

Delegated Report		Analysis sheet		Expiry Date:		21/06/2021	
		N/A		Consultation Expiry Date:		19/06/2021	
Officer				Application Number(s)			
Adam Greenhalgh				2021/1982/P			
Application Address				Drawing Numbers			
5A Agar Place London NW1 0RG				See decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Demolition of existing two storey building used as taxi repair garage (Sui Generis) and erection of a 4 storey building comprising a car showroom (Sui Generis) on the ground floor and three 1 bedroom flats (Class C3) on the 1st, 2nd and 3rd floors above.							
Recommendation(s):		Refuse planning permission					
Application Type:		Full planning permission					
Conditions or Reasons for Refusal:		Refer to Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. of responses		5		No. of supports	
		No. of objections		1		4	
Summary of consultation responses:		Site notices were displayed on 26/05/2021. These expired on 19/06/2021. One letter of objection received (unaddressed). Objections relate to inappropriateness of proposed car showroom use. Four letters of support received (unaddressed). Comments refer to appropriateness of proposed redevelopment, quality of design and improvement to appearance of area.					
Local groups comments:		No responses received					
Site Description							
The site is located at the junction of Agar Place with Agar Grove approximately 200m to the east of Camden Road train station. It is a residential area with three storey Victorian residential buildings adjoining the site in Agar Grove and two storey early 20 th century houses adjoining the site in Agar Place. To the north and east, on the other sides of Agar Grove and Agar Place, spreads the Agar Grove Estate, which comprises 20 th century housing blocks from 2 to 8 storeys in height. The site is not located in a Conservation Area. There are no Listed buildings in the vicinity.							

The site comprises a part single storey/part two storey building. It is vacant but was last used (September 2020) as a taxi repair garage with an ancillary office above. The single storey element extends to the back edge of the pavement on Agar Place and next to the adjoining two storey house on Agar Place (5 Agar Place) the building is single storey. Next to the adjoining three storey building on Agar Grove (2b Agar Grove) the building is two storeys in height. The building is set back 5m from the pavement on Agar Grove with two car parking spaces at the front. The existing building has yellow brick walls and a grey tiled roof. It is not of particular architectural or townscape merit. It is not a Listed building.

Relevant History

2020/5630/P - Demolition of existing two storey taxi repair building and erection of a 4 storey building comprising a car showroom on the ground floor and 1 x 1 bed and 1 x 2 bed maisonettes on the 1st, 2nd and 3rd floors - withdrawn

9200094 - Part redevelopment and extension of garage for continued use as car repair workshop plus erection of first floor extension for ancillary office use as shown on drawing nos. 105/01A 02B. revised by letters 03.02.93 04.05.93 and 14.06.93 - granted

Relevant policies

National Planning Policy Framework (2021)

The London Plan 2021

Camden Local Plan 2017

Policy G1 Delivery and location of growth
Policy H1 Maximising housing supply
Policy H4 Maximising the supply of affordable housing
Policy H6 Housing choice and mix
Policy H7 Large and small homes
Policy C6 Access for all
Policy E2 Employment premises and sites
Policy A1 Managing the impact of development
Policy A4 Noise and vibration
Policy D1 Design
Policy CC1 Climate change mitigation
Policy CC2 Adapting to climate change
Policy CC3 Water and Flooding
Policy CC4 Air quality
Policy CC5 Waste
Policy T1 Prioritising walking, cycling and public transport
Policy T2 Parking and car free development
Policy T3 Transport infrastructure
Policy T4 Sustainable movement of goods and materials
Policy DM1 Delivery and monitoring

Camden Planning Guidance (CPG)

CPG Design (January 2021)
CPG Amenity (January 2021)
CPG Developer contributions (2019)
CPG Energy efficiency and adaptation (2021)
CPG Housing (2021)
CPG Transport (2021)
CPG Employment sites and premises (2021)

Assessment

1.0 PROPOSAL

1.1 Planning permission is sought for the demolition of the existing two storey taxi repair building and the erection of a 4 storey building comprising a car showroom on the ground floor and 3 x 1 bedroom flats on the 1st, 2nd and 3rd floors.

