



62 HAVERSTOCK HILL

PLANNING STATEMENT IN SUPPORT OF PROPOSED DEVELOPMENT

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DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ

Tel: 020 7004 1700
Fax: 020 7004 1790

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1. INTRODUCTION

1.1 This Planning Statement has been prepared by DP9 Ltd (hereafter referred to as ‘DP9’) on behalf of E Sharon Group (Management) Ltd (‘the Applicant’), in support of an application for planning permission for the redevelopment of 62 Haverstock Hill & 201 Prince of Wales Road (the ‘Site’). For clarity, the site boundary is shown edged red on the accompanying site location plan.

1.2 The description of development for the proposal (herein known as ‘the Proposed Development’) is as follows:

“Demolition of existing buildings and construction of residential building (C3) comprising three self-contained maisonnette units and associated works”.

1.3 This Statement provides a general description and an evaluation of the Proposed Development against relevant national, strategic and local planning policy guidance.

1.4 The remainder of this Planning Statement comprises the following sections:

- Section 2 – Site Description;
- Section 3 – The Proposed Development;
- Section 4 – Planning Policy;
- Section 5 – Planning Obligations & CIL; and
- Section 6 – Scheme Benefits & Conclusions.

2. SITE DESCRIPTION

The Site

- 2.1. The Site is located at the junction of Haverstock Hill and Prince of Wales Road, in the Haverstock Ward of the London Borough of Camden (LBC), approximately 250 metres north-west of Chalk Farm tube station.
- 2.2. The buildings currently on the site, are two storeys in height with a single storey structure abutting the adjacent property. The site was formerly in residential/A2 use and is currently vacant.
- 2.3. No buildings on or adjoining the Site are listed and the Site is not within a conservation area, however it is adjacent to Parkhill Conservation Area.

Surrounding Area

- 2.4. The surrounding area is residential in nature, comprising terraced housing and larger purpose built flats, but also includes the Hampstead Seventh-Day Adventist Church immediately to the north-west and Haverstock School to the south-east.

Accessibility

- 2.5. The Site is well located in terms of public transport accessibility and consequently has a Public Transport Accessibility Level (PTAL) score of 5, which is categorised as 'Very Good.'
- 2.6. The Site is situated within a circa 2 minute walk of Chalk Farm Underground Station. The station is in Zone 2 of the London Underground Network and is served by the Edgware Branch of the Northern line which provides frequent services. Kentish Town West (London Overground) is located circa 8 minutes' walk to the east.
- 2.7. The Site is also extremely well served by a number of high frequency bus routes, including route 393 which stops adjacent to the site and route 168 which runs along Haverstock Hill.

Planning History

- 2.8. A 2008 application (ref:2008/0554/P) for the demolition of the site and the construction of a four and five storey residential building comprising nine self-contained flats was submitted in 2008, but was subsequently withdrawn in April 2008.
- 2.9. Prior approval was granted in September 2013 for the demolition of the buildings on the Site (see Section 3).

3. THE PROPOSED DEVELOPMENT

- 3.1. The description of development is as follows (the ‘Proposed Development’):

“Demolition of existing buildings and construction of residential building (C3) comprising three self-contained maisonnette units and associated works”.

- 3.2. A full description of the Proposed Development is provided in the accompanying Design and Access Statement prepared by Carmody Groarke. A summary of the Proposed Development is provided below.

Demolition of Existing Buildings

- 3.3. The Site is outside a Conservation Area and therefore there is no statutory provision to retain the buildings on the Site.
- 3.4. A prior notification of demolition pursuant to Part 31 of the Town and Country Planning (General Permitted Development) Order 1995 was submitted to London Borough of Camden (LBC) on 1 May 2013. LBC confirmed on 25 September 2013 that it gave approval for the proposed method of demolition and restoration of the Site.
- 3.5. The principle of demolition of the existing buildings has therefore been established and remains necessary in order to accommodate the Proposed Development.

Design

- 3.6. The Site has a prominence in the area due to its location at a key junction. The Proposed Development has been designed to respond to this whilst respecting the relationship with surrounding properties. The height of the building has been designed in order to appropriately emphasise the highest point of the scheme at the corner, which forms the apex junction of two sloping roads and their descending terrace heights.
- 3.7. The overall massing, height and appearance of the proposal has been tested thoroughly during the design process and a two storey height level has been determined to provide the most sensitive response to the neighbouring context.
- 3.8. Large windows are located on the South-West facade to bring light into the living areas. The purpose of the positioning and size of the facade openings on the northern face of the building is to bring as much daylight as possible into the circulation areas. The building is detailed with fine fenestration details.
- 3.9. The three proposed maisonnettes are all unique in organisation and character, due to the constraints of the site, each with their own address.
- Maisonnette A - located in the Western volume, over the basement and ground floor.

