

28 King's Mews
London
WC1N 2JB

Design & Access Statement

Information Submitted in
Support of Applications for Planning
and Conservation Area Consent



Executive Summary

FT Architects were approached by a private client to create a home for a multi-generational family.

Our brief was to replace the existing disused 2-storey industrial building at 28 King's Mews with two separate flats, to house a young family, and an elderly relative.

The building is located on a quiet mews street, orientated North to South, between John Street and Gray's Inn Road. The site area is 78.4 sqm, and accommodates a 2-storey building. Now vacant, the property was last used in conjunction with 23-30 King's Mews as retail storage for an electrical business located at 43-45 Gray's Inn Road.

Use of the retail storage unit ceased in 2009 when the various King's Mews buildings were sold as individual units.

Both the ground and first floors of 28 King's Mews have, in the past, been interconnected with the units on either side; 27 and 29/30 King's Mews, in order to be used as a single unit. No. 28 shares a concrete structure with 26 and 27 King's Mews, which appears to be intact, although the envelope of the building has suffered from a period of neglect.

Given the location of the site, consideration has been made to remain well within planning policy guidelines. The new development has also been kept within the thresholds of a previous planning consent, granted in 2009, as part of a larger residential scheme (2009/0710/P).

In line with advice given by Camden Council Case Officer Rob Tulloch and Conservation Officer Alex Wito at a Pre-Planning Meeting on 12th April 2012, the owners of 26 to 30 King's Mews have joined up to present a coherent proposal for the replacement of their buildings with new private dwellings.

In creating these at 26 to 30 King's Mews, it will be necessary to entirely replace the envelope of the existing buildings. In places the internal structure and the ground bearing slab will be retained. The new buildings will be constructed with appropriate materials and methods, to reflect their Conservation Area setting.



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1.0 Introduction

1.1 Project Introduction

This Design & Access statement has been prepared to explain the design process and proposals for the redevelopment of 28 Kings Mews, in association with the owners of 26, 27 & 29/30 Kings Mews.

Each building address is a separate freehold property belonging to one individual private owner, and thus the subject of four individual planning applications.

This document is a co-ordinated effort between the applicants, in order to best describe the emerging local context. This Introduction, together with Section 2 and Section 7 are therefore common to all.

1.2 Existing Buildings

26, 27 and 28 King's Mews together comprise a redundant purpose built 1950s/60s brick/asbestos warehouse, arranged over ground & first floors.

29-30 King's Mews is a 3 storey brick/concrete property built in 1974/5.

The second floor residential flat in 29-30 King's Mews is occupied, otherwise all are vacant.



26, 27, 28 and 29-30 King's Mews

1.3 Planning History

Planning consent was granted in 2009 for the demolition of the 26/27/28 King's Mews building, and the 29-30 building, as part of a much larger residential application (ref 2009/0710/P).

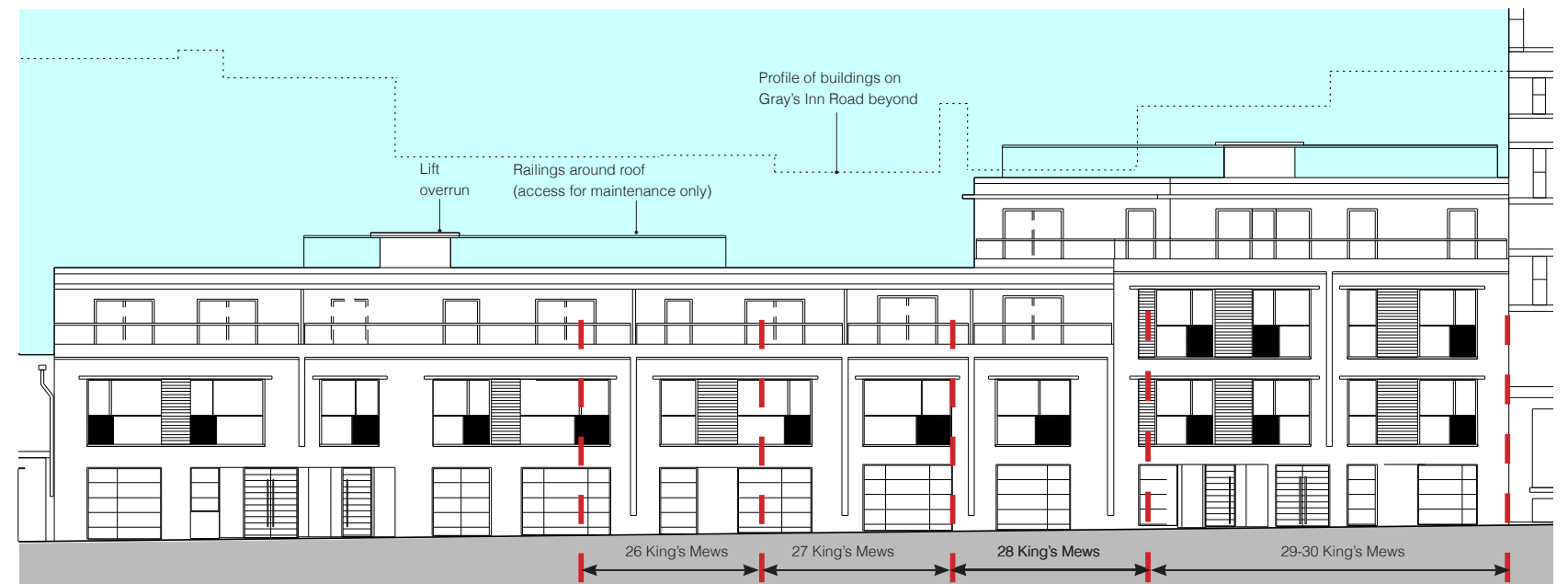
This established the principle of a change of use on the site, as well as the demolition of the existing building in a Conservation Area.