1.2 The new building would 'front onto' Agar Place. The Agar Place elevation would abut the back edge of the pavement on Agar Place. There would be a 1m separation to the neighbouring two storey house on Agar Place (5 Agar Place). The top (third) floor would be partly set back by 800mm. The new building would abut the adjoining building on Agar Grove, with the ground floor extending 2m in front of the front elevation of 2b Agar Grove. On the 1st, 2nd and 3rd floors it would be level with 2b Agar Grove (the 3rd floor having a balcony set back 1m) while the ground floor of the Agar Grove would have a 2.3m rectangular 2 storey bay abutting Agar Place. At the rear, there would be a four storey wall extending 3m in depth beyond the rear elevation of 2b Agar Grove. There would be a four storey wall alongside the solid 2/3 storey flank elevation of 5 Agar Place.

1.3 The new building would comprise a showroom for 2 cars on the ground floor (with two sets of bi-fold doors onto Agar Place and a double width opening onto Agar Grove). Access to the upper floor flats would be by way of a single storey 1m entrance next to 5 Agar Place. A bin store and cycle store would be formed on the ground floor with access next to 5 Agar Place. The flats would be accessed by way of a communal staircase in the rear corner of the development and they would comprise :

- 1 x 1 bedroom 2 person 51.4 sqm flat on first floor
- 1 x 1 bedroom 2 person 43.7 sqm flat on second floor
- 1 x 1 bedroom 1 person 39.3 sqm flat on third floor

1.4 The first floor flat would have a 5 sqm winter balcony (in the 2 storey bay on Agar Grove/Agar Place), the second floor flat would have a 9 sqm balcony (on the bay) and the third floor flat would have a 3 sqm balcony (next to 2b Agar Grove).

1.5 The proposed building would be of a rectilinear design with brick walls, with contrasting brick bands, and galvanised steel windows (some with concrete lintels). The Design and Access Statement indicates light brick walls with contrasting horizontal dark bands. There would be some metal cladding on the top floor on the Agar Place elevation.

1.6 No on-site car parking would be provided for the residential units.

2.0 ASSESSMENT

2.1 The material considerations for this application are summarised as follows:

- Principle of development and land use
- Design
- Amenity of neighbouring residential occupiers
- Quality of accommodation
- Affordable housing
- Transport/highway issues
- Sustainability
- Flooding/Drainage
- CIL

2.2 Principle of development; loss of taxi-repair service and provision of showroom and flats

Loss of former employment use

2.2.1 The existing building formerly comprised an employment use. The applicant has confirmed that the site was last used for the servicing and repair of black cabs. Policy E2 (Employment premises and sites) of the Local Plan is therefore applicable. Policy E2 states the Council's aim to protect premises or sites that are suitable for continued business use, particularly to provide employment for Camden residents. The policy goes on to explain how the Council will resist development of business premises and sites for non-business use unless it is demonstrated to the Council's satisfaction:

- the site or building is no longer suitable for its existing business use; and
- that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative type and size of business use has been fully explored over an appropriate period of time.

2.2.2 The applicant has previously (in application 2020/5630/P) submitted a statement which explains how the use for taxi servicing and repairs is no longer feasible at the site primarily because modern taxis are serviced and repaired by the manufacturers and there is no longer the demand from diesel black cabs. The statement also refers to the unsuitability of the building for alternative commercial use, for example, due to its location in a residential area. The applicant has indicated that the proposed showroom would be for a private collection of cars. It has further been indicated that two jobs would be created at the site.

2.2.3 Notwithstanding the applicant's anecdotal evidence, the proposal is not considered to comply with the second requirement cited above, i.e. relating to the submission of evidence to demonstrate that there is no possibility of continuing or re-providing a similar or alternative type and size of business use. No evidence has been submitted to demonstrate that the site has been marketed for a motor vehicle servicing or repair use which would re-provide similar employment opportunities for Camden residents. The proposal therefore fails to demonstrate that similar employment could not be re-provided and the proposal is therefore contrary to policy E2.

