

4 John Street & 5-6 King's Mews
London WC1N 2ES
Design & Access Statement
Planning Statement

August 2017

Quinn Architects

Rochelle School Arnold Circus London E2 7ES
+44 (0)20 7613 3843 www.quinnuk.com

Contents

1.0 Introduction

- 1.1 Site Information
- 1.2 Application Site & Surrounding Area
- 1.3 Application History - Existing & New Mews House Development
- 1.4 Application History - Continued
- 1.5 Proposal
- 1.6 Submission Feedback
- 1.7 Site Location
- 1.8 Existing Site Photos
- 1.9 Existing & Proposed 3D

2.0 Proposal - Relevant Planning History

- 2.1 Replacement of steel security gate
- 2.2 New timber facade
- 2.3 Roof Design
- 2.4 Drainage
- 2.5 Access
- 2.6 Elements for retention and protection
- 2.7 Relevant Planning Policy

3.0 Comparisons

- 3.1 Introduction
- 3.2 Facade Design

4.0 Conclusions

- 4.1 Effect on the Character and Appearance of the Conservation Area
- 4.2 Summary

1.0 Introduction

This planning submission document has been prepared by Quinn Architects Ltd. on behalf of our client at 4 John Street. We enclose a planning and listed building application for the extension of the existing timber car port located at the rear end of the existing house boundary. To facilitate this design, we also propose to remove the existing dilapidated steel gate.

In summary permission is sought for only external works at the rear end of the property. No internal or external works are proposed to the existing grade II listed house itself.

1.1 Site Information

Property Name	4 John Street & 5-6 King's Mews	
Borough	London Borough of Camden	
Conservation Area	Bloomsbury	
Directly Neighbouring Properties	North	7-8 King's Mews
	South	4 King's Mews
Prior Notable Planning Applications		
	PSX0205232	Granted (24 November 2003)
	LSX0205246	Granted (24 November 2003)
	2010/2753/P	Granted (14th October 2010)
	2010/4873/L	Granted (14th October 2010)
	2012/4360/P	Granted (30th October 2012)
	2012/4420/L	Granted (30th October 2012)
	2012/4420/L	Granted (30th October 2012)
	2017/3355/P	Submitted (9th June 2017)
	2017/3380/L	Submitted (9th June 2017)

1.0 Introduction

1.2 Application Site & Surrounding Area

The property is a Georgian terraced house situated on John Street, a predominantly residential street made up of large terraced properties 4 storeys in height. The terrace house is part of a group comprising of nos. 2-9, built in the 1750s. The rear end of the property faces King's Mews, which comprises of a mix of mews styled residential and commercial buildings which vary between 2 and 3 storeys in height. Both John Street and King's Mews run North to South, parallel connecting Northington Street and Theobold's Road.

The site falls within the Bloomsbury Conservation Area and although this application's site of 5-6 King's Mews does not contain any listed structures, the terraced house on 4 John Street which the site is part of is Grade II Listed. 4 John Street is part of a group listing which encompasses 2-9 John Street.

The King's Mews street consists of a predominantly flush facade line on both sides of the road. The facade of the neighbouring buildings next to 5-6 King's Mews is made up of London stock brick and both their metal window frames and doors are in grey.

The King's Mews site itself contains a timber structure which is currently used as a car port. The timber structure has a timber boarded wall facade which is set back from the main facade line of King's Mews. A non-original steel security fence sits in front of the car port area, but is also set back from the street facade line.

1.3 Application History - Existing & New Mews House Development

On 24 November 2003, planning permission (ref: PSX0205232) and listed building consent (ref: LSX0205246) were granted subject to a Section 106 for a change of use from offices (B1) to a single family dwelling house (C3) with associated internal and external alterations to the existing main house on 4 John street. The erection of a new mews house with garaging to replace the existing parking area on King's Mews to the rear of the existing house was also part of this consented application. Condition 1 of this granted planning permission states that development hereby permitted must begin no later than the end of 5 years from the date of the permission - 24th November 2008.

4 John street has since changed from offices to a single family dwelling with associated internal and external alterations, however the proposed mews house also permitted under this application was not erected due to the financial constraints of the client. As works on 4 John street began before 24th November 2008, the planning permission has been successfully implemented, and condition 1 of this permission satisfied. As a result, the consent for the mews house remains live.

