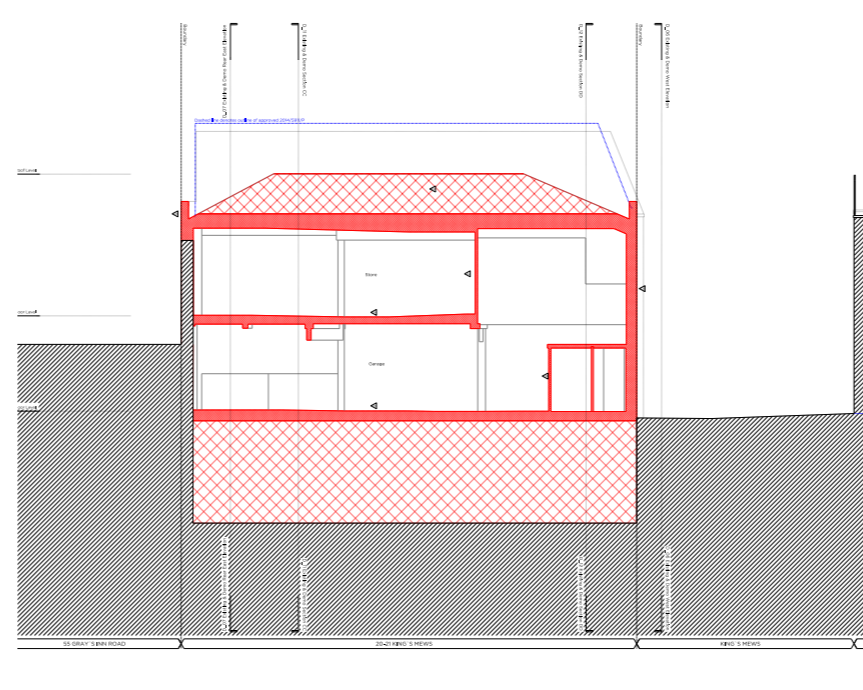
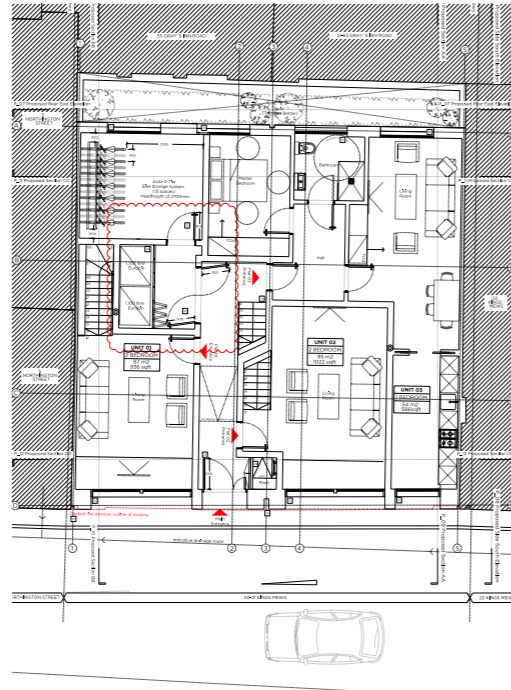


Demolition & Consented Ground Floor Plan



Demolition Section

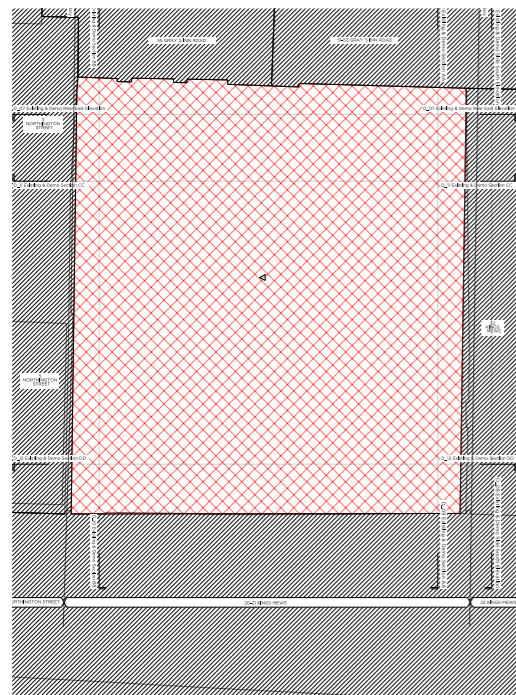


**1.6 NEIGHBOURING PLANNING HISTORY (CONTINUED)**

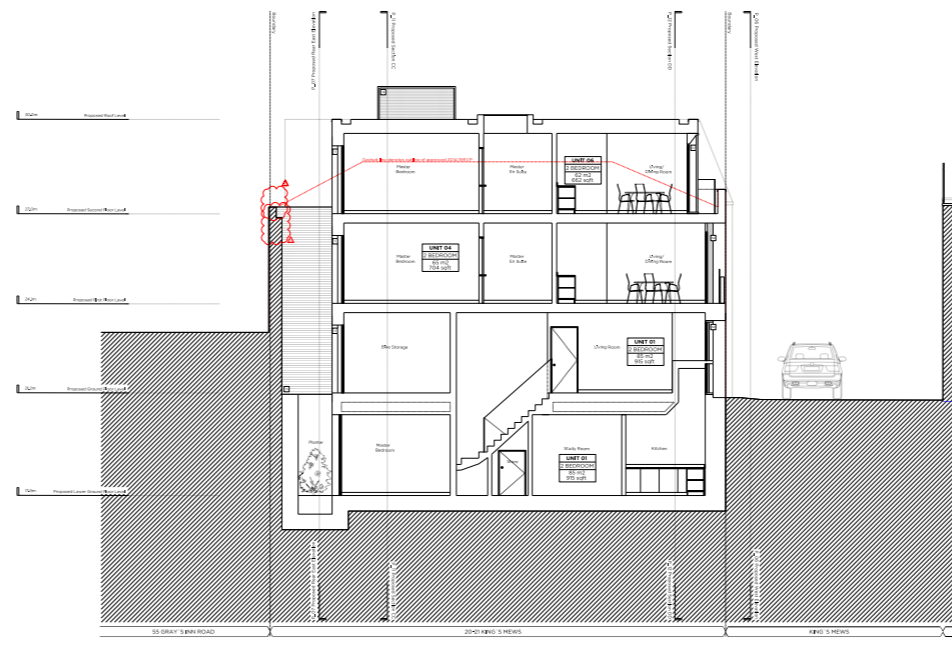
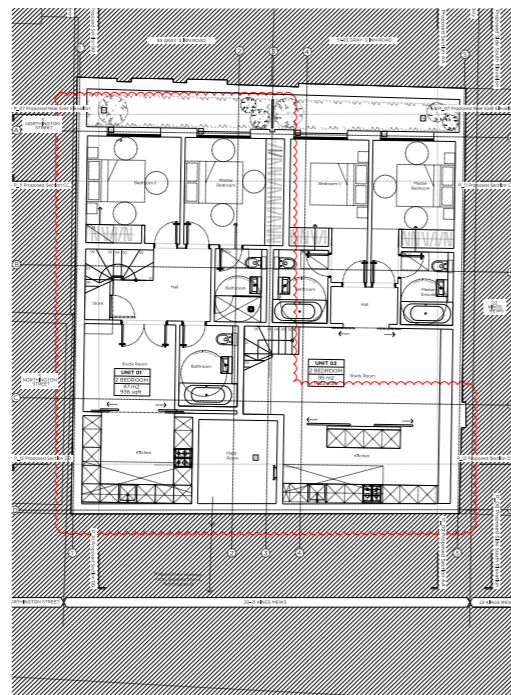
i. A similar scheme was recently consented close to the application site at 20-21 King's Mews:

**20-21 King's Mews  
18/08/2016 (2016/1093/P)**  
Consented at Committee for 'Erection of 3 storey (plus basement) building to provide 7 no. self-contained residential units (1x 1-bed, 6x 2-bed ), following the demolition of the existing 2 storey garage building.'

ii. The similarity of the application listed above and the recently consented scheme listed at the Application site suggest the proposals outlined in this document would be deemed acceptable (in principle) in planning terms. The policy implications of these proposed changes are considered on the next page.



Demolition & Consented Lower Ground Floor Plan



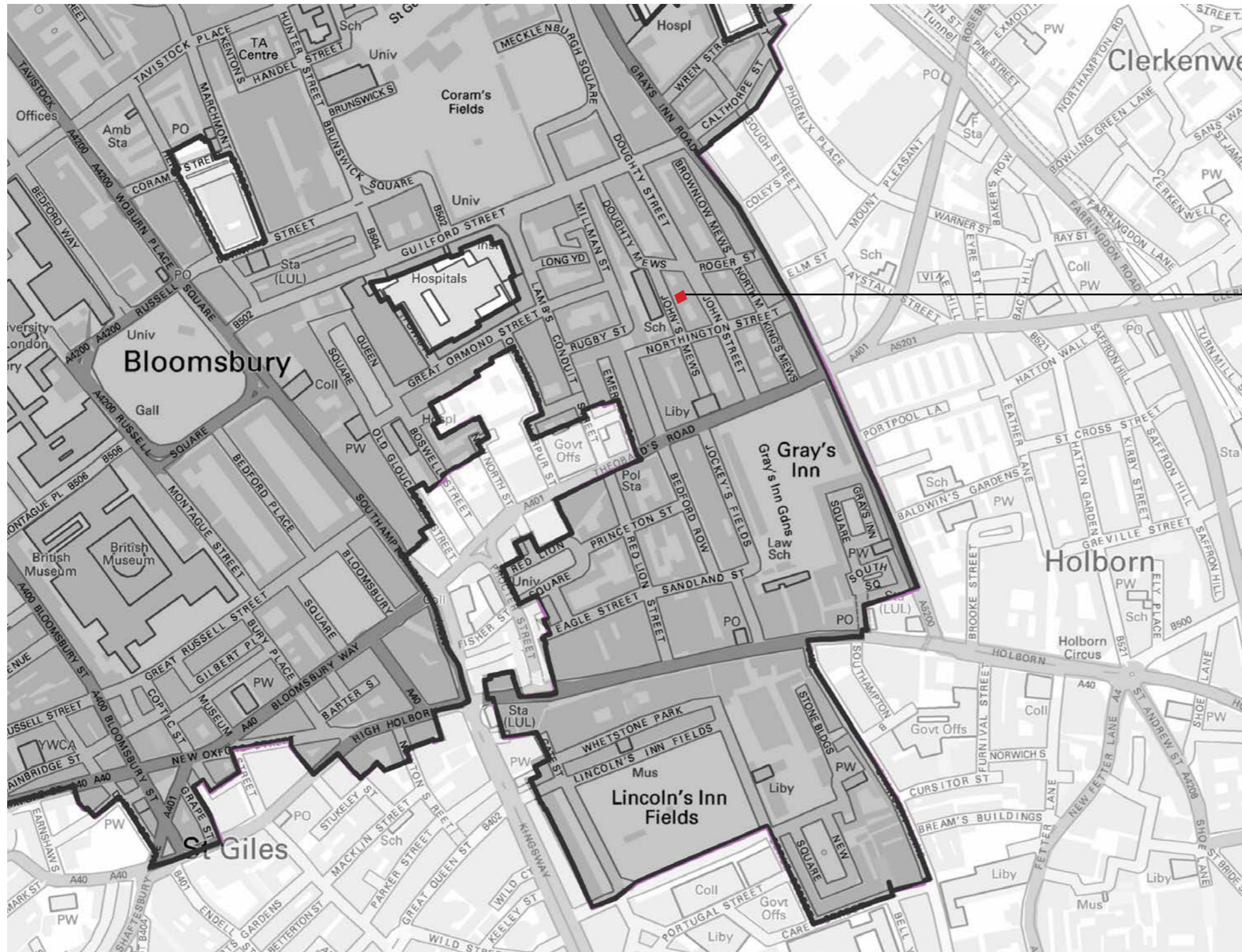
Consented Section



Consented Front Elevation

**20-21 King's Mews (2016)**  
Demolition & Consented Drawings (Ref: 2016/1093/P)





Bloomsbury Conservation Area Plan with Site Location

- █ Site Location
- Conservation Area

**1.7 SITE HISTORY & HISTORIC BUILDING ASSESSMENT**

- i. The property lies within the Bloomsbury Conservation Area which is notable for its consistency in street pattern, spatial character and predominant building forms.
- ii. 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.
- iii. 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."
- iv. Mews type properties are frequently found at the rear of the townhouses in this area, with the mews originally used as a stable for horses and carriages as well as coachman of wealthy residents. The site backs onto properties fronting John Street.
- v. 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 John's Mews.

