



37 Heath Drive, London. NW3 7SD

Planning statement

Reference: 37HD/2023

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1. Executive Summary

1.1. The proposed development seeks consent for:

'Redevelopment of the site following demolition (>90% Recycled) of existing 1 x 6 Bed Maisonette and 1 x 2 Bed basement Flat to a Residential Development of 10 flats (2 x 2 Bedroom, 6 x 3 Bedroom, 2 x 4 Bedroom) in building with gym, yoga facilities, 24 Bicycle storage, E-Waste in Basement and 5 Waste Bins (2 recycle, 2 commercial, 1 food waste) and 4 (3+1 Disabled) Electric car parking with charging points and landscaping'.

1.2. The development comprises of 2 x 2 Bed Flats, 6 x 3 Bed Flats and 2 x 4 Bed Flats as private dwellings. The development will provide an appropriate mix of residential housing on a brownfield site in a sustainable location and in an area where there is a significant housing shortage.

1.3. The proposal will provide a high quality well-designed building that will protect the amenity of surrounding occupiers, as demonstrated in the accompanying reports to this application.

2. Introduction

2.1. This planning statement has been prepared in support of a planning application for the development of 10 residential dwellings at 37 Heath Drive, London NW3 7SD.

2.2. The proposed development seeks consent for:

‘Redevelopment of the site following demolition (>90% Recycled) of existing 1 x 6 Bed Maisonette and 1 x 2 Bed basement Flat to a Residential Development of 10 flats in building with gym, yoga facilities, 24 Bicycle storage, E-Waste in Basement and 5 Waste Bins (2 recycle, 2 commercial, 1 food waste) and 4 (3+1 Disabled) Electric car parking with charging points and landscaping’

2.3. The proposed development comprises of 2 x 2 Bed Flats, 6 x 3 Bed Flats, 2 x 4 Bed Flats/ private dwellings over six storeys including basement and associated works.

2.4. Further details of the proposed development are set out in Section 3.

2.5. This planning statement sets out the planning justification in support of the proposed development.

2.6. The application is also supported by the following additional documents:

- Package of application drawings, prepared by TAISHI Ltd and AIP Designs (Architects);
- Design and Access Statement, prepared by TAISHI Ltd;
- Application forms, CIL and appropriate certificates prepared by TAISHI Ltd;
- Financial Viability Assessment & Affordable Housing Statement, prepared by Grimshaw Consulting;
- Townscape and Heritage Assessment, prepared by Squire Heritage Consulting;
- Daylight and Sunlight Assessment Report, prepared by T16 Design;
- Sustainability Statement, prepared by T16 Design;
- Energy Statement, prepared by T16 Design;
- Basement Impact Assessment by Jomas Associates;
- Drainage Statement, prepared by Jomas Associates;
- Flood Risk Assessment by Jomas Associates;
- Arboricultural Impact Assessment by Abbots Arboricultural Advice;

- Transport Statement, prepared by Paul Mew Associates;
- Air Quality Assessment, prepared by Gem Air Quality Ltd;
- Noise survey and assessment, prepared by Pace Consult;
- Landscape Assessment and Specification for Soft Landscape Works and 5 Year Management Plan, prepared by Open Spaces;
- Preliminary Ecological Appraisal, prepared by ASW Ecology Ltd;
- Biodiversity Net Gain by Ecology and Land Management;
- Project cost estimate by Bhangals Construction Consultants Ltd;

Scope of the report

The requisite planning application fee of £6304.00 has been paid to the council online through the planning portal.

2.7. This statement comprises the following sections:

- A description of the application site and surroundings and planning history is set out in Section 3;
- A description of the development proposals is provided in Section 4;
- An outline of relevant national, regional and local planning policy and other relevant documents is set out in Section 5;
- The key planning considerations are set out in Section 6; and
- Our conclusions are set out in Section 8.

3. Background

Site and Surroundings

3.1. The property consists of a detached house consisting of two self-contained family dwellings. The original house was built circa 1920's in a Neo Georgian style, commonly found in adjacent roads of this part of Hampstead. No 37 is located on the east side of Heath Drive, towards the junction with Finchley Road.

3.2. The proposed development site is located at 37 Heath Drive, London NW3 7SD. The site is approximately 0.5 miles north of West Hampstead, London and is approximately 35 metres to the east of Finchley Road. The site is currently a 3 storey house located within a primarily residential area and is bounded by housing on all sides; with 3 to 4 storey properties to the north and west, and taller blocks to the south at the junction with Finchley Road, ranging from 4 to 6 storeys.

