

Regeneration and Planning Development Management London Borough of Camden

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4D Planning 3rd Floor 86-90 Paul Street London EC2A 4NE

> Application Ref: 2016/6808/P Please ask for: Robert Lester Telephone: 020 7974 2188

6 March 2017

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:

205-207 Queen's Crescent London NW5 4DP

Proposal:

Mansard roof extension to provide additional HMO accommodation and the provision of cycle storage in the front lightwell

Drawing Nos: EH01OS, EH01BP, EH03, EH03a, EH04, EH05, EH06, EH07, EH08, EH09, EH10, EH11, EH12, EH13, EH14, Design & Access Statement 4D, Daylight & Sunlight Report Syntegra, Eco Cycle Rack Specification.

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

Reason(s) for Refusal

The proposed mansard roof extension by reason of its height, bulk and massing, would unbalance this building which has a roofline which is unimpaired by alterations or extensions and would therefore be an incongruous, overbearing and dominant addition to the detriment of the character and appearance of the building and wider area contrary to Policy CS14 of the London Borough of Camden Local Development Framework Core Strategy, Policy DP24 of the London Borough of Camden Local



Development Framework Development Policies, Policy D1 of the Camden Local Plan Submission Draft.

- The proposed mansard extension by reason of its height and scale and relationship with adjacent dwellings would result in a loss of outlook and increased enclosure of the dwellings to the west at 186-190 Grafton Road to the detriment of the residential amenity of those neighbouring residents, contrary to Policy CS5 of the Camden Local Development Framework Core Strategy, Policy DP26 of the Camden Local Development Framework Development Policies, Policy A1 of the Camden Local Plan Submission Draft.
- 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, would fail to encourage car free lifestyles, promote sustainable ways of travelling and help to reduce the impact of traffic, all contrary to Policies CS11 and CS19 of the London Borough of Camden Local Development Framework Core Strategy, Policies DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies, Policies T1 and T2 of the Camden Local Plan Submission Draft.
- The proposed development, in the absence of a legal agreement securing a Construction Management Plan would be likely to contribute unacceptably to traffic disruption, general highway and pedestrian safety and residential amenity, contrary to Policies CS5, CS11 and CS19 of the London Borough of Camden Local Development Framework Core Strategy, Policies DP16, DP20 DP21, DP26, DP28, DP32 of the London Borough of Camden Local Development Framework Development Policies, Policies A1 and T4 of the Camden Local Plan Submission Draft.
- The proposed cycle storage by reason of its height, scale, design and location in the front lightwell areas would be an incongruous and dominant addition to the front of this building to the detriment of the character and appearance of the building and streetscene contrary to Policy CS14 of the London Borough of Camden Local Development Framework Core Strategy, Policy DP24 of the London Borough of Camden Local Development Framework Development Policies, Policy D1 of the Camden Local Plan Submission Draft.

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

favid T. Joyce

David Joyce

Executive Director Supporting Communities