Camden

**Regeneration and Planning
Development Management**
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GLA Architecture and Design Ltd.
Southgate Office Village Block E
286A Chase Road
N14 6HF

Application Ref: **2017/1331/P**
Please ask for: **Kristina Smith**
Telephone: 020 7974 **4986**

26 May 2017

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:
**71 Falkland Road
LONDON
NW5 2XB**

Proposal:
Demolition of single storey ancillary storage area (A1) and erection of 2 x two-storey dwelling houses (1x1-bed; 1x2-bed) (C3) fronting Montpelier Grove
Drawing Nos: Prefix (1415B.) 01A; 02A; 03A; 04A; 05A; 06A; 07A; 08A; 09A1; 10A2; 11A3, 12A2; 13A3; 14A1; 15A; Design Statement ref. 1415B-2 dated 1.03.17.

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 virtue of its height, scale and location would close the visual gap between the rear facade of the properties along Falkland Road and the flank wall of the properties along Montpelier Grove harming the historic pattern of development which exists within the area contrary to policies CS5 (Managing the impact of growth and development) and CS14 (Promoting high quality places and conserving heritage) 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 and policies D1 and D2 of the Emerging Camden Local Plan 2016. The proposal would also be contrary to policy D3 of Kentish Town Neighbourhood Plan (2016).

2   The proposed development, by virtue of its form, detailed design and siting forward of the adjacent properties on Montpelier Grove, would fail to present a high standard of design to the detriment of the streetscene and the character and appearance of the wider area while failing to either preserve or enhance the character and appearance of the Kentish Town Conservation Area, contrary to policies CS5 (Managing the impact of growth and development) and CS14 (Promoting high quality places and conserving heritage) 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 and policies D1 and D2 of the Emerging Camden Local Plan 2016. The proposal would also be contrary to policy D3 of Kentish Town Neighbourhood Plan (2016).

3   The proposed residential units by reason of their poor quality outlook and external amenity space, and limited internal light level of the living room of House A, would result in sub-standard accommodation, which would be harmful to the amenities of future occupiers, contrary to policies CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy; policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies and policy A1 (Managing the impact of development) of the Emerging Camden Local Plan 2016.

4   The height of the proposed development would bring about an unacceptable loss of light, an increased sense of enclosure and perceived sense of overlooking to no.69 Falkland Road contrary to policy CS5 (Managing the impact of growth and development) of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies and policy A1 of the Emerging Camden Local Plan 2016.

5   In the absence of a legal agreement to secure a Construction Management Plan and Highways Contribution, the development would fail to ensure that the development can be implemented without causing detrimental impact to residential amenity or the safe and efficient operation of the highway network in the local area or that the repair of any construction damage to transport infrastructure or landscaping and the removal of redundant crossovers and the reinstate footway surfaces following development is secured. The development would therefore remain contrary to policies CS5 and CS11 of the Camden Local Development Framework Core Strategy, policies DP20, DP21 and DP26 of the Local Development Framework Development Policies as well as policies A1 and T4 of the Emerging Camden Local Plan 2016

6   In the absence of a legal agreement to secure car free/capped housing in this highly accessible 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 Local Development Framework Core Strategy, policy DP18 of the Local Development Framework Development Policies and policy T2 of the Emerging Camden Local Plan 2016.

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Executive Director Supporting Communities

The development by reason of the outward opening design of refuse and cycle storage doors would impact on pedestrian and highway safety on the Montpelier Grove contrary to policy CS11 (Promoting sustainable and efficient travel) of the Camden Local Development Framework Core Strategy, policy DP21 (Development connecting to the highway network) of the Camden Local Development Framework Development Policies and policy T1 of the Emerging Camden Local Plan 2016.
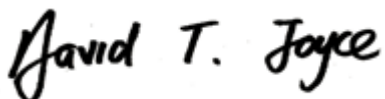

Informative(s):

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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

David T. Joyce

David Joyce
Director of Regeneration and Planning