3.3. The site is within a conservation area and there are statutorily listed buildings. The site benefits from a Public Transport Accessibility Level (PTAL) rating of 5, which is a 'very good' level of accessibility as defined by Transport for London (TfL).

Relevant Planning History

- Planning permission was granted on Jun 28 2021 (LPA ref. (2021/0123/P)) for the erection of first floor side (west) extension with new pitched roof, erection of a single storey rear extension with a terrace above) addition of 3 roof lights to rear roof slope, erection of dormer window and one roof-light to front roof slopes, addition of a window and alterations to three windows on existing front elevation all in association with conversion of existing 1 x 2 bedroom basement flat and 1 x 6 bed maisonette to 1 x 4 bedroom maisonette (basement and ground floor) and 1 x 3 bedroom maisonette (1st floor and rooftop).

Planning permission was granted on 22-11-2010 (LPA ref. 2010/5156/P) for Installation of new gates along front boundary to residential dwelling (Class C3).

- Planning permission was granted in 2007 (2007/1315/P) for the replacement of the existing front porch with a larger rendered stucco entrance porch as an amendment to

planning permission dated 24 May 2005(ref 2004/5186/P). The consent included the replacement of existing side/rear conservatory with new ground floor side/rear extension and other alterations.

SITE:

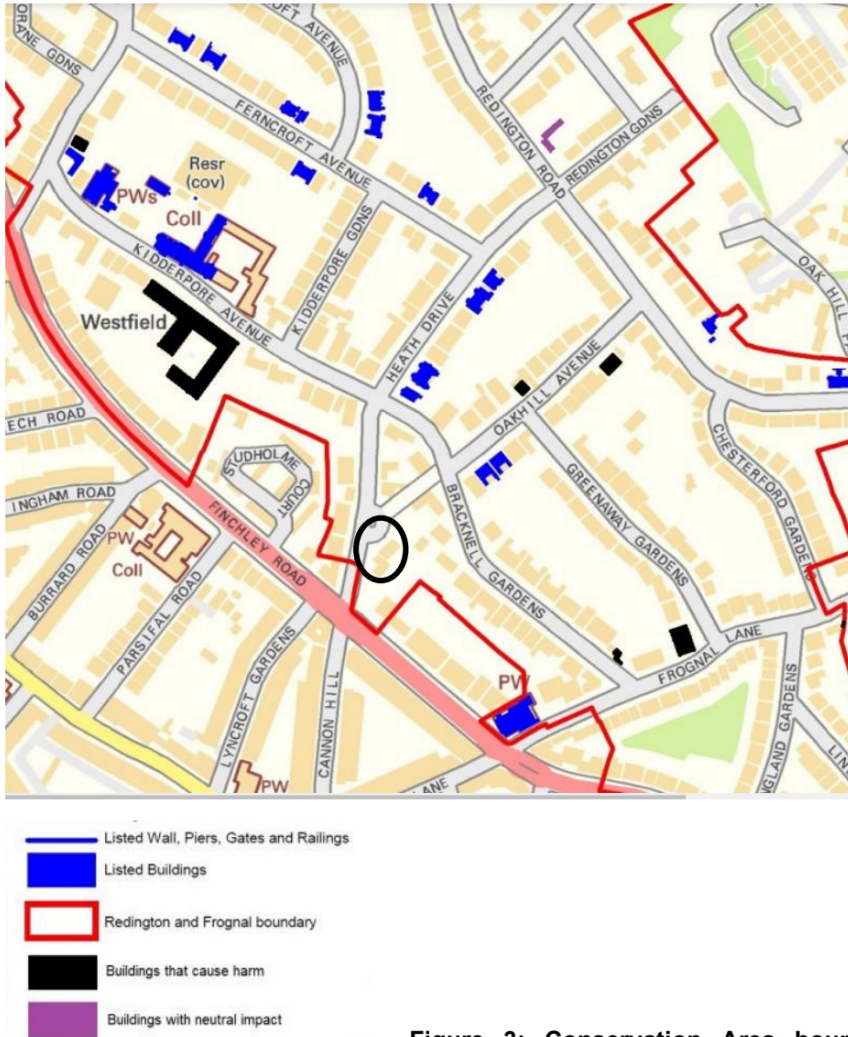


Figure 3: Conservation Area boundary, showing listed buildings and Heath Drive

4. Proposed Development

The proposed development seeks consent for:

4.1. Redevelopment of the site following demolition (>90% Recycled) of existing 1 x 6 Bed Maisonette and 1 x 2 Bed basement Flat to a Residential Development of 10 flats in building with gym, yoga facilities, 24 Bicycle storage, E-Waste in Basement and 5 Waste Bins (2 recycle, 2 commercial, 1 food waste) and 4 (3 +1 Disabled) Electric car parking with charging points and landscaping'

4.2. The proposed development comprises of 2 x 2 Bed Flats, 6 x 3 Bed flats and 2 x 4 Bed flats (private dwellings) over six storeys including basement and associated works.

