEXT: LONDON

In the wider view of the city of London and its environs, Myddleton Road forms part of an early Victorian suburb development built prior to the larger boom brought on by the building of the suburban railway network and forming a base for later expansion and development.

During the 19th century the nature of London changed greatly; in the early 1800s, 20% of British people lived in London; by the late 18th century this had risen to a half of the country's population. The Industrial revolution brought railway and a rush of manufacturing to the cities; hence parts of the city centre became a less attractive place for those of a certain social standing to live.

A separate rise of the middle classes caused by a rise in small business and access to the professional life for all meant that more families were searching out a salubrious life within the reaches of the city. These would be the kind to require only day services of servants, and therefore would be attracted to medium-sized houses of a quiet grandeur rather than anything too ostentatious.

3.2 CONTEXT: HARINGEY

Until the 18th century, Haringey remained a rural area of dispersed villages, estates and farmland, with countryside sweeping unbroken by any significant density into Hertfordshire. Sixty hectares of Haringey are classified as the Metropolitan Green Belt, and public parks and open spaces constitute large areas of the Borough, providing valuable local and social amenities. Haringey encompasses five Ancient woods: Highgate Wood, Queen's Wood, Coldfall Wood, Bluebell Wood and North Wood, believed to have been continuously present since prehistoric times. (Bevan, 1992)

The contemporary London Borough of Haringey was created in 1965 to combine the pre-existing Municipal Boroughs of Wood Green, Tottenham and Hornsey into one single authority within the new Greater London Council. Traces of these divisions still remain, with the apportioning of wealth, associated reputations and local identity still predominantly defined by the Municipal Boundaries. As previous studies have shown, Haringey is comprised of a diverse population, in terms of ethnicity, language and culture, with both transient and more established inhabitants covering the full spectrum of wealth and deprivation. Although Haringey was ranked as the 20th most deprived district in the whole of England and Wales in 2000 (Renaisi, 2001) there is a substantial and discernible divide within the Borough, with wards in the East experiencing severe levels of deprivation compared to the more prosperous West. The weak economic status of the Bounds Green Ward presents significant issues and challenges in terms of poor standards of living, unsuitable and overcrowded accommodation, unemployment and relatively high levels of crime.



Bowes Park Station Embankment Sept. 2010



County Map Series 1846-1876 (1st edition)



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Scale 1 : 42250

3.2.1 HISTORIC CONTEXT MAPS
COUNTY MAP 1876

County Map Series 1846-1876 (1st edition)



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Scale 1 : 20000

3.3 CONTEXT: BOWES PARK

“Pride is in the air here; not an overblown, pigeon-breasted, tilt nose pride, but the sedate pride of the humble, of those who will make the best of themselves and their possessions, while knowing them to be not of prime quality.” –Thomas Burke, quoted in Bowes Park Conservation Area Character Assessment and Policy Statement, Haringey Planning and Development Department, 1993.

The origins of Bowes Park date back to Norman Britain, when the land formed part of the manors of Bowes and Dernford. The area became divided and subdivided over time, with land gradually leased off as farmland. The Bowes Farm estate, deriving from the sub-manor of Bowes and Polehouse, extended from woodland west of Bounds Green Road, encompassing the High Road (Green Lanes), to east of Wolves Lane. (Pinching, 2000, p31) Bowes Farm Manor House, or Bowes Manor as it became known, was once a prestigious, moated property located to the west of the High Road (Green Lanes). The house was occupied by two key characters in Bowes' history: Sir Thomas Wilde, who later became Lord Truro, and Thomas Sidney, the Alderman for the City of London and Lord Mayor from 1853 to 1854.

Thomas Sidney initiated the development of the western area of the estate, (see map of 1876) constructing large private residences. However, in contrast to developments further east, only the church of St. Michael-at-Bowes, dating from 1874 and these prestigious, independent houses existed by the 1880s, with Bowes Manor and its estates remaining untouched. (Baker, T., Pugh, R.B, et al. (1976) It was not until after Sidney's death in 1889, when no further owners could be sought and the house gradually fell into disrepair, that the whole estate was finally broken up for development in 1899. The section of the estate east of Bounds Green Road, between the Northern boundary of Wood Green Farm and the Parish of Edmonton was eventually transformed into the Bowes Park district. (Pinching, 2000, p31)



Nightingale Villas Sept. 2010



Bowes Park Station Sept. 2010

3.3.1 RAILWAY

The development of the Victorian railway system was a catalyst for the rapid expansion of Greater London, and the distribution of residential areas for a more mobile population. Unprecedented 'suburban' growth continued throughout the emerging suburb of Bowes Park area as a consequence of demand for housing, largely due to the construction of a new branch of the Great Northern Railway. The Great Northern mainline was constructed in 1850, bisecting Wood Green ward from North to South, and in 1859, Wood Green station opened, further encouraging the residential development east of Bowes Park. The GNR Branch line from Wood Green to Enfield was opened in 1871, catalysing the eventual development of what was to become Bowes Park and the construction of Bowes Park station in 1880.

3.3.2 RESIDENTIAL DEVELOPMENT

The residential network of Clarence Road, Truro Road, Nightingale Road and Commerce Road can be seen on the map of 1879 (see map p.14). Twenty or so large houses, gardens and summerhouses were built in these streets by 1859 to provide suitable residences for the first affluent Londoners to inhabit the area. There still exist a number of these large semi-detached villas, originally built for wealthy Victorians in possession of their own means of transport (Haringey Council, 2003) with a smaller terrace house format adopted with the coming of the railway.

In the decade before 1890, the National Liberal Land Company was active in auctioning off plots of land within the Bowes Park Estate for 'Persons Seeking Rural and Salubrious Residences' (Pinching, 2000, p50), encompassing land for High Road (Green Lanes), Parkhurst Road and Myddleton Road, with development later extending to Whittington Road, Palmerston Road and Sidney Road. Manor Road, connecting Whittington and Palmerston was completed in 1900 and is thought to be the final development. At this point in time, Bowes Park had a distinctly prestigious reputation, described by Thomas Burke as "Wood Green with its Sunday clothes on" (Pinching, 2000, p5). The Bowes Park that Burke, the chronicler and extensive commentator on North London who travelled through the area in the 1910s, would have experienced was a burgeoning middle class suburb, inhabited by those who could afford higher rates on the GNR. By 1905, Bowes Park Ward contained 1,578 completed houses covering 240 acres. Construction of substantial housing proceeded in Bowes Park on land made available by the Church Commissioners in 1913. (Baker, T., Pugh, R.B, et al., 1976, p.142-149) The area retained a dignified air of prosperity and pride as a respectable and relatively uncongested suburb that still felt the presence of the nearby countryside bounding the area to the North.

Increased pressure for affordable housing following the destruction incurred during World War II, prompted substantial redevelopment to take place during the 1950s through to 1974. This involved private firms replacing some of the larger Victorian houses, now in a state of disrepair, with blocks of flats for multiple occupancy, whilst the area gradually become an increasingly more working-class district. (As described by Baker, T., Pugh, R.B, et al., 1976, p.142-149)

3.3.3 RETAIL DEVELOPMENT

The first shopping streets were laid out as part of the Wood Green Estate in the early 1850's. These initially consisted of Commerce Road and Finsbury Road, although after 1890, a small parade of shops was built along Trinity Road, connecting the two main streets. The earliest photographic evidence of commercial activity along Myddelton Road dates from 1899, when the front rooms of houses are in use as shops. From World War II onwards, the smaller shopping streets began to feel the effects of competition from the nearby High Road, which lead to many traditional retail shops transforming into small manufacturing operations. By the 1960s and 1970s, development had 'swept away' the shops from Commerce Road and encouraged Finsbury Road to become 'truncated' with the east side shops largely disappeared. (Pinching, 2000, p96)



Flats near Myddleton Rd. Sept. 2010



Lipton High Road, Wood Green. 1909



Alexandra Palace Hotel, Wood Green. 1902

3.3.4 THE NEW RIVER

Completed in 1613, the New River was an innovative, engineered waterway designed to bring fresh water into central London, replacing supplies drawn from the heavily polluted and disease-ridden River Thames. The channel was originally planned and engineered by Edward Colthurt in the Elizabethan era, but was eventually brought to fruition by the funding of Lord Hugh Myddleton.

The New River in its original form travelled a distance of 39 miles from fresh water springs in Hertfordshire to New River Head in Islington. However by 1850, as Victorian London persisted in its rapid growth, there was a recognized need to update the New River; since this time improvements have frequently been required.

One such intervention at Bowes Park, built between 1852 and 1859, was the 1100-yard, 14-foot diameter New River tunnel to shorten the meandering loop of river around Chitts Hill and Devonshire Hill. This shortened the course of the river from just north of Myddelton Road, which arrived later, to Avenue Gardens, with the redundant section dried out and put to new uses (Pinching, 2000). Parts of the abandoned old New River course were still extant in 1894, as can be seen in the Godfrey map of the time.

The New River Tunnel, is a fine example of Victorian architecture and engineering in its own right, acquiring Grade II statutory listing in 1974. The New River in its current form still maintains an important relationship to the area of Bowes Park, with a 45 km footpath closely following its route. When the New River was threatened with closure in 1985, the New River Action Group encouraged landowners Thames Water to invest in and preserve the historic route, which now provides not only an accessible and important recreational resource for Bowes Park but also a physical connection with the Northern extremities of London's suburbs. In the vicinity of Myddleton Road, the land located above the New River Tunnel constitutes a vein of green public and semi-private land that houses a number of local and community amenities, including The Community Garden, run by local community volunteers, and secluded allotment gardens.



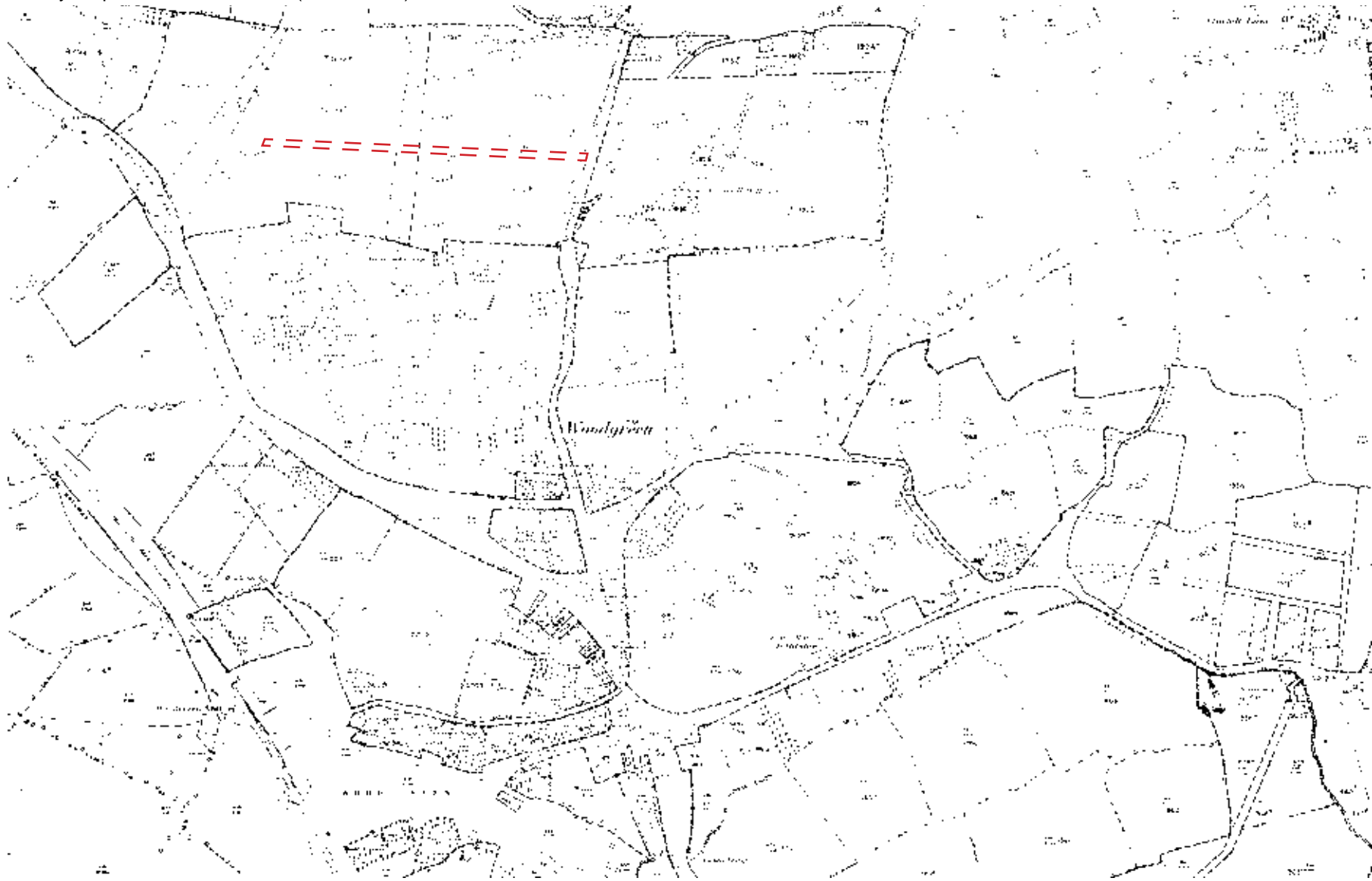
Images provided by BPCA



3.3.5 HISTORY: HISTORIC CONTEXT MAPS

WOOD GREEN 1879

County Map Series 1854 - 1949 (1st revision)



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Scale 1 : 10000

County Map Series 1854 - 1949 (1st revision)



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Scale 1 : 10000

3.3.5 HISTORY : HISTORIC CONTEXT MAPS
WOOD GREEN 1914

County Map Series 1854 - 1949 (2nd revision)



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Scale 1 : 10000

County Map Series 1854-1949 (3rd revision)



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Scale 1 : 10000

3.3.5 HISTORY : HISTORIC CONTEXT MAPS

WOOD GREEN 1952

National Grid Series 1948-1976 (1st Imperial Edition)



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National Grid Series 1969 - 1996 (1st Metric Edition) Scale 1 : 10000



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Scale 1 : 10560

3.4 HISTORY: MYDDLETON ROAD IN DETAIL

3.4.1 1880-1907

After the opening of Bowes Park station in 1880, land in the area gradually came onto the market, and in the 1890s, a distinct suburb evolved with its own shopping centre in Myddleton Road. Commencing with four shops in 1884, Myddleton Road sustained thirty-nine shops in total a decade later, more than adequately serving the needs of the surrounding area (as stated in Pinching, 2000, p.96).

By 1894, all the non residential uses on Myddleton Road were located on the south side of the street. These included “Barret William, plumber” at 65, “Groves George, teacher of music” and a photographer, bakers butchers, tobacconist, dairy, fishmonger, stationer, greengrocers and a butcher. Myddleton Road was partially developed by this point, with some gaps remaining on the street frontage. Shop units were initially contained within a largely residential format. Photos dating from this time reveal the presence of narrow, semi-private enclosed gardens in 1899, fronting the buildings and separating the street from the building line. Rooms at street level to the front were occupied with basic shop units, accommodation, and often services such as milliners and dressmakers, were located behind. The windows and entrances at street level were charged with signs and displays showing the range of goods and services provided. At this point in time, the shops and residences were contained within what is now the host building to a later extension, with a few of the buildings on the street maintained solely as residential.

By the beginning of the twentieth century, the fabric of the street had altered significantly with a number of ground floor shop units extended into the street, doing away with the narrow fenced gardens and allowing the street to assume a more overtly commercial appearance. Grander, typically Victorian shop frontages were adopted, boasting elaborate signage and detailing, with produce, materials and goods in baskets and containers, spilling into the street. Attractive lanterns and individual awnings overhanging the pavement gave each shop a definitive presence and a sense of ownership over their own piece of the street.

3.4.2 1908-1909

By the time the Kelly Directory, the early equivalent of Yellow Pages, was compiled from 1908-1909, Myddleton Road had become host to a diverse array of services, tradespersons and businesses, from cycle, watch, and picture frame makers, to tea traders and a china and glass dealer. The street also boasted a broad selection of retailers for staple, everyday items, including five butchers, five grocers, two bakers, two fishmongers and five grocers, as well as numerous tailors, confectioners and stationers.



Myddleton Road South side. 1899



Myddleton Road South side. 1903

3.4.3 1923

A number of changes took place within the street between 1908 and 1923. The electric tramline, which had been extended through Bowes Park by 1907, had become at least as important as the railways had to encourage Wood Green's growth. By 1912 there were eighty shops in existence, and Myddleton Road was all but complete. In comparison to the more piecemeal development revealed in the First Revision County Map dating from 1896, the residential area surrounding Myddleton Road had become significantly more densely inhabited by the time the Second Edition County map of 1914 had been created, within which the allocation of land for allotment gardens can be clearly noted. A number of changes in building usage had also taken place, somewhat altering the character and functionality of the street, with a number of merchants and "dealers" replacing more locally-based uses, including a "Backhouse Furniture Dealer" in the site of 91 and a "Toy dealer" replacing the greengrocers at 97, as well as the addition of manufacturing and production based occupations, including two ironmongers (at 68 and 134) and the bakers at 115 transformed into the "London Hosiery Factories."

3.4.4 RECENT HISTORY

In 1957, according to Pinching (2000, p.124) the street still remained a fundamental part of the community, hosting six major provision stores, as well as four butchers, five greengrocers and two bakers. In addition, in World War II, there were five emergency feeding stations or 'British Restaurants' put in place in the area, including one in Myddleton Road, which remained operational until 1948, providing a vital resource for the area.