Despite receiving consent for the scheme, the applicant sold of the individual buildings that together made up the development in the summer of 2011.

The new owners of 26, 27, 28 and 29-30 King's Mews bought independently, without knowledge or any previous involvement with their neighbours. None of the parties are developers.



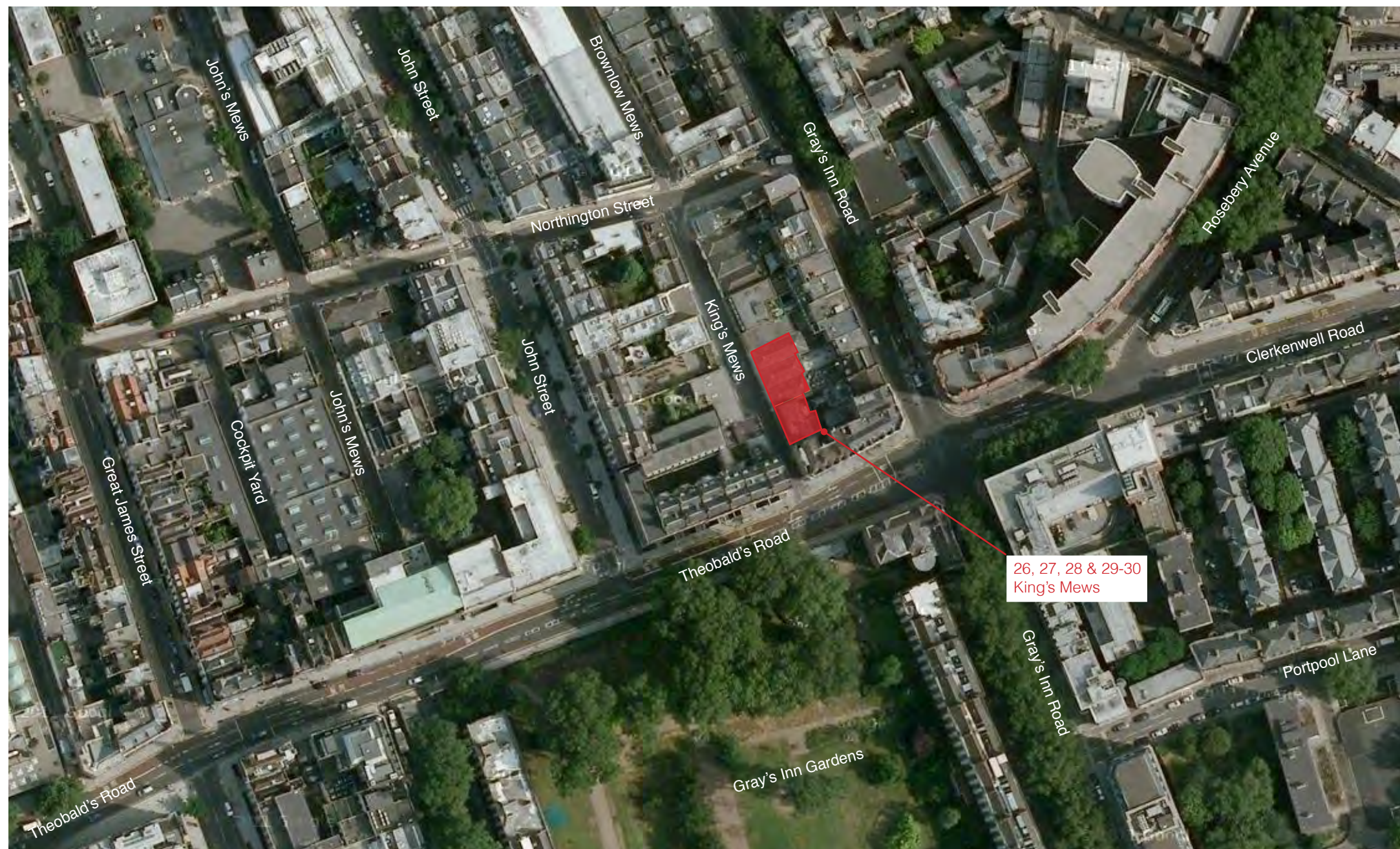
Existing Front Elevation



Proposed Elevation of Consented Scheme (Designed By Murphy Philipps)

