

Ms M Andreeva
Argyll Road
London
SE18 6PG

Application Ref: **2017/4293/P**
Please ask for: **Patrick Marfleet**
Telephone: 020 7974 1222

20 April 2018

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:
128-130 Grafton Road
Kentish Town
London
NW5 4BA

Proposal:
Demolition of existing industrial building (Class B8) and erection of a 5-storey plus basement, residential building comprising 6 x 2-bed and 3 x 3-bed flats (Class C3).

Drawing Nos: 01, 02, 03, 04, 05, 06, 07, 08, 09, Design and Access Statement dated July 2017, H Fraser Consulting Groundwater Screening and Scoping Assessment dated 11/09/2017, Hawkins Environmental Air Quality Assessment dated 10/11/2017, Preliminary Ground Contamination Risk Assessment dated September 2017, Kaya Consulting Ltd surface water screening and scoping letter dated 14/09/17, Energy Council Sustainability Statement ref: Z10719, Planning Statement dated November 2017.

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, would result in the loss of an employment site that is considered suitable for continued use for employment purposes, and would fail to



support growth in economic activity in Camden and result in the loss of employment opportunities within the borough contrary to policy E2 (Employment premises and sites) of the Camden Local Plan (2017).

- 2 A number of the proposed residential units by reason of the poor quality of outlook, light and overlooking and privacy issues, would result in sub-standard accommodation, which would be harmful to the amenities of future occupiers, contrary to policies A1 (Managing the impact of development) and D1 (Design) of the Camden Local Plan 2017 and Policy 3.5 of the London Plan 2016.
- 3 The proposed front lightwells by reason of their scale, visual prominence and revealed basement facades would represent incongruous additions that would be detrimental to the character and setting of the proposed and neighbouring buildings and the wider streetscape, contrary to policy D1 (Design) and A5 (Basements) of the Camden Local Plan 2017.
- 4 The proposed development, by reason of the amount and type of cycle parking space provided, including its layout and location, would discourage the ownership and use of cycles as a sustainable form of transport, contrary to Policy T1 (Prioritising walking, cycling and public transport) of the Camden Local Plan 2017.
- 5 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 neighbouring properties and avoid adversely affecting drainage and run-off or causing other damage to the water environment, contrary to policy A5 (Basements) of the Camden Local Plan 2017.
- 6 The proposed development, in the absence of an energy statement detailing opportunities to reduce water consumption, drainage calculations and details relating to SuDs, along with the failure to demonstrate that CO2 reduction targets could be reached, and due to the absence of a legal agreement to secure any of the above, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate Change mitigation), CC2 (Adapting to climate change) and CC3 (Water and Flooding) of the London Borough of Camden Local Plan 2017.
- 7 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, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the Camden Local Plan 2017.
- 8 The proposed development, in the absence of a legal agreement to secure the necessary affordable housing financial contribution, would fail to make its required contribution towards the provision of affordable housing in the borough, contrary to policy H4 (Maximising the supply of affordable housing) of the Camden Local Plan 2017 and policy 3.12 of the London Plan 2016.
- 9 The proposed development, in the absence of a legal agreement to secure a construction management plan and a financial contribution for construction management plan monitoring, would be likely to give rise to conflicts with other road

users and be detrimental to the amenities of the area generally, contrary to policies G1 (Delivery and location of growth), A1 (Managing the impact of development), T3 (Transport Infrastructure), T4 (Sustainable movement of goods and materials), DM1 (Delivery and monitoring), A4 (Noise and Vibration) and DP28 (Noise and vibration) and CC4 (Air quality) of the Camden Local Plan 2017.

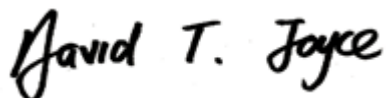
- 10 The proposed development, in the absence of a legal agreement to secure highway contributions to undertake repair works outside the application site, would fail to restore the pedestrian environment to an acceptable condition, contrary to Policies T1 (Prioritising walking, cycling and public transport) and T3 (Transport Infrastructure) of the Camden Local Plan 2017.
- 11 The proposed development, in the absence of a legal agreement to secure an Energy Efficiency and Renewable Energy Plan, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC2 (Adapting to climate change), CC3 (Water and flooding) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.

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 that reads "David T. Joyce". The signature is written in a cursive, slightly slanted style.

David Joyce
Director of Regeneration and Planning