'The Site'  
13-15 John's Mews





**1.8 TRANSPORT LINKS ASSESSMENT & PTAL RATING**

**i. 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.

**ii. 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.

**iii. 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.

**iv. Cycle**

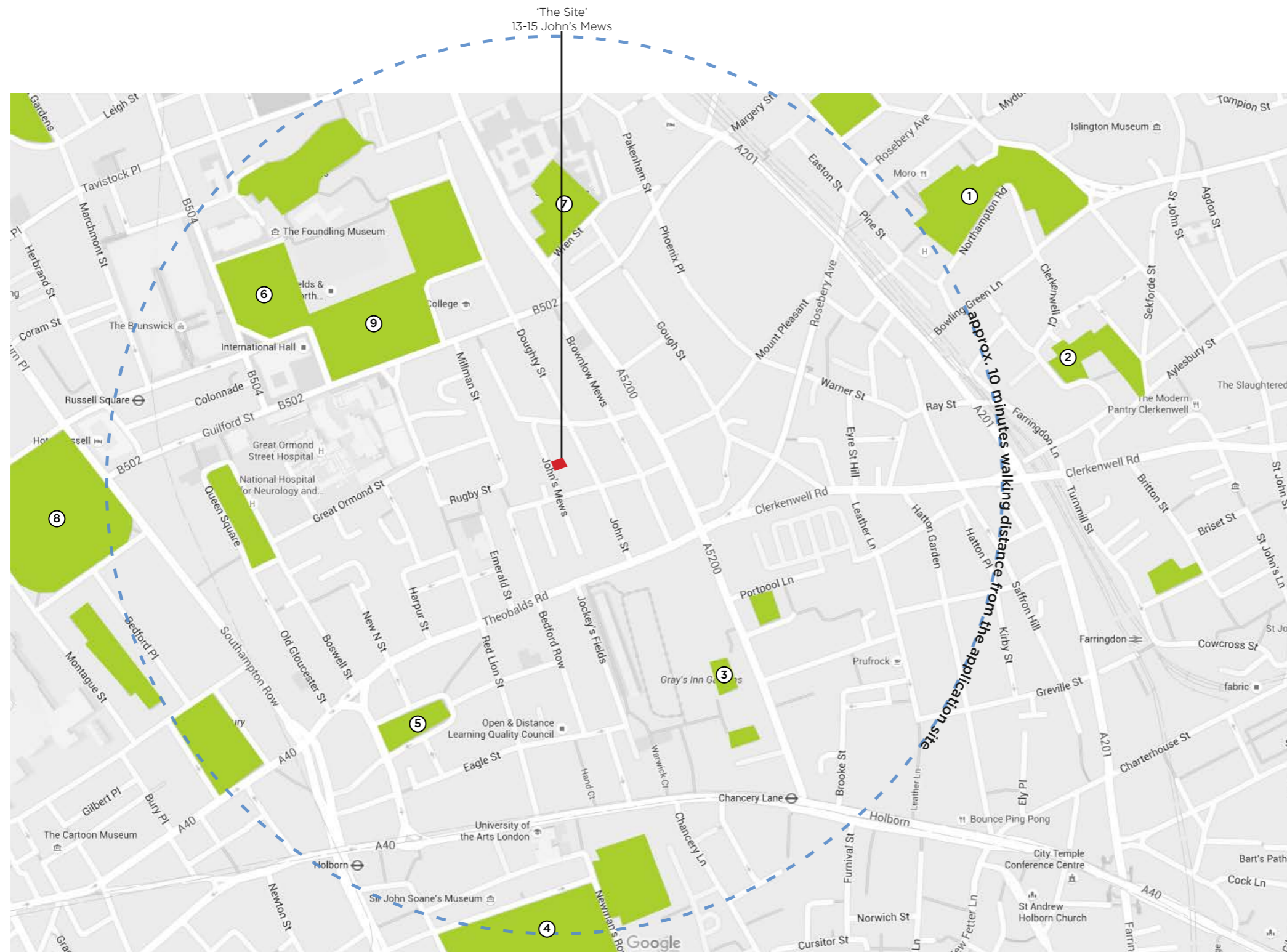
There is a Cycle hire station at the junction of Northington Street and King's Mews.

\* 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

**1.9 PUBLIC AMENITY ASSESSMENT**

**1.10 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 13-15 John's 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 C18th 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. Inside view of front facade door



2. Inside view of front facade window



3. Front facade window

**1.10 EXISTING BUILDING**

The poor condition of the existing building and extensive repair works that will be required to bring the property up to modern lettable standard are expanded in Marketing Report. The photographs illustrate changes to the apertures to the front facade and the condition of the existing property.



5. Inside view of 13 John's Mews



SECTION TWO:

**DESIGN PROPOSAL**



1

**Date:** 19/12/2016  
**Our ref:** 2016/6573/PRE  
**Contact:** Gideon Whittingham  
**Direct line:** 020 7974 5180  
**Email:** gideon.whittingham@camden.gov.uk

Dear Rebecca Prince,

**Re: 13 - 15 John's Mews, London, WC1N 2PA**

Thank you for submitting a pre-planning application enquiry for the above property which was received on 28/11/2016, together with the required fee of £480.00.

**1. Drawings and documents submitted with the pre-application enquiry**

- Email dated 28/11/2016.

**2. Proposal**

Change of use from B1 garage/workshop/offices to C3 (4 x 2 bed) residential flats with basement and mansard extension.


**3. Site description**

The host property relates to two attached buildings (Nos.13 and 15 St John's Mews). Both are two storey traditional mews buildings with a rendered front facade, located on the western side of the mews and forming part of a terrace. Most of the mews has been rebuilt or features modern flat mansard roof extensions and are exclusively in residential use.

St. George the Martyr Primary School is on the eastern side of Johns Mews which includes the four storey modern red brick schoolhouse.