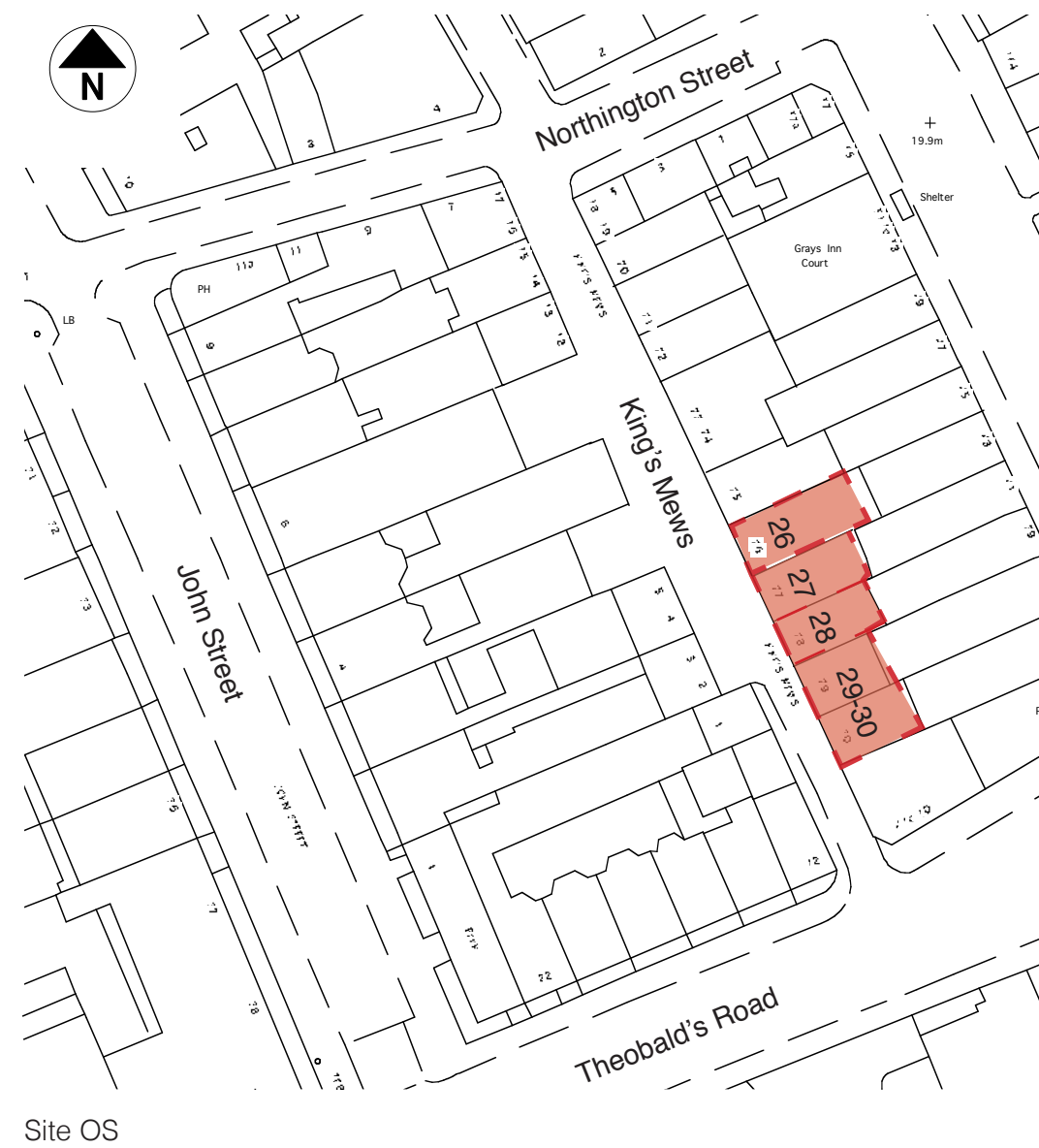
2.0 Site and Existing Buildings

2.1 Site Location



Site Location

2.2 Site OS and Context



2.3 Aerial Views



Aerial Photograph

- 26, 27, 28 and 29-30 King's Mews
- 23-30 King's Mews (Extent of 2009 Consented Scheme)

2.3 Aerial Views



Aerial Photograph (Looking South)

26, 27, 28 and 29-30 King's Mews

2.4 Existing Photographs



King's Mews

King's Mews - Looking South



King's Mews

King's Mews - Looking North

2.4 Existing Photographs



Viewed from 10 Theobald's Road, Looking West Towards King's Mews



Viewed from 41 Gray's Inn Road, Looking Across Roofs of 27, 28 and 29-30 King's Mews

2.4 Existing Photographs



Viewed from 29-30 King's Mews, Looking North



Viewed from Rear of 26 King's Mews, Looking South

2.5 Site Analysis

Listed Buildings

There are a number of Listed buildings fronting Gray's Inn Road and John Street, together with several properties designated as 'Positive Contributors'. However, the site is sufficiently distant from these to avoid any impact upon their special character or setting.

