



Fig 1. Satellite View of 34 Lancaster Mews

DESIGN & ACCESS STATEMENT

FOR:

Conversion of the garage to habitable space, and construction of internal wall and window to provide long-term cycle store and external wall suitable to comply with (u-value) building regulation

AT:

34 Lancaster Mews
Westminster
London
W2 3QF

April 2021

1.0 This statement should be read in conjunction with the following documents:

- a. Site location plan at a scale of 1:1250
- b. Existing and proposed block plans by AJK Architecture + Design Ltd
- c. Existing and proposed drawings by AJK Architecture + Design Ltd
- d. Existing and proposed street elevations by AJK Architecture + Design Ltd

2.0 Development Plan Context

- a. London Plan March 2021
- b. Westminster's City Plan November 2016
- c. Unitary Development Plan (UDP) January 2007
- d. City Plan 2019-2040 (Intend to Adopt Version)

3.0 Context and Existing Property

- 3.1 The property is located within the Bayswater Conservation Area
- 3.2 The dwelling is not listed
- 3.3 The property is a 2-storey attached mews house with an integral garage. Currently it is a 2-bed, 4-person dwelling with an open plan living/ dining/ kitchen on the first floor.

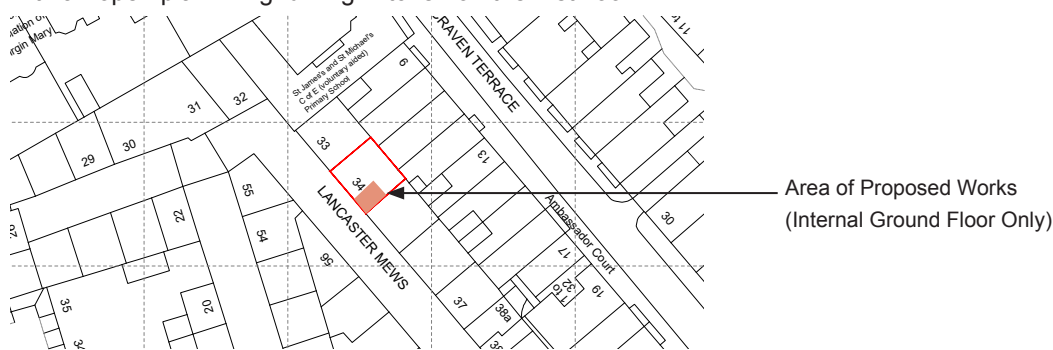


Fig 2. Location map with areas of proposed works

4.0 Planning History

4.1 21/01557/CLOPUD Refused for

Conversion of the garage to habitable space, and construction of internal wall and window to provide external wall suitable to comply with building regulation u-values.

It was refused due to a condition (no 5) attached to a prior planning application back in 2002 (02/02072/FULL):

'The garage shall not be used for any purpose (including use as living accommodation) other than the garaging or storage of private motor vehicles and no trade or business shall be carried out therefrom.'

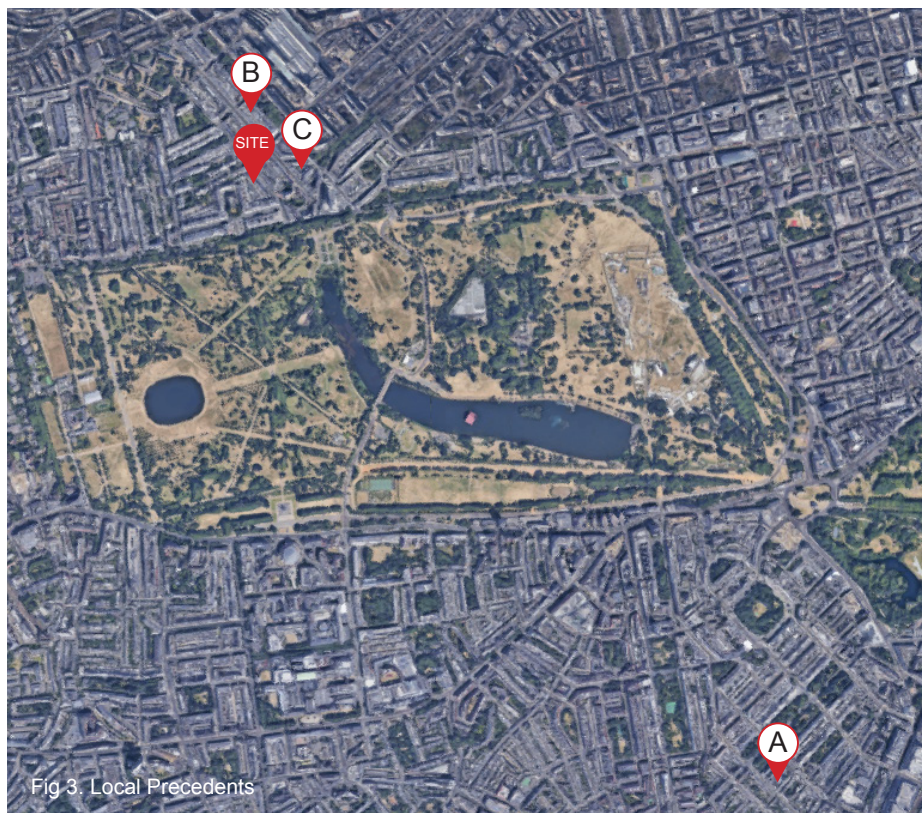
The above condition is a restrictive condition that requires the garage to be retained and used exclusively to provide off-street parking. As such, the proposed conversion of the garage into habitable space would not be considered permitted development, and **planning permission would be required to vary the above condition** to allow for the proposed conversion.