1.0 Introduction

1.4 Application History - Continued

As stated, the consented proposal of the new mews house was not erected due to the financial constraints of the client. As a replacement, a timber structure was sought consent to enable off street car parking for the residents at 4 John Street. The timber structure provides a decked extension to the existing garden at 4 John street, as well as covered parking front to 5-6 King's Mews.

On 14th October 2010, planning permission (ref: 2010/2753/P) and listed building consent (ref: 2010/4873/L) were granted for the temporary retention of the timber structure. Conditions of the consent stated that the structure hereby permitted is for a temporary period only and shall be removed within 2 years - 14th October 2012.

On 30th October 2012, further planning consent (2012/4360/P) and listed building consent (2012/4420/L) were granted for the temporary retention of the timber structure for an additional 2 years. Permission for the retention of the car port ceased on 31st October 2014.

On 9th June 2017, a new planning proposal (ref: 2017/3355/P) and listed building consent (2017/3380/L) was submitted. The proposal consisted of a new sheltered garage structure, extending from the existing timber car port. The case conference feedback received noted the formalisation of an enlarged garage was not supported as it would be contrary to the transport policy in terms of increasing the number of on-site car parking.

1.5 Proposal

Consent to retain the timber structure lapsed over 2 years ago however unfortunately this was overlooked by the client and the structure was not replaced and still remains. The applicant now wishes to remedy the situation at the site.

Although permission for the timber structure was granted on a temporary basis to allow the client to raise funds for construction of the new mews house, the recent decline and uncertainty of the economic market has significantly affected the client's financial situation. As a result, the client is still in no position to develop out the single mews dwelling on the King's Mews plot.

The applicant is aware that the existing structure requires maintenance and through this application, we seek to improve the appearance and security of the car-port as the building out of the consented mews house scheme is unlikely at this present time.

We hope to find a remedial position by proposing a new enclosed car port design which extends out from the timber structure to secure the site. This proposal will be both financially viable for the client and enhance the character of the conservation area.

1.0 Introduction

1.6 Submission Feedback

A design for the proposed car port extension was submitted to planning authority (ref: 2017/3355/P, 2017/3380/L) on 9th June 2017. Case officer Kristina Smith provided feedback comments after taking the proposal to a case conference.

The feedback received for the proposed enlarged garage area was that it would not be supported as it will be contrary to both transport policy in terms of increasing the number of on-site car parking, as well as land use and design policy insofar that the Council would prefer to see a residential mews property here designed in such a way as to enhance / preserve the wider character of the mews.

It was also stated another temporary permission for the existing garage would be considered, although an alternative solution would be preferred.

Taking into account the informal comments provided by Camden planning and the financial constraints of the appellant, we have since revised our design and believe the proposal provides an appropriate solution which both enhances the appearance of King's Mews and secures the site.

1.0 Introduction

1.7 Site Location



Fig. 01 - Image extracted from Google Maps

1.0 Introduction

1.8 Existing Site Photos



Fig. 02 - View from King's Mews - South end



Fig. 03 - Existing timber structure & car port

1.0 Introduction

1.8 Existing Site Photos



Fig. 04 - View from King's Mews - North end



Fig. 05 - Existing timber structure & car port

1.0 Introduction

1.8 Existing Site Photos



Fig. 06 - Timber structure from rear garden.



