

Address:	192 Haverstock Hill London NW3 2AJ		2
Application Number:	2012/5391/P	Officer: Jonathan Markwell	
Ward:	Hampstead Town		
Date Received:	10/10/2012		
Proposal: Erection of a five storey building, plus basement, to create retail space at ground and basement levels (Class A1), and five self contained flats (1x studio, 1x1 bed, 2x2 bed & 1x3 bed) from first to fourth floor level (Class C3), following demolition of existing single storey building (Class A1).			
Drawing Numbers: 0312/HH/001; -101; -102; -103; -104; -105; -106; -110C; -111C; -112B; -113A; -114A; -115A; -200; -201; -202; -203; -210A; -211A; -212A; -213A; -310A; -311A; -312 -401; Basement Impact Assessment by Train and Kemp Rev 07 dated 09/10/12; Bat Site Assessment by Amphibian, Reptile & Mammal Conservation Limited dated 2012; Daylight and Sunlight Study by Delva Patman Redler Ref SG/sg/09113 dated June 2012; Energy Statement by XCO2 energy Issue 01 Ref 8241 dated 20/04/12; Lifetime Homes Compliance List; Note on Bat and Bird Boxes & Biodiverse Extensive Green Roof Specification dated October 2012 by Gary Grant; Planning, design and access statement by NT&A Ref 367-11 (App V.2) dated October 2012; Strategic Construction Management Plan by Train and Kemp Revision 08 dated 18 th March 2013; Sustainability Statement by XCO2 energy Issue 03 Ref 8241 dated 10/10/12; Transport Statement by PTP Ref 21142/01 dated 8 th October 2012; Tree Constraints Plan, Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan by Greenman Environmental Management Ref TCP/AIA/AMS/TPP-SR-Haverstock Hill-2132012; Tree Report by Adam Cook Landscape Planning and Design dated June 2012; Outline Landscape Layout Plan Draft dated June 2012 rev.3 by Adam Cook; Outline Design Perspective View East dated June 2012 Fig 2 by Adam Cook; Outline Design Perspective View South dated June 2012 Fig 3 by Adam Cook; Computer Generated Image of Haverstock Hill streetscene.			
RECOMMENDATION SUMMARY: Grant Planning Permission subject to Section 106 Legal Agreement			
Applicant:		Agent:	
Sasha Traders Limited c/o Agent		Nicholas Taylor and Associates 128 Southwark Street London SE1 0SW	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	A1 Shop		112m ²
Proposed	A1 Shop		369m ²
	C3 Dwelling House		360m ²

Residential Use Details:							
	Residential Type	No. of Bedrooms per Unit					
		studio	1	2	3	4	5
Existing	<i>Flat/Maisonette</i>						
Proposed	<i>Flat/Maisonette</i>	1	1	2	1		

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	2	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: **The Director of Culture and Environment has referred the applications for consideration as they involve the creation of five residential flats from the change of use / conversion of an existing building [Clause 3 (iii)].**

