



## Heritage Statement

1 Orchard Cottage, Clarence Road,

CONTENTS

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Image 02 Existing image of Orchard Cottage



Image 01 site plan.

|                |     |          |             |                   |
|----------------|-----|----------|-------------|-------------------|
| 20.0230-A-8001 | 01  | 30-05-22 | JRL         | First draft issue |
| Document No    | Rev | Date     | Prepared by | Details           |

## 1.00 Introduction

- 1.01 The Heritage statement that accompanies the Design and Access Statement has been requested by the planning department as the site is located within the Bowes Park Conservation. There are no listed building near the proposed site. The building itself (Orchard Cottage) is not listed, however due structural subsidence it has to be demolished. The Bowes park Conservation area purpose is to maintain the urban quality of the area. An example of this is the protection of the unique high street Myddleton Road
- 1.02 The purpose of this statement is how the developments impact within the existing urban fabric, the urban block that it is within and adjoining ones. The existing building is single storey with a first floor within the roof space, and reads as a subordinate back land building in relation to the larger buildings. It has no presence to Clarence road.
- 1.03 The proposal demolishes the existing single storey building which is situated centrally of the site, this is shown in **Image 01** site plan. **Image 02** shows the existing Orchard Cottage.
- 1.04 The proposed development is 5 No Mews units, set around a central court. The units are single aspect looking into the central landscaped court, with associated cycle and refuse storage. **Image 03** shows the proposed layout of the Mews unit, with a central landscape screen.
- 1.05 This document should be read in conjunction with the Design and Access statement, document 20.0230-A-8000

## 2.00 History

- 2.01 Bounds Green remained a small farming hamlet until the late 19th century, with a few cottages, a tavern and a brickworks. The name was first recorded as Le Boundes and may derive from a family that lived here in the 13th century. Suburban houses began to appear with the outward spread of Wood Green, and Bounds Green infants' and junior schools were built in 1895. **Image 04** on page 4 shows the Wood Green map 1894-1896, and the Clarence Road and Truro Road block had already been formed.
- 2.02 The Wood Green map 1894-1896 shows Bowes Park railway station. The station and all trains serving it are operated by Great Northern, on the Hertford Loop Line. It was first opened by the GNR in 1880, some nine years after the Loop Line itself was completed. The construction of this line and station would have led to the residential expansion of Bowes Park. The New Southgate railway station opened earlier in 1859.
- 2.05 Bowes Park is residential district that form the north-east corner of the London Borough of Haringey with a small part in the south-east corner of the Borough of Enfield.
- 2.04 The suburban build-up was completed following the opening of Bounds Green station on the London Electric Railway (now the Piccadilly line) in 1932. Like others on this stretch of line, the station was designed by Charles Holden but its appearance is more angular than most. This is first shown of Bowes Park map 1933, see **Image 05** on page 5.
- 2.05 Since the early 1980s Bowes Park has attracted an growing number of Greek, Turkish and Asian residents, relocating from longer established communities a mile or two to the south-east. Around half the pupils at what is now Bounds Green school & children's centre have English as a second language. Among the school's many ethnic minorities, the most distinctive is a Congolese contingent. This is clearly seen in the variety of shops found in Myddleton Road, see the **images on page 6**.

