

# Planning Statement



# 8.0 Planning Policy Statement

## 8.1 Introduction

### Introduction

Having described the proposals and their evolution through the feasibility and pre-application stages of the planning process, the PDAS now concludes with an assessment of the proposed development against the prevailing adopted and emerging planning policies.

As described earlier the Site is subject to a number of overlapping policy, environmental, urban design and physical considerations that have been carefully considered within the context of achieving the Council's social and community objectives for the Site's future development. Through the design and development process the London Borough of Camden and their design team has sought to work with these considerations and deliver a high quality response that strikes an appropriate balance between the various issues raised.

The proposals have also been discussed in detail with Camden officers via a series of pre-application meetings and the feedback received has been built into the design development process.

In addition the team has consulted:

- Environmental Service (refuse and recycling) officers
- Access and Service (Accessibility) officers
- Building Control (site boundaries and access and levels strategies)
- Parks and Open Spaces (landscaping) officers
- Kingsgate School
- Network Rail
- The local community via a series of public consultation drop-in events
- Development Management Forum.

The Statement of Community Involvement that accompanies the application explains the consultation process in detail.

As a result of this process, and based on the content of the proposals, it is considered that the key planning policy considerations raised may be grouped under the following headings:

- The principle of development
- The proposed land uses
- Loss of the existing employment uses
- Provision of affordable housing
- Car parking
- Design
- Landscape, open space, arboriculture and ecology
- Energy and sustainability
- Impact on amenity of occupiers and neighbours
- Other environmental considerations
- CIL, Section 106 and other contributions

### The principle of development

#### *Mixed-use development*

Camden's overall approach to growth and development and its management are set out in CS1, CS5 and CS14 of the Core Strategy. These policies seek to deliver high quality, appropriate and sustainable development in accessible locations, including West Hampstead. Development is encouraged to provide facilities that are needed to support Camden's growing population, make the best use of land and provide of a mix of uses in suitable schemes.

CS6 states that housing is the priority use of the Local Development Framework and Camden expects that an additional 12,250 additional homes will be provided in the Borough between 2010/11 and 2024/25.

Camden Development Policy 1 (DP1) requires a mix of uses in development, where appropriate in all parts of the borough, including a contribution towards the supply of housing.

Policy 5 of the draft Fortune Green and West Hampstead Neighbourhood Plan (the Neighbourhood Plan) refers to the Site and the delivery of a mix of uses. The Plan acknowledges the Council's preferred use of the Site but states that issues including the loss of existing employment, the height and design of any new buildings, the protection of existing and provision of new open space, loss of trees and the impact of traffic will need to be carefully considered, as part of any comprehensive redevelopment proposal.

In accordance with these policies the proposed development aims to provide an appropriate mix of uses comprising new school buildings and associated external playspace, a terrace of residential housing, a taller residential building and a new mixed commercial building.

The proposed buildings are clustered around a new public square, creating a new place situated close to the established town centres of Kilburn High Road and West Hampstead, well served by public transport and adjacent to West Hampstead Interchange- an area that is identified as a policy focus for Camden's future growth.

It is intended that the proposals will together make a significant contribution to fulfilling the Council's growth objectives and will deliver significant social, economic, environmental and community benefit through the delivery of much needed school places, new and replacement employment space, which is suitable for a wide range of users and mixed tenure residential.

In terms of the individual uses:

#### *School*

Core Strategy Policy CS10 and Development Policy 15 states that the Council will work with partners to ensure community facilities and services needed to support Camden's communities are provided.

Policy 10 of the draft Fortune Green and West Hampstead Neighbourhood Plan (FGWHNP) seeks to secure a range of public, social and community facilities to meet the needs of a diverse and growing population. These include new school places (particularly for primary pupils), a new secondary school, additional nursery places, health facilities, new and improved community facilities and the protection of existing public and community facilities.

The proposed school forms a key component of the Council's Community Investment Programme (CIP). The need for expansion of an existing school, Kingsgate Woodlands and the identification of the Liddell Road site as the preferred location to accommodate the required expansion has been assessed and endorsed by the Council's Cabinet.

The new school is designed to have a strong street presence with a safe and welcoming entrance to pupils, parents and visitors. It incorporates an exemplar approach to learning (both indoors and outdoors) and a strong community presence that will include adult training facilities.

The location is accessible to the community it serves, the Site is well served by public transport and the proposed catchment is sufficiently small to promote and encourage movement on foot and by cycle.

The inclusion of the school as part of a mixed-use development that includes housing will also mean that the development will make a significant contribution towards meeting the community needs that the overall development itself will generate.