1. **SITE**

- 1.1 The application site currently comprises a single storey timber frame structure with masonry base and timber clad walls. It has a pitched concrete corrugated roof and appears to have been built in mid 20th Century. It is located on the north-east side of Haverstock Hill between Belsize Park Underground Station to the south-east and the shops/residential accommodation of 194-210 Haverstock Hill to the north-west. The application site includes a forecourt area to the front and two parking spaces to the rear. The site is within the designated Belsize Park / Haverstock Hill neighbourhood centre, a London Underground Zone of Interest and a slope stability hydrogeological constraint area. It also has a public transport accessibility level (PTAL) of 6a (excellent) and is within a controlled parking zone (CPZ). Furthermore there are a number of mature trees to both the front and rear of the site, including the Beech street trees which characterise Haverstock Hill at this point.
- 1.2 Although the application site is not within a conservation area itself, it is opposite the boundary of Belsize Conservation Area (CA) and adjacent to the Parkhill and Upper Park CA. Belsize CA is to the south-west, with Haverstock Hill being the boundary point. Hence buildings on the south-west side of Haverstock Hill and Glenloch Road (immediately opposite the application site) are within Belsize CA. Parkhill and Upper Park CA is to the south-east, with Belsize Park Underground Station representing the boundary point.
- 1.3 The surrounding area comprises a mix of uses. To the north/north-west is the aforementioned neighbourhood centre of 194-210 Haverstock Hill, with a variety of shops and café/restaurants at ground floor level and residential accommodation (known as Allingham Court) above. The ground floor units are effectively double height spaces, with flats above at first to fourth floor level. The fourth floor is set within the roofslope of the building. Windows are located on the side elevation of Allingham Court properties facing the application site. To the north/north-east is an area of parking associated with Globe Lawn Tennis Club (GLTC) and the residential properties within the Russell Nurseries Estate area, such as the three-storey Hepworth Court properties. GLTC (190a Haverstock Hill) comprises a clubhouse and a number of outdoor tennis courts. To clarify, GLTC is outside of the Parkhill and Upper Park CA but is designated private open space. Beyond the tennis courts to the north-east is Belsize Wood Nature Reserve, a Site of Nature Conservation Interest (Borough II) (SNCI), a Local Nature Reserve (LNR) and designated public open space (within Parkhill and Upper Park CA). This area is split into two spaces, known as Russell Nurseries Woods and Belsize Wood LNR. To the south of the GLTC clubhouse is the small

Belsize Wood Play Area (also known as the Sensory Garden), which is designated as private open space.

- 1.4 To the south-east of the application site is a shared access (owned by LB Camden Housing) from Haverstock Hill to GLTC and the Russell Nurseries properties. This is frequently used by both pedestrians and vehicles. Beyond this is Belsize Park Underground Station, which as of 22/06/2011 is Grade II listed. The station is two-storeys in height, is steel frame clad in brick, faced in ox-blood red faience, built in 1907 and designed by Leslie Green. To the south-south/west is Haverstock Hill, which links Camden Town to the south and Hampstead to the north. On the opposite side of Haverstock Hill to the application site are further shop and related uses at ground floor level (within the same designated neighbourhood centre) within four storey buildings which are predominantly in residential use on the upper floors. The junction of Haverstock Hill and Glenloch Road is opposite the application site, meaning medium and long views of the application site are afforded from Glenloch Road.

2. THE PROPOSAL

- 2.1 Planning permission is sought for the erection of a five storey building, plus basement, to create retail space at ground and basement levels (Class A1), and five self contained flats (1x studio, 1x1 bed, 2x2 bed & 1x3 bed) from first to fourth floor level (Class C3). This will follow the demolition of the existing single storey building (Class A1). The proposals are such that the element closest to Haverstock Hill will be basement and two-storeys in height, creating a 'podium' at this point. 10m back from the Haverstock Hill frontage the proposal increases in height to basement and five storeys. Associated works include photovoltaic panels at roof level, three new trees and bat boxes. Access to the retail unit will be from Haverstock Hill, while the residential entrance is to the side. To the rear are dedicated cycle storage and residential / commercial waste storage areas.
- 2.2 During the course of the application the extent of the basement has been reduced in order to protect the root protection zone of an existing copper beech tree on Haverstock Hill. The internal layout at ground and first floor has also been revised in order to comply with lifetime homes standards. Most substantially however, the draft construction management plan (CMP) has been revised by the applicant, following feedback from officers and a summary of the issues raised in the original public consultation responses being communicated. Most importantly it is now proposed for no construction traffic to use the shared access to the side of the site which leads to GLTC and Russell Nursery properties and details of the pedestrian and cyclist safety measures have been developed.

3. RELEVANT HISTORY

- 3.1 8803903 - Continued use of the forecourt for sale & display of motor cars. Granted 04/05/1989.
- 3.2 2012/3137/P - Erection of five storey building plus basement, to create retail space at ground and basement levels (Class A1), and five self contained flats

(1x studio, 1x1, 2x2 & 1x3 bed) from first to fourth floor levels (Class C3), following demolition of existing single storey building (Class A1). Withdrawn 02/08/2012.

