

CAR PARKING STATEMENT

October 2024

12 & 13 PRIMROSE HILL STUDIOS



Prepared by

Humphrey Kelsey Architecture
4 Primrose Hill Studios
London
NW1 8TR

On behalf of

Rory and Barbara Campbell-Lange

1.0 PURPOSE OF THE CAR PARKING STATEMENT

Prior to validation of the current application the Planning Office has advised that having reviewed the application with the Transport Team that the “proposal is not acceptable on transport grounds and would therefore be recommended for refusal”.

He has further advised that the proposed parking space in the courtyard would not be acceptable for the following reasons:

1.1 Net Increase in Parking

"Firstly being that, as indicated on the 'existing' plans, although the garage doors remain in place, the garages themselves have been demolished and there is currently no on-site parking. The creation of a new parking space in the courtyard (next to the Lodge) would constitute a net increase in parking, and as such would be contrary to the Council's transport policies."

1.2 Conflict with the Neighbouring Garage at 34 Kingstown Street

"Additionally, the conflict that would be created between the neighbouring garage (at no.34 Kingstown Street) and the proposed car parking space, as well as the difficulty that any car would have manoeuvring into the proposed space given the narrow width of the access road, would mean that the proposal would likely be unacceptable on these grounds too. In any case, a swept path diagram would be required to show the manoeuvre, though this would likely require the vehicle to reverse back onto the public highway, which would be a road safety concern."

The purpose of this statement is to respond to both these claims, which we believe are fundamentally incorrect, and that to the contrary, demonstrate that the proposed application will provide a net loss of on-site car parking, in accordance with Policy T2, and in addition will not conflict with the garage at 34 Kingstown Street.

