



City and Provincial (Worthing) Ltd

**20-21 Kings Mews, London,
WC1N**

**Employment Land
Supporting Statement**

February 2016

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1.0 INTRODUCTION

1.1 Montagu Evans has been appointed by City and Provincial (Worthing) Ltd to assess the need of the site at 20-21 King's Mews, London, WC1, to continue in employment use, having regard to the Council's planning policies, the condition of the building, and occupier requirements.

1.2 This report sets out:

- A description of the application site;
- The planning policy context relevant to the use of employment space for alternative uses;
- The issues arising with the existing building's ability to contribute to providing appropriate employment floorspace, in the context of the requirements of modern occupiers; and
- The likely demand for space.

1.3 The report sets out the factors relevant in this case to assessment of the scheme against, Policy 4.4 of the London Plan 2015, Policy CS8 of the Camden Core Strategy 2010 and policy DP13 of the Camden Development Policies DPD. We have also had regard to adopted Camden Planning Guidance 5 (CPG5) (Sept 13).

1.4 The report examines the contribution of 20-21 King's Mews to the Council's stock of employment premises and its ability help the Council's meet its economic development objectives from an employment perspective.

2.0 THE EXISTING BUILDING

Location

- 2.1 King's Mews is located off the northern side of Theobalds Road, between the junctions with Gray's Inn Road to the east and John Street to the west. To the north of King's Mews is Northington Street. It is located in the London Borough of Camden.
- 2.2 The property is located at the northern end of the street, on its eastern side. To its rear is 55 Gray's Inn Road which is listed Grade II.
- 2.3 The nearest tube station is Chancery Lane which is approximately 515m to the south.
- 2.4 The mews is primarily residential in character, with properties on the western side of the street being almost entirely in residential use, with the property immediately adjoining to the south having been granted planning permission for residential use. The property to the north (5 Northington Street) and the properties to the rear are also in residential use. The property is therefore surrounded by residential uses.

The Building

- 2.5 The building is a two storey mews structure, with two double width timber garage doors at ground floor. There is a single width door to the southern side, leading to the first floor. The first floor has two casement windows either side of a winch door.
- 2.6 Internally the ground floor is largely given over to workshop space for mechanics with a small ancillary office area.
- 2.7 The first floor is not used in association with the car repair business and is used for purposes of storage.
- 2.8 The roof is of corrugated iron. There is no insulation or heating to the first floor space.

Designations

- 2.9 The building is not listed but falls within the Bloomsbury Conservation Area. There are no other relevant designations.

Building Areas / Heights

- 2.10 The approximate floor to ceiling heights are set out in the following table:

Accommodation	Floor to Ceiling Height (Approx)
Ground Floor	2.7m
First Floor	2.7m

2.12 The accommodation comprises, approximately, of the following:

Accommodation	m2*	ft2*
Ground Floor	171.68	1,848
First Floor	151.98	1,636
Total	323.66	3,484

*** Gross internal areas provided by MWA Architects**

General Condition

2.13 There are significant structural defects with the building. A condition report prepared by TCL Chartered Surveyors (including a Structural Report prepared by JMS Consulting Engineers) dated February 2016, identifies that the building has had little repair or ongoing maintenance in recent years and does not meet current regulations in terms of structural performance and they consider that a number of deficiencies are significant:

- The walls to the building are inadequately restrained either at floor or ceiling level, and there is a noticeable bowing outwards of the front wall;
- Stepped cracking is visible to the front elevation masonry to the right hand end elevation and return to the party wall shows evidence of ongoing lateral movement;
- There is significant fall in the level of the first floor joists from the centre to the front of the building and there is no evidence of mechanical fixing to the walls;
- The secondary beams and support trusses of the roof are inadequate;
- The front wall is in a potentially unstable condition with:
 - Inadequate restraints;
 - Inadequate foundations;
 - Structurally excessive large openings; and
 - embedded timber and rusting steel work:
- The surface water drainage to the property is in a poor condition, resulting in rotting of the roof timberwork and rusting of the steel work, it is also causing deterioration to the supporting soils beneath the foundations, causing settlement of the superstructure.

2.14 Furthermore, the report notes that there are issues related to the lack of roof insulation, damp, staining, fungal growth and mould which are all present. Furthermore they note that the roof structure would not comply with current building regulations due to the amount of combustible materials.