4. **CONSULTATIONS**

Statutory Consultees

4.1 London Underground Limited (LUL) has commented that 'Though we have no objection in principle to the planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:

- our right of support is not compromised
- the development will not have any detrimental effect on our structures either in the short or long term
- the design must be such that the loading imposed on our structures is not increased or removed
- we offer no right of support to the development or land

Therefore LUL request that the grant of planning permission be subject to a condition to secure detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent),

4.2 LUL reiterated the points above in the re-consultation response received.

4.3 Transport for London were formally consulted on the application but has not provided a response.

Conservation Area Advisory Committee

4.4 Belsize CAAC 'object to the height, bulk, design and materials of the proposed development which would be out of scale with its neighbours and be detrimental to the setting of the listed Belsize Park underground station and Belsize Conservation Area. The proposed would remove a modest single storey building, the last link with the Russell Nurseries site which is an important feature of the history of the area. The loss of this building would not be mitigated by the proposed, which would be unsympathetic to the established character of the area and is contrary to policy'.

4.5 Belsize CAAC responded to the re-consultation by specifying 'no comment – we objected to the original application'.

4.6 Parkhill CAAC comment and object as follows: 'No apparent difference from previous application (2012/3137/P). A basement development would cause enormous disruption in the middle of the main Belsize shopping area and right

next to the tube station. This is the last visible link with Russell's 1900's Nurseries that needs to be shown and commemorated'.

4.7 Parkhill CAAC did not respond to the re-consultation letter sent on 24/01/2013.

Adjoining Occupiers

	Original	R1
<i>Number of letters sent</i>	39 & 61*	116
<i>Total number of responses received</i>	29	13
<i>Number of electronic responses</i>	27	10
<i>Number in support</i>	0	0
<i>Number of objections</i>	29	13

*39 letters sent to nearby occupiers and 61 individual letters to those who had responded to withdrawn application 2012/3137/P at the site

4.8 As part of the original consultation for this application a site notice was erected on 24/10/2012, expiring on 14/11/2012. A press notice was published on 09/11/2012, expiring on 30/11/2012. A total of 29 objections were received. These have been received from the following addresses (1 response unless where specified): Allingham Court, Haverstock Hill, NW3; 2 from Hepworth Court, Aspern Court, NW3; 2 from Belsize Grove, NW3; Belsize Lane, NW3; Belsize Square, NW3; Carlton Hill, NW8; Greenland Street, NW1; Hampstead High Street, NW3; 3 from GLTC, Haverstock Hill, NW3; Hillfield Court, NW3; Howitt Road, NW3; Lawn Road, NW3; 2 from Oakford Road, NW5; Parliament Hill, NW3; Perceval Avenue, NW3; Rosslyn Hill, NW3; South Hill Park, NW3; South Hill Park Gardens, NW3; Southwood Lawn Road, N6; St Crispin's Close, NW3; Temple Fortune Lane, NW11; Temple Road, NW2; Wedderburn Road, NW3; Village Close, Belsize Lane, NW3. A significant proportion of the objectors denote themselves either to be members of GLTC or have children who attend classes there. A summary of the issues raised are as follows:

4.9 Construction issues

- Access to flats and GLTC will be very adversely affected. Access is frequently used at all times of the day by vehicles and pedestrians, in particular just after school hours.
- Call for there to be no lorries or traffic in the alley as it is too small, too dangerous and affect too many people. View of GLTC is that the only acceptable plans for the construction of the project are from entirely the front of the site (Haverstock Hill) and NOT through the proposed side access road. GLTC has a 350 person membership with daily activities (e.g. 130 children daily from 3-7pm and 10am-7pm during term holidays – majority arrive on foot owing to lack of parking).
- Serious health and safety hazard to pedestrians and in particular children who use GLTC. One objector states it would be almost inevitable that at some point there will be a serious accident or indeed a fatal one.
- The fire and emergency services will not be able to have access to the areas required.

