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1	Existing Drawings
2	Proposed Drawings

1 Introduction

This Design and Access Statement has been prepared by Tasou Associates. It accompanies a planning application (within a Conservation Area) to construct a 3 storey plus basement residential block of 4 flats, 2 x 2 bedrooms and 2 x 3 bedroom units.



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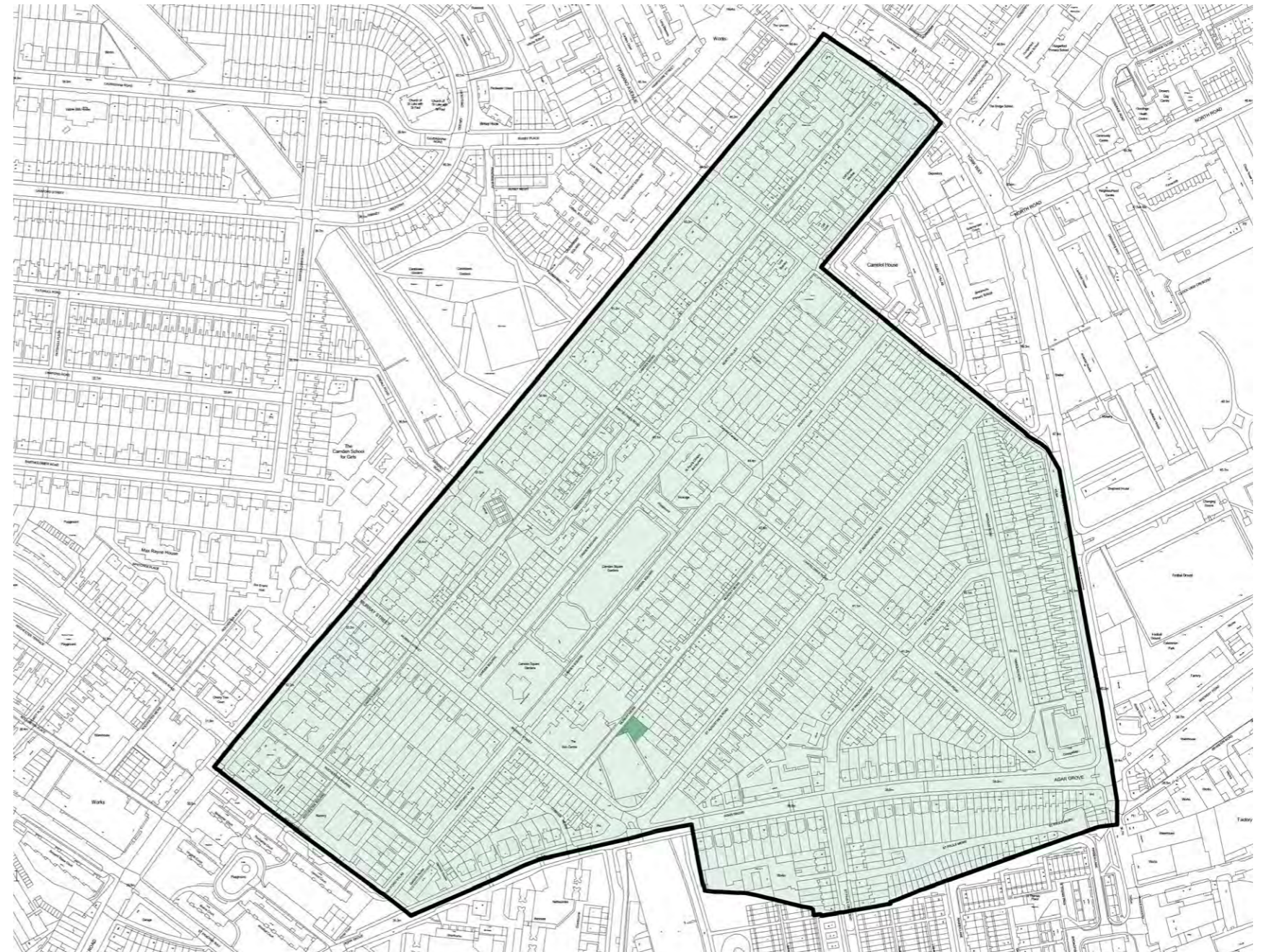
1 Indicitive massing sketch of proposed building

2 Conservation Area

Camden Square Conservation Area

The site is located within the Camden Square Conservation Area which was a planned development from the nineteenth century with a gridded street layout. It is arranged around the focal point of the square itself and presents a hierarchy of large houses along the main streets with smaller mews streets located behind, Murray Mews being one such mews.

The area displays a diverse character, with phased development evident in the groups of buildings around the square. Both the railway running through the area and later infill development add to the variety of the area.



1 Camden Council Camden Square Conservation Area Map

3 Site Location

Murray Mews

Camden Square is flanked by two mews streets, Camden Mews and Murray Mews, the latter being the location of the applicant site. The architecture of the mews streets varies from the main square and streets in both scale and style. Development from the nineteenth century through to the modern day sit side by side offering a snap-shot of changing mews-concept architecture over the centuries, from the original service area to modern-day residential design. Only five properties exist from before 1894 with the rest having been developed from the 1960's onwards.

The Mews consists mainly of adjoined residential properties that vary in style and design, but typically follow a pattern of scale appropriate to mews development: two storeys on the street elevation and many with a set back or pitched third floor. There is a prevalence of brick, though also several rendered facades and metal clad set-back second floors.

Murray Mews has a significant number of modern mews houses of note, constructed from the 1960's onwards. The first of these was the development of 3 houses at 15-19, designed by Team 4 and completed in 1966. This scheme led to many other architecturally designed homes built along the street in the following years. The Mews now boasts multiple examples of post war interpretations of domestic mews development. As the Camden Square Conservation Area Appraisal states:

“Views up and down both Camden and Murray Mews include a rich variety of inventive houses and converted workshops. The scale is low and intimate, punctuated by intermittent trees in the mews, or by trees viewed obliquely over the houses.”



1



2



3



4

- 1 Aerial Location Image
- 2 No's 15 - 19 Murray Mews, Team 4, 1966
- 3 No 22 Murray Mews, Tom Kay, 1971
- 4 No 34. Ian Fraser & Associates, 1968

4 Site Photography



1



2



3



4



5



6

- 1 Front Elevation of neighbouring property, 6 Murray Mews
- 2 View of site against flank of 6 Murray Mews
- 3 View to North-east up Murray Mews
- 4 View across applicant site to flank of 6 Murray Mews
- 5 View to south-west down Murray Mews
- 6 View to site from where Murray Mews meets Murray Street

5 Site Conditions and Surrounding Buildings

Applicant Site

The applicant site is a vacant site at the end of a mostly developed street. It has been vacant following the demolition of 6 lock-up garages more than 12 years ago, prior to the implementation of the extant planning permission on the site. The site sits at the lower end of Murray Mews adjacent to the railway track. It is the final site on Murray Mews before the railway bridge leading down to Murray Street.

The application site is identified in the Camden Square Conservation Area Appraisal and Management Strategy (2011) as a space that makes a negative contribution to the character and appearance of the Conservation Area. The Appraisal notes that such spaces detract from the special character of the area and offer potential for beneficial change.

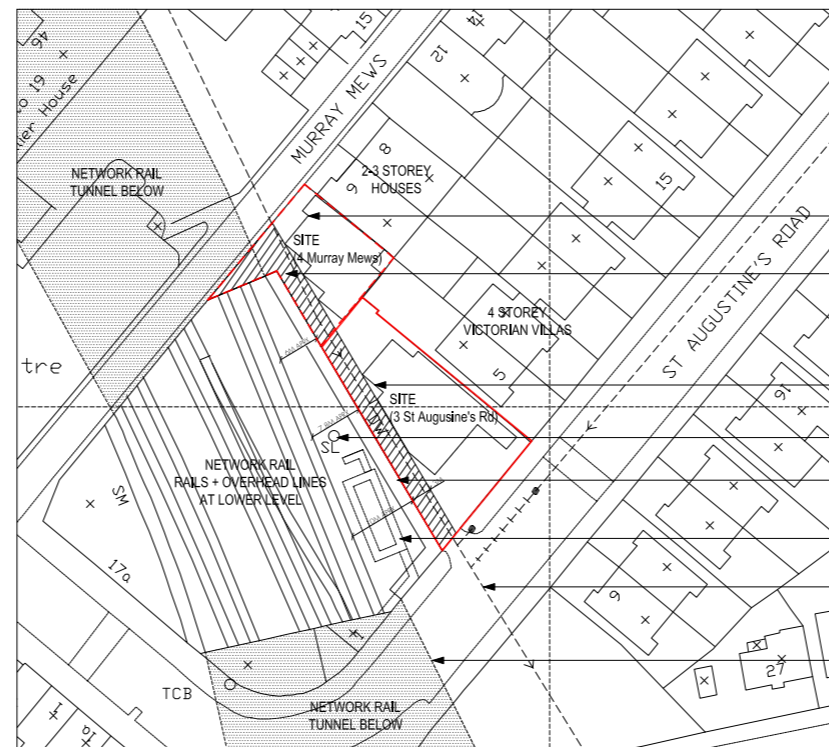


1.

3 St Augustine's Road

The site behind 4 Murray Mews is a 4/5 storey scheme of new-build flats located at 3 St Augustines place. This new-build development relates to the scale and aesthetics of the grand architecture present along St Augustine's Road although the rear of the building backs on to the applicant site and is also visible from Murray Mews.

There is an agreement in place with Network Rail restricting construction along a 3 meter zone to the side of both the applicant site and the site at 3 St Augustines Road, running parallel to the railway tracks (see figure 2.) This easement is to ensure that Network Rail can gain access to their retaining wall if necessary in the future.



2.

Notes:
 *The Site' boundary is outlined in red
 3 St Augustine's Road site outline is continuous
 4 Murray Mews site outline is dashed - (only limited site preparation works are proposed for this site as part of this AIP submission).

