

4.2 PROPOSED AMOUNT

The scheme will provide 2 new dwellings, and rearrangements to another 5 existing. All the new and rearranged units have been designed to afford a high-quality living space for each of their future occupants.

In all cases the dwellings not only meet, but exceed the minimum space standards as set out in the London Plan 2021 and actively seek to make the most of the light and area available in their layouts.

Key:

- 1 Bed/1 Person

- 1 Bed/2 Person

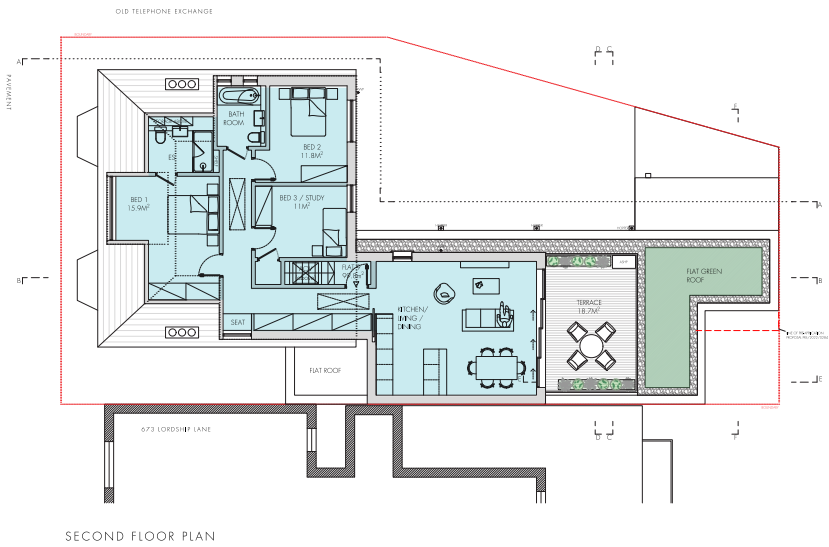
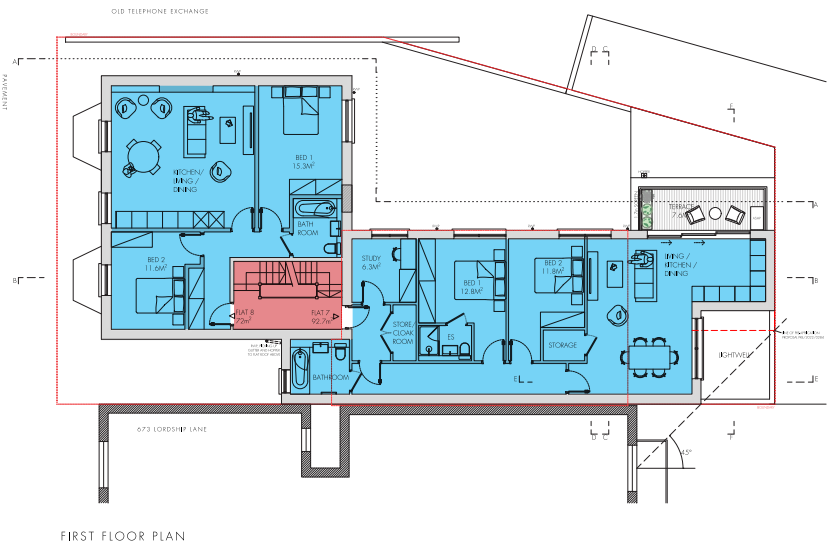
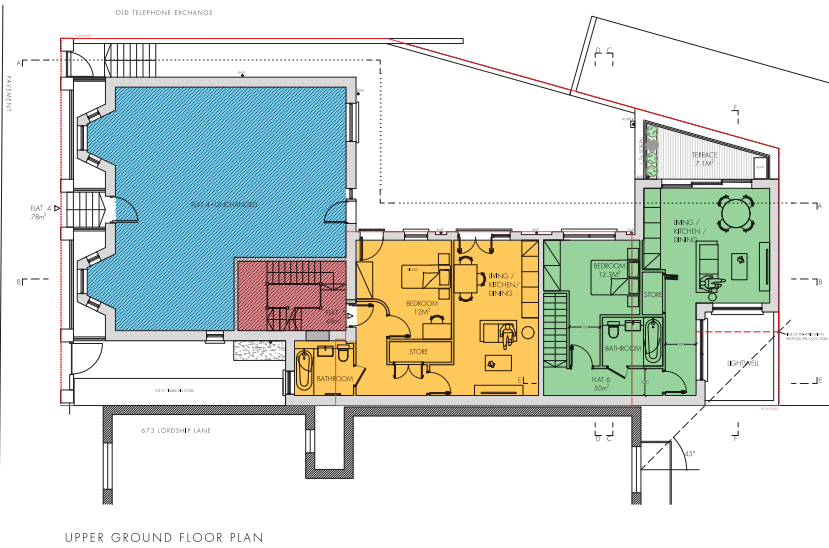
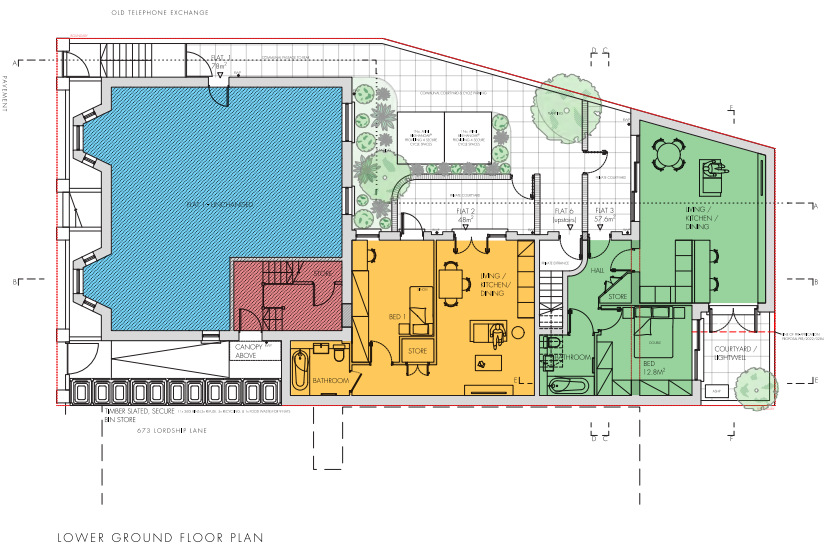
- 2 Bed/3 Person