Fig. 07 - Existing steel security gate



Fig. 08 - Existing car port area

1.0 Introduction

1.8 Existing Site Photos



Fig. 09 - 4 John Street - Rear elevation

2.0 Proposals

1.9 Existing & Proposed 3D

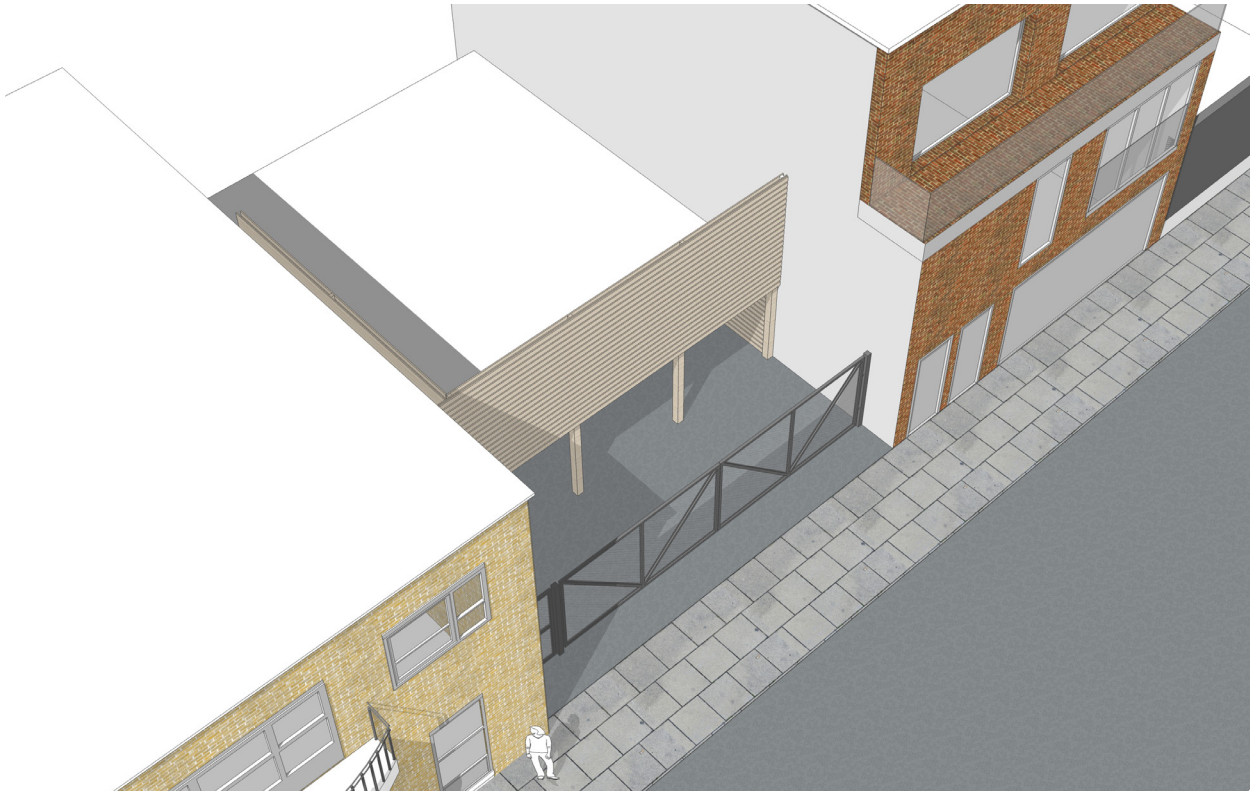


Fig. 10 - Existing 3D



Fig. 11 - Proposed 3D

2.0 Proposal

2.1 Replacement of steel security gate

The existing black painted steel gate, currently set back from the King's Mews facade line is in a dilapidated state. To improve the security of the site, the existing security gate is to be replaced with a steel structured shelter. The shelter is made up of steel columns and beams, clad in timber and will extend out from the existing timber facade. The sheltered extension will provide significantly more security to the site and we believe by bringing the facade forward, the extension will sit comfortably within the mews site. The shelter will sit in line with the existing steel gate position and no further, ensuring the quantity of on-site parking is not increased and existing street line is retained.

2.2 New timber facade

New steel structured garage doors and a pedestrian gate is proposed on the new extension's facade. The steel structure will be clad with 100mm wide timber boards to match the existing timber structure cladding, creating an uniform design. The new timber boards will be vertically laid and painted grey to match the colour of the window frames and doors of it's neighbours. To ensure a consistent facade, the existing timber facade will also be painted grey to match the new garage doors.

The new facade is composed of 3 up and over bespoke garage doors and a pedestrian gate, all set at the existing window height of the neighbouring building - 4 King's Mews. Additional fixed timber boards in the same layout will sit above the garage doors and gate, creating a "timber band" above the door openings. The top of the band where the facade terminates is also aligned with the balcony on the neighbouring building.

By incorporating the colours and datums of the neighbouring buildings into the new facade, the proposed elevation will create a uniform aesthetic across the King's Mews elevation, therefore enhancing the appearance and character of the street. The grey painted timber facade to match the neighbouring window frames will be in keeping with the wider design along the King's Mews streetscape.

2.3 Roof Design

The steel structure will be clad with polycarbonate roofing sheets, laid to falls to the new gutter on the proposed timber facade. The polycarbonate roof will be clear, providing ample light into the new sheltered car port.