- 4.2 This application seeks to vary the above condition as advised. We noted that recently (from 2014-2020) there are a few examples of similar mews with no off-street parking in front or near the property which have been granted planning to convert the garage to habitable space. Please refer to the precedents section for more details.

5.0

Local Precedents

There are examples of granted planning applications for the conversion of garage to habitable space within the Borough. While there are many granted applications where there is an off-street parking in front/ near the applicants' garage, the below precedents are ones that do not have additional off-street parking similar to this application.



Relevant Planning History

Address	Planning Ref.	Proposed Works	Approval Date
A. 54 Eaton Mews SW1W 9ET	20/06699/FULL	Conversion of existing garage into habitable space. <i>no off-street parking in front/ near of the property</i>	Nov 2020
B. 56 Gloucester Mews W2 3HE	16/03522/FULL	Alterations to the front elevation including replacement of existing garage door with windows in association with conversion of garage to habitable room and relocation of front door. <i>no off-street parking in front/ near of the property</i>	Aug 2016
C. 1 Westbourne Crescent Mews W2 3BY	14/05310/FULL	Conversion of garage to habitable room including replacement of existing up and over garage door with 300mm insulated cavity wall with 2 windows. <i>no off-street parking in front/near of the property</i>	Jul 2014

6.0 Proposal

- 6.1 The proposal is to convert the garage (the existing garage condition will be detailed in Section 7.0) to a habitable space/ bedroom. An insulated external wall complying to the current u-value building regulation is proposed to be built behind the existing garage door. This approach allows the front elevation to be unchanged when the garage door is closed.
- 6.2 The mews is currently a 2-bed, 4-person dwelling. The conversion will allow the dwelling to be used as a 3-bed, 6-person family home. This allows all the bedroom to be on the ground floor making the fire escape route straightforward with limited and little exposure to the kitchen.
- 6.3 The proposal also uses this opportunity to introduce long-term and easy access cycle store for 2 bikes. This is incorporated into the proposal by setting back the new external wall leaving a clear cycle store space between the new wall and existing garage door.

7.0 Existing Garage

- 7.1 Policy 27 of The City Plan 2019-2040 (Intend to Adopt Version) highlights that *'the parking standards in the London Plan will apply to all developments.'* The existing garage would not meet the City Council standards of 4.9m x 2.8m minimum* as it is 4.8m x 3.08m; therefore, not deep enough to meet the standard and not conventional. Please refer to Fig 4. *Figures shown in the Delegated Report of a planning application: 21/00820/FULL
- 7.2 The garage has been used as a storage and study for the past 10 years since the owner purchased the property in 2011, please refer to Fig 5 and 6.

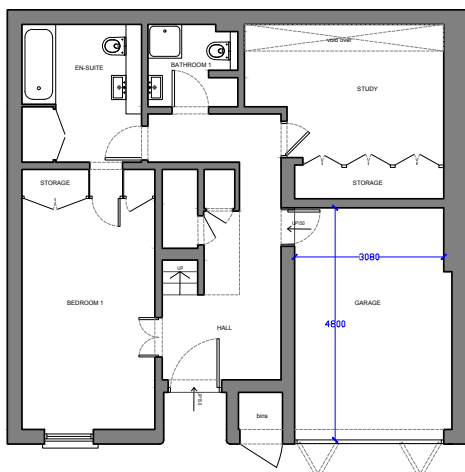


Fig 4. Existing Ground Floor Plan

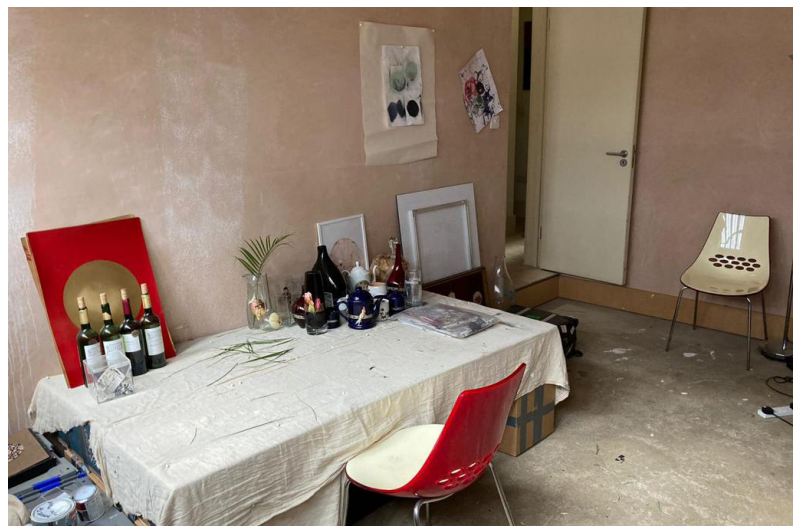


Fig 5. Above, Existing Garage Condition
 Fig 6. Below, Existing Garage Condition
 The garage has been used as a storage and study for the past 10 years

8.0 Incorporating Long-Term Cycle Parking

8.1 The proposal also uses this opportunity to introduce long-term and easy access cycle store for 2 bikes. The cycle store will not be compromised but enhanced by the removal of the garage.