2.15 Letting Agent's Farebrother, have advised that in order for this building to be able to be let to another occupier, upon W Godleman's retirement, the following would need to be complied with;

- *Fire Precautions and Means of Escape – no emergency lighting, no proper fire detection system in place, no fire detection equipment in place.*
- *Access and Disability Discrimination Act – elements of the property do not comply.*
- *Workplace Legislation – not all the Workplace regulations are being met.*
- *Services – the electrical installation is considered to be over 50 years old, there is no heating on the 1st floor, and there has been pigeon infiltration which is a health hazard.*

Summary

2.16 In summary, the building is in an exceedingly poor state of repair.

3.0 RELEVANT PLANNING POLICY

- 3.1 This section sets out the local planning policy against which the loss of B1 floorspace, in this case, will be assessed.
- 3.2 S.38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The Camden Development Plan comprises the London Plan (March 2016), Camden Core Strategy (2010), Camden Development Planning Policies document (2010) and Camden Site Allocations document (2013).
- 3.3 The most relevant policies are CS8 of the Core Strategy (2010), DP13 of the Development Planning Policies document (2010). Camden Planning Guidance 5: Town Centres, Retail and Employment (Sept 2013) provides detailed guidance in relation to circumstances when the Council will consider it appropriate to release sites from employment uses.
- 3.4 Other material considerations include the National Planning Policy Framework.

London Plan

- 3.5 Policy 4.4 (Managing Industrial Land and Premises) states:

Strategic

A The Mayor will work with boroughs and other partners to:

a. adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space.

b. plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing, and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.

LDF preparation

B LDFs should demonstrate how the borough stock of industrial land and premises in strategic industrial locations (Policy 2.17), locally significant industrial sites and other industrial sites will be planned and managed in local circumstances in line with this strategic policy and the location strategy in Chapter 2, taking account of:

a. the need to identify and protect locally significant industrial sites where justified by evidence of demand;

b. strategic and local criteria to manage these and other industrial sites;

c. the borough level groupings for transfer of industrial land to other uses (see Map 4.1) and strategic monitoring benchmarks for industrial land release in supplementary planning guidance;

d. the need for strategic and local provision for waste management, transport facilities (including inter-modal freight interchanges), logistics and wholesale markets within London and the wider city region; and to accommodate demand for workspace for small and medium sized enterprise and for new and emerging industrial sectors including the need to identify sufficient capacity for renewable energy generation;

e. quality and fitness for purpose of sites;

f. accessibility to the strategic road network and potential for transport of goods by rail and/or water transport;

g. accessibility to the local workforce by public transport, walking and cycling;

h. integrated strategic and local assessments of industrial demand to justify retention and inform release of industrial capacity in order to achieve efficient use of land; and

i. the potential for surplus industrial land to help meet strategic and local requirements for a mix of other uses such as housing and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.

3.6 Camden is placed in a 'restricted transfer' category in Map 4.1, referred to in the above policy. Therefore in most cases it will be appropriate to retain employment land and the release of sites should be managed by boroughs through the development management process.

3.7 However, point 'E' and 'I' of the policy identifies that there may be cases for sites to be released where they do not contribute strategically to employment land at a London wide or local level. In such cases, land should only be released to meet other strategic objectives and where they perform poorly as industrial sites.

Core Strategy

3.8 Policy CS8 states:

"The Council will secure a strong economy in Camden and seeks to ensure that no one is excluded from its success. We will:

b) support Camden's industries by:

safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers;

3.9 It is noted that the borough has a shortage of good quality Industrial and Light Industrial Premises and as such, B1/B2/B8 premises which are capable of use for these purposes are protected by Policy CS8 where they meet the needs of modern occupiers.

Development Planning Policies

3.10 Policy DP13 sets out how the Council will seek to protect existing employment uses in the borough. It advises that:

- *"The Council will retain land and buildings that are suitable for continued business use and will resist a change to non- business unless a) it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use;*
- *When it can be demonstrated that a site is not suitable for any business use other than B1(a) offices, the Council may allow a change to permanent residential uses or community uses, except in Hatton Garden where we will expect mixed use developments that include light industrial premises suitable for use as jewellery workshops.*

3.11 Clearly it is permissible under policy to release employment sites for residential use, where they are no long suitable for business use.