In the more recent past, Myddleton Road has experienced significant and pronounced decline for a variety of reasons. There are now large and comprehensive shopping centres within a short distance, particularly Wood Green Shopping Centre, and greater car dependence giving residents easy access to a vast range of shopping and service facilities. Transport links provided by prominent arterial routes into and out of London as well as strong connections by public transport to Wood Green have contributed to its regeneration as a central shopping centre for the area. However, earlier reports note the presence of "high vacancy rates" and economic decline as early as the late 1960s and early 70s, before the arrival of the Wood Green Shopping Centre. (as described in the Myddleton Road Improvement Record and 2010 Options Draft Report compiled by Haringey Council). According to the 'Myddleton Road Regeneration Study' undertaken by Renaisi in 2000, Myddleton Road had experienced substantial and incremental loss of shops and services since the 1980s, including critical services such as a "dispensing chemist, bank and post office" which have significantly reduced the economic viability of Myddleton Road as a "local shopping centre", evident in the number of vacant units and lack of footfall witnessed on the street today.

3.4 HISTORY : MYDDLETON ROAD IN DETAIL



Myddleton Road North side. 1902



Myddleton Road North side. 1906

3.4.4 RECENT HISTORY

In parallel with this decline in economic vitality, since 1999, there has been a burgeoning of local community based drives to regenerate Myddleton Road and its environs.

The Bowes Park Community Association (BPCA) was formed in 1999, in response to traffic problems along the residential streets in the neighbourhood, and has evolved into a vibrant local community group, with a strong and energetic vision and commitment to the area. The BPCA have been awarded funding by Haringey to support one year's rent on onetwoeight, a Community Space at 128 Myddleton Road, which offers a range of community activities. The BPCA is an inclusive organization, but could be reasonably described as the voice of local, articulate middle class people.

Since 1999, there have been six reports carried out on the future of Myddleton Road, as follows:

- 1st Study : Myddleton Road Regeneration Study
Final Report (August 2000) Renaisi
- 2st Study : Bowes Park Neighbourhood Study (September 2001) Renaisi
- 3rd Study : Myddleton Road Shopping Centre - Consultation Report (exact date unknown)
Stephanie Knight
- 4rd Study : Myddleton Road Neighbourhood Plan (Adopted July 2003)
Haringey Council
- 5th Study: Myddleton Road Local Shopping Centre
Key Findings Report (May 2009) Haringey Council
- 6th Study: Myddleton Road - Improvement Programme Record and 2010 Options
(February 2010) Haringey Council



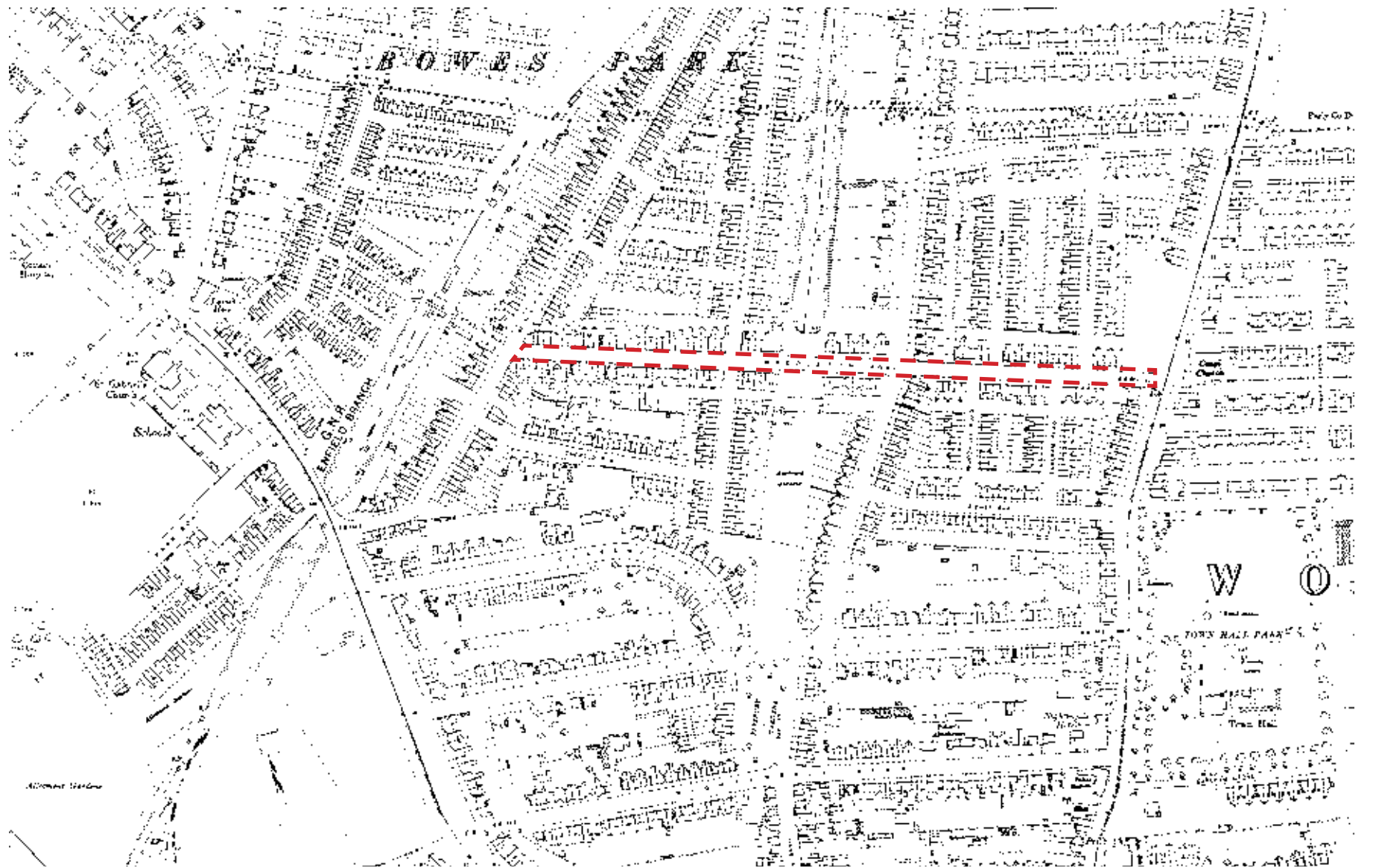
Myddleton Road Community Garden
Sept. 2010



3.4.5 HISTORY: MYDDLETON ROAD IN DETAIL MAPS

MYDDLETON ROAD & ENVIRONS 1914

County Map Series 1906-1939 (2nd revision)

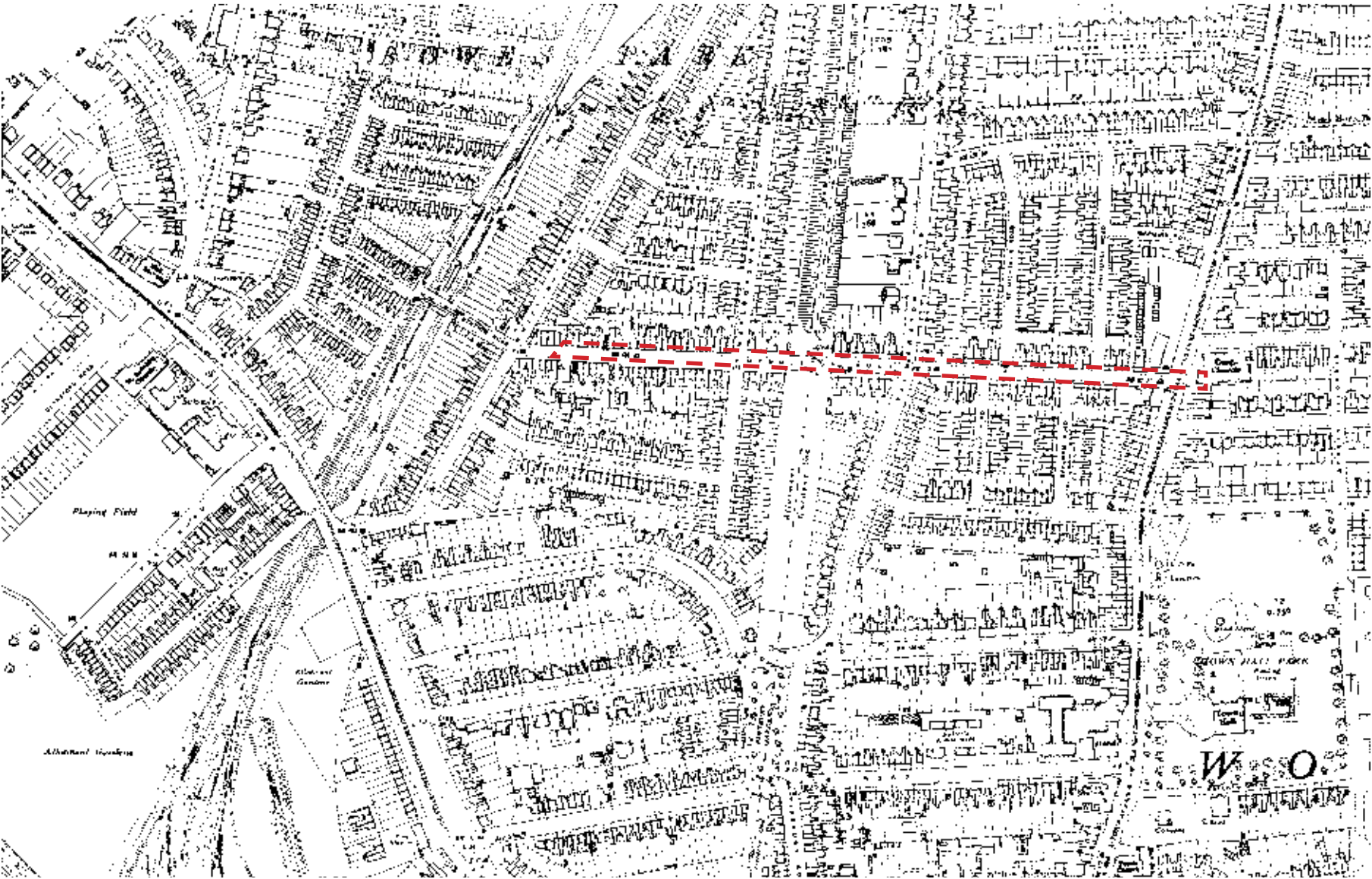


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Scale 1 : 5000

3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS
MYDDLETON ROAD & ENVIRONS 1935

County Map Series 1854-1949 (3rd revision)

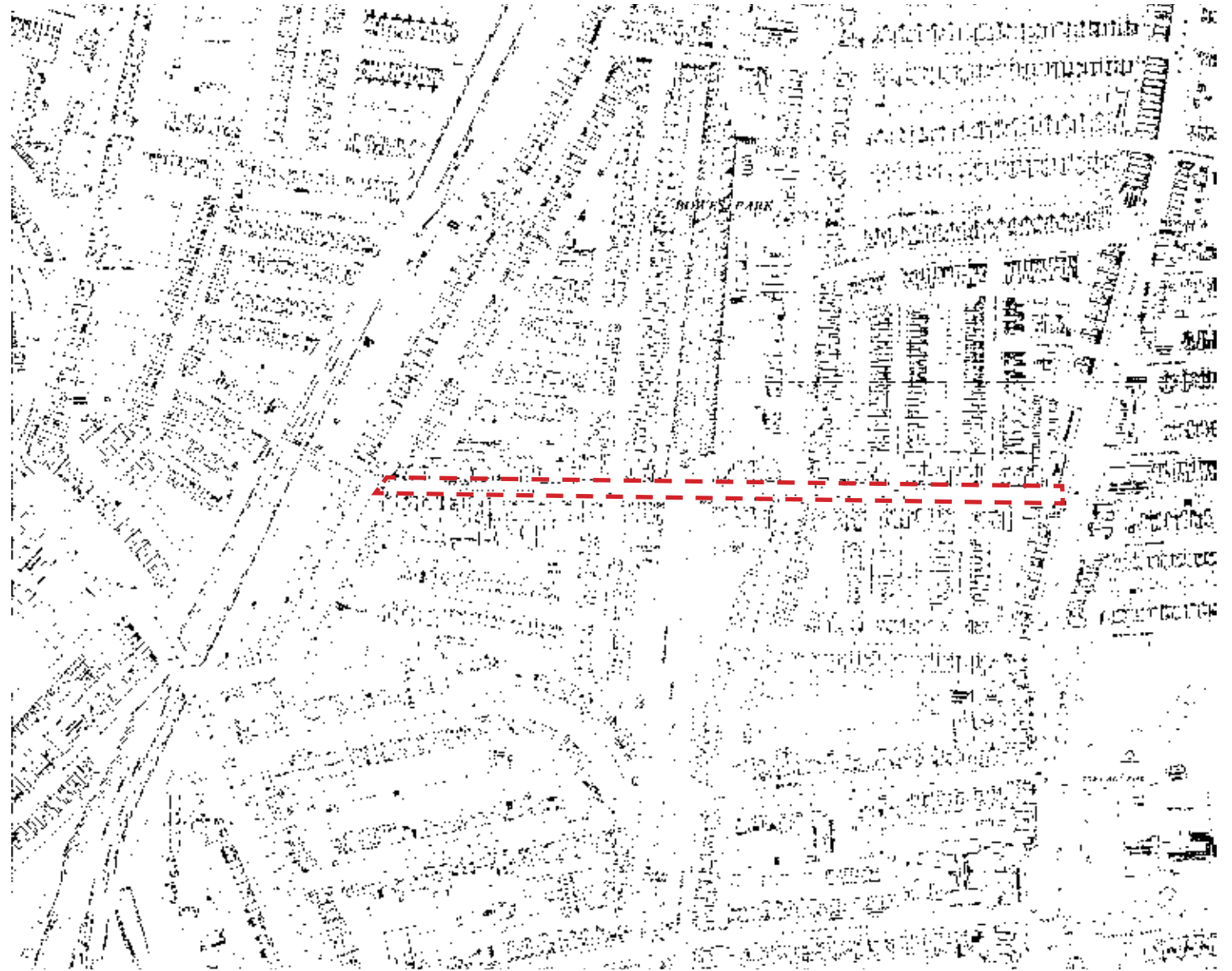


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Scale 1 : 5000

3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS
MYDDLETON ROAD & ENVIRONS 1957

National Grid Series 1943-1995 (National Survey)



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Scale 1 : 5000

3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS

MYDDLETON ROAD 1879

County Map Series 1854 - 1949 (1st edition)



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Scale 1 : 2500

3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS
MYDDLETON ROAD 1896

County Map Series 1854 - 1949 (1st revision)



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Scale 1 : 2500

3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS MYDDLETON ROAD 1914

County Map Series 1906-1939 (2nd revision) Scale 1 : 2500



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3.4.5 HISTORY : MYDDLETON ROAD IN DETAIL MAPS
MYDDLETON ROAD 1970-1975

National Grid Series 1943-1993 (National Survey 1st revision)



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Scale 1 : 2500

4.0 ANALYSIS: MYDDLETON ROAD TODAY

4.1 ANALYSIS: INTRODUCTION

We have carried out research which has led to the accumulation of a bank of information which, after analysis, has informed the defined priorities and recommendations to be found in the later chapters 5.0 Conservation Strategy and 7.0 Achievable Buildings. Data related to the current state of Myddleton Road has been edited and compiled into the series of diagrammatic maps following. We aim to display the most pertinent characteristics in relation to our later proposals/suggestions, and those that most clearly explain the condition and atmosphere of the street. All information was gathered in December 2010.

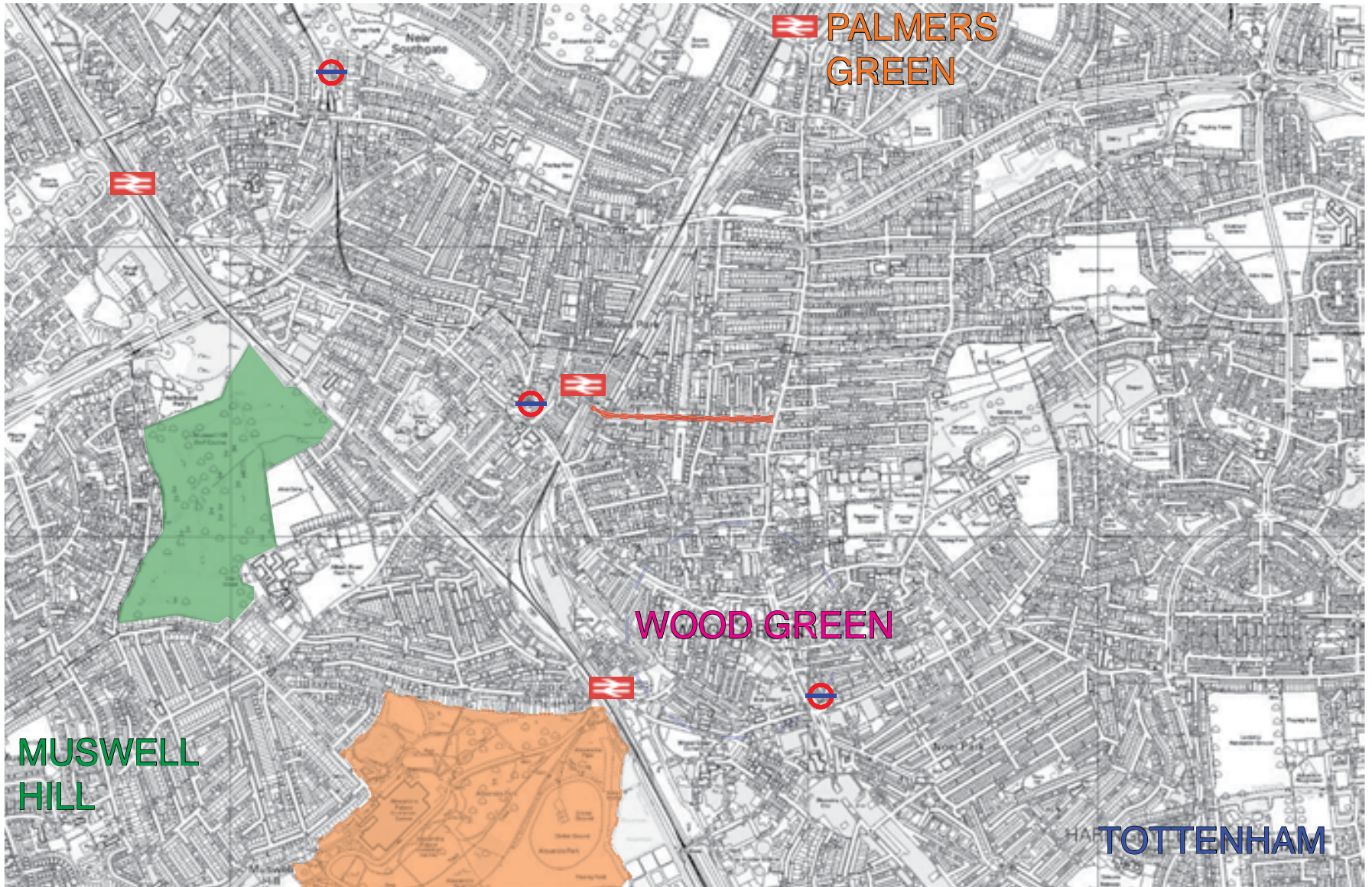
(note: A further document, “ Myddleton Road Comprehensive Building Profiles” (Appendix C), which records information on current and previous uses, ownership and other miscellaneous information on each building on Myddleton Road, will be deposited in electronic format with the Regeneration and Conservation Team at Haringey Council).