OUTLINE OF PROPOSED DEVELOPMENT SUBJECT TO A SEPARATE AIP SUBMISSION

LINE-HATCHED AREA INDICATES APPROX EXTENT OF LAND LEASED FROM NETWORK RAIL INFRASTRUCTURE LTD BY PAUL STUART LTD. LEASE DATED 18 JANUARY 2002 WITH DEED OF VARIATION DATED 31 MARCH 2010

OUTLINE OF PROPOSED DEVELOPMENT

APPROX LOCATION OF NETWORK RAIL SIGNAL

NETWORK RAIL RETAINING/BOUNDARY WALL

APPROX LINE OF NETWORK RAIL TRACK-SIDE STRUCTURE

APPROX LINE OF THAMES WATER SEWER

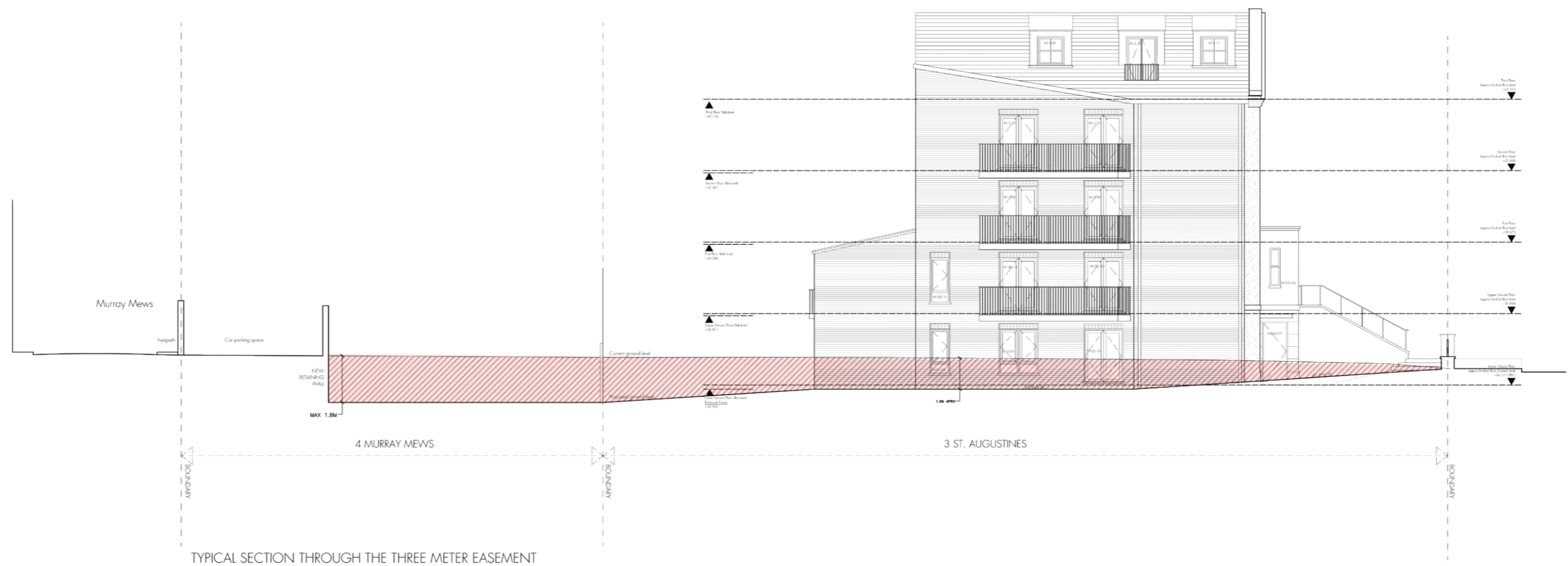
ASSUMED LINE OF NETWORK RAIL TUNNEL

- 1 View to 3 St Augustines Road located behind applicant site
- 2 Plan previously agreed with Network Rail indicating future access zone

5 Site Conditions and Surrounding Buildings

Network Rail

The depth of excavation was agreed with Network Rail to be no more than 1.8m at the corner of the site where the railway wall turns to bridge over the tracks below. The proposal within this application maintains this maximum depth of excavation.



5 Site Conditions and Surrounding Buildings

Surrounding Buildings

Due to the positioning of the site at the end of the terrace, any proposed development will also be viewed from the bridge and from the railway line in context with the 4/5 storey houses along St Augustine's Road that back onto the site when approaching the site. In addition, there is a 3 - 4 storey block of flats at the bottom of the street, over the bridge, where Murray Mews meets Murray Street.

The back of the London Irish Centre is located slightly down-hill from the site, on the opposite side of the road, and is also a large building relative to the typical residential properties further up the mews, consisting of 2 storeys with a mansard roof above. There is no development directly opposite the applicant site, only the rear gardens of the large 4 storey houses and flats along the eastern side of Camden Square, positioned approximately 34 metres away.

As such, it is felt that there is scope to propose a building with a set-back third storey in this location without it being overbearing in scale to the immediate street scene and remaining subservient to the buildings visible in the wider area. There are already several examples of buildings of this scale along the Mews itself, including its neighbour at number 6, and it would seem appropriate that the end site forms a 3 storey book-end, particularly when it is also viewed in context of much larger buildings.



1



2



3.



4.

1. View to site with 3 St Augustine's Rd located behind
2. View to site from Murray Street with 17 Murray Street in foreground
3. View to site with Irish Centre in Foreground
4. Location of site opposite rear gardens of Camden Square.

5 Site Conditions / Surrounding Buildings

6 Murray Mews

The neighbouring property at number 6 is a 3 storey residential property, with the top floor set back from the street. Previously a 2 storey building, planning permission was obtained for the additional 2nd floor in 2007. What was a brick building has been rendered white. There has also been a two-storey extension to part of the front elevation, and alterations to the fenestration.

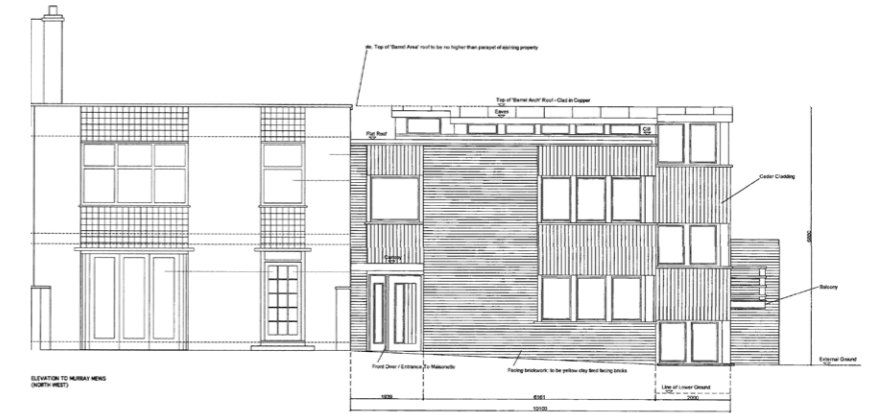
With 4 Murray Mews currently a vacant site, it is number 6 that currently terminates the run of buildings down the Mews before the street crosses the railway line. The previously approved scheme on the applicant site was approved before this neighbouring building was extended at the front and at roof level. The intention of this application is to propose a development that relate back to the increased scale of this neighbouring property appropriately.



1

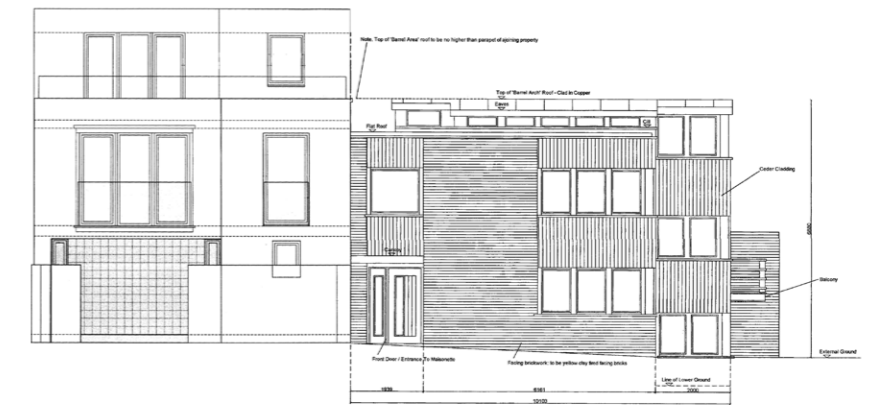


2



Number 6 Murray Mews - Before extensions

Number 4 Murray Mews - Extant scheme



Number 6 Murray Mews - As existing

Number 4 Murray Mews - Extant scheme

3

- 1 View to flank elevation of number 6 PREVIOUS
- 2 View to flank elevation of number 6 CURRENT
- 3 Extant permission viewed next to number 6 before and after

6 Site Application History

Previous Approval:

A scheme for 4 flats (1 x 2 bedrooms and 3 x 1 bedrooms) was approved in 2005 (2004/2616/P). This approval was then renewed in 2010 (2010/1303/P) and instigated when the piles for the scheme were installed in 2013. Despite the pause in construction the client could choose to continue building out this application if they wish. However, it is felt that there is an opportunity to build a better alternative scheme, providing better accommodation and meeting current planning standards.

Issues with Previous Approval

Originally approved back in 2004, there are many elements of the scheme that are now somewhat out of date, including its appearance and relation to the neighbouring sites which have since been extended/developed.

Mix:

The existing approval provides a mix of 3 x 1-bedroom units and 1 x 2-bedroom units. Whereas 2-bedroom units have been identified as “High Priority” for market under policy H7 of the Camden Local Plan, 1-bedroom units (which make up 75% of units in this scheme) are identified as being “Lower Priority”. A scheme providing a greater proportion of “High Priority” 2 bed and 3 bed units would therefore be preferable for the site at this time.

Space Standards:

All three of the 1-bedroom flats are undersized by current standards, ranging from 41m² to 46.5m² instead of the required minimum of 50m².

Each of the 1 bedroom flats has a ceiling height of approximately 2.3m, falling below the current standard of 2.5m for 75% of the floor area.

Daylight:

The lightwell at the rear is extremely narrow and dark.

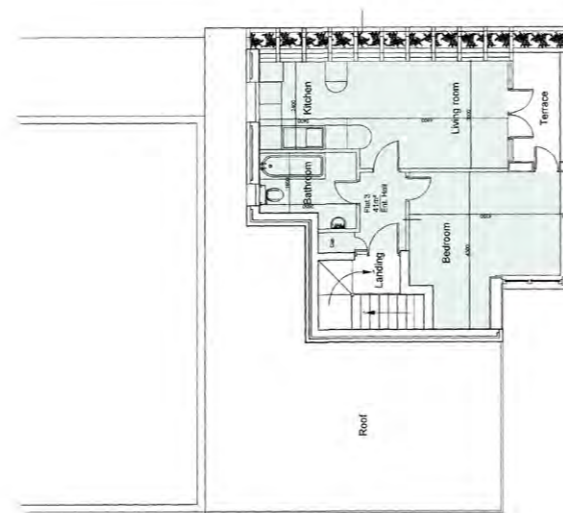
Accessibility:

A flight of 7 steps is proposed down to the semi-basement communal front door accessing the three 1-bedroom flats. There are also many elements of the internal layouts that are not Part M42 compliant.