Existing Streetscene

King's Mews as a street dates from 1750, when the John Street development was carried out. The mews suffered bombing in WW2, and was substantially rebuilt for industrial use thereafter.

The two street ends at Theobalds Road and Northington Street are defined by taller buildings which make up the public frontage of the principal streets.

The addresses in between consist of a medley of historic buildings (1 King's Mews, together with 20, 21 and 22); modest 1970s houses (2-4 King's Mews); a 3-storey private house (8-9 King's Mews), built in c2005; a couple of vacant/parking plots (6-7 and 10-11 King's Mews); an original mews house at 12-13 King's Mews currently undergoing a major refurbishment, and vacant properties at 23-24 and 25 King's Mews, where development is imminent.

In short, King's Mews accommodates a diverse mix of properties. The opportunity at 26, 26, 28 and 29-30 is to continue this pattern of expressing the individual plots, in contrast to the approach taken in the 2009 consented scheme, which presented a more commercial, homogeneous elevation.

Surrounding Materials

The properties throughout the mews share a common palette of materials including painted render, London stock brickwork, timber panelling and painted metalwork.

Emerging design characteristics include glass balconies, industrial detailing, full height timber and glazed screens

Sunlight and Daylight

Please refer to the separate Sunlight and Daylight Report submitted as part of this application.



1 King's Mews



3-4 King's Mews



20-21 King's Mews in the foreground



14-17 King's Mews in the foreground

3.0 Design Statement

3.1 Use

The new development will accommodate two separate flats, to house a young family and an elderly grandparent.

It will replace a redundant warehouse sited in the midst of an increasingly residential area. This part of the borough is changing rapidly, from an industrial back street to a thriving local community of families, students and single professionals.

Community facilities within a short walk of the site support the residential use of the site. It is close to the green spaces of Gray's Inn Field and Coram's Fields, and there is a broad mix of retail, cultural and leisure facilities within the vicinity.

The new property will provide accommodation that complies with Part M and Lifetime Homes standards. It will be economical and environmentally sustainable to run.

3.2 Amount / Scale

The new accommodation will be almost entirely contained within the envelope of the scheme consented in 2009.

The only projections will consist of a small section of parapet wall and a rooflight - both at 2nd floor level - and arise from the fact that the plot boundaries differ from the 2009 plan.

The new development therefore consists of ground, first and a set-back second floor, with an additional, significantly subordinate third-storey. We have co-ordinated with the neighbouring owners in developing the scheme, and the new development will therefore match the scale and form of the adjacent new properties.

3.3 Layout

The development is planned to provide entirely separate, private living space for the two families. The two flats will share a garage with a single car parking space.

The living spaces at 1st and 2nd floors will face on to the street, to enjoy unrestricted West-facing views. Bedrooms are situated at the back of the site, in the quieter, more secure part of the site.

The views at the rear of the property are unattractive, overlooking the roof mounted condensers and boilers of 39 Gray's Inn Road. Windows at the back of the building will therefore open on to a private courtyard, which will be landscaped at ground floor level.

A shared bin store, and plentiful built-in storage will be accommodated within the scheme. Security measures, including an alarm and sensor lighting will also be incorporated.

3.4 Landscaping

The upper floor 'set backs' will be landscaped with hardwood decking and planted containers to provide private amenity space.