#### *Workspace*

CS8 of Camden's Core Strategy and DP13 of Development Policies and the draft Neighbourhood Plan (FGWHNP) set out the Borough's need for a range of sites and premises to suit the needs of businesses and enterprises in terms of space, location, affordability and accessibility. Such sites are vital to maintaining and developing Camden's economy, which has a forecasted demand of 615,000 sq.m (for office floorspace) to 2026.

The scheme includes the provision of a new workspace building, Use Class B1 (a-c), which is intended to replace the existing commercial uses on the Site. The accommodation is designed to maximise flexibility and to cater for the needs of a wide range of occupiers. The proposed floorspace incorporates tall floor to ceiling heights (over 3 metres), raised floors and exposed soffits to enable easy fit out, floorplates that allow easy subdivision for different sized units, energy efficiency measures which will be economically efficient, a large reception, meeting spaces, roof terraces, outdoor seating and cycle storage.

The business model assumes that a manager will be employed on site to manage the workspace and support the operation of different types of leases and support services.

#### *Residential*

Camden's minimum ten-year target for housing provision in the London Plan is 6,650 homes between 2011 and 2021 and the annual monitoring target is 665 homes. As already stated the Core Strategy expects that an additional 12,250 additional homes will be provided in the Borough between 2010/11 and 2024/25 over a 15-year period, which equates to an even greater annual target of over 800 homes.

CS6 of Camden's Core Strategy and DP2 of Camden's Development Policies reflect the fact that housing is regarded as the Local Development Framework's priority land-use and seek the full use of Camden's capacity for housing by meeting and exceeding targets for additional self-contained homes across a range of size, type and tenure.

The priority for housing does not, however, override the need to protect some non-residential uses and therefore it is considered that a mix of uses will be appropriate for some sites; where this includes housing the Council will seek to maximise the contribution to the supply of housing.

Policy 1 in the Draft Neighbourhood Plan deals with housing and requires a range of housing types to meet a range of needs, appropriate to the scale of development including those which are affordable, family-sized, accessible and environmentally sustainable.

The proposals seek the development of 106 residential units, which will make a significant contribution towards meeting Camden's housing targets. The proposed unit mix provides 29% housing with 1 bedroom, 56% with 2 bedrooms and 15% with 3 bedrooms or more.

The proposed units also include 4 affordable housing units (1 x 1-bed, 1 x 2-bed and 2 x 3-bed) (refer to 'Provision of affordable housing'). In addition homes have been designed to Lifetime Homes Standards and all the new dwellings are designed to meet a minimum of Code for Sustainable Homes Level 4.

The dwellings will be distributed between a residential apartment building that is five storeys high with one fifth storey set back and a taller residential building that is 11 storeys high and will deliver high quality, sustainable new housing that has been designed in accordance with the London Housing Design Guide, Camden's Housing Supplementary Planning Guidance, Lifetime Homes and Habinteng Wheelchair Housing Design Guide.

### Loss of the existing industrial units

DP13 of Development Policies refers to a range of circumstances under which the redevelopment of premises or sites, which are suitable for continued business use would be considered. These circumstances include where employment floorspace is increased or maintained, where other priority uses are provided (such as housing), where premises suitable for new, small or medium enterprises are provided, and where floorspace suitable for either light industrial, industrial or warehousing uses are provided. In addition, the policy states that proposed non-employment uses should not prejudice continued industrial use in the surrounding area.

Policy 11 of the draft Neighbourhood Plan sets out a presumption in favour of protecting and retaining existing employment sites. However where redevelopment is proposed the policy requires that the levels of employment floorspace be maintained or increased; for the new provision to provide space for light industrial uses in appropriate locations; for flexible business and commercial space to be provided, which is suited to a range of uses and for provision to be made for affordable or subsidised business space.

The scheme includes the provision of housing which is a priority use in the Borough as well as a school for which there is an established and increasing need (refer to 'Provision of Affordable Housing'). In addition, the Site is located within a primarily residential area that already contains a mix of non-residential uses and hence the proposed workspace building will not be prejudiced either by existing or proposed uses nearby.

In terms of the specific policy requirements in terms of replacement floorspace the existing commercial uses comprise 3,578sqm (GIA) of floorspace and has the capacity to support 80 -100 jobs. The existing floorspace currently supports approximately 80 jobs. The proposed managed workspace building comprises 3,729sqm (GIA) of new/ replacement floorspace and has the potential to support 280 jobs. The space has also been designed to maximise flexibility in terms of unit sizes and has the potential to be occupied by office, research and development, creative and light industrial businesses uses (see the Workspace report attached to this PDAS, under appendix 1).

### Provision of affordable housing

The proposal involves a comprehensive mixed-use development that will deliver significant social and community benefits.