- 2 Bed/4 Person

- 3 Bed/4 Person

- 3 Bed/5 Person

- Communal Circulation



EXISTING FLATS

Flat No	MSQ	FTSQ	Type
1	78	839	2 Bedroom (2B/4P)
2	65	699	2 Bedroom (2B/3P)
3	78	839	2 Bedroom (2B/4P)
4	66	710	2 Bedroom (2B/3P)
5	85	915	2 Bedroom (2B/4P)
6	40	430	1 Bedroom (1B/1P)
7	66	710	2 Bedroom (2B/4P)
Total	478	5142	

PROPOSED FLATS

Flat No	MSQ	FTSQ	Type
1 (previously 1)	78	839	2 Bedroom (2B/4P)
2	48	516	1 Bedroom (1B/1P)
3	57.6	626.5	1 Bedroom (1B/2P)
4 (previously 3)	78	839	2 Bedroom (2B/4P)
5	48	516	1 Bedroom (1B/1P)
6	50	538	1 Bedroom (1B/2P)
7	92.7	998	2 Bedroom (2B/4P)
8	72	775	2 Bedroom (2B/4P)
9	99.8	1074	3 Bedroom (3B/5P)
Total	624.7	6724	

4.3 PROPOSED ACCESSIBILITY

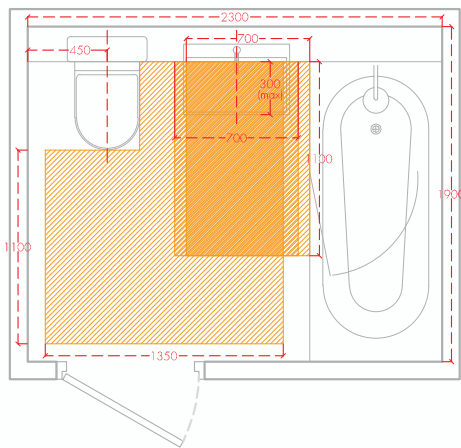
As before, all units require stepped access due to the sitting of the original building and the subsequent access to the rear of the site, however, the stair leading to the rear courtyard access has been redesigned to be more accessible.

Although stepped access is unavoidable, accessibility has been improved scheme-wide within the site constraints. The overall layout of the units are designed to be easily manoeuvrable with as little internal corridor distance as possible. Where new staircases have been implemented, they have been afforded a minimum of 900mm widths, and all new bedrooms have been designed to allow 750mm circulation around all sides.