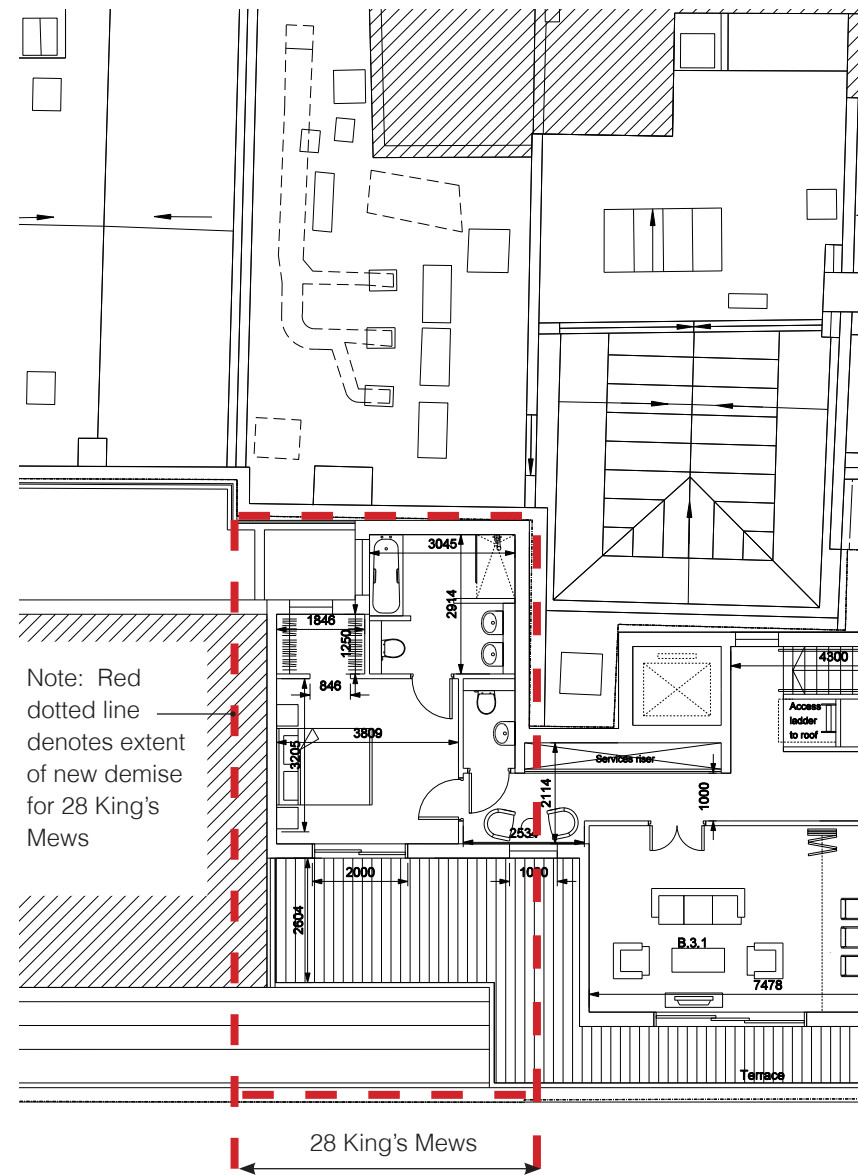
The flat roof will be seeded as a 'brown roof' to encourage bio-diversity in this urban location.

3.5 Refuse and Waste Management

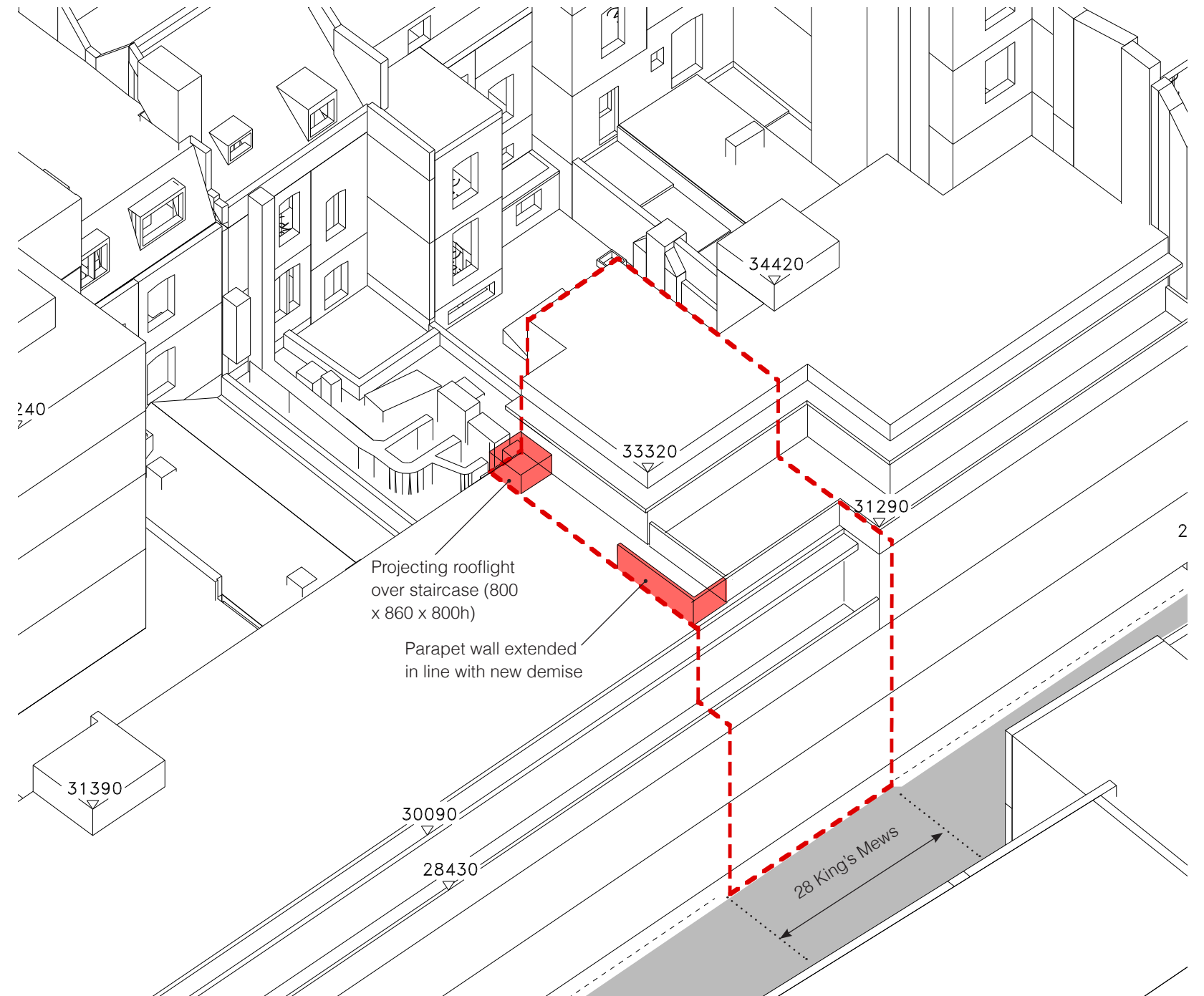
Provision for segregated storage of refuse and recycling has been made, with a dedicated 'bin store' at ground floor level.