Suitability of proposed car showroom use

a) Employment

2.2.4 Notwithstanding the applicant's claim that two jobs would be created, a car showroom use (Sui Generis use) is not an appropriate employment use. It is not a Class E use and it would not represent a 'similar or alternative type and size of business use' as required under policy E2.

b) Proposed car showroom use at the site

2.2.5 Car showrooms are listed as an 'other town centre use' under policy TC4 (Town Centre Uses) of the Local Plan. The policy seeks to direct appropriate town centre and other town centre uses to the town centres in the interests of supporting the viability, provision and character of town centres and also in terms of the amenity of outlying areas.

c) Suitable alternative use if it can be demonstrated that a business use is not viable

2.2.6 What would be a suitable alternative use if it was demonstrated that a business use was not viable at the site? Policy G1 (Delivery and location of growth) of the Camden Local Plan is concerned with creating the conditions for growth to meet Camden's identified needs in terms of homes, jobs and infrastructure. In order to do this, the Council will support development that makes best use of its site, taking into account such considerations as quality of design, context, sustainability, amenity, heritage and transport accessibility. Self-contained housing is regarded as the priority land-use of the Camden Local Plan and Policy H1 states that the Council will make housing its top priority when considering the future of unused and underused land and buildings.

2.2.7 The support at local policy level for developing housing on underused land reflects a key objective of the NPPF 2021 which is to make effective use of land. Paragraph 69 states that 'Small and medium

sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly' and that Local Planning Authorities should 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'.

2.2.8 The car showroom use is not a priority use for the Council, the site is not in a centre where a car showroom use would be more appropriate and it is not a suitable alternative business use. As such, the car showroom use at the site is contrary to the Council's employment, housing, growth and town centre policies. It results in a less than efficient redevelopment of the site. It would not provide effective replacement employment, it would not contribute to the vitality and character of a centre where such a use is indicated as being appropriate, and it negates the use of the site for the most efficient provision of housing in accordance with policies G1 and H1 and the NPPF 2021.

2.3 Design

2.3.1 Local Plan Policies D1 (Design) is aimed at achieving the highest standard of design in all developments. Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area.

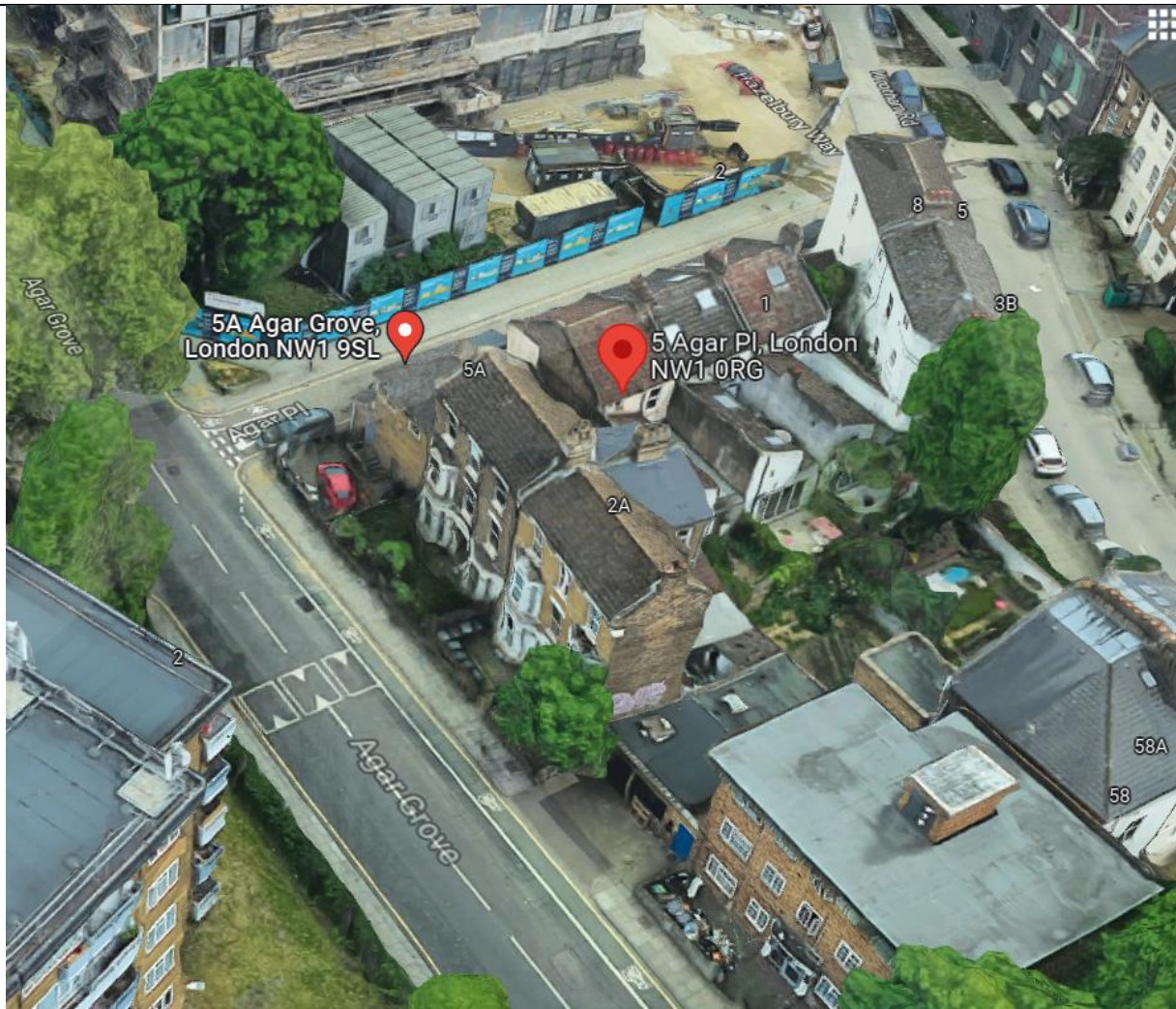
2.3.2 The Camden Planning Guidance (CPG) on Design calls for Design Excellence and advises how new development should consider the context of the development and its surrounding area, the design of the building itself and opportunities for improving the character and quality of the area. The eight principles of high quality design in the Design CPG are: context and character, accessibility, legibility, adaptability, liveability, sustainability, high quality public realm and safety and security.