8.2 A few policies within the development plan context encourage long-term cycle store:

- a. Policy T5 of The London Plan 2021 states that ‘Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.’ Class C3-4 should have 2 cycle parking spaces either as a 2-bed, 4-person or 3-bed, 6-person dwelling.
- b. Policy S14 of Westminster’s City Plan November 2016 highlights that ‘Putting people at the heart of the design process can encourage occupiers to make more sustainable lifestyle choices, for example through incorporating cycle storage or designing access points that do not lead directly to car parking.’
- c. Policy Trans 9-10 of Unitary Development Plan (UDP) January 2007 ‘tries to make cycling safer and more attractive to promote cycling as an alternative to the use of the private car.’

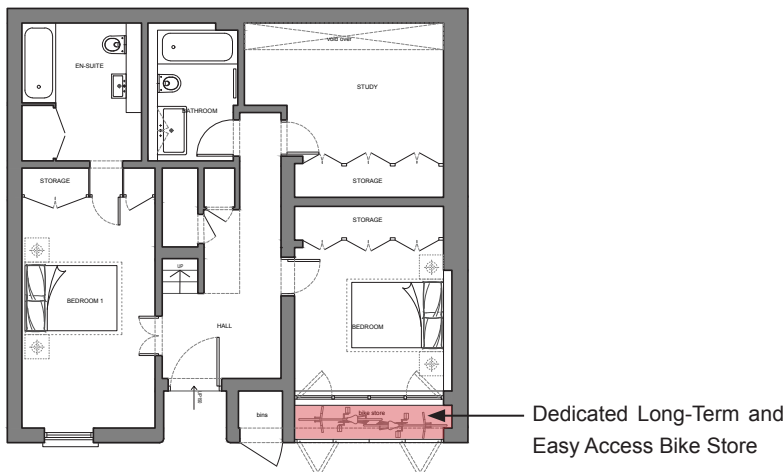
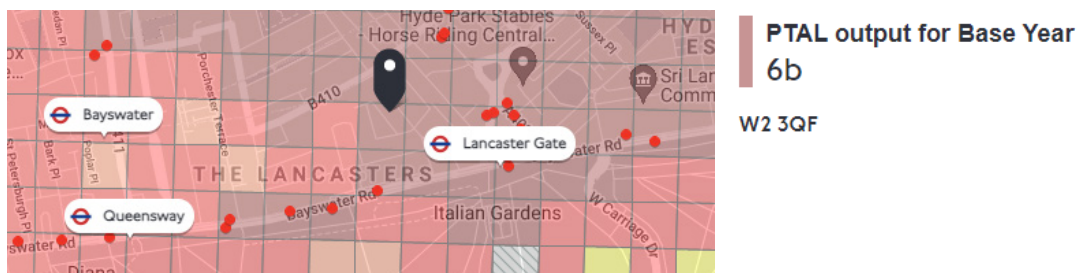


Fig 3. Proposed Ground Floor Plan

9.0 PTAL Rating

9.1 The property benefits from an abundance of frequent public transport services and has a PTAL rating of 6B (the highest rating)



10.0 Visual Impact

- 10.1 There are no extension works proposed, all the proposed works will take place internally. In addition, the existing garage door is also kept. Therefore, the proposal will not have any visual impact to the street when the garage door is closed and it will have minimal impact when the garage door is open.
- 10.2 Traditional timber framed painted windows are proposed (2 fixed and 2 opening in) to the new wall.



1 FRONT ELEVATION - CLOSED
05

1 FRONT ELEVATION - OPEN - BIKE STORE
05

11.0 Conclusion

- 11.1 The proposal is to vary Condition 5 of 02/02072/FULL. We noted there are a few examples of similar mews with no off-street parking in front or near the property which have been granted planning to covert the garage to habitable space. Please refer to the precedents section for more details.
- 11.2 The size of the existing garage does not comply with the City Council standards of 4.9m x 2.8m minimum as it is 4.8m x 3.08m.
- 11.3 The proposal incorporates long-term, easy access cycle store for 2 bikes; therefore, the cycle store is not compromised but enhanced from the loss of garage. It will encourage more sustainable lifestyle choices- cycling over the use of car.
- 11.4 The proposal it to maintained the existing garage door and keep the visual impact at a minimum.

April 2021, AJK Architecture + Design Ltd