4.3. As set out in the relevant planning history of the site, the principle of residential developments is established. This application seeks to optimise the development potential of the site, having regard to context and amenity.

4.4. The proposed development will provide much needed new housing, making better use of the site whilst preserving and enhancing the character and appearance of the surrounding area.

4.5. The site has excellent access to public transport facilities; with a PTAL rating of 5. The existing car parking arrangements will be maintained and besides E-vehicles there will not be any new parking provision for the development.

4.6. General refuse bins, recycling and food waste bins will be provided for the 10 proposed dwellings within the front courtyard. Its collection will tie in with the existing and established rounds by the Council. The Lower ground floor comprises of bicycle parking, recycling and E-waste collection.

4.7. The design and access statement which accompanies this application provides more detail on the proposed development and design rationale.

5. Planning Policy Context

National Planning Policy Framework

5.1. The National Planning Policy Framework (NPPF) sets out government planning policy with which development plans must accord. It is a material consideration in decision-making. At the heart of the Framework is a presumption in favour of sustainable development.

5.2. Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development, with part C specifying:
“For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.”

5.3. The message from the Government, via the NPPF, is that the first instinct of local planning authorities should be to support sustainable development. Local planning authorities should approach decisions on proposed development in a positive and creative way, and decision makers at every level should seek to approve applications for sustainable development where possible.

National Planning Practice Guidance

5.4. The Government has published the final version of the National Planning Practice Guidance (NPPG). It is also a material consideration in determining planning applications.

5.5. Existing technical guidance including the Practice Guidance has now been cancelled. The NPPG provides an explanation of the government’s interpretation of policy in the Framework.

The Development Plan

5.6. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.

5.7. The current Development Plan for the London Borough of Camden includes the London Plan 2018 and the Camden Local Plan 2017. The relevant policies from each of these documents are identified below.

5.8. Key policies relevant to this application are:

LB Camden Local Plan 2017

- G1 Delivery and location of growth
- H1 Maximising housing supply

- H4 Maximising the supply of affordable housing
- H6 Housing choice and mix
- H7 Large and small homes
- A1 Managing the impact of development
- A3 Biodiversity
- A4 Noise and vibration
- A5 Basements
- D1 Design
- D3 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and Flooding
- CC5 Waste
- T1 Prioritising walking, cycling and public transport
- T2 Parking and car-free development

Camden planning guidance

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG Basements and Light wells
- CPG Amenity
- CPG 8 Planning obligations

The London Plan 2017

- Relevant policies include:
- Policy 3.3 Increasing housing supply;

- Policy 3.4 Optimising Housing Potential; Policy;
- Policy 3.5 Quality and Design of Housing Developments;
- Policy 3.8 Housing Choice;
- Policy 3.14 Existing Housing;
- Policy 7.2 An Inclusive Environment;
- Policy 7.4 Local Character;
- Policy 7.8 Heritage Assets and Archaeology.

The London Plan was replaced in March 2021. Key emerging policies relevant to this application are:

- Policy GG2 Making the best use of land;
- Policy GG4 Delivering the homes Londoners need;
- Policy D4 Delivering good design;
- Policy D6 Housing quality and standards;
- Policy D3 Optimising site capacity through the design-led approach;
- Policy D10 Basement development;
- Policy H1 Increasing housing supply;
- Policy H10 Housing size mix;
- Policy D1 on London's form, character and capacity for growth helps define an area's character to understand its capacity for growth.

Redington and Frognaal neighbourhood plan, 2021

- SD2 Redington and Frognaal Conservation Area
- SD3 Electric Vehicle Charging Points
- SD4 Redington Frognaal Character
- SD5 Dwellings: Extensions and Garden Development
- SD6 Retention of Architectural; Details in Existing Buildings
- BG1 Gardens and Ecology
- UD1 Underground Development

5.9 Supplementary planning guidance from Camden provides additional support. The Character and Context supplementary planning guidance (SPG) sets out a process for acquiring this knowledge, so that change is brought about in a way which is responsive to individual places and locations. This SPG has now been superseded by the Characterisation and Growth Strategy LPG which provides information on how to carry out a borough or neighbourhood-wide character assessment (or study).