Situated directly behind the site are the grade II listed Georgian terrace houses at 22-28 John Street which date from circa 1800-19. Historically mews buildings were located at the foot of the gardens of this type of property and whilst historic maps do not reveal whether the mews houses are original to the terraced houses they are certainly of a similar age.

According to the Bloomsbury Conservation Area Appraisal and Management Strategy on page 143 both buildings make a positive contribution to the area including 11-23 (odd) although there is some conflict with the townscape maps which do not list them as making a positive contribution. Further examination of their facades reveals that they have been altered in the past with replacement windows and doors and a rendered façade, however, their modest appearance and relationship with neighbouring buildings mean they do contribute to the area, although in a limited way.



**Camden**  
Planning Solutions Team  
Planning and Regeneration  
Culture & Environment  
Directorate  
London Borough of Camden  
2<sup>nd</sup> Floor  
5 Pancras Square  
London  
N1C 4AG  
[www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Pre-Application Response  
Page 1/9

MWA Response:

1) Refer to Heritage Statement (AHP)

2

**4. Planning history**

**Ref: 2013/4967/P:** Change of use from garage/workshop/offices (Class B1) to residential use (Class C3) to provide 2 dwellinghouses, including mansard roof extensions and elevational alterations to front and rear. - Granted Planning Permission subject to Conditions and S106 Legal Agreement on 05/03/2014.

**Ref: 2014/3330/P:** Change of use from garage/workshop/offices (Class B1) to residential use (Class C3) to provide 2 dwellinghouses, including excavation works to create a new basement floor level, creation of 2 new courtyards, mansard roof extensions and elevational alterations to front and rear. - Has a resolution to grant subject to the signing of a S106 Legal Agreement following being presented to the Planning Committee.

**5. Relevant policies and guidance**

[National Planning Policy Framework 2012](#)

[The London Plan 2016](#)

[LDF Core Strategy](#)  
CS1 (Distribution of growth)  
CS5 (Managing the impact of growth and development)  
CS6 (Providing quality homes)  
CS9 (Achieving a successful Central London)  
CS11 (Promoting sustainable and efficient travel)  
CS13 (Tackling climate change and promoting higher environmental standards)  
CS14 (Promoting high quality places and conserving our heritage)

[LDF Development Policies](#)  
DP2 (Making full use of Camden's capacity for housing)  
DP5 (Homes of different sizes)  
DP6 (Lifetime homes and wheelchair homes)  
DP16 (The transport implications of development)  
DP17 (Walking, cycling and public transport)  
DP18 (Parking standards and the availability of car parking)  
DP19 (Managing the impact of parking)  
DP22 (Promoting sustainable design and construction)  
DP24 (Securing high quality design)  
DP25 (Conserving Camden's heritage)  
DP26 (Managing the impact of development on occupiers and neighbours)  
DP32 (Air quality and Camden's Clear Zone)

**Other Planning Policies / Guidance**  
Camden Planning Guidance (CPG) 2016 – CPG 2  
Camden Planning Guidance (CPG) 2015 – CPG 1, 3, 8  
Camden Planning Guidance (CPG) 2011 – CPG 6 and 7

Pre-Application Response  
Page 2/9

3

Bloomsbury Conservation Area Statement/Bloomsbury Conservation Area Appraisal & Management Strategy (2011)

**5.1 Emerging policy:**  
It should be noted that the Camden Local Plan will replace the Core Strategy and Development Policies in 2017. The submission draft has now been approved by Cabinet and Full Council after a period of public consultation. The Local Plan and associated documents were formally submitted to the Secretary of State for public examination along with copies of all representations received on 24 June. In accordance with Section 20 of the Planning & Compulsory Purchase Act 2004, Inspector Katie Child, was appointed to conduct an examination to determine whether the Plan is sound. The public hearings for the Examination were held at the Camden Town Hall during October 2016.

**5.2** The submission draft is a material consideration in planning decisions. At this stage the Plan has weight in decision making and is a statement of the Council's emerging thinking. Emerging policy is therefore a relevant consideration to this pre-app advice. If this scheme becomes a formal planning application then the level of weight given to the emerging plan will depend on its status at the time of submission.

**6. Assessment**

**Proposal**

The proposal involves:

- The addition of a mansard roof and basement floor level, alongside elevational changes
- Change of use from B1 office to C3:
  - (4 x 2 bed) residential flats with basement and mansard extension.

**Principle of the development**

The key planning issues are as follows:

- Land use
- Design – scale, massing, detailed design and impact on the conservation area
- Housing mix, unit size and quality of accommodation.
- Impact on neighbouring amenity
- Impact of basement development
- Transport, access and parking
- Sustainability
- S106 obligations

**Land Use**

**2)** The site provides approximately 221sqm of offices/light industrial/storage accommodation. Consequently the proposal would result in the loss of employment floorspace which is considered on the basis of policies CS8 and DP13.

Pre-Application Response  
Page 3/9

MWA Response:

1) Refer to Loss of Employment Report (Montagu Evans)

## 2.1 PRE-APPLICATION ADVICE AND RESPONSE

i. On (28.11.16), MWA submitted a pre-planning document to determine the feasibility, in planning terms, of the works proposed in this application. On 19th December 2016, LB Camden Planning Officer (Gideon Whittingham) issued a written response to this submission, (2016/6573/PRE) which has been fully considered in preparing this full planning application.

ii. 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.

iii. 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.