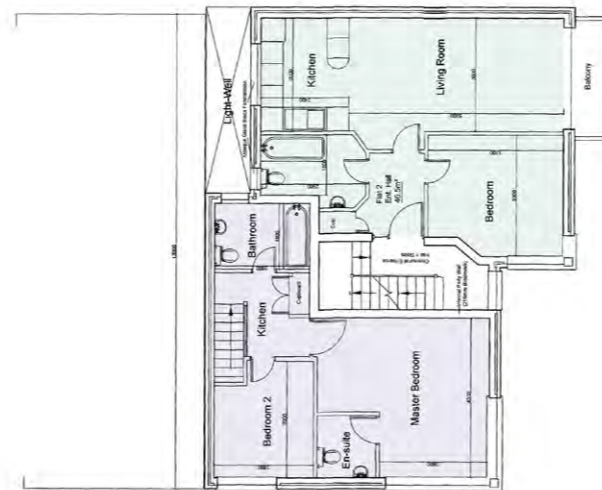
Insufficient bike storage:

There are 4 cycle spaces proposed with the previously approved scheme, approved under the discharge of condition. Under the council’s current CPG, 6 spaces would now be required (5 spaces plus an additional 20% above the London Plan requirements).

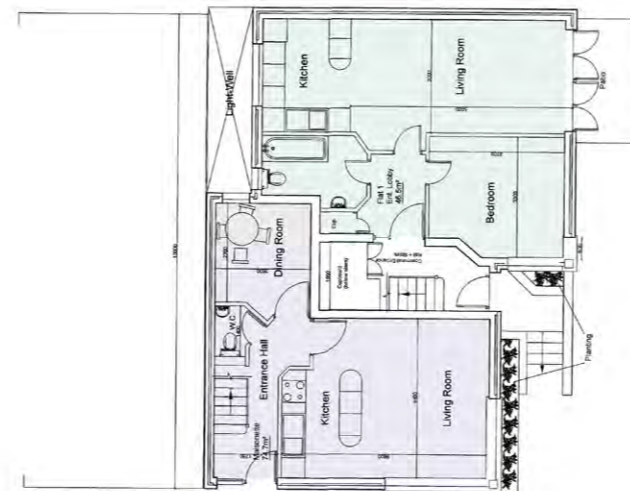
- 1. Approved Plans for Extant Scheme
- 2. Approved Elevations for Extant Scheme



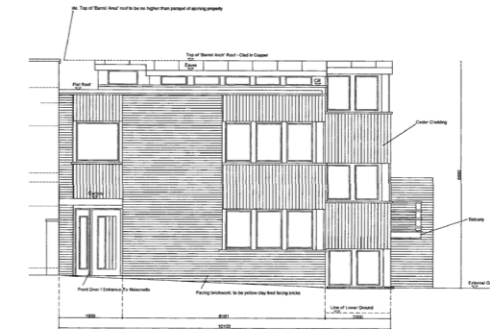
Second Floor Plan



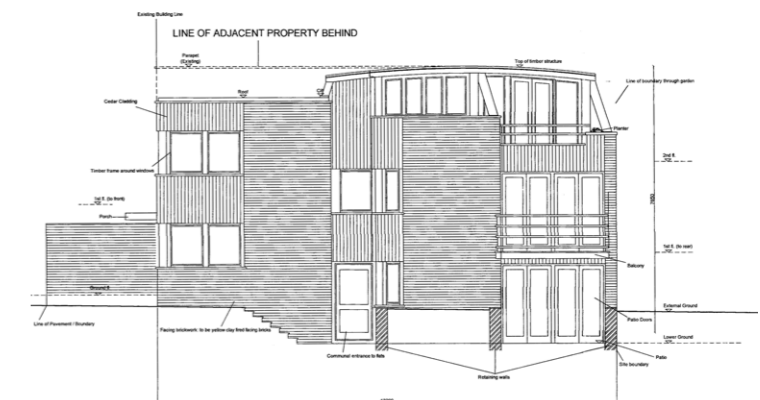
First Floor Plan



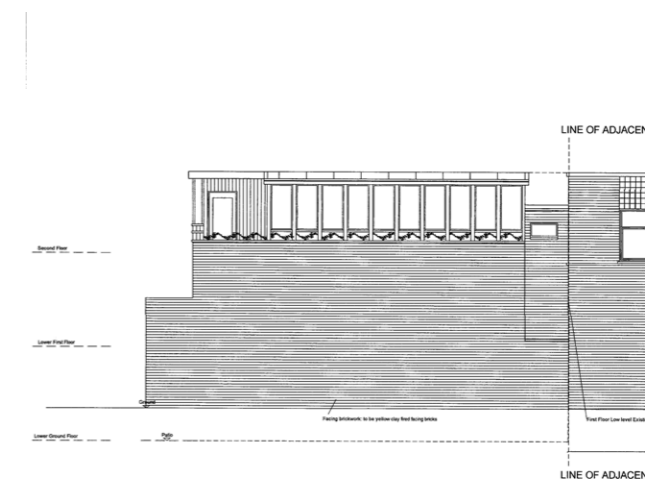
Ground Floor Plan



Front Elevation



Side Elevation - to railway cutting



Rear Elevation

7 Proposed Scheme

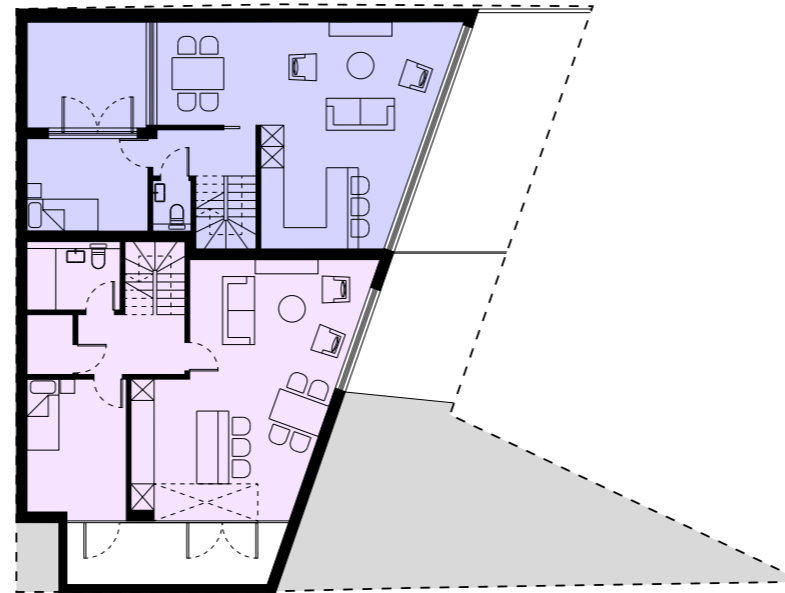
Proposed Design

Proposed Mix:
The current proposal is now to provide 4 flats across the scheme:

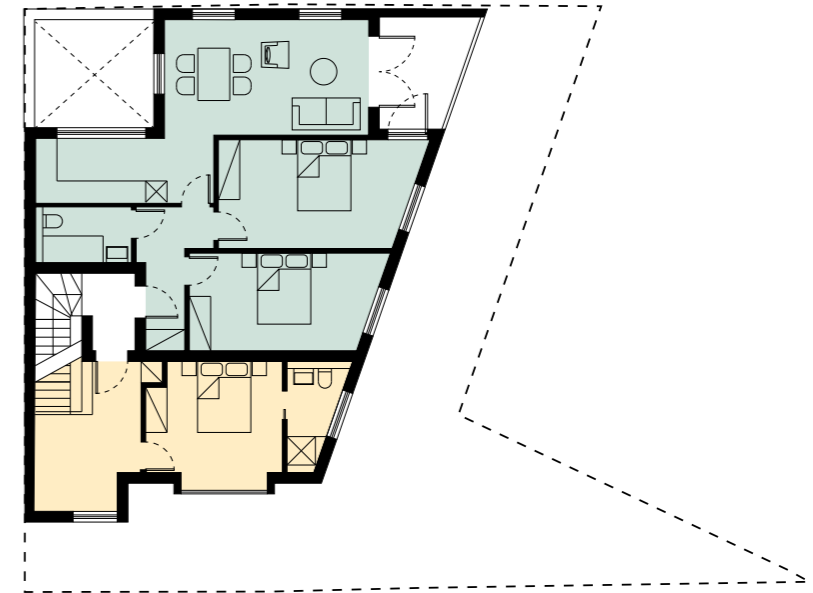
- Unit 1: 3 bed** maisonette @ 108 m²
- Unit 2: 3 bed** maisonette @ 111 m²
- Unit 3: 2 bed** flat @ 72 m²
- Unit 4: 2 bed** maisonette @ 89 m²

The new proposal provides a better mix of unit sizes than the extant scheme according to the dwelling size priorities for market units, as set out in the Camden Local Plan. 2 bed units and 3 bed units have both been identified as “high priority” by the government. The previously approved scheme provided 3 x 1 bed flats and 1 x 2 bed, with 1 beds classed as “lower priority” by Camden.

The proposed scheme meets and surpasses all minimum space standards for internal areas and external spaces, in comparison to the extant approval that falls short on the floor areas of the one bedroom flats.