It is intended that Camden will collect waste on a weekly basis from the street (location of waste bags to be agreed in due course, to avoid a traffic obstruction).

3.6 Variations from 2009 Consented Scheme



Third Floor Plan of Consented Scheme (By Murphy Philipps)
With Outline of New Demise



Model of Consented Scheme (By GIA) With Outline of New Demise and Proposed Deviations

Deviations from 2009 Consented Envelope

3.7 Appearance

The property is a contemporary interpretation of the traditional mews.

The simplicity of the mews vernacular is one of the great attractions. We have sought to create that in this new development by following the same patterns and language.

The palette of materials is taken from the surrounding Conservation Area. It includes a soft, light-coloured stock brick, hardwood joinery, pre-cast stone and painted metalwork. These are high quality, 'solid' materials which are domesic in scale, inherently low maintenance and long-lasting.

The wide opening at ground floor level, with subordinate, smaller openings on the upper floors reflect the traditional proportions. Recent development elsewhere on King's Mews incorporate full height openings and 'self-finished' timber, and similar details within this design provide continuity.

Soldier courses, restrained decorative features, the expressed steel beam and metal railings reference the industrial history of the site.

Boiler flues, and kitchen and bathroom extracts will discharge through the roof to avoid cluttering the elevations.

3.8 Inclusive Design

The works will comply with Building Regulations and the Equality Act 2010. Please refer to the separate Lifetime Homes Assessment at the end of this report for further information.

3.9 Transport and Access

The site is well connected to public transport routes, and a single, off-street car parking space is proposed, in place of the 2-3 spaces currently provided.

The garage will also provide secure, private cycle storage and space for a mobility vehicle for the grandfather.

The applicant is prepared to enter into a car-capped S106 Legal Agreement as part of the development.



Proposed Elevation

Exact specification of materials to be agreed with Local Authority Design Officers

