

**Planning Design and Access Statement for
Proposed New Dwelling Over Altered Workshop at
5a Agar Place. Camden. London. NW1 0RG.**



View due south at 5a Agar Place on the corner of Agar Place and Agar Grove.

Background Assessment.

The application site is nearly level land partly occupied by a building providing a workshop at ground floor level and an office over part of the ground floor plan. The single storey workshop adjoins a two-storey house on Agar Place and the workshop with office over adjoins a three-storey semi-detached house on Agar Grove. The adjoining houses are from the late Victorian period. The houses on Agar Grove are at angle of 9° to the road and set back from a wide pavement to provide a large front garden. The adjoining houses on Agar Place are set back from a pavement to provide small front gardens. The pavement of Agar Place narrows in front of the application site and narrows to the same degree at the other end of Agar Place for a distance of 17 metres to the side and rear of 5 and 3 Wrotham Road where the rear corner of the three-storey building was built with a chamfered flank wall so that the building would not project onto the footpath.

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The pavement is narrow at Wrotham Road and Agar Grove ends of Agar Place

The workshop has been in continuous use as a garage to repair taxis since 1942, at which time the building was a single storey structure with a yard for parking vehicles surrounded by an 8 foot high brick wall that is now enclosed by black painted steel railings and gates in the same place where doors provided access to the yard. A first-floor office was added above part of the workshop in the 1960's.



Site Assessment. **Physical.**

The existing building on the site is at the end of two short terraces of two and three storey houses. The Agar Place terrace is parallel to the road unlike the terrace of the Agar Grove that are at 9° to the road. The frontages of 5B Agar Place are parallel to both roads. The first floor Agar Place frontage almost aligns with the terrace houses of Agar Place whilst the ground floor wall is at the back of the pavement.

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Social.

The site is within a well-established residential area with neighbouring late Victorian houses and nearby very modern residential redevelopment. The site is close to a retail area and has a cycle way passing by along Agar Grove. The nearest tube station is Camden Road that is a 4 minute 350m walk away. There are bus stops on Agar Grove.

Economic.

The economy of the area is linked broadly to local business and commuting into the city. The property has provided employment for the maintenance and repair of Black cabs for decades but since the rapid replacement of diesel black cabs with electric taxis original trade has been replaced by a local taxi meter installation company that were displaced by redevelopment of their former workshop and have two employees in the workshop.

Involvement.

The agent has discussed the potential of the alterations to the workshop and replacement of the first-floor offices with a two bedroom maisonette on two floors with the applicants. The correspondence leading up to the planning decision ref 2021/1982/P and the officers report for the refusal of a total redevelopment of the site has been read and considered in formulating this new proposal.

Evaluation.

The existing workshop can continue to operate and the associated first floor office can be moved to the ground floor. The first floor can be extended to abut the gable wall of neighbouring 5 Agar Place and a second floor can be added to abut the gable wall of neighbouring 2b Agar Grove. The forecourt can be maintained to provide a space for parking a car or taxi awaiting repair or servicing and pedestrian access to the office/workshop and also subdivided to provide a segregated path to an entrance door to the first and second floor maisonette. The forecourt can be altered to provide refuse and recycle bin storage and some landscaping in the form of a hedge to screen the bins and a tree that is small when mature.

Design.

The overall concept is to create a building that forms a more elegant end to the two short terraces and turns the corner with a building that is similar character to the existing adjoining houses whilst maintaining the workshop and adding a bay to complete the elevation to Agar Grove.

Use.

The workshop will continue to provide servicing and repair of vehicles and have a ground floor office within the added bay and pedestrian access from the forecourt. The first floor and second floor will provide a two-bedroom three-person maisonette with private external amenity space at second floor level.

Amount.

The 53.3msq workshop will be approximately the same size and includes a new ground floor office that is of an appropriate size to the workshop. The ground floor storage space and first and second floors produce a 72.3msq maisonette with an 8.4msq external amenity space at second floor.

Layout.

The overall layout of the workshop is roughly the same but with a clearly defined pedestrian access to the ground floor office and workshop. A separate path leads from Agar Grove

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pavement to an entrance door to the maisonette above the workshop. The maisonette is principally on two floors with rooms accessed from a central staircase that also provides access to a second-floor external private amenity space.

Scale.

The scale of the workshop is unaltered. The scale of the new dwelling above the workshop is related to the massing of the adjoining two and three storey short terraces of houses.

Landscaping.

The existing forecourt is totally paved and will be altered to include a hedge behind the Agar Grove boundary railings and a small tree to be planted at the corner of the site behind the boundary railings. A small amount of planting will be introduced beside the path to the entrance of the new dwelling. The small new flat roof will have a growing medium for a 'green' Sedum planting. The overall result is an increase much greater than 10% of biological diversity for the site.