Camden Planning Guidance 5 (September 13)

3.12 The Camden Planning Guidance 5 - Town Centres, retail and employment provides detailed advice on the circumstances where the Council will allow the release of light industrial, industrial and storage and distribution premises to alternative uses within the Borough, at Section 7 of the document. Paragraph 7.8 onwards deals with industrial premises within classes B1, B2 and B8.

"7.8 Camden has a very restricted supply of sites and premises suitable for light industrial, storage and distribution uses. This means that there is a high level of demand for the remaining sites and that the majority of sites are well occupied and able to secure relatively high rents as long as they have good access and separation from conflicting premises.

7.9 We have identified three main categories of sites and premises in the borough:

Category 1

Sites in this category provide the highest quality accommodation. Typically, they provide:

- *purpose built accommodation;*
- *predominantly single storey premises;*
- *clear, high ceiling heights;*
- *high loading bays and doors (min 5.5m or 18ft high);*
- *access for large delivery and servicing vehicles both into and around the site;*
- *24 hour operation with unrestricted loading access; and*
- *minimal risk that the 24-hour operation will adversely harm the amenity of neighbouring properties.*

Category 2

7.11 *The majority of Camden's industrial stock falls into Category 2. They usually have a selection of the following characteristics:*

- *good access for servicing and delivery;*
- *slightly more restricted hours of operation than Category 1 sites;*
- *roller shutter doors;*
- *clear, high floor to ceiling heights (3-5m);*
- *lots of natural light;*
- *level access – normally ground floor;*
- *flexible neighbouring uses;*
- *limited number of upper floors with goods lift access; and*
- *some off street parking.*

Category 3

- *small, isolated premises;*
- *poor access - narrow streets, small doors, steps;*
- *no goods lifts;*
- *little or no space for servicing;*
- *incompatible neighbouring uses (most often residential); and*
- *lower ground or basement level.*

7.12 *Category 1 sites are rare in Camden and will always be protected. Category 2 sites are more common in Camden and will usually be protected unless there is very strong marketing evidence (see below for details of our marketing expectations) to show that they are no longer suitable. The Business Premises Study 2011 advises that most sites within categories 1 and 2 can be marketed and let successfully.*

Category 3 sites are heavily compromised and may not be suitable for continued industrial use when they become empty or need significant investment, although they could be suitable for office B1(a) space.

7.13 We will use these categories to determine which sites and premises should be retained and which can be released for redevelopment. The characteristics of categories 1 and 2 will also be used to guide the design of new business premises.

7.14 Many industrial buildings only require a small amount of investment to maintain them or to bring them back into a reasonable condition. As long as the site has good access other factors, such as the age of a building, are irrelevant for most occupiers as the specification for an industrial unit has not changed in many years.

New Industrial Premises

7.15 The characteristics that make new industrial premises successful are similar to categories 1 and 2 above. Ideally, new space should resemble category 1 as closely as possible. The most important features are good delivery/servicing access, separation from other uses, freedom to operate at all times and a 50-70% site coverage. Where mixed use development is planned employment and residential uses should normally be provided in separate blocks. Whilst it may be difficult to achieve all of these features in Camden, we will expect new developments to include as many as practically possible.

Marketing

7.18 We will require evidence of a marketing exercise for the loss of employment uses, in line with Core Strategy Policy CS8 and policy DP13 of the Camden Development Policies. As a minimum, we will expect marketing exercises to include the following:

- Use of a reputable local or national agent with a track record of letting employment space in the borough;
- A visible letting board on the property (constant throughout the marketing period);
- Marketing material should be published on the internet, including popular online property databases such as Focus;
- Continuous over at least 2 years from when the letting board is erected and the property is advertised online (i.e. not simply from when agents were appointed). We will consider shorter marketing periods for B1(a) office premises;
- Advertised rents should be reasonable, reflecting market rents in the local area and the condition of the property;
- Lease terms should be attractive to the market:
 - at least three years, with longer terms, up to five years or longer, if the occupier needs to undertake some works
 - and/or short term flexible leases for smaller premises which are appropriate for SMEs;
- A commentary on the interest shown in the building, including any details of why the interest was not pursued; and

- *Where there is an existing employment use then we will require evidence that the tenant intends to move out.*

4.0 RELEVANT NATIONAL GUIDANCE

4.1 The National Planning Policy Framework (2012) and the National Planning Policy Guidance (2014) are also a material consideration.