The proposal is essentially 'enabling development' i.e. development proceeds from one part of site are being used to facilitate the delivery of public benefits on another part of the site.

Section 2 of the Local Government Act 2000 ("the 2000 Act"), so far as material, provides as follows:

*'Promotion of well-being:*

(1) Every local authority are to have power to do anything which they consider is likely to achieve any one or more of the following objects—

(a) the promotion or improvement of the economic well-being of their area,

(b) the promotion or improvement of the social well-being of their area, and

(c) the promotion or improvement of the environmental well-being of their area.

(2) The power under subsection (1) may be exercised in relation to or for the benefit of—

(a) the whole or any part of a local authority's area, or

(b) all or any persons resident or present in a local authority's area'.

"Local authority" is defined in section 1 as including a Borough Council. The power to promote well-being is therefore exercisable by the Council.

As already mentioned the proposed scheme is part of the Community Investment Programme (CIP). The overriding strategy for the Site, which has been endorsed by the Council's Cabinet on a number of occasions is to maximise the delivery of social, economic and community benefits, as follows:

"In addition to providing new school places, the objectives for the proposed redevelopment of Liddell Road are to maximise the community and employment benefits and optimise the value delivered from the scheme. In particular:

- The Liddell Road site is an important employment location, and redevelopment would provide an opportunity to create new higher employment density use, and increase employment opportunities;
- The capital programme redevelopment requires the site needs to be self-funding through capital receipts from new housing within the development and for it to generate a positive surplus of £3 million to reinvest in other CIP school projects' (December 2013 Cabinet Report).

Alongside the above a key aim of the Council is also to maximise the amount of affordable housing delivered on mixed development sites. However given the above CIP objectives it has always recognised that the delivery of the affordable housing target on the Site would have a negative impact on scheme viability.

The 2013 Cabinet report provided a specific response to the Borough-wide target for affordable housing as follows:

"Given the benefits and costs of developing the new school facilities and the provision of employment space this level of affordable housing is not considered viable. The Liddell Road scheme could provide a small number of affordable housing units for people with physical disabilities."

In the context of the above the London Plan and Camden's LDF recognise that a flexible approach is required in certain circumstances when determining the appropriate level of affordable housing particularly taking into account viability, priorities of the site and need to create balanced and mixed communities.

Policy 3.12 of the London Plan provides direction on the way in which LPAs should negotiate affordable housing proportions on individual private residential and mixed-use schemes. This sets out when negotiating the maximum reasonable amount of affordable housing should be sought having regard to "the need to promote mixed and balanced communities" and "the specific circumstances of individual sites".

The importance of scheme specific issues when negotiating affordable housing proportions is also recognised at Policy 3.12. This outlines issues such as such as:

'development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements'.

Policy DP3 of Development Policies states that developments of 10 or more additional dwellings will be required to make a contribution to the supply of affordable housing and will take into account “the economics and financial viability of the development including any particular costs associated with it”, “the impact on creation of mixed and inclusive communities” and “any other planning objectives considered to be a priority for the site.”

Based on the above explanation there are clearly a number of special circumstances, which exist for this particular scheme. It is the Applicant’s intention that the receipt from the residential element will be used to fund the development of a new School and an extension to Kingsgate Primary School. The Applicant also requires an additional capital receipt of £3 million from the sale of the residential led element of the Site in order to meet the targets set out in its business plan for the provision of the new education facilities.

Given this situation the delivery of the residential units on the Site must be regarded as ‘enabling development’ that will deliver public benefits of a kind that are material to planning.

Such an approach is not unique and has been used elsewhere, for example by the Royal Borough of Kensington and Chelsea (RBKC) in respect of the Middle Row Primary School, where the sale proceeds from a residential development site were re-invested into developing a new school and this investment could not be achieved without improving the viability of the site.

A similar example can be identified at Westbrook House School, Folkestone, where the sale proceeds from a residential development site were re-invested into local sports facilities and this investment could not be achieved without improving the viability of the site.

Based on the adopted strategy the proposal has been financially appraised by Deloitte. This appraisal confirms that the maximum reasonable proportion of affordable housing that can be achieved and delivered on the Site is 4 affordable housing units, 1 social rented unit and 3 intermediate units.

## Transport

DP16, DP17, DP18 and DP19 of Development Policies seek to ensure that development is properly integrated and supported by sustainable modes of transport with the minimum necessary amount of car parking and at least the minimum amount of required cycle parking.

The anticipated additional demands generated by the development (and other cumulative demand) should be identified and met through the use of Transport Assessments and Travel Plans. For schools in particular Transport Assessments are required to provide details of the projected growth in student numbers, how students are likely to travel, the anticipated impact and identify necessary mitigation measures.

