

Studio V Architects  
224 West Hendon Broadway  
West Hendon  
London  
NW9 7ED

Application Ref: **2011/5226/P**  
Please ask for: **Jonathan Markwell**  
Telephone: 020 7974 **2453**

22 December 2011

Dear Sir/Madam

## **DECISION**

Town and Country Planning Acts 1990 (as amended)  
Town and Country Planning (General Development Procedure) Order 1995  
Town and Country Planning (Applications) Regulations 1988

### **Full Planning Permission Refused**

Address:  
**139-147 Camden Road**  
**London**  
**NW1 9HA**

#### **Proposal:**

Erection of new 5 storey building on land to east of existing motor vehicle maintenance and repair centre (Class B2) to provide 9 (1x studio, 4x1 bed, 2x2 bed and 2x3 bed) self-contained residential units (Class C3) and retention of part of the ground floor parking (reduction from 9 to 3 spaces) associated with existing motor vehicle maintenance and repair centre.

Drawing Nos: Site location plan PL01; PL03 Rev A; PL04 Rev A; PL05 Rev D; PL06 Rev D; PL07 Rev B; PL08 Rev B; PL09 Rev F; PL10 Rev E; PL11 Rev D; PL12 Rev D; PL13 Rev D; PL14 Rev D; PL15 Rev D; PL18 Rev D; PL19 Rev A; PL20; Planning, Design and Access Statement Issue 3 Rev B dated 24/10/2011 by Studio V Architects; Accommodation Schedule by Studio V Architects; Daylight and Sunlight Report by James M A Crowley dated 31/10/2011; Sustainability Statement by Briary Energy Consultants dated 31/10/2011 with the exception of page 6; Page 6 of Sustainability Statement by Briary Energy Consultants, as received 13/12/2011; Briary Energy Consultants CSH Spreadsheet, as received 13/12/2011; Email from James Crowley dated 13/12/2011; Briary Energy Consultants Reports for Flats 1-9; Planning and Noise Assessment by Acoustics Plus dated October 2011 Ref 101819.ad.10.11.Issue2.



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

Reason(s) for Refusal

- 1 The proposed development, by reason of its detailed design and materials, would be detrimental to the streetscape along Camden Road and the character and appearance of the neighbouring Camden Square Conservation Area and fail to provide appropriate security and community safety measures, contrary to policies CS14 (Promoting high quality places and conserving our heritage) and CS17 (Making Camden a safer place) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies.
- 2 The proposed development, by virtue of failing to provide adequate on-site lifetime homes standards for the new residential units, would fail to provide accommodation suitable for people with mobility difficulties contrary to policy CS6 (Providing quality homes) of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 (Lifetime homes and wheelchair housing) of the London Borough of Camden Local Development Framework Development Policies.
- 3 The proposed development, by reason of the removal of a Whitebeam tree in Canteloves Gardens, would be detrimental to the character of the streetscene and the visual amenity of the group of trees that the proposed to be removed tree forms a part of, contrary to policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.
- 4 The proposed development, in the absence of a shading impact assessment, is likely to have a detrimental impact on the public enjoyment and amenity of Canteloves Gardens and its potential for biodiversity provision, contrary to policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Development Policies.
- 5 The proposed development, by reason of the reduction of on-site parking spaces from 9 to 3 for the existing motor vehicle maintenance and repair centre, would cause harm to existing on-street parking conditions through the displacement of vehicles from on-site and the operational business parking requirements and therefore contributing unacceptably to parking stress and congestion in the surrounding area, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.
- 6 The proposed development, by reason of the proposed new crossover location and

proposed refuse vehicle access arrangements, would contribute unacceptably to traffic disruption and dangerous situations for pedestrians and other road users on a Transport for London Network (TLRN) road, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.

- 7 The proposed development, in the absence of a legal agreement securing a design stage and post-construction sustainability review achieving at least a minimum Level 3 of the Code for Sustainable Homes for the residential accommodation proposed, would fail to be sustainable in its use of resources, contrary to policies CS13 (Tackling climate change through promoting higher environmental standards), CS16 (Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction) and DP23 (Water) and of the London Borough of Camden Local Development Framework Development Policies.
- 8 The proposed development, in the absence of a legal agreement securing the on-site renewable energy facilities and energy efficiency measures proposed, would fail to be sustainable in its use of resources, contrary to policies CS13 (Tackling climate change through promoting higher environmental standards), CS16 (Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water) and DP32 (Air quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.
- 9 The proposed development, in the absence of a legal agreement to secure a financial contribution towards educational infrastructure, would be likely to contribute to increased pressure and demand on the Borough's educational facilities, contrary to policies CS10 (Supporting Community Facilities and Services) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy.
- 10 The proposed development, in the absence of a legal agreement to secure a financial contribution towards the provision of, improvement to and maintenance of public open space in the surrounding area, would be likely to contribute unacceptably to pressure on the Borough's open space facilities, contrary to policies CS15 (Protecting and improving our parks and open spaces & encouraging biodiversity) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP31 (Provision of, and improvements to, public open space and outdoor sport and recreation facilities) of the London Borough of Camden Local Development Framework Development Policies.
- 11 The proposed development, in the absence of a legal agreement to secure car-free housing for the nine residential units proposed, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to

policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

- 12 The proposed development, in the absence of a legal agreement to secure financial contributions towards highway works and to promote environmental, public realm, walking and cycling improvements, would be likely to result in an unacceptable impact on the public highway and pedestrian safety and fail to make sufficient provision in a sustainable manner to mitigate the impact of the development, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (Transport implications of development), DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.
- 13 The proposed development, in the absence of a legal agreement to secure the submission and implementation of a Construction Management Plan/Construction Logistics Plan, would be likely to contribute unacceptably to traffic disruption and dangerous situations for pedestrians and other road users and be detrimental to the amenities of the area generally, contrary to policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP20 (Movement of goods and materials), DP21 (Development connecting to the highway network) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.
- 14 The proposed development, in the absence of a legal agreement securing a servicing management plan (in the event that the Council were to find the construction arrangements acceptable in other respects), would not secure a strategy to prevent traffic and other activities associated with the servicing needs of the development from causing serious disruption to amenities in the area and to the maintenance of the satisfactory and safe operation of the public highway around the development site. The proposal would therefore be contrary to policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP21 (Development connecting to the highway network) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Without prejudice to any future application or appeal, the applicant is advised that reason for refusal numbers 7-14 could be overcome by entering into a Section 106

Legal Agreement for a scheme that was in all other respects acceptable.

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