6. Key Planning Considerations

6.1. The key issues in this case are:

- i. The Principle of Residential Use;
- ii. Affordable Housing;
- iii. Density;
- iv. Mix;
- v. Housing Quality;
- vi. Townscape;
- vii. Design and Layout;
- viii. Amenity;
- ix. Sustainability;
- x. Ecology, Trees and Biodiversity Net Gain;

i. The Principle of Residential Use

6.2. As set out in Section 2, the principle of residential use at the application site is established through the site's planning history.

6.3. The proposals will improve the site of a neutral looking building, ensuring a sustainable long-term future for the site and the delivery of much needed high quality homes. This will address the identified local and strategic housing need, including for family-sized accommodation. The Council's SHMA (February 2016) identifies a housing need for market housing of 6,600 additional homes over the plan period (2016-31).

6.4. The proposals therefore fully accord with:

- Paragraph 60 of the NPPF, which seeks to boost significantly the supply of housing and requires that a sufficient amount and variety of land can come forward where it is needed;

- Paragraph 69 of the NPPF, which indicates that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, with part C of the paragraph stating that to promote development of a good mix of sites, local planning authorities should support the development of windfall sites through their decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes;
- Policy 3.3 of the London Plan, which identifies a pressing need for more homes; and
- Camden Local Plan Policy H1, which supports the provision of housing within the borough in order to exceed the target of an additional 16,800 homes by 2030/31. In particular self-contained homes, vacant properties and sites with existing residential permission are viewed as a priority area for residential development.

ii Affordable Housing

6.5 Local Plan Policy H4 (Maximising the supply of affordable homes) seeks to secure the maximum reasonable level of affordable housing on development of 10 units or more.

6.6. Local Plan Policy H4 includes a 'sliding scale' for affordable housing contributions and requires 2% of floorspace to be affordable where 1 additional unit (100 sqm GIA) is proposed up to 50% where 25 additional units (2,500 sqm GIA) is provided.

6.7. Local Plan Policy H4 recognises that this target level of affordable housing is subject to individual site circumstances and the maximum reasonable level of affordable housing should be secured having regard to the following criteria:

- a. the character of the development, the site and the area;
- b. site size and any constraints on developing the site for a mix of housing including market and affordable housing, and the particular types of affordable provision sought;
- c. access to public transport, workplaces, shops, services and community facilities;
- d. the impact on the creation of mixed, inclusive and sustainable communities;
- e. the impact of the mix of housing types sought on the efficiency and overall quantum of development;

f. the economics and financial viability of the development including any particular costs associated with it, having regard to any distinctive viability characteristics of particular sectors; and

g. whether an alternative approach could better meet the objectives of this policy and the Local Plan.

6.8. Grimshaw Consulting LTD have appraised the proposed scheme for:

- Whether the provision of on-site affordable housing is financially viable, within the context of site-specific cost and revenue estimates and the need to provide a reasonable level of return for both the landowner and developer.
- If it is shown that the provision of on-site affordable housing falls below the level required by the Council's adopted planning policy, the level of financial contribution in-lieu of on-site provision that a wholly Market Housing development option could generate, within the context of the Council's payment in lieu policy.

6.9. Grimshaw Consulting LTD financial appraisals indicate that it is not financially viable to provide on-site affordable housing, as part of the proposed development of 10 dwellings. The residual land value (RLV) generated by this scenario is £4.030m lower than the Viability Benchmark of £6.900m.

6.10. The proposed development of 10 dwellings produces a RLV of £5.959m, which is a deficit position of (£941,101) when compared with the Viability Benchmark of £6.990m.

6.11. In conclusion, Grimshaw Consulting LTD found that it is not financially viable to provide either on-site affordable housing or a Payment in Lieu of £2,627,200 (which is the policy requirement of the Camden Local Plan) in addition to CIL contributions totalling £1,450,023.

6.12. However, we understand that the Applicant is willing to enter into discussions with the Council in respect of contributing towards Affordable Housing in some form. Note that given the appraisal results, any offer that may be brought forward will be on an ex-gratia basis. In this context the Developer is willing to offer £2 Million (Two Million Pounds only) payment made in the development process after at least 6 flats are sold and the remaining £6,27,200/- (six hundred twenty seven thousand two hundred only) on completion of the development, if the post financial viability (surplus) is achieved after sale of the remaining 4 flats.

iii. Density

6.13. Given that the majority of the borough has relatively high public transport accessibility and it is suitable for development of flats, it is recommended that densities should be towards the higher end of the appropriate density range. This means densities should generally fall within the cells towards the right and bottom of the matrix, with 45 to 405 dwellings per hectare being suitable.