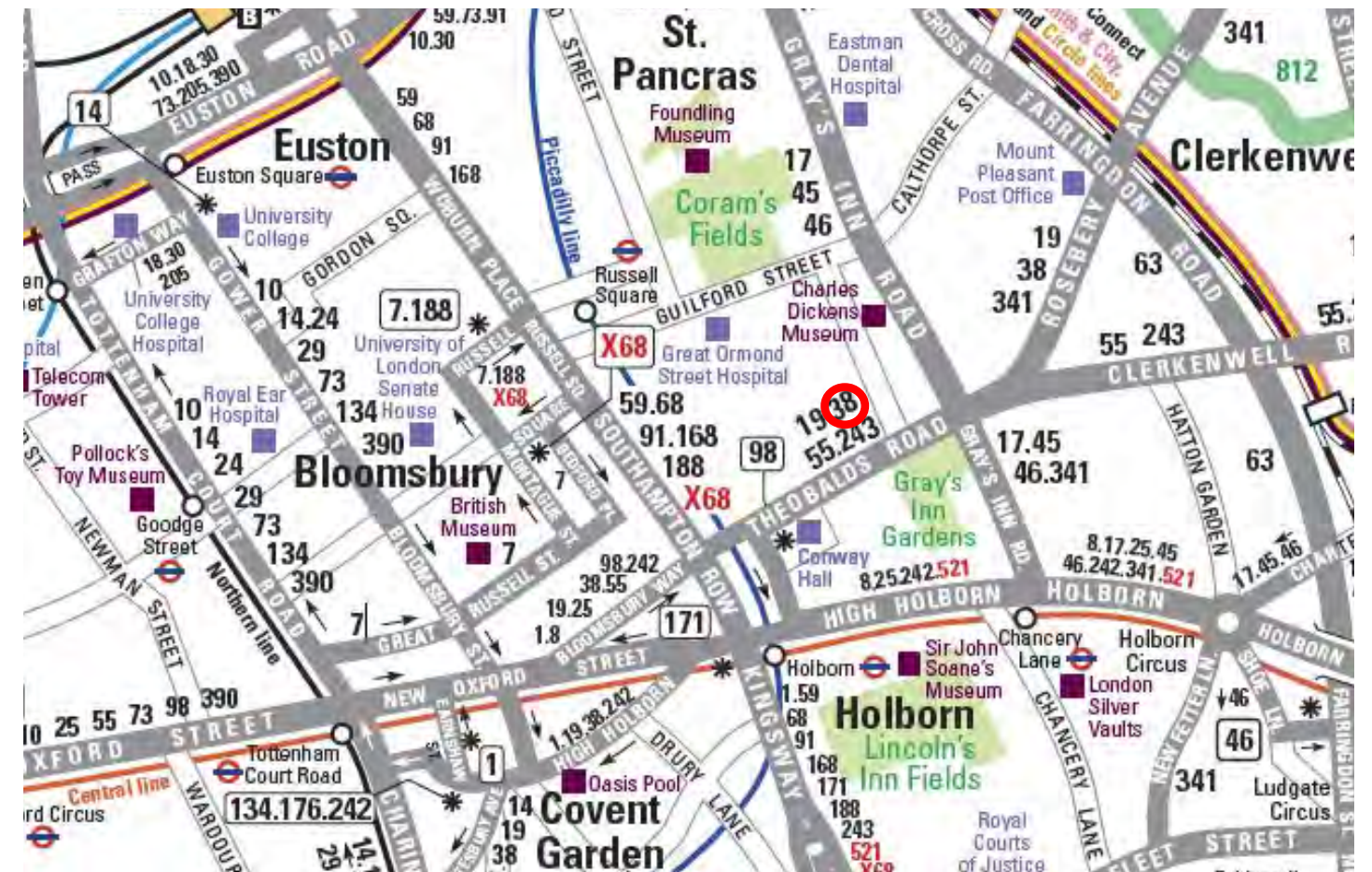
4.0 Sustainability Strategy

4.1 Sustainability Strategy

The new property will incorporate sustainable and energy efficient measures as follows:

- 1.0 Lighting:
All rooms will be well-lit by daylight and sunlight
Low energy lighting will be specified throughout
- 2.0 Ventilation:
Passive ventilation will be provided through trickle vents
Rooms will generally be ventilated by means of opening windows
- 3.0 Heating and Hot Water:
A Green Tariff energy source will be selected
A boiler with a min. NOx4 rating will be specified
Solar heating panels will be integrated into the design
- 4.0 Water Usage:
White goods with 'A+' ratings will be specified
All sanitary fittings will be specified to minimise water consumption, including aerator taps and shower heads, and efficient dual flush toilets
A water meter will be installed
- 5.0 Recycling:
Dedicated waste and recycling space will be built into the scheme
- 6.0 Transport:
Cycle storage is incorporated within the scheme
Parking provision will be reduced from existing capacity
- 7.0 Materials:
All materials will be min. B-rated in accordance with the BRE Green Guide to Specification
All timber used in the scheme will be FSC, sourced from sustainable forests wherever possible
Transportation distances will be considered when specifying materials
- 8.0 Design & Detailing:
The design will prioritise passive methods of minimising energy consumption and heat loss
Enhanced U-values, acoustic and thermal insulation will be incorporated with high thermally rated windows
Thermal bridging and air permeability will be kept to a minimum
The scheme design ensures a minimally exposed envelope, that will help to reduce heat loss

- 9.0 Biodiversity:
The new roof terraces and 'brown' roof will offer the opportunity to bring the site back into use as a garden environment, helping to protect the existing habitats of local wildlife species and biodiversity
- 10.0 Construction:
A construction management plan will be prepared prior to commencement to manage any impact on the local transport network
- 11.0 Summary:
The development will be designed and constructed to achieve Code for Sustainable Homes Level 4.