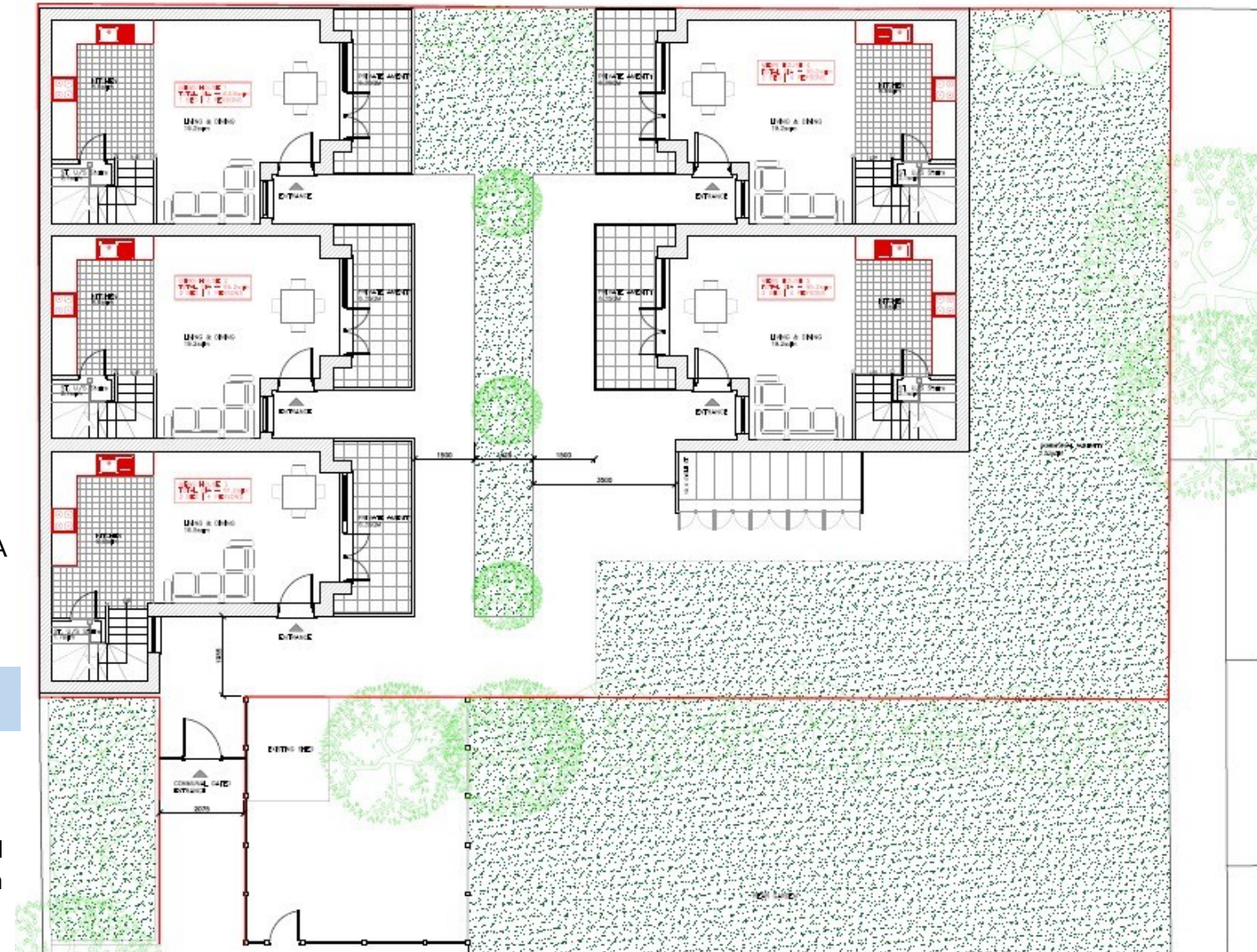


Image 03 Proposed layout of the Mews units

- 2.06 Image 11 on page 7 shows the current OS map of the area

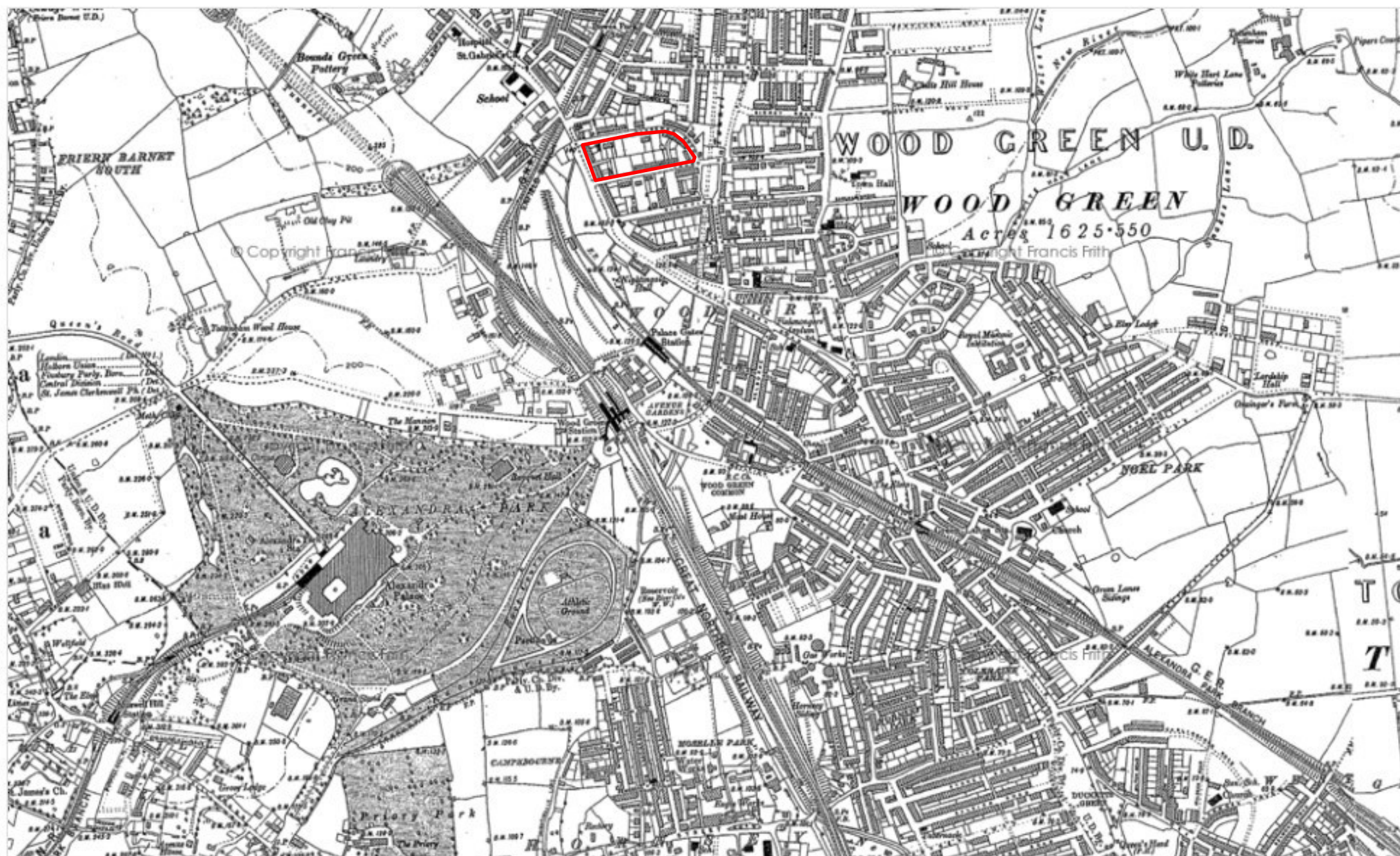


Image 04 Wood Green map 1894-1896. The urban block where Orchards cottage is located is highlighted in red. Bowes Park station is also in existence at this time



Image 05 Bowes park map 1933. Shows the electric tram lines that began in 1906. The Bows Green station on the London Electric line (now the Piccadilly line) was completed in 1932 is shown on this map



Images 6 to 10 show the variety of some of the retailers found on Myddleton Road.