4
<p>3) Notwithstanding the policy mentioned above, it has already been demonstrated and established that the principle change of use is policy compliant, as per the extant permission ref: 2013/4967/P. Despite the above, it is still advised that your application is accompanied by a statement addressing these policies and indicating why the site is no longer suitable for business use. Being a period building in a densely built area, it would appear that the site is not suitable for alternative industrial or warehousing uses, and would therefore lend itself greater to residential accommodation.</p> <p><b>Design – scale, massing, detailed design and impact on the conservation area</b></p> <p><i>Design</i></p> <p>In respect of the proposed mansard roof extension, the two buildings (13 &amp; 15) are situated in a small, informal group of mews houses from 11-23, and it is noted that the rest of these all have additional/mansard roofs. Whilst the buildings are not uniform in appearance they do have a group value in terms of their height (parapet height), plot widths and character as mews properties. The roof additions in this group have been added over the years (from 1989 with the most recent in 2005) with the current gap at Nos.13 and 15 being a result of no development coming forward for these buildings rather than as a deliberate townscape response. In this case there is an established form of roof addition on this group of buildings and a mansard on both of the properties would help re-unite this group. The principle of a mansard roof, as per the extant permission (ref: 2013/4967/P), is therefore considered acceptable.</p> <p>Notwithstanding comments in respect of the quality of accommodation at ground and basement floor level to be provided, the creation of a basement floor level is considered acceptable. The nature of the basement would not result in significant external manifestations and would not therefore harm the appearance of the building.</p> <p>5) In respect of the elevational alterations, a particular element is of concern, namely the sense of privacy and defensible space required for the ground floor units and in particular No.13 and how this can be improved as well as retained as a traditional sense of the former large opening which is a key element of the mews typology. In addition whilst the cut out of the floor internally can be carried out if there is external glazing to the floor, it would betray the fact the floor has been removed and does affect the traditional feeling of a coach house which obviously requires a level floor to provide access from the road.</p> <p>6) In mind of this concern, it is recommended to amend the design of the large opening through reducing the glazing or putting some kind of screen/contemporary coach door in the opening. This would improve the defensible space for the residents and allow it to conform more to the traditional coach door characteristic.</p> <p><b>Housing mix, unit size and quality of accommodation.</b></p>

Pre-Application Response  
Page 4/9

**MWA Response:**

3) Refer to Loss of Employment Report & Marketing Report (Montagu Evans & Farebrothers).

4) The proposed mansard roof seeks to re-unite the building with neighbouring properties.

5) This has been amended. The former large opening has been recessed to provide a deeper reveal, to improve the sense of privacy and defensible space to the ground floor flat. Ground floor flat kitchens are positioned against window to improve sense of defensible space to reception area at the rear.

6) This has been amended. The cutout of the floor has been omitted. Please see ground floor layout.

7) The former large opening has been amended to reflect the traditional coach door characteristics. Additional timber panelling is proposed to reduce the amount of visible glazing.

5
<p>The proposal would provide 4 x 2 bedroom units of high priority, as per Policy CS6. Each unit meets the minimum floorspace requirements according to the nationally described space standards March 2015 (issued by the Department for Communities and Local Government).</p> <p>8) Whilst the units appear to show dual aspect accommodation, it must again be reiterated that the level of natural and clear outlook, ventilation and light to the lower ground and ground floor level duplexes are of concern. The accommodation provided at basement floor level is unacceptable. The front rooms (be it media room, living room, kitchen or bedrooms) would have no aspect or natural ventilation and rely on borrowed light through a void and the front elevation of the floor above. This arrangement would result in no outlook and a poor level of privacy or natural daylight/sunlight. It is also unknown how the front windows at ground floor level (facing the mews) would be controlled. These windows are a source of light to both lower ground and ground floor levels and the preferences of occupiers on one of the floors would prejudice the other (i.e. someone on the lower ground floor units may shut light from these windows which would mean those (albeit in the same unit) using the ground floor wouldn't benefit from this light source or vice versa).</p> <p>9) The rear rooms (be it living room, kitchen or bedrooms) at lower ground and ground floor level would have windows/doors looking straight out (approx. 1.5m) onto a high boundary wall with a very narrow terrace which would also provide a poor level of light and outlook for those units. Furthermore, the external amenity space given to these units would be very poor. Given that this part of the site is overshadowed by larger buildings to the north and east this area of the building would not be likely to benefit from any natural light. The quality of the living accommodation, particularly at lower level, is therefore of significant concern and would be unacceptable. The necessity for daylight and ventilation assessments submitted alongside a planning application would be required although the lack of any meaningful outlook for the lower units appears insurmountable.</p> <p>10) <b>Impact on neighbouring amenity</b></p> <p>Policy CS5 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Policy DP26 supports this, by seeking to ensure that development protects the quality of life of occupiers and neighbours by only granting permission to development that would not harm the amenity of neighbouring residents. This includes privacy, overlooking, outlook and impact on daylight and sunlight.</p> <p>The site is directly bounded to the north and south by residential buildings along John's Mews. Beyond John's Street to the east lay St. George the Martyr Primary School playgrounds. Not uncommon to many mews buildings backing onto their larger townhouse neighbours, the rear elevation (albeit at ground floor level) of Nos.13 and 15 John's Mews forms the boundary wall with the rear garden of Nos.23 and 24 John Street, with the main buildings separated by some 8-12m of garden.</p> <p>In terms of windows which face or have a direct line of sight with the windows of No.13 and 15 John's Mews, this is limited to Nos.22, 23, 24 and 25 John Street.</p>

Pre-Application Response  
Page 5/9

**MWA Response:**

8) Lower ground floor accommodation has been reconfigured. Non-habitable rooms only positioned to the front of the lower ground floor - bathroom, en-suite and plant room as per consented scheme (Ref: 2014/3330/P). Large windows onto lightwell provide lower ground floor bedrooms with ventilation and daylight. Refer to Daylight/Sunlight assessment (CHP).

9) Refer to Daylight/Sunlight assessment (CHP)

10) Refer to Daylight/Sunlight assessment (CHP)