4.2 The Government Published the National Planning Policy Framework in March 2012. This emphasises the presumption in favour of sustainable development, specifically:

“approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.”

4.3 The Framework also provides guidance on how local authorities should consider applications for alternative uses on employment sites i.e. those in use for purposes within the ‘B’ Use Classes. At paragraph 22 the NPPF states that sites should not be protected for the long term and where vacant, alternative uses should be considered:

“22. Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”

(Our emphasis)

4.4 Furthermore the Framework places emphasis on the need for residential accommodation and states:

“51. Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.”

(Our emphasis)

4.5 In this case we are of the view there are no strong economic reasons for retaining the property in Class B2 use, having regard to the condition of the property, the physical site constraints and its suitability for continued employment use.

5.0 ASSESSMENT AGAINST POLICY

- 5.1 This section assesses the proposed change of use against development plan policy and the criteria set out in Camden Planning Guidance 5.

Camden Planning Guidance

- 5.2 We assess here the criteria set out under CPG 5 and determine whether the building falls to be assessed as a category 1, 2 or 3 building. We therefore assess the property against each category.

Category 1

- 5.3 We do not consider that the property is a category 1. It is not purpose built but is instead a converted mews property which would have been ancillary to a residential dwelling on Grays Inn Road.
- 5.4 It does not have 5.5m high doors and, while unrestricted in terms of its operation (i.e no planning controls) is not capable of 24 hour operation, without harming the residential amenity of the area. Furthermore the change in the character of the Mews over the last number of years, has only increased the potential to further conflict with the additional residential properties.

Category 2

- 5.5 Furthermore we do not consider that the property is a category 2 property. The access to the property is poor. It is situated on a narrow mews. It cannot accommodate vehicles, other than cars or light vans off site. Furthermore the mews is not suitable for vehicles of a greater scale in any event.
- 5.6 Roller shutter doors would be uncharacteristic and detrimental to the character and appearance of the conservation area, and enlarging the premises to provide 5.5m openings would also be undesirable / unachievable.
- 5.7 The premises do not provide lots of natural light and does not have a goods lift access.

Category 3

- 5.8 In our view the property represents a small isolated premises, with poor access from narrow streets, with low door heights.

Refurbishment and Improvements

- 5.9 As set out at the start of this report, this building is in an exceedingly poor state of repair and requires substantially more than a light refurbishment. The report of the structural engineers is enclosed with the application and we draw your attention to it. We therefore consider that this is not simply a case of refurbishment. The building is not in a lettable condition and as such it is an unattractive proposition for potential occupiers. It requires complete redevelopment.

Redevelopment for Industrial

- 5.10 It is not possible to achieve category 1 or 2 buildings through redevelopment, as this would not be able to deal with the physical constraints of the site in terms of access, residential amenity, and issues related to the character and appearance of the buildings to achieve floor to ceiling heights/clear access. There are also financial constraints to the site's redevelopment for this use as set out in Farebrother's letter which accompanies the application.

The Current /Last Occupier

- 5.11 The site is occupied by a vehicle repairs business W Godleman & Son. That business has operated from the property for the last 50 years. The occupier is retiring in 2016 and no longer has a requirement for the premises.
- 5.14 Industrial occupiers, other than car mechanics, would not be willing to give up internal space to provide off street servicing/parking. They would require parking, servicing space and an operation which is unrestricted by neighbouring residential property.
- 5.15 In general the motoring trade is experiencing a shift as a new generation of vehicles come through, which are now based on engine management systems. Therefore local garages cannot perform a full range of services without purchasing the software to access the engine management systems for each make of car, which is costly and expensive to maintain/run. As such the role of the local garage is becoming more limited in the roles that they perform as their service offer has been reduced by motor companies. Furthermore, with this new technology, customers are more mindful of sending their vehicle to smaller servicing centres and dealership loyalty is increasing.
- 5.16 There is also a lot of local competition for servicing from other small independent garages as well as the fact that people are increasingly becoming less reliant on the private car in central London. The enclosed list sets out approximately 50 other local garages in Camden, all performing a similar role and function (**Appendix 1**). The list is by no means exhaustive and is purely represents a simple google search but it is evidence of the competition these small garages face in a declining market.

Securing a Letting?