- Maisonette B - located in the Western volume, occupying the first and second floor, but retaining a relationship with the ground (street level) through the entry stair that gives the maisonette private street access.
 - Maisonette C - located in the Eastern volume of the site. Given the Eastern volume's smaller footprint, this maisonette extends across three floors from basement to first floor.
- 3.10. Despite their considerably different spatial arrangements, it is intended that each maisonette is comparable and of a similar material character and standard.
- 3.11. The accompanying Design & Access Statement provides full details of the proposed design

Pre-Application Discussion

- 3.12. The redevelopment of the Site has been subject to extensive pre-application discussions with LBC.
- 3.13. The first formal pre-application consultation was held in February 2012, with written comments received from LBC on 6 March 2012. In light of the comments received, the scheme was revised and a second pre-application meeting held in April 2014. By way of summary, the key design ideas/aspects changes since 2012 were as follows:
- Three maisonettes (small houses) with own front doors of the street instead of four flats developed off a communal staircase (following agent's feedback of local area);
 - The scheme provides three maisonettes, each with their own front door; all units are level access from the street (Life Time Homes);
 - The circulation idea is based on two top lit triangle staircases at the pinch point of site
 - Habitable rooms pinwheel around circulation in most efficient way to create square and valuable living spaces;
 - Courtyards adjacent to circulation and habitable spaces bring light into deep areas of the plan (visual amenity space);
 - The scheme provides views from circulation areas into courtyards, into habitable spaces;
 - Condense, intelligent organisation in plan and efficient use of RoL envelope in section (introduction of mezzanine on ground floor) maximise floor area whilst keeping entire building envelope/massing at a minimum;
- 3.14. A follow-up third meeting between DP9, Carmody Grooke and Charles Rose (LBC) was held on 16 April to discuss the detailed design of the scheme

following the second meeting. It was confirmed at the meeting that the revised proposals were considered acceptable with regard to design and that the revisions were positive.

4. PLANNING POLICY

- 4.1. This section of the Statement reviews relevant planning policy in relation to the Proposed Development.

National Planning Policy

- 4.2. National planning policy is set out in the form of the National Planning Policy Framework (NPPF) which was adopted on 27 March 2012. The NPPF establishes overarching principles of the planning system, including the requirement of the system to “*drive and support development*” and supports “*approving development proposals that accord with the development plan without delay*”. There is also a “*presumption in favour of sustainable development...[which] should be seen as a golden thread running through both plan-making and decision-taking*”.
- 4.3. The Proposed Development will use previously developed land within an area of very good public transport accessibility. The design has been informed by the principles of sustainability and is therefore compliant with the underlying principles of the NPPF.

The Development Plan

- 4.4. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that any determination under the Planning Acts, should be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan for the area consists of the London Plan adopted in July 2011, and the London Borough of Camden Core Strategy and Development Plan Policies Documents (2010).
- 4.5. On 11 October 2013, the Mayor published Revised Early Minor Alterations to the London Plan (REMA). From this date, the REMA are operative as formal alterations to the London Plan (the Mayor’s spatial development strategy) and form part of the development plan for Greater London.

Assessment of Conformity with Planning Policy

Land use

- 4.6. The NPPF is underpinned by 12 core principles as outlined in paragraph 17 of that document. These include encouraging the effective use of land by reusing land that has been previously developed (provided it is not of high environmental value).
- 4.7. Chapter 6 of the NPPF concerns delivering a wide choice of high quality homes, with paragraph 39 stating that “*housing applications should be considered in the context of the presumption in favour of sustainable development*”.

- 4.8. The London Plan requires London Boroughs to achieve and exceed minimum average annual housing targets. Proposals should also seek to optimise housing potential, in line with Policy 3.4 and ensure that new housing is designed to be of the highest quality internally, externally and in relation to their context and to the wider environment, in line with Policy 3.5.
- 4.9. Policy CS6 of the Core Strategy states that the Council will aim to make full use of Camden's capacity for housing by regarding housing as the priority land use of the Local Development Framework. Policy DP2 of the Development Policies Document seeks to maximise the supply of additional homes on sites in the Borough. The scheme proposes three new residential units on site, replacing long term derelict buildings with purpose built accommodation.
- 4.10. Policy DP1 of the Development Policies document states that the Council will require a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing. Since housing is the priority land use of the Local Development Framework, paragraph 1.23 of the Development Policies document states that where housing is the sole or primary use proposed, the Council may not seek secondary uses, unless there is a shortfall of facilities in the area that will be needed for the development (for example open space or health facilities).
- 4.11. The limited planning history suggests that part of the site was in A2 use. As confirmed during pre-application discussions, as the Site is outside a designated area, and there is no protection for A2 uses, the loss of the commercial unit is acceptable.

