



BILD ARCHITECTURAL
DESIGN & DEVELOPMENT

Design and Access Statement & Planning Statement

85 Myddleton Road
London
N22 8NE

Erection of rear dormer, roof extension to outrigger & single storey rear extension to ground floor to provide additional self-contained dwelling and facilitate the conversion of existing two-bedroom flat into two self-contained dwellings.

April 2023

BILD
Suite G04, 1 Quality Court, Chancery Lane, London, WC2A 1HR
T: 07395558412 e: savas@bilddesign.co.uk

Introduction

This Statement is set out in support of the Full planning application with which it has been submitted for the Erection of rear dormer, roof extension to outrigger & single storey rear extension to ground floor to provide additional self-contained dwelling and facilitate the conversion of existing two-bedroom flat into two self-contained dwellings at 85 Myddleton Road.

The site comprises a part three storey (including loft), part two storey building with a commercial unit at ground floor with a two bed maisonette on the first floor and associated pitched roof. The site is not listed and is not located within a Conservation Area.



Rear of 85 Myddleton Road

The property itself has been subject to historic alterations to the fenestration on the front elevation as well as incongruous additions to the rear. The

masonry has been covered in a poor quality sand and cement render to the rear and painted white at the front. The pitched roof and outrigger at second floor remain un-altered in its original massing.

Context

The property is typical of the mixed-use buildings which characterise this part of Myddleton Road. The ground floor is made up of one commercial unit which is topped with a maisonette on the first floor and in the loft space. The flat is accessed from the high street.

At present, the commercial unit at ground floor has a primary access at the front from Station Road as well as pedestrian access to the rear amenity space which has over the years been populated with ad-hoc outbuildings along with an in-fill at ground level to the outrigger constructed out of corrugated plastic.

The parade is homogenous in its appearance with consistent units made up of commercial units at ground floor and primarily residential use to the upper floors.

All of the properties have seen development to the rear sections of the ground floor with No's 81 and 79 have seen their full footprints utilised for commercial purposes whilst 89 and 91 appear to have utilised the rear section of their ground floor to provide residential units facing into their respective rear gardens. Larger forms of residential back-land development is prevalent to the rear of the commercial units facing onto Myddleton Road with larger plots to their rear.

Emerging context

The upper floors on Myddleton Road have long served residential function above the small commercial units below. The commercial functions consist mainly of small cafes, grocers, restaurants and small local businesses such as estate agents and salons.

The original pitched roofs are generous in height and several of the properties have converted their lofts over the years in the form of rear dormers and rooflights to the frontage.

Back-land development is numerous. In the immediate vicinity it is made up of a combination of commercial and residential whilst the properties to the western side of the road leading to Bowes Park Station boast significant residential development to their rear.

Overall the form of development is eclectic. Although there are positive examples, the quality of development to the rear of the properties is generally of a low quality and made up principally of un-regularised structures which have been used in an ancillary fashion with the commercial units fronting onto Myddleton Road.

Transport

The site is located within a PTAL 4 location as a result of its close proximity to Bowes Park (4 minute walk) and Bounds Green (9 minute walk) Stations to the west along with access to several Bus routes along Green Lanes to the east.

Proposal

Access

At present the commercial unit is accessed directly from Myddleton Road. The rear garden is accessed directly through the commercial element. The maisonette above has a dedicated entrance from the street and is accessed via a single stair to the upper floor.

The proposal will utilise a similar method of access to the property with the commercial unit benefitting from direct access off the road with the proposed residential units being accessed via a dedicated communal access from the street. A communal staircase will lead up to a first floor landing with doors into flats 2 and 3. Flat 1 (to the rear of the ground floor) will be accessed by walking past the staircase with access to the unit directly ahead.

All proposed stairs will be designed and built in compliance with Approved Document K.

A Secure, internal Cycle storage cupboard is proposed to the communal ground floor entrance for flats 2 and 3 whilst flat 1 will be large enough for them to store their own bicycles.

Layout

The proposed layout will see the rear section of the ground floor re-built and converted to a 50m², 1-bedroom, 2-person unit. It will face out onto its private garden and benefit from several roof lights within its pitched roof to further flood the space with light. A small courtyard has also been included adjacent to the main, existing building to introduce natural daylight into the part of the unit which connects to the front portion of the site. The courtyard will also provide a small external sanctuary for the bedroom as well as introducing light into the entrance space and bathroom of the dwelling.