- 5.17 As we noted at the in **Section 2** of this report the building has a number of deficiencies both from a structural, health and safety and building regulations point of view all of which render the building unattractive to a potential tenant.
- 5.18 As we note from Farebrother's letter dated 29 February 2016 states:

"We are of the view that no workshop occupier would be willing to take the premise in their current condition even if no rent were charged as the inherent liability whether it be through damp, disrepair or actual public liability would deter any sensible and sane business person from not leasing the premise until the landlord has spent substantial sums on getting the property back into full repair."

- 5.19 It is clearly not capable of occupation in its current condition. Furthermore, they go on to note the cost of the works required to bring it up to standard, when taking account rental returns and the length of lease that an occupier is likely to take in the current market, means that it is not an attractive proposition for a landlord to undertake the work required to make it capable of occupation.
- 5.20 Even in an upgraded state the premises will still be constrained in terms of their use by adjoining residential properties, the access and egress to and from the Mews and the property as well as the access/floor to ceiling heights.
- 5.21 The lack of flexibility in terms of the operation of the premises as a result of adjoining residential properties (the numbers of which have increased significantly over recent years) is a considerable factor in the premises attractiveness.

Summary

- 5.22 The present condition of the building makes it unlettable. In our view the premises are not Category 1 or 2 premises, and cannot be made to be through either refurbishment or redevelopment, due to the proximity of residential properties, restricted access and substandard openings to the building. Furthermore the costs of refurbishment are more than the rent that could be achieved over the likely lease terms sought.
- 5.24 In our view the site does not meet needs of modern industry and other employers as required by CS8 and is no longer suitable for its existing business use as required by DP13. It is therefore appropriate to consider non-business uses as set out under adopted Policy DP13.
- 5.25 Furthermore, the loss of the building would not undermine the strategic employment objectives of the borough in terms of the retention of good quality industrial premises, given its constraints. There is also a sufficient number of such businesses within a reasonable distance of the property.

Office Use

- 5.17 We note that the pre-application advice indicated that the Council would seek office accommodation on the site and that there was a desperate need for office accommodation for SME's on the site.
- 5.18 However, we note that the research document prepared by Ramidus Consulting for the GLA entitled Small Offices and Mixed Use in the CAZ states:

“The amount of office space in CAZ occupied in small units grew from 2.07 million sq m in 1995 to 2.6 million sq m in 2010 but the total stock of offices expanded at a greater rate. The proportion of stock made up of small units has declined since 1995 in every sub-market except South Bank and Midtown.”

- 5.19 The report goes on to say:

“There is evidence that the small office market is increasingly being accommodated within modern, good quality buildings. This process is being encouraged by the rapid expansion of the flexible space market: serviced office stock within CAZ doubled between 1995 and 2015. Indeed, the rise of the flexible space market suggests that property pricing is not an inhibitor in the small office market.”

5.20 It concludes:

“Our overriding conclusion here is that, on balance, the provision of small offices in the current market broadly matches the level of demand. This is not to deny that some specific areas have experienced sharp rental hikes caused in part by supply constraints. But across the whole CAZ there remains sufficient choice.

The market, both in the form of commercial developers and flexible space providers has, in recent times, responded to the demand for small units in a way that was not previously the case. Neither does our overriding conclusion convey complacency.

While current conditions might be relatively benign in the small office sector, market dynamics can and do change markedly, and we have shaped our recommendations accordingly.”

5.21 It would therefore seem arbitrary to seek small office accommodation in an area which is from a commuting perspective located away from more attractive locations, with a greater range of amenities and closer to public transport, when clearly there is an equal pressure for the delivery of residential accommodation, which would more closely reflect the character and appearance of the Mews.

5.22 Furthermore adopted policy advises that where a site is only suitable for B1 accommodation, the Council may allow site's to go to residential use. Given the conclusions of the above report we consider that it is appropriate to release the site from its employment use.