4.2 ANALYTICAL MAPS

Map 001: Urban Context

This map locates Myddleton Road in relation to the broader urban infrastructure: rail and underground stations and road systems can be identified. Myddleton Road can be understood as part of the fairly homogenous northern suburbs of London, with the occasional distinct variation such as the golf course and Alexandra Palace. The proximity of Wood Green, with its substantial shopping centre, accounts for the general decline in commercial activity in the Myddleton Road area.

4.2 ANALYSIS:MYDDLETON ROAD ANALYTICAL MAPS
001 URBAN CONTEXT



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KEY Urban Context



Alexandra Palace



Myddleton Road



Muswell Hill Golf Course

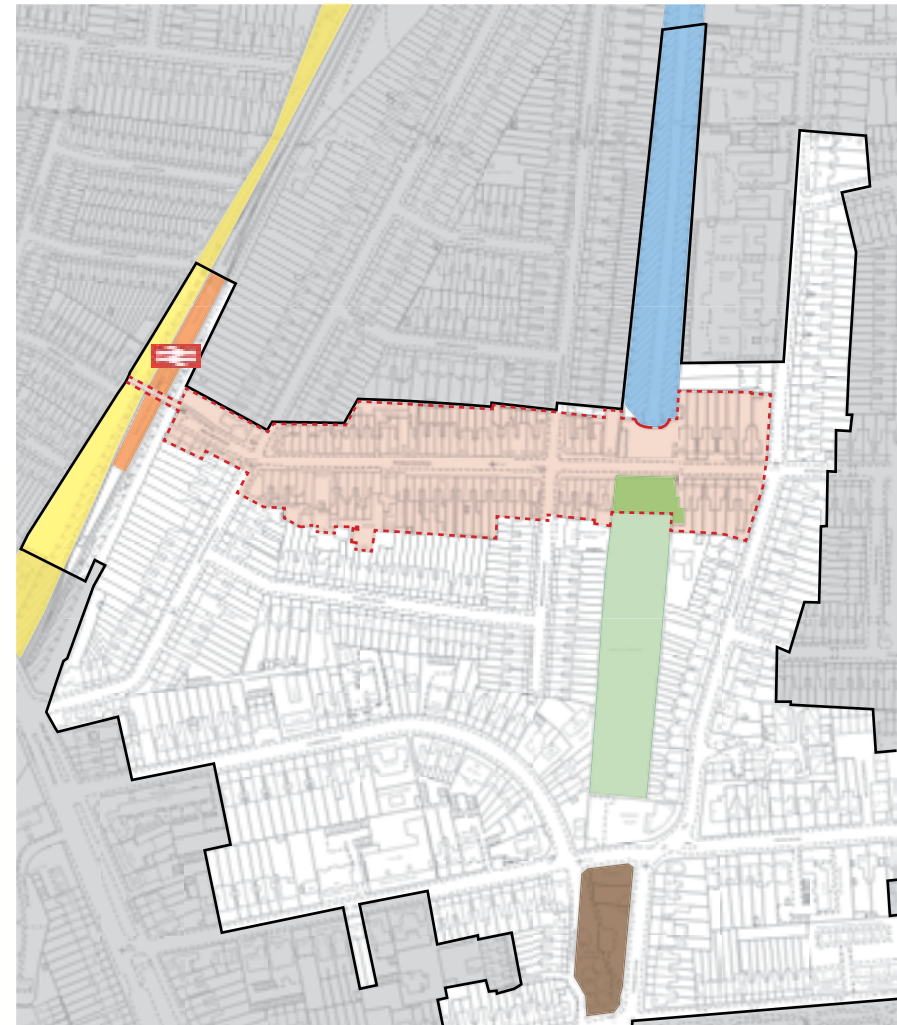
4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS 002 NEIGHBOURHOOD CONTEXT

Map 002: Neighbourhood Context Scale 1:5000

This map illustrates how Myddleton Road comprises a significant part of the Bowes Park Conservation Area. We can see how it forms a link between the railway line and Green Lanes, (one of London's supreme High Roads), while also part of the wider grid of streets to the north and south.

Distinctive and enriching local characteristics are highlighted: the New River; Myddleton Road Community Gardens; the allotments; Finsbury Gardens; and the railway embankment. All these features contribute to the biodiversity of the environment, and enhance the "liveability" of the neighbourhood.







Note how Myddleton Road sits right on the northern border of the Bowes Park Conservation Area and is therefore straddling two different characters of space, with the northern end of Whittington Road being subject to less strict planning regulations than its southern end.






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Myddleton Road Dec. 2010
SCALE 1 : 5000

KEY Neighbourhood Context

	The New River		Bowes Park Station
	Myddleton Road Community Garden		Station embankment
	Allotments		Finsbury Gardens

	Neighbourhood Plan Area (From Haringey Council, 'Myddleton Road Neighbourhood Plan', 2003)
	Bowes Park Conservation Area (From 'Bowes Park Conservation Area Map', 2009)
	Outside Bowes Park Conservation Area

and Regeneration of Myddleton Road

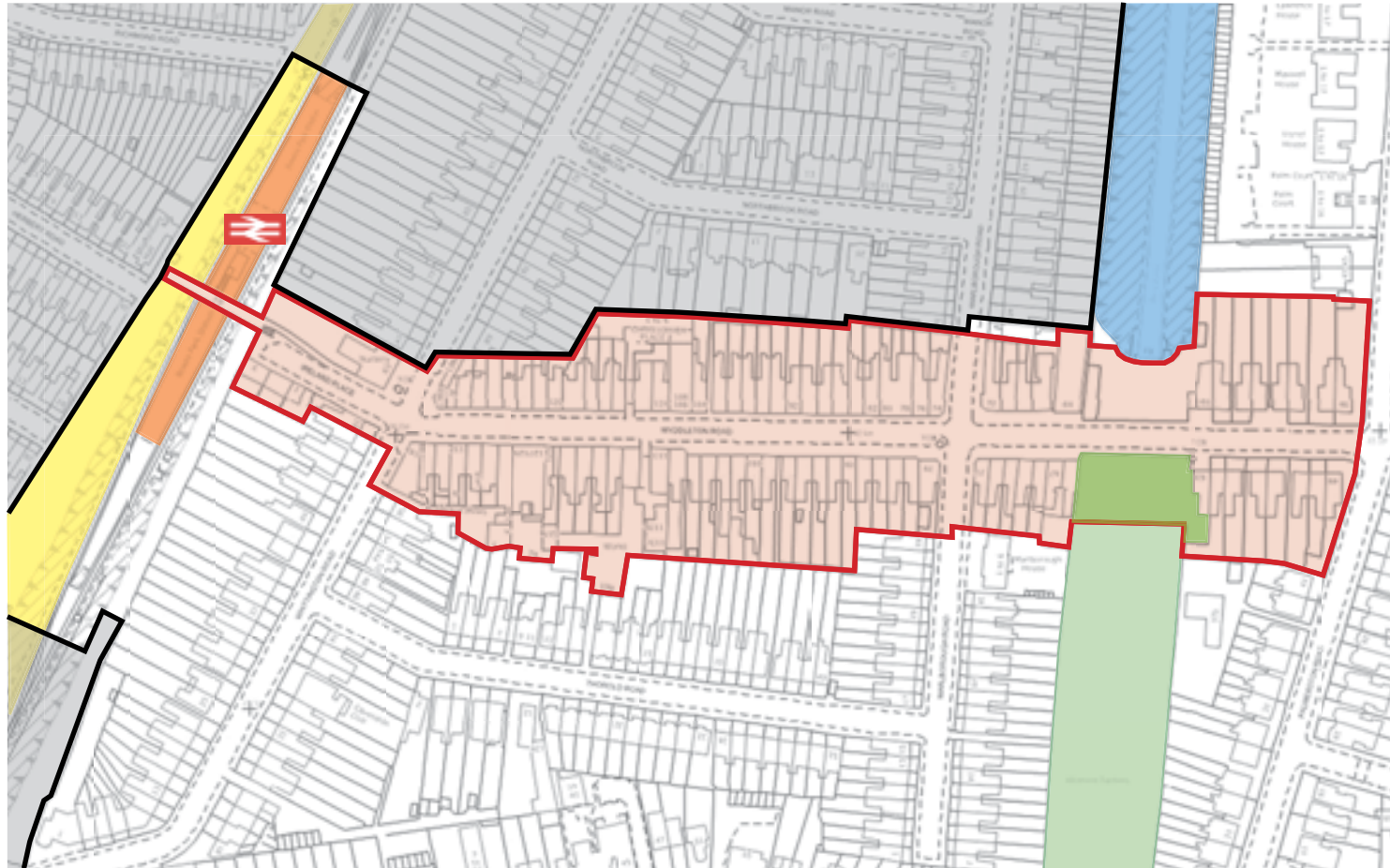
4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS
003 NEIGHBOURHOOD CONTEXT

Map 003:
Neighbourhood Context
Scale 1:2500

This map zooms in to illuminate the proximity of Bowes Park Railway Station, which accounts for the past liveliness of Myddleton Road as a shopping street and neighbourhood hub; it would be perhaps natural for local residents disembarking the train after work to stop for provisions on their way down the road, and for it to act as a local neighbourhood hub.

Currently Bowes Park station is on the line between Letchworth Garden City and Kings Cross/Moorgate. It operates an off-peak service of three trains per hour, and in peak times is heavily used by commuters. Bounds Green underground station is a short walk in the opposite direction, therefore some station users may rarely pass through or be aware of Myddleton Road.

The Neighbourhood Plan Area includes Ireland Place and the railway bridge over the distinctive "island" railway platform. This map shows how most of the properties on the street have ample gardens to the rear, in a classic residential terraced layout.



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Myddleton Road Dec.2010 SCALE : 1.2500

KEY

Neighbourhood Context

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> Neighbourhood Plan Area
(From Haringey Council, <i>'Myddleton Road Neighbourhood Plan'</i>, 2003) Bowes Park Conservation Area
(From <i>'Bowes Park Conservation Area Map'</i>, 2009) Outside Bowes Park Conservation Area | <ul style="list-style-type: none"> The New River Myddleton Road Community Garden Allotments | <ul style="list-style-type: none"> Bowes Park Station Station embankment |
|---|--|--|

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS 004 DISTINCTIVE CHARACTERISTICS/ MISCELLANEOUS

Map 004: Distinctive Characteristics/ Miscellaneous

This map focuses on the commercial part of Myddleton Road, in the section between Whittington Road and the New River. To the east, it becomes residential. All the intact original shopfronts are located on the southern side of the road. Haringey Council are funding a street improvement project to install awnings and shutters on the marked properties.







Naturally the junctions with Whittington and Marlborough Roads are threshold points of most concentrated prominence. Also, the street alongside “Anita’s Hair-dressing” at No.111 has been identified as a “Prominent Location”, as the pavement widens, and the space of the street becomes more concentrated to the west. The pavement on either side of the junction with Marlborough Road has been identified as “noisy and congested”, due mainly to heavy vehicles coming and going from the timber yard at No. 78, and vehicles associated with suppliers of building materials and fittings.

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS
004 DISTINCTIVE CHARACTERISTICS/ MISCELLANEOUS



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Myddleton Road Dec. 2010 SCALE : 1.1000

KEY		Miscellaneous	
	Threshold to Shopping Area		Permission for Awnings
	Prominent Location		Permission for Awnings & Shutters
			Noisy & Congested
			Original Shopfront

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS 005 BUILDING USES

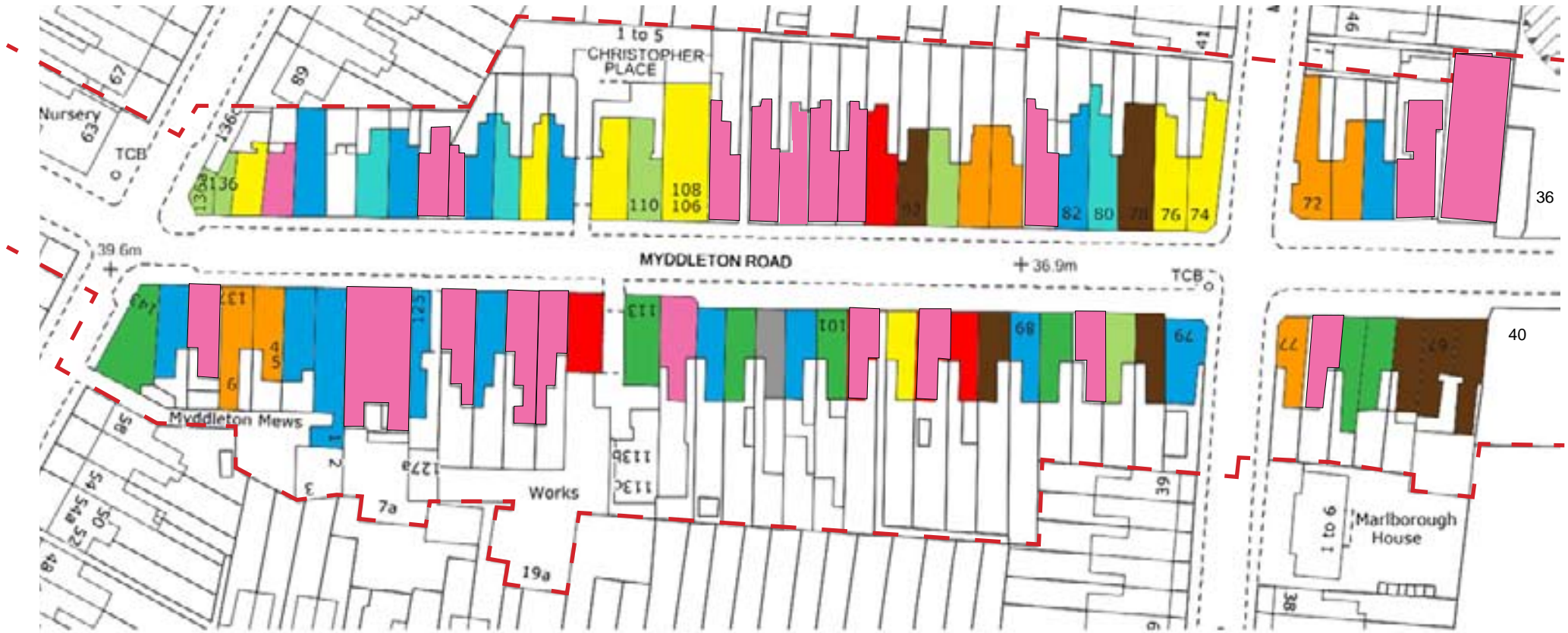
Map 005: Building Uses

This map records current ground floor building uses as follows:

	number	percentage
Hairdressers/ Barbers	2	2.59
Office / Supplier	3	3.89
Residential	1	1.29
Services	15	19.48 (includes dentist, funeral director, travel agent etc.)
Restaurant / Cafes / Pubs	7	9.09
Take away	5	6.49
Building Materials	7	9.09
Retail	7	9.09
Supermarket	7	9.09
Vacant	3	3.89
Closed / Storage / Undisclosed	19	24.67
Community Space	1	1.29
Total	77	100%













The figures above which are most noteworthy are those for Closed / Storage / Undisclosed and Vacant, which comprise 28.5% of the ground floor shop frontage space in the street.

