

Savills UK
33 Margaret Street
London
W1G 0JD

Application Ref: **2016/2997/P**
Please ask for: **David Peres Da Costa**
Telephone: 020 7974 **5262**

11 September 2017

Dear Sir/Madam

Town and Country Planning Act 1990 (as amended)
NOTIFICATION OF DECISION WHEN AN APPEAL HAS BEEN MADE
REFUSAL

Address:
28 Redington Road
London
NW3 7RB

Proposal:

Erection of 4 storey plus basement building (with accommodation at 4th floor level within the roof) to provide 8 flats (1 x 1 bed, 5 x 2 bed, 1 x 3 bed and 1 x 4 bed) including front balcony and rear roof terraces, hard and soft landscaping and 7 basement car parking spaces with car lift, following demolition of the existing building (Class C3).

Drawing Nos:

Existing drawings: JCA-RR-EX-: 001; 002; 003; 004a; 004b; 005; 011; 012; 013; 014; 019; 020; 021; 022; 023; 030; 031; (Revision PP4)

Demolition drawings: JCA-RR-DEMO-: 071; 072; 073; 074; 079; 083. JCA-RR-EX-: 080; 081; 082

Proposed drawings: JCA-RR-PR-: 001 PP4; 002 PP4; 003 PP4; 004A PP4; 004b PP4; 004a PP4; 006 PP4; 007 PP4; 008 PP4; 002 PP4A; 005 PP4A; 010 PP4B; 011 PP4B; 012 PP4B; 013 PP4B; 14 PP4B; 14 PP4B; 19 PP4A; 020a PP4; 020b PP4; 021 PP4A; 022 PP4; 023 PP4; 030 PP4; 031 PP4; 032 PP4; 033 PP4A; 034 PP4A; 040 PP4; 041 PP4; 050 PP4; 051 PP4; 052 PP4;

Supporting documents: Daylight and Sunlight Assessment (external) produced by Syntegra dated August 2016; Daylight and Sunlight Assessment (internal) produced by Syntegra dated May 2016; Energy and Sustainability Assessment prepared by Syntegra dated



August 2016; Noise Impact Assessment prepared by Syntegra dated November 2015; SUDS calculations prepared by Mott MacDonald dated 22/4/16; Design and Access Statement produced by Jo Cowen Architects dated May 2016; Landscaping Strategy produced by Bowles and Wyer dated 19th April 2016; Heritage Statement prepared by KM Heritage dated May 2016; Planning Statement produced by Savills dated May 2016; Arboricultural Report prepared by Landmark Trees dated 13th May 2016; BIA Assessment prepared by Mott MacDonald dated July 2016; Transport Statement prepared by TTP Consulting dated April 2016; SUDS pro forma prepared by Mott MacDonald dated 22/4/16; Noise Impact Assessment - car lift compliance prepared by Syntegra dated July 2016; Bat Emergence/Re-entry Survey and Bird Scoping Report prepared by Greengage dated July 2016; Reptile Survey Report prepared by Greengage dated October 2016; Letter from Mott MacDonald dated 10th October 2016; Indicative construction timeframes.

The Council has considered your application and had an appeal not been made to the Secretary of State, would have refused Full Planning Permission for the following reason(s):

Reason(s) for Refusal

- 1 The proposed demolition would result in the complete loss of a non-designated heritage asset which has historic, aesthetic, and communal significance and which makes a positive contribution to the Redington Froggnal Conservation Area to the detriment of the character and appearance of this part of the Redington Froggnal Conservation Area, contrary to policy 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 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies; and policies D1 and D2 of the Camden Local Plan Submission Draft 2016.
- 2 The proposed replacement building, by reason of its bulk, scale, mass, height and design, would be detrimental to the character and appearance of the Redington Froggnal Conservation Area and would not enhance the conservation area to an appreciably greater extent than the existing building contrary to policy 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 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies; and policies D1, D2, and A5 of the Camden Local Plan Submission Draft 2016.
- 3 In the absence of sufficient information in the basement impact assessment, the applicant has failed to demonstrate the development will not cause harm to the built and natural environment including the local water environment, ground conditions and the structural stability of neighbouring properties contrary to policy CS14 (Promoting High Quality Places and Conserving Our Heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP23 (Water) and DP27 (Basements and lightwells) of the London Borough of Camden Local Development Framework Development Policies; and policies A5 and CC3 of the Camden Local Plan Submission Draft 2016.

- 4 The proposed development, by reason of its height and bulk would result in a loss of daylight and sunlight to 30 Redington Road which would be harmful to the living conditions of its occupiers, contrary to policies CS5 (Managing the impact of growth and development) of the London Borough 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 Camden Local Plan Submission Draft 2016.
- 5 In the absence of sufficient information, the applicant has not demonstrated that trees T11 and T12 would not be harmed by the development contrary to policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) 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 A3 and D2 of the Camden Local Plan Submission Draft 2016.
- 6 In the absence of accurate swept path diagrams, the applicant has failed to demonstrate that the proposed development would not harm highway safety or hinder pedestrian movement contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies; and policy A1 of the Camden Local Plan Submission Draft 2016.
- 7 The proposed development, by reason of the increased size of the crossover, would result in the loss of on-street parking adding to existing parking problems and increasing parking pressure contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies; and policy A1 of the Camden Local Plan Submission Draft 2016.
- 8 The proposed development, in the absence of a legal agreement requiring the development to incorporate sustainability measures to reduce carbon emissions and minimise use of energy, water and resources, would fail to be sustainable in its use of its resources and meet the challenge of climate change, contrary to policy CS13 (Tackling climate change through promoting higher environmental standards) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 (Promoting sustainable design and construction) of the London Borough of Camden Local Development Framework Development Policies; and policies CC1, CC3 and DM1 of the Camden Local Plan Submission Draft 2016.
- 9 The proposed development, in the absence of a legal agreement securing an energy efficiency plan including on-site renewable energy facilities, would fail to be sustainable in its use of resources and fail to take sufficient measures to minimise the effects of, and adapt to, climate change, contrary to policies CS13 (Tackling climate change through promoting higher environmental standards), CS16

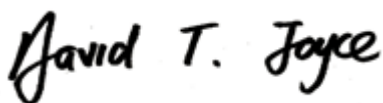
(Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water) and DP32 (Air quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies; and policies CC1, CC4 and DM1 of the Camden Local Plan Submission Draft 2016.

- 10 The proposed development, in the absence of a legal agreement securing a highway contribution for necessary highway works, would fail to secure adequate provision for the safe movement of pedestrians and have an unacceptable impact on the public highway, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies; and policy A1 of the Camden Local Plan Submission Draft 2016.
- 11 The proposed development, in the absence of a legal agreement securing a Construction Management Plan, would be likely to contribute unacceptably to traffic disruption and be detrimental to general highway and pedestrian safety, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP20 (Movement of goods and materials) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies; and policies A1 and T4 of the Camden Local Plan Submission Draft 2016.
- 12 The proposed development, in the absence of a legal agreement to secure the residential units as 'car-capped' housing, would be likely to contribute unacceptably to parking congestion in the surrounding area and promote the use of non-sustainable modes of transport, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Core Strategy and DP18 (Parking standards and limiting the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden LDF Development Policies; and policies T2 and DM1 of the Camden Local Plan Submission Draft 2016.

Informative(s):

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Yours faithfully



David Joyce
Director of Regeneration and Planning