The scheme proposes to meet the following M4(2) Approved document points:

- **2.22 – Circulation Areas & Internal doorways**
 - The minimum clear width of any and all landings meets or exceeds 900mm
 - No localised obstructions close to doorways or changes in direction
 - Minimum door widths in accordance with table 2.1 of Approved document M4(2) have been met or exceeded
 - Minimum of 300mm nib on the leading edge of all door openings
- **2.24 – Habitable Rooms**
 - Entrance storey allows step free access across all possible flats
 - 1200mm clear space in front and between kitchen units
 - Maximum of 850mm high window sills above floor level, compliance with Approved document K for guarding of windows.
- **2.25 – Bedroom Layouts**
 - 750mm minimum around all beds, at a minimum of 750mm one side and foot. Otherwise, the majority of bed spaces (not just including principle bedrooms) are afforded 750mm around both sides and the foot of the beds.
 - 750mm unobstructed passage from bedroom entrance door to the window
- **2.27 & 2.29 – W/C & Bathroom Facilities**
 - Doors all swinging outwards
 - All bathrooms set to a typical layout, satisfying M4(2) compliance – see diagram.
- **2.30 – Services and controls**
 - All services and controls are to be fitted in accordance with M4(2) parameters.

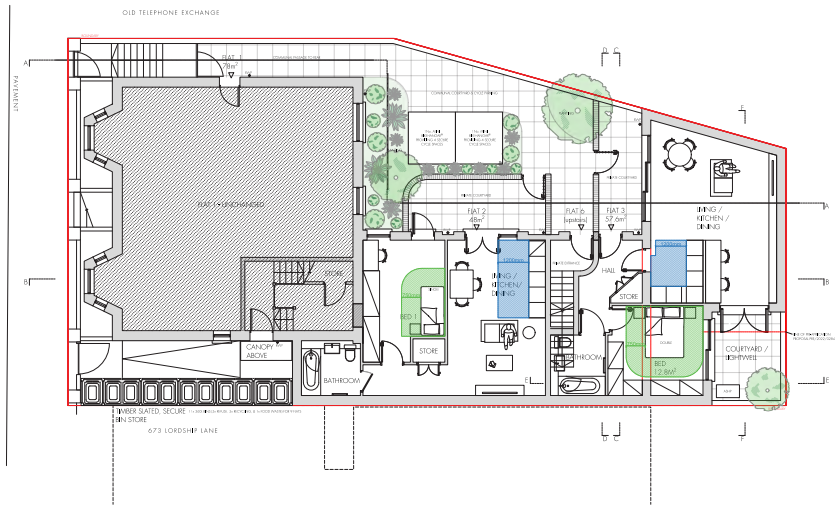
Although a step free access is not possible at the site, it can be seen clearly that – wherever possible – the document has lead the design to be as accessible as the site constraints allow for, meeting and often exceeding the requirements set out in Approved document M4(2).



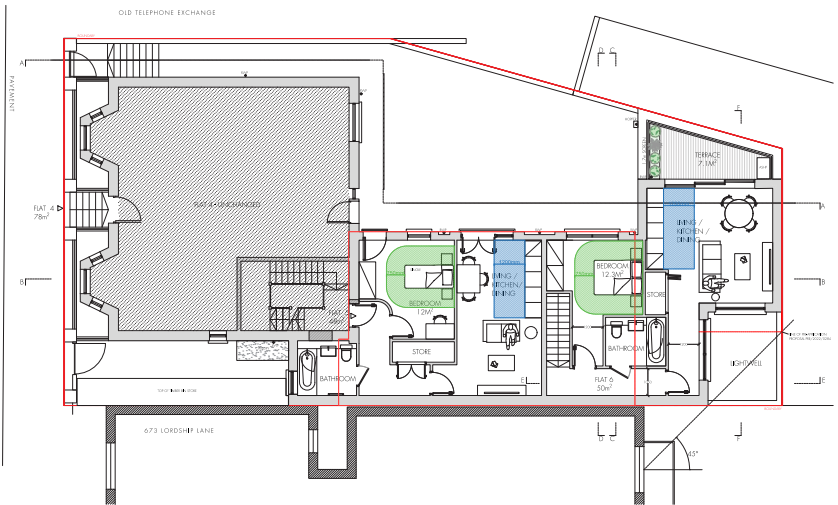
2.27 & 2.29 – W/C & Bathroom Facilities diagram showing typical bathroom layout

Key:

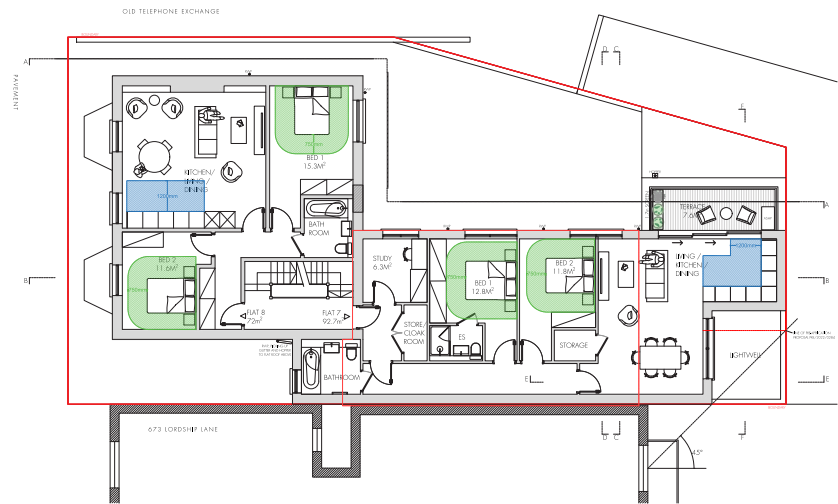
-  - 750mm around beds
-  - 1200mm area in front/between kitchen units
-  - Bathroom access zones



