

Hi James,

I have the following observations on planning application 2015/2393/P for 10-11 Kings Mews.

The site is located on the western side of Kings Mews, to the south of Northington Street.

The site currently comprises an area of hard standing, which is used as a car parking facility for a nearby vehicle repair business, and part of the rear basement and ground floor extension of 6 John Street together with an escape stair well.

It is proposed that the existing rear extension and escape stairwell to 6 John Street be demolished and a new 3 storey plus basement building be constructed comprising 2 three bedroom houses. The new basement would extend beneath the entire footprint of the site.

The site benefits from planning permission 2012/6315/P for the demolition of the rear of 6 John Street and the construction of a 3 storey plus basement dwelling house with 5 bedrooms.

The John Street site has recently been granted permission for conversion and alterations from D1 education use to 7 residential units (2014/6795/P).

The site has a PTAL score of 6b, the highest achievable, which indicates that it has an excellent level of accessibility by public transport. The nearest station is Chancery Lane, located to the south of the site, whilst Farringdon station is located to the east and Holborn station is located to the southwest. The nearest bus stops are located in close proximity to the site on Gray's Inn Road to the east and Theobald's Road to the south.

The site is located within Controlled Parking Zone CA-D which operates between 8.30am and 6.30pm Monday to Friday and between 8.30am and 1.30pm on Saturdays. The nearest Resident parking bays are located on John Street and Northington Street. As part of the proposed development the existing car parking will be removed and will not be replaced.

In accordance with Development Policy DP18, both residential units should be designated as car free, i.e. no car parking is provided and the future occupants will be unable to obtain on-street parking permits from the Council. This arrangement should be secured by means of the Section 106 Agreement.

We normally expect cycle parking for new developments to be provided in accordance with the London Plan 2015. For residential uses this requires the provision of 2 spaces per 2+bedroom unit, which gives a requirement for 2 spaces for each residential unit. The submitted basement plan shows an area for cycle storage at the front of each property. The plan states that 2 vertical wall hangers will be provided for each unit. We do not normally accept this type of cycle parking facility as they tend to be difficult to use and are less secure than other types of stand. The space available could be used to provide a Sheffield stand, which is

capable of accommodating 2 cycles. The provision of cycle parking should be secured by Condition.

The site will be serviced on street from Kings Mews.

The proposed demolition, excavation and construction is likely to lead to disruption to neighbouring properties, a number of which are currently subject to planning applications or recent permissions. A Construction Management Plan will therefore need to be secured by means of the Section 106 Agreement to ensure that the proposed development will not have an undue impact on neighbours and to ensure coordination with other developments in the vicinity.

As the proposed development is likely to lead to damage to the public highway on Kings Mews, a Section 106 highways contribution is required for repaving the footway and adjacent carriageway. This was previously estimated as costing £8,333 and is referred to in the S106 Agreement for 2012/6315/P.

I trust that this is helpful. If you have any queries please do not hesitate to contact me.

Kind regards,

John Duffy

Transport Strategy
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