6.14. The Council will expect the density of housing development to take account of the density ranges set out in the London Plan's Sustainability Residential Quality density matrix (under Table 3.2 of the Plan1). As the site is well served by public transport, the Council will "expect densities towards the higher end of the appropriate density range in the matrix".

6.15. The density of the proposed development would equate to approximately 133 u/ha, which aligns with the mid-end of the density range for the 'urban' setting as set out within the matrix. The proposed density therefore accords with the Camden Plan and is considered acceptable.

iv. Mix

6.16. As set out in Policy H7, the Council will take a flexible approach to assessing the mix of dwelling sizes proposed in each development having regard to, amongst other matters, the different dwelling size priorities for market homes; site size, and any constraints on developing the site for a mix of homes of different sizes; and the economics and financial viability of the development.

6.17. Notwithstanding this, the Council's SHMA (February 2016) indicates that the greatest requirement in the market sector is likely to be for two- and three-bedroom homes. The Dwelling Size Priorities Table in the Local Plan has been based on the outputs of the Camden SHMA and identifies 2-bedroom and 3-bedroom market housing as being in "high" demand.

6.18. The provision of 2 x 2-bed, 6 x 3-bed Flats and 2 x 4-bed accommodation will both make an important contribution to meeting identified needs and fully accords with Policy H7.

v. Housing Quality

6.19. The key issue in terms of residential standards of accommodation are discussed below, and can be summarised as:

- Size of homes;
- Outdoor amenity space;
- Lifetime homes standards; and
- Provision of refuse/ recyclables storage.

Size of homes

6.20. All homes have been designed so that they will provide a high quality of accommodation for future occupiers and are all dual aspect. All units exceed the nationally described space standards (March 2015). The development therefore adheres to Table 3.3 under Policy 7.6 of the London Plan and Local Plan Policy H6. Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

6.21. All bedrooms are generously sized, with a minimum floorspace of 13 sqm for 2 Bed Flats and 19 Sqm for 3 Bed & 4 Bed Flats and with all ensuite bathrooms. This exceeds the minimum guidance set out in Camden Planning Guidance 2 (CPG).

Outdoor amenity space

6.22. All habitable rooms have access to natural light and ventilation and meet the required BRE standards. All homes meet London Plan Draft and Housing SPG private amenity space requirements for 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm.

Provision of refuse/ recyclables storage

6.23. In accordance with CPG 01, Section 10: Waste and Recycling Storage, the refuse and recycling storage areas have been provided at ground floor level which can be accessed via the residential core and side passageway. The refuse collection arrangement on site has been designed in line with Chapter 8 of the Council's Design Guidance

document (January 2021). Adequate space for refuse vehicle turning will be available on Heath Drive.

6.24. General refuse bins, recycling and food waste bins will be provided for the 10 proposed dwellings within the front courtyard of the site via the means of communal 1100L wheeled bins.

These are located within 30m of the front doors of the proposed dwellings and within 15m of the edge of the highway (see Transport Assessment, Paul Mew, for location of the bins). Therefore, the proposed location of the bins is in line with the council's trundle distance requirements as set out in the design guidance.

The general refuse would be collected as part of the Council's usual rounds and would simply tie in with the existing established refuse collection arrangements in the area. Recycling, E-waste and clothes waste bins will be located within the basement of the building and will be collected as part of a private management arrangement on site. These bins will not be collected as part of the Council's usual rounds.

6.18. The proposal accords with the policy objective of increasing housing supply, reuse of an existing old house and ensures the proposal has a long-term sustainable use. In addition, the design included in the proposal creates a high-quality housing development in line with the Local Plan 2017 vision for Camden.

vi. Townscape and Redington & Frogal Conservation Area

6.19. This scheme meets the high standards of design required by all levels of policy. The NPPF at paragraph 127 states that policies should, amongst others, ensure developments function well and add to the overall quality of the area, establish a strong sense of place, respond to local character, are visually attractive and optimise the potential of the site for accommodating development.

6.20. Policy D1 seeks to secure high-quality design in development that integrates well with the surrounding context and character.

6.21. A Townscape and Heritage Appraisal has been prepared by Squire Heritage. The baseline assessment has established that the site is located within a sensitive townscape, as it is in a conservation area. There are heritage assets in the form of listed buildings

which are not visible from the site. It also does not fall within a local or strategic view, as recognised by regional and local planning policy. The likely views are very limited, and any effect is likely to be confined to the adjacent street of Heath Drive only.