Flats 2 (53m² 1 bedroom, 2 person) and 3 (39m² split-level studio) make up the first and second/loft floors. Both dwellings will be accessed from an internal communal stairwell at first floor.

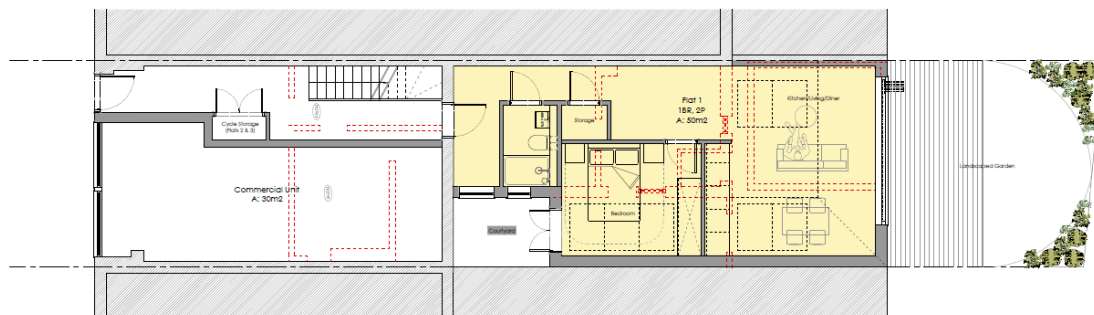
Flat 2 will span the first floor with generous living/dining area to the front of the building facing onto Myddleton Road, with a separate kitchen and bedroom located within the outrigger. The bathroom has been placed facing out to the rear. The window will be obscured providing privacy to the users of the

bathroom whilst doubling up as a preventative measure for the potential of overlooking from Flat 2 into the courtyard and bedroom window of flat 1 below.

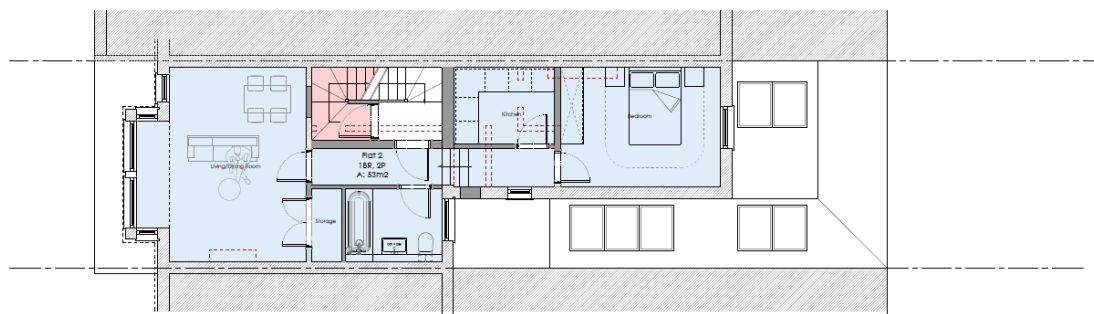
Flat 3 on the second/loft floor will have it's own internal staircase up to the second floor. The open plan layout will be made up of the main space within the pitched roof and new dormer atop of the main building along with a lowered space located within the proposed roof extension to the outrigger. We are of the opinion that this split-level space, flooded with natural daylight whilst benefitting from generous head heights is demonstrative of the highest quality of loft development.

Each of the proposed dwellings are compliant with size standards set out in the London Plan. Each has dedicated storage space with generous kitchen facilities. They are dual aspect, spacious and flooded with natural light.

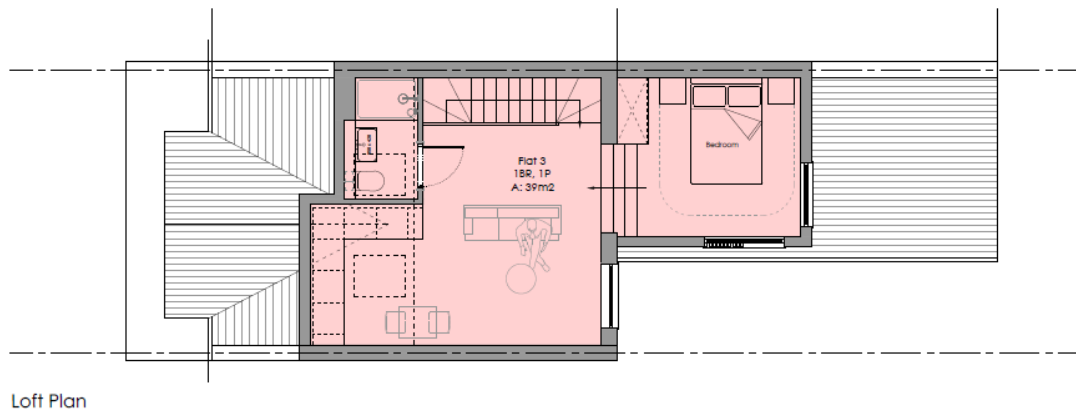
The rear yard, previously unused and littered by un-regularised outbuildings and a corrugated plastic lean-to will provide landscaped external amenity space for the ground floor unit.