The clear polycarbonate sheets provide an unobtrusive and modest means of sheltering the new extended car port, whilst providing ample light into the space.

2.0 Proposal

2.4 Drainage

The new gutter on the proposed timber facade will be powder coated metal, coloured grey to match the neighbouring window frames. A down pipe at either end of the extension will provide adequate drainage for the new polycarbonate roof.

2.5 Access

No change is proposed to the main access into the existing property. The King's Mews site is currently accessed through the existing steel security gates. The installation of new garage doors and pedestrian gate will substitute the existing security gates therefore route of access will remain the same. There is no necessity for any modification in the vehicular or transport links to the proposed development. As mentioned, the new garage doors will sit in line with the existing steel gate position, ensuring the area of on-site parking is not enlarged.

2.6 Elements for retention and protection

As noted on the submitted drawings, the proposed development does not look to alter the existing property at 4 John Street. The grade II listed property will be fully protected during construction and retained.

The existing timber structure will also be fully protected and retained during construction. Any dilapidated timber boards will be replaced and timber facade made good.

2.0 Proposals

2.7 Relevant Planning Policy

The proposed works are limited to changes to the King's Mews external plot and elevation. We have assessed these proposals in relation to relevant policies.

Being within The Bloomsbury Conservation Area, the following policies are directly relevant in the determination of this application:

Core Strategy Policies

- C5 Safety & Security
- A1 Managing the impact of development
- D1 Design
- D2 Heritage
- T2 Parking and car-free development



Fig. 12 - Proposed 3D - Doors open

3.0 Comparisons

3.1 Introduction

In preparing the current application, the design team has taken the opportunity to provide a comparative study between the original design submitted and the new amended proposal. The following paragraphs and images highlight the design changes that were made following the feedback received from Camden planning.



Fig. 13 - Proposed 3D - Doors open

3.0 Comparisons

3.2 Facade Design

In the new design, the existing timber facade has been changed to painted grey to match the neighbouring windows and new garage doors. Amending the finish of the existing elevation to relate to the new garage doors and the site's neighbours creates a uniform elevation across King's Mews, further enhancing the appearance of the street. Following the feedback received after submission, the proposed facade has also been pulled back to the line of the existing steel gate, ensuring the quantity of on-site parking is not increased.



Fig. 14 - Previously Proposed Facade



Fig. 15 - New Proposed Facade

3.0 Comparisons

3.2 Facade Design

Careful consideration to the context, character and overall streetscape of King's Mews has been taken. The proposed facade utilises datums of the neighbouring building - 4 King's Mews to ensure a consistent elevation. The proposed facade offers a sensitive approach to it's context, ensuring the quality of the area is preserved.



Fig. 16 - Previously Proposed Facade



Fig. 17 - New Proposed Facade

4.0 Conclusions

4.1 Effect on the Character and Appearance of the Conservation Area

The property is located within The Bloomsbury Conservation Area, characterised by large terrace houses from the Georgian era. The main house is grade II listed however, the King's Mews site itself is not listed, nor is it adjacent to any listed buildings. The current King's Mews elevation has a pleasing regularity in its streetscape and colour. This uniformity contributes to the protected appearance and character of the area.

However, at the proposed site itself, uniformity and regularity is broken due to the existing timber facade set back. We believe that providing a more significant intervention to the site by bringing forward the facade line up to the position of the existing steel gate, will enhance the elevation of King's Mews and improve security. Aspects of scale, materiality and colour of the facade have been carefully considered to bring the King's Mews streetscape together.

4.2 Summary

This design seeks to remedy the planning situation of the King's Mews site and satisfy the various demands of planning, heritage, client and site security. Although the construction of a new mews house would be more favourable for all parties involved, regrettably the client is still in no position to fund such a project. We believe this design is the intermediate solution in which all elements of the existing site can be improved, whilst being financially viable.

The undesirable set back of the existing timber car port facade is a detriment to the Bloomsbury Conservation Area and King's Mews street. By bringing the facade forward and sheltering the exposed site, the character of the streetscape and overall security will be greatly improved.

Following advice received from the Camden planning department, further revisions of the design have been made to ensure the proposal adequately answers any concerns raised. It is to our belief, the proposals do not harm the character or appearance of the conservation area and significantly improves the existing condition of the site.