Local Transport Routes

5.0 Lifetime Homes Assessment

5.1 Lifetime Homes Assessment

- | | |
|---|---|
| <p>1.0 Car Parking Width:
The proposals include for a single-car garage. The width of the garage will be min. 3300mm, in line with Lifetime Homes 1a, and will provide sufficient space for ease of access into and out of the vehicle.
The garage door will be auto-operated, and there will be a level threshold from the street into the garage.</p> <p>2.0 Access from Car Parking:
The route from the garage into the house will be smooth, non-slip and gently sloped (building regulations stipulate that there should be a slight change of level between the two spaces).</p> <p>3.0 Approach Gradient:
The entrance from the street into the building will be level.</p> <p>4.0 Entrance:
External, timer controlled local lighting will be provided. There will be a level threshold from the street into the house.
It is not possible to fit a canopy over the entrance, as it would project over the public highway. Instead a 'sheltering recess' has been formed, within which the audio visual intercom / door bell can be fitted.
The entrance door will be approached 'head on' and will provide an effective clear opening width of 800mm. It will be fitted with an electro-magnetic lock/push-button control fitted on the adjacent wall, in lieu of the recommended 300mm nib.</p> <p>5.0 Communal Stairs and Lifts:
The proposal is for two flats, to provide accommodation for a young family and an elderly grandparent.
The stairs have been designed in line with Lifetime Homes/Part M recommendations, and sufficient space has been allowed to accommodate a future stair-lift.</p> <p>6.0 Doors and Hallways:
All internal doors comply with the Lifetime Homes/Part M guidance in terms of effective clear width and approach width.</p> <p>7.0 Circulation Space:
The proposals will allow turning circles of 1500mm dia. within the living spaces.
The bedrooms are each sufficiently sized to accommodate a double bed with 750mm clear space on either side.
The kitchens will have a clear distance of 1200mm between parallel runs of units.</p> | <p>8.0 Entrance Level Living Space:
The TV Room at Ground Floor level may be used as a Living Room.</p> <p>9.0 Potential for Entrance Level Bed-Space:
The TV Room at Ground Floor level may be used as a Bedroom.</p> <p>10.0 Entrance Level WC and Shower Drainage:
A fully accessible WC will be provided at Ground Floor, with below ground drainage in place to enable easy installation of a future accessible shower.
The sanitaryware layout will be capable of adaptation to a fully compliant wheelchair accessible layout.</p> <p>11.0 Bathroom and WC Walls:
Walls in the bathrooms will be capable of taking future adaptations such as handrails.</p> <p>12.0 Stair Lift / Through-Floor Lift:
The stairs have been designed in line with Lifetime Homes/Part M recommendations, and sufficient space has been allowed to accommodate a future stair-lift, should this be necessary.</p> <p>13.0 Tracking Hoist Route:
The proposals provide a reasonable route for a potential hoist from the bedrooms to the bathrooms.</p> <p>14.0 Bathroom Layout:
The bathrooms have been designed to ensure ease of access. The rooms are sufficiently sized to allow future conversion to accessible wetrooms, should this be necessary.</p> <p>15.0 Windows:
The living rooms will all be equipped with full height windows, to ensure that wheelchair users will have good views and levels of natural daylight. The controls will be positioned in no higher than 1200mm from floor level.</p> <p>16.0 Controls, Fixtures and Fittings:
Switches, sockets, ventilation and service controls will be located between 450mm and 1200mm from finished floor level.</p> |
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6.0 Schedule of Accommodation

6.1 28 King's Mews - Existing and Proposed Areas

	Existing Gross External Area (B8)		Existing Gross Internal Area (B8)		Proposed Gross External Area (C3)		Proposed Gross Internal Areas (C3)	
	sqm	sq ft	sqm	sq ft	sqm	sq ft	sqm	sq ft
Ground Floor	78.4	844 sq ft	73 sqm	785.8 sq ft	73 sqm	785 sq ft	63 sqm	678 sq ft
First Floor	78.4	844 sq ft	73 sqm	785.8 sq ft	73 sqm	785 sq ft	63 sqm	678 sq ft
Second Floor	-	-	-	-	61 sqm	657 sq ft	55 sqm	592 sq ft
Third Floor	-	-	-	-	36 sqm	388 sq ft	29 sqm	312 sq ft
TOTAL	156.8 sqm	1688 sq ft	146 sqm	1571.6 sq ft	243 sqm	2615 sq ft	210 sqm	2260 sq ft
UPLIFT	-	-	-	-	+ 86.2 sqm	+ 927 sq ft	+ 64 sqm	+ 688.4 sq ft

To be read in conjunction with FT Architects' drawings 200_03_01, 02 and 03, and 200_03_10 and 11.

7.0 Emerging Context

7.1 Indicative New Streetscene

The new houses across 26, 27, 28 and 29-30 King's Mews will reflect the massing of the 2009 consented scheme. They will feature subordinate upper floors set back from the street, increasing in height at the southern corner of the mews towards Theobald's Road.

They are individual, bespoke designs, tailored to meet the requirements of each family and this is reflected in the general elevational treatment of each building.

Together they bring character and animation to this part of the mews, within the parameters set by the 2009 consented scheme.

Although the merit of each property will be assessed individually by the Design Officers, it is within this new context that the proposals for 28 King's Mews sit.



Indicative New Streetscape, Looking South

7.2 Indicative New Elevation