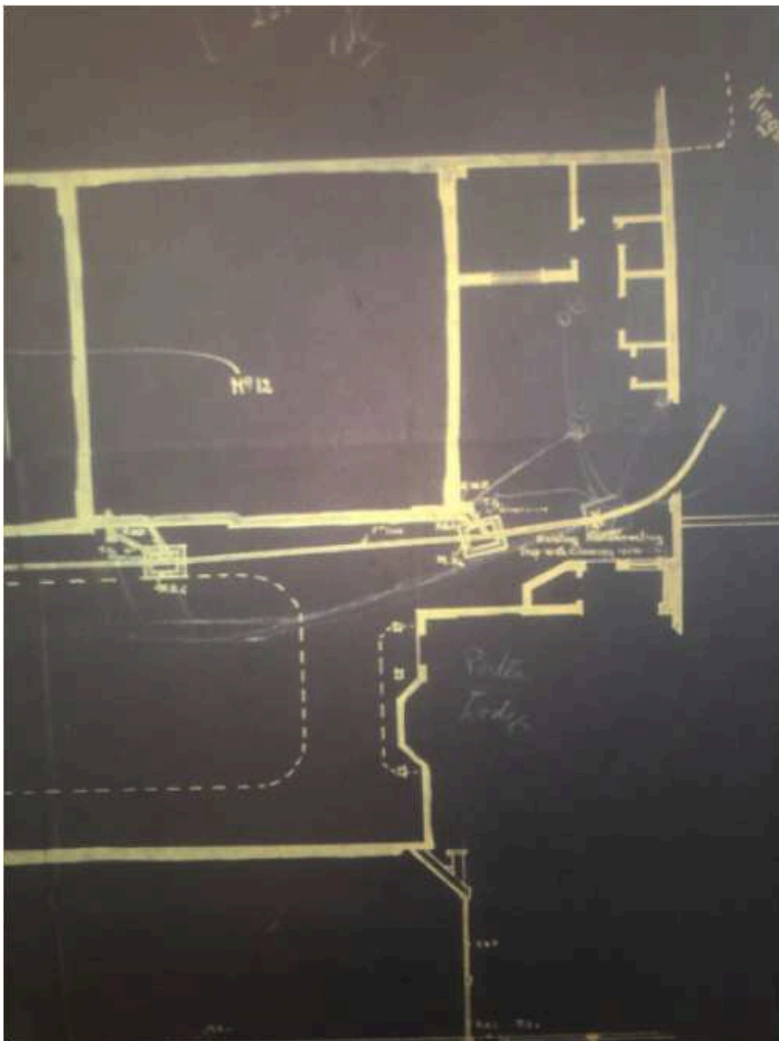
2.0 PROPOSED NET LOSS OF CAR PARKING

2.1 Historical Context

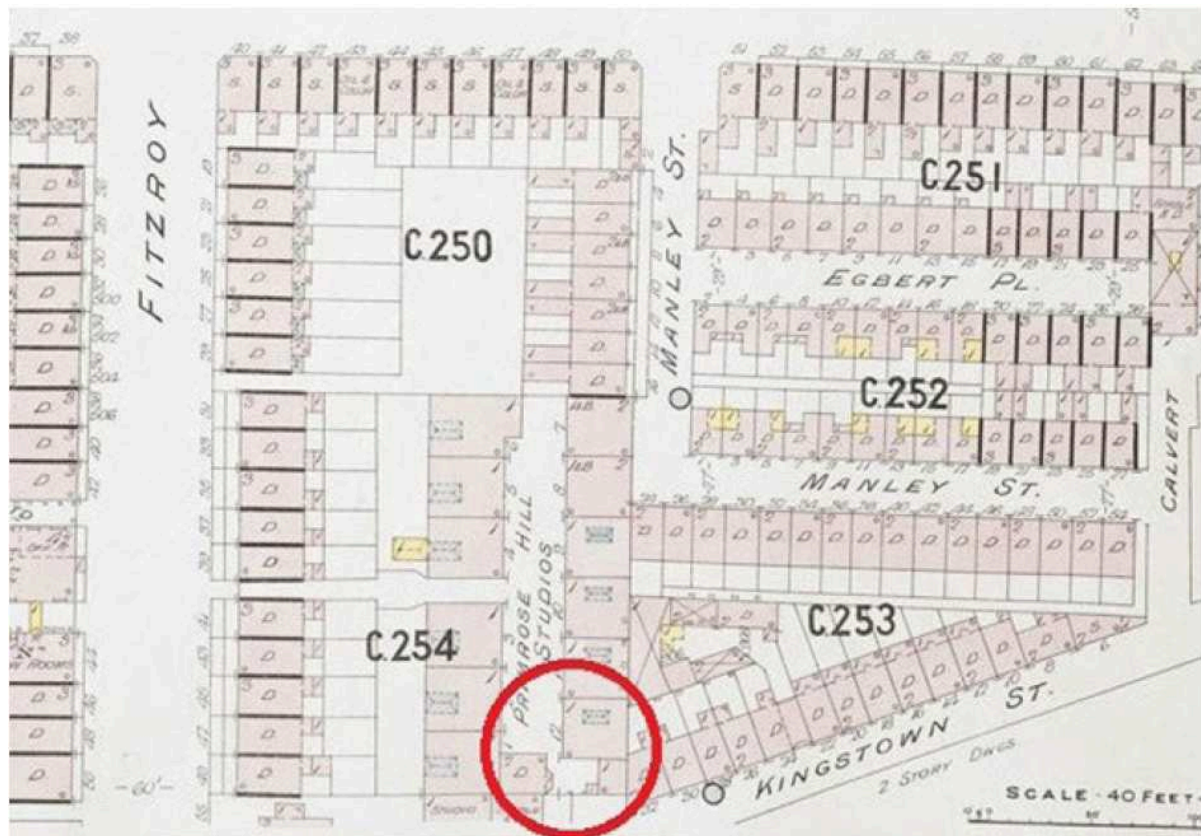
13 Primrose Hill Studios, formerly “The Lodge”, has had vehicle access and parking (initially for horse and cart but later for vehicles) adjacent to the property within the courtyard space since Primrose Hill Studios was built between 1877-1882. Indeed in the latter phase of construction at Primrose Hill Studios construction access was made through the yard area adjacent to The Lodge. In the 1950’s two further car parking spaces, in the form of two garages, were approved. Historically the yard has therefore accommodated 3 car parking spaces.

2.2 One Car Parking Space within the Existing Courtyard

Historically on site there has always been a dedicated car parking space for 13 Primrose Hill Studios. Numerous historical plans and maps support this in *The Planning & Heritage and Design & Access Statement September 2024*. Two examples are shown below. The Lodge and it’s resident caretaker were there to service the artists and properties at Primrose Hill Studios so on-site vehicular access and parking were essential. As was stated in *The Planning & Heritage and Design & Access Statement dated September 2024*, “The Lodge was built at the south end of the complex and provided service access from Fitzroy Place/Kingstown Street”



Drainage plan, 1910, showing vehicular access and on site parking in the adjoining yard



Goad Insurance plan, 1900, showing a line centred upon the current gate location, indicating property access.