2.3.3 The proposal is not considered to comply with the Council's policies and guidance on design. The site is in a very prominent corner location with 2 street frontages. The proposal, by projecting in front of the adjoining facades and with flat roofs rising above the adjoining pitched roofs, would not respect the building lines or rooflines on both Agar Grove or Agar Place and it would thus appear as an intrusive and bulky development in both streetscenes which would harm the visual character of the area.

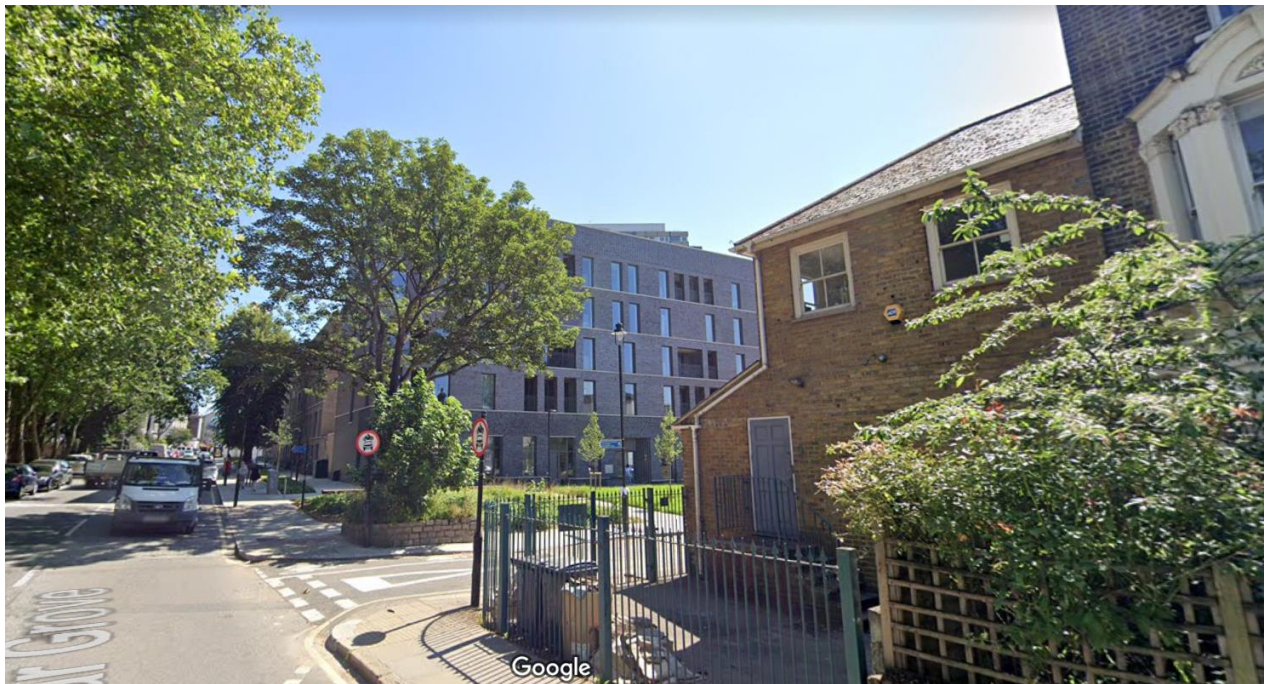
2.3.4 Projecting in front of the historic building line on Agar Place on all four levels, the proposal would harm the established character and appearance of Agar Place and it would be overpowering in the townscape.



