

20-21 KINGS MEWS HOLBORN

WC1N 2JB

15055

Design and Access Statement
Revision E 2nd August 2016
(Revision D 1st August 2016)
(Revision C 22nd July 2016)
(Revision B 22nd February 2016)
(Revision A 17th February 2016)



MAREK WOJCIECHOWSKI ARCHITECTS
LONDON

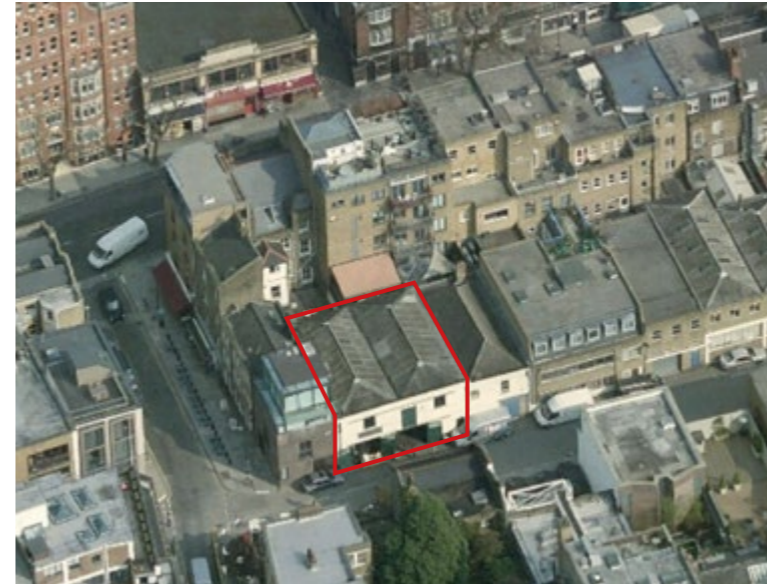
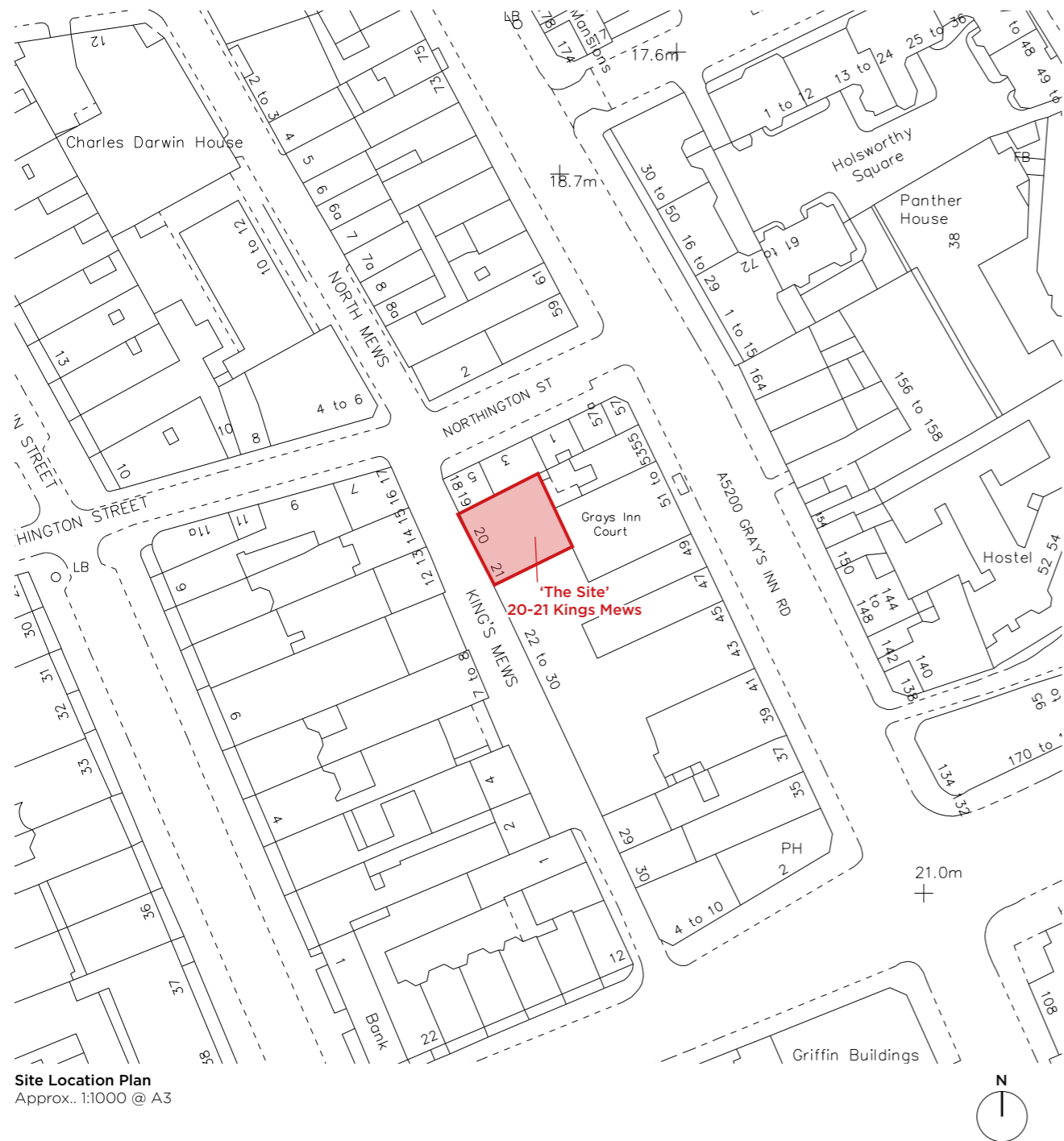
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* Revision in response to Planning Officer's comments



SECTION ONE:
INTRODUCTION





King's Mews and Surroundings
Aerial View 01
(Site outlined in red)



King's Mews and Surroundings
Aerial View 02
(Site outlined in red)

1.0 INTRODUCTION

1.1 Marek Wojciechowski Architects have been instructed to prepare a planning application for the property at Nos. 20-21 King's Mews, WC1N 2JB.

1.2 The site is currently occupied by a 2-storey garage, arranged over ground to first floor levels. The building is not listed but sits within the Bloomsbury Conservation Area.

1.3 This application relates to the proposed demolition of the existing B2 'general industrial' use (mechanics/garage) property and a redevelopment to provide seven self-contained C3 residential units.

1.4 Works related to the above proposal include (but are not limited to):

- The demolition of the existing garage and excavation at lower ground floor level;
- The erection of a four-storey residential (C3 Use) property arranged over lower ground, ground, first and second floor levels, providing high-quality accommodation with amenity space where possible.

1.5 While the proposal is contemporary in nature, the approach remains sympathetic to the mews context which the building is situated in.

1.6 This document provides a detailed explanation of the justification of the proposed scheme, evaluated against the history of the building, its current use and its site surroundings, as well as in the context of planning policy at all tiers.





1870s
Ordnance Survey Map
20-21 King's Mews
& Surroundings
(Current site boundary in red)



1890s
Ordnance Survey Map
20-21 King's Mews
& Surroundings
(Current site boundary in red)



1930s
Ordnance Survey Map
20-21 King's Mews
& Surroundings
(Current site boundary in red)



1960s
Ordnance Survey Map
20-21 King's Mews
& Surroundings
(Current site boundary in red)

2.0 SITE HISTORY & HISTORIC BUILDING ASSESSMENT

2.1 As the historic Ordnance Survey maps to the left show, the property now known as Nos. 20-21 King's Mews appears to have consisted of two distinct mews buildings prior to the 1890's, suggesting that these properties were substantially altered to become one building.

2.2 The property lies within the Bloomsbury Conservation Area, where mews buildings are a common theme, having once provided rear service access to the larger buildings fronting the principal spaces of the Conservation Area.