The Site and its locality is described in the accompanying Transport Assessment; it is described as having a good walking environment, a range of nearby cycling amenities, excellent public transport links (PTAL 5), good access to both the local and strategic road networks and is within a Controlled Parking Zone. The report also notes that approximately 60% of households in West Hampstead do not have access to a vehicle (2011 Census Data).

The scheme will be car-free with the exception of wheelchair accessible spaces and 2 operational spaces for the school. Therefore, the majority of residents, pupils, staff, occupiers and visitors are expected to arrive on foot or by public transport.

The Transport Assessment sets out the trip generation at the Site by bicycle, car, on foot, bus and rail (including Underground) as existing and as a result of the proposed development.

With particular regard to trips by car, traffic and parking surveys were undertaken at Liddell Road to establish the existing traffic flow at the Site. This identified that the total average number of daily trips at Liddell Road over a 12-hour period (Monday to Friday) was 325. The anticipated cumulative trip generation of the school, residential and commercial uses were then calculated and these revealed an expected reduction over the same 12-hour period of 56 trips.

Due to the school’s peak hours the Site is expected to generate an increased number of trips during the School’s AM and PM peak hours (when compared with the same peak hours as existing), however, as stated above, the overall number of vehicle trips to the Site is expected to reduce. It should be noted that the School’s peak hours start at 08:30 and 15:30 and the peak trips within those hours occur within a concentrated 15 minute period at 08:45 and 15:30.

A new vehicle access will be created on Maygrove Road at the western end of the Site, which will provide the primary access for servicing, refuse collection, drop off/pick up and access to disabled parking spaces. It is proposed that the new access will be managed using a dropped bollard which will restrict traffic during school hour pick up and drop off times, this will be the responsibility of school staff.

The workspace building will have 2 wheelchair accessible car parking spaces (one of which will be shared with the school). The wheelchair accessible housing will be served by an on-street accessible car parking space. The school will have 2 wheelchair accessible car parking spaces (one of which will be shared with the workspace) and an additional 2 operational car parking spaces which are necessary for the school to function across two physical sites.

The proposed cycle parking is provided in accordance with Camden’s policies; a total of 202 cycle parking spaces are proposed: 126 to serve the residential units, 36 to serve the workspace building and 40 to serve the school. In addition, spaces for 60 scooters will also be provided for the school at the request of Kingsgate Woodlands.

The school will require additional safety measures such as signage and a zebra crossing in order to ensure the safety of pupils arriving at and leaving the Site. These measures will be agreed as part of the overall highways works and secured via a Section 106 legal agreement.

In line with policy draft Travel Plans associated with each use also accompany the proposals and will be implemented to promote the use of sustainable modes of transport.



## Design

The Government's commitment to the design of the built environment remains a key theme of the NPPF. High quality and inclusive design is seen to go beyond just aesthetic considerations and therefore plan and decision-making is required to '...address connections between people and places and the integration of new development into the natural, built and historic environment'.

In determining applications the NPPF gives weight to achieving outstanding or innovative designs, which help raise the standards of design. Para 65 states that LPAs should not refuse planning permission for buildings or infrastructure, which 'promotes high levels of sustainability because of concerns about incompatibility with an existing townscape, if these concerns are mitigated by good design'.

In terms of what constitutes 'good design', 'By Design', prepared by CABI, set out seven key objectives of urban design that development proposals should aspire to reinforce in terms of their layout, landscape, density and mix, height, massing, and detailed appearance. These are:

- Character- a place with its own identity;
- Continuity and enclosure- a place where public and private spaces are clearly distinguishable;
- Quality of the public realm- a place with attractive and successful outdoor areas;
- Ease of movement- a place that is easy to get through and move through;
- Legibility- a place that has a clear image and is easy to understand;
- Adaptability- a place that can change easily; and
- Diversity- a place with variety and choice.

Both London Plan and Camden Policy seek to ensure that development is designed to a high quality and in so doing respond to the distinctive character, setting, context and scale of an area. They also require development to optimise the capacity of sites and create a positive relationship with the street and be sensitive to the topography, existing buildings, existing trees and it should seek to incorporate appropriate hard and soft landscaping, amenity space and accessibility.

In relation to taller buildings the London Plan states that they should only be introduced where the scale, mass or bulk of a tall or large building would not affect character. Taller buildings should also relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm. They should improve legibility of an area and enhance the skyline image of London. They should incorporate the highest standards of architecture and materials and they should have no adverse impact on local or strategic views.