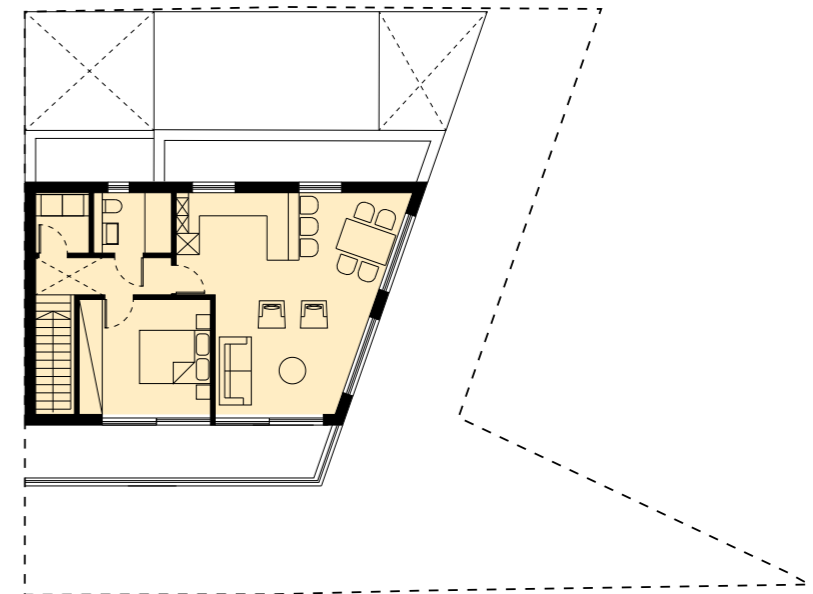
Lower Ground Plan



First Floor Plan



Upper Ground Floor Plan



Second Floor Plan

1 Proposed floor plans

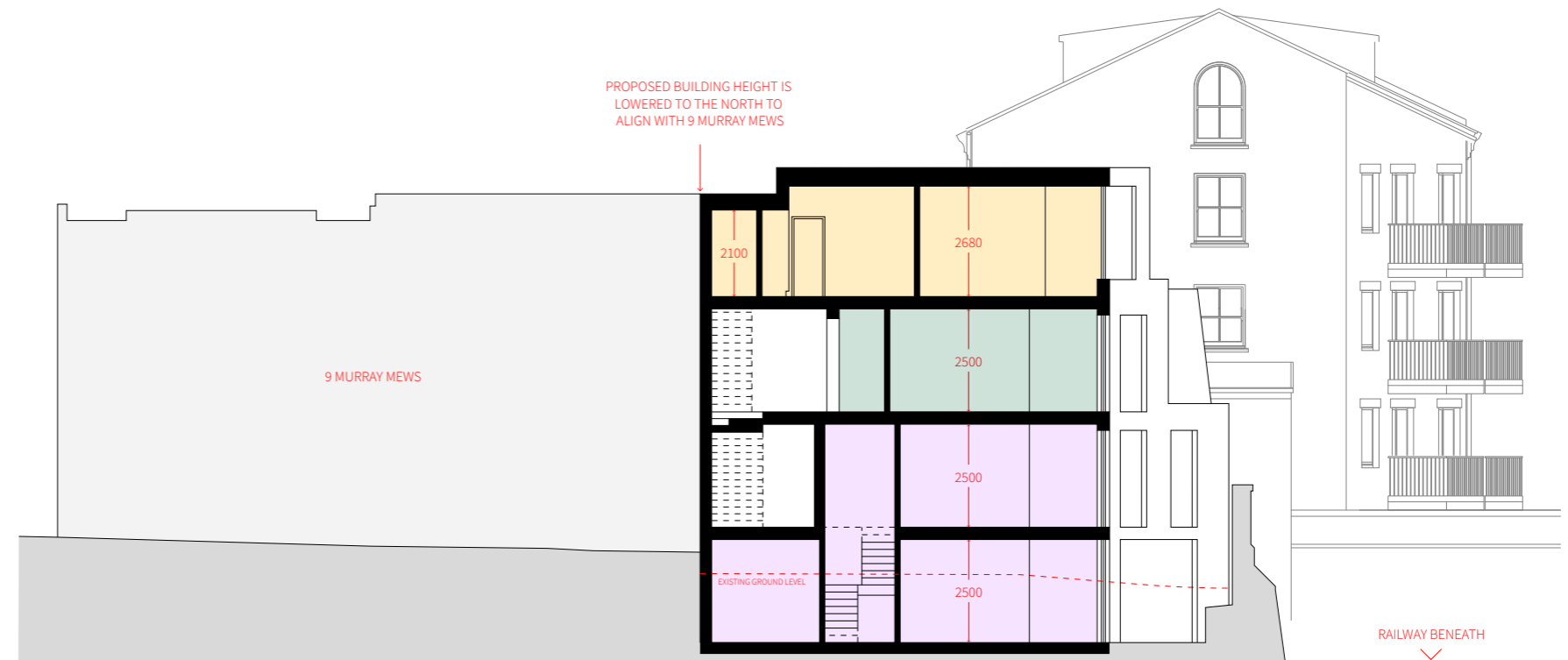
7 Proposed Scheme

Proposed Design:

Section & Ceiling heights:

Any below-ground development of the site is restricted by the 1800mm maximum depth of excavation as agreed with Network Rail as outlined previously in this document. The overall height of the building is restricted to lining through with the height of the neighbouring building at 6 Murray Mews, whilst stepping up part-way across the site to provide a better ceiling height to the habitable rooms at this level but still visually linking to it's neighbour.

Working within these parameters the proposal is able to provide 4 floors of accommodation whilst providing the required 2.5m ceiling heights to each storey. Flats 1, 2 and 3 all have 2.5m ceiling heights through their entirety, and flat 4 has a 2.5m ceiling height to approximately 90% of it's floor area (with a lower ceiling height of 2.1m to approximately 10% of it's floor area, allocated to storage and utility).



7 Proposed Scheme

Stepped Access

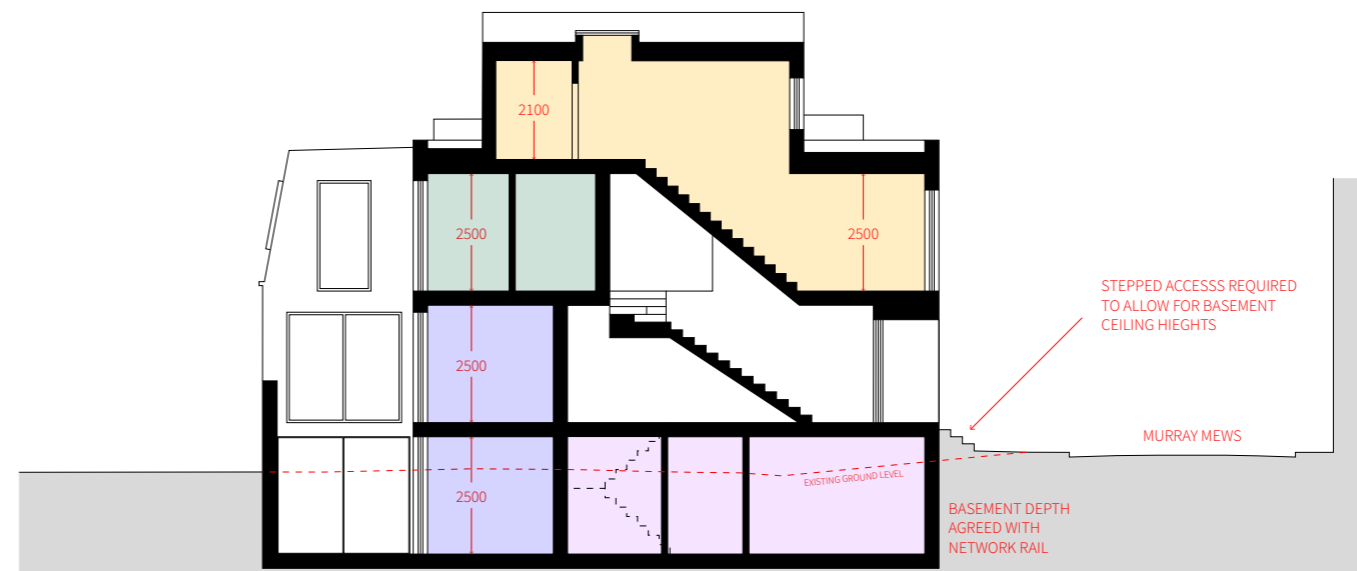
Working within the restraints on the height/levels of the building discussed above, it is necessary to position the entry story approximately 600mm higher than the street/pavement level. The existing building line is also very close to the pavement along the Mews meaning it is not possible to include ramp access to the front of the scheme.

As such, 5 steps are proposed to be included up to the communal entrance door, compliant with the requirements of the Building Regulations Part M4(1). Internally there is a single flight of communal stairs to reach the entrances of the upper 2 flats. Due to the necessary stepped access on the approach, a lift is not included within the scheme. As the London Plan states:

“In exceptional circumstances the provision of a lift to dwelling entrances may not be achievable.”

It is worth noting that the previously approved scheme (currently instigated) has stepped access to all 3 of its 1-bed units, incorporating a flight of 7 external steps down to its communal entrance located at lower ground level. It offers no lift to access any of its above ground units which are accessed via 2 flights of internal stairs.

Although still unable to comply fully with Part M4(2), it is felt that the new proposal of this application will at least improve upon the extant approval on the site, with a reduction in the number of steps required for the external approach and the previous two internal communal flights of stairs reduced down to just one.



- 1 Approved Plans for Extant Scheme
- 2 Approved Elevations for Extant Scheme

7 Proposed Scheme

Amenity Space and Outlook

The proposal avoids overlooking issues by orientating outlook both out to the street, or to the south-east across the railway line. In addition, a courtyard/lightwell is introduced at the rear of the scheme. At 3.3 meters wide this is significantly more generous than the lightwell to the rear of the previous scheme that is only 1.2m wide (a dark and narrower space that would only provide minimal daylight).

The current proposal provides dual or triple outlook to all of its units. Units 1 and 2 (maisonettes) each have generous external terraces running along the 3 meter clear zone agreed with Network Rail, running parallel to the tracks. In addition, unit 1 has a sunken terrace positioned to the front of the scheme, and unit 2 has a sunken terrace positioned to the rear of the scheme, providing each with dual aspect to their respective living/kitchen areas as well as outlook and daylight to the smaller 3rd bedrooms of each unit. In addition, unit 1 has a ground floor level terrace accessed via one of its ground floor bedrooms.

Unit 3 at first floor level has a private terrace located to the rear of the development. Metal slatted screening (to match the adjacent metal roof) with an obscured glass screen behind shields the terrace from overlooking with 3 St Augustine's Road behind. The outlook from the terrace is directed across the adjacent railway tracks only.

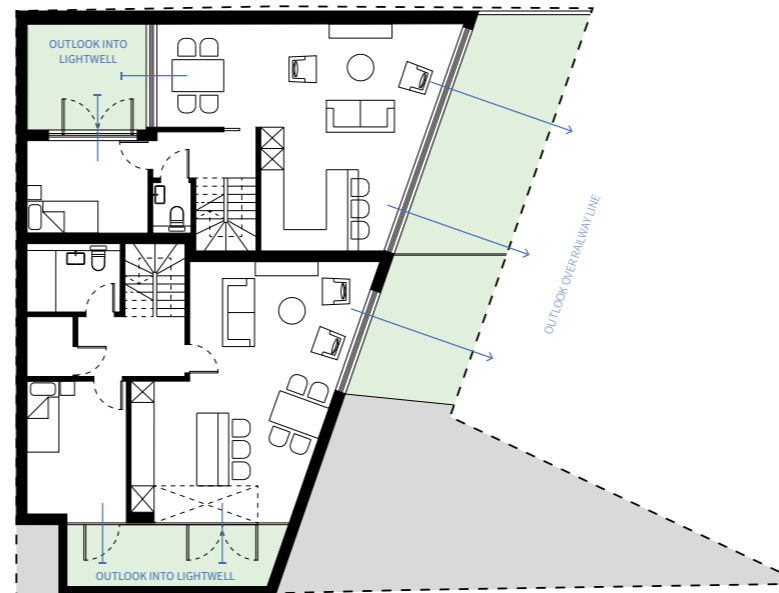
Unit 4 has a roof terrace to the front of the building, in front of its stepped back upper storey. There is no terrace located at the rear here, to prevent overlooking with the properties behind (all glazing to the rear elevation is to be obscured to allow in daylight only).