2.3 With this historic research in mind, the proposals set out in this document look to respect and enhance the quality and heritage of the property and the Bloomsbury Conservation Area, providing an exemplary residential development and improving the built environment.

2.4 Please refer to Heritage Statement (AHP) & Historic Environment Desk Based Assessment (Pre-Construct) for detailed analysis of the history and heritage of the site.





1. Looking North onto the existing building elevation



2. Looking North onto the existing site with context



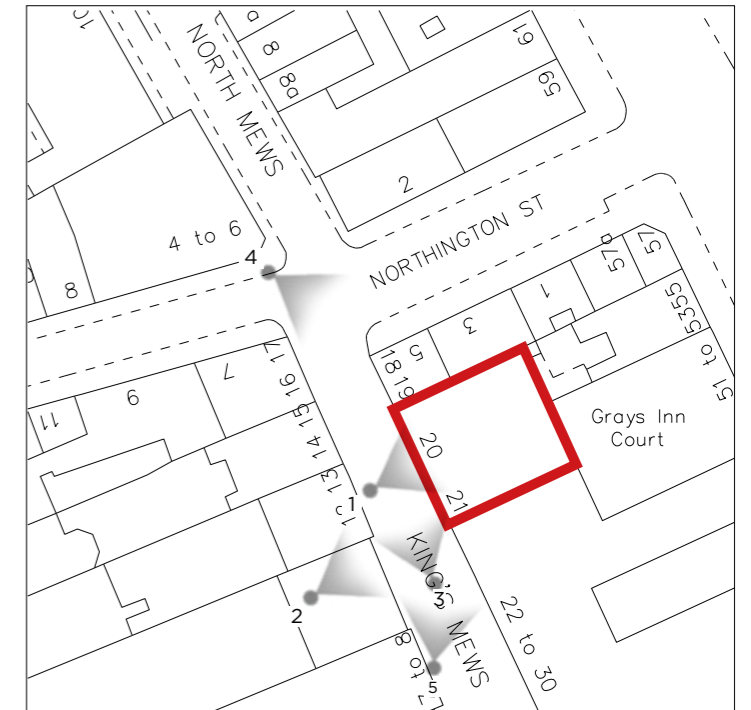
3. Looking Northwest along King's Mews



4. Looking Southeast over junction of Northington Street and King's Mews

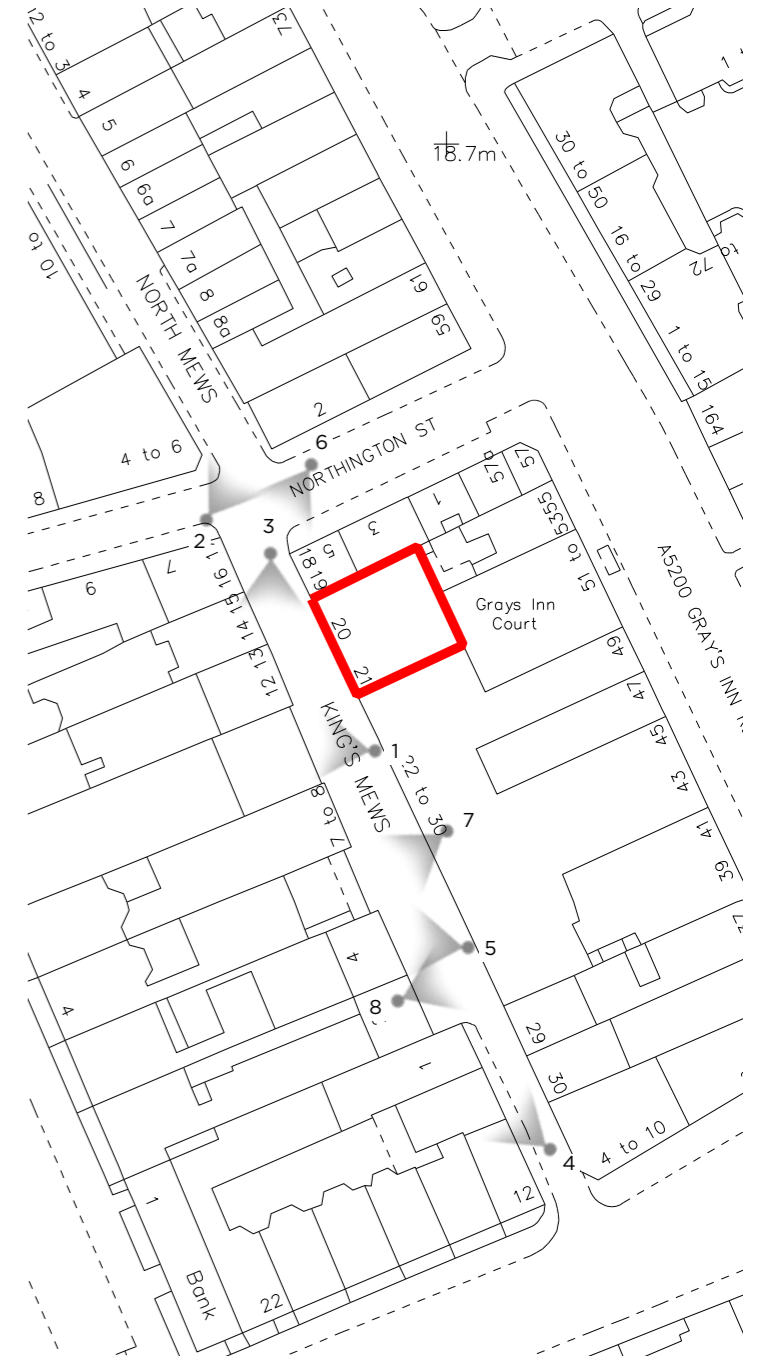
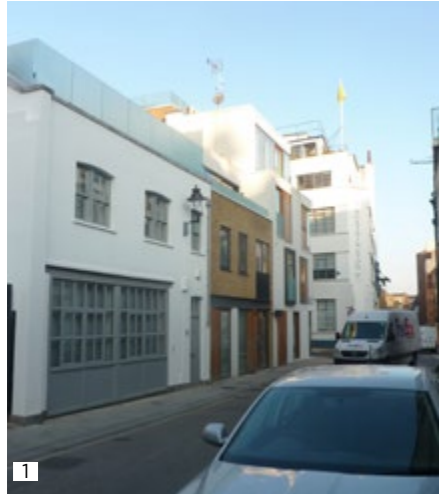


5. Looking Northwest along King's Mews



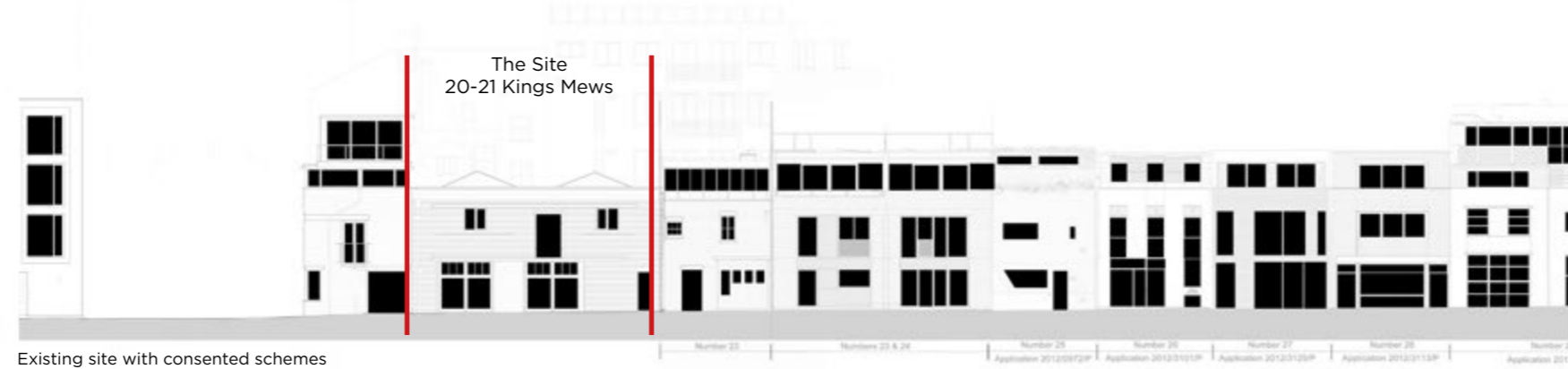
Site plan with view location (Not to Scale)