6
<p>It is acknowledged that overlooking between the occupiers of Nos.13 and 15 John's Mews and Nos.23 and 24 John Street is an existing mutual condition, albeit of a differing use.</p> <p>Whilst the terminating height would be increased as a result of the mansard addition, given its proximity to buildings along Johns Street, in addition to its potential terminating height matching those either side of the application site, this element would not exert a materially harmful impact on the amenities of adjoining occupiers, in terms of outlook, daylight and sunlight.</p> <p>11) A daylight/sunlight report is recommended to demonstrate that habitable rooms to these properties are not significantly affected.</p> <p><b>Impact of basement development</b></p> <p>The proposed basement would provide an additional 108 sqm of floorspace.</p> <p>12) To accompany any application (in order to validate the application) a Basement Impact Assessment (BIA) would need to be submitted with the application. This is in line with policies CS13, DP22, DP23 and DP27. This is supported by CPG4 and Arup guidance for subterranean development 'Camden geological, hydrogeological and hydrological study'. Please see the website for more information.</p> <p>The BIA will need to include the following stages:</p> <ul style="list-style-type: none"> <li>· Stage 1 - Screening;</li> <li>· Stage 2 - Scoping;</li> <li>· Stage 3 - Site investigation and study;</li> <li>· Stage 4 - Impact assessment; and</li> <li>· Stage 5 - Review and decision making.</li> </ul> <p>At each stage in the process the person(s) undertaking the BIA process on your behalf should hold qualifications relevant to the matters being considered. Paragraph 2.11 of CPG4 outlines the qualifications required for assessments.</p> <p>In order to provide us with greater certainty over the potential impacts of proposed basement development, we will expect independent verification of Basement Impact Assessments, funded by the applicant, when certain criteria are met.</p> <p>Furthermore, it has in recent months become standard practice for 'basement construction plans' to be secured via s106 agreement, which typically follows on from the findings of the independent reviews of the BIA.</p> <p><b>Transport, access and parking</b></p> <p>The site has a PTAL rating of 6b so Transport Planners will resist any proposals for general car parking. In line with DP18, the proposal would be car free.</p> <p>13) A Construction Management Plan (CMP) would be necessary, to be secured by S106 Agreement. A substantial CMP should be submitted at the application stage.</p>

Pre-Application Response  
Page 6/9

**MWA Response:**

11) Refer to Daylight/ Sunlight assessment (CHP)

12) Refer to Basement Impact Assessment (Chelmer Site Investigations)

13) Refer to Construction Management Plan (Motion UK)





7

- 13) to help inform the public consultation responses. Please see CPG7 for more details. The verification of its implementation during the Construction Phase would cost £1,140.

A Section 106 contribution would be required for repaving any footways around the site, as these may be damaged during the construction of the proposed development.

An 'Approval in Principle' (AIP) report would also be required and must include structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site. The assessment would cost £1,500 and be secured by Section 106 planning obligation.

#### Cycle parking and refuse

- 14) A scheme proposing 4 units is expected to provide 8 spaces. It is noted however, only 3 'spaces' are indicated on plan and in terms of size and accessibility, do not comply with the requirements of CPG7.

#### Sustainability

##### Water and energy

London Plan policy 5.3 'Sustainable design and construction' removes requirements for the Code for Sustainable Homes but continues to require development to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

- 15) The Council will continue to require the submission of a [Sustainability Statement](#) with applications for new residential development demonstrating how the development mitigates against the causes of climate change and adapts to the effects of climate change in line with existing policies contained in Camden's Core Strategy CS13 Tackling climate change through promoting higher environmental standards and Development Policies document DP22 Sustainable design and construction. Proposals should demonstrate how sustainable design and construction principles, including the relevant measures as set out in DP22 page 104, have been incorporated into the design and proposed implementation.

New residential development will be required to demonstrate that the development is capable of achieving a maximum internal water use of 105 litres per person/day, with an additional 5 litres person/day for external water use.

The Council will continue to apply policies which require compliance with energy performance standards until the Planning and Energy Act 2008 has been amended (likely late 2016). The Code Level 4 equivalent in carbon dioxide emissions reduction below part L Building Regulations 2013 is 20%. New residential dwellings will be required to demonstrate how this has been met by following the energy hierarchy in an energy statement.

Pre-Application Response  
Page 7/9

#### MWA Response:

13) Refer to Construction Management Plan (Motion UK)

14) Cycle provisions have been provided on the basis of 2no. per apartment in line with our pre-application advice and the London Plan.

It is proposed that each flat is supplied with 2x Brompton bicycles. These can then be stored securely within joinery in the flat.

The further alterations to the London Plan supports the storage of bicycles within dwellings. Due to the existing structural arrangement it is unsuitable to manoeuvre full sized bicycles from the communal entrance to each individual flat. There is not a lift to accommodate a full size bicycle.

8

Please note that policy CS13 also requires that all developments (existing and new build) achieve a 20% reduction in on-site carbon dioxide emissions through renewable technologies, unless demonstrated that such provision is not feasible.

Based on this, a sustainability statement and water efficiency should be submitted with any future applications. A sustainability plan would be secured via a Section 106 for a post construction review to ensure the development would achieve the sustainability targets.

#### Green /Brown Roofs and Green Walls

In line with Development Policy DP22, the scheme incorporates a green roof at first floor level. Further details can be found in Camden Planning Guidance 3 (CPG3: Sustainability – section 10) in terms of policy compliance.

#### Sustainable Urban Drainage (SUDS)

The existing site is built on or hardstanding so offers little in the way of drainage, nonetheless redeveloping the site is an opportunity to improve upon this and reduce floodrisk in the area. CPG3 (section 11: Flooding) provides detailed information.

All developments are expected to manage drainage and surface water on-site or as close to the site as possible, using Sustainable Drainage Systems (SUDS) and the hierarchy set out in CPG3.

- 16) The Council will expect plans and application documents to describe how water will be managed within the development, including an explanation of the proposed SUDS, the reasons why certain SUDS have been ruled out and detailed information on materials and landscaping.

The Council will expect developments to achieve a greenfield surface water run-off rate once SUDS have been installed. As a minimum, surface water run-off rates should be reduced by 50% across the development.

#### S106 obligations

As per the preceding report, the S106 Legal Agreement would likely cover the following Heads of Terms in the event of a successful application:-

- Construction Management Plan
- 'Approval In Principle' (AIP) report and assessment fee of £1,500
- Basement Construction Plan
- Financial contribution for highway works
- Sustainability plan
- Car free

#### Planning application information

Pre-Application Response  
Page 8/9

#### MWA Response:

16) Refer to section Energy & Sustainability Statement (EB7)

9

If you submit a planning application, I would advise you to submit the following for a valid planning application:

- 17) Completed form – Full planning application.
- The appropriate fee of £1540.00.
  - An ordnance survey based location plan at 1:1250 scale denoting the application site in red.
  - Floor plans at a scale of 1:50 labelled 'existing' and 'proposed' showing the internal layout and access arrangements.
  - Section drawings at a scale of 1:50 labelled 'existing' and 'proposed'.
  - Existing and proposed rear elevations at a scale of 1:50 or 1:100 showing the full rear elevation and neighbouring rear elevation.
  - Basement Impact Assessment
  - Please see [supporting information for planning applications](#) for more information.