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS
005 BUILDING USES



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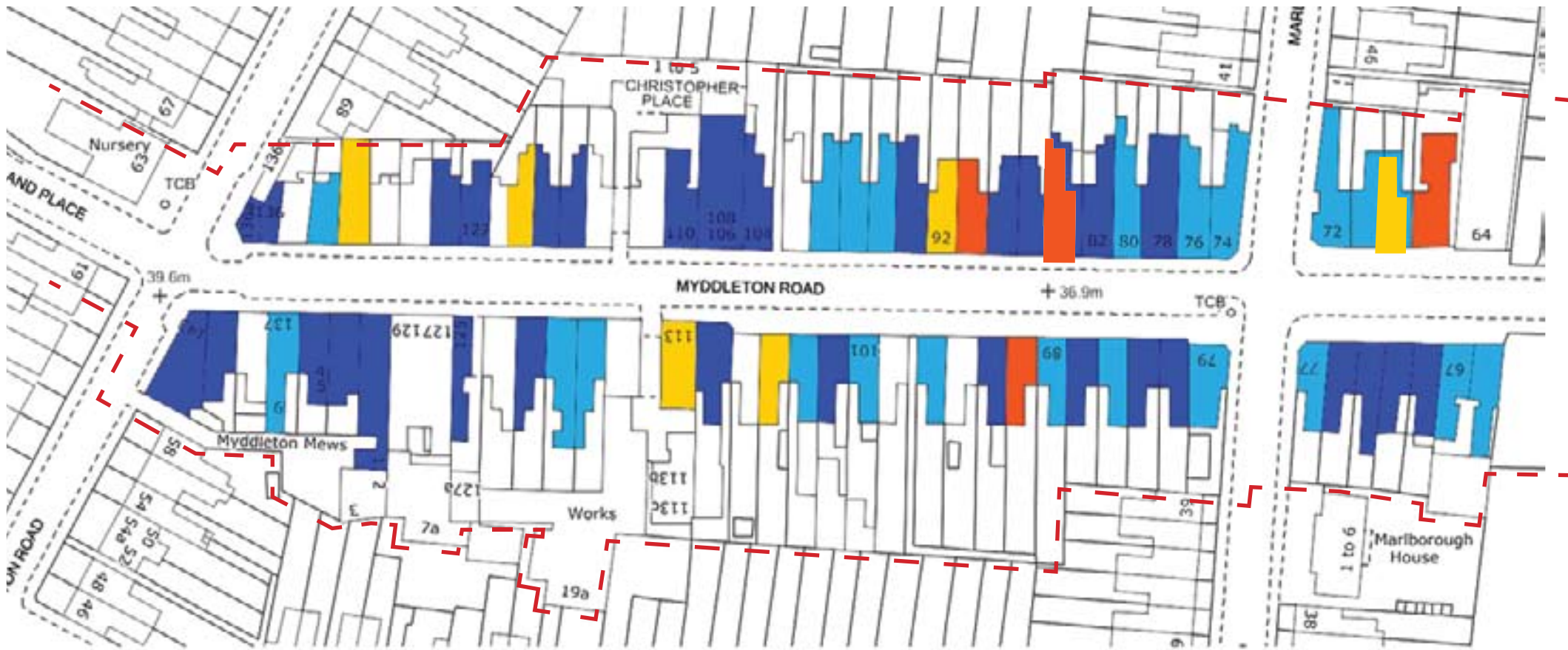
Myddleton Road Dec. 2010 SCALE : 1.1000

KEY		Building Uses	
	Hairdressers/ Barber		Services
	Office/ Supplier		Restaurants/cafes/pubs
	Residential		Take Away
	Building Materials		Retail
	Vacant		Supermarket
	Closed/ Storage/ Undisclosed		Community Space

Map 006: Myddleton Road Compliance Issues

This map articulates the chronic problem with compliance issues on Myddleton Road. This data demonstrates the problematic attitude of tenants and building owners towards the care, maintenance and development of Myddleton Road's shop-fronts, and the dismissive attitude towards built heritage. Most owners and tenants do not appear to care or be aware that Myddleton Road is part of a Conservation Area. This, combined with failure of enforcement, has resulted in the streetscape of Myddleton Road not having the qualities and distinctive characteristics which are expected from a Conservation Area. It should also be noted that several of the properties without standing or resolved compliance issues are either Closed / Storage / Undisclosed or Vacant (See Map 005).

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS
006 MYDDLETON ROAD COMPLIANCE ISSUES/ NOV. 2010



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Myddleton Road Dec. 2010 SCALE : 1:1000

KEY COMPLIANCE ISSUES

Standing Compliance Issues

- PCN
- ENF

Previous Compliance Issues Now Resolved

- PCN
- ENF

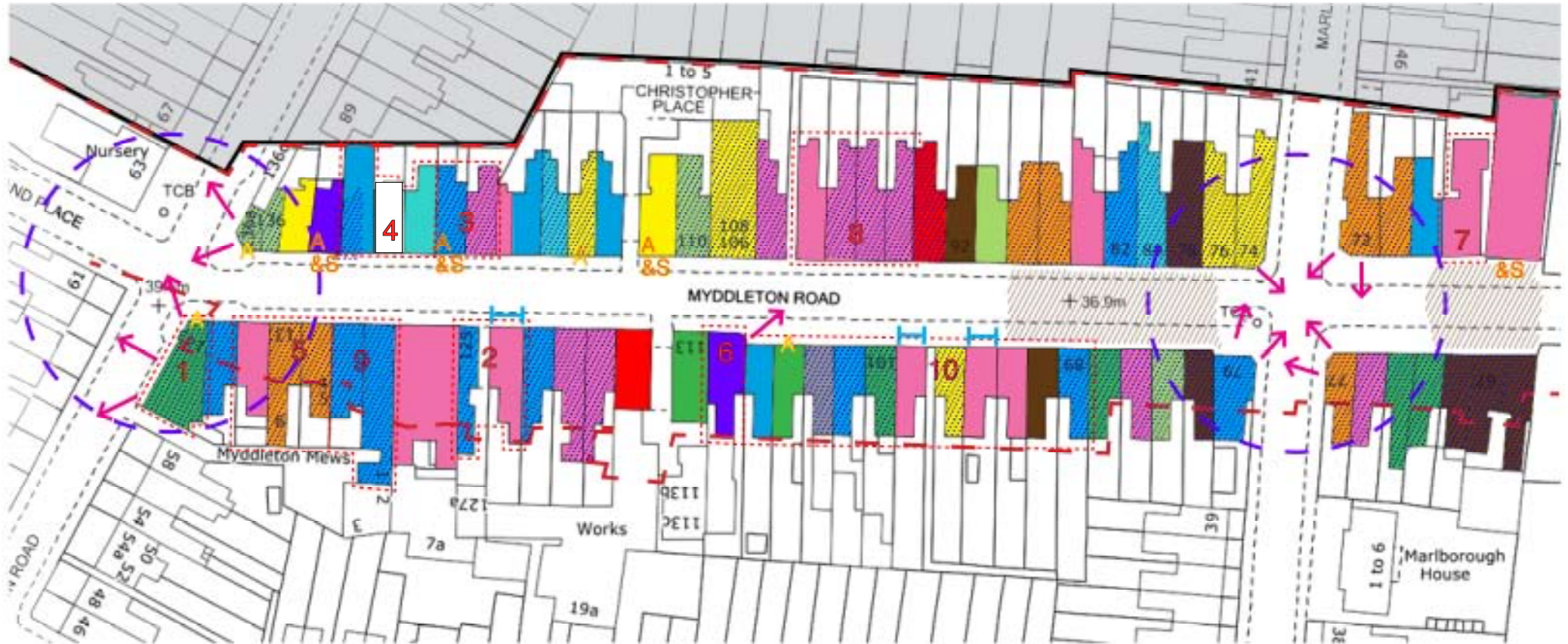
4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS 007 FUSION MAP

Map 007: Fusion Map

This map layers the information from the previous Analytical Maps, and adds an additional layer of information, Conservation Priority Buildings, which is derived from analysis developed in the following pages, in Section 5.0 Conservation Strategy (the numbers 1 to 10 identify groups or individual buildings according to a conservation priority which we have ascribed).

This map aims to consolidate the appraisal of Myddleton Road at this point, and integrate the conservation issues, in order to crystallize salient characteristics of the street; the most striking being that the top five Conservation Priority buildings are at the western end of the street, which is also a threshold and prominent location.

4.2 ANALYSIS : MYDDLETON ROAD ANALYTICAL MAPS
007 FUSION MAP



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Myddleton Road Dec. 2010 SCALE : 1.1000

Neighbourhood Context

- Neighbourhood Plan Area (From Haringey Council, 'Myddleton Road Neighbourhood Plan', 2003)
- Bowes Park Conservation Area (From 'Bowes Park Conservation Area Map', 2009)
- Outside Bowes Park Conservation Area

Miscellaneous

- Threshold to Shopping Area
- ➔ Prominent Location
- A Permission for Awnings
- A&S Permission for Awnings & Shutters
- | Original Shopfront
- Noisy & Congested

Building Uses

- Closed
- Office
- Residential
- Services
- Building Materials
- Community Space
- Restaurants /cafes/pubs
- Take Away
- Vacant
- Retail
- Supermarket
- Hairdressers/ Barber

Conservation Priority

- - - - - Priority Buildings
- 3 Position on Architectural Conservation Priority List
- Compliance Issues/ Nov. 10**
- Standing Compliance Issues

4.3 ANALYSIS: POLICY ISSUES

The Haringey Unitary Development Plan (2006) and Core Strategy Plan (2010 submission) discussed in Part 2.3 can be specifically applied to some of the above analysis findings.

-Walkability (page 47 UDP) and the creation of pleasant places to pass through on foot, for the mental and physical health of Haringey residents. The empty shopfronts and sense of environmental degradation create a melancholic atmosphere and a sense of danger after dusk. This further reduces footfall and results in an even lower pedestrian presence on the road.

-Sustainability (page 39, UDP) partly comprises in using what is present to its full potential, taking care of existing fabric so that it lasts long into the future and making shopping areas pleasant and attractive so that their appeal as public amenities endures. The way these buildings have been treated over past decades is not sustainable; those that are derelict could eventually collapse, and others will lose any remaining character they currently have, resulting in an eventual need to redevelop.

-Legality- Myddleton Road is unfortunately a prime example of the negative effect of changes being made to buildings without permission. The domino nature of this process is apparent, as the general degradation of the street results in less and less concern about obtaining approval and carrying out works sensitively and appropriately.

-Local character (page 46, UDP) is currently still present on Myddleton Road, but is in danger of being lost .

-Density. (page 56, Core Strategy Plan). Multiple buildings on Myddleton Road are disused. This is not economical or attractive, and has an adverse effect on those shops still in business. However without regeneration the general decline in commercial interest probably will continue and full use of all buildings on the road will become more and more difficult to achieve.

-Advertising. Page 51 of the UDP requests that advertising be *“of a high quality and sensitive to its visual appearance on the building on which it is to be sited and the surrounding street scene, especially in the case of listed buildings and conservation areas”*. Although many of the Myddleton Road shops do have appropriately sized and lettered signs, there is a proliferation of insensitive and low quality signage and advertising which detracts from the often attractive shopfronts themselves.

Generally the regeneration of Myddleton Road would be contained within the Borough’s wider intention to:

Preserve and enhance the character and appearance of Conservation Areas and their settings; (page 142, Core Strategy Plan 2010 submission)

This would then work towards fulfilling the Council’s wish that *“the people of Haringey (...) be able to experience feelings of pride, belonging and safety in the street environment.”* (UDP Part 2 page 39)

5.0 CONSERVATION STRATEGY

5.1 CONSERVATION PRIORITIES

The development of a Conservation Strategy for Myddleton Road requires a careful consideration of the distinctive characteristics of this place, its relationship to its broader context, and the challenges and pressures confronting it. These issues of local distinctiveness and the need for “well managed change” are set out in the foreword to the English Heritage publication, *Valuing Places: Good Practice in Conservation Areas*, (January 2011).

This recognition of local distinctiveness is enshrined in legislation. It is not a device for preventing change or new development. Every conservation area contains places which have changed. Often these changes are features of the character which we wish to protect; often, too, further changes have to be accommodated if we are to ensure such places have a viable and beneficial future. Well-managed change can bring with it the investment and care necessary to keep places in good condition. Poor management can result in neglect and decline, increasing the risk that places of great historic importance will be lost for ever.

The challenges faced by Myddleton Road have already been defined, and are severe: economic decline, high and persistent incidence of planning contraventions, lack of cohesive community engagement and understanding of the value of built heritage.

5.1.1 SENSE OF PLACE

Myddleton Road, despite its problems, continues to have a “sense of place”, the components of which can be articulated as follows:

1. The late Victorian and Edwardian buildings on Myddleton Road have a distinctive and consistent early suburban domestic typology, which has been colonized for commercial activity.
2. Myddleton Road has a secluded atmosphere, embedded in the heart of its neighbourhood.
3. In contrast to the domestic quality of the surrounding residential streets, Myddleton Road has a pronounced sense of public social space, in particular at the junction with Whittington Road. This sense of public space is created in the opening up of the street as the end buildings turn the corner, coupled with the physical connection and conceptual opportunity for travel offered by the railway. The drama created by this public/secluded dichotomy resonates with Myddleton Road’s history as a Victorian shopping street.
4. Much of Myddleton Road retains the rhythm of the shopfronts, and the traditional framework of the pilasters, console brackets, cornices, and fascias in many cases. Some of the shopfronts along Myddleton Road contain fragments of original building fabric, and in three cases, intact original 19th century fabric.

Myddleton Road has a scale, rhythm and pattern which is typical of late 19th century London suburban development. While most of the original Victorian shopfronts have been stripped out and/or covered up, the host buildings have a distinctive texture and rich materiality, combined with delicate decorative flourishes.

Individual buildings and terraces along Myddleton Road are generally of rela-

5.2 CONSERVATION CONSULTATION

A site visit and consultation with Mortimer McSweeney, Principal Conservation Officer for Haringey, has taken place as a vital part of compiling this report, in order that Myddleton Road is understood in its context within the borough, and in relation to other regeneration works taking place.

5.3 CONSERVATION PRIORITY CRITERIA

Having identified the key buildings, we then established a set of criteria as a tool to prioritise the buildings as potential candidates for conservation and renewal.

The criteria (Table 1) and resulting Architectural Conservation Priority list are set out below, and Table 2 overleaf analyses how well each key building/group satisfies the criteria. Map 008 : Conservation Strategy – Myddleton Road Streetscape, shows the location of each building/group along the street.

Architectural Conservation Priority Criteria:

1. Good degree of extant historic fabric.
2. Large streetscape impact.
3. Original building is a high quality and distinctive example of an architectural type, with a clear character.
4. There is clear evidence (extant or photographic) to accurately reconstruct the shop front.

Conservation Priority Buildings Ranking

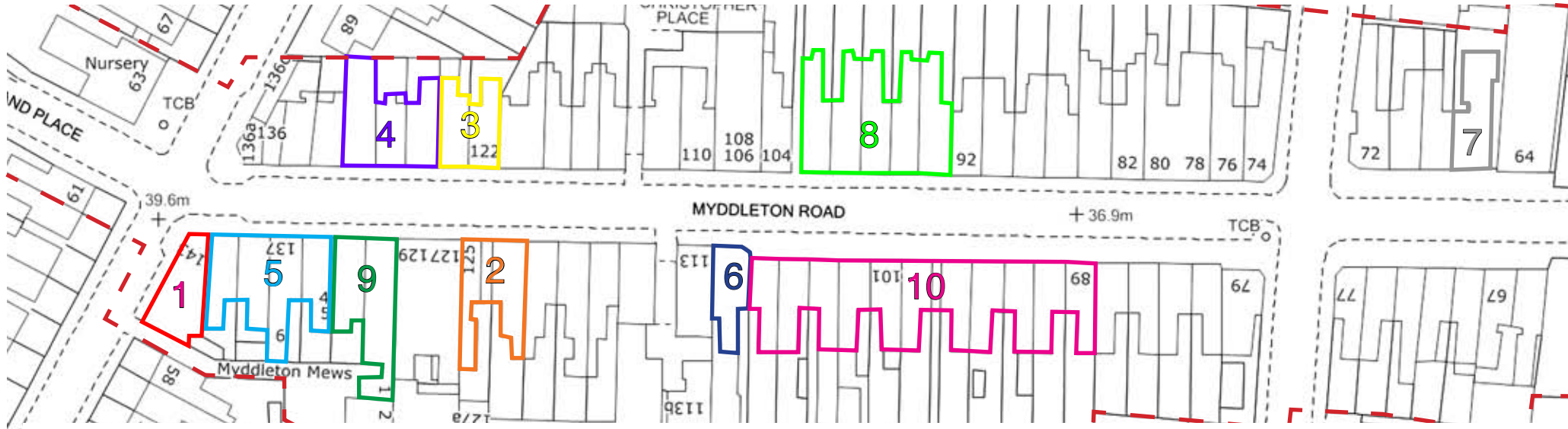
143	1
123 and 125	2
122-124	3
126-130	4
135 -141	5
111	6
66	7
94-102	8
131-133	9
89 – 109 (longer term)	10

5.4 CONSERVATION STRATEGY: CONSERVATION PRIORITY TABLE

Architectural Conservation Priority	No.	Criteria Satisfied				Extant (e)/ photographic (p) evidence
		1.	2.	3.	4.	
1	143	✓	✓	✓	✓	
2	123	✓	✓	✓	✓	PE
2	125	✓	✓	✓	✓	PE
3	122		✓	✓		E
3	124		✓	✓		E
4	126		✓	✓		E
4	128		✓	✓		E
4	130		✓	✓		E
5	135		✓	✓	✓	P
5	137		✓	✓	✓	P
5	139		✓	✓	✓	P
5	141		✓	✓	✓	P
6	111		✓			

Architectural Conservation Priority	No.	Criteria Satisfied				Extant (e)/ photographic (p) evidence
		1.	2.	3.	4.	
7	66		✓			
8	94	✓	✓			E
8	96-8	✓	✓			E
8	100	✓	✓			E
8	102	✓	✓			E
9	131-133		✓		✓	P
10	89				✓	P
10	91				✓	P
10	93				✓	P
10	95				✓	P
10	97				✓	P
10	99				✓	P
10	101				✓	P
10	103				✓	P
10	105				✓	p
10	107				✓	
10	109					

5.5 CONSERVATION STRATEGY: MYDDLETON ROAD STREETSCAPE
MAP 008



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SCALE : 1.1000



4 126-130

8 94-102



5 135-141



9 94-102



3 122 & 124



6 111



7 111



10 89-109

5.6 CONSERVATION STRATEGY: HISTORIC PHOTOS
MYDDLETON ROAD NOS. 101 - 107, 1899



101 107

5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 104-136, 1902



5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 119-133, 1903



119

123

125

133

5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 74-82, 1906



5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 115-127, 1908



MYDDLETON ROAD - BOWEN PARK 1908

115

127

5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 113-139, 1908



5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
MYDDLETON ROAD NOS. 87-103, 1908





65 77

5.6 CONSERVATION STRATEGY : HISTORIC PHOTOS
VIEW FROM BOWES PARK STATION APPROACH, 1962



136

junction Whittington Road, Ireland Place & Myddleton Road

143

6.0 CONSULTATION

In the process of examining Myddleton Road, we have carried out formal and informal consultation, and have attempted to gather the views, policies and observations of all stakeholders. We have had formal meetings with the following: members of the Myddleton Road Strategy Group and Bowes Park Community Association, Haringey Council Conservation Officer, Haringey Council Conservation and Regeneration Projects Officers. We have spent time along Myddleton Road photographing and surveying the buildings and streetscape, and have talked with people passing by.