Ground Floor Plan



First Floor Plan



The proposed development will also provide improved amenities for the existing maisonette. At present the existing occupants do not benefit from the flat roof which is not accessible. Our proposal will see the remaining section of 6.8m x 5.6m flat roof transformed into a decked terrace for the sole use of the existing dwelling.

We do not believe the high street location above the commercial unit is conducive to family accommodation. It is submitted that the location with its transport links is ideal for smaller units aimed at commuters.

Scale and massing

The proposed scale of development is defined by its context.

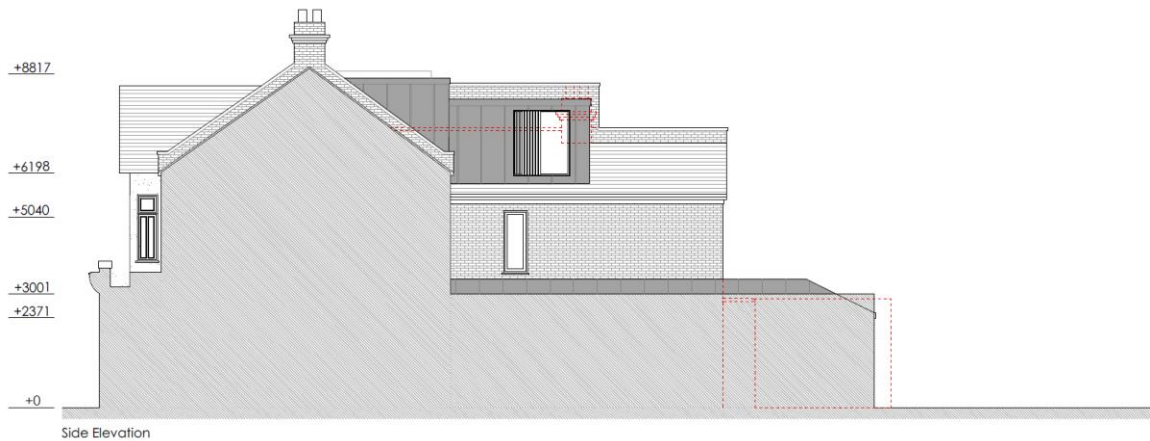
The front of the property will remain as per it's current form with the addition of two velux roof-lights. The conversion of the loft will see the introduction of a contemporary, zinc-clad dormer to the rear. We have also proposed a small roof extension to the existing rear outrigger. Both elements will benefit from large modern fenestration designed to maximise the influx of natural light into the top floor flat in the loft space.

The proposed dormer will be set 500mm from the existing ridge line which will remain in situ. The proposed roof extension to the outrigger will measure 3.6m in depth and will be set in by 250mm from the eaves. The existing outrigger is 7m in depth. We have been careful to ensure that the proposed extension remains subservient to the host building. We believe we have achieved this.

We have proposed locally raising the parapet adjacent to the outrigger roof extension. This will frame the modern zinc mass with a traditional masonry banding mirroring the way in which the original Victorian parapet relates to the host building. Further to this, this element acts as a screen for the incongruous existing rear dormer at No.83.

The ground floor extension mirrors the footprint of the existing outrigger and the ancillary lean-to buildings erected over the years. It extends 4m beyond the outrigger in line with the ground floor development to both of the neighbouring buildings (87 & 83). Modest in comparison to No's.81 & 79 which have developed the full footprint of the site to the rear boundary.

The rear garden has a depth of 5.7m ensuring the proposal does not encroach towards the rear boundary.



Whilst this property does not benefit from Permitted Development, Permitted Development rights across London mean that this type of roof development has become prevalent across London and the borough. We believe that our refined approach to the massing, high quality materials and fenestration represents a high quality proposal which will significantly improve the host building along with the surrounding context.

The 'rear of commercial' context has resulted in an eclectic and unregularised form of development to the host property as well as the immediate vicinity. We believe that our proposal would represent an opportunity to re-define the architectural standards and quality to development of this area and are hopeful the local authority will view the proposal in the same light.