LOWER GROUND FLOOR PLAN

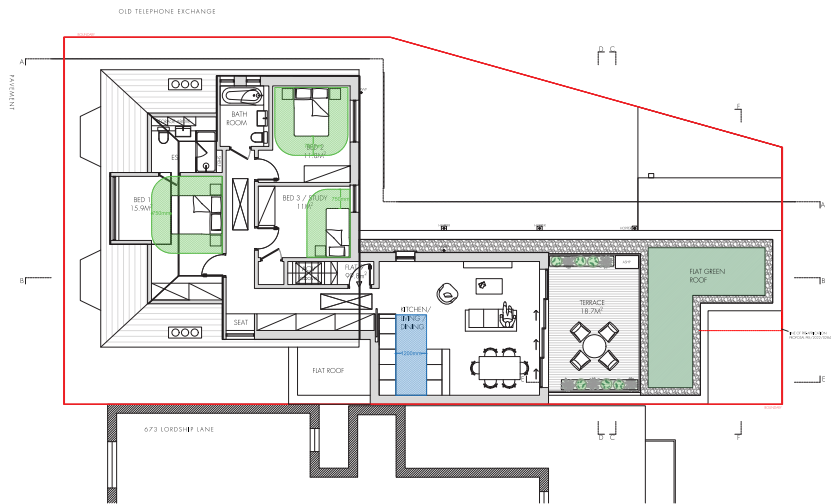


UPPER GROUND FLOOR PLAN

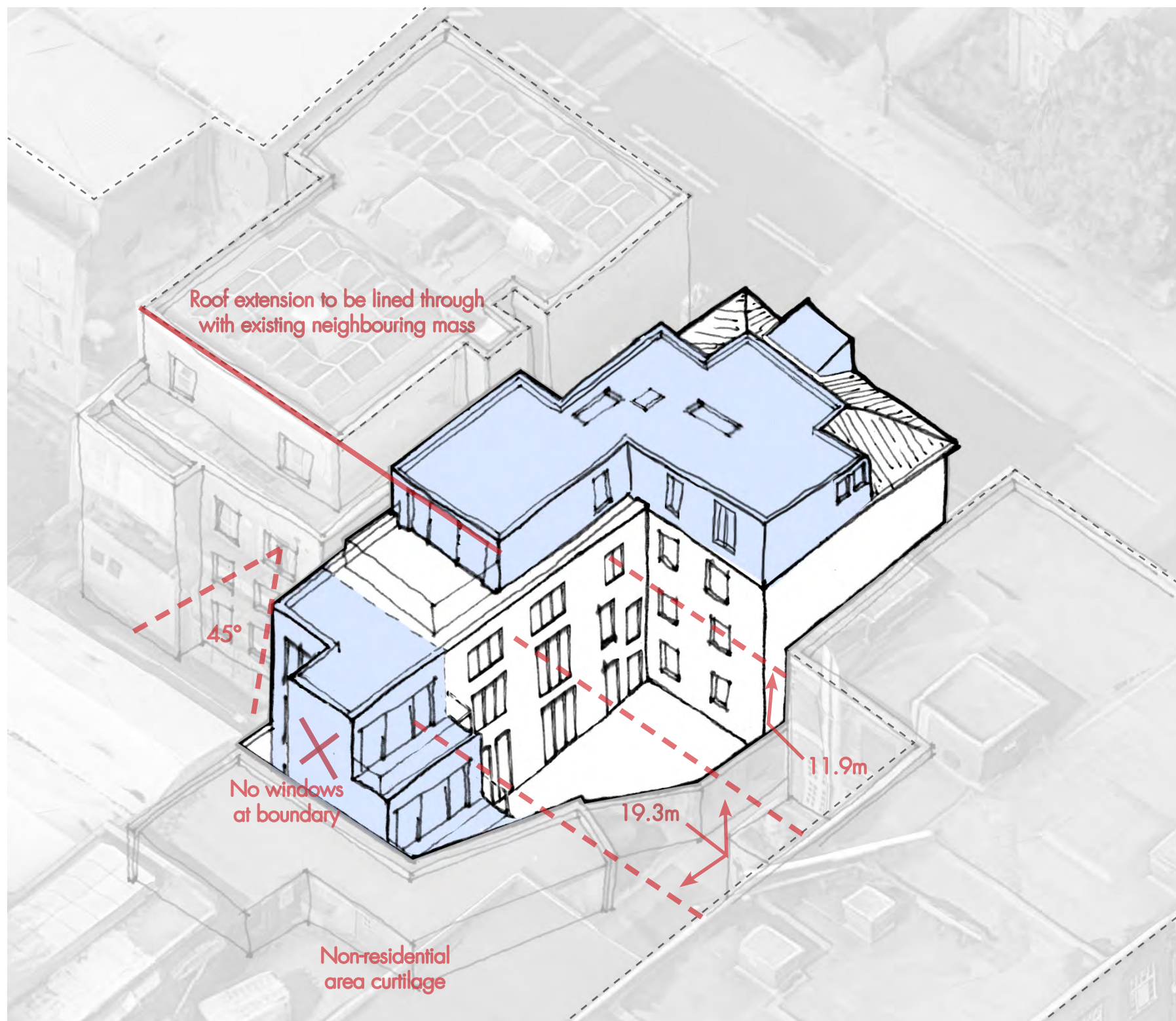


FIRST FLOOR PLAN

Proposed Plans



SECOND FLOOR PLAN



Proposed massing (additions in BLUE)

4.5 SCALE & MASS

The scheme has been arranged to tuck seamlessly into the available space at the rear of the plot.

The roof has been raised – however only slightly – to accommodate a parapet serving the dormer at the rear and achieve 2.5m floor to ceiling height. The rear loft extension follows the existing line of the extension.

The rear extension is re-finished in a high quality white render to match the existing house and bring a more modern quality to the façade. The rear additional volume now utilised leaves a void for outlook, light, and ventilation. The void/light-well also affords a 45° angle to ensure light is not blocked to the neighbouring building. As previously mentioned this courtyard has been enlarged following the pre-application response.

Although the addition increases the footprint of the building, very little/no amenity space is lost as new private amenity is gained through terraces and external courtyards. As previously mentioned, around 33.5m² of private amenity is achieved through terraces and around 28m² through private courtyards.

The setting out and positioning of the scheme has been largely dictated by the surrounding buildings, their uses, and the provision of quality light. The space used for the development is currently underutilized, dead space.

The mass of the changes leave the building still much more subservient to the neighbouring sites, who all sport much taller and massive building volumes.



Context plan showing neighbouring distances

4.6 APPEARANCE & MATERIALITY

The existing building has a varied material pallet, with a logic pertaining to levels as the delineation in both the original building and the later extension at the rear. At the base of the existing rear extension where the building meets the ground there is a rendered faux plinth rising to around a meter, beneath the partial storey of Red/Yellow bricks rising to the second floor. At the second floor the building makes a sharp transition to render, then at roof level the vertical roof elements are clad in a metal, likely Zinc, with the sloped parts appearing to be a dark Slate. The existing extension does not necessarily reflect the original building’s materiality, save the render used on parts of the existing extension.

The proposed scheme looks to rationalise the extension’s façade materiality by instating white render for both the existing and proposed extensions’ lower ground, upper ground, and first floor - with Zinc to be used for the new roof/dormer extensions, and white powder coated aluminium windows and doors being used for the new and replaced openings throughout. Although the existing windows are White PVC we favoured powder coated aluminium windows and doors due to their longevity, higher quality thermal properties, and life-expectancy.

The railings used within the scheme are black aluminium with a thin, modern profile which give a clean aesthetic and allow for easy of upkeep and maintenance.

We also propose the “greening-up” of the site as much as possible to encourage biodiversity and enhance the feeling and quality of space for both private and communal enjoyment.

Guttering and drainpipes will be black PVC - visually in keeping with the existing black drainage systems on-site.



