

APT Consulting
19a Aylmer Parade
Aylmer Road
London
N2 0PE

Application Ref: **2011/2286/P**
Please ask for: **Max Smith**
Telephone: 020 7974 **5114**

17 October 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:
51-52 Tottenham Court Road
London
W1T 2EQ

Proposal:

Erection of roof extension to 4th floor and alterations to front elevation in connection with provision of additional 2-bed self-contained flat (Class C3).

Drawing Nos: 100; 102; 104; 105; 106; 107; 110; 111; 112; 114; 115; 116; 117; 2107; 3102; 3104; 3105; 3106; 3108; 3110; 3111; 3112; 3114; 3115; 3116; 3117.

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 unsympathetic alterations which fail to respect the proportions, hierarchy, height and massing characteristic of the historic streetscape, would detract from the character and appearance of the building and the wider consideration area, contrary to CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and



DP25 (Securing Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies.

- 2 The proposed development, in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area contrary to policy CS11 (Sustainable travel) of the London Borough of Camden Local Development Framework Core Strategy and DP18 (Parking standards) of the London Borough of Camden Local Development Framework Development Policies.
- 3 The proposed development, in the absence of a legal agreement to secure the submission of and implementation in accordance with a Construction Management 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 policy DP20 (Movement of goods and materials) and DP26 (impact on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

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