Amenity Space:

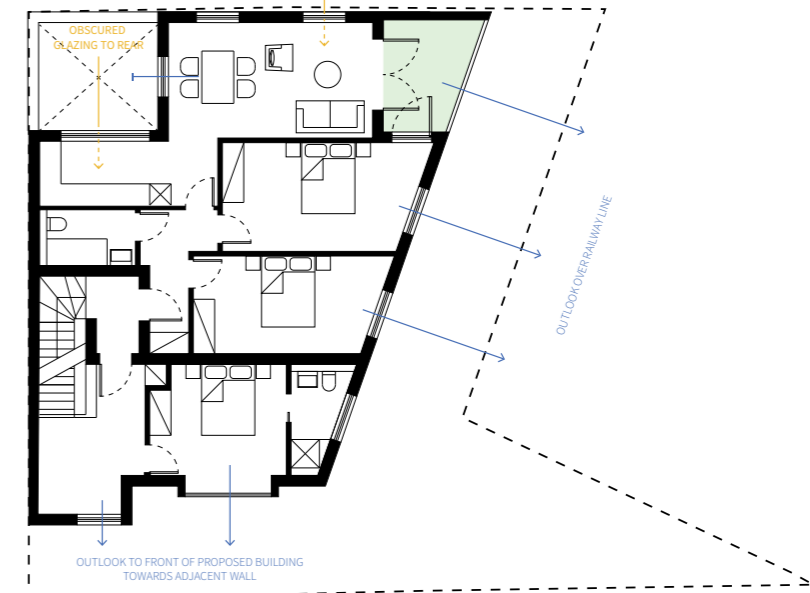
- Unit 1** - (3 bed / 5P) = **39 m²**
- Unit 2** - (3 bed / 5P) = **31 m²**
- Unit 3** - (2 bed / 4P) = **7 m²**
- Unit 4** - (2 bed / 4P) = **12.5 m²**

The amenity space provided in the current proposal is far more generous than that proposed in the previous approval. Amenity areas provided on the previous approval fail to meet the London Plan requirements on 50% of the flats (between only 3 and 4 m² proposed on two of the 1-bedroom flats, falling short of the required 5m²).

Right of Light Consulting carried out a daylight and Sunlight study on the proposed habitable rooms and courtyards at basement level, along with the bedroom overlooking the rear courtyard at upper ground floor. Their report (submitted as part of this application confirms that the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight' - "In our professional opinion, the proposed design will provide the development's future occupants with adequate levels of natural light."



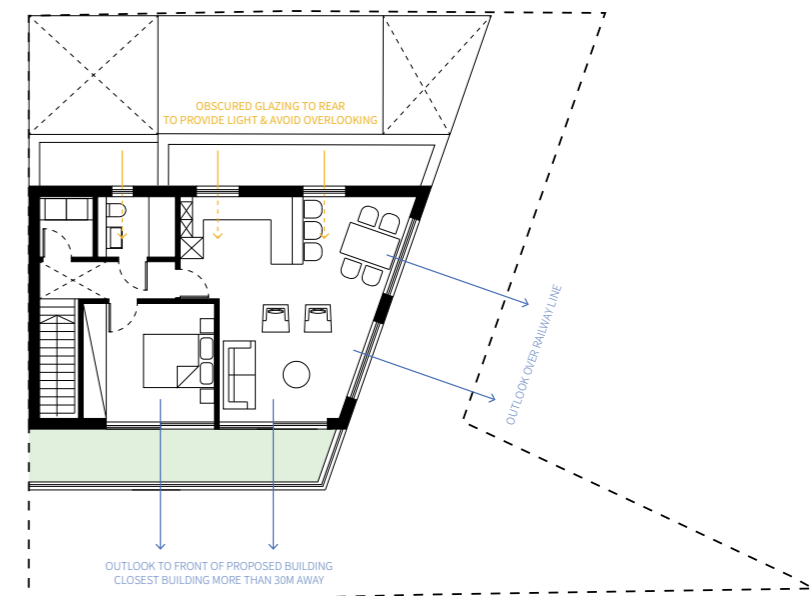
Lower Ground Plan



First Floor Plan



Upper Ground Floor Plan



Second Floor Plan

 External Amenity Space

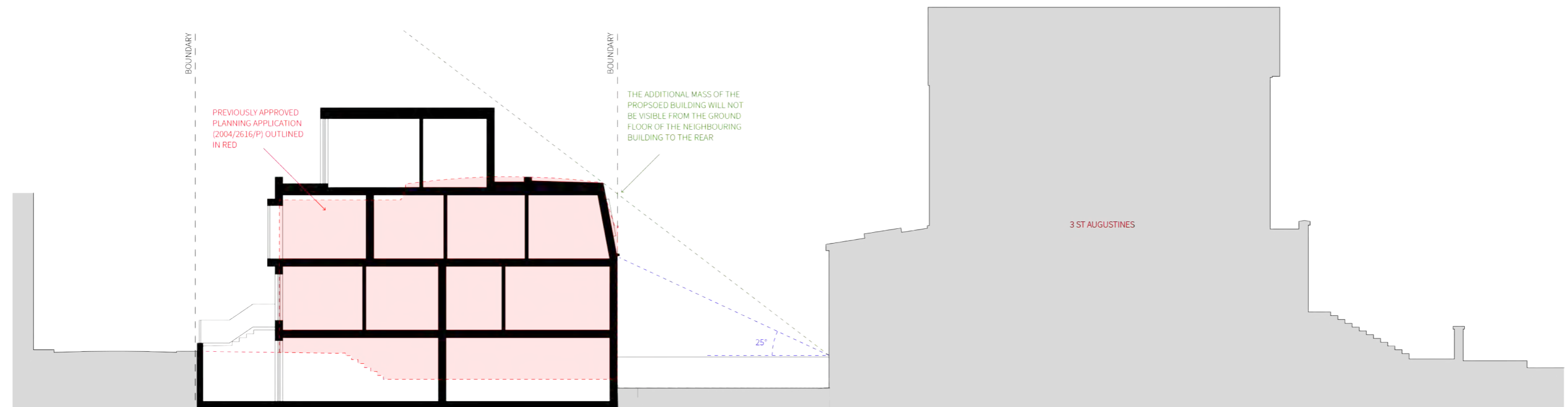
7 Proposed Scheme

Massing

The scheme is designed to remain within the envelope of the extant scheme with permission on the site at ground and first level. The proposed second floor is then set back, both from the street by approximately 1.7m and from the rear of the site by almost 5 meters. The intention is to have as little impact on the daylight received by the properties on St Augustine's Road as possible. Right of Light Consulting also carried out a Daylight and Sunlight study on the impact on daylight levels received by neighbouring properties under the proposed scheme (report included with this application) Their report concludes:

"...the numerical results in this assessment demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties. In our opinion, the proposed development sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties."

In addition, Right of Light Consulting were also asked to compare the impact on the surrounding property's daylight under the proposed scheme compared to that under the previous scheme (previously approved). They concluded that the impact on daylight to the properties located on St Augustines Rd was only marginally greater. The neighbouring property at 6 Murray Mews would actually see an improvement in daylight levels under the new scheme when compared to the previously approved scheme.



Outline of proposed scheme overlaid with extant scheme in red

7 Proposed Scheme

Massing

The scheme is designed to reflect the massing of the recently extended neighbouring property at number 6 Murray Mews. Both the front projecting bay and the set-back second floor line through with those of its neighbour. The second floor then steps up slightly to provide sufficient ceiling heights for the habitable rooms below.



7 Proposed Scheme

Refuse and Bicycle Storage

Bicycle Storage:

The proposed scheme includes bike storage for 10 bicycles, in accordance with Camden requirements of 20% more than that required within the London Plan. The London Plan would require 8 spaces (2 per flat), so 10 are included here.

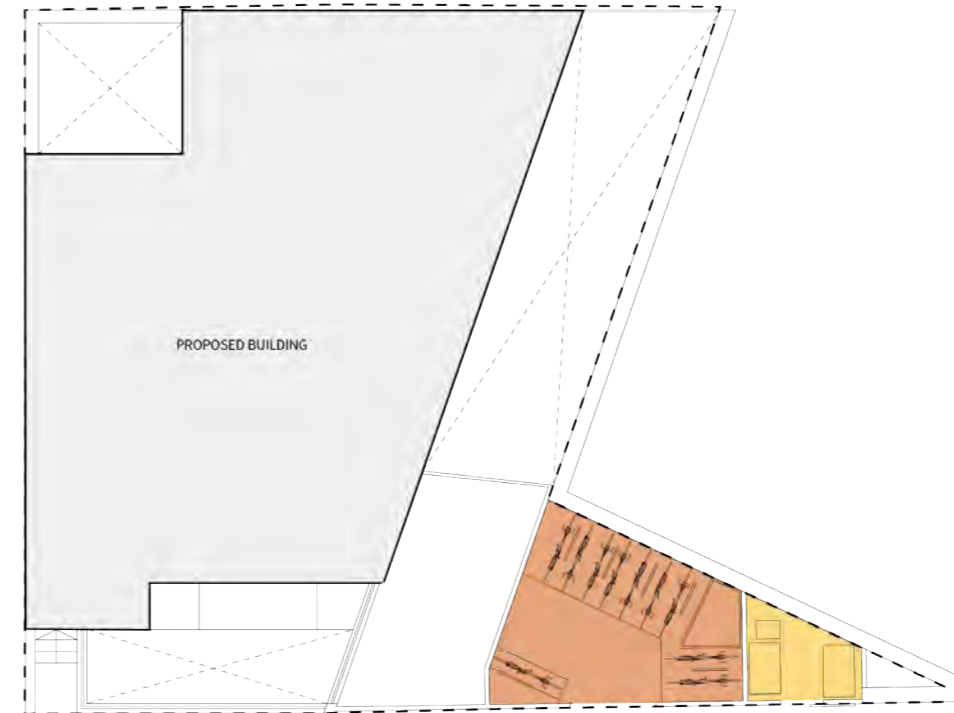
The bicycle storage is located on the triangular front corner of the site so that it is easily accessible from the street. Canopies will be provided above the sheffield stands to keep the bicycles protected and the area will be accessed via a lockable gate. Where there would be some benefit to building a fully enclosed area for the bicycle storage in this location, it was deemed more secure to maintain an open space and therefore benefit from the security of overlooking from the flats above.