Display boards have been produced to set out the aims and objectives of the project, and every property in the street has been leafleted.

The following Consultation Material is attached in the Appendix:

- Display boards
- Leaflets
- Copy of letters to Freeholders and Tenants.
- Document produced by Haringey summarizing surveys undertaken in April 2009

6.1 CONSULTATION WITH MRSG/ BPCA

The Bowes Park Community Association understands and accepts the fact that there are economic problems along Myddleton Road, and has a mission to encourage and support local businesses. There are clear lines of conflict between the BPCA and some local businesses/organisations, for example, over the general flaunting of planning laws, and the detachment from the idea of local community. This can be summed up in the BPCA's opposition to the use of shop frontages as informal Men's Clubs (eg. at no. 75, next door to the Red Sea Supermarket), which essentially transforms the former shop space into private male foreign enclave. The BPCA has been represented on the Myddleton Road Strategy Group, which is a stakeholder steering group comprising members of the local community and Haringey Council Officers and Councillors.

6.2 CONSULTATION WITH LOCAL BUSINESS OWNERS

There is a general acceptance among local business owners that Myddleton Road is in decline, but a variety of solutions are proposed. Obviously, the businesses which rely on footfall and a lively atmosphere (eg. Anita's Hair Fashions at no.111) are most aware of the need to attract passers by, and the businesses which are disengaged from the street are those which draw their business from outside, by van or Internet (eg. Timber Yard). Two businesses are highly successful: Vrtisaki's Restaurant (no. 73) "one of the perennially popular eating destinations for the Greek-Cypriot community of Wood Green" (Time Out 2009); and Demetriou and English Funeral Directors, at 131-133. Both owe their success to the support of the Greek – Cypriot community, who it is fair to say, generally do not have a commitment to protecting built heritage.

6.3 CONSULTATION WITH TENANTS/ OWNERS OF CONSERVATION PRIORITY BUILDINGS

For the buildings which we have identified as Conservation Priority, it was vital to ascertain whether the tenant/owner is willing to be involved in a project to improve their building. For each prioritized building, we have visited in person to speak to the tenant or owner. Initial interest or lack of interest is recorded in 7.0.1 Achievable Buildings Ranking Table.

However, in three cases, we have included buildings despite no confirmed interest from the tenant/ owner, because of their potential positive effect on the street.

7.0 ACHIEVABLE BUILDINGS

CONTENTS

7.1 Priority Buildings- Conservation Information Summaries

7.2 Achievable Buildings Ranking Table

7.3 Outline Budget Comparison Table

7.4 Achievable Buildings Summaries

The “Achievable Buildings” are listed below in order of priority. Priority is based on Conservation Priorities and set out in the “Achievable Buildings Ranking Table”, factored against interest from property owner or tenant. Properties marked * have been included because :

1. They have a high architectural quality or
2. Are significant within the group or host building

Although no response has been obtained from the building owner.

INDEX	ACHIEVABLE BUILDINGS	RANKING
7.4.1	Number 143	1
7.4.2	Number 139	2
7.4.3.1	Number 122*	3A
7.4.3.2	Number 124	3B
7.4.3.3	Number 126	3C
7.4.3.4	Number 128	3D
7.4.3.5	Number 130*	3E
7.4.4	Numbers 96-98	4
7.4.5	Number 123*	5
7.4.6	Number 125*	6

7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARIES

143 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 1 – prominent gateway building

Owner / tenant interested?:

Tenant

Building Date:

“Station Buildings” 1882

Enforcement issues:

Multiple, ongoing issues including:

PCN - hoarding

MR strip lighting & projecting fascia boxes removed & painted over.

Appeal - refusal of PP for change of use. (January 2010)

Apr 10 - EN served (shop front signage.)

Aug 10 - Appeal against enforcement; with planning committee

Nov 10 - Appeal - Planning Inspector site visit 23/11/10

Permission for Shutters and/or Awnings?:

Permission for awnings

Other Issues/Notes:

Owner experiencing problems obtaining lease.

Historic uses:

Clifford, Hawes & Co. Limited, Grocers (1894)

Williams Bros Greengrocers (1908-1909 & 1923)



Historic Evidence 143 Myddleton Road:



Myddleton Road 1962

7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

139 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 4

Owner / tenant interested?:

Owner (tenant) interested.

Building Date:

“Station Buildings” 1882

Enforcement issues:

None.

Permission for Shutters and/or Awnings?:

None

Other Issues/Notes:

None.

Historic uses:

Berthel greengrocer (Godfrey, 1894)

Raymond H. Greengrocer (KELLY 1908-1909 & 1923)



Historic Evidence 139 Myddleton Road



Myddleton Road 1908



Myddleton Road 1962

7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

122 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 5

Owner / tenant interested?:

No response.

Building Date:

Before 1896.

Enforcement issues:

PCN/ ENF - Dishes & shutters.

Permission for Shutters and/or Awnings?:

None

Historic uses:



Myddleton Road 1902



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

124 MYDDLETON ROAD



Architectural Conservation Priority (from list of 10):

Priority 6

Owner / tenant interested?:

Owner & Tenant

Building Date:

Before 1896.

Enforcement issues:

PCN - dish & shutters

Permission for Shutters and/or Awnings?:

Shutters & awnings

Historic uses:

Suter, Henry Draper (KELLY 1908-1909 & 1923)



Myddleton Road 1902



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

126 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 7

Owner / tenant interested?:

Owner (tenant) interested.

Building Date:

Before 1896

Enforcement issues:

None.

Permission for Shutters and/or Awnings?:

None.

Other Issues/Notes:

Owner also landlord for 126 & 128.

Historic uses:

Butcher (KELLY 1908-1909 & 1923)



Myddleton Road 1902



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

128 MYDDLETON ROAD



Architectural Conservation Priority (from list of 10):

Priority 8

Owner / tenant interested?:

Owner & tenant interested.

Building Date:

Before 1896

Enforcement issues:

None.

Permission for Shutters and/or Awnings?:

Shutters & Awnings.

Other Issues/Notes:

Landlord also owner no. 124 & no. 126

Historic uses:

butcher (KELLY 1908-1909 & 1923)



Myddleton Road 1962



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

130 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):
Priority 9

Owner / tenant interested?:

Not interested.

Building Date:

Before 1896

Enforcement issues:

Previous ENF complied with. Case closed.

Permission for Shutters and/or Awnings?:

Reserve for awnings.

Other Issues/Notes:

None.

Historic uses:

Huggins Oilman (KELLY 1908-1909)

Herbert grocer (KELLY 1923)



Myddleton Road 1962



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

96 MYDDLETON ROAD



Architectural Conservation Priority (from list of 10):

Priority 10

Owner / tenant interested?:

Owner (no tenant) interested.

Building Date:

After 1896.

Enforcement issues:

ENF - Dish, UPVC Roller Shutter

96: Jan 2010 - Appeal dismissed (roller shutters & dishes).

Aug 2010 - Enforcement action successful

Nov 2010 - Prosecution bundle prepared (shutters & satellite dishes.)

Permission for Shutters and/or Awnings?:

none.

Other Issues/Notes:

Host building used by Haringey & Camden Councils in the past as temporary accommodation.

Historic uses:

Johnson & Cartwright Drapers (KELLY 1908-1909 & 1923)



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

98 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 10

Owner / tenant interested?:

Owner (no tenant) interested.

Building Date:

After 1896.

Enforcement issues:

ENF - Dish, UPVC Roller Shutter

Nov 09 - To prosecute. Court hearing 8 Feb 2010. Apr 10 - PCN served.

Nov. 10 - ENF to be served

Permission for Shutters and/or Awnings?:

none.

Other Issues/Notes:

Host building used by Haringey Council in the past as temporary accommodation.

Historic uses:

Johnson & Cartwright Drapers (KELLY 1908-1909 & 1923)



7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

123 MYDDLETON ROAD

Architectural Conservation Priority (from list of 10):

Priority 2

Owner / tenant interested?:

Owner?

Building Date:

Before 1894.

Enforcement issues:

Previous planning breaches investigated. Case Closed.

Permission for Shutters and/or Awnings?:

None

Other Issues/Notes:

(At time of 2009 Report) Owner has aspirations for conversion into cafe.

Currently in use as woodshop (concealed from the street).

Historic uses:

Milward Mrs Anne, tobacconist (Godfrey, 1894)

Bonner tobacconist (KELLY 1908-1909 & 1923)

(A) Hairdresser (KELLY 1923)



Historic Evidence 123 Myddleton Road



Myddleton Road 1903



Myddleton Road 1908

7.1 PRIORITY BUILDINGS- CONSERVATION INFORMATION SUMMARY

125 MYDDLETON ROAD

Identified Priority (from list of 10):

Priority 3

Owner / tenant interested?:

Owner no response/Tenant not interested.

Building Date:

Before 1896.

Enforcement issues:

PCN - UPVC shutter

Permission for Shutters and/or Awnings?:

None

Historic uses:

LascellesThos. Samuel, dairy (Godfrey, 1894 & KELLY 1908-09 &1923)

National Telephone Company Ltd. (public call office) (KELLY 1908-1909)

Other Issues/Notes:

Analogue recording studios located at rear. Originally started in 1976. Now run as The Cowshed Recording Studio



Historic Evidence 125 Myddleton Road



Myddleton Road 1903



Myddleton Road 1908

7.2 ACHIEVABLE BUILDINGS RANKING TABLE

No.	Achievability Ranking	Architectural Conservation Priority	Criteria Satisfied				Extant (e)/ photographic (p) evidence	Contacted in person (CP) Contacted by Letter (CL)		Interested (I)/ Not Interested (NI)/ No Response (NR)	
			1.	2.	3.	4.		Property Owner	Tenant/ Shop owner	Property Owner	Tenant/ Shop owner
143	√ 1	1	√	√	√	√		CL	CP	NR	I
139	√ 2	5		√	√	√	P	CP	CP	I	-
122	√3*	3		√	√		E	CL	CL	NR	NR
124	√ 3	3		√	√		E	C	CP	I	I
126	√ 3	4		√	√		E	CP	CP	I	-
128	√ 3	4		√	√		E	CP	CP	I	-
130	√3*	4		√	√		E	CP	CP	NI	NI
96-8	4	8	√	√			E	CL	-	I	-
123	√5	2	√	√	√	√	PE	CL	-	NR	-
125	√6	2	√	√	√	√	PE	CL	CP	NR	NI

Architectural Conservation Priority Criteria:

1. Good degree of extant historic fabric
2. Large streetscape impact
3. Original building is a high quality and distinctive example of an architectural type, with a clear character
4. There is clear evidence (extant or photographic) to accurately reconstruct the shop front.

All Responses as received by 13.12.10

7.3 ACHIEVABLE BUILDINGS: OUTLINE BUDGET COMPARISON TABLE

The table below shows Outline Construction Budgets for proposed works to the host buildings and shopfronts, and a Total Project Budget including Professional Fees, VAT and Project Contingency.

Building (in order of achievability)	Works to shopfront (figures below in £)	Works to Host Building (figures below in £)	TOTAL (including 5% prelims, 5% contingency and 15% contractor's P&O) (figures below in £)
143	112,500	4,000	145,625.00
139	26,000	1,000	33,750.00
122	-	11,750	16,180.00
124	35,000	12,000	58,750.00
126	21,500	12,000	41,875.00
128	30,000	9,000	48,750.00
130	7,000	10,000	21,250.00
96-98	58,500	27,500	107,500.00
123	17,000	2,500	24,375.00
125	7,550	4,500	15,060.00
APPROXIMATE TOTAL CONSTRUCTION BUDGET			£ 513,115.00
			Approximate Professional fees allowed @ 17.5%
			89,795.00
			VAT @ 20%
			102,622.00
			Project Contingency @ 5%
			25,655.00
APPROXIMATE TOTAL PROJECT BUDGET			£ 735,000.00

Approximate construction budgets relate to first quarter 2011. There are no allowances for inflation.

7.4.1 NUMBER 143- MUM'S LOUNGE AND CREPES LA DIANNA

DESCRIPTION OF WORKS

Work to Shopfront

Remove existing Mums Lounge shopfront , including entrance door to flats and shopfront to Crepes La Dianna. Retain existing curved glass panels on either side of main door.

Retain "Essex" sash window on Myddleton Road elevation. Remove existing main door. Remove satellite dish to roof.

New shopfront to Mum's Lounge and Crepes La Dianna, incorporating the following: new pilasters, cornice, fascia, stallriser, entrance door, existing "Essex " sash windows and curved glass panels.

- New entrance door to flats above
- New shopfront to Crepes La Dianna
- New signage and awnings throughout

Works to Host Building

Replace ornate bargeboards to gables
 Replace ornate finials to gables



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

New cornice and fascia	8,000.00
Remove existing Whittington Road shopfront & associated elements & relocate	1,000.00
New pilaster & consul bracket	10,500.00
New shopfront to Mum's Lounge	56,000.00
New shopfront to Crepes La Dianna	15,000.00
New signage and electrics	4,000.00
New awnings @£2,000 x 5	10,000.00
Decorations	5,000.00
Internal works related to shopfront- min.allocation	3,000.00
Total works to Shopfront.....	112,500.00

Works to Host Building

Replace ornate bargeboards to gables	1,000.00
Replace ornate finials to gables	500.00
Overhaul & decorate 6no. windows.	2,000.00
Relocate satellite dish	500.00
Total works to host building.....	4,000.00

Total Shopfront & Host Building.....116,500.00

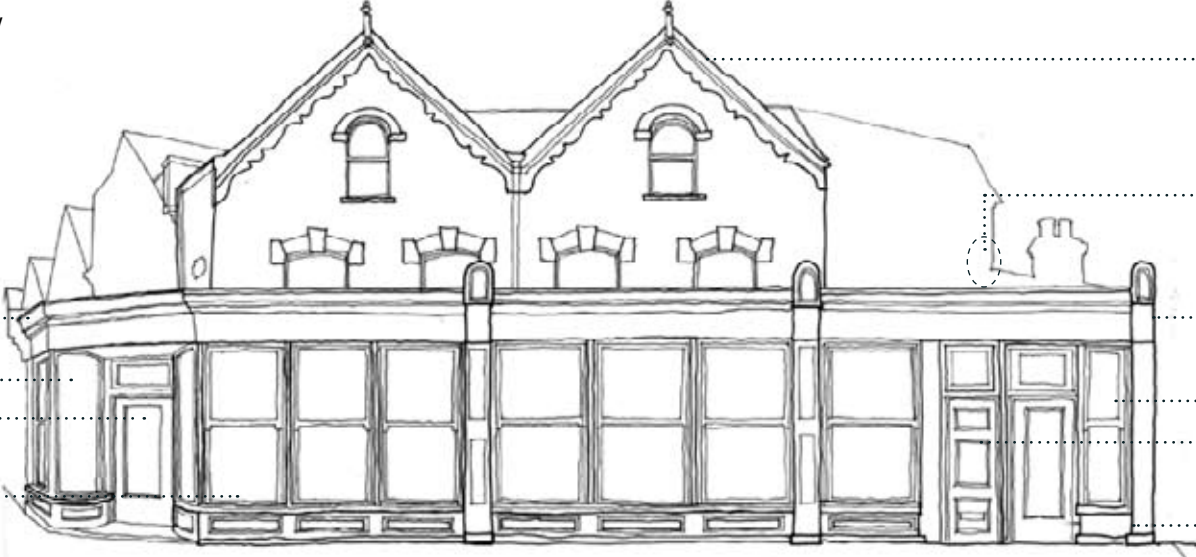
Other

Prelims at 5%	5,825.00
Contractors Profit and overheads at 15%	17,475.00
Contingency at 5%	5,825.00

Approximate Indicative Construction Budget Total: 145,625.00

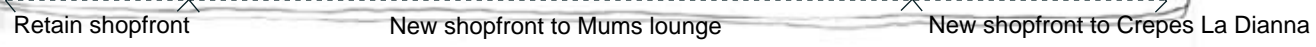
POSSIBLE ACTION/
INITIAL PROPOSAL

- New signage throughout
- Retain existing "Essex" sash window and curved glass panels
- New door
- Install new shopfront, including new cornice and fascia throughout, new stallriser and new door.