2.3 Two Garages/Retained Parking Spaces

The garages, providing two car parking spaces on site, were demolished in December 2021 but currently the hardstanding, the garage doors and access remain. Whilst the physical brickwork and roof of the garages have been removed the ability and retained right to park two cars still remains, and will remain until further demolition is carried out.

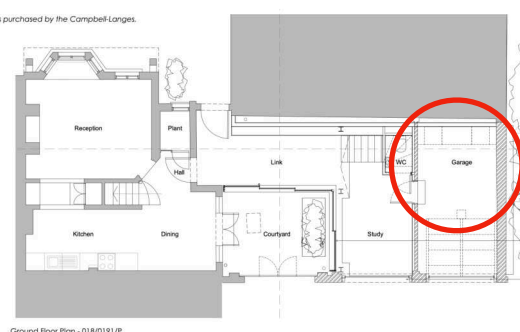
Furthermore, the demolition of the two garages activated the consented two storey infill extension scheme (2018/0191/P and 2018/1156/L) which, on being built, retains one garage space as shown below.

018/0191/P and Listed Building Consent 2018/1156/L Granted 08/02/2019

13 Primrose Hill Studios
First floor extension over existing double garage and single storey link to main dwelling at ground floor.

This planning application was activated in December 2021 and confirmation thereof received by Camden Planning on 10th December 2021 by Adam Greenhalgh.

Copyright to the planning design was purchased by the Campbell-Langes.

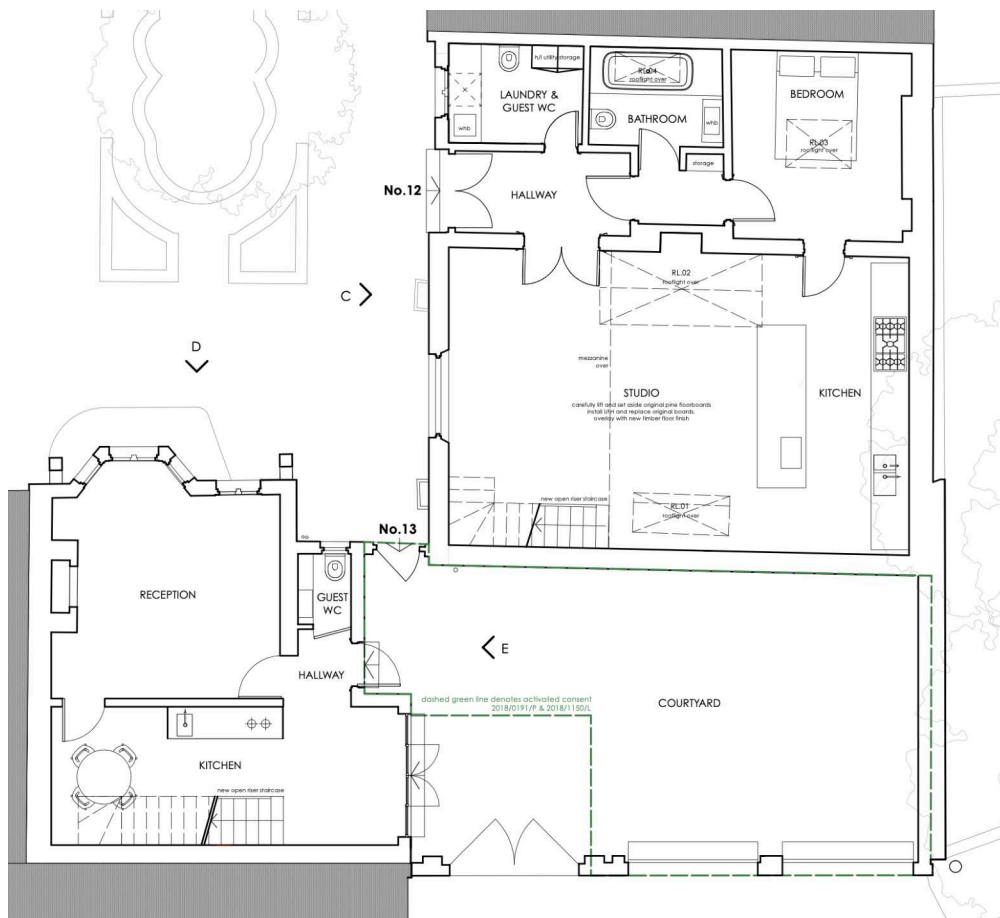


The Planning Officer has further advised the following,

“I appreciate that the applicant may state that the garages were demolished in order to implement the 2019 scheme, but the recently approved 2022 applications and their drawings showed there to be no on-site parking (either existing or proposed). This appears to demonstrate that it is no longer their intent to re-provide the parking, and subsequently this new application would indicate provision of a parking space, so would be a net increase contrary to Policy T2”