6.0 CONCLUSION

- 6.1 The NPPF advises against the long term protection of employment sites that have no reasonable prospect of being used for that purpose. It goes on to advise local authorities to approve planning applications for change to residential use from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. Indeed given the scale of the site, its condition and constraints we do not consider that there are strong economic reasons for its retention.
- 6.2 The London Plan policy 4.4 supports alternative uses where sites perform poorly as industrial sites and could be released to meet other strategic objectives.
- 6.3 Policy CS8 only seeks to protect existing employment sites and premises in the borough that meet the needs of modern industry and other employers. DP13 supports release where a site or building is no longer suitable for its existing business use;
- 6.4 The site performs poorly against the criteria set out in the adopted Camden Planning Guidance (CPG5) and is clearly within category 3, namely a small isolated premises, on a narrow street, small doors and incompatible with the neighbouring uses and no space for servicing. Furthermore it is not presently capable of occupation by a new tenant.
- 6.5 Having regard to the building's condition and the site's constraints, it can be seen that the building does not make a valuable contribution to the employment land within the borough and its release for alternative uses which provide alternative planning benefits, is considered to comply with Policy 4.4 of the London Plan, CS8 of the adopted Core Strategy, and DP13 of the Development Management Policies as well as the adopted Camden Planning Guidance Policy CPG5.
- 6.6 Therefore the release of 20-21 Kings Mews will not prejudice the aims and objectives of the Council's employment policies and in this case it is not necessary to demonstrate the long term vacancy of the premises through marketing.

APPENDIX 1.0
Other vehicle repair facilities in the area

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Tags: Car Parking, Collection / Delivery Service, Exhausts, MOTs, New Tyres, Recovery Service

**Clerkenwell Motors**

Car Repairs in Camden - London

0 Reviews

14 Warner Street, London, Camden, EC1R 5HA

**Court Service Station**

Car Repairs in Camden - Belsize Park

0 Reviews

160A Malden Road, Belsize Park, Camden, NW5 4BT

Tags: MOTs

**Cresta Motors**

Car Repairs in Camden - Kentish Town

0 Reviews

3 Patshull Road, Kentish Town, Camden, NW5 2JX

**Crystal Clear Motors**

Car Repairs in Camden - Highgate

0 Reviews

87 Sunnyside Road, Highgate, Camden, N19 3SL

**D & J Motors**

Car Repairs in Camden - Camden

0 Reviews

136 Camley Street, Camden, Camden, NW1 0PG

**Daleham Garage**

Car Repairs in Camden - Belsize Park

0 Reviews

14 Daleham Mews, Belsize Park, Camden, NW3 5DB

Tags: Air Conditioning Systems, Bodywork Repairs, Collection / Delivery Service, Exhausts, MOTs, New Tyres

**Darcars**

Car Repairs in Camden - Kentish Town

0 Reviews

132-134 Highgate Road, Kentish Town, Camden, NW5 1PB

**Euro Motor**

Car Repairs in Camden - Camden

0 Reviews

128 Camley Street, Camden, Camden, NW1 0PG

Tags: Car Parking



F & A Motors

Car Repairs in Camden - Primrose Hill

0 Reviews

10 Leybourne Road, Primrose Hill, Camden, NW1 8QY



Finchley Motors

Car Repairs in Camden - Hampstead

0 Reviews

The Arches, 9A-10 Maygrove Road, Hampstead, Camden, NW6 2EE

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German Auto Care

Car Repairs in Camden - Hampstead

0 Reviews

1-2 Liddell Road Industrial Estate, Liddell Road, Hampstead, Camden, NW6 2EW

Tags: Air Conditioning Systems, Bodywork Repairs



Globe Motors

Car Repairs in Camden - Primrose Hill

0 Reviews

Clarkson Row, 12A Mornington Crescent, Primrose Hill, Camden, NW1 7RH



Green Garage

Car Repairs in Camden - Hampstead

0 Reviews

21 Arches, Loveridge Road, Hampstead, Camden, NW6 2DS



Hampstead Motor Services

Car Repairs in Camden - Belsize Park

0 Reviews

4 Lambolle Place, Belsize Park, Camden, NW3 4PD

Tags: Air Conditioning Systems, Bodywork Repairs, Collection / Delivery Service, Exhausts, MOTs, New Tyres, Recovery Service



Haywood Motors

Car Repairs in Camden - Belsize Park

0 Reviews

Lancaster Stables, 23A Lambolle Place, Belsize Park,
Camden, NW3 4PG

Tags: Air Conditioning Systems, Collection / Delivery Service, Exhausts,
MOTs, New Tyres