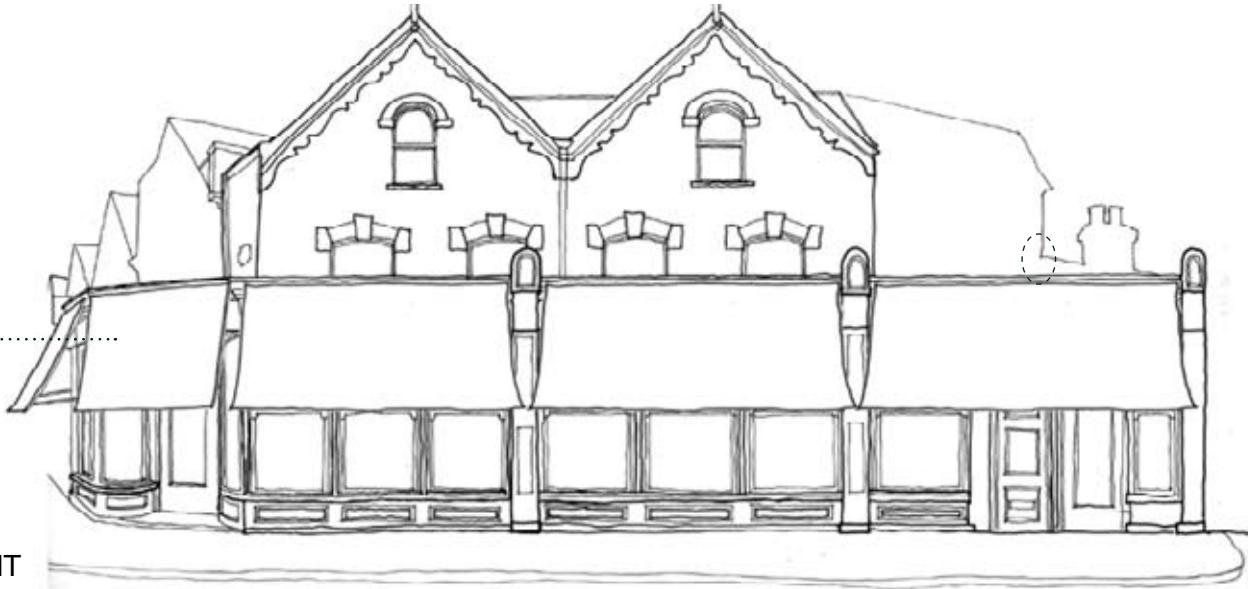


- New ornate finials and bargeboards
- Remove existing satellite dish
- New pilasters throughout
- New "Essex" sash windows
- New entrance door to flats
- New stallriser

PROPOSED SHOPFRONT



- New awnings
- PROPOSED SHOPFRONT
SHOWING AWNINGS



DESCRIPTION OF WORKS

Works to Shopfront

Remove existing shopfront.

Overhaul and repair existing pilasters and consul brackets. Install new shopfront complete with cornice, fascia, stallriser and entrance doors to shops and flats above.

Paint shopfront. New signage.

Works to Host Building

Overhaul and paint sash windows to first floor.



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Remove existing shopfront.	1,000.00
Overhaul and repair existing pilasters & consul brackets.	1,000.00
Repair fascia and cornice	2,000.00
New shopfront and entrance door to flats	18,000.00
Decorations	2,000.00
Sign and electrics	2,000.00
Total works to shopfront.....	26,000.00

Works to Host Building

First floor sash windows	1,000.00
Total works to host building.....	1,000.00

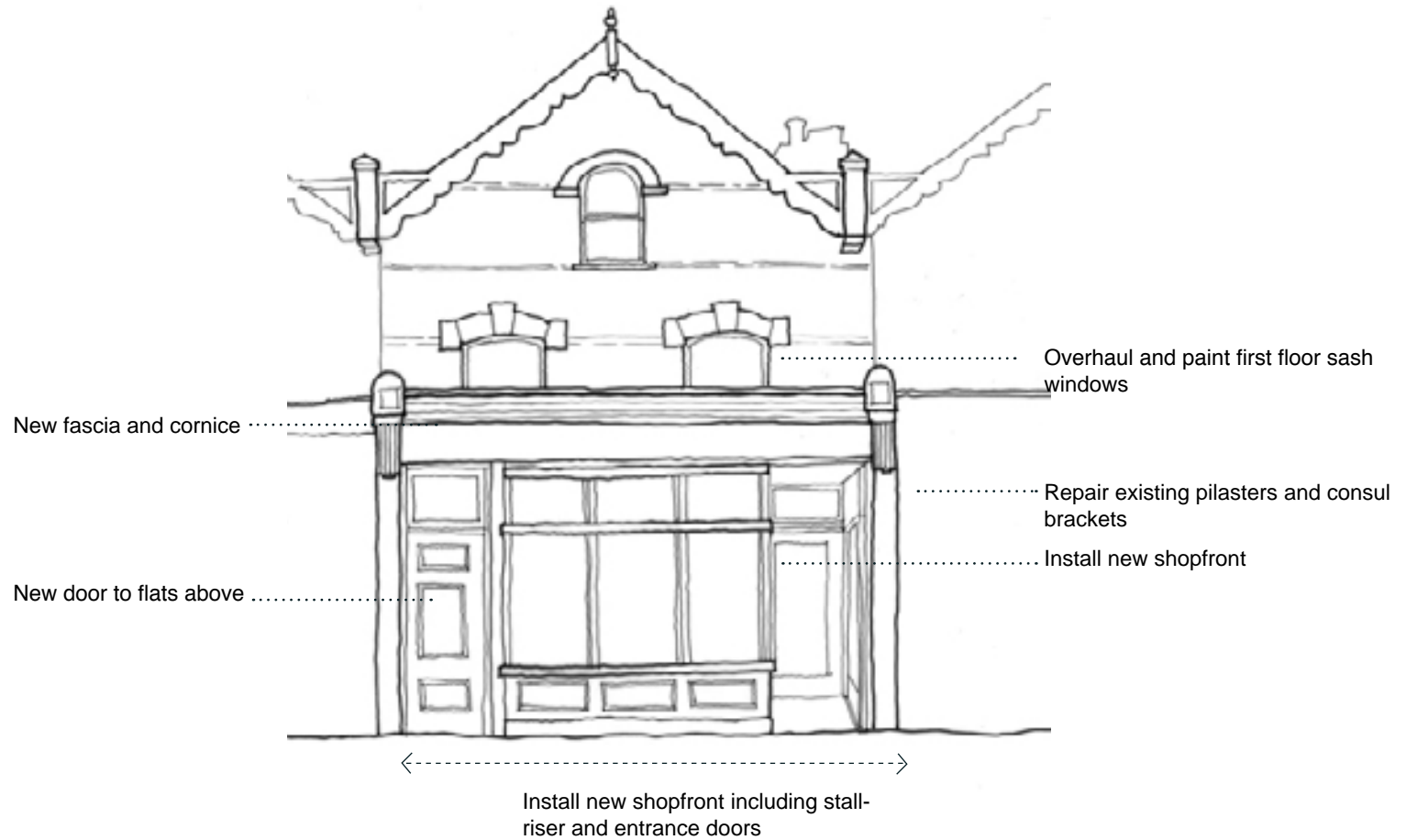
Total shopfront & host building..... 27,000.00

Other

Prelims at 5%	1,350.00
Contractors Profit and overheads at 15%	4,050.00
Contingency at 5%	1,350.00

Approximate Indicative Construction Budget Total: 33,750.00

POSSIBLE ACTION/ INITIAL PROPOSAL



7.4.3 NUMBERS 122-130



130

128

126

124

122

.....
This group has a strong impact on the streetscape and has a high architectural conservation value.

It is proposed that works to the host buildings should emphasise the group as a whole, and that removing paint from nos. 122 and 124 should be prioritised to reinstate the character of this distinctive group. Works to the host buildings can be considered separately from the shopfronts.

HOST BUILDING GROUP



7.4.3.1 NUMBER 122

DESCRIPTION OF WORKS

Works to Shopfront

No response from tenant/owner.

Works to Host Building

No response from tenant/ owner, but included because of significance within group.

Remove satellite dishes from front elevation and relocate.

Remove bracket between second floor windows.

Remove tile panels.

Remove paint from brickwork and decorative brick mouldings.

Overhaul and paint sash window on first and second floors.

Replace finial.



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Host Building

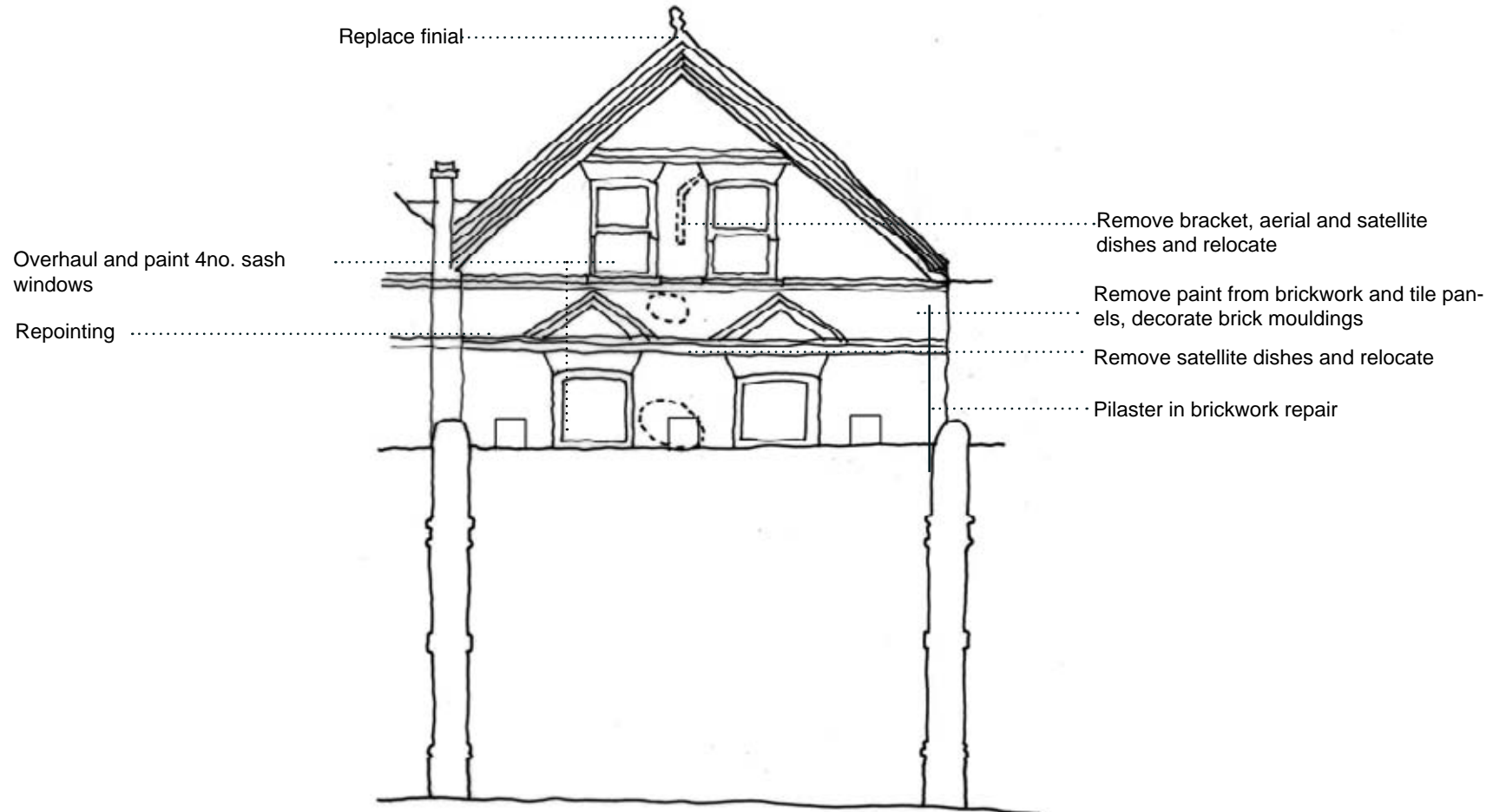
Replace finial	250.00
Works to windows 4no. @ £500.00 heavy overhaul	2,500.00
remove paint to front elevation	3,500.00
Brickwork repair including pilaster	3,500.00
Repointing	1,000.00
Remove aerial and satellite dishes and relocate	1,000.00
Total works to Host Building.....	11,750.00

Other

Prelims at 5%	590.00
Contractors Profit and overheads at 15%	1,750.00
Scaffold	1,500.00
Contingency at 5%	590.00

Approximate Indicative Construction Budget Total: 16,180.00

POSSIBLE ACTION/ INITIAL PROPOSAL



DESCRIPTION OF WORKS

Works to Shopfront

Remove existing shopfront. Repair pilasters and consul brackets. Repair cornice and fascia. Install new shopfront complete with stallriser and entrance doors to shop and flats above.

Paint shopfront.

New signage.

Roof to shopfront?

Works to Host Building

Remove satellite dish from front elevation (at roof level) and relocate. Reorganise cables so not running along front elevation.

Repair finial.

Remove paint from brickwork and decorative brick mouldings. Remove existing windows to second floor and replace with timber sash windows.



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Repairs to pilasters	1,000.00
Repairs to cornice and fascia	2,000.00
Repairs to consul brackets	2,000.00
Remove existing shopfront.	1,000.00
Install new shopfront complete with stallriser and entrance doors to shop and flats above.	18,000.00
Decorations	3,500.00
Sign and electrics	2,000.00
Repair roof to shopfront?	3,000.00
Internal works related to shopfront- min. allocation	1,500.00
Awning integration	1,000.00
Total works to shopfront.....	35,000.00

Works to Host Building

Works to windows- 2no. new sash	4,000.00
Remove paint to front elevation	3,500.00
Brickwork repairs	3,500.00
Repointing	1,000.00
Total works to host building.....	12,000.00

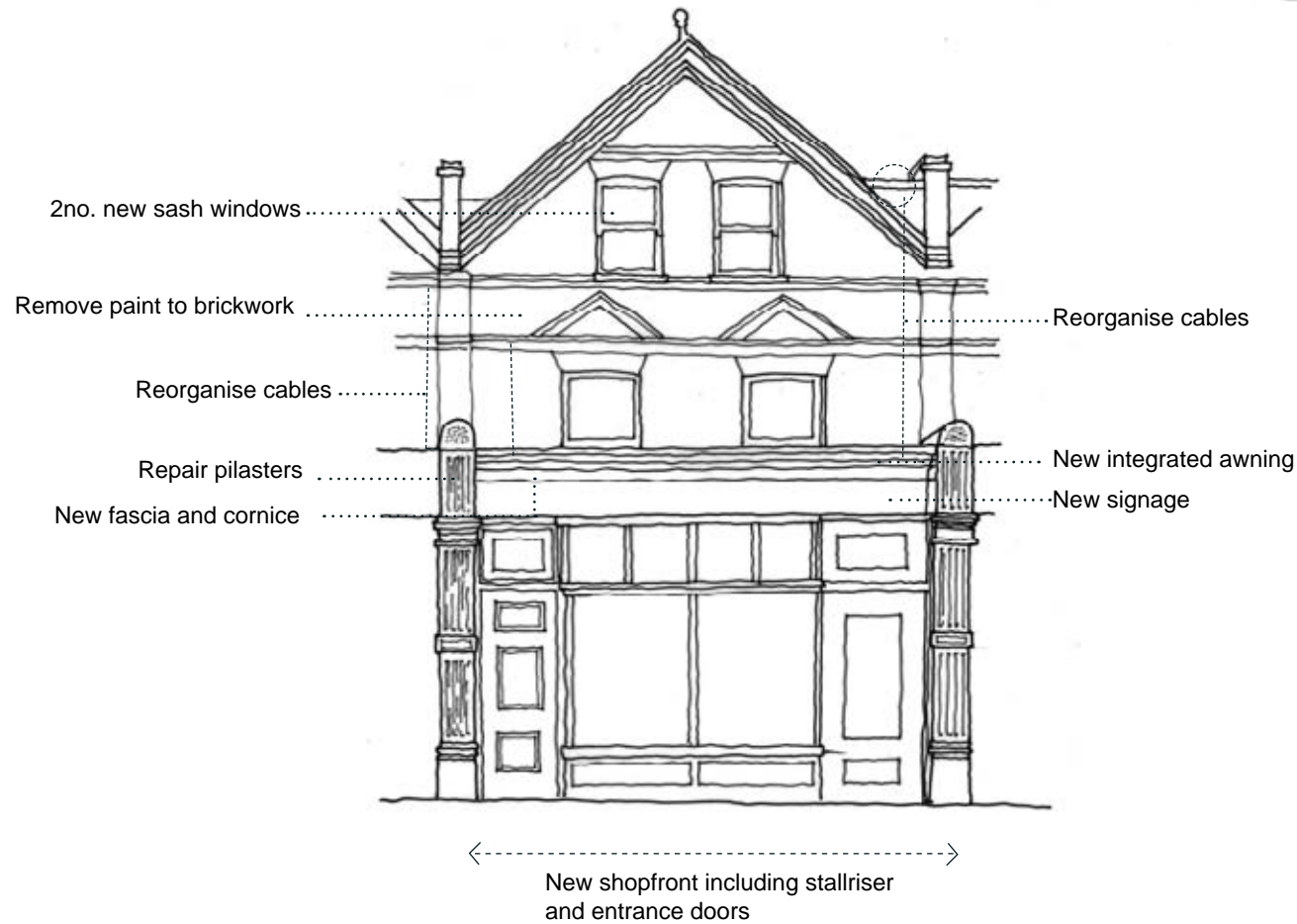
Total shopfront & host building..... 47,000.00

Other

Prelims at 5%	2,350.00
Contractors Profit and overheads at 15%	7,050.00
Contingency at 5%	2,350.00

Approximate Indicative Construction Budget Total: 58,750.00

POSSIBLE ACTION/ INITIAL PROPOSAL



DESCRIPTION OF WORKS

Works to Shopfront

Remove existing shopfront. Repair pilasters and consul brackets. Repair fascia and cornice. Install new shopfront complete with cornice, fascia, stallriser and entrance doors to shop and flats above. Paint shopfront. New signage. Roof to shopfront?