This is not correct. The applicant's are re-providing a car parking space as part of the activated scheme (2018/0191/P and 2018/1156/L) which is shown on all the proposed drawings of the more recent 2024 consent.

The recent consented applications, 2022/4547/L and 2022/3694/P, which focuses upon the refurbishment of the two buildings, clearly shows (in green - see extract below) in all the proposed drawings the demise of the approved two-storey infill extension indicating that this proposal (with its integral parking space) is to be part of the intended works. Therefore the proposed drawings all annotate the intention to re-provide an on-site parking space.



In addition, and to make it very clear that the earlier activated consent (and its on-site car parking space) is included as part of the more recent consented application, *The Summary Statement May 2024* which forms part of the recent consents clearly highlights, under the Paragraph 1.2 *Principal Considerations and The Inclusion of General Conservation Repairs*, the following,

“This application proposes no alterations to the Courtyard or Boundary Wall. The drawings are all notated with the approved two storey infill extension, 2018/0191/P and 2018/1150/L, which has been activated by the demolition of the two garages”

2.4 Summary of Current On-Site Car Parking

There are currently 3 on-site car parking spaces.

The current consented, and activated proposal, is to undertake the refurbishment of the two buildings and construct the two-storey extension which includes a single on-site car parking space. Therefore the site has an activated consent for at least one retained car parking space. This would provide be a net loss of two car parking spaces which is not contrary Policy T2.

We disagree with the logic of the following assumption that “although the garage doors remain in place, the garages themselves have been demolished and there is currently no on-site parking”. There is no reason why the applicant cannot still park 3 cars through the existing garage doors and courtyard door - the removal of the garage behind the boundary wall does not negate the approved right to a parking space behind the doors. The fact that applicant does not park cars on site does not demonstrate that they have surrendered their provision of car parking on site but is simply because, at this time, the applicant does not have car.

2.5 Current Access to the On-Site Car Parking

In support of the continued requirement to ensure vehicle access to the garages, (even though the enclosures are demolished) the applicants have been in discussion with the Local Authority this summer. There was concern about vehicles parking on the adjacent land and obstructing vehicle access to the on site parking spaces at 13 Primrose Hill Studios.

Elliott Della, a Senior Project Engineer at Camden Council, advised in response to this concern the following in his email dated 18th June 2024.

“Thank you for your e-mail, The highway authority are of the opinion that stopping up this land will not be in the public interest and will not aid access to the garages as it will be harder to enforce on private rather than adopted land. The Council propose to look at the practicality of enforcing cars parked on this land.

Please note that parking enforcement will be effective on all vehicles including vehicles owned by any of the properties surrounding the "triangle" site. Prior to full enforcement of any vehicles a period of "soft" enforcement would be implemented which would inform any vehicles owners that parking will be enforced should vehicles be parked in future."

Such conversations would not be occurring if, as the Planning Officer has stated, that "there is currently no on-site parking". The garages remain a 'going' concern and required access to them is still recognised by the highway authority. This required access will remain until such time as either the consented scheme is under construction or the current alternative scheme is determined.

The applicants intend to utilise all three existing parking spaces prior to determination and the resumption of construction works.

2.6 Current Application

The new application has been submitted as an alternative proposal to the consented extension and which, we believe, will have a more sympathetic impact to the Conservation Area and the Listed Buildings than the two storey consented scheme. Any demolition works have now been placed on hold until the new application is determined. The existing plan, sections and elevations clearly show the existing condition of the site with two garage doors and the third historical vehicle access, on the left hand side.

None of the existing plan drawings in the application are notated with text and none explicitly indicate car parking spaces - however this does not indicate the applicant's intent to no longer provide on-site parking. It simply means that the three vehicular access points to the site are so clear in the drawings that annotations are not required and the presence of continued on-site parking is obvious. We find it hard to understand, that when looking at the current Kingstown Street elevation with its three clearly viable vehicle access doors, that the Transport Team's initial assessment is that the site currently has no car parking spaces available when it demonstrably does have on-site car parking provision. Please see the very clear access to the three car parking spaces in the photograph on the following page.