Existing Site



Existing site with consented schemes



Originally submitted proposal with consented schemes



Revised proposal with consented schemes

Diagram of opening rhythm along King's Mews



22 King's Mews
2015/5911/P

Existing Front Elevation (Not to Scale)

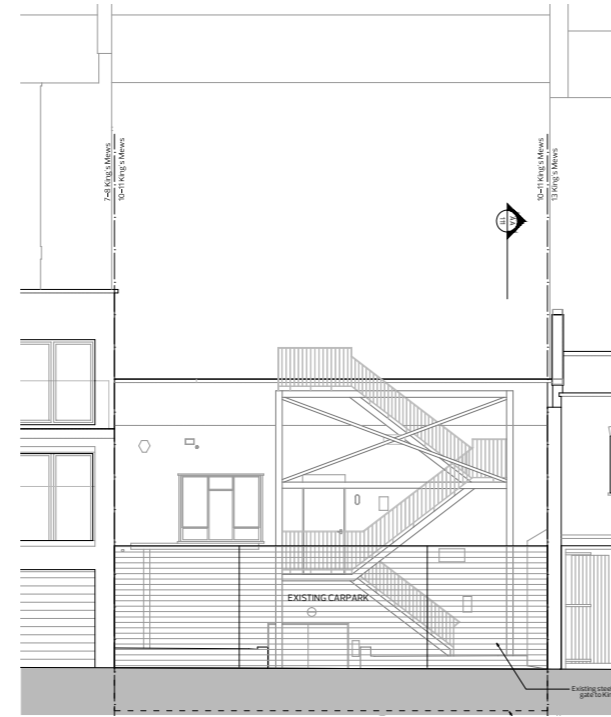


Consented Front Elevation (Not to Scale)

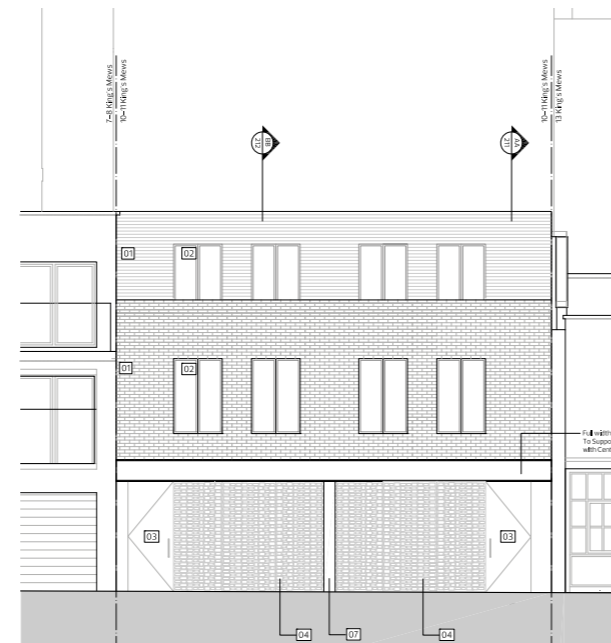


10-11 King's Mews
2015/2393/P

Existing Front Elevation (Not to Scale)

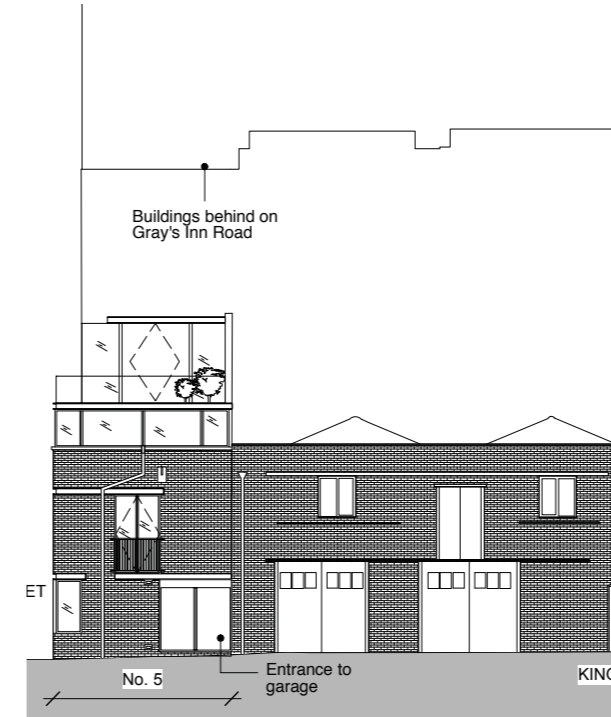


Consented Front Elevation (Not to Scale)

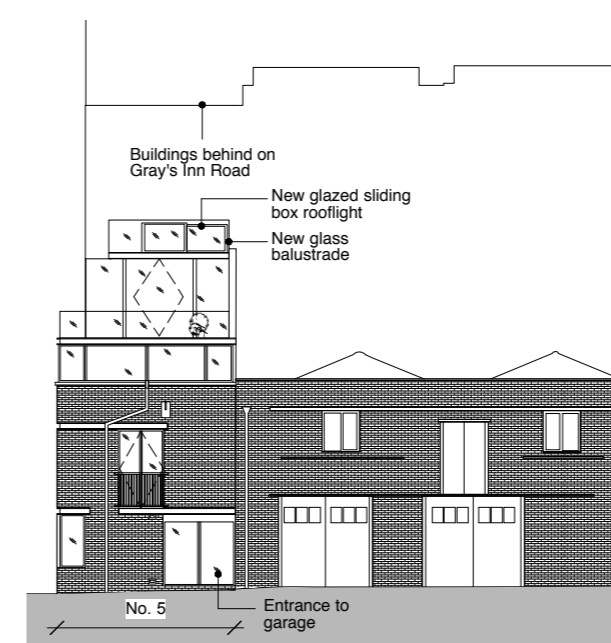


5 Northington Street
2014/7911/P

Existing Front Elevation (Not to Scale)



Consented Front Elevation (Not to Scale)



4.0 NEIGHBOURING PLANNING HISTORY

4.1 A proposal to build an additional floor of accommodation to 20-21 Kings Mews to provide residential light industrial retail and wine bar uses was refused on the 18th February 1986. However, a number of properties in the surrounding area have been granted similar developments in recent years, including:

10 -11 Kings Mews London WC1N 2ES
2015/2393/P

Consent granted for the demolition a two storey building and erection of 2 x 3 bedroom, four storey dwellings including a new basement floor

22 Kings Mews
2014/5911/P

Consent for the erection of a 3-storey dwelling house (Class C3) following partial demolition of existing office/storage building (Class B1/B8).

6 John Street
2014/6795/P

Consent for the demolition of the modern extensions behind the facade of 6 John Street; additions to the roof and rear elevation; the creation of terraces from ground to fourth floor; and the change of use from education (D1) to provide 7 residential units, with access provided from John Street and associated works.

5 Northington Street London,
2014/7911/P

Consent granted for the existing flat roof to be converted to new roof terrace and the erection of glass stair enclosure and associated external alterations.

37 Gray's Inn Road
2013/2634/P

Consent for the change of use of the existing 1st, 2nd & 3rd floor offices (Class B1a) to create 3x self contained flats (2x 2 Bedroom and 1x 1 Bedroom) (Class C3).