Works to Host Building

Reinstate decorative brick moulded feature to first floor front elevation.
 Remove satellite dish.
 Reorganise cables so not running along front elevation.



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Remove existing shopfront.	1,000.00
Repairs to pilasters	1,000.00
New fascia and cornice	2,000.00
Repairs to consul brackets	500.00
New shopfront	10,000.00
Decorations	3,500.00
Sign and electrics	2,000.00
Internal works related to shopfront (min. allocation)	1,500.00
Total works to shopfront.....	21,500.00

Works to Host Building

Reinstate decorative brick moulded feature to first floor front elevation.	3,500.00
Relocate satellite dish.	500.00
4no. windows @ 2,000	8,000.00
Total works to host building.....	12,000.00

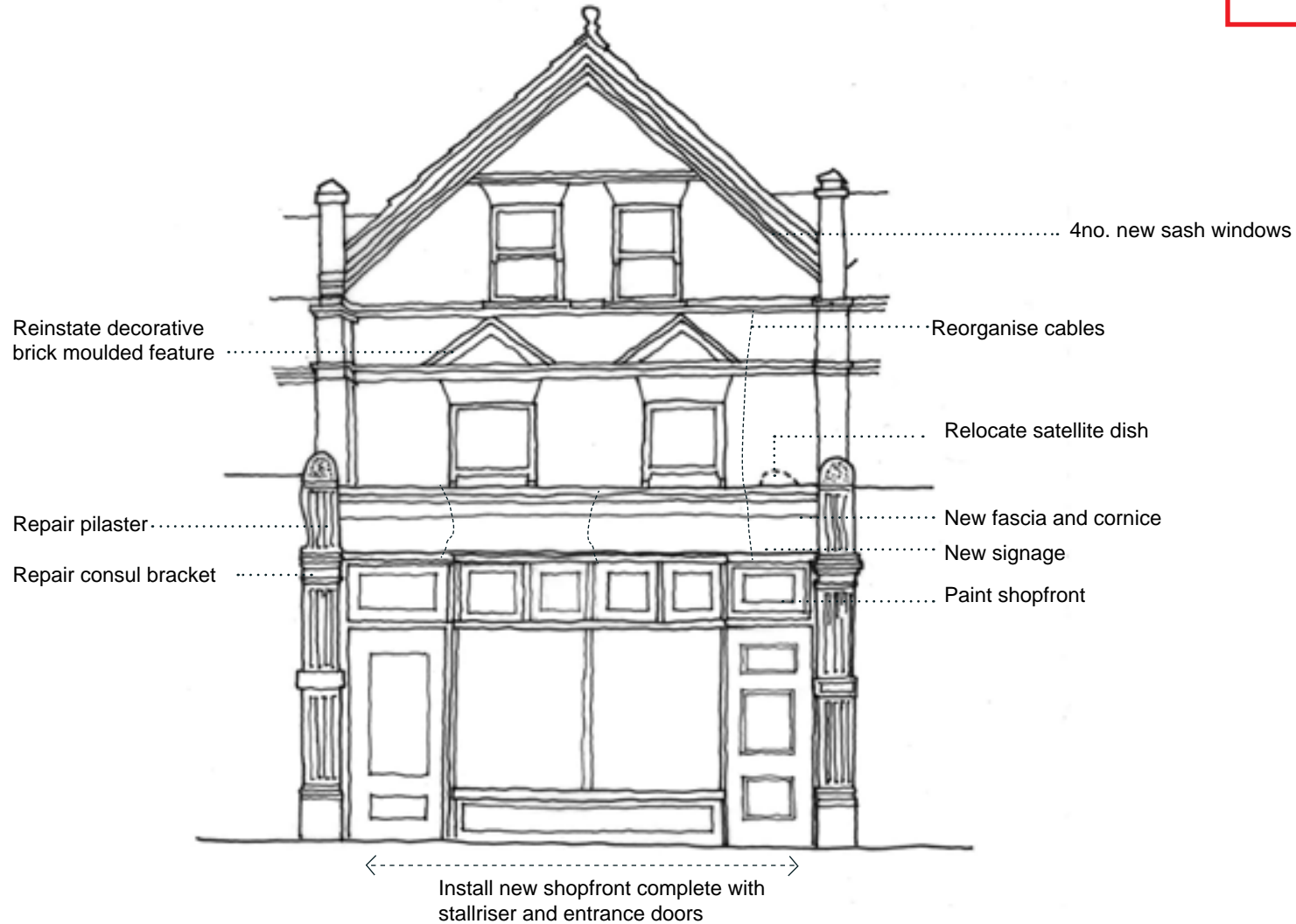
Total shopfront & host building..... 33,500.00

Other

Prelims at 5%	1675.00
Contractors Profit and overheads at 15%	5025.00
Contingency at 5%	1675.00

Approximate Indicative Construction Budget Total: 41,875.00

POSSIBLE ACTION/ INITIAL PROPOSAL



DESCRIPTION OF WORKS

Works to Shopfront

Remove existing shopfront. Repair pilasters and consul brackets; repair cornice and fascia.
 Install new shopfront complete with stallriser and entrance doors to shop and flats above.
 Paint shopfront. New signage. Roof to shopfront?

Works to Host Building

Remove satellite dish.
 Remove existing windows to first and second floors and replace with new timber sash windows
 Remove render to brick pilaster on party wall and repair brickwork.



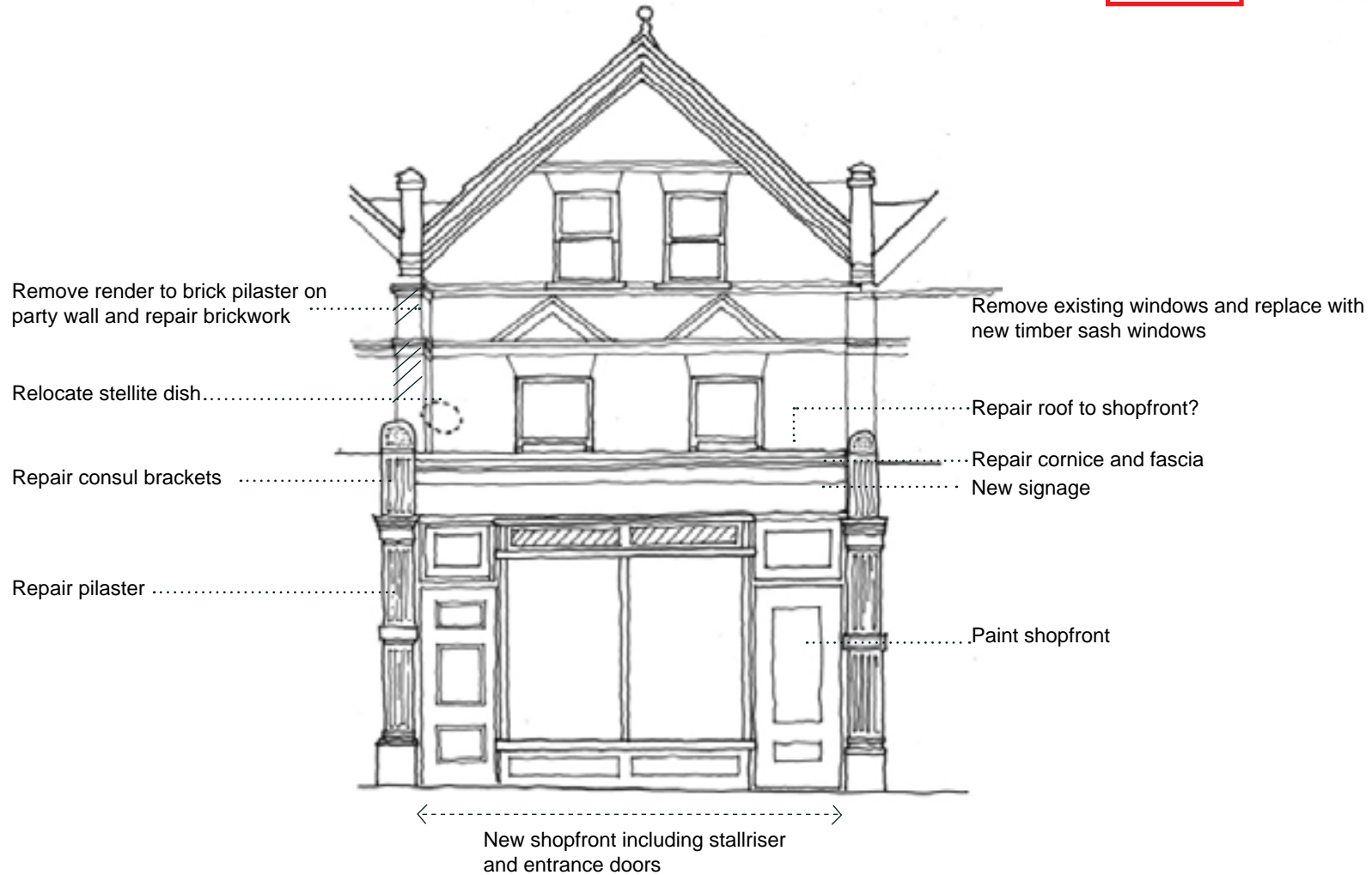
Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Outline Budget Breakdown

Works to Shopfront	
Remove existing shopfront.	1,000.00
Repair pilasters	500.00
Repair consul brackets; lead capping	500.00
Repair fascia and cornice	2,000.00
New integrated Awning	1,000.00
New shopfront	18,000.00
Decorations	3,500.00
Sign and electrics	2,000.00
Internal works related to shopfront (min. allocation)	1,500.00
Total works to shopfront.....	30,000
Works to Host Building	
4no. new sash windows	8,000.00
Works to front elevation- min.. allocation	500.00
Remove satellite dish and relocate	500.00
Total works to host building.....	9,000.00
Total shopfront & host building.....	39,000.00
Other	
Prelims at 5%	1,950.00
Contractors Profit and overheads at 15%	5,850.00
Contingency at 5%	1,950.00
Approximate Indicative Construction Budget Total:	48,750.00

POSSIBLE ACTION/ INITIAL PROPOSAL



7.4.3.5 NUMBER 130

DESCRIPTION OF WORKS

Works to Shopfront

Owner not interested at present. Nevertheless we have described works to shopfront, should the situation change.

Works to Host Building

Owner not interested at present. but included because of significance within the group.

Remove aerial from front elevation and relocate. Reorganise cables so not running along front elevation. Remove small timbers nailed on front elevation. Remove tile panels. Remove paint from brickwork and decorative brick mouldings. Remove existing windows to first and second floors and replace with new timber sash windows. Remove render to brick pilaster on party wall and repair brickwork.



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Remove illuminated box sign & roller shutter	500.00
New fascia and cornice	2,000.00
New sign and light	2,000.00
Pilaster and consul bracket repair	1,000.00
Brick repair	500.00
New integrated awning	1,000.00
Total works to shopfront.....	7,000.00

Works to Host Building

Pilaster render removal and brick repair 2no.	1,500.00
4no. new windows @2000.00	8,000.00
Remove aerial and cable	500.00
Total works to host building.....	10,000.00

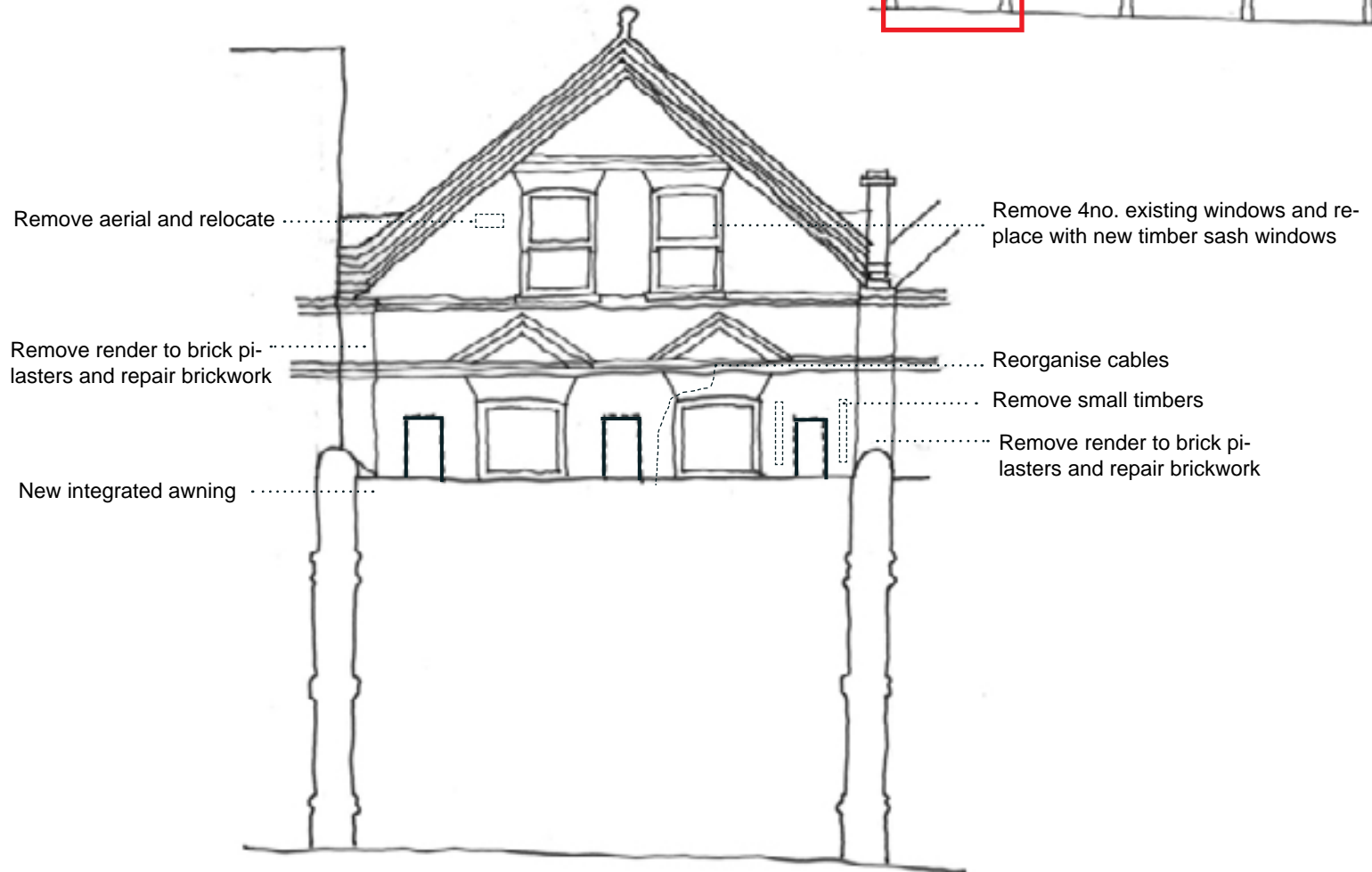
Total host building & shopfront..... 17,000.00

Other

Prelims at 5%	850.00
Contractors Profit and overheads at 15%	2,550.00
Contingency at 5%	850.00

Approximate Indicative Building Budget Total: 21,250.00

POSSIBLE ACTION/ INITIAL PROPOSAL



7.4.4 NUMBERS 96 AND 98

DESCRIPTION OF WORKS

Works to Shopfront

Remove existing shopfront. Re-establish central pilaster, with corbel bracket and capital. Install 2 no. new shopfronts complete with cornice, fascia, stall-riser and entrance doors to shops and flats above. Paint shopfronts. New signage.

Works to Host Buildings

Remove all satellite dishes (7 no.) and aerial (1 no.). Remove all existing uPVC windows (12 no.), and replace with new timber sash windows with ten over one glazing formation to first floor and six over one glazing formation to second floor.

Paint decorative rondels and window surrounds.

Boiler flues?



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Remove existing shopfront.	1,500.00
New fascia and cornice 2 x 2,500.00	5,000.00
Rebuild existing pilasters and consul bracket	2,500.00
Install 2 no. new shopfronts complete with stallrisers and entrance doors, 2 x 18,000.00	36,000.00
Decorations	3,500.00
Sign and electrics 2 x 2,000.00	4,000.00
Internal works related to shopfront 2 x 1,500.00	3,000.00
Post-works allow for basic repairs	3,000.00
Total works to shopfront.....	58,500.00

Works to Host Buildings

Works to windows 12 x 2,000.00	24,000.00
Brick repairs	1,000.00
Miscellaneous pointing	1,000.00
Remove aerial and satellite dish and relocate	500.00
2no. new cast aluminium RWPs	1,000.00
Total works to host buildings.....	27,500.00

Total shopfront & host buildings..... 86,000.00

Other

Prelims at 5%	4,300.00
Contractors Profit and overheads at 15%	12,900.00
Contingency at 5%	4,300.00

Approximate Indicative Construction Budget Total: 107,500.00

POSSIBLE ACTION/ INITIAL PROPOSAL



DESCRIPTION OF WORKS

Work to Shopfront

Overhaul and repair existing shopfront, including repair of existing cornice and fascia. Repair existing pilsters. Repair consul brackets. Repair and reform existing stallriser. Replace curved glass panel. Clean and overhaul ceramic tiles to walls and threshold. Repair and repaint pilasters. Replace door to flats. Repair roof to shopfront. Repaint shopfront. New signage.