Furthermore, and for the avoidance of doubt from any lack of annotation on the existing drawings, the accompanying *Planning & Heritage and Design & Access Statement September 2024* clearly states that the site still maintains "a further two car parking spaces in the now demolished garages accessed off Kingstown Street". The applicants intention to provide parking is clear. It is qualified as being "in theory" as the applicants don't currently have a car so no cars are currently parked on site.

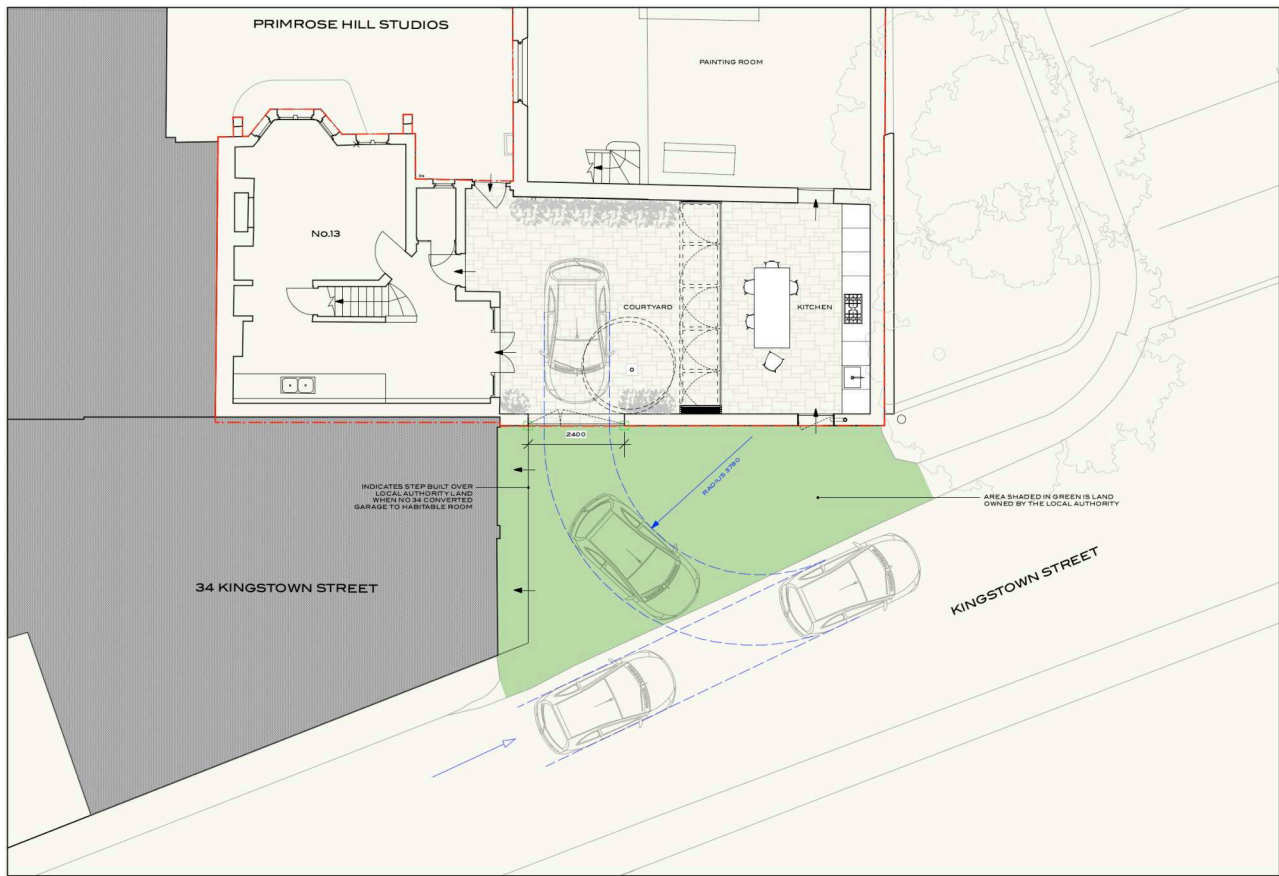


3.0 NO PROPOSED CONFLICT WITH THE NEIGHBOURING GARAGE

3.1 Swept Path Drawing

The Planning Officer advised that we would need to produce a "swept path" diagram for any proposed vehicle access which we have submitted as a separate document - Drawing No 170.100.27. The drawing (an extract of which is below) shows that a car can comfortably reverse into the existing (and proposed) access of the application site. It shows no conflict with the property at 34 Kingstown Street and there would be no requirement to reverse onto Kingstown Street, in egressing the property, which addresses any public highway and road safety concerns. It should be noted that almost all the other off-street parking on Kingstown Street required vehicles to reverse onto the highway and does not have the off street turning circle area (area shown in green on the following page) which 13 Primrose Hill Studios benefits from.

It should also be noted that prior to Camden's enforcement of parking on the triangular plot of land regular use has been made of this area for parking by local residents. Issues with access and egress to and from land the onto Kingstown Street has not been problematic.



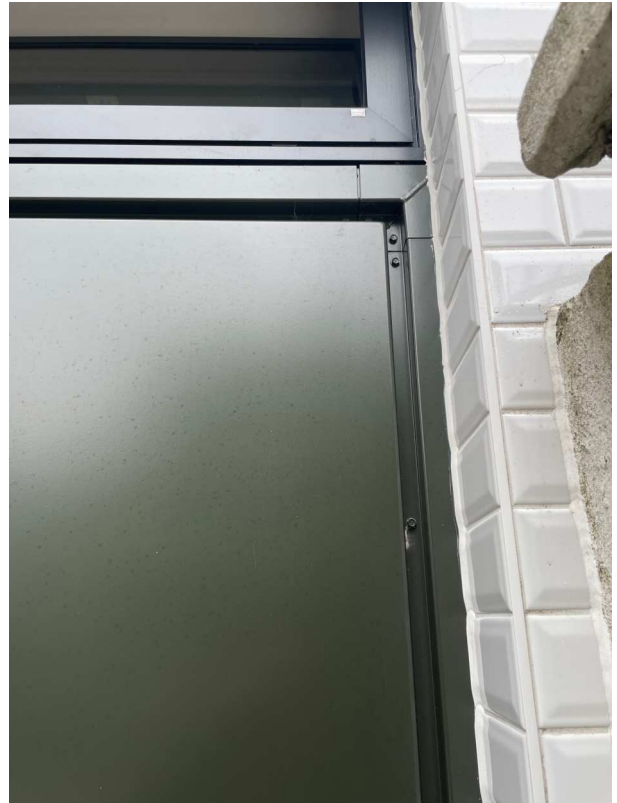
3.2 The Garage at 34 Kingstown Street