Zinc/Lead roof system example with standing seams



Modern profile black aluminium railings example



Tasou project in Islington with “Greening-up” landscaping and modern railings



Zinc standing seam against White Render visualisation



Existing rear extension & original building materials (respectively)

4.7 SUSTAINABILITY

The new houses 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 dwelling 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
- The ‘greening up’ of the site to increase biodiversity in the local area.
- Cycle parking

We propose a green roof system to the flat roof area above the first floor. This will not only increase biodiversity in the area but will provide a green view the dwelling. We propose a modular green roof system, M-Tray supplied by Wallbarn. This is ideal for small sections of roof, quick to install and easy to maintain with an irrigation system.

We have proposed technologies for the generation of electricity, heating and hot water in the form of an air source heat pump driven system and the implementation of a 3.52kwp PV array, as described by the energy statement submitted as part of this application.

We also propose the introduction of planting where possible to bring a greener outlook to the currently harsh, hard standing areas and flat roof.

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.



Tasou project in Camden with M-Tray green roof system



Tasou project in Islington with Greening-up landscaping



Tasou project in Islington with Greening-up landscaping



Tasou project linking internal and external spaces

4.8 CYCLE & BIN STORAGE

CYCLE AND PARKING

There is currently no parking on-site. The site has a PTAL rating of 6a and the scheme therefore, along with considerations for the site constraints, opts to propose a car free development.

There are also currently no exterior cycle storage on-site. The proposal seeks to retroactively increase the amount of cycle parking spaces via the introduction of Bike Hangar Mini's in the rear courtyard of the scheme and in private courtyards where possible.

The quality and nature of the cycle parking spaces must meet the London Cycles Design Standards as produced by TfL.

Therefore, with the quantity and mix of dwellings considered, and the quality /nature of the secure storage necessary, the scheme would require a maximum of 4 secure and covered spaces for the two new units.

However we propose 8 new cycle spaces in the form of 2 No Bike Hangar mini units (or similar). This would be double the quantity required for the new units - providing the maximum possible secure storage spaces in the restricted space available.

We believe that retroactively increasing the quantity of cycle parking within the constraints of the site to beyond the required amount for the new units will greatly enhance the quality of the current and proposed flats.

The introduction of a simple bike ramp system (like the “Cycle-Works Ltd” system shown, left-top) and rebuilding of the rear access stairs will allow a currently steeply stepped and highly constrained site to receive cyclists year round and give a much greater accessibility for this green transport choice. This increase in accessibility, along with the provision of 8 new secure cycle spaces make the proposed much more cycle friendly than the existing.

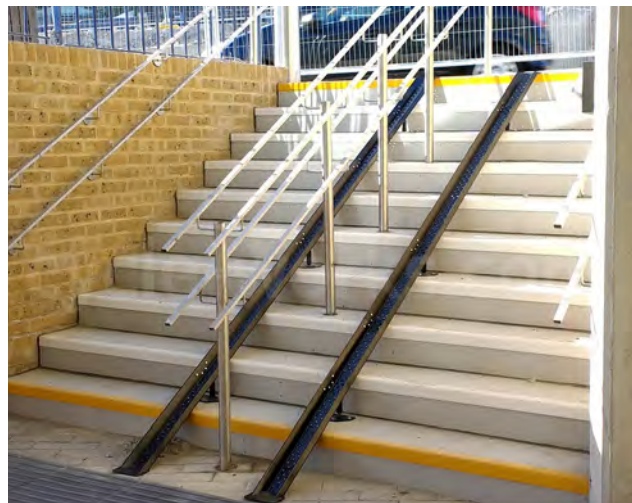
REFUSE STORAGE

Currently the refuse/recycling storage on site is accessed at the front-west side of the building.

The existing storage area does not afford the bins any security or weather cover. The introduction of the timber slated bin store (or otherwise agreed) both increases the security and aesthetic quality of one of the schemes main side entrances.

Shown here (left) the bin storage for the whole scheme is located for easy access by residents and removal by the council refuse truck.

The scheme will have a dedicated space for two 360-litre bins per every two dwellings (one Recycling, one Refuse), and one 360l food waste bin to be shared by all units, positioned where the existing bin storage area is currently located.