6 John Street & 10-11 King's Mews
2012/6315/P

Consent for the demolition of the modern extensions behind the facade of 6 John Street; additions to the roof and rear elevation; the creation of terraces from ground to fourth floor; change of use from education (D1) to provide 7 residential units; access provided from John Street and associated works.

23-30 King's Mews & 43-45 Gray's Inn Road
2009/0710/P

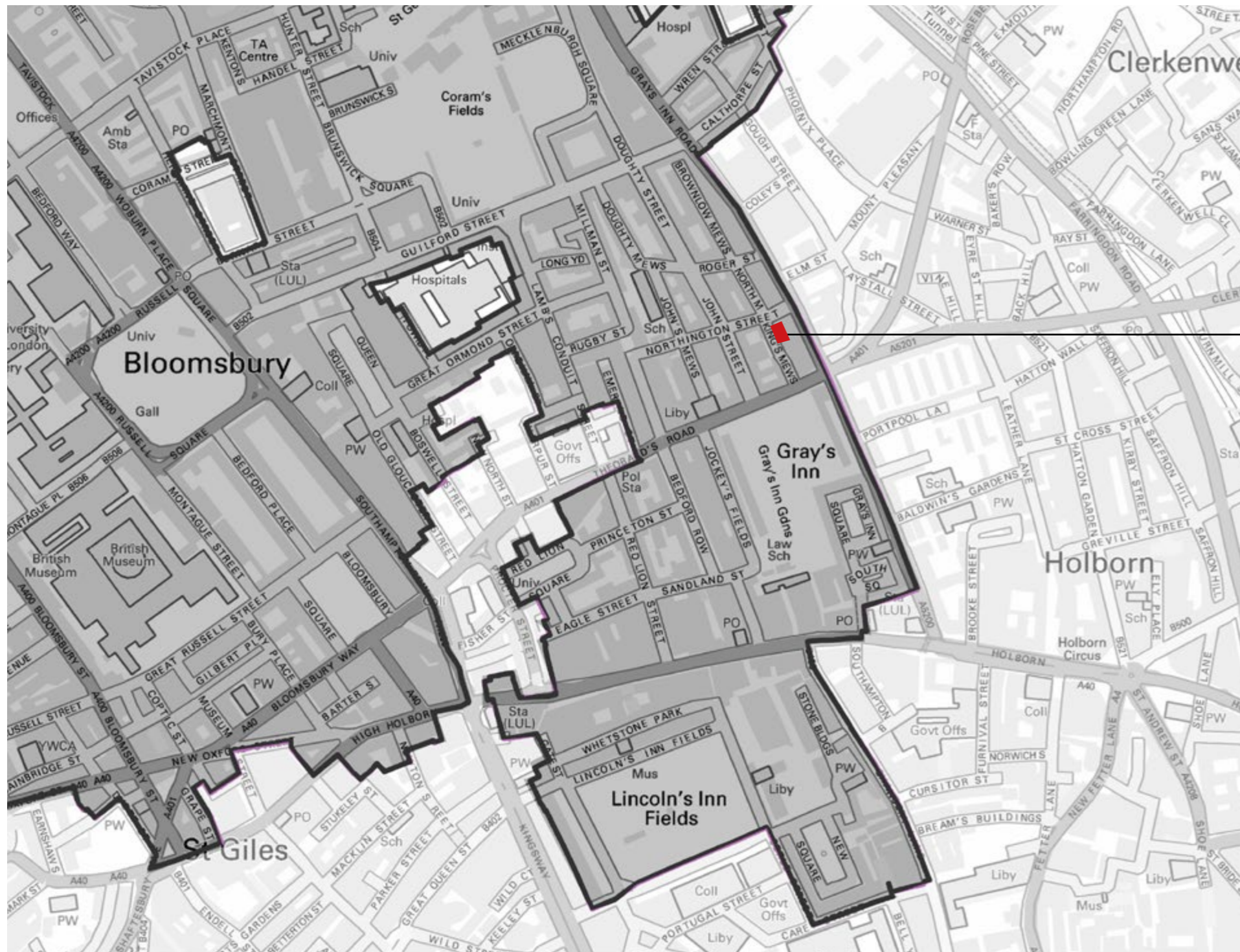
Consent for the redevelopment of the site following the demolition of the existing 2 and 3 storey storage buildings at 23-30 Kings Mews including the erection of a new part 3, part 4 storey building to accommodate 18 private residential flats (10 x 1 bed, 5 x 2 bed, 3 x 3 bed), and erection of rear extension at first to third floor levels and mansard roof extension at fourth floor level at 43-45 Gray's Inn Road and provision of a new shopfront associated with the retained retail use at ground and basement floor levels, and change of use of the upper floors from part offices and part residential to a wholly residential use to accommodate 7 affordable flats (3 x 1 bed, 3 x 2 bed, 1 x 4 bed).

14-17 King's Mews & 7 Northington Street
2009/4991/P

Consent for the erection of part 3, part 4 storey building with roof terraces to provide 6 residential units (Class C3) comprising 3 x 1-bed, 2 x 2-bed and 1 x 3-bed flats (following total demolition of existing building).

4.2 The similarity of the above applications to the works proposed in this document suggest the proposals outlined in this document are likely to be deemed acceptable (in principle) in planning terms. The policy implications of these proposed changes are considered on the next page.





'The Site'
20-21 Kings Mews

— Site Location
— Conservation Area

Bloomsbury Conservation Area Plan with site location

5.0 SITE HISTORY & HISTORIC BUILDING ASSESSMENT

5.1 The property lies within the Bloomsbury Conservation Area which is notable for its consistency in street pattern, spatial character and predominant building forms.

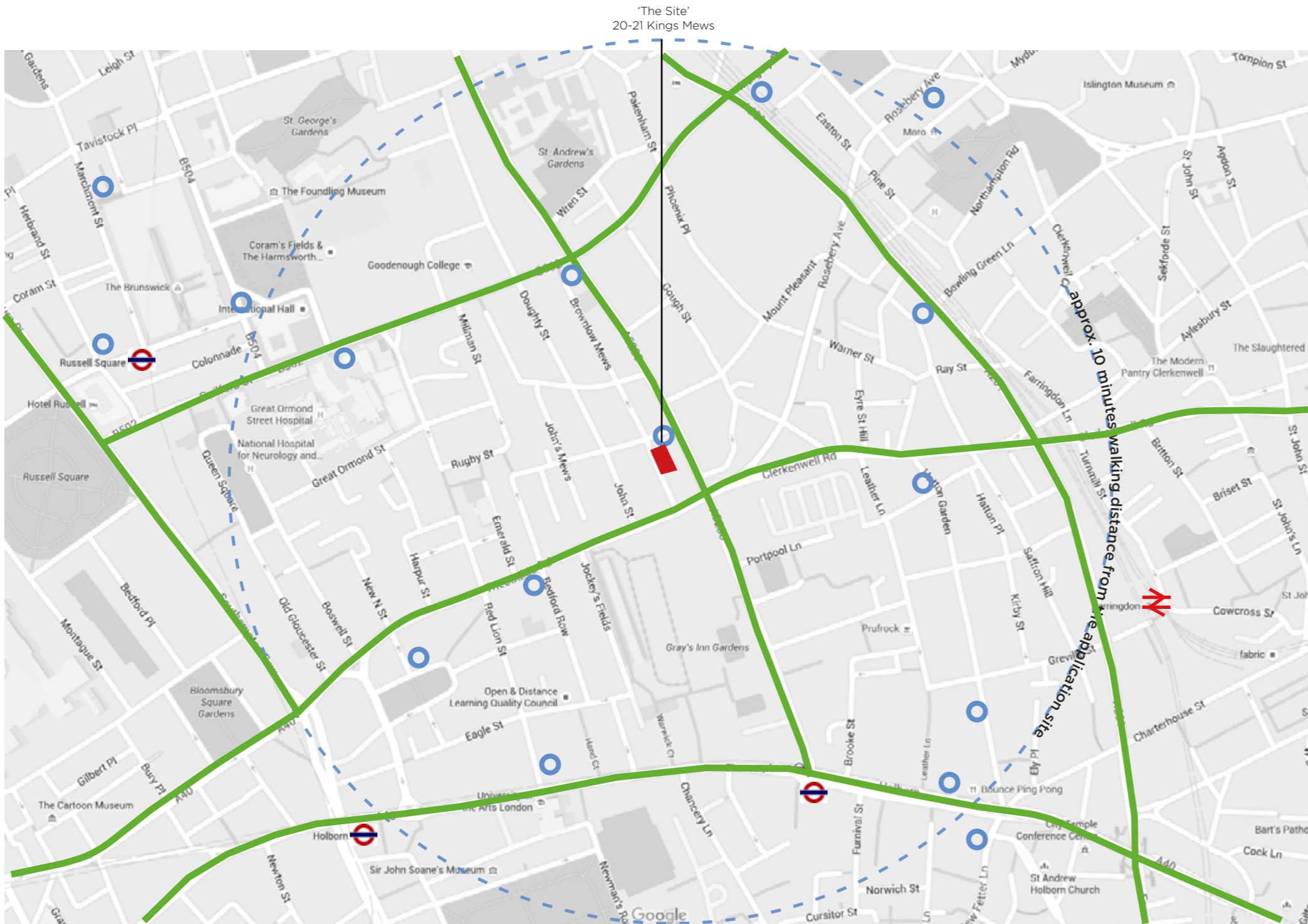
5.2 Bloomsbury Conservation Area covers Euston Road to High Holborn in the north, Lincoln's Inn Field in the south, Tottenham Court Road in the west and King's Cross Road in the east.