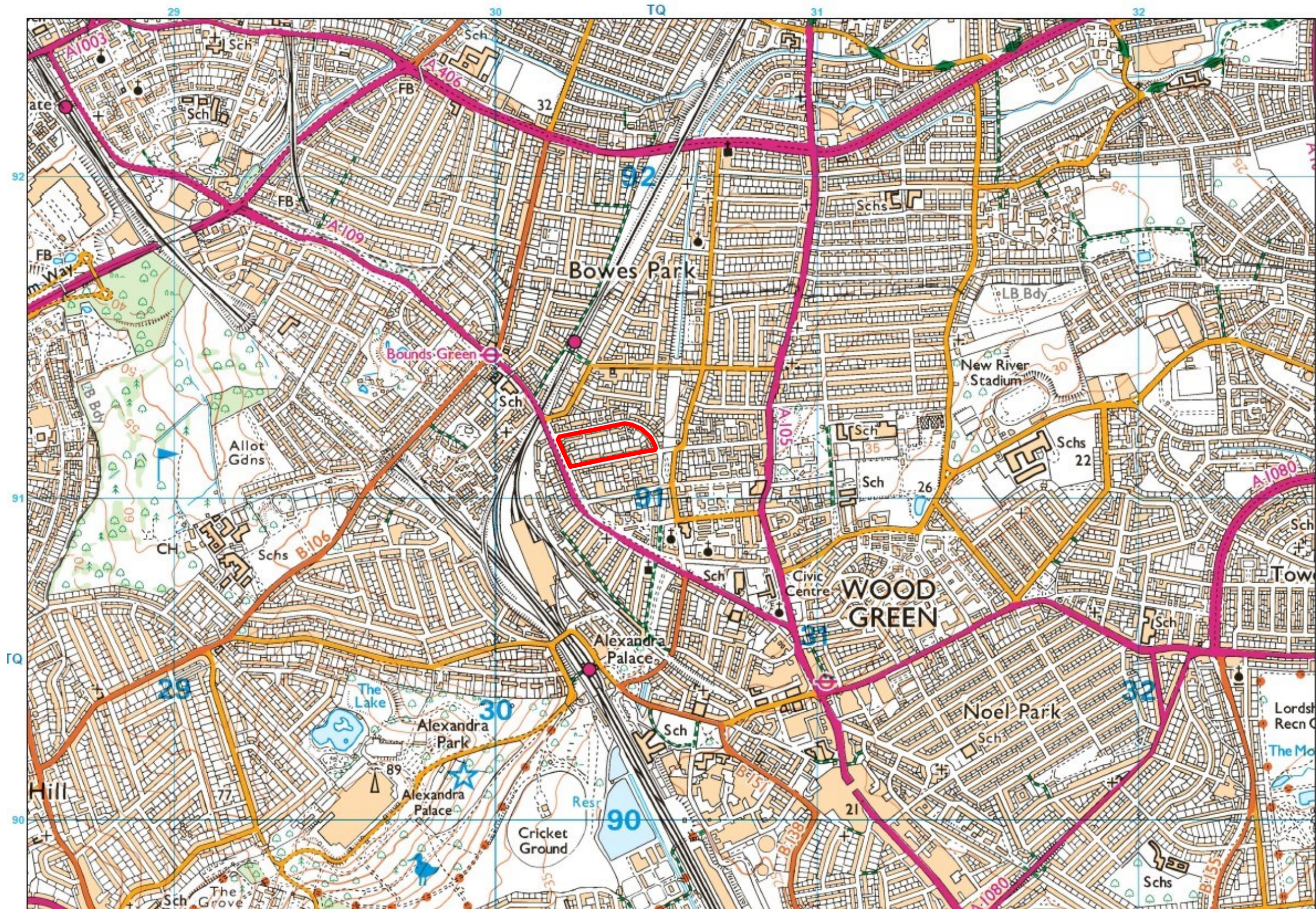


Image 11 Current OS plan of Bowes Park

## 3.00 Context

- 3.01 Our proposed development site is located within the Bowes Park Conservation area. **Image 12** on this pages shows the extent of the area and the location of our proposed development. The purpose of the conservation area is retain and enhance the character of the area. Bowes Park Conservation area is mainly residential with high street sections such as Myddleton Road.
- 3.02 Our proposed development site sits within an Urban block. We propose to describe this as the Clarence and Truro Road urban block. The Bowes Park Conservation area does not cover the complete block, excluding the flats on the western border such as Barnes Court. **Image 13** which is detailed extract of the conservation area illustrates this page 9. The urban block is outlined in blue, and the development area in red.
- Outside of the conservation area is the Mews Flats behind Barnes court, the units are shown in blue, outlined in black. This is a back land development that gained permission in 2014, was a Housing Regeneration project by Haringey Council. The approach taken and the principles applied are similar to our proposed development of Orchard Cottage.
- 3.03 Page 10 **Image 14** show an aerial view of the proposed site and urban block that it is part off. The aerial view also locates images of the building that make up this urban block. These images are on pages 12 and 13. **Images 16 and 19** are near or on junction where the conservation boundary crosses the urban block
- Page 11 **Image 15** illustrates the mix of the type of residential units that occur around the proposed development site. This includes:
- Residential houses
  - Flats
  - Care home
- The block is deemed to be residential, with no retail or industrial activity. The urban block overall contains more flats than houses. The Bowes Court Conservation area would originally have made of residential houses, terraced and semi detached. With the proposed mews development this would increase the housing ratio. Image 15 also indicates the average scale of the flats and houses around the development site. Most of the houses and flats are three stories.
- The existence of back land developments appears to be common narrative of the adjoining urban blocks to the Clarence and Truro road one . Images 22 and 23 on pages 14 and 15 show the adjoining urban blocks, and the back land development /infill that has occurred.

## 4.00 Urban Analysis

- 4.1 **Images 24 and 25** on pages 16 and 17 are figure ground drawings around the proposed site. The perceptive difference in the urban grain between the existing and proposed is minimal, especially when the mass of the surrounding building are considered such as the Care Home.
- 4.2 **Images 26 and 27** on pages 18 and 19 are figure ground drawings with boundaries, access and highways included. **Image 26** is existing and **27** is the proposed. These diagrams show a relationship with previous back land developments such as the units behind Barnes Court. And how integration is possible into existing urban fabric.