2.3.5 While not so prominent on Agar Grove, the ground floor projection in front of 2b Agar Grove, and the 2.3m deep two storey bay on the corner, would also interrupt the rhythm of the Agar Grove streetscene and be out context and character with the area. It should be noted that there is a uniform building line to the adjoining terrace on Agar Grove (the proposal would sit forward of this). The uniform building line on Agar Grove extends, highly distinctively, to the west, along the new estate which has been recently master-planned and delivered. These buildings are considerably set back from the carriageway (Agar Grove) and they have permeable, legible and stimulating paving and planting provided along their length. The siting of the proposal, in front of the adjacent terrace on Agar Grove, would fail to respect the spacing, openness and treatment of the Agar Grove streetscene and it would therefore be contrary to the policy (D1) on urban design.



The proposed development would sit in front of the established building line of the adjoining terrace on Agar Grove



The proposal would also fail to respect the distinctive setting, treatment and character of the urban regeneration scheme on the other side of Agar Place

2.3.6 The height and bulk of the four storey block alongside the immediately adjoining two storey cottages (Agar Place) and three storey Victorian terrace (Agar Grove) would dominate this corner and

overwhelm the adjoining modest houses; it would seriously detract from the character and appearance of the adjoining properties and townscape of both streets. This can be seen clearly on the 3D CGI of the proposal included in the Design & Access Statement:



CGI of proposal – indicating inappropriate form and appearance to the detriment of the context and character of the area

2.3.7 There are no objections, in principle, to the proposed materials (i.e. brick walls/metal windows/balustrades) although further details of colours/finished appearance would be required under planning conditions to demonstrate that the materials/treatment would be of a quality commensurate with surrounding housing.

2.3.8 For the reasons set out above, the proposal would fail to respect the layout, form, appearance and character of the townscape and adjacent terraced buildings and it would therefore be contrary to policy D1 of the LB Camden Local Plan 2017.

2.4 Amenity of neighbouring residential occupiers

2.4.1 Policy A1 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. It seeks to ensure that development protects the quality of life of occupiers and neighbours by only granting permission for development that would not harm the amenity of neighbouring residents. This includes privacy, outlook, daylight and sunlight. CPG - Amenity provides specific guidance with regards to these matters.

2.4.2 The proposal would be sit approximately 2m forward of the front elevation of the neighbouring house on Agar Place (no.5). However the 1.25 m gap between the buildings (where the entrance would be formed) and the fact that the windows at 5 Agar Place are set in from the side of the house and face onto Agar Place would mean that there would be no significant loss of light or outlook at this site. There is a solid wall in the flank wall of 5 Agar Place which faces the site so there should be no overlooking of any rooms from the new development and the proposal would not overlook the rear garden of this site

either.

2.4.3 It is a different story for the other immediately adjoining site, 2b Agar Grove. The proposed four storey development would project beyond the rear elevation of this building. Extending over 3m along the boundary to the rear of 2b Agar Grove, 11m + in height to roof level, the proposal would be overbearing upon the courtyard and windows in the rear elevation and outrigger of this building. This would result in a serious loss of outlook and increased sense of enclosure.