Works to Host Building

Repaint sash windows
 Remove paintwork from stone window surrounds
 Redirect cable running into second floor window



Refer to Conservation Information Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Repairs to pilasters	500.00
Repairs to cornice and fascia	500.00
Repairs to consul brackets	250.00
New curved glass panel	1,000.00
New door to shop	1,500.00
Repair existing stallriser	2,500.00
Repair roof to shopfront	5,000.00
Decorations	2,000.00
Sign and electrics	2,000.00
Repair stone step and shop entrance	750.00
Lift and relay manhole	1,000.00
Total works to shopfront.....	17,000.00

Works to host Building

Overhaul and repaint 6no. sash windows	1,500.00
Remove paint from stone to window surround	1,000.00
Total works to host building.....	2,500.00

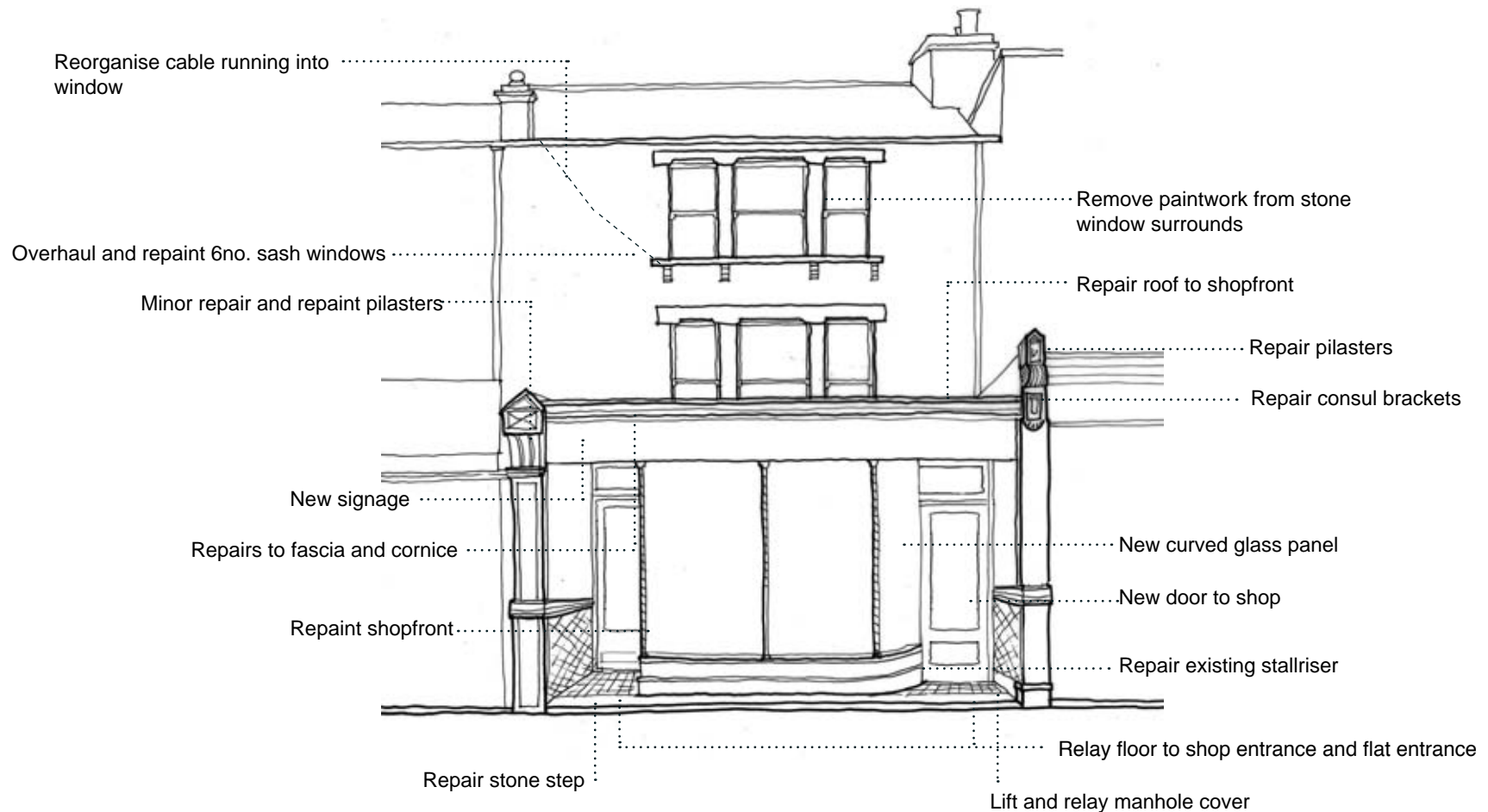
Total shopfront and host building.....19,500.00

Other

Prelims at 5%	975.00
Contractors Profit and overheads at 15%	2,925.00
Contingency at 5%	975.00

Approximate Indicative Construction Budget Total: 24,375.00

POSSIBLE ACTION/ INITIAL PROPOSAL



7.4.6 NUMBER 125

DESCRIPTION OF WORKS

Works to Shopfront

Overhaul existing shopfront. Repair cornice, fascia, stallriser and entrance door . Repairs to pilasters and consull brackets. Repaint shopfront . New signage.

Works to Host Building

Repair identified section of brickwork
 New sash windows
 Overhaul and repaint gate to rear yard



Refer to Conservation Information
 Summary in Section 7.1.

OUTLINE BUDGET BREAKDOWN

Works to Shopfront

Repairs to pilasters	500.00
Repairs to cornice and fascia	1,000.00
Repairs to consul brackets	250.00
Repairs to stallriser	500.00
New entrance door	1,500.00
Sign and electrics	2,000.00
Decorations	200.00
Remove existing fill boarding to window	100.00
New glazing	500.00
Fanlight adjustment	1,000.00
Total works to shopfront.....	7,550.00

Works to Host Building

Replace 4no. sash windows @ £1,000	4,000.00
Overhaul and repaint gate to rear yard	500.00
Total works to host building.....	4,500.00

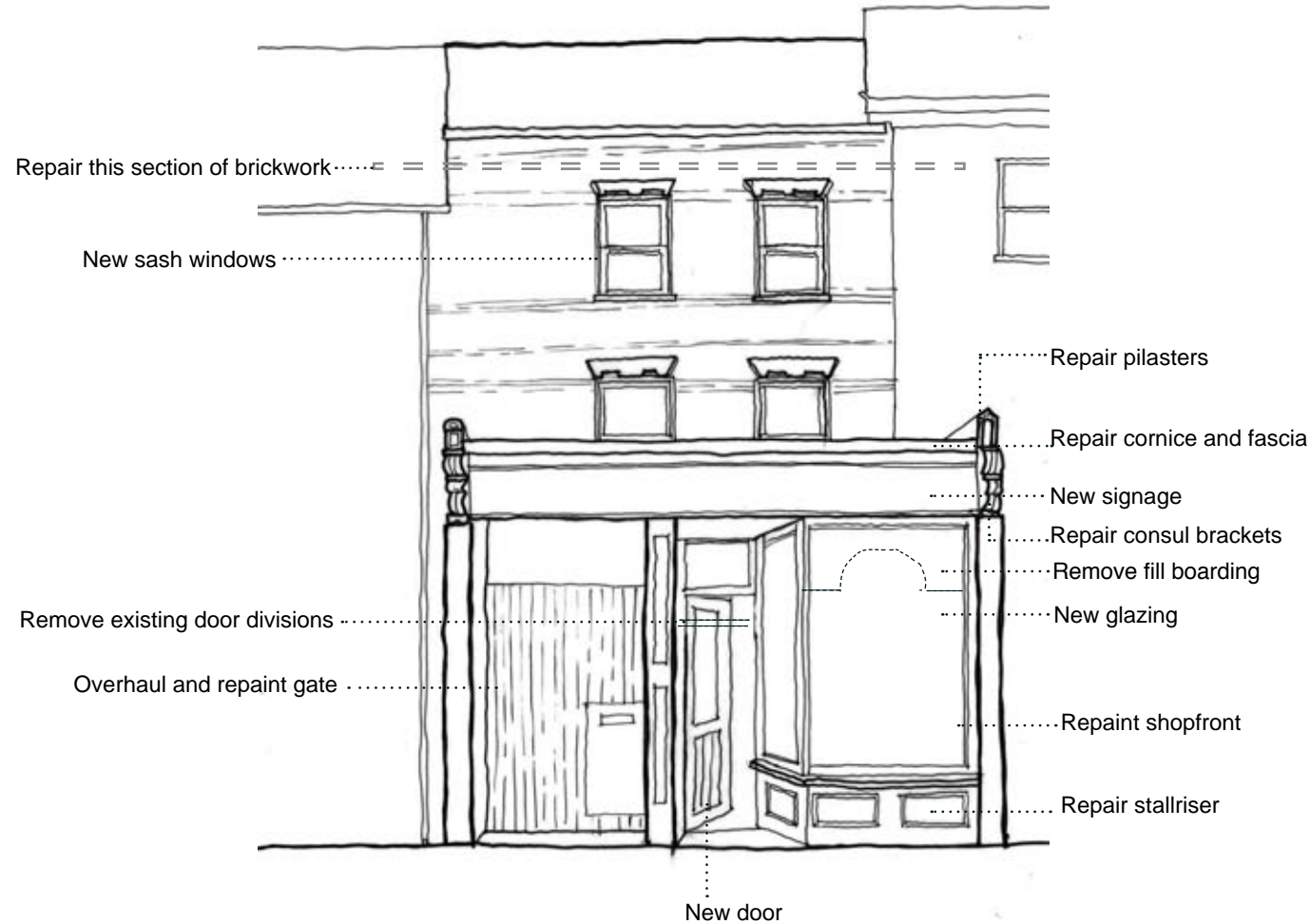
Total shopfront & host building.....12,050.00

Other

Prelims at 5%	600.00
Contractors Profit and overheads at 15%	1,810.00
Contingency at 5%	600.00

Approximate Indicative Construction Budget Total: 15,060.00

POSSIBLE ACTION/ INITIAL PROPOSAL



8.0 REDEFINING MYDDLETON ROAD

This project for the Conservation and Renewal of Myddleton Road has examined the street as a whole, and made proposals for a fragmentary approach to improve individual buildings. However, it is also necessary to appraise these proposals in the context of the wider street. This Spatial study illustrates a proposed redefinition of the spaces along Myddleton Road, and shows the following:

1. The five buildings/groups given the highest Conservation Priority are located at the western end of the street near to the junction with Whittington Road. (see grey numbers in map, right).
2. The “Achievable Buildings” with the exception of Nos. 96 – 98 are located at the western end of the street near to the junction with Whittington Road. (see blue numbers in map, right).

In the future, Myddleton Road could be widely seen as having three disparate areas in terms of atmosphere and use. Embracing and strengthening these distinctions within the regeneration and development plan would be beneficial in terms of creating an attractive and delineated environment for those passing through as well as living and working in the area.

To the west the junction with Whittington Road has the potential to be an attractive, strongly defined commercial area, leading to a more diverse middle section. The eastern part of Myddleton Road, towards the junction with Marlborough Road, currently experiences problems of noise and congestion (See map no 3. In 4.3: Analysis), but has a potentially calmer, domestic character, related to the quieter residential area to the east, and this could be enhanced through the future reversion of some current shops to houses with front gardens.

This opportunity for a rebalancing of planning policy to support change of use from commercial to residential along the street would be consistent with Haringey’s Core Strategy Plan’s aims to create more housing (Haringey Core Policy Strategy, p54), and create development which “*respects its local context and character to continue the creation and enhancement of Haringey’s sense of place and identity*”.

SPATIAL STUDY



Conservation Priority Ranking
Achievable Buildings Ranking

no.99, 1899



no.99, present day



Numbers 81 to 105 Myddleton Road, as shown in the photograph below, was originally built as a coherent, attractive residential terrace, complete with small front gardens and continuous ground and first floor bay windows. Currently acting as slightly awkward shopfronts, an eventual conversion back to residential could benefit Myddleton Road, and should therefore be actively encouraged as a change to planning policy.

Two original shopfronts are part of this group (Nos. 95 and 99), however No.95 is vacant, and No.99 is in an extremely poor condition).

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APPENDICES

Appendix A: BHA summary of previous reports on Myddleton Road

Appendix B: Consultation Material

- Display boards
- Leaflets
- Copy of letters to Freeholders and Tenants.
- Document produced by Haringey summarizing surveys undertaken in April 2009

Appendix C: Profile of all buildings on Myddleton Road December 2011 (digital format, left with LB Haringey Conservation and Regeneration Team)

Appendix D: Haringey Council: *Myddleton Road 2010 Options*.

APPENDIX B

Improving Myddleton Road

This display aims to inform you about a scheme for the regeneration of Myddleton Road. Butler Hegarty Architects, specialist conservation architects, have been appointed by Harrogate Council to develop proposals to improve selected shopfronts and buildings on the street. The proposals will be put forward to English Heritage for funding under their Conservation Grant Scheme called PSICA.

What is PSICA?

PSICA stands for Partnership Schemes in Conservation Areas, and the funding for this scheme would come from Harrogate Council and English Heritage. If the proposal is successful and awarded funding from English Heritage, building owners will be offered grants for improvements and repairs, and will be asked to make a contribution to the costs of these works.

What are the Benefits of the PSICA scheme?

By improving the shopfronts and buildings of Myddleton Road, the PSICA scheme aims to boost local businesses, attract visitors to the street, and increase interest and pride in this area.

Heritage-led Regeneration Schemes in Harrogate

Harrogate Council has previously been awarded grant funding from English Heritage and Heritage Lottery Fund for historic building improvements and successfully delivered schemes in Sotterham and Hovinghay. You can see examples of these schemes on Board 3, or visit the Harrogate Council website, www.harrogate.gov.uk, and search "Heritage and Conservation Projects".

For more information, contact:
 Joanne Chis,
 Regeneration & Conservation Projects Officer,
 Harrogate Council,
 5-100 Airedale Street, Harrogate HG1 2AA





Myddleton Road
 PSICA - Conservation Grant Scheme
1. IMPROVING MYDDLETON ROAD

Butler Hegarty Architects | www.butlerhegarty.co.uk

PSICA and other grant schemes offer funding to repair and improve the historic fabric of an area. They aim to regenerate the local economy by reinforcing the local and distinctive character of buildings and streets. Particular emphasis is put on the repair and replacement of shopfronts, but windows and other architectural features can also be grant aided.



Architectural drawings illustrating the proposed improvements to the historic fabric of buildings and streets, including elevations and sections.



Myddleton Road
 PSICA - Conservation Grant Scheme
2. IMPROVING HISTORIC BUILDINGS AND STREETS

Butler Hegarty Architects | www.butlerhegarty.co.uk



The Ship Pub
 499 High Road
 Sotterham

This pub has been awarded funding under the PSICA scheme to improve its historic fabric. The work will include the repair and replacement of the pub's historic shopfront, windows and other architectural features.



Window Facade
 518-524 High Road
 Sotterham

This window facade is a prominent feature of the High Road in Sotterham. It has been awarded funding under the PSICA scheme to improve its historic fabric and enhance its appearance.



Blossomy Parade
 1 Campbourne Parade

This parade of shops has a rich historic character and is a key feature of the High Road in Sotterham. It has been awarded funding under the PSICA scheme to improve its historic fabric and enhance its appearance.

Myddleton Road
 PSICA - Conservation Grant Scheme
3. HERITAGE-LED REGENERATION SCHEMES IN HARROGATE

Butler Hegarty Architects | www.butlerhegarty.co.uk

DISPLAY BOARDS

Produced and displayed on Myddleton Road from October 2010 to present.

Improving Myddleton Road



Butler Hegarty Architects have been appointed by Haringey Council to make proposals to improve selected shopfronts and buildings on the street. The scheme will eventually be funded by a Conservation Grant Scheme called PSiCA.

What is PSiCA?

PSiCA stands for Partnership Schemes in Conservation Areas, and the funding for this scheme comes from Haringey Council and English Heritage.

Building owners and tenants of suitable buildings will be offered grants for improvements and repairs, and will be asked to make a contribution to the costs of these works.

What are the Benefits of the PSiCA scheme?

By improving the shopfronts and buildings of Myddleton Road, the PSiCA scheme aims to boost local businesses, attract visitors to the street, and increase interest and pride in this area.

Who are Butler Hegarty Architects?

Butler Hegarty Architects are specialist conservation architects and contemporary designers. They are experts in the repair of historic buildings and can also design attractive modern shopfronts, where appropriate. You can see some examples of their work on their website, www.butlerhegartyarchitects.co.uk



Beletts Hi-Fi, Holloway Rd
Butler Hegarty Architects 2009



123 Myddleton Road 2010

Come and see a display on this project at 128 Myddleton Road in November 2010, and then at other locations along the street.

For more information, contact:
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Myddleton Road
PSiCA - Conservation Grant Scheme
IMPROVING MYDDLETON ROAD

Butler Hegarty Architects www.butlerhegartyarchitects.co.uk

LEAFLET

Distributed to leaseholders October 2010.