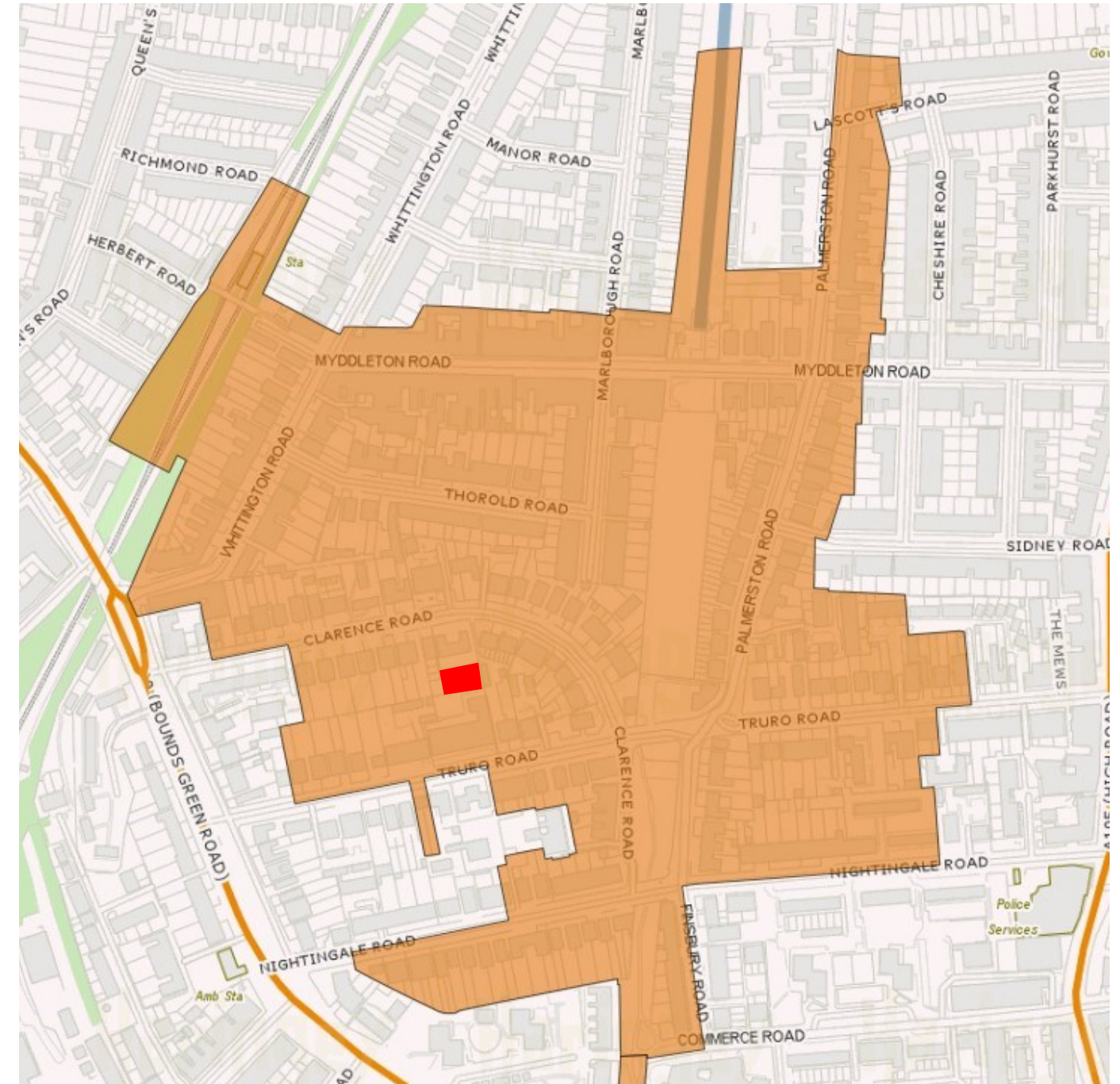


Image 12 Bowes Park Conservation Area

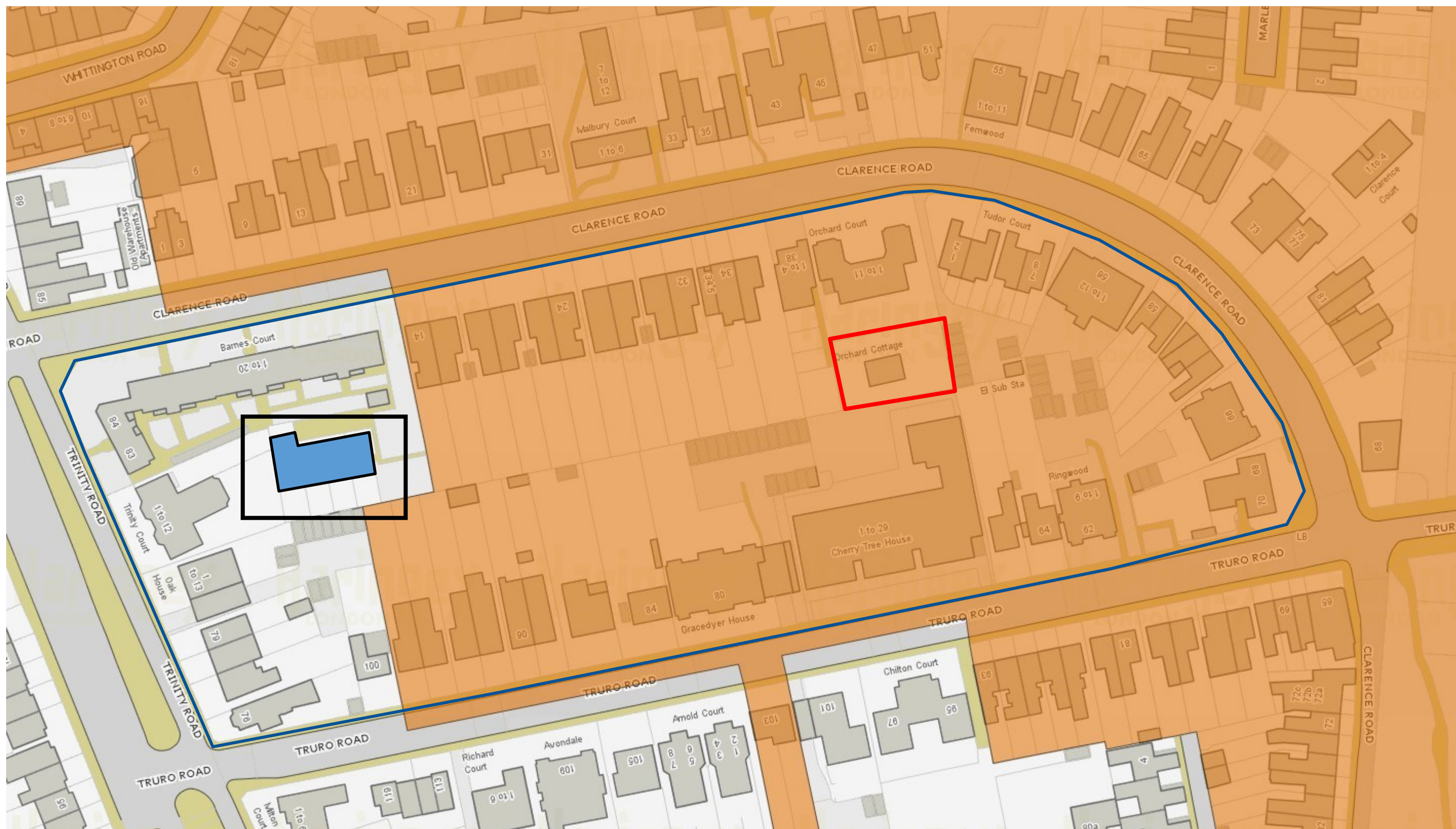


Image 13 Bowes Park Conservation Area. Detailed map showing Clarence and Truro Road urban block. Proposed site outlined in red  
 The Conservation area is only in part of the Clarence and Truro Road urban