It had previously been agreed that the extant scheme would provide 4 cycle spaces under a discharge of conditions application, which is currently considered insufficient for the number and size of proposed flats.

Refuse:


The scheme has a dedicaed bin store accessed directly from the street and located approximately 20 meters from the front door to the development and 28 meters to the furthest individual flat front door (as measured on plan). The following volumes are provided:

Refuse:	660 Litres
Recycling:	660 Litres
Food Waste:	240 Litres



Ground Floor Plan

 Bicycle Storage

 Refuse Storage

7 Proposed Scheme

Accessibility

As outlined previously in this document, the maximum depth of excavation agreed with Network Rail allows the proposed basement to be sunk only partially below ground. As such, the 4 steps required to access the communal entrance at upper ground mean that level access from the street cannot be achieved and it is therefore considered unnecessary to include for a lift (the extant permission does not offer a lift either).

The Camden Local Plan states that compliance with Part M 4(2) would be applied through a planning condition, but 3.125 of the Camden Local Plan also states:

“Planning conditions can also only be used where all elements of the relevant Regulation can be achieved. They cannot be applied to a dwelling where step-free access cannot be achieved.”

Although Part M4(2) cannot be achieved in its entirety (with the necessary stepped access) the scheme has however been designed to comply with all other elements of Part M4(2) where possible. The diagrams to the right demonstrate how the units meet the following principles:

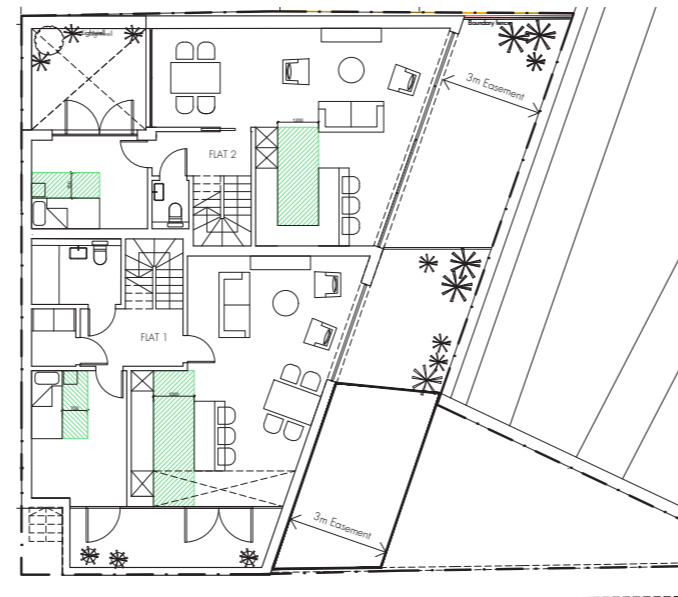
M4(1)

- External stair to comply as an ambulant disabled staircase
- A landing at entrance way minimum 900 x 900mm
- 775mm clear opening to communal front entrance door
- Part K compliant internal communal stair
- Internal clear openings of doors correlating to correlating to hall width

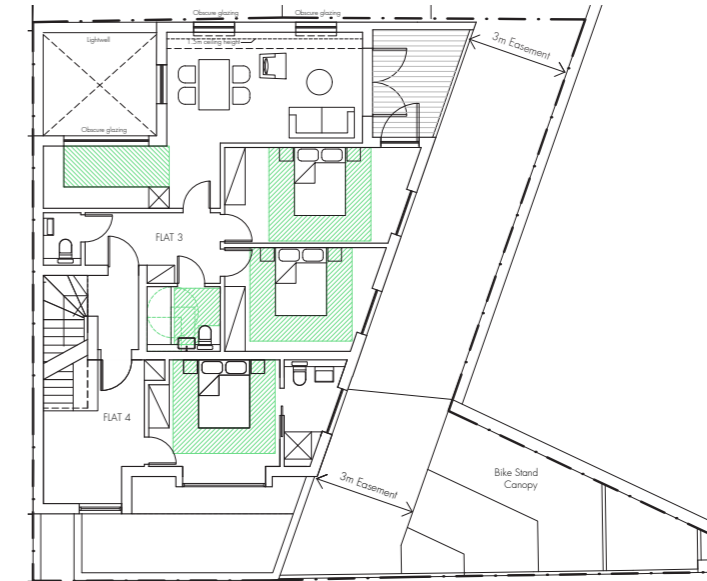
M4(2)

- All entry levels into units are step free
- Minimum 1200mm clear space in front of all kitchen units
- Staircase has a minimum width of 850mm
- Main bedroom has a clear 750mm circulation around all sides
- Secondary double bedrooms have clear 750mm to one side and foot
- Single bedrooms have clear 750mm to one side of bed
- A compliant bathroom located on the same floor as the main bathroom
- All switches/sockets located between 450 and 1200mm from the floor

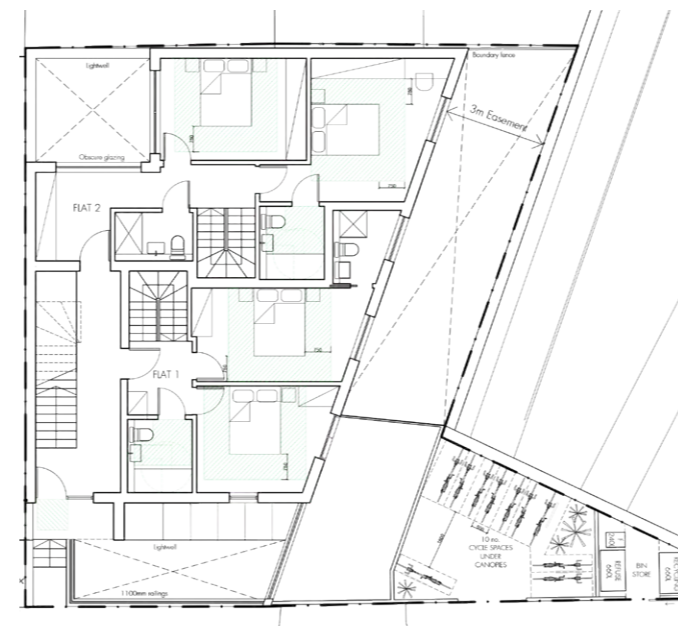
Again, it is worth noting that the client is currently able to build out the previously approved scheme without complying with any of the Part M4(2) requirements. As such, the current proposal demonstrates a great improvement upon the previous scheme in terms of accessibility.



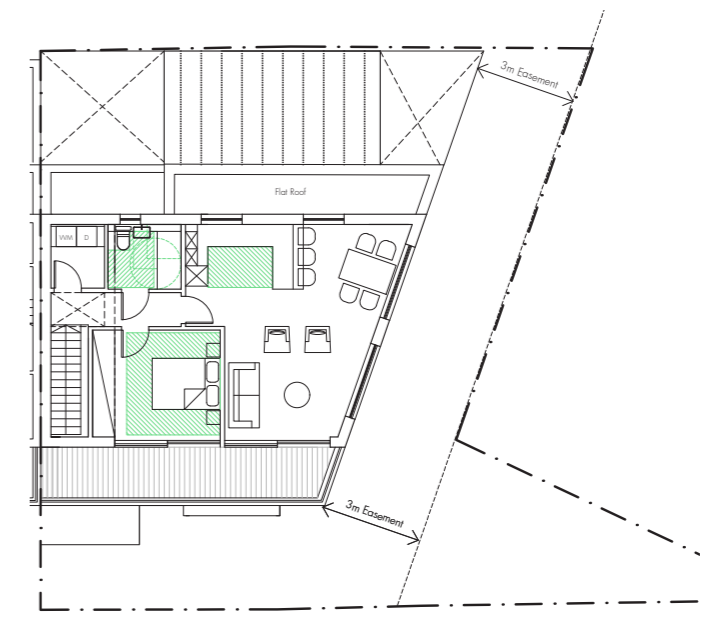
Lower Ground Floor Plan



First Floor Plan



Upper Ground Floor Plan



Second Floor Plan

7 Proposed Scheme

Sustainability

The proposed scheme will be built in line with the new Part L building regulations, which have come into effect as of June 1st 2022. These changes are part of a larger push to deliver Zero Carbon ready homes by 2025.

Each unit will offer the following characteristics of a sustainable and contemporary design

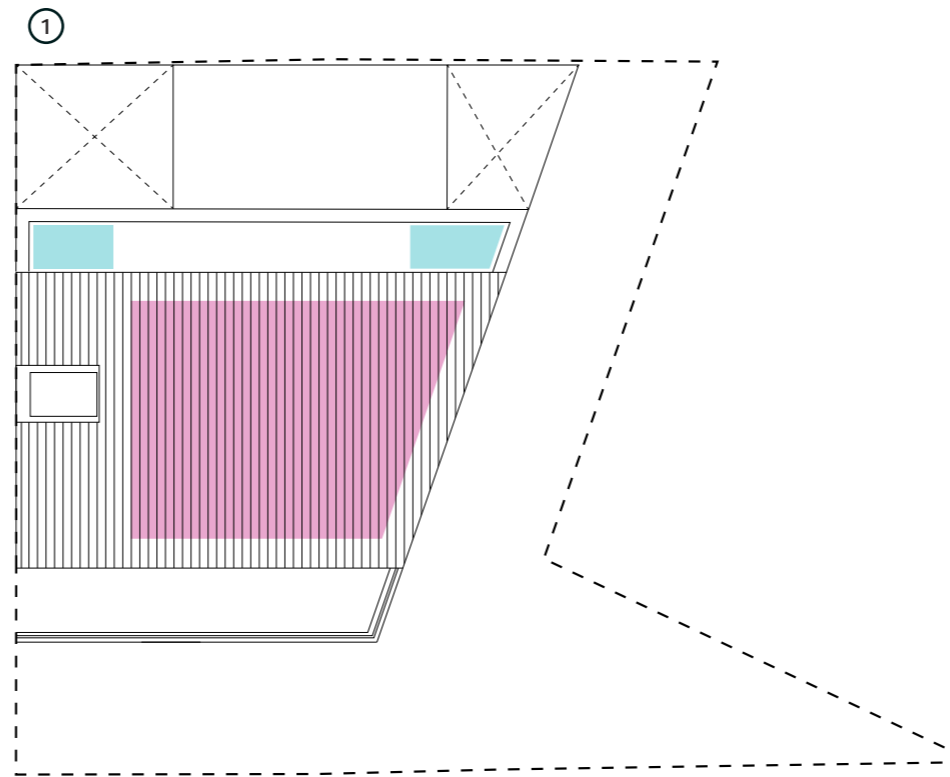
- Designed to be energy efficient
- Designed to be long life, with particular regard to use of quality building materials and finishes
- Designed to provide flexible living accommodations
- Designed to maximise daylight and preventing overheating
- Creating links between external and internal spaces
- Dual aspect to promote natural cross ventilation
- Cycle parking

A sustainability and Energy Report is yet to be carried out, however we have proposed provisional locations for PV panels on the second floor roof, as well as air heat source pumps that can be installed on the first floor flat roof to the rear of the scheme. The existing site has hardstanding throughout so there will be no loss to existing green space.