In addition Camden Development Plan policy 25 states that no development should cause harm to the character and appearance of a conservation area or setting of a listed building.

The Neighbourhood Plan considers that the height of existing buildings make a significant contribution to the overall character of the area. The Plan suggests that any buildings in excess of six storeys in height could cause damage – 'by not being sensitive to the predominant character of the area, and its conservation areas and their settings'.

The Plan states that buildings should be based on a human scale and efficiently use the site area. The Plan does acknowledge that high-density development should not be ruled out and that it notes that high densities can be achieved through 'high quality design without the need for tall buildings'. The Plan requires development to respect, and be sensitive to, the height of existing buildings in their vicinity and setting.

The Plan also identifies the importance of views across the area to its character which:

"give a widely appreciated sense of openness and space. These shall be protected and preserved in any new development. Of particular note are the views to the east to Hampstead (in particular the view of St John's Church) and, from the higher parts of the Area, the views to the south to the skyline of central London. Views of, from, and around the Area's conservation areas are of great importance to their setting. The railway corridors provide the space for significant views across the Area and an important sense of openness - in particular in and around the West Hampstead Growth Area. In addition, streetscape views are important, particularly in areas of terraced housing and mansion blocks. The streetscapes of the main roads through the area - especially West End Lane, Fortune Green Road and Mill Lane - are also of note, and need to be protected against damage or loss to their overall character".

Policy 2 of the Neighbourhood Plan requires all development to be of the highest quality and to complement and enhance the distinct local character of Fortune Green and West Hampstead, through:

- “Development which positively interfaces with the street and streetscape in which it is located.
- Development which maintains the positive contributions to character of existing buildings and structures.
- Development which is human in scale, in order to maintain and create a positive relationship between buildings and street level activity.
- Development which has regard to the form, function, structure and heritage of a place – including the scale, mass, orientation, pattern and grain of surrounding buildings, streets and spaces.
- A presumption in favour of a colour palette which reflects, or is in harmony with, the red brick and London stock brick of existing development.
- New buildings and extensions that respect and are sensitive to the height of existing buildings in their vicinity and setting. Higher buildings in the Growth Area will need to have regard to their impact on the setting of the two immediately adjacent conservation areas, in order to avoid any negative impact on them.
- The provision of associated high quality public realm.
- The protection of views across the Area and the streetscapes within the Area (as identified in A5 and Map 2)”.

The PDAS describes the component parts of the scheme, how it has evolved and the impact the development has on the surrounding townscape.

The masterplan aims are to create a “coherent and high quality new place in West Hampstead for children and families to live, learn, work and play, that is integrated with its surroundings and enhances them.”

The four main principles identified are:

- Place making;
- Permeability and access;
- Identity and community presence; and
- Public realm.

The approach seeks to balance the various physical, townscape, environmental and viability issues affecting the Site and as a result develop a composition that responds positively to the Site and its setting, which minimises any potential impacts, establishes a meaningful new public open space, ensures increased permeability and which is at the same time is capable of delivering the Council’s CIP objectives.

The proposed development will replace buildings that contribute little to the local townscape, will better integrate the site into its surroundings and will help to establish a more distinctive sense of place.

In response to the principles of well designed places set out in the NPPF planning practice guidance the proposals will:

- Be highly functional and will support a new community in an efficient and convenient manner.
- Create a lively place through the careful planning of the site to encourage activity, support and a sense of community.
- Be highly distinctive and comprise carefully planned massing, elevations and detailing, which respond appropriately to the surrounding context.
- Be attractive through both the design of the buildings and the landscape proposals.
- Incorporate a variety of private and communal spaces.
- Promote ease of movement into, within and around the site.

In relation to the proposed massing of the development, which has caused greatest concern through the pre-application process the individual buildings have been carefully sited and designed in order to respond to their different locations across the Site. Lower buildings have been sited to the south, providing an active and continuous frontage to Maygrove Road. The taller building has been sited to the northwest of the Site where views are maximised and any potential impacts associated with sunlight/ daylight and overshadowing are minimised.

In addition the taller building has been sited such that any visual impact is minimised. South of Mill Lane, north of the railway line the taller building will be visible from only four streets. The views assessment confirms as a result of the orientation of the streets, the topography and the distance between the streets and the development that the building will reveal itself over only very short distances in each of these streets and that only parts of the building will be visible. Given the nature of the existing topography such views of parts of taller buildings are not uncommon

across the area.

The location of the taller building towards the railway also means that the impact of the development on views from the streets immediately adjacent to the development will also be kept to a minimum and again the building will only become visible over short distances and only parts of the building will be visible.