5.3 Described by the Bloomsbury's Conservation Area Appraisal and Management Strategy Adopted 2011, "Bloomsbury is noted for its formally planned arrangement of streets and the contrasting leafy squares. The urban morphology comprises of a grid pattern of streets generally aligned running north-west to south-east and south-west to north-east, with subtle variations in the orientation of the grid pattern. The quintessential character of the Conservation Area derives from the grid of streets enclosed by mainly three and four storey development which has a distinctly urban character of broad streets interspersed by formal squares which provide landscape dominated focal points."

5.4 Mews type properties are frequently found at the rear of the townhouses in this area with the mews originally used as stable for horses and carriages as well as coachman of wealthy residents. The site backs onto properties fronting Gray's Inn Road.

5.5 The proposals set out in this document look to preserve and enhance the quality and heritage of the Conservation Area by providing an exemplary residential development that will enhance the townscape along Kings Mews.





6.0 TRANSPORT LINKS ASSESSMENT & PTAL RATING

6.1 Transport Links

With PTAL rating of 6b, the application site has excellent access to nearby transport links. It is noted in Camden's Core Strategy CS11 that as part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will look favourably on developments that minimise the provision for private car-parking and, in particular through car-free developments in the boroughs most accessible locations.

6.2 Underground/National Rail

Within 7 minutes walking distance is the Chancery Lane underground station which provide access to the Central Line, connecting East and West of London. Within 10 minutes walking distance is Holborn and Farringdon stations, which opens up connections not only to 4 other London Underground Lines (Piccadilly, Metropolitan, Circle and Hammersmith & City) but also to National rail services which link to Gatwick and Luton Airports.

6.3 Bus





There is a major bus route right beside the site which connects the City of London with Waterloo, the West End as well as East End.

6.3 Cycle

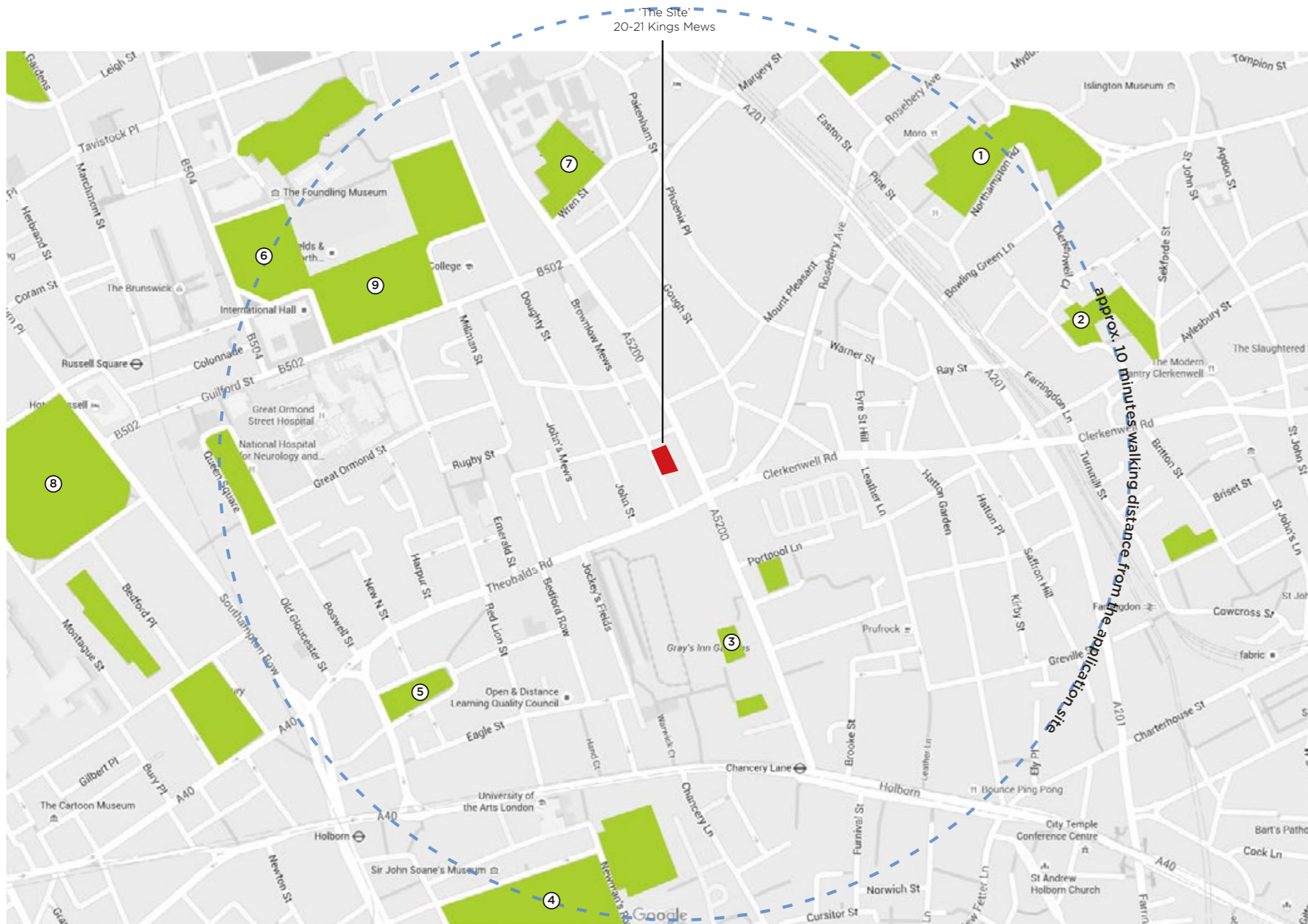
There is a Cycle hire station at the junction of Northington Street and King's Mews 30metres from the site.

* Walking times obtained from TfL's PTAL Report for 2011

Transport Links Site Plan

-  Cycle Hire Stations
-  Underground Station
-  Mainline train station
-  Major Bus route (17, 19, 38, 45, 46, 243...)





Amenity Site Plan

7.0 Public Amenity Assessment

7.1 Public Amenity

The application site has good access to numerous nearby, high-quality gardens and green spaces. They are all maintained to an excellent condition and should provide adequate amenity space for the users of 20-21 Kings Mews.