As outlined in the Basement Impact Assessment submitted with this application, the existing site consists of 248m² of hardstanding, remaining from it's previous use as garages. This will be reduced down to 167 m² within the proposed scheme. SUDS aims to mimic the route that rainwater would take in a natural environment. The suitability of different SUDS features is unique to each site. There is no scope for infiltration by means of soakaways due to the low permeability of the soil (clay is present below ground level and given the scale of the proposal, the use of attenuation tanks would be out of proportion to the site development). However, permeable paving can be included in the external lightwell areas. This will allow infiltration of surface water into the more permeable ground above the clay.

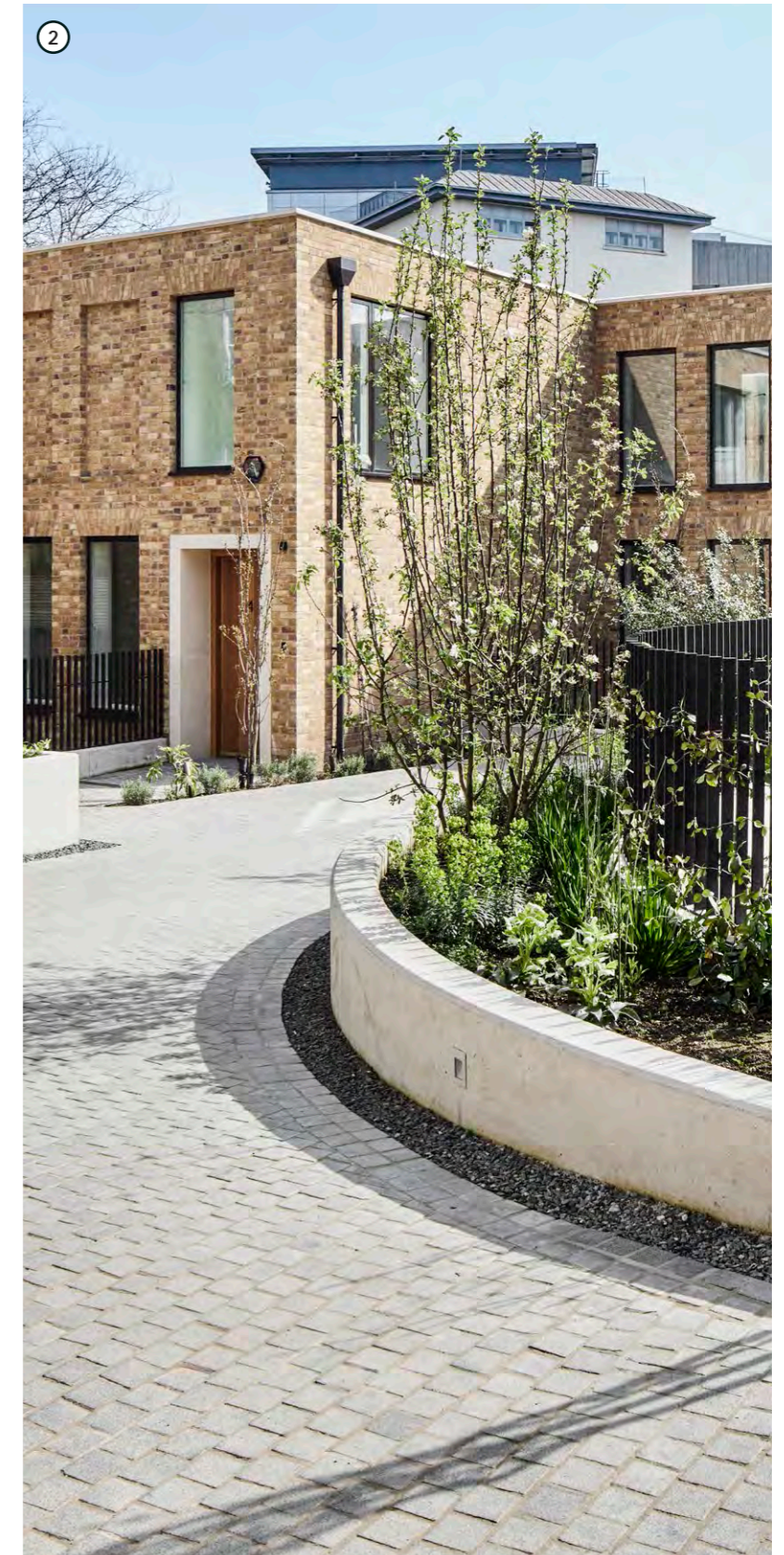
Building with ecological concerns in mind does not mean you have to sacrifice aesthetics; in fact the two can and should go hand in hand. The elements that make a building green also serve to maximise the quality of life - good natural light and air, comfortable heating and a sense of being in touch with nature that creates a pleasant, optimistic built environment

1. Potential location of PV panels and air source heat pump
2. Tasou project with permeable paved landscaping
3. Green pavers
4. PV panels
5. Air source heat pump



Roof Plan

- Potential Air-Source Heat Pump location
- Potential Photovoltaic Panels location

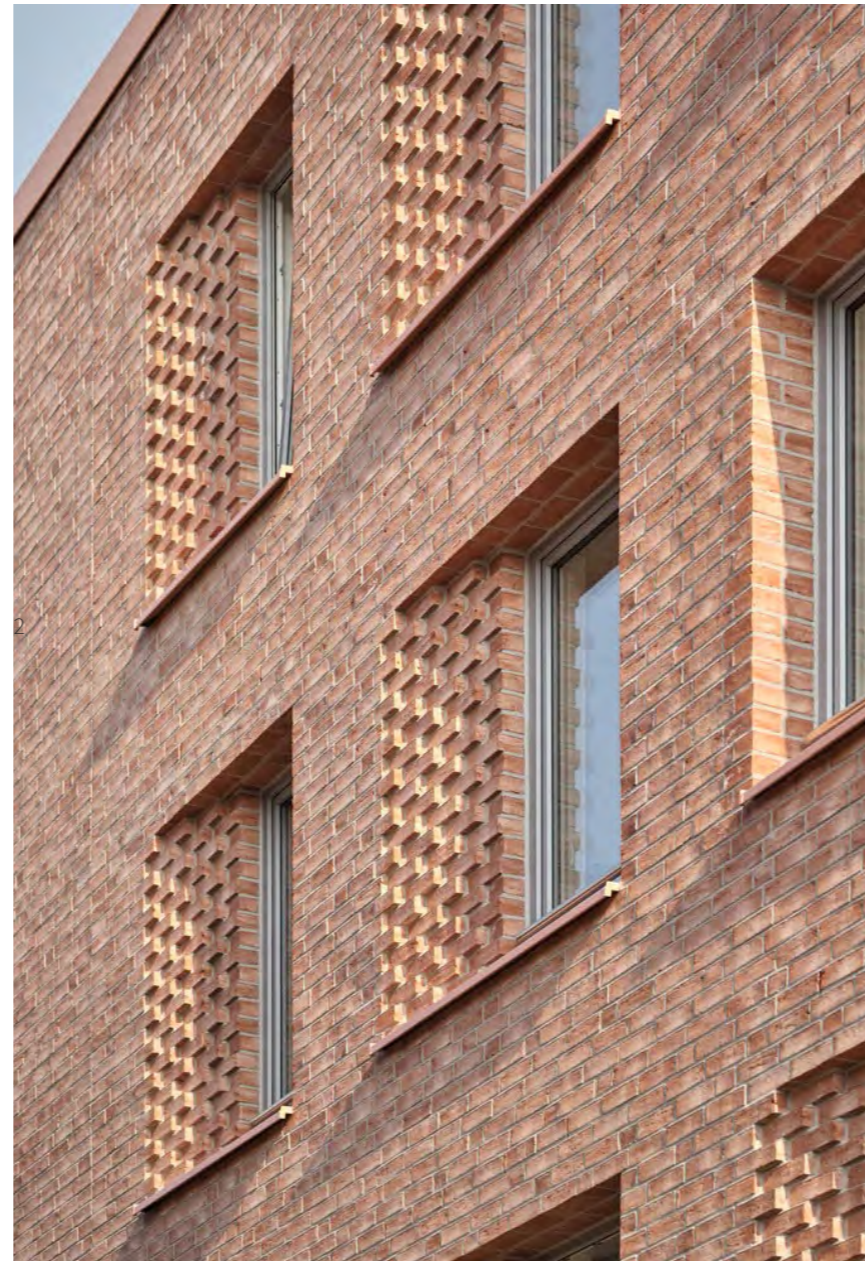


8 Precedents



1

- 1 Red brick and dark bronze metal at 11-19 Jane Street - David Chipperfield
- 2 Decorative brickwork at Buchholzer Grun housing - Busch and Takasaki Architekten
- 3 Red Brick and dark metalwork at Mcllwick Residences - B.E Architecture
- 4 Contemporary oriel windows at Moray Mews - Peter Barber Architects



2



3



4

9 Materiality

Materials

There are a variety of materials to be found amongst the existing buildings along Murray Mews including several brick buildings (red and yellow), white rendered facades (such as the neighbouring property at number 6) and metal clad roof extensions.