2.4.4 In the absence of a BRE-compliant comprehensive Sunlight & Daylight Assessment, it is also considered that the proposal, with its 11.25m high wall extending over 3m to the rear of 2b Agar Grove and on the boundary with this property, would result in a significant loss of daylight from the courtyard and rooms at the rear of the property.

2.4.5 At the front, the ground floor of the building would project 2m in front of no. 2b Agar Grove at the same height as the bay window at this site. Aside from the urban design considerations in relation to Agar Grove (considered in 'Design' above), the projection in front of the living room bay window of 2b Agar Grove would result in a loss of outlook for the occupiers at 2b Agar Grove. Situated to the east of 2b Agar Grove there is also concern in relation to overshadowing of the aforementioned living room bay window at this site. The projection next to the ground floor bay window at 2b Agar Grove would appear to project both above and beyond a notional 45 degree line drawn from the centre of the window. This is an indicator that it could result in a significant loss of light from the window but again this needs to be tested out in more detail by a Sunlight & Daylight Assessment.

2.4.6. Notwithstanding the comments above in relation to the siting of the building and position of windows, the proposed layout should not result in any undue disturbance for any adjoining occupiers or significant noise outbreak onto any adjoining sites.

2.4.7 In summary, the proposal would result in a loss of residential amenity for the occupiers of no. 2b Agar Grove by way of direct overlooking of private spaces, overbearing and over-enclosing effects and increased overshadowing of the courtyard and habitable rooms at this site.

2.5 Quality of accommodation:

2.5.1 Policy H6 of the Local Plan requires new housing to be of a high design quality, to provide functional, adaptable and accessible living space and for all new self-contained housing to comply with the Nationally Described Space Standards. In terms of area, the minimum requirement in the Nationally Described Space Standards for a one bedroom, two person unit on one storey is 50 sqm (GIA) and for a 1 person unit it is 37 sqm (with a shower room) or 39 sqm (with a bathroom). The proposal indicates 3 x 1 bed flats measuring 51.4, 43.7 and 39.3 sqm in area. The first and third floor flats would meet the minimum space requirements for a 1 bedroom 2 person flat and a 1 bedroom 1 person flat respectively but the 43.7 sqm 1 bedroom 2 person second floor flat would be under-sized and would consequently provide an inadequate standard of accommodation. There are no objections in terms of the natural light or outlook that would be provided for each of the units, or the private external amenity space provision.

2.5.2 Policy H7 (Large and small homes) seeks to ensure that all housing development - a. contributes to meeting the priorities set out in the Dwelling Size Priorities Table; and b. includes a mix of large and small homes. The Dwelling Size Priorities Table indicates that there is a 'lower' need for open market 1 bed flats and a 'higher' need for 2 and 3 bedroom open market flats. The proposal would include all 1 bedroom flats and therefore it would be contrary to policy H7.

2.6 Affordable Housing

2.6.1 Policy H4 requires a proportion of new dwellings to be affordable in accordance with a sliding scale. Targets are based on an assessment of development capacity whereby 100 sqm (GIA) of housing floorspace is generally considered to create capacity for one home. Targets are applied to

additional housing floorspace proposed. A sliding scale target applies to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes, starting at 2% for one home and increasing by 2% for each home added to capacity.

2.6.2 For 155 sqm of new residential floorspace (measured from the application drawings), two dwellings would be provided, and a contribution equating to 4% of the floorspace towards affordable housing should be made.

2.6.3 The payment-in-lieu in the Council's Housing CPG is £5,000 per sqm. 4% of 153 sqm is 6.196 sqm and a contribution of 6.196 sqm x £5,000 = £30,980 is therefore required.

2.6.4 In the absence of a legal agreement or unilateral undertaking to provide a commensurate level of affordable housing, the proposal is contrary to policy H4 of the Local Plan.

2.7 Transport/highways issues

2.7.1 Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. The Council will not issue on-street parking permits in connection with new development and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits.