The closest of these are listed below:

- ① **Spa Fields Park**
Described by the Islington Council as "A busy park beside 3 Corners Centre and Adventure Playground, with unusual playground and a variety of horticultural features. Spa Fields has children's playground, tarmac ball court, outdoor gym area, lavender garden, shrub beds, herbaceous beds, notable trees and annual cornfield meadow."
- ② **St James Church Garden**
Described by the LBC as "These large gardens just west of Euston Station were once a burial ground and still have many tombs and gravestones. St James' Gardens has a fenced hard surface sports pitch and a playground. The gardens have a calm, secluded air."
- ③ **Gray's Inn Gardens**
Described by the London Garden's Online as "Surrounded by barristers' chambers and offices, the gardens, also known as Gray's Inn Walks, were first laid out in 1606 under the direction of Francis Bacon, but were altered from the 18th onward."
- ④ **Lincoln's Inn Gardens**
Described by the LBC as "This square is the largest in London and the oldest in Camden – there has been public open space here since at least the 12th century. In the subsequent centuries it was used for duelling, jousting and occasional public executions. It was laid out formally in the 17th century and enclosed in 1735 under an Act of Parliament."
- ⑤ **Red Lion Square**
Described by the LBC as "Red Lion Square is the hidden jewel of Holborn. It was laid out in 1698 and took its name from a famous local inn. With traffic mostly passing by at just one end it is very quiet and secluded. The Square also has some statuary, including a bust of the philosopher Bertrand Russell."
- ⑥ **Brunswick Square Gardens**
Described by the LBC as "Brunswick Square was constructed as part of the recreation grounds of the Foundling Hospital, an orphanage founded by the distinguished seaman Captain Thomas Coram in 1739. The square on the other side of what is now Coram's Fields, Mecklenburgh Square also formed part of the grounds. Today Brunswick Square is open to the public as a garden. Near the centre of the garden is the finest example of a London Plane tree to be found anywhere in Camden. Brunswick Square was recently renovated with new railings, paths, park furniture, tree and landscape improvements."
- ⑦ **St Andrew's Gardens**
Described by the City of London as "Garden set in the western fringes of the City. Popular with City workers. This open space offers an expanse of seating for quiet reflection."
- ⑧ **Russell Square**
Described by the LBC as "This large square is situated just behind the British Museum. It was completed in 1806 to a design by Humphrey Repton for the 5th Duke of Bedford, whose statue still stands in Gardens today."
- ⑨ **Coram's Fields & Harmsworth Memorial Playground**
Described by the Coram's Fields Trust as "Coram's Fields is a unique seven acre playground and park for children and young people living in or visiting London. The park is open all year round from 9am until dusk and is free and open to children and young people under 16. No adult can enter Coram's Fields without a child and our friendly on-site staff ensure that everyone can enjoy their visit. You can find Coram's Fields in the heart of London between King's Cross and Holborn."





1. Cracked structure



2. Failing staircase



3. Damp within First Floor Stairwell

8.0 Existing Building

The poor condition of the existing building and extent of the structural failings found are expanded in the Structural Inspection Report (JMS Engineering) and Building Condition Survey Report (TCL Surveyors).

8.1 Existing Ground Floor

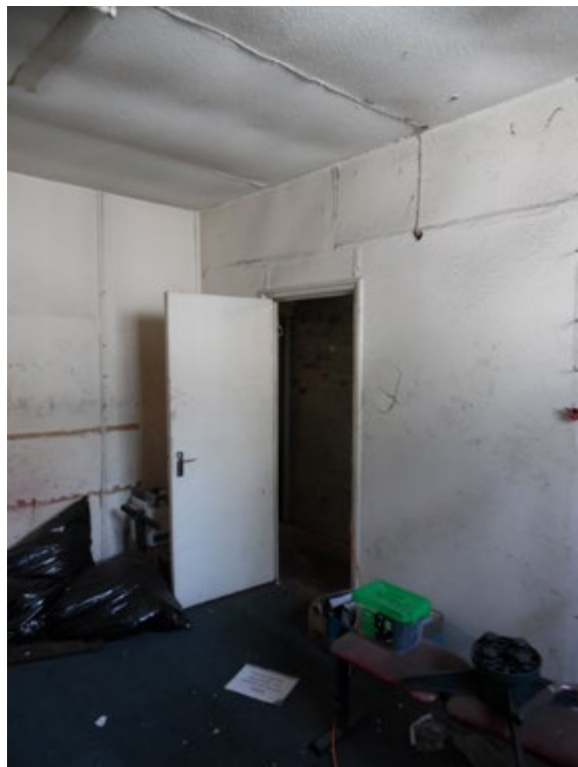
The ground floor has been heavily altered to accommodate the motor garage use and the extent original fabric appears to be limited to the brick party walls, the central timber beam, post and braces. The ceiling is of modern plasterboard and is coming away in parts due to damp and cracks are clearly evident in the structural supporting walls. Current doors and windows don't offer even a basic level of security.

8.2 Existing First Floor

The once larger window apertures, evidenced by the large sills have been poorly infilled with recessed stretcher bond brickwork, not in keeping with the rest of the building. Furthermore the replacement timber casement windows have been poorly fitted into the new apertures. The first floor suffers from damp, evident by the failing ceilings and is in a poor state of repair.

8.1 Existing Roof

The building has a modern double hipped roof now covered with corrugated sheets, likely containing asbestos with lead flashing behind the parapet.



4. Damp ceiling finishes



5. Structurally unsound floor



6. Altered window openings

SECTION TWO:
DESIGN PROPOSALS



9.0 PRE-APPLICATION ADVICE AND RESPONSE

9.1 On (19.11.15), MWA submitted a pre-planning document to determine the feasibility, in planning terms, of the works proposed in this application. On 17th December 2015, LB Camden Planning Officer (Kate Phillips) issued a written response to this submission, (2015/6556/PRE) which has been fully considered in preparing this full planning application.

9.2 Where necessary, the proposals have been amended in accordance with the recommendations contained in the letter, and such amendments are summarised as follows,

- Ground floor units have been revised to be dual aspect.
- Materiality of front elevation has been revised to retain a similar palette to the existing.
- Lower Ground floor terrace has been omitted and replaced by a limited access planter.

9.3 The pre-application response is shown in full in the scanned document over the next three pages. MWA's response is written under each corresponding section in a bold typeface.

Aaron Thompson

From: Phillips, Kate <Kate.Phillips@camden.gov.uk>
Sent: 17 December 2015 11:54
To: Aaron Thompson
Subject: Pre-Application Advice - 2015/6556/PRE - 20-21 Kings Mews, London, WC1N 2JB

Dear Mr Thompson,

Re: 2015/6556/PRE - 20-21 King's Mews, London, WC1N 2JB - Erection of 3 storey (plus basement) building to provide 7 no. self-contained residential units, following the demolition of the existing 2 storey garage building.

Thank you for submitting the above pre-application request with the required fee on 19/11/2015. Further to my site visit with Alfie Stroud (15/12/2015), please see the comments below:

Constraints

Bloomsbury Conservation Area
 Archaeological Priority Area
 Central London Area Clear Zone Region
 Strategic View Wider Setting
 Strategic View Background

Relevant planning history

55/57 Grays Inn Road 1/1A Northington Street and 20/21 King's Mews WC1

8501790 - Redevelopment of 55/57 Grays Inn Road and 1/1A Northington Street and the erection of an additional floor of accommodation to 20/21 King's Mews to provide residential light industrial retail and wine bar uses - Refused 18-02-1986.

8501789 - Redevelopment of 55/57 Grays Inn Road and 1/1A Northington Street and the erection of an additional floor of accommodation to 20/21 King's Mews to provide residential light industrial retail and wine bar uses - Refused 18-02-1986.