- Plans do not deal in any reasonable way with the safety of pedestrians
- Disruption through noise, dust and dirt during the construction phase
- Block access to the underground station during construction
- Traffic disruption during construction
- Use of one of GLTC parking spaces / car park by construction vehicles is not acceptable.
- 1.2m wide wall in the access way to protect pedestrians from the construction related traffic is unpractical and unrealistic (e.g. parents with prams).
- Complete lack of concern for the local community

4.10 Land use

- Overdevelopment of the site

4.11 Design

- Out of place with its neighbours and the general architectural style of the area;
- Unnecessary and unattractive addition to the street;

4.12 Impact on nearby facilities

- Loss of membership to GLTC owing to the proposed works

4.13 Transport

- No parking for future residents – where will they park?
- Traffic survey undertaken on the jubilee weekend is not a true reflection of the usage of the alley

4.14 Amenity

- Loss of light to first floor flat at Allingham Court
- Loss of light to Hepworth Court, Aspern Grove
- Loss of light to GLTC
- The additional traffic noise would negatively impact on the quiet and peaceful enjoyment of the GLTC facilities by the membership;

4.15 Other matters

- If the proposal is allowed Hepworth Court occupiers should be entitled to a large cut on their rent and taxes paid to manage the well-being of the local grounds.
- Lack of discussion between the applicant and GLTC
- Previous objections made in application 2012/3137/P still stand.
- Deadline for consultation comments is too soon to consider the lengthy material to review. Site notices were not erected around the site.

4.16 During the course of the application the applicant submitted further/revised information. More specifically this comprised a construction management plan and revised basement and ground floor plans. The nature of the revised

information meant it was considered necessary to undertake formal re-consultation on the application. 116 Re-consultation letters were sent on 24/01/2013 to all those originally consulted, those who had commented on withdrawn application 2012/3137/P and those who had commented during the original consultation on this application. A site notice was also erected 30/01/2013 (expiring on 20/02/2013) and press notice published on 31/01/2013 (expiring on 21/02/2013).

4.17 A total of 13 responses were received as a result of the re-consultation. 5 came from specified members of GLTC, although by the content of the replies 9 in total are members of GLTC. The non-specified GLTC member addresses were from properties within: Aspern Grove, NW3; Boscastle Road, NW5; Eton College Road, NW3; Lawn Road, NW3; Oval Road, NW1; Parliament Hill, NW3; South Hill Park, NW3; and, Southwood Lawn Road, N6. A summary of the issues raised are as follows:

- Section 106 Agreement essential to restrict the access to the site for all deliveries to the front of the development site (i.e. Haverstock Hill and not the access route to Globe LTC).
- It is paramount that the area is made safe in order to protect pedestrians as well as vehicles from any construction debris or heavy machinery. A permanent hoarding should be put in place surrounding the building site, including to the back of the site where a single car parking space is constantly used by the Globe LTC members. It is paramount that the access road should be kept clear at all times as it is the only route available for first response vehicles answering a call to a potential emergency such as a fire or serious injury at the Globe LTC.
- More specifically, request for the CMP to erect a protective boarded fence between the Globe LTC car parking space and the two spaces at the end of the application site plot to protect the cars parked in the Globe LTC car parking space from any falling debris.
- Stressed again the importance of not allowing any vehicles / machines etc. to use the shared access road to Globe and Russell Nursery Residents during the period when building work is carried out.
- overdevelopment of the site - wouldn't three storeys suffice rather than five?
- damage to sporting facilities during construction phase.
- noise from the proposed construction phase.
- area needs space rather than development
- flats will not benefit real families and instead be used as second addresses for those who can afford to pay for such apartments.

- A number of the responses from GLTC members also commented that they were very pleased that the CMP now reflects the expressed wishes of GLTC that all access to the building site shall be from the front of the building (Haverstock Hill) rather than the side access road or the rear car park adjacent to GLTC / Russell Nurseries properties.