The analysis also demonstrates that the taller building will not be visible from West End Conservation Area or South Hampstead Conservation Area and the building will have no impact on the longer distance east west views identified in the Neighbourhood Plan.

The proposals have also been the subject to extensive consultation and as a result of concerns raised about the height of the taller residential building has been reduced from 14 storeys to 11. It is now commensurate in height with the new buildings that are currently being brought forward as part of the Ballymore proposals at West End Square. This reduction in height has, however had a negative impact on scheme viability and hence the ability of the scheme to deliver additional affordable housing over and above the 4% that comprise the application.

The use of materials and the approach to the elevations reflect the character and colour palette of the existing buildings in the vicinity of the Site.

In terms of the new housing it has been designed in accordance with the London Housing Design Guide, Camden’s Housing Supplementary Planning Guidance, Lifetime Homes and Habinteng Wheelchair Housing Design Guide.

The scheme has also been tested in terms of its impact on daylight, sunlight and overshadowing (see ‘Impact on amenity of occupiers and neighbours’).

#### Density

The London Plan indicates that the Site would be categorised as ‘Urban’ for the purposes of calculating the appropriate density range. Therefore, because the site has a high accessibility level (PTAL 5) the appropriate density range is 45-260 units per hectare (or 200-700 habitable rooms per hectare).

The density of the scheme as a whole is 252 units per hectare (or 759 habitable rooms per hectare), which falls within the appropriate density range according to the London Plan density matrix.



## Landscape, open space, arboriculture and ecology

### Landscape

The landscape strategy aims to bring together public space and accessibility requirements within the Site's ecological potential and existing green spaces and the railway corridor.

A new public space is proposed at the interface between Maygrove Peace Park and the proposed school, housing and workspace building. This will exploit key views into the Park and openness of the railway line and will include planting, street furniture and an informal play area for use by residents and families en route to and from the School.

There will be a new level access connecting Maygrove Road to Maygrove Peace Park via ramps/steps that are compliant with accessibility standards. The new route will be a shared surface with pedestrian priority using contrasting material and planting for part of the surface.

External lighting will be limited to avoid light pollution and include low level bulkhead, ground or column lights focussed downwards as well as discrete feature lighting which will include up-lit trees within the new public space.

### Open space

Camden Policy and the Neighbourhood Plan seeks to protect and improve existing open spaces and that any losses are offset within the local area.

The existing semi-woodland natural green space along Maygrove Road (Maygrove Open Space) is retained almost in its entirety as part of the application except its western edge, which is removed to allow for the creation of a new entrance to the Site. The masterplan extends it slightly towards the east following the length of the proposed. The proposal currently seeks to remove 127 sq. m of public open space at the western end and the provision 71 sq. m of additional open space at the eastern end. The scheme will therefore result in a loss of designated open space of 56 sq. m. The loss of the open space is, however essential to allow for the proposed development to be accessed and hence for the scheme to be realised.

At the same time the proposals will, however deliver 1,214sqm of new publicly accessible open space including 75sqm of children's play space (Doorstep Play) (The total playspace requirement, based on the GLA Playspace SPG would be 132.9sqm). It is anticipated that playspace for older children will be delivered in the adjacent Maygrove Peace Park.

In addition all residential units are provided with private amenity space, in line with the London Housing SPG:

1beds: 5.1m2 to 9.8m2

2beds: 7.1m2 to 49.3 m2

3beds 5person: 9.2m2 to 53m2

3beds 6person: 13.9m2 to 53m2

The workspace building will also be provided with 273.4sqm of outdoor amenity space in the form of terraces is provided and the School is provided with its own playground space.

A new retaining wall will also be built at the top of the bank along the line of the existing buildings and works to this area are limited to the creation of a new accessible footpath, which will serve the front entrances of the residential apartment building.

### Trees

The Neighbourhood Plan gives the highest levels of protection to trees in good health 'that contribute to the character of the area, individual streetscapes and green spaces'. The loss of trees should be avoided unless in exceptional circumstances and where trees are lost there is a requirement for their replacement.

The site contains a number of existing mature trees within Maygrove Open Space, adjacent to Maygrove Peace Park and elsewhere within the site. An Arboricultural Impact Assessment has been undertaken which surveyed the existing Site to identify the number, species, quality and condition of the trees; this identified 92 trees within 'influencing distance' of the proposed development.

The development has been carefully designed to minimise tree loss and to retain a significant proportion of the mature ash trees along Liddell Road, within the new school playground.

Construction of the development will result in the loss of 23 trees. The retention of trees, where possible has been prioritised.

The Assessment concludes that the development proposal can be achieved with only local disruption to public visual amenity that will be compensated by mitigation planting on the Site boundary and landscaping of the proposed school grounds and that benefits of the scheme exceed any likely losses of visual amenity.