6.22. The assessment demonstrates that the scheme proposal will be visible from a very confined area of Frognal and Redington Conservation Area, and only to a limited degree and will appear as part of the wider townscape that includes taller buildings at Albemarle Mansions and no 38 Heath Drive. The relationship and distance of the site with listed buildings in the study area, and scale of the scheme proposal, are such that in no case will there be any impacts on the heritage significance of any other statutory listed building.

vii. Design and Layout

6.23. As set out in the accompanying Design and Access Statement, prepared by TAISHI Ltd, the proposals seek to create a modern interpretation of an early 20th century Neo Georgian building, featuring regularly ordered bays and windows, a brick façade and a hipped roof.

6.24. The size of the block relates to the immediate street and the scale of mansion blocks prevalent in the surrounding area, especially Albemarle Mansions. No 38 has recently been redeveloped to a set of interlinked blocks, 5 storeys at the upper height level.

6.25. The building is slightly setback from the street, allowing for a small degree of foreground landscaping to the building. This new building aims to align with the street trees in keeping with the character of the local neighbourhood. All flats are dual aspect and feature generous winter gardens and summer lawns for private amenity.

6.26. The design development of the proposed scheme has evolved in response to addressing all Policy matters at a local and regional level. This process, together with details of the design response is set out at pages 1 and 5 of the Design and Access Statement.

6.27. The design can be summarised as resulting in the acceptable height and massing of the proposed development, a more articulated roof design to stimulate visual interest and further articulation and refinement to the top floor. There are a mix of small projecting balconies to the rear elevation, with a sedum green roof, green walls and solar tiles/

panels promoting the sustainable quality of the scheme. The building line is refined on the front to match that of no 36 Heath Drive.

viii. Amenity

Daylight and Sunlight

6.28. Policy A1 seeks to manage the impact of development on occupiers and neighbours by only permitting development that does not cause harm to amenity. The factors which determine this include visual privacy, overlooking, outlook, sunlight/daylight and noise.

6.29. A Daylight, Sunlight and Overshadowing Assessment has been prepared by T16. The assessments show that the proposed development will provide future occupants with excellent levels of daylight, with all the habitable rooms (100%) meeting or exceeding the levels of Average Daylight Factor (ADF) and No-Sky Line (NSL) for daytime impacts, as recommended by BRE. All rooms have been designed in accordance with the Room Depth Criterion (RDC) where applicable. Further details can be found in the T16 assessment report.

6.30. All the living areas suitable for testing (100%) see good levels of sunlight in winter and throughout the year, exceeding the recommendations set by BRE. Further details can be found in Section 11 of the T16 assessment.

Overshadowing

6.31. With regards to overshadowing, 80% of the proposed garden at ground floor will see more than two hours of direct sunlight on September 2023 over 50% of its area., exceeding the BRE recommendation. Further details can be found in Section 10 of the T16 assessment. In conclusion, the proposed development will offer future residents excellent daylight and sunlight amenity.

6.32. A Daylight and Sunlight Assessment Impact has also been prepared by T16 to understand the potential effect that the development may have on the neighbouring properties' levels of daylight and sunlight enjoyment. The main criteria used in this analysis to show compliance are the Vertical Sky Component and No Sky Line tests for daylight impacts and Annual and Winter Probable Sunlight Hours for sunlight impacts.

6.33. Whilst the majority of assessed windows did not meet the VSC test, several of those which do not, are either secondary side-facing windows, serving rooms which have a larger and unaffected source of light, or a large window serving a relatively small room.

6.34. When the rooms are assessed using a more detailed NSL test, several rooms show a pass using this test, and the majority retain in excess of 60% of existing levels.

6.35. Although there are some breaches of the BRE guidance, there should be some discretion over the BRE targets should be used, particularly as the site is in an urban location. In terms of sunlight, all of the assessed windows retain 25% of annual sunlight hours and 5% of hours during the winter months. The neighbouring garden retains over 80% of its existing area which receives 2 hours or more of sunlight on March 21st.

6.36. The scheme is therefore compliant with the BRE guidance in relation to sunlight impacts. The new residential dwelling will benefit from daylight levels in excess of the requirements of BS EN 17037:2018 recommendations.

