

Application ref: 2022/4293/P
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Date: 6 March 2023

Development Management
Regeneration and Planning
London Borough of Camden
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SM Planning
80-83 Long Lane
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EC1A 9ET

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:
139-147
Camden Road
NW1 9HJ

Proposal: Erection of 4 storey block of flats with ground floor bin and bicycle stores and front paving and planting

Drawing Nos: 100, 101, 200, 210, 211, 212, 213, 214 A, 230 A, 250, 251, 252, 253, 254, 255, 256, 257, 258, Design & Access Statement (December 2022 Rev A - Engine Room), GEA Desk Study Report (J22265 Rev 0 - September 2022), Noise and Vibration Assessment (Venta Acoustics - September 2022), Construction Management Plan Pro-Forma (LB Camden), Planning Statement (SM Planning - October 2022), Energy and Sustainability Statement (EEABS - September 2022), Arboricultural Implications Assessment (Landmark Trees - October 2022), Vehicle Maintenance Centre Operational Statement

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 reason of its combined height, mass and extent of site coverage, and its detailed design would fail to respect the context and character of the area, including the adjacent Camden Square Conservation Area and it would harm the setting, character, landscape value and openness of the adjacent open

space and trees of Cantelowes Gardens contrary to policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017 and policies D3, GO1 and SSP7 of the Kentish Town Neighbourhood Plan 2016.

- 2 The proposed development, by reason of the size of the units, the configuration of the front units and the absence of a lift, would not comply with the nationally described housing standards and it would not provide a satisfactory standard of accommodation or level of access for future occupiers. It would therefore be contrary to policies D1, H6 and C6 of the London Borough of Camden Local Plan 2017 and policy D3 of the Kentish Town Neighbourhood Plan 2016. It would also be contrary to the London Plan 2021 and NPPF 2021.
- 3 The proposed development, in the absence of an air quality assessment, and appropriate mitigation therein, is likely to be harmful to the living conditions of future occupiers. It may also result in emissions which would impair the air quality in the area. It would therefore be contrary to policies A1, CC4 and H6 of the London Borough of Camden Local Plan 2017.
- 4 The proposed development, in the absence of a legal agreement binding the applicant to the provision of the requisite provision of affordable housing, would fail to meet the Council's requirements for the provision of affordable housing in new residential development and would therefore be contrary to policy H4 of the London Borough of Camden Local Plan 2017.
- 5 The proposed development, in the absence of a legal agreement including an undertaking to a car free development by way of the prevention of future occupiers from obtaining on-street resident parking permits, would fail to represent a sustainable form of development which would seek to reduce car use in the Borough. It would therefore be contrary to policies T1, T2, and CC1 of the London Borough of Camden Local Plan 2017.
- 6 The proposed development, in the absence of a legal agreement including an undertaking to a highways contribution for removing the crossover, reinstating the footway over and repaving the adjacent footway to repair any damage caused, would fail to maintain the efficiency of the transport infrastructure. It would therefore be contrary to policy T4 of the London Borough of Camden Local Plan 2017.
- 7 The proposed development, in the absence of a legal agreement including a Vehicle Maintenance Unit Operational Statement for the adjoining car repair workshop which currently uses the site for car parking, would potentially result in over-spill parking and vehicular activity on adjacent roads harmful to the safety of the highway network. It would therefore be contrary to policy T3 of the London Borough of Camden Local Plan 2017.
- 8 The proposed development, in the absence of a legal agreement including an undertaking to a Construction Management Plan and associated Implementation Support Contribution and Impact Bond, would fail to mitigate against adverse impacts on the safety of the highway and the amenity of neighbouring occupiers during construction. It would therefore be contrary to policies A1 and T4 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Please note that reasons for refusal nos. 4, 5, 6, 7 and 8 could be addressed and would potentially 'fall away' if a legal agreement to secure the items should be satisfactorily entered into by the applicant/relevant landowners.
- 2 If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

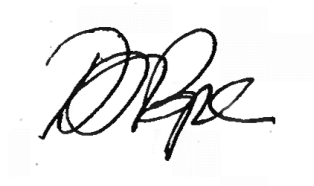
In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-planning-decision>.

If you submit an appeal against this decision you are now eligible to use the new [submission form](#) (Before you start - Appeal a planning decision - GOV.UK).

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is written over a light grey rectangular background.

Daniel Pope
Chief Planning Officer