Transport

The scheme is proposed as a 'Car Free Development' in lieu of its siting within a PTAL 4 rated area.

The scheme has been designed to accommodate sustainable forms of transport. Namely, cycling. Secure onsite cycle storage has been denoted at ground floor.

Environment

The proposed development will significantly improve the thermal performance of the current, poorly constructed and poorly insulated pitched roof. The 9" Victorian external envelope would also be upgraded in line with Building Regulations to improve the performance of the building.

Refuse and recycling would continue to be collected along with the commercial collections off the kerb on a daily basis. Whilst we would normally look to include an integrated bin-store, the frontage of the property does not allow for this solution. The daily collection will continue to take place regardless of our proposed development. We believe fitting in with the current collection process to be the most sustainable option for the proposed development.

Design & Materials

The NPPF places value on building beautiful places achieved through high quality design. The London Plan along with the councils own guidelines and core strategy also place emphasis on high quality design.

The roof extension along with the ground floor extension to the rear of No.85 demonstrates a massing which sits subserviently in its context in relation to its host building which fronts onto Myddleton Road along with the existing two storey (plus pitch) buildings along the arcade.

The proposed palette of London stock brick to the ground floor and slate grey, standing seamed cladding to the proposed second floor speaks to its urban context and is reflective (in terms of proportionality) of the buildings which surround it.



At present, the rear of the arcade represents a form of development which typifies London's suburban High Streets. Commercial at ground level, with poorly maintained, residential upper floors with unkept, untidy and chaotic rear elevations.

We see our proposal as an opportunity to re-define this arcade and raise the bar in architectural terms by significantly upgrading the buildings themselves.

The proposed elevational treatment, fenestration and materiality demonstrate a high quality of design resulting in spacious, dual aspect units, with the existing external space to the rear being utilised to provide high quality amenity space to the ground floor dwelling.

The proposed materials of London Stock Brick, Standing Seam Zinc, frameless glazed balustrades, powder coated aluminium sliding doors and windows represent a contemporary interpretation of the local architectural vernacular which complements the existing character of the local area.

Housing Standards

Both the London Plan and the local authority's development plan seek to ensure a high quality of design for all residential development which contributes toward adding to the housing stock through good space standards and associated amenity spaces.

The minimum standards as set out within the London Plan require a minimum of 37m² for a 1 bedroom, 1 person unit and 50m² for a one bedroom, 2-person unit. The council also sets out similar spatial requirements within its own guidance.

The proposed units of 2 x one bedroom, 2-person flats on the ground and first floor would provide 50 and 53m² respectively. The one person studio at the second floor measures in at 39m².

Whilst the ground floor dwelling could have been slightly larger, we have put emphasis on maximising external amenity space and natural light in the form of the internal courtyard and rear garden.

Each flat contains dedicated storage space whilst the proposed loft space has been designed to provide 2.5m floor to ceiling heights across 85% of it's footprint.

We are aware of the local authorities has a preference for larger, two/three-bedroom units across the borough. We are also aware that the local authority has a slightly different approach to 'above commercial - high street' development.

Similarly to the local authority, we do not believe this residential context to be conducive to family sized dwellings. The small-scale urban locality, with proximity to local commercial amenities along with good transport links make it a strong candidate for well-designed, smaller units aimed at commuters into the city.

Outlook and Neighbouring Amenity

The site does not raise too many overlooking concerns. The same can be said for our proposed development. We currently have existing windows on the outrigger facing towards No.87. These will be reduced in number. The new

'inward' looking window proposed for the roof extension to the outrigger has been designed with timber fins and is proposed as obscured. This was included primarily to protect the privacy of the proposed dwelling from overlooking.

On the first floor, the location of the bathroom was very much by design. The need to obscure the bathroom window also doubles up to prevent the risk of overlooking from flat 2 into the courtyard and bedroom of flat 1 below.

It is submitted that the proposal has been designed to minimise negative impact on neighbouring properties and their amenities whilst providing high quality residential accommodation for future occupiers. We have sought to ensure that the development is well designed to manage the impact of proposals on neighbouring occupiers and we believe this has been achieved.

Conclusion

The proposed development has been designed in accordance with Development policies as set out at national, city and local levels and provides additional homes in a discreet, contemporary and sustainable manner.

Do not hesitate to contact me, Savas Akay (Agent) if you have any comments or queries in relation with this application. You can either call on 07395558412 or email at savas@bilddesign.co.uk