2.7.2 Subject to the ground floor car spaces not being used for car parking, either by the residents of the development or other users and the ground floor space being used as showroom space only, the proposal would involve limited car use in accordance with policy T2. If the scheme was otherwise acceptable, a condition could be attached to ensure that the ground floor space should not be used for parking by future residents or other users, and that the space should be for showroom purposes only.

2.7.3 In the absence of a legal agreement to prevent future occupiers from obtaining car parking permits, the proposal does not comply with the Council's policies (T1, T2 and T3) for reducing car use and encouraging the use of sustainable methods of transport to mitigate against climate change and safeguarding the highway network.

2.7.4 Policy T1 of the Camden Local Plan requires developments to provide cycle parking facilities in accordance with the minimum requirements of the London Plan. The London Plan requirement for a 1 bedroom 2 person dwelling is 1.5 cycle parking spaces. 4.5 spaces, rounded up to 5, are therefore needed. No cycle parking spaces are indicated for the car showroom even though the application form indicates that this would employ 2 people. In summary, the proposed cycle store (which shows three tightly fitting bicycles) would be inadequate in terms of its size and would fail to provide for a sufficient level of cycle parking in accordance with the Council's policies for promoting cycle use.

2.7.5 Due to the amount of demolition and construction works, and that the site is adjacent to the Agar Grove Estate development, a Construction Management Plan (CMP) would need to be secured to minimise the impact on the highway infrastructure and neighbouring community. A CMP implementation support contribution of £3,920 and a Construction Impact Bond of £7,500 would be needed. In the absence of a legal agreement including these matters, the proposal is contrary to policy T2 (Transport Infrastructure) of the Local Plan.

2.7.6 The footway directly adjacent to the site is likely to sustain damage because of the proposed demolition and construction works. In addition the length of the crossover may need to be adjusted. The Council would need to undertake remedial works to repair any damage following completion of the proposed development. A highways contribution would need to be secured as a section 106 planning obligation if planning permission is granted. This would allow the Council to re-pave the footway directly adjacent to the site and repair any other damage to the public highway in the general vicinity of the site. In the absence of a legal agreement including these matters the proposal is contrary to policy T2 (Transport Infrastructure) of the Local Plan.

2.8 Sustainability

2.8.1 The proposal would represent a sustainable form of development as it would involve the reuse of existing developed land in a built-up area to provide new housing. The redevelopment of under-used previously developed land in existing built-up areas is fundamental to the NPPF and the provision of new housing is noted as being required under LB Camden Local Plan policies G1 and H1. The number of units would not exceed the Camden requirement (in the Energy Efficiency Planning Guidance) for carbon emission reductions above Building Regulation standards or the provision of renewable energy technologies to achieve carbon emission reductions.

2.9 Flooding/Drainage

2.9.1 The site is located in the 'Low Risk' Zone on the Environment Agency Flood Risk Map and due to its size, a Flood Risk Assessment is not required. Policy CC3 of the Camden Local Plan requires development to incorporate water efficiency measures and sustainable urban drainage (SUDS). Sustainable urban drainage measures can be secured by planning conditions if planning permission should be granted.

2.10 Mayor of London's Crossrail CIL and Camden's CIL

2.10.1 The proposal (if acceptable) would be liable for both the Mayor of London's CIL and Camden's CIL as the development involves the creation of new dwellings.

3.0 CONCLUSION

3.1 In the absence of marketing/viability evidence, the proposal would result in the loss of a car repair or similar business which would provide such employment for Camden residents. The inclusion of a car showroom at the site is not an appropriate use in the location and it does not result in the most efficient redevelopment with the optimum provision of housing as per NPPF requirements. The proposal, by reason of its size, siting and design, would be inappropriate, overly bulky and dominant in this corner location and harmful to the local townscape. One of the proposed dwellings would fail to provide a satisfactory quality of accommodation and the overall mix of 1 bedroom units is inappropriate. The proposal would result in a loss of amenity for the occupiers of the adjoining building on Agar Grove. The proposal has inadequate cycle parking facilities. The proposal does not include a legal agreement which is necessary to secure a Construction Management Plan and a car-free form of development as well as requisite contributions to affordable housing and highway maintenance.

4.0 RECOMMENDATION - Refuse planning permission-

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.
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.
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.
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.

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.
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.
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.
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.
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.
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.