Application ref: 2024/5731/P Contact: Sam Fitzpatrick Tel: 020 7974 1343

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Date: 20 May 2025

TJR Planning Suite 3 The Mansion Wall Hall Drive Aldenham WD25 8BZ



Development Management Regeneration and Planning London Borough of Camden Town Hall

Judd Street London WC1H 9JE

Phone: 020 7974 4444 planning@camden.gov.uk www.camden.gov.uk/planning

Dear Sir/Madam

#### **DECISION**

Town and Country Planning Act 1990 (as amended)

# **Full Planning Permission Refused**

Address:

34A Netherhall Gardens London NW3 5TP

#### Proposal:

Demolition of existing dwellinghouse and erection of three storey replacement house, including excavation of basement. Associated works including replacement of front boundary wall and erection of cycle and waste storage.

#### Drawing Nos:

Drawings: A\_0100; A\_0200 P4; A\_0600; A\_0601; A\_0602; A\_0700; A\_0701; A\_0702; A\_0703; A\_0704; A\_0800; A\_1999; A\_2000; A\_2001; A\_2002; A\_2010; A\_2100; A\_2101; A\_2102; A\_2103; A\_2104; A\_2105; A\_2106; A\_2200.

Documents: Design and Access Statement 23074 (prepared by Studio Three, dated September 2024); Planning Statement and Heritage Impact Assessment (prepared by TJR Planning, dated December 2024); Daylight and Sunlight Assessment 124997-100/16/BSC/AS (prepared by Hollis, dated 23/07/2024); Letter responding to daylight and sunlight concerns (prepared by Hollis, dated 17/03/2025); Whole Life Cycle Carbon Assessment Rev C (prepared by RS MEP Design, dated 20/12/2024); Dynamic Thermal Comfort Model (prepared by RS MEP Design, dated 04/10/2024); Energy and Sustainability Proforma; Basement Impact Assessment 3451-A2S-XX-XX-RP-Y-0001-01 (prepared by A-Squared Studio, dated 23/08/2024); Basement Impact Assessment Audit F1 (prepared by Campbell Reith, dated 12/05/2025); Tree Report S1285-J2-R1 (prepared by John Cromar's Arboricultural Company, dated 12/08/2024).

The Council has considered your application and decided to **refuse** planning permission for the following reason(s):

## Reason(s) for Refusal

- The proposed development, through insufficient evidence to justify the demolition of the existing building, would result in an unsustainable development that fails to contribute to a low carbon future through efficient use of resources, contrary to policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017 and policy SI 7 (Reducing waste and supporting the circular economy) of the London Plan 2021.
- The proposed development, by reason of its scale, roof form, detailed design, and fenestration pattern, would result in an incongruous and overly dominant building that fails to integrate with the existing streetscene and pattern of development, thus failing to preserve or enhance the character and appearance of the application site, neighbouring buildings, and the wider Fitzjohns Netherhall conservation area, contrary to policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.
- The proposed development, in the absence of a legal agreement securing the development as 'car-capped' housing to prevent residents other than the named returning resident from obtaining residents parking permits, would contribute unacceptably to parking stress and congestion in the surrounding area and fail to promote more sustainable and efficient forms of transport and active lifestyles, contrary to policies T2 (Parking and car-free development) and DM1 (Delivery and monitoring) of the London borough of Camden Local Plan 2017.
- The proposed development, in the absence of a legal agreement securing a Construction Management Plan (CMP), associated contributions to support the implementation of the CMP, and an impact bond, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally, contrary to policies A1 (Managing the impact of development), T4 (Sustainable movement of goods and materials), and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.
- The proposed development, in the absence of a legal agreement securing financial contributions towards highways works, would fail to secure adequate provision for the safety of pedestrians, cyclists, and vehicles, contrary to policies T3 (Transport infrastructure) and A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.

### Informative(s):

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with the National Planning Policy Framework. The council publishes its adopted policies online, along with detailed Camden Planning Guidance. It also provides advice on the website for submitting applications and offers a pre-application advice service.

You can find advice about your rights of appeal at:

# https://www.gov.uk/appeal-planning-decision.

If you submit an appeal against this decision you are now eligible to use the new *submission form (Before you start - Appeal a planning decision - GOV.UK).* 

Yours faithfully

Daniel Pope Chief Planning Officer