

Savills UK
33 Margaret Street
London
W1G 0JD

Application Ref: **2016/2027/P**
Please ask for: **Robert Lester**
Telephone: 020 7974 2188

18 October 2016

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:

**51 - 52 Tottenham Court Road
London
W1T 2EH**

Proposal:

Demolition of existing rear extensions and erection of 4 storey rear extension, basement extension, roof extensions comprising an additional storey with mansard level above to no. 51 and set back roof extension no. 52 and external alterations including new shopfronts all to provide a mixed use retail, office and residential development involving the refurbishment and amalgamation of the existing ground floor retail units, refurbishment/reconfiguration of existing uses on the upper floors including the provision of additional office space at first - third floor levels and a new 3 bed residential flat at fourth floor level.

Drawing Nos: G100_P_00_001, JA12_P_B1_001, JA12_P_00_001, JA12_P_01_001,
JA12_P_02_001, JA12_P_03_001, JA12_P_RF_001, JA12_E_NE_001,
JA12_E_SW_001, JA12_E_NW_001, JA12_E_SE_001, JA12_S_AA_001,
JA12_S_AL_001, JA12_S_AL_002, C645_P_B1_001, C645_P_00_002,
C645_P_01_002, C645_P_02_002, C645_P_03_002, C645_P_RF_001,
C645_E_NE_004, C645_E_SW_002, C645_E_NW_002, C645_E_SE_002,
C645_P_B1_001 B, C645_P_00_001 C, C645_P_01_001 D, C645_P_02_001 D,
C645_P_03_001 D, C645_P_04_001 D, C645_P_RF_001 A, C645_S_AA_001 B,
C645_E_SW_001, C645_E_NE_001 D,
C645_E_NW_001, C645_E_SE_001, C645_S_AL_001, C645_S_AL_002, SK_008,
Heritage Statement (Peter Stewart Consultancy), Planning Statement (Savills), Basement



Impact Assessment (Ellis & Moore), Design & Access Statement (Squire & Partners), Energy & Sustainability Statement (Mecserve), Environmental Noise Survey and Plant Noise Criteria (AAD), Site Investigation Report (Ground Engineering), Construction Management Plan (MEF Construction), Environmental Impact Assessment & Controls (MEF Construction), Construction Traffic Management & Access Plan (MEF Construction), Air Quality Assessment (Aether), Refuse Strategy (Squire & Partners)

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

Reason(s) for Refusal

- 1 The roof extensions by reason of their scale, visual prominence and effect on the established townscape and neighbouring properties would detrimentally harm the character and appearance of the subject buildings, street scene and would fail to preserve or enhance the conservation area, all contrary to policy CS14 of the Camden Core Strategy 2010-2025 and policies DP25 and DP26 of the Camden Development Policies 2010-2025, The London Plan (2016) and the National Planning Policy Framework (2012).
- 2 The rear extensions by reason of their height, scale, bulk and massing would fail to respect the scale and proportions of the existing buildings, would be over-dominant additions which would fail to be adequately subordinate to the existing buildings, would alter the historic pattern and established townscape of the block and would not compliment or reflect the rhythm and grain of this part of the street, all contrary to policy CS14 of the Camden Core Strategy 2010-2025 and policies DP25 and DP26 of the Camden Development Policies 2010-2025, The London Plan (2016) and the National Planning Policy Framework (2012).
- 3 The rear extensions by reason of their height, scale, bulk and massing would have an overbearing and/or dominating effect which would result in to an increased sense of enclosure and loss of outlook to the surrounding properties, particularly to the residential units in 53 Tottenham Court Road and would therefore have a detrimental amenity impact on the occupiers of the neighbouring residential units, contrary to policy DP26 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
- 4 Insufficient information has been submitted in relation to the impacts of the proposed basement to allow the Local Planning Authority to ascertain whether the basement development would maintain the structural stability of the building and neighbouring properties and avoid adversely affecting drainage and run-off or causing other damage to the water environment, contrary to policy DP27 of the Camden Development Policies 2010-2026.
- 5 The development would fail to provide adequate cycle parking facilities for the residential element of the scheme and would therefore provide substandard housing development, and would fail to promote cycling as a healthy and sustainable way of travelling in this highly accessible Central London location, contrary to policies CS6

and CS11 of the Camden Core Strategy 2010-2025, policies DP17 and DP18 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).

- 6 In the absence of a legal agreement to secure car free housing in this highly accessible Central London location, the development would fail to encourage car free lifestyles, promote sustainable ways of travelling, help to reduce the impact of traffic and would increase the demand for on-street parking in the CPZ, all contrary to policy CS11 of the Camden Core Strategy 2010-2025, policy DP18 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
- 7 In the absence of a legal agreement to secure the implementation of the Construction Management Plan, the development would contribute unacceptably to traffic disruption and dangerous situations for pedestrians and other road users and be detrimental to the amenities of the area generally, all contrary to policy CS11 of the Camden Core Strategy 2010-2025, policies DP20, DP26, DP28 and DP32 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).
- 8 In the absence of a legal agreement to secure the necessary financial contributions to undertake public highway works, the development would harm the Borough's transport infrastructure, all contrary to policies CS11, CS19 of the Camden Core Strategy 2010-2025, policies DP16, DP17 and DP21 of the Camden Development Policies 2010-2026, The London Plan (2016) and the National Planning Policy Framework (2012).

Informative(s):

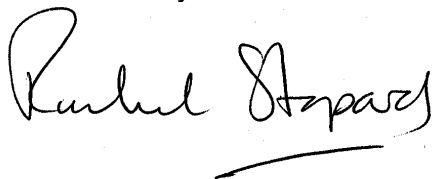
- 1 Without prejudice to any future application or appeal, the applicant is advised that reason for refusal numbers 6-8 could be overcome by entering into a Section 106 Legal Agreement for a scheme that was in all other respects acceptable.

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



Rachel Stopard