Given the location and sensitivities of the site, together with the scale of the scheme, it is recommended that the applicant conducts its own consultation with surrounding neighbours, relevant councillors and local groups.

We are legally required to consult on applications with individuals who may be affected by the proposals. We would notify neighbours, put up a notice on or near the site and, advertise in a local newspaper. The Council must allow 21 days from the consultation start date for responses to be received.

It is likely that a proposal of this nature would be determined by the Development Control Committee. For more details click [here](#).

**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.**

If you have any queries about the above letter or the attached document please do not hesitate to contact me on 0207 974 5180.

Thank you for using Camden's pre-application advice service.

Yours sincerely,

Gideon Whittingham

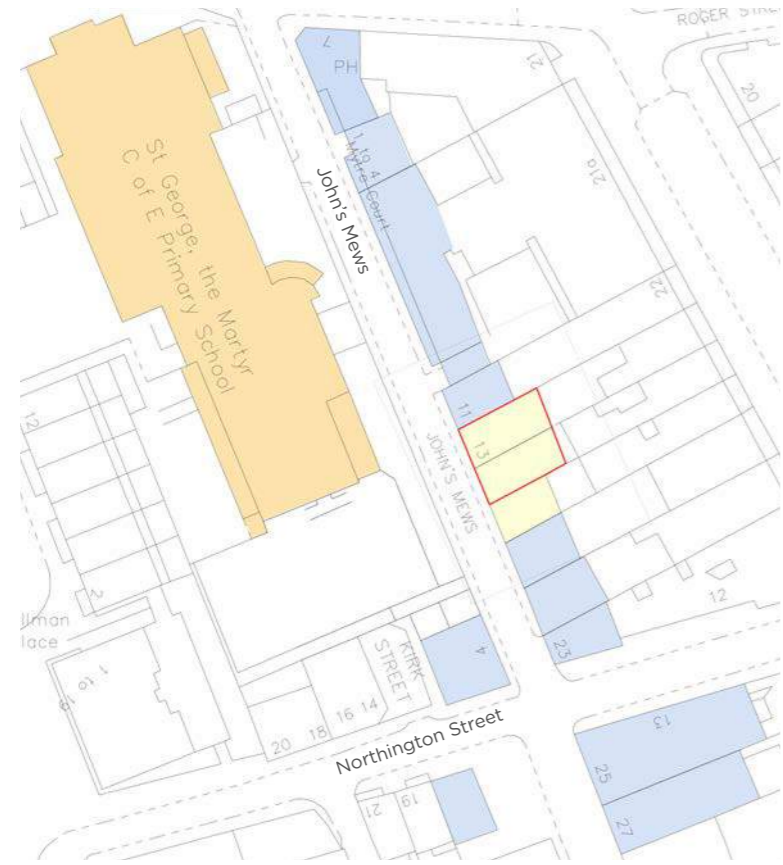
Senior Planning Officer  
Planning Solutions Team

Pre-Application Response  
Page 9/9

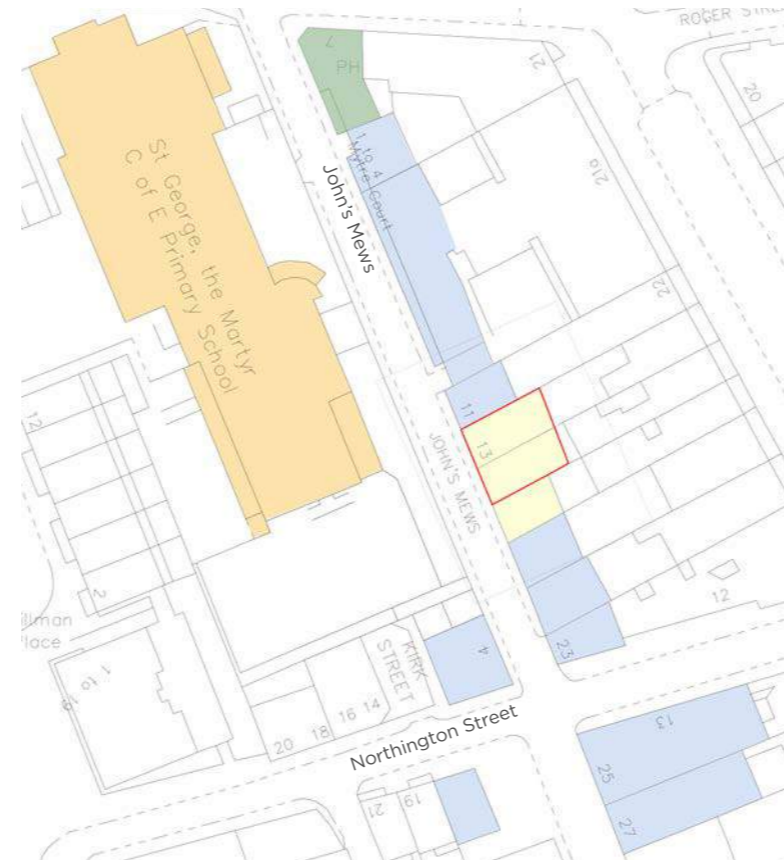
#### MWA Response:

17) Submitted as part of detailed planning application





John's Mews Ground Floor Use



John's Mews First Floor and Above Use

**2.2 CONTEXT USE ANALYSIS**

i. The diagram on the left shows existing and consented land use of the site as well as it's neighbouring properties.

**Site Usage**

- A1 Retail Use
- B1 Office Use

- C3 Residential Use
- D1 Non-residential Institution Use





- 01 Proposed timber framed sash windows
- 02 Proposed slate covered mansard
- 03 Metal railings
- 04 Timber hardwood door
- 05 Timber framed windows with timber panelling
- 06 Vertical control joint
- 07 Render wall finish

### 2.3 DESIGN STRATEGY

All proposed works are illustrated in detail on the drawings submitted as part of this application.