5 Northington Street

2014/7911/P - Existing flat roof converted to new roof terrace, erection of glass stair enclosure and associated external alterations. - Granted 24-02-2015.

2014/6128/P - Existing flat roof converted to new roof terrace with terrace accessed via existing stairwell. - Granted 09-12-2014.

2007/5848/P - Alterations including replacement of windows and installation of two Juliette balconies at first floor level and a glass balustrade at third floor level to create a balcony to single dwelling house. - Granted 15-01-2008.

2003/0170/P - Redevelopment by erection of a four-storey building with basement to create a three-bedroom dwelling and garage at ground floor. - Refused 30/09/2003. Allowed at appeal 21/06/2004.

Pre-Application Response
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2003/0171/C – Conservation Area Consent: Demolition of existing building - Refused 30/09/2003. Allowed at appeal 21/06/2004.

9300205 - The erection of a new third floor including the provision of dormer windows and a balcony the insertion of two windows on the King's Mews frontage the use of the first second and third floors as a residential maisonette and the insertion of a window on the ground floor of the Northington Street elevation in connection with the use of that floor for storage purposes - Granted 01-04-1993.

10-11 Kings Mews / 6 John Street

2012/6315/P – Partial demolition of rear office extension at lower ground and ground floors and the erection of a new single family dwelling house (Class C3) fronting King's Mews - Granted Subject to a Section 106 Legal Agreement 17-06-2014.

2015/2393/P – Demolish two storey building and erection of 2 x 3 bedroom, four storey dwellings including a new basement floor – decision pending.

2015/2618/L – Demolish two storey building and erection of 2 x 3 bedroom, four storey dwellings including a new basement floor – decision pending.

22 King's Mews

2014/5911/P - Erection of 3 storey dwelling house (Class C3) following partial demolition of existing office/storage building (Class B1/B8) – Granted subject to a section 106 legal agreement 31/03/2015.

2012/6290/P – Erection of 3 storey plus basement dwelling house (Class C3) following partial demolition of existing office/storage building (Class B1/B8). - Refused 11-02-2013. Appeal dismissed 12-02-2014.

23-30 King's Mews & 43-45 Gray's Inn Road

2009/0710/P - Redevelopment of the site following the demolition of the existing 2 and 3 storey storage buildings at 23-30 King's Mews including the erection of a new part 3, part 4 storey building to accommodate 18 private residential flats (10 x 1 bed, 5 x 2 bed, 3 x 3 bed), and erection of rear extension at first to third floor levels and mansard roof extension at fourth floor level at 43-45 Gray's Inn Road and provision of a new shopfront associated with the retained retail use at ground and basement floor levels, and change of use of the upper floors from part offices and part residential to a wholly residential use to accommodate 7 affordable flats (3 x 1 bed, 3 x 2 bed, 1 x 4 bed). - Granted Subject to a Section 106 Legal Agreement 13-05-2009.

25 King's Mews

2012/3870/C - Partial demolition of two storey warehouse/storage building. - Granted.

2012/0972 - Erection of three storey plus basement two bedroom dwelling with terrace at second floor level (Class C3), following partial demolition of two storey existing warehouse/storage building (Class B1/B8). – Granted subject to a section 106 legal agreement 25/03/2013.

Pre-application comments

The principle of development

Pre-Application Response
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- Policy CS8 (Promoting a successful and inclusive Camden economy) of the Core Strategy and DP13 (Employment premises and sites) of the Development Policies seek to safeguard existing employment sites and premises in the borough that meet the needs of modern industry and other employers.
- Camden has a relatively low stock of industrial space compared to other London boroughs and the Camden Employment Land Review 2008 found that the cost of industrial locations in Camden is high, indicating that supply does not meet demand. There is pressure to redevelop land in the borough used for manufacturing and industry use and once the land has been redeveloped, there is little chance of it returning to industrial use.

1) • Where a change of use to a non-business use is proposed, the applicant must demonstrate to the Council's satisfaction that there is no realistic prospect of demand to use the site for an employment use. The applicant must submit evidence of a thorough marketing exercise, sustained over at least two years. The property should be marketed at realistic prices, include a consideration of alternative business uses and layouts and marketing strategies, including management of the space by specialist third party providers. It may also be appropriate to contact the Council's Business Initiatives team, who can provide information on local businesses that are looking for premises.

- The Council will resist the loss of the car repair garage (Class B2) unless it can be clearly demonstrated that the site or building is no longer suitable for its existing use.
- If the loss of the car repair garage (Class B2) can be justified, the Council will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses.
- Only if it can be demonstrated that the site is not suitable for any business use other than B1(a) offices, will the Council allow a change of use to residential.

Impact on the character and appearance of the wider area (including the Bloomsbury Conservation Area)

- The application site is located within the Bloomsbury Conservation Area, wherein the Council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area, in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990.
- The application site was formerly in the Hatton Garden Conservation Area, but as a result of boundary changes it was incorporated into the Bloomsbury Conservation Area in April 2011. Nos. 20, 21 and 22 Kings Mews are identified as having historic interest and are noted in the audit as making a positive contribution to the area.
- At No. 22 King's Mews, although planning permission has been granted for the erection of a 3 storey dwellinghouse (2014/5911/P), the scheme involves the retention of the front façade. This is because it was considered that the significance of the building in terms of its contribution to Bloomsbury Conservation Area lies in the historic front façade.
- At Nos. 20-21 King's Mews the front façade does not appear to be original and is of little architectural interest. However, the historic interest of the building's evolution and past uses of the building and mews are expressed in architectural features such as the bressummer beams, infill brickwork, timber double doors, first-floor winch doors and twin hipped roofs, even where these are modern or low-quality rebuilds. Some metal fittings of architectural interest survives on the front elevation. Any proposal to demolish the building needs to be accompanied by a robust and thorough Heritage Statement which explores the significance of the building – especially in terms of its contribution to the Conservation Area – and assesses the impact of the proposal.

2) • The site falls within the London Suburbs Archaeological Priority Area and the proposals will involve ground disturbance. GLAAS should therefore be consulted, and will likely require the submission of an archaeological desk-based study with any application.

- If the redevelopment of the site (i.e. the loss of the existing building and/or façade) can be

Pre-Application Response
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MWA Response:

1) Refer to Loss of Employment (Montagu Evans)

2) Refer to Heritage Statement (AHP)

3) Refer to Historic Environment Desk Based Assessment (Pre-Construct).



4) of a positive contributor and one of the few surviving semi-historic structures on Kings Mews, a two storey building with a modest third storey set back from the front building line is likely to be viewed favourably by the Council as this would be in keeping with the rest of the mews (the extant permissions) and the low-rise character of the north end of Kings Mews.

5) The proposal to split a new front elevation vertically is considered to be acceptable because this would be in keeping with the grain of the street and would reflect the form and evolution of the existing building. Similarly, the horizontal emphasis of the proposed front elevation is broadly acceptable as it maintains the character of the street frontage and it would respond well to other buildings in the mews.

6) The proposed materials could be agreed at the time of a formal application (or as part of a planning condition); however, a modern palette of materials is likely to be considered acceptable, taking into account the surrounding pattern of development. Brickwork and timber on the existing building are particularly important survivals for the character and appearance of the Mews; proposed exposed metalwork, glass and concrete should not predominate.

Dwelling mix and living standards of future occupiers

- Policy DP5 (Homes of different sizes) seeks to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table (DSPT). The DSPT indicates that 1-bed dwellings have the lowest priority for market housing and 2-bed dwellings have the highest, and the table aims for at least 40% 2-bed units in any new development. The proposed scheme would provide 5 no. 2-bed units and 2 no. 1-bed units, which is considered to be acceptable.
- Policy DP26 (Managing the impact of development on occupiers and neighbours) requires development to provide an acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space; facilities for the storage, recycling and disposal of waste, facilities for bicycle storage, and outdoor space for private or communal amenity space, wherever practical.