Hexagon Of Highgate

Car Repairs in Camden - Kentish Town

0 Reviews

1 Browns Lane, Kentish Town, Camden, NW5 3EX



Jacks Motors

Car Repairs in Camden - Primrose Hill

0 Reviews

2 Torbay Street, Primrose Hill, Camden, NW1 8RR



Johnny's

Car Repairs in Camden - Hampstead

0 Reviews

6 Abbey Road Centre, Belsize Road, Hampstead, Camden,
NW6 4AQ

Tags: MOTs



JRJ Motors

Car Repairs in Camden - Belsize Park

0 Reviews

25 Daleham Mews, Belsize Park, Camden, NW3 5DB

Tags: Bodywork Repairs, Car Parking, Collection / Delivery Service,
Recovery Service



Just Jeeps

Car Repairs in Camden - Highgate

0 Reviews

440 Archway Road, Highgate, Camden, N6 4JH



Kara Autos

Car Repairs in Camden - Hampstead

0 Reviews

250A Belsize Road, Hampstead, Camden, NW6 4BT

Tags: Bodywork Repairs, New Tyres, Tuning

Kwik Car Service Centre

Car Repairs in Camden - West Hampstead

0 Reviews



11 West Hampstead Mews, West Hampstead, Camden, NW6 3BB

Tags: Bodywork Repairs



Kwik Fit

Car Repairs in Camden - Kentish Town

0 Reviews

6 Lissenden Gardens, Kentish Town, Camden, NW5 1LX

Tags: Air Conditioning Systems, Bodywork Repairs, Car Parking, Exhausts, MOTs, New Tyres



Little & Pace Motors

Car Repairs in Camden - Belsize Park

0 Reviews

3 Eton Garages, Eton Avenue, Belsize Park, Camden, NW3 4PE

Tags: Bodywork Repairs, Collection / Delivery Service, Exhausts, MOTs, New Tyres, Recovery Service



M D A Motors

Car Repairs in Camden - King's Cross

0 Reviews

50 Rochester Place, King's Cross, Camden, NW1 9JX

Tags: MOTs



Modern Motors

Car Repairs in Camden - Belsize Park

0 Reviews

95 Adelaide Road, Belsize Park, Camden, NW3 3XX

Tags: Air Conditioning Systems, Exhausts, MOTs, New Tyres



North London MOT Centre

Car Repairs in Camden - Highgate

0 Reviews

640-648 Holloway Road, Highgate, Camden, N19 3JH

Tags: 24 Hour Call Out Service, Air Conditioning Systems, Bodywork Repairs, Car Parking, Collection / Delivery Service, Exhausts, MOTs, New Tyres, Recovery Service, Tuning



P&O Motors

Car Repairs in Camden - Hampstead

0 Reviews

7 Abbey Road Centre, Belsize Road, Hampstead, Camden, NW6 4AQ



Performance Auto Cars

Car Repairs in Camden - Hampstead

0 Reviews

4 Abbey Road Centre, 131-179 Belsize Road, Hampstead,
Camden, NW6 4AB



Porchetech

Car Repairs in Camden - Hampstead

0 Reviews

9 Rosemont Road, Hampstead, Camden, NW3 6NG

Tags: Air Conditioning Systems, Bodywork Repairs, Collection / Delivery Service, Exhausts, MOTs, New Tyres, Recovery Service, Student Discount, Tuning



Porsche Worx

Car Repairs in Camden - Belsize Park

0 Reviews

2 Lambolle Place, Belsize Park, Camden, NW3 4PD

Tags: 24 Hour Call Out Service, Bodywork Repairs, Collection / Delivery Service, Exhausts, New Tyres, Recovery Service



Steve's Garage

Car Repairs in Camden - Camden

0 Reviews

23-27 Kings Terrace, Camden, Camden, NW1 0JP



The Car Surgery

Car Repairs in Camden - Belsize Park

0 Reviews

3 Arctic Street, Belsize Park, Camden, NW5 4DJ

Tags: MOTs



The German Car Centre

Car Repairs in Camden - Camden

0 Reviews

126 Camley Street, Camden, Camden, NW1 0PG

Tags: Bodywork Repairs, Car Parking, Exhausts



Volvo Service Centre

Car Repairs in Camden - Belsize Park

0 Reviews

College Crescent, Northways Parade, Belsize Park, Camden,
NW3 5EN



W Godleman & Son

Car Repairs in Camden - King's Cross

0 Reviews

20-21 King's Mews, King's Cross, Camden, WC1N 2JB