A summary of the works is described below,

i. The conversion from vacant office/garage (B1 use) to residential (C3 use) to provide 4x self-contained units (4x 2-bed flats), including excavation to create lower ground floor with proposed lightwell to the rear to provide natural ventilation and daylight to serve accommodation at basement level, proposed mansard roof extension with traditionally-detailed dormers to create residential accommodation at second floor level and proposed refuse store at ground floor level.

ii. The proposal splits the front elevation of 13-15 John's Mews vertically in keeping with the grain of the street and paying homage to historic legacy of the site, as two distinct mews buildings. The front elevation sees the reinstatement of the large coach style doors at ground floor level, which creates the formal street frontage to the building whilst retaining the character of the existing building.





Indicate waste routes

## 2.6 WASTE MANAGEMENT

### i. Encouraging Recycling

Each apartment will be fitted with a 85litre separate waste and recycling containers within the kitchen units. It is considered that this encourages occupants to separate their rubbish and recycling more regularly and reliably. See image below of the integrated bin storage.

In addition to the integrated waste storage within the kitchen units, our proposal provides 480 litres of communal waste storage (2 no. 240 litre Wheeliebins) and 220 litres of communal recyclables storage (4 no. 55 litre green boxes) at ground floor off the communal entrance.

This proposal is in line with CPG1 'water and recycling storage', for residential development of 6 dwellings or fewer.

### ii. Waste Collection

Occupants will bring their waste from their individual dwellings to the communal bin store located off the communal entrance or directly to the collection point within the allotted time frame.



Example of in-kitchen waste and recycling storage



**2.5 CYCLE STORAGE PROVISION**

**i. Access and Parking**

John's Mews is a two way street with parking allocated on both sides and is a controlled parking zone.

Pre Application advice specified a requirement for the development to be car free in line with DP18. TFL's PTAL rating gives the site the best possible rating of 6b.

**ii. Cycle Storage**

Following Camden's Local Plan, cycling is promoted as a sustainable means of travel that provides the opportunity to relieve congestion and promote a healthy lifestyle.

It is proposed that each flat is supplied with 2x Brompton bicycles with a corresponding £250 bicycle voucher for accessories. These can then be stored securely within joinery in the flat

Cycle provisions have been provided on the basis of 2no. per apartment in line with our pre-application advice and the London Plan. Given the proposals are for refurbishment and not newbuild, the existing footprint does not lend itself to a dedicated cycle store. In pre application advice it was noted that the front elevation should be retained where possible, further restricting the creation of a cycle store.

The Further Alterations to the London Plan supports the storage of bicycles within dwellings. Due to the existing structural arrangement it is unsuitable to manoeuvre full sized bicycles from the communal entrance to each individual flat. There is not a lift to accommodate a full size bicycle.



Brompton Bicycle (2 per Flat)



£250 bicycle voucher for accessories



**Part M Design Criteria**

**Criterion 1** - Parking (width or widening capability)

**Criterion 2** - Accessible approach to dwelling from parking (distance, gradients and widths)

**Criterion 3** - Accessible approach to all entrances

**Criterion 4** - All entrances should:

- a) Be illuminated
- b) Have level access over the threshold; and
- c) Have effective clear opening widths and nibs
- d) Have adequate weather protection\*
- e) Have a level external landing.\*

**Criterion 5** - Accessible communal stairs and lifts

**Criterion 6** - Internal doorways and hallways enable convenient movement in hallways and through doorways.

**Criterion 7** - Circulation Space enable convenient movement in rooms for as many people as possible.

**Criterion 8** - Every bedroom can provide a minimum clear access route, 750mm wide, from the doorway to the window.

**Criterion 9** - Provide an accessible bathroom that has ease of access to its facilities from the outset.

**2.7 PART M**

The table below shows the Part M assessment of each apartment.

Given the restrictive nature of the site, it is not possible to meet all of the requirements. These exceptions have been limited and are noted in the matrix below.

**Part M**

13-15 John's Mews

Matrix										
Criterion		1	2	3	4	5	6	7	8	9
Flat	Beds	Parking	Approach to dwelling from parking.	Level approach to all entrances	External entrance	Communal stairs	Internal doors & hallways	Circulation space	Bedroom clear access route	Bathroom
Flat 1	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓
Flat 2	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓
Flat 3	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓
Flat 4	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓

Note A No car parking spaces to be provided as part of development.  
 Note B No lift due to site constraints.





13-15 John's Mews  
Looking South along John's Mews

## 2.8 CONCLUSION

i. This document has been compiled following thorough investigation of the history of the site and surrounding area, recently consented developments close to the application site, and all relevant local and national planning policy. We believe that by adopting a sensitive and considered approach, the proposals outlined in this document represent an opportunity to create an exemplary residential development without impacting the amenity or character of the surrounding area.



SECTION THREE:

# VISUALS







Front Isometric  
As Existing



Front Isometric  
As Proposed





Rear Isometric  
As Existing



Rear Isometric  
As Proposed





Street View  
As Existing



Street View  
As Proposed





Street View II  
As Existing



Street View II  
As Proposed





13-15 John's Mews - Night View  
As Proposed





13-15 John's Mews -Daytime View  
As Proposed



SECTION FOUR:

**AREA SCHEDULE**



13-15 Johns Mews  
Area Schedule

Existing & Proposed Gross Internal Areas (GIA)

	Existing GIA*		MW-A Proposed GIA*	
	(sqm)	(sqft)	(sqm)	(sqft)
BasementFloor	-	-	106.9	1,150
GroundFloor	129.6	1,395	114.2	1,229
First Floor	91.7	987	92.5	995
Second Floor	-	-	77.4	833
<b>TOTAL (GIA)</b>	<b>221.3</b>	<b>2,382</b>	<b>390.9</b>	<b>4,208</b>

\* All areas are based on scaled consented plans by FT Architects Ltd accessed from the Planning Portal, are approximate only and subject to the necessary consents.

Proposed Net Internal Area (NIA); By Unit

	MW-A Proposed NIA*	
	(sqm)	(sqft)
Flat 01 - GF/LGF Duplex (2B4P)	100.4	1,080
Flat 02 - GF/LGF Duplex (2B3P)	97.2	1,047
Flat 03 - 1F (2B4P)	79.3	854
Flat 04 - 2F (2B4P)	76.4	822
<b>TOTAL (NIA)</b>	<b>353.3</b>	<b>3,803</b>

Net to Gross	90%
--------------	-----