Bike ramp for stairs, requiring fixing every 3rd step



Bottom of Bike ramp for stairs



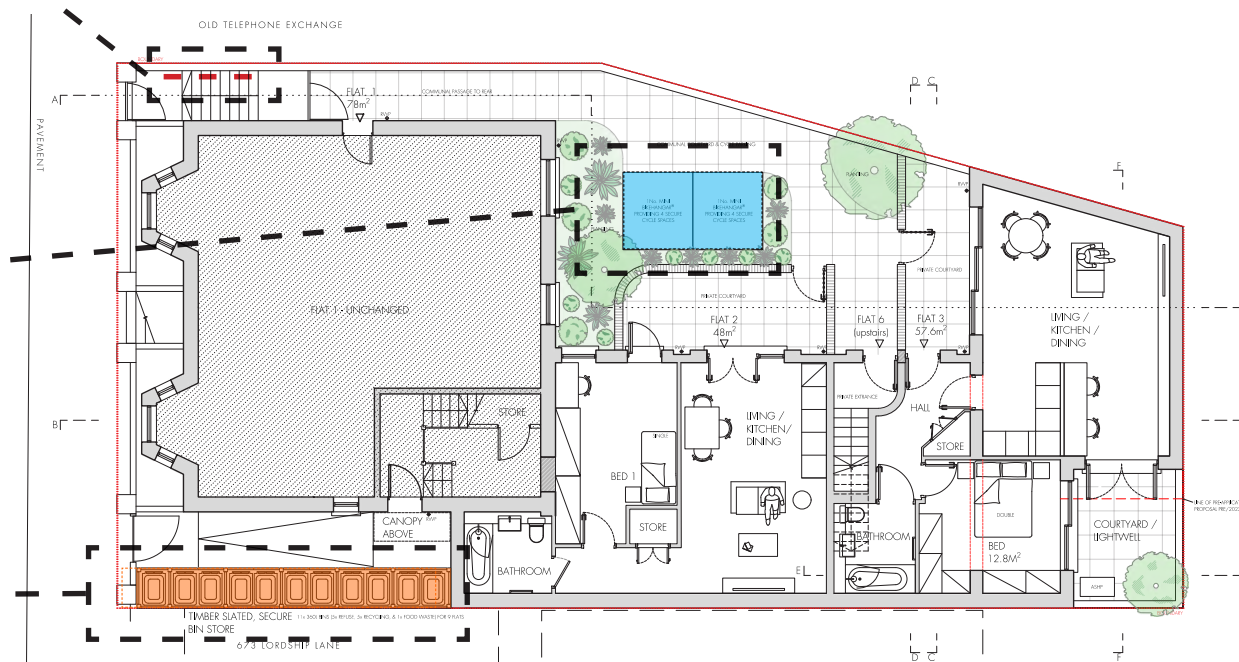
Top of Bike ramp for stairs



Example of Bike Hangar-like secure parking



Example of timber slated bin store



Proposed Site Plan

Plan Key

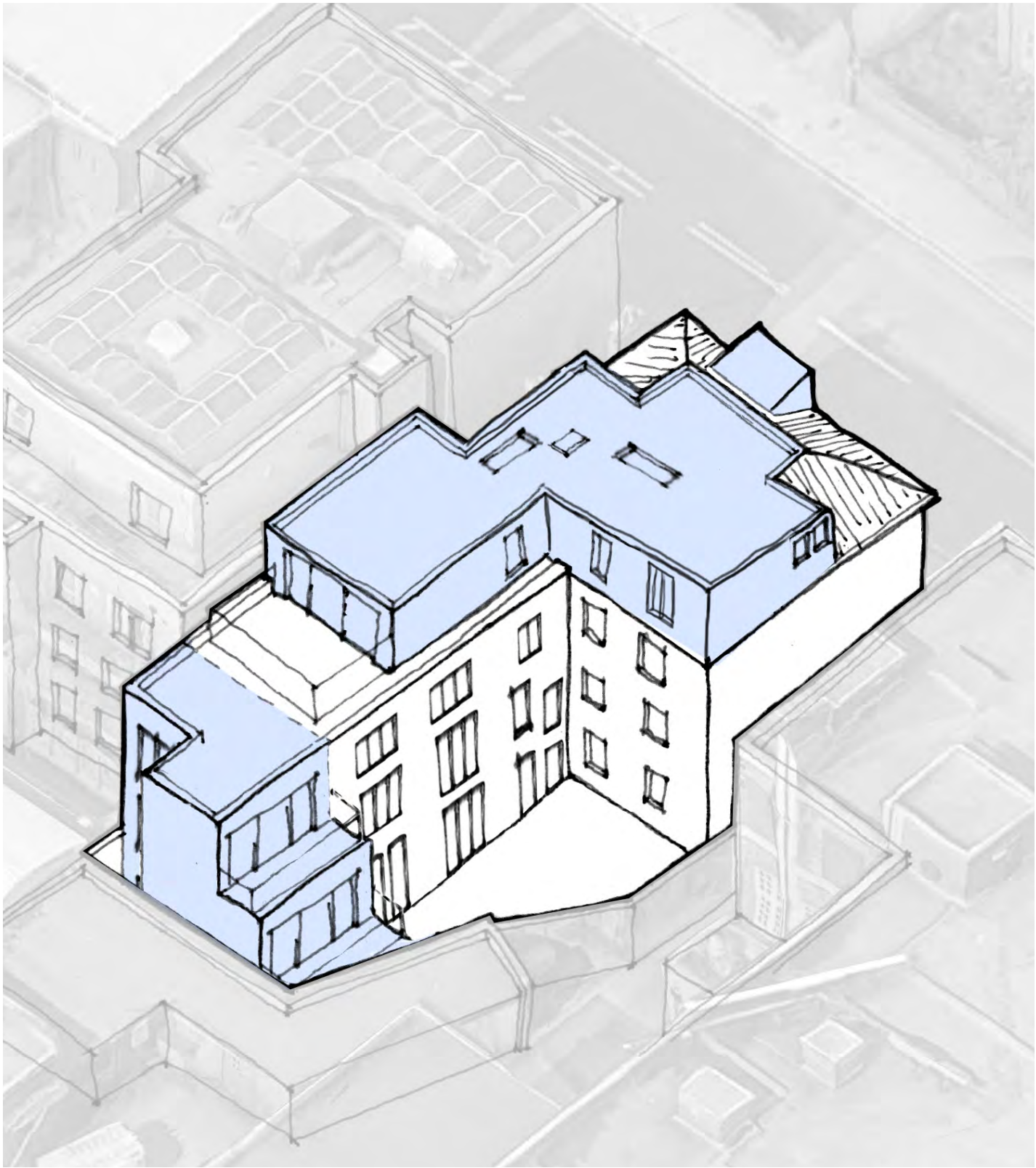
-  Refuse/Recycling/Food waste storage
 Communal Resident secure bicycle storage
 Bike ramp Location

5.0 CONCLUSION

Our proposal provides an opportunity to create quality new residential units and increase the quality of existing building stock at the site which is along such a vital and well-connected artery between Wood Green and Tottenham.

The scheme looks to provide 2 new flats through the extension of the existing building, and extend / renovate / reconfigure the majority of the existing flats focusing on quality of light & space, which meet and exceed the various criteria set out by both the London Plan and Haringey London Borough Council's own guidance.