5. POLICIES

5.1 National / Regional Policies

5.2 **LDF Core Strategy and Development Policies**

- CS1 (Distribution of growth)
- CS4 (Areas of more limited change)
- CS5 (Managing the impact of growth and development)
- CS6 (Providing quality homes)
- CS7 (Promoting Camden's centres and shops)
- CS10 (Supporting community facilities and services)
- CS11 (Promoting sustainable and efficient travel)
- CS13 (Tackling climate change through promoting higher environmental standards)
- CS14 (Promoting high quality places and conserving heritage)
- CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)
- CS17 (Making Camden a safer place)
- CS18 (Dealing with our waste and encouraging recycling)
- CS19 (Delivering and monitoring the Core Strategy)
- DP1 (Mixed use development)
- DP2 (Making full use of Camden's capacity for housing)
- DP5 (Homes of different sizes)
- DP6 (Lifetime homes and wheelchair homes)
- DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses)
- DP15 (Community and leisure uses)
- DP16 (The transport implications of development)
- DP17 (Walking, cycling and public transport)
- DP18 (Parking standards and the availability of car parking)
- DP19 (Managing the impact of parking)
- DP20 (Movement of goods and materials)
- DP21 (Development connecting to the highway network)
- DP22 (Promoting sustainable design and construction)
- DP23 (Water)
- DP24 (Securing high quality design)
- DP25 (Conserving Camden's heritage)
- DP26 (Managing the impact of development on occupiers and neighbours)
- DP27 (Basements and lightwells)
- DP28 (Noise and vibration)
- DP29 (Improving access)
- DP30 (Shopfronts)
- DP31 (Provision of, and improvements to public open space and outdoor sport and recreation facilities)
- Appendix 1 (Threshold for Transport Assessments and Transport Statements)
- Appendix 2 (Parking standards)

5.3 **Other Planning Policies**

- Camden Planning Guidance (CPG) 2011 (CPG1-8)
- Camden Biodiversity Action Plan
- Belsize Conservation Area Statement 2003

6. ASSESSMENT

6.1 The principal considerations material to the determination of this application are summarised as follows:

- Land use
- Quality of retail / residential accommodation
- Design
- Transport
- Amenity
- Landscaping, trees, biodiversity and nature conservation
- Sustainability and energy strategy
- Other matters

Land use

6.2 The proposals seek to demolish the existing single storey structure at the site. From a design perspective, at this location outside of any designated conservation area (albeit adjacent to and opposition conservation areas – see section 1), the structure is not considered to be of any historic or architectural interest and hence its loss is not resisted on this basis.

6.3 However, it is noted that local conservation groups suggest weight should be given to the use of the site as part of the former Russell Nurseries. In this regard it is acknowledged that the site formed part of a much larger nursery from the end of the 19th century. 1894 & 1915 Ordnance Survey maps show the presence of greenhouses (temporary structures which are shown in varying locations between the end of 19th Century and mid 20th Century) with one greenhouse shown in the position of the application site. The whole nursery site was leased to John Russell (Russell Nursery) for 21 years from 1948. He developed it for a nursery garden, Jazz club and public tennis courts as well as some light industry. The nursery was further subdivided in the 1980s between a housing estate (Russell Nurseries Estate), tennis courts, open space woodland and the fenced off nature reserve.

6.4 Considering the significance of the application site, the former nursery was a large tract of open land to the north and east of the application site which has slowly developed upon from the end of the 19th Century over time. Large areas of the original open space, namely Belsize Woods and Russell Nurseries Woods and tennis courts, remain and are protected as public and private open space. Russell Nurseries was part of that original open space and was established in the mid 20th Century and later divided to form the existing tennis court and housing estates including Hepworth Court. The application site formed a small part of the original nursery site and was used as green house before being developed into the current structure in the 1950s.

- 6.5 Given this context the application site does not form a significant part of the development of the nursery. The existing building is of no architectural merit and does not retain features or physical attributes which are of key importance to their historical significance of the area. Furthermore the ability to understand the former use of the area and its development over time can better appreciated through the retained open spaces. Hence the principle of development is considered to have been established.
- 6.6 Turning to the principle of the proposed uses at the site, in land use terms the existing structure is considered to be in Class A1 shop use. The proposal seeks to retain the existing Class A1 use and increase the floorspace from 112sqm to