7) The Government's current technical housing standards require a 1-bed-2-person unit to provide 50sqm of floor space (including 1.5sqm built-in storage) and a 2-bed-3-person unit to provide 61sqm (70sqm if 2 storeys) of floorspace (including 2sqm of built-in storage). The proposal complies with the technical standards and the proposal is considered to be acceptable in this respect.

Unit	No. of storeys (floor level)	No. of bedrooms / bed spaces	Net internal area (sqm)	Built in storage
Flat 1	2 (ground / basement)	2b3p	101	Yes
Flat 2	2 (ground / basement)	2b3p	104	Yes
Flat 3	1 (first)	2b3p	65	Yes
Flat 4	1 (first)	2b3p	64	Yes
Flat 5	1 (second)	1b2p	54	Yes
Flat 6	1 (second)	2b3p	64	Yes
Flat 7	1 (ground)	1b2p	52	Yes

9) Policy DP26 also seeks to protect the quality of life of neighbours and occupiers in terms of visual privacy and overlooking; overshadowing and outlook; sunlight, daylight and artificial light levels; and noise and vibration levels.

10) CPG6 (Amenity) notes that there should normally be a minimum distance of 18 metres between the windows of habitable rooms of different units that directly face each other to

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MWA Response:

- 4) The proposal is a 4 storey building arranged across basement to second floor level with. The second floor is modest, set back from the principal facade, reading as a 2-storey property at street level.
- 5) The proposal splits the front elevation vertically in keeping with the grain of the street and paying homage to historic legacy of the site when it was two distinct mews buildings prior to 1890.
- 6) The proposed building retains the character of the existing building, maintaining the brick and timber appearance. The proposed material palette intends to emphasize the split elevation, through the use of two different colours of brick.
- 7) All units comply with standards set out by the London Plan.
- 8) All units comply with the government's current technical housing standards.
- 9) Refer to Daylight/Sunlight (GVA) and Acoustic and Noise Survey Report (KP Acoustics).
- 10) Refer to Daylight/Sunlight (GVA).

prevent overlooking, which cannot be achieved at the application site. The pre-application document illustrates the use of restricted tilt windows fitted with obscured glazing at the rear and, on balance, this is considered to be acceptable for Flats 1-6 based on the fact these units are all dual-aspect (and occupiers would enjoy views out to the other side).

- There would be some overlooking between units facing each other on Kings Mews; however, a similar relationship already exists between other properties in the street, and so this is considered to be acceptable, on balance.

11) I have concerns about the living standards for future occupiers of Flat 7 if all the windows in the single aspect unit are obscurely-glazed.

- I also have concerns about the sunken courtyards at the rear and the impact on Flat 7. Whilst the sunken courtyards would provide valuable outdoor amenity space for Flats 1 and 2, there is likely to be noise transfer upwards into the rear windows at Flat 7 (and overlooking into these areas if Flat 7 doesn't have obscure glazing).

12) I recommend that the internal layout of the building is reconfigured to omit Flat 7 (you may wish to consider making one of the other units a 3-bed unit to meet Policy DP5's aim to provide a mix of large and small dwellings).

- It is considered that Flats 1-6 would provide a good standard of residential accommodation in terms of layout; space and room sizes; storage and utility spaces; daylight and sunlight; privacy and security; and noise.

13) Any formal submission should illustrate provision for the storage, recycling and the disposal of waste; and cycle storage.

Impact on nearby and neighbouring properties

- The increase in height of the building is unlikely to impact significantly on the occupiers of any nearby buildings by way of loss of outlook or overbearing impact, particularly because at the rear the building would move away from the shared boundary by 2.1 metres, and when viewed from the front the additional storey would be set back from the front building line.
- The proposal is unlikely to cause unacceptable loss of sunlight/daylight to neighbouring properties, due to the orientation of the application site.
- The change of use from a car workshop to residential use is likely to involve lower noise and activity levels, to the benefit of local residents.
- As noted above, the use of restricted tilt windows with obscured glazing at the rear is considered to be acceptable to prevent overlooking between the new units and the properties on Gray's Inn Road. Furthermore, the degree of overlooking between properties facing each other on King's Mews is considered to be acceptable.

Transport considerations

- The application site has a Public Transport Accessibility Level (PTAL) of 6b (the highest rating), and is within a Controlled Parking Zone (CA-D – King's Cross).
- Policy DP18 expects development to be car free in the Central London Area. Any planning permission would therefore subject to a legal agreement to ensure the dwellings are car free.

14) The Further Alterations to the London Plan 2015 (FALP) requires 1 cycle parking space per 1-bed unit and 2 cycle parking spaces for all other dwellings. These need to be illustrated on the formal plans and they need to be covered and secure (and preferably internal).

15) Policy DP20 (Movement of goods and materials) seeks to minimise the impact of the movement of goods and materials by road. Given the constraints of the application site and the nature of the works, the Council is likely to seek the submission of a Construction Management Plan, which should address the removal of demolition debris from the site and the delivery of construction equipment and materials.

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MWA Response:

- 11) This has been amended, all units are now dual aspect. The sunken courtyard to the rear of the site are inaccessible by the flats to prevent people standing outside causing noise transfer upwards and the concerns of over-looking.
- 12) Due to the constraints of the site, a 3-bed creates an oversized unit. Current proposal creates 7 well proportioned dual aspect units.
- 13) Refer to Sections; 16.0 Cycle Storage & 17.0 Waste Management.
- 14) Refer to Section 16.0 Cycle Storage.
- 15) Refer to Construction Management Plan (Motion Transport)

Sustainability considerations

16) Policy DP22 (Promoting sustainable design and construction) requires development to incorporate sustainable design and construction measures. Schemes must demonstrate how sustainable development principles have been incorporated into the design and proposed implementation; and new development must incorporate green or brown roofs and green walls, wherever suitable. You are advised to refer to Policy DP22 of the Camden Development Policies and the accompanying text, as well as CPG3 (Sustainability). [Link to Planning Policy documents](#)

17) Developments involving 500sqm (gross internal) floor space or more are required to submit an energy statement which demonstrates how carbon dioxide emissions will be reduced in line with the energy hierarchy (see Chapter 5 of the London Plan)

- Policy DP23 requires developments to reduce their water consumption, pressure on the combined sewer network and the risk of flooding.
- The NPPF requires all major developments to include SUDS, unless demonstrated to be inappropriate
- The development should follow the drainage hierarchy in policy 5.13 of the London Plan.

Basement considerations

18) You will need to submit a Basement Impact Assessment (BIA) as part of a formal planning application. An independent audit will be undertaken by Campbell Reith, which must be paid for by the applicant (more information, including the audit instruction form and the audit process terms of reference can be found here: [Basement development](#)).

- At each stage in the process the person(s) undertaking the BIA process should hold qualifications relevant to the matters being considered. The Council will only accept the qualifications set out in paragraph 2.11 of CPG4 (page 10) ([Link to Camden Planning Guidance](#))

Consultation

You are advised to discuss the proposals with neighbouring properties prior to submitting any applications.

Conclusion:

The Council will resist the loss of the car repair garage; however, if the loss can be justified, the Council will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses. Only if it can be demonstrated that the site is not suitable for any business use other than B1(a) offices, will the Council allow a change of use to residential.

If the loss of the existing building and façade can be justified in heritage terms, the proposal is likely to be viewed favourably by the Council. The dwelling mix is considered to be acceptable; however, I have concerns about the living standards for future occupiers of Flat 7 and I would advise you to reconfigure the internal layout of the building accordingly.

Please note that planning permission and conservation area consent will be required for the works.

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

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MWA Response:

- 16) Refer to Energy & Sustainability Assessment (Cundall).
- 17) Refer to Section 9.0 Energy & Sustainability Assessment (Cundall).
- 18) Refer to Basement Impact Assessment & Structural Methodology (JMS Engineers)