We believe the proposal provides a positive impact to the Borough and the surrounding area, and the team is excited by the prospect of delivering high quality residential units for residents of Haringey London Borough Council.



Proposed 3D massing sketch for illustrative purposes only

6.0 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.



6.1 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, whilst still providing ample amounts of light and private spaces. The houses offer a unified street-scape 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.

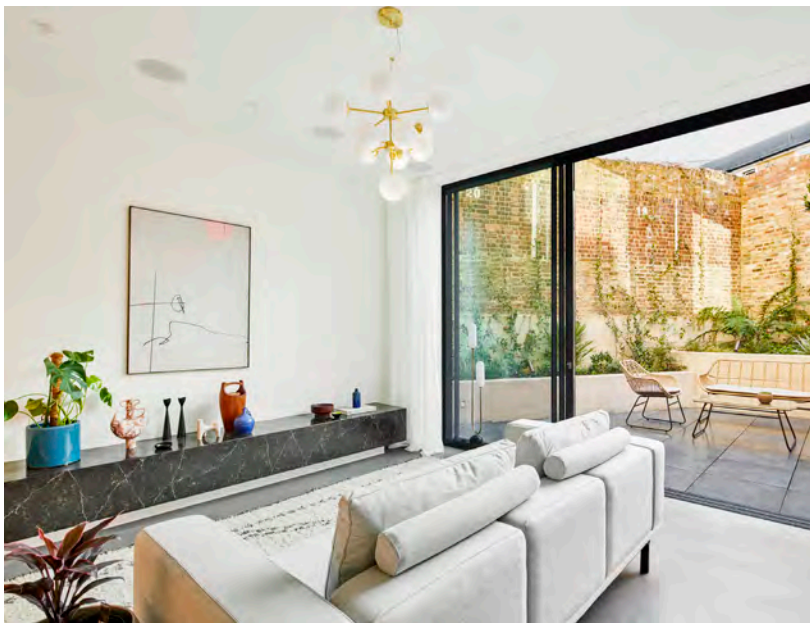


6.1 TA PRECEDENTS

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 flooded with light for each house which 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.



6.1 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.