In 2021, during remodelling works at 34 Kingstown Street, the existing integral garage was transformed into a habitable room. It is unclear as to whether these works required and or received local planning authority consent. In any case the property no longer has a functioning garage. Indeed, at the time, a continuous step approximately 150mm high was installed along the eastern elevation of the property. This step is outside the property demise of 34 Kingstown Street and has been erected over the land owned by the local authority. The applicants have raised concerns over this step with the owner of 34 Kingstown Street and also with the local authority.

The relevance of this step, to this application, is that as a physical obstacle to vehicular movement it is visible confirmation that there is no longer any vehicle access or garaging at 34 Kingstown Street. Please see the following photographs.



Please also note that whilst there is a handle on the left of the metal panels that have replaced the original garage door the panels are fixed shut with threaded bolts.



4.0 SUMMARY

We strongly consider the application delivers a net loss of on-site parking from 3 parking spaces to 1 parking space and that the Transport Team's initial assessment is incorrect. The Transport Team's belief that there is currently no on-site parking, is mistaken and they are ignoring the fact that the site has an activated planning consent for a retained parking space clearly shown in the proposed drawings in the 2019 consents and subsequently annotated in the recent 2024 consents. Therefore this current application which also proposes a single car parking space would not be proposing a net gain either on what is already consented or what is actually currently available on site.

We can physically demonstrate cars parked with the current courtyard, to which the applicant is entitled, if necessary.

There is no road safety concern as cars can egress forward from the existing and proposed on-site parking location.

There is no conflict with the garage or vehicular access to 34 Kingstown Street as the garage no longer exists.

Therefore we believe that the application cannot be refused on the basis that the provision of a single proposed on-site car parking space would be contrary to Policy T2.