block. The units highlighted in black, that is outside of the Conservation area, are recent back land development (2014 permission)) that is similar to our proposal undertaken by Haringey Council.

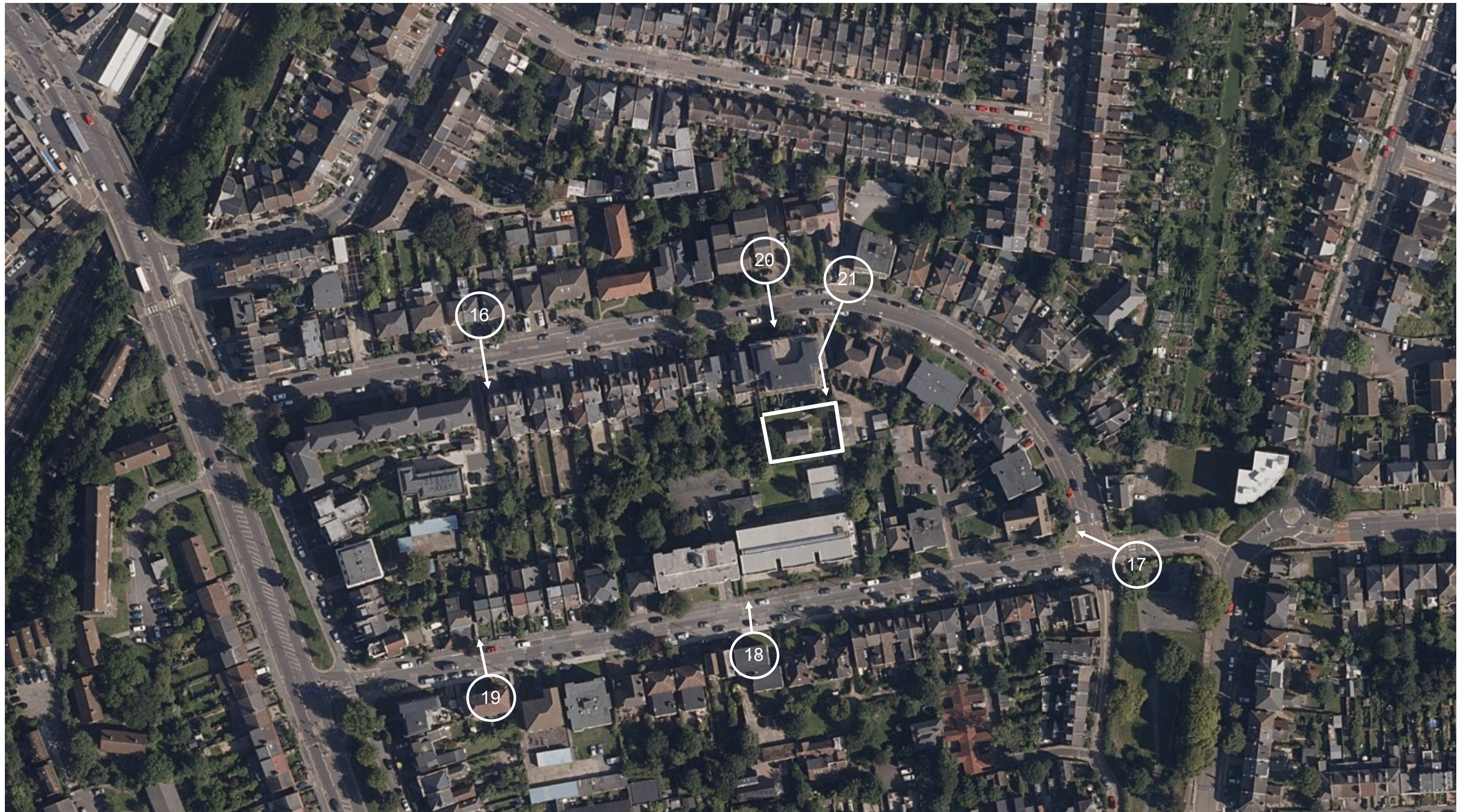


Image 14 Aerial view Clarence and Truro Road urban block. Proposed site outlined in white.