In terms of replacement trees, the PDAS confirms that the landscape scheme proposes a number of new replacement trees and confirms

an overall net gain in the number of trees on the Site as a result of the proposed development.

### Ecology

Key elements of the site are the wooded bank along Maygrove Road and the wild space to the northwest of the site adjacent the park's ballgames area. These will be conserved with a green link created through new planting to connect the Peace Park to the Maygrove Road woodland and thence back to the biological corridor of the railway via the school's proposed nature garden. The residential and workspace buildings will have brown roofs and the school hall will have a green roof.

A preliminary Ecological Appraisal was carried out at the Site and involved a Phase 1 habitat survey and protected species assessment, including a preliminary bat roost assessment. The work undertaken found that the Site is not subject to any statutory nature conservation designation. The introduced shrubs and broadleaved plantation woodland were assessed as having moderate potential to support breeding birds and various buildings had low potential to support roosting bats.

The report recommends that at least one emergence/re-entry survey is required as well as appropriate mitigation measures to protect species and habitats present along with enhancement measures to improve the biodiversity on site further.

## Energy and sustainability

The application is accompanied by a 'Sustainability and Energy Statement'. In line with policy the report sets out the following key targets for the development:

- The whole development to achieve 20% carbon reduction through on-site renewable energy generation;
- All new residential buildings to achieve a 35% carbon reduction over Part L 2013;
- All new non-domestic buildings to achieve a 35% carbon reduction over Part L 2013;
- A minimum Code for Sustainable Homes rating level 4 for all residential units;
- A minimum of BREEAM 'Excellent' rating for the school and office buildings; and
- The specific Camden targets for minimum standards in Energy, Water and Materials categories will be achieved.

The proposals tackle the following key environmental issues: energy and CO2 emissions, water, surface water run-off, materials, waste, pollution, health and well-being, management, ecology and transport.

## Impact on amenity of occupiers and neighbours

### Noise and vibration

Noise and vibration assessments of the Site have been undertaken for phases 1 and 2 in order to specify appropriate noise and vibration mitigation to achieve suitable internal noise levels in accordance with recommended limits.

There is a railway line on the northern boundary of the Site that dominates the existing noise environment with frequent train passes (approximately 2-3 every 5 minutes) and less frequent freight trains (approximately every 2 hours).

For the school, it has been recommended that a noise barrier should be constructed to 1st floor level along the northern boundary to reduce noise levels from the railway in the external amenity areas of the school. In order to enable compliance with BB93 natural ventilation via opening windows is not possible; therefore a mechanical and/or silenced passive ventilation strategy will be used to meet ventilation requirements for all areas. Windows will still be open-able at the teacher's discretion.

In addition, the sound insulation requirement of the school has been identified in order to limit the ambient noise level from the exterior in accordance with BB93 limits and total plant noise shall be at least 5dB(A) below minimum background LA90 level 1 meter from the façade of any nearby occupier dwellings during the operating hours of the school.

For the residential and commercial buildings a series of measures have been recommended including façade/glazing requirements and façade ventilation. A vibration assessment is recommended to determine existing vibration levels and those levels as a result of construction of the new development. Where levels are exceeded it is recommended that a full scheme of vibration mitigation measures should be submitted to the Council for approval prior to the commencement of works.

The Assessment also recommends that construction noise and vibration should be controlled and managed according to the principles of British Standard BS 5228-1:2009 Code of Practice for noise and vibration on construction and open sites – Part 1: Noise and Part 2: Vibration. It is envisaged that the recommendations will be controlled via conditions attached to any future planning permissions granted on the Site.

### Daylight and sunlight

Policy DP26 seeks to manage the impact of development on amenity, to ensure that the quality of life of occupiers and neighbours is protected. This includes considering a range of factors including overshadowing, sunlight and daylight.

A technical analysis of the development and its effects on surrounding residential properties was carried out to determine the daylight and sunlight amenity to the surrounding properties and levels achieved in the proposed residential units.

There are a number of properties surrounding the Site that are residential in use, the analysis identified a number of neighbouring properties in proximity for assessment on Maygrove Road, Sumatra Road, Iverson Road, Ariel Road and Broomsleigh Road.

A three dimensional computer model of the Site and relevant neighbouring properties and open spaces was used to measure the light received by neighbouring properties and open spaces as existing and proposed. The full assessment is contained in the accompanying Daylight, Sunlight and Overshadowing report in support of Application 2 for the residential and workspace buildings.

This assessment concludes that the effect of the construction of the proposed scheme upon 92% of the surrounding residential windows is considered to be negligible and all windows are fully compliant with BRE guidance.

