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Application Ref: **2014/7856/P**
Please ask for: **Jonathan McClue**
Telephone: 020 7974 4908

7 April 2015

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:
11A Primrose Hill Road
London
NW3 3DG

Proposal:
Erection of a 3-storey dwelling house & associated landscaping works (Class C3).

Drawing Nos: A 100 Rev B; 101 Rev B; 102 Rev B; 103 Rev B; 150; 200; 201; 300 Rev B; 301 Rev B; 302 Rev B, FIG.1 Rev 00, FIG. 2 Rev 00, 14020-BT (Tree protection plan), Proposed & Existing View, Front Elevation Montage, Existing Site Photo, Camden Local Area Requirement for Lifetime Homes and Wheelchair Housing, Arboricultural Impact Appraisal and Method Statement (ref: 14020-AIA-DC) dated 22/01/2014, Code for Sustainable Homes Pre Assessment Estimator Tool, Daylight & Shadow Neighbouring Assessment (ref: 20131380) dated 14/11/2013, Design & Access Statement dated November 2014, Heritage Assessment dated November 2014, Town Planning Statement (GAO/GBR/J7292) dated December 2014, Sustainability and Energy Statement (ref: 5240) dated 18/11/2013 and Construction Management Plan Pro-forma.

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

Reason(s) for Refusal



- 1 The proposed 3 storey single family dwelling, by reason of its siting being located beyond the established building line on King Henry's Road and its height and bulk would be detrimental to the established character and appearance of the townscape and adjacent Elsworthy Conservation Area. The proposal is therefore considered to be contrary to policies CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP25 (Securing a high standard of design and DP25 (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 to secure the submission and implementation of 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 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.
- 3 The proposed development, in the absence of a legal agreement to secure car-free development, 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.
- 4 The proposed development, in the absence of a legal agreement securing a design stage and post-construction sustainability review, 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.

Informative(s):

- 1 You are advised that had the application been recommended for approval the Council would have requested a detailed risk assessment and method statement to demonstrate there would be no safety implications to the Network Rail tunnel prior to determination. This would allow the potential impact of the development during the construction and implementation phase to be adequately assessed by the Council and Network Rail.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ed Watson', written in a cursive style.

Ed Watson
Director of Culture & Environment