The location connectors numbered 16 to 21, are location of site images shown on pages 12 and 13. Images 16 and 18 are at the junction of the conservation area and the Clarence and Truro Road urban block.



Image 15 Analysis of building around the proposed site. The majority of the surrounding buildings are three stories (3S). Orchard Cottage shown in red



Image 16



Image 18



Image 17



Image 19



Image 20



Image 21



Image 22 Urban block A

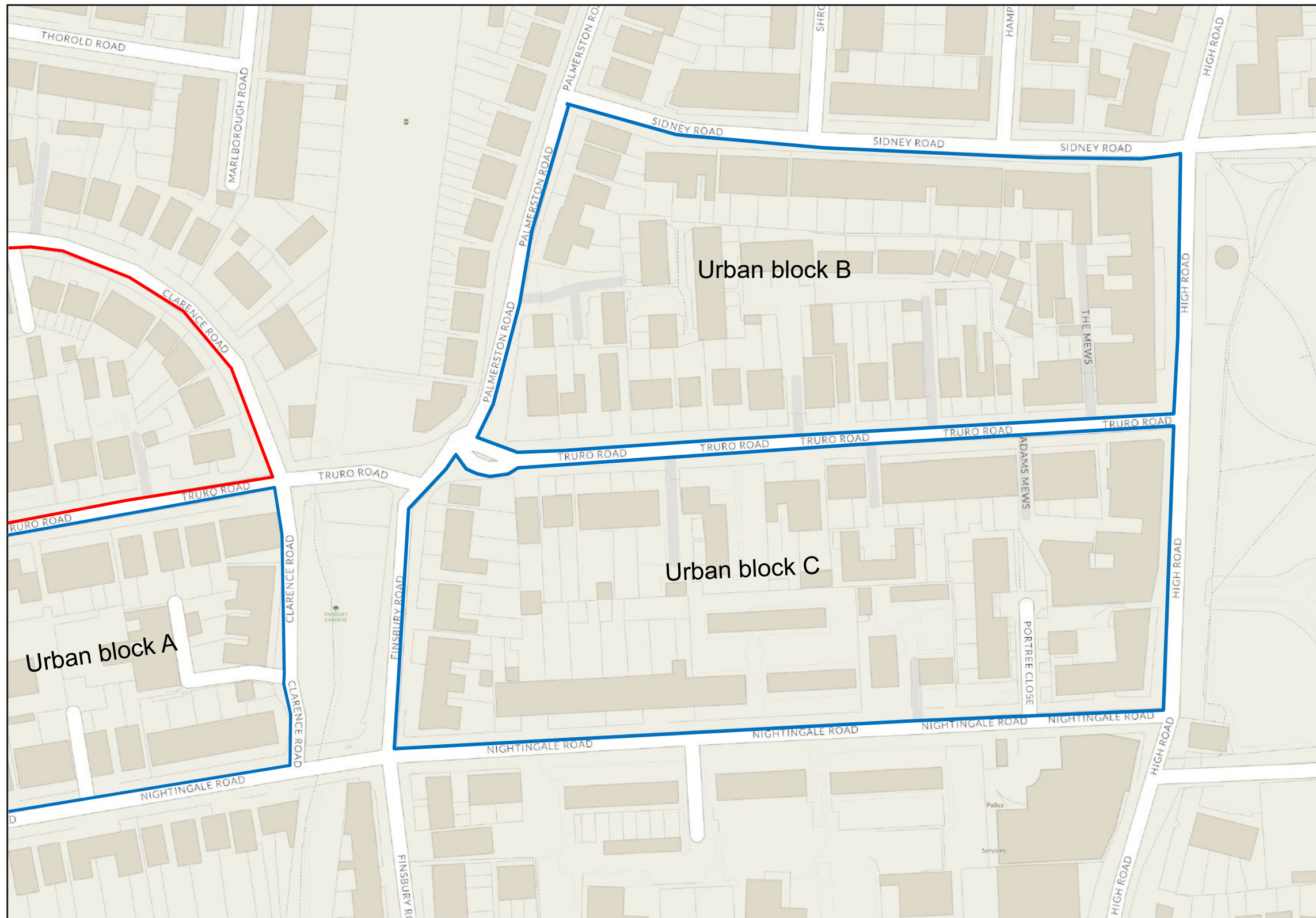


Image 23 Urban block A, B and C



Image 24 Figure ground diagram around Clarence and Truro road urban block. Existing