Overlooking

6.37. Policy A1 also aims to ensure that the potential impact of development on the privacy and outlook of neighbouring properties and their occupiers is fully considered. The Council will therefore expect development to be designed to protect the privacy of the occupants of both new and existing dwellings to a reasonable degree. Camden's Planning Guidance entitled 'Amenity' specifies that to ensure privacy, it is good practice to provide a minimum distance of 18m between the windows of habitable rooms in existing properties directly facing the proposed.

6.38. Paragraph 2.5 of the Amenity CPG states that where there is an existing street or public space, this space is considered to already provide an adequate separation between properties and so the 18m guideline will not apply.

6.39. In terms of the design response, the proposed layout is based on one main façade addressing the existing public space of Heath Drive. In this case, the main facade follows established street frontages. A deepening of the building footprint is proposed towards the garden at the rear of the building.

6.40. Proposed window openings towards the rear are set back from the building line as balcony's. They do not face the habitable rooms of no 38 directly. Tree planting also provides screening at this elevation. Towards the back the building opens to a private garden that is screened from Heath Drive through a garden wall and planting.

Noise

6.41. A Noise Assessment has been prepared by Pace Consult in accordance with the NPPF, LB Camden Amenity SPG (2018) and British Standards BS 8233:2014.

6.42. Noise surveys have been carried out to determine background noise levels.

6.43. The proposed residential dwellings are within the low noise risk based on ProPG noise risk assessment.

6.44. Amenity areas are proposed at the rear of the proposed development this is affected by low noise levels (50 dba), which is compliant with the criteria recommended by WHO and ProPG.

6.45. As set out in the accompanying Noise Assessment appropriate design criteria has been incorporated from BS 8233:2014 into the design proposals and therefore no specific noise mitigation measures are necessary to meet relevant acoustic design criteria.

ix. Sustainability And Climate Change

6.46. Sustainability is integral to the design and proposals include measures to meet the key sustainability objectives.

6.47. The London Plan at Policy 5.2 states that development proposals should make the fullest contribution to minimising CO2 emissions in accordance with the energy hierarchy of 'Be Lean: use less energy'; 'Be Clean: supply energy efficiently'; and 'Be Green: use renewable energy'. In addition, the policy requires new major residential development to achieve zero carbon dioxide emissions. We note that the proposed development of 10 units falls under the GLA definition of 'Major Development', which is defined in residential terms as development comprising 10 or more units. Camden's Local Plan states that the Council will require developments to minimise their effects on climate change and meet the highest feasible environmental standards.

6.48. The measures proposed to Be Green can be summarised as follows.

Community ASHPs for the residential dwellings and non-residential units.

22kWp of PV for split equally between the commercial and residential. 66.7 sqm of Solar Hot Water and Heating panels. Local energy generation with

(1) Roof solar tiles appearance like natural terracotta tiles,

(2) Solar panels on flat roof top

(3) Solar vacuum tubes for hot water on back side Are discreetly positioned and integrated into Building design so that it preserves and enhances the character /appearance of the Redington / Froggnal conservation area.

6.49. A Sustainability and Energy Assessment has been prepared by T16, which accompanies this application. In accordance with the Mayor's Energy Hierarchy the preliminary assessment confirms a 79% reduction against Part L following implementation of the proposed green technology. This reduction corresponds with the London Plan and Camden Local Plan Policy CC1.

x. Transport and Parking

6.50. CPG 7 states that a development should be a car-free development when it is in an accessible location.

6.51. The site has a PTAL score of 5, which denotes 'good' accessibility. The nearest railway station that serves the proposed development is West Hampstead, located approximately 0.5 mile south of the site which provides London Overground services to London St Pancras International approximately every 20 minutes.

6.52. Additionally, the existing on-site parking arrangement will be maintained for four parking spaces, one of which will be for Blue Badge parking. 24 long-stay cycle parking spaces will be provided within a cycle store in the basement of the building and 12 short-stay cycle parking spaces will be provided within the front courtyard for visitors to the site.

6.53. No additional parking than what already exists on site is proposed and the four existing parking spaces will serve to absorb any existing demand on site.

Residents of the site will be exempt from applying for parking permits to park within the associated CPZ, therefore, no cars associated with the development will park on the adjoining highway.

6.54. In accordance with the London Plan (2021), developments with 10 or more

dwellings are expected to provide disabled parking at a minimum of 3% of the number of dwellings from the outset of the development and show how a further 7% can be provided in the future if demand were to increase, totalling 10%. To satisfy this, one of the existing general needs parking spaces will be provided as a disabled parking bay which will meet this policy expectation.

6.55. In accordance with the London Plan (2021), 20% of parking spaces in new developments should also be provided with active electric vehicle (EV) charging, while the remaining spaces should be provided with passive infrastructure for future installation. The proposal will provide all four existing spaces with active EV charging and is therefore compliant with the expected EV charging policy expectations.

6.56. In terms of cycle parking, the proposed 10 new dwellings on site are expected to be provided with a minimum of 20 long-stay and two short-stay cycle parking spaces on site in line with the provision set out in the London Plan (2021) and design specifications set out within the London Cycle Design Standards (LCDS, 2014).

6.57. As mentioned, 24 sheltered and secure long-stay cycle parking spaces will be provided within a cycle store located within the basement of the proposed building. The building's lift will be built to the size specification of 1.5m by 2.3m, with a door opening of 1.3m which exceeds the minimum requirements set out in the LCDS (2014) document to allow users to have step-free access to the bike store in the basement. Additionally, 12 short-stay cycle parking spaces are proposed within the front courtyard of the site to serve visitors of the site.

6.58. The provision of 24 long-stay and 12 short-stay cycle parking spaces exceeds the minimum standards set out in the London Plan (2021) and is therefore policy compliant.

6.59. The proposed car and cycle parking arrangements are shown in Appendix B of the Transport report by Paul Mew.

6.60. The proposed development will therefore not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity.

6.61. The closest London Underground station is West Hampstead, located approximately 0.6 miles south of the site. West Hampstead is located on the Jubilee Line within Zone 2, providing direct services across Central London approximately every 3 minutes. There is

also a variety of bus routes. The scheme therefore proposes a car-free development, in accordance with Local Policy.

6.62. The numerous modes of transport available from the site means that there is no unacceptable transport impact on the transport system, highway network, on-street parking or footway space.

Access

6.63 The existing vehicle access to the on-site parking will be maintained but a formalised parking layout is proposed for the existing four parking spaces.

6.64. In the Transport statement by Paul Mew, Figure 3 shows swept path analysis of a typical family car (Skoda Octavia) entering and exiting the site and parking spaces. As can be seen within the swept path figure, the parking layout can be comfortably accessed by a car without excessive manoeuvres.

6.65. Pedestrian access to the site will be achieved via the existing site access gates at the western and northern extents of the site's front courtyard. The site can be accessed directly from the pavement of Heath Drive.

7. Landscaping & Biodiversity

7.1. Most of the Trees will be retained and new trees will be planted as per Landscape design report by Open Spaces, Biodiversity Net Gain report by Ecology and Land Management Co and Design & Access statement by TAISHI Ltd.

7.2. A comprehensive design and management strategy for landscaping has been prepared by creating soft landscaping including new tree planting, green walls, green SEDUM roofs and hedges.

7.3. 20 Bird boxes of varied sizes and types will be provided in the garden area and on green walls.

7.4. Biodiversity offsetting is used to inform the habitat retention, restoration, creation and enhancement proposals for the proposed site. The results from the report by Ecology and Land Management Co show that the proposals will lead to an overall delivery of net gain in habitat and linear biodiversity units.

7.5. The development is valued at 0.44 units for habitats and 0.01 units for linear features. The creation of soft landscaping including tree planting, green walls, sedum green roofs and hedges will mitigate the loss of habitat and linear features on site. In summary the resulting change in biodiversity units are 37.72% (0.17 units) for habitat units and 114.23% (0.02 units) for linear features.

8. Conclusions

8.1. The proposal represents an economically, socially and environmentally sustainable scheme which will meet Camden and London Plan and policy objectives. The proposal also meets the strategy set out in the Redington/ Frognal Conservation Area Character Appraisal and Management Plan.

8.2. The principle of development is acceptable, as it will provide much-needed residential housing on a previously developed site in a sustainable location.

8.3. The proposed development has been informed by a comprehensive Townscape and Heritage assessment by Squire Heritage. This has resulted in a building of high quality that will infill an urban site whilst setting a valuable precedent for future residential intensification in the area.

8.4. The proposed development represents a high-grade design, which responds well to the surrounding Redington and Frognal conservation area without having a material impact on the amenities of neighbouring properties. As such, it is concluded that the development will enhance the character and appearance of the surrounding townscape above the existing neutral looking building. The scheme will also provide a high-quality environment for future occupiers and the accommodation delivered will meet and exceed the required internal space standards.

8.5. The application is accompanied by a suite of supporting documents which demonstrate that the development is in accordance with national, regional and local planning policies and guidance. Having regard to all the above, the application should be supported by the local planning authority and approved without delay, in accordance with the NPPF.