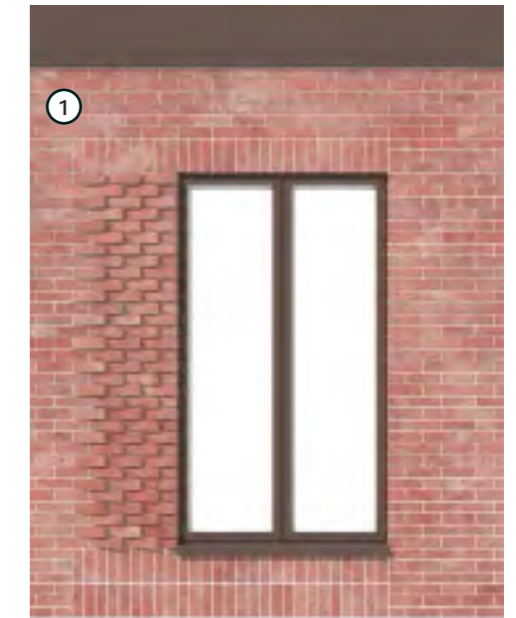
It is proposed that the ground and first floor storeys of the building will be constructed with a light red brick facade, to tie in with brickwork of the Team 4 houses further up the street as well as the Irish center opposite. The railway elevation will incorporate a feature brickwork detail adjacent to each window and soldier course lintel above, articulating each opening.

The 2nd floor set-back roof will be clad in a dark bronze coloured metal, matching the window frames across the scheme. This will be interspersed with large sections of glazing, ensuring a feel of lightness to the top storey. The window frames and railings around both the front light well next to the street and around the 2nd floor roof terrace will be in metal to match.

The entrance way at ground floor and lightwell spaces will be clad in a light stone to keep the basement lightwells bright and provide contrast with the brickwork.



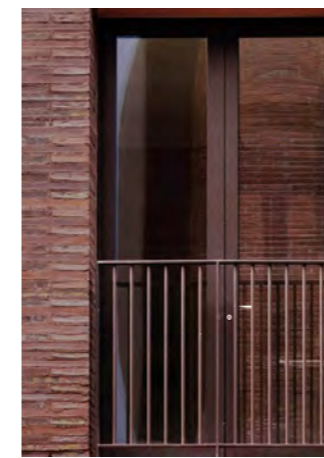
Front Elevation



Windows to railway elevation



1.



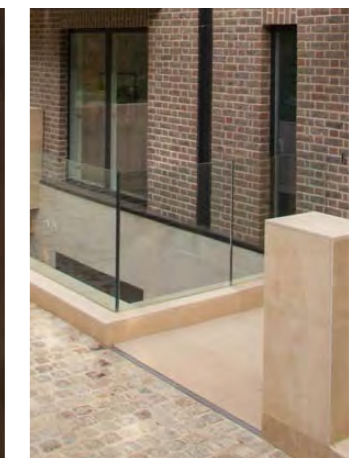
2.



3.



4.



5.

10 TASOU ASSOCIATES

ARCHITECTS AND STRUCTURAL ENGINEERS, EST. 1988

Tasou Associates is an RIBA chartered practice, committed to delivering projects with an emphasis on detail, space and quality of light. Our Islington office has been designing in North and North West London for over 25 years.

We ensure that every project we undertake is treated with the same design consideration, whether for a private client, property developer or housing association.

We have significant experience in Listed Building and Conservation Area projects and take great pride in designing within these parameters to achieve outstanding results. Our extensive portfolio of unique homes exhibits our understanding of the delicate balance between historical restoration and contemporary intervention.

Tasou Associates have a commendable history of creating beautiful yet functional designs within difficult urban sites. We work closely with individuals, planners and developers alike to create outstanding buildings that are tailored to both the client's brief and the inherent context. Our portfolio spans from bespoke houses to one-off developments, all of which are tackled with an emphasis on design and attention to detail.



10 TA PRECEDENTS

RIVER ST MEWS, N1

6 New-Build Mews Houses

This gated mews development was completed in 2015 and comprises of 6 contemporary town-houses in the New River Conservation Area. Internally each house has been individually designed with close attention paid to layout and quality of materials. Orientation and external spaces are carefully considered to avoid any potential overlooking issues. The houses offer a unified streetscape within a tight urban site, whilst complimenting the grade II listed Georgian surroundings.

The site is approached via an underpass beneath one of the existing properties on River Street which leads through to the terraced development arranged along the side of the cobbled mews. The brick was selected to tie in with the dark brickwork of the Grade II listed pump house located behind. Each house facing the rear of the Georgian properties incorporates a panel of obscured glazed louvres to prevent any overlooking issues.

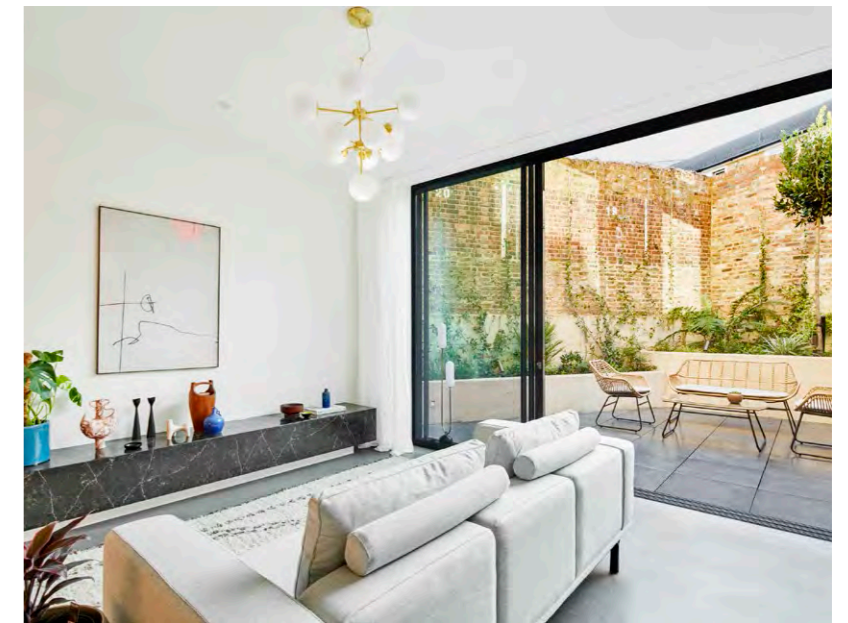
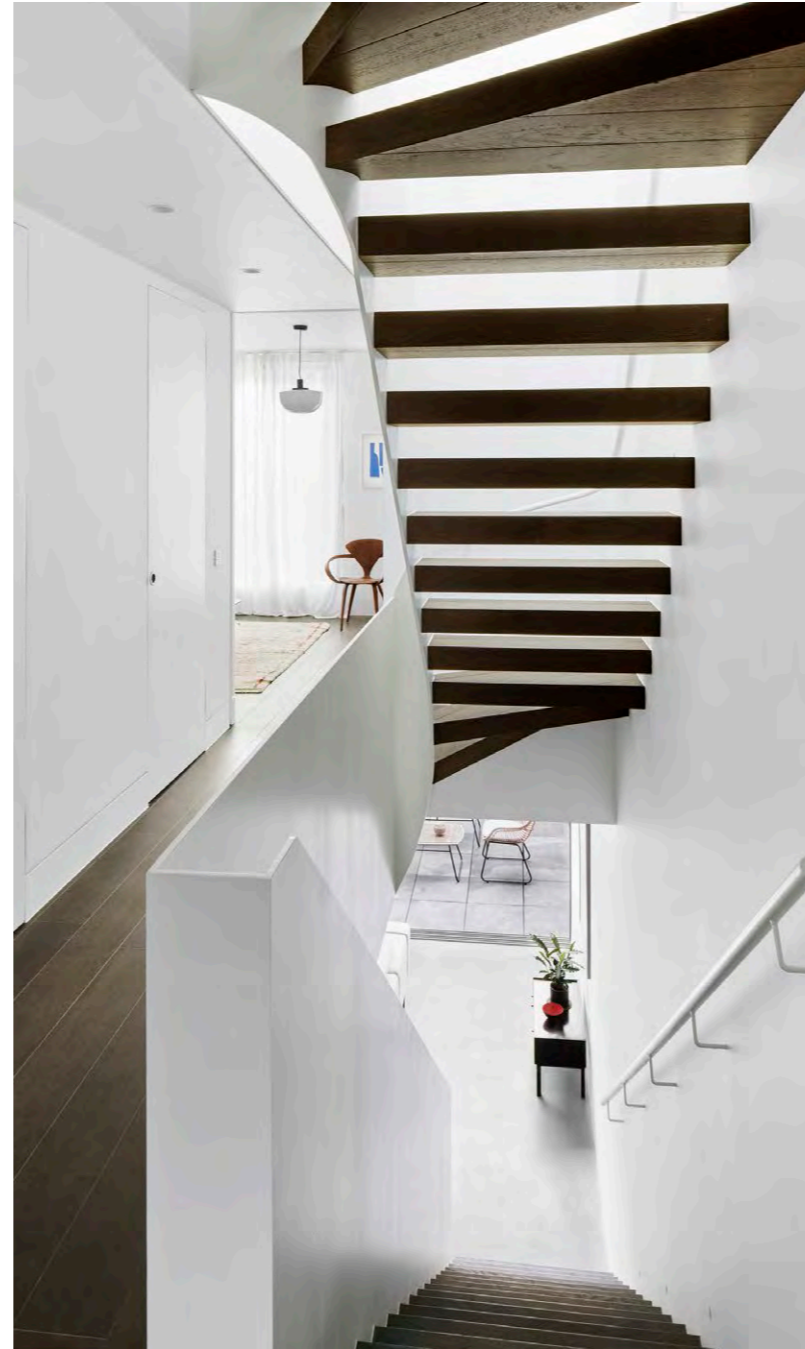


10 TA PRECEDENTS

CHADWELL ST MEWS, EC1R

7 New-Build Mews Houses

Formally a brownfield site tucked away behind a block of Georgian terraces, Tasou Associates' Chadwell Mews re imagines this forgotten space as a lush refuge from the surrounding city. The scheme is deceptive in its use of space, cleverly hiding private sunken courtyards for each house to avoid overlooking issues and creating unique homes split over three levels. Attention to detail in design and materiality has been prioritised at every scale, with subtle elements such as carefully chamfered concrete joint lines softening the gently curved concrete planters.



10 TA PRECEDENTS

HIGHBURY NEW PARK, N5

Refurbishment of existing building to create 4 flats and 1 coach house.

This project involved converting a neglected Victorian building in the Highbury New Park Conservation Area into luxury apartments. Period features were reinstated throughout and contrasted with contemporary interventions, to create four carefully crafted, bespoke homes.

This coach house was carved from the annexe of a grand Victorian property in one of Highbury's most prestigious conservation areas. Externally the façade was redesigned to emphasise the original arched passage, while the space behind was remodelled and extended to create a striking contemporary living space.



Appendices

- 1 Existing Drawings
- 2 Proposed Drawings