Image 25 Figure ground diagram around Clarence and Truro road urban block. Proposed



Image 26 Figure ground diagram with boundaries and highway around Clarence and Truro road urban block. Existing



Image 27 Figure ground diagram with boundaries and highways around Clarence and Truro road urban block. Proposed

## 5.00 Conclusion

- 5.1 We believe the proposed development does not impact into the established urban fabric. We believe the scheme respects and reinforce the established townscape and qualities of the conservation area. The scale of them are not subordinate to the surrounding three and storey surrounding units. It feels that the urban block requires additional houses to create a better balance and choice that the new mews houses will provide. The following axonometric sketches of the site showing existing and proposed in **Images 28 and 29** demonstrate this matter.

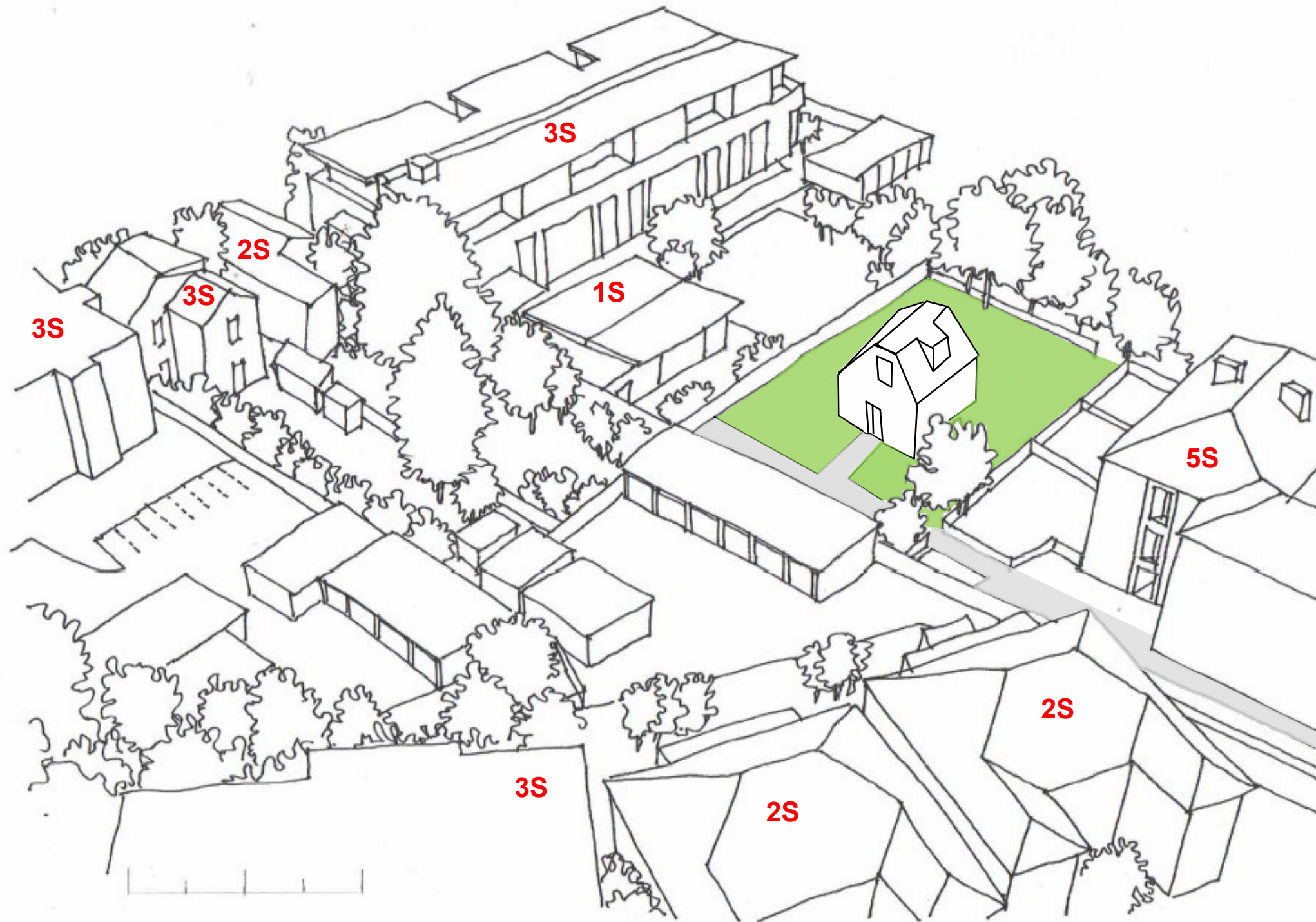


Image 28 Existing proposed development site axonometric. Existing Orchard Cottage is shown



Image 29 sketch mews blocks on proposed development site axonometric