With regard to overshadowing, the gardens serving the surrounding residential properties and Maygrove Peace Park will not, as a consequence of the proposals, experience anything greater than a minor increase in overshadowing.

With regard to the new residential units these are generally better than the minimum levels recommended by BRE & British Standards and any small deviations occur within lounge/dining rooms that are also served by private amenity space balconies.

## Other environmental considerations

### *Air quality*

An Air Quality Assessment of the proposal has been undertaken to identify the potential for the proposed development to have a significant effect on local air quality.

The conclusions state that the concentrations of any airborne particulate matter generated by these activities could give rise to effects of slight or negligible significance controlled using on Site management.

The predicted annual and hourly mean concentrations of NO<sub>2</sub> for on-site receptors are well below the relevant NO<sub>2</sub> objectives. The Site is therefore considered to be suitable for the proposed uses.

The Total Building Emissions for the proposed development were calculated and the proposals are considered to be air quality neutral developments.

A series of mitigation measures are recommended in the report. It is envisaged that these will be implemented and controlled via on site management practices.

### *Flood Risk*

A Flood Risk Assessment was undertaken to identify any key risks and how they would be managed. The report confirms:

- The Site located in an area of low risk of flooding (Flood Zone 1).
- The proposals will not increase flood risk from groundwater on Site or the surroundings.
- The Site is at low risk from flooding from sewer failure and overland flows.
- The surface water runoff from the proposed development will be attenuated to meet Greenfield runoff.

### *Contamination*

A site investigation has been carried out to research the history of the site with regard to previous contaminative uses, determine ground conditions, assess the extent of any contamination and provide information to assist with the design of suitable foundations.

The investigation recommends that piled foundations are likely to be the most appropriate foundation solution. It was considered that majority of made ground is likely to be left undisturbed below the development and users will also be effectively isolated from direct contact with the identified contaminants. Further soil contamination and groundwater contamination testing is recommended to inform whether a programme of contamination monitoring should be carried out.

It is envisaged that such detailed testing will be controlled via conditions attached to any future planning consents.

## Community Infrastructure Levy (CIL), Section 106 and other contributions

London Plan Policy 8.2 requires LPA to set clear frameworks for the negotiation on planning obligations in DPDs.

Core Strategy policy CS19 confirms “The Council will work with Camden’s Local Strategic Partnership and its other partners to deliver the vision, objectives and policies of this Core Strategy. We will:

- work with relevant providers to ensure that necessary infrastructure is secured to support Camden’s growth and provide the facilities needed for the borough’s communities.
- use planning obligations, and other suitable mechanisms, where appropriate, to:
- support sustainable development,
- secure any necessary and related infrastructure, facilities and services to meet needs generated by development, and
- mitigate the impact of development ...”

Camden’s draft CIL charging schedule has not yet been adopted and guidance on planning obligations is currently contained in Camden Planning Guidance 8 (Planning Obligations) (CPG 8).

CPG8 provides an indication of what may be required when the Council considers that a development proposal needs a planning obligation to be secured through a legal agreement.

CPG8 identifies the main categories of development which may need to be addressed through the use of legal agreements including affordable housing, transport and other infrastructure, local climate change, works to streets and public spaces, community facilities and services, training and skills and community safety.

Based on the content of CPG8 the Applicant is anticipating off-site contributions to be sought in relation to:

- Safety measures for pedestrians in the vicinity of the Site in association with the school use; and
- Contribution towards the provision and enhancement of open space.

The contribution items and level of contribution in relation to the above will require further discussion as part of the planning decision making process.

## Conclusions

This PDAS has been prepared in support of planning applications being made for full planning permission.

The proposed development as discussed in this statement is considered to be in accordance with planning policy and guidance at the national and local levels. When read as a whole, the proposed development accords with the development plan and provides a significant opportunity to contribute towards sustainable development in Camden.

Camden's Development Control Committee should therefore be minded to apply the presumption in favour of sustainable development in this instance and grant planning permission for the proposals.

Amongst other considerations, this PDAS has outlined the following key planning and regeneration benefits that will arise:

- A compatible mix of uses is proposed that makes sustainable use of the Site and creates a new place within West Hampstead;
- The new school will provide exemplary learning environments and will provide badly needed primary school places for children in the local area;
- The proposed housing will make a significant contribution towards Camden's housing stock;
- The flexible and diverse workspace building will provide new business opportunities and positively impact on local economic activity;
- High quality and carefully considered architecture will introduce a new standard of design to the area; and
- A new link will be created between Maygrove Road and Maygrove Peace Park which will increase the permeability