Appearance.

The new parts of the building will be in yellow stock bricks, cast stone and slate roof to be sympathetic to the appearance of the short terrace on Agar Grove and the retained workshop. The building will resolve the transition between the houses on Agar Grove and Agar Place.

Access.

The principal pedestrian access to the garage will be from the forecourt accessed from Agar Place pavement. Vehicles will continue to access the workshop from Agar Place by the existing dropped kerb and roller shutter door. The vehicle parking space on the forecourt will continue to be accessed from Agar Place by the existing dropped kerb and gates. The ground floor entrance door to the new dwelling will be accessed by a path from Agar Grove pavement.



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The reasons for the refusal of planning permission 2021/1982/P and how they have been addressed in blue text or can be addressed in green text.

1. The loss of the former taxi repair use, in the absence of any evidence to demonstrate that such a use or a similar employment use is not viable, results in the loss of appropriate employment for Camden residents. It is therefore contrary to policy E2 (Employment premises and sites) of the London Borough of Camden Local Plan 2017.

A very similar business will continue to use the workshop.

2. The proposed car showroom would not be an appropriate replacement employment use nor an appropriate alternative use in the location as it is not a priority use as identified in the Local Plan. It is therefore contrary to policies G1 (Delivery and location of growth), E2 (Employment premises and sites) and H1 (Maximising housing supply) of the London Borough of Camden Local Plan 2017.

The historical established use of the site for employment will be maintained.

3. The proposed development, by way of its location, size, height and design, would be inappropriate in its siting and form, overly bulky and dominant in this corner location and harmful to the character and appearance of the townscape and adjacent streetscenes. It is therefore contrary to policy D1 (Design) of the London Borough of Camden Local Plan 2017.

The proposal is respectful of the adjoining houses, is not bulky or dominant.

4. The proposed development does not include any larger sized 2 bedroom flats, as required in the Dwelling Size Priorities Table in the Local Plan, thus has an inadequate mix of unit sizes; it also includes one flat that fails to comply with the recommended minimum national housing space standards, thus provides an inadequate standard of accommodation. The proposal is therefore contrary to policies H6 (Housing choice and mix) and H7 (Large and small homes) of the London Borough of Camden Local Plan 2017.

The proposal is for a two bedroom dwelling as required by policy.

5. The proposed development, by way of its size and siting to the front and rear of 2b Agar Grove, would result in a significant loss of outlook to the occupiers of this property. Additionally, in the absence of a Sunlight & Daylight Assessment to demonstrate otherwise, the proposed development, by way of its size and siting to the front and rear of 2b Agar Grove, would be likely to result in a significant loss of daylight to the occupiers of this property. The proposal is therefore contrary to policy A1 (Managing the impacts of development) of the London Borough of Camden Local Plan 2017.

The proposal doesn't affect the outlook from adjoining houses nor significantly reduce daylight and sunlight to habitable rooms of other properties, as evidenced by the sunlight/daylight report being submitted as part of this application.

6. The proposed development, by way of its inadequate on-site cycle parking facilities, would fail to promote the use of sustainable methods of transport. It is therefore contrary to policy T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.

Internal ground floor space has been allocated for the storage of three cycles when using wall brackets to support one bike above two floor standing bikes.

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7. The proposed development, in the absence of a legal agreement securing a contribution towards affordable housing, would fail to ensure the provision of the required amount of affordable housing for the scheme. It is therefore contrary to policy H4 (Maximising the supply of affordable housing) of the London Borough of Camden Local Plan 2017.

A condition can be included in the decision notice for a CIL charge.

8. The proposed development, in the absence of a legal agreement securing car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area and fail to encourage the use of sustainable modes of transport, contrary to policies T1 (Prioritising walking, cycling and public transport) and T2 (parking and car-free development) of the London Borough of Camden Local Plan 2017.

A condition can be included in the decision notice that no parking permit will be granted to the occupiers of the new dwelling.

9. The proposed development, in the absence of a legal agreement securing a Construction Management Plan (CMP), a CMP implementation support contribution and a Construction Impact Bond, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally. It is therefore contrary to policies A1 (Managing the impacts of development) and T3 (Transport Infrastructure) of the London Borough of Camden Local Plan 2017.

A condition can be included in the decision notice for an agreement for a Construction Management Plan and a Construction Impact Bond.

10. The proposed development, in the absence of a legal agreement securing a financial contribution towards the requisite highway works, would fail to mitigate the impact of the construction works on the adjacent public highway, contrary to policies A1 (Managing the impact of development) and T3 (Transport Infrastructure) of the London Borough of Camden Local Plan 2017.

A condition can be included in the decision notice for an agreement of costs of repair to the highway if caused by the construction works.

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