Residential Mix

- 4.12. Policy CS6 seeks a diverse range of housing products in the market and a range of self-contained homes of different sizes to meet the Council's identified Dwelling Size Priorities. Policy DP5 of the Development Policies document requires all residential development to meet the Council's priorities set out in the Dwelling Size Priorities Table. In considering the mix of dwelling sizes appropriate to a development, the Council will have regard to the character of the development, the site and the area, site size and constraints, along with the economics and financial viability of the site, including the demand for homes of different sizes.
- 4.13. The Council's Dwelling Size Priorities Table seeks 2 bedroom homes as a 'very high' priority for proposals comprising market housing, 3 and 4 bedroom homes are sought as a 'medium' priority and 1 bedroom homes as a 'lower' priority. The Proposed Development seeks permission for 3 x 2 bedroom residential units.
- 4.14. As detailed in the Design & Access Statement, consideration was given to whether family housing (which would comprise two houses) could be achieved on the Site. Ultimately given the constraints and tight site, it was not considered that suitable and viable family housing could be provided on the Site, particularly given the absence of car parking or a garden for such units.

- 4.15. The Proposed Development of three two bedroom duplex units is in accordance with the dwelling size priorities for LBC and offer the most appropriate mix of units within the constraints of the Site.

Residential Standards

- 4.16. The Council's residential design standards set out within Camden's Planning Guidance (December 2006) require a minimum floor area of 48sq.m for two bedroom units and 61sq.m for three bedroom units.
- 4.17. Policy DP10 requires all housing developments to meet lifetime homes standards and 10% of homes developed on a site to either meet wheelchair housing standards, or be easily adapted to meet them.
- 4.18. The proposed units have been designed in accordance with the relevant residential standards. An assessment of compliance with lifetime homes standards accompanies the application.

Affordable housing

- 4.19. Policy DP3 of the Council's Development Policies document sets the threshold for affordable housing provision at 10 units/1000 sq.m. gross residential floorspace. As the Proposed Development is below this threshold, no affordable housing has been proposed for the Site.

Daylight, Sunlight & Amenity

- 4.20. National guidelines for daylight and sunlight are contained with the BRE publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2011).
- 4.21. London Plan Policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 4.22. Amenity, in terms of a house's relationship with neighbouring properties and its internal space standards, is key aspect of housing quality. Local planning policy seeks to protect the amenity of Camden's residents by making sure that the impact of developments on their occupiers and neighbours is fully considered, in accordance with development policy DP26 and Core Strategy policy CS5. Given the nature of the Site and the close relationship to neighbouring properties, the Proposed Development has been fully assessed with regards to minimising the impact on neighbouring properties. This is discussed in detail in the accompanying Design & Access Statement, Basement Impact Assessment.
- 4.23. Amenity provision is encouraged in policies DP26 and CS5. Camden Planning Guidance states that wherever practical all new dwellings should have access to some private outdoor amenity space. Camden Planning Guidance (2011) requires communal amenity space to: meet the needs of the occupiers of a

building, be well designed and sensitively located, easily accessible, safe and overlooked by residents.

- 4.24. The accompanying Design & Access Statement demonstrates how the final design has evolved to sensitively respect neighbouring properties, with consideration given to the location of windows avoiding overlooking. A Daylight and Sunlight Report also accompanies the submission.

Design

- 4.25. The NPPF considers that *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*.
- 4.26. It goes on to say that *“it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes”*.
- 4.27. The NPPF further states that *“in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area”*.
- 4.28. The London Plan requires all proposals to be of the highest quality design especially in terms of any impact on views, the wider and local townscape context and local environmental impact. Policy 7.6 sets out design principles, which include maximising the potential of sites, promoting high quality inclusive design and enhancement of the public realm. Proposals should also achieve an inclusive environment (Policy 7.2), design out crime (Policy 7.3) and have regard to local character (Policy 7.4).
- 4.29. Policy CS14 (Core Strategy) states that the Council will ensure that Camden’s places and buildings are attractive, safe and easy to use by requiring development of the highest standard of design that respects local context and character. Policies DP22 and DP24 of the Development Policies document, emphasise that design should be of a high standard and as sustainable as possible.
- 4.30. The design evolution and principles are discussed in detail in the accompanying Design & Access Statement.
- 4.31. Policy DP25 relates to the character and appearance of conservation areas. It advises that development outside a conservation area which would cause harm to the character or appearance of that area will also not be permitted. The proposals represent a high quality development, and a great improvement on the current state of the Site. They therefore represent a positive improvement to the relationship of the Site and the nearby conservation area.

Parking

- 4.32. Paragraph 34 of the NPPF states that *“Plans and decisions should ensure developments that generate significant movement are located where the need*

to travel will be minimised and the use of sustainable transport modes can be maximised”.

- 4.33. At a Local Level the Council seek to minimise the provision of private car parking through Policy CS11 by encouraging car free and car capped developments. Policy DP18 states that the Council will expect development to be car free in controlled parking zones that are accessible by public transport.
- 4.34. No car parking is proposed as part of the Proposed Development and it is anticipated that the requirement for car-free development will be secured through a S106 Agreement. Cycle storage/parking for the residential units also accords with the Council’s standards of 1 space per unit.

5. PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY

- 5.1. Section 106 of the Town and Country Planning Act 1990 allows the entering into of an obligation, by agreement or otherwise, between the local planning authority and any person interested in the land for the purposes of:
- restricting the development or use of the land in any specified way;
 - requiring specified operations or activities to be carried out in, on, under or over the land;
 - requiring the land to be used in any specified way; or
 - requiring a sum or sums to be paid to the authority (or, in a case where section 2E applies, to the Greater London Authority) on a specified date or dates or periodically.
- 5.2. Regulation 122 of the Community Infrastructure Levy Regulations (2010) states that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 5.3. The NPPF states that sustainable development must be deliverable. It states at paragraph 173 that:
- “To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”*
- 5.4. Paragraph 203 of the NPPF states that:
- “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations”.*
- 5.5. Paragraph 204 reinforces the requirement that planning obligations meet the tests set out at regulation 122 of the CIL Regulations.

The Development Plan

- 5.6. The setting of a London-wide Community Infrastructure Levy ('CIL') was a power given to the Mayor under the Planning Act 2008 designed to raise money for the infrastructure needed to develop an area. The Mayor formally adopted the CIL charging schedule on 1 April 2012.
- 5.7. For development schemes in the LBC, the Mayoral CIL is levied at £50 per m² of uplift from existing to consented floorspace in lawful use. The money raised will go towards London's share of the Crossrail funding package agreed with the Government.
- 5.8. At the local level, Policy CS19 of the Core Strategy requires planning obligations to mitigate the directly related impacts of development; ensure the development complies with policy requirements within the Development Plan; and, if appropriate, seek contributions for supporting infrastructure. LBC has also adopted Camden Planning Guidance 8: Planning Obligations, which seeks to secure obligations towards a whole range of items, depending on the type and size of development proposed.

Planning Obligations for the Development

- 5.9. It is anticipated that a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 will be agreed with LBC. This will provide a package of planning obligations designed to mitigate the impact of the Proposed Development, based on the key Policy requirements in relation to planning obligations, as detailed in the previous paragraphs.
- 5.10. By way of Draft Heads of Terms, it is expected that the S106 could comprise the following:
- Car-free development
 - Construction Management Plan
 - Sustainability
 - Site accessibility improvements: contribution to the repaving of the footway
- 5.11. Draft Heads of Terms are provided without prejudice.

6. SCHEME BENEFITS & CONCLUSION

- 6.1. This Planning Statement has been prepared to accompany an application for planning permission for the redevelopment of 62 Haverstock Hill and 201 Prince of Wales Road.
- 6.2. The Planning Statement has assessed the proposals against the provisions of the Development Plan, supplementary planning guidance and national planning policy. It is considered that overall, the proposal accords in all material respects with the relevant policies.
- 6.3. In summary the Proposed Development will result in a significant number of benefits, including:
 - Provision of 3 new residential units to assist in meeting housing need;
 - Quality housing units designed to the GLA Mayor's London Housing Design Guide, and are Lifetime Homes compliant; and
 - Replacement of run-down buildings with high quality architecture that enhances the character and appearance of the area.
- 6.4. In conclusion the proposal is considered to be in accordance with national, regional and local planning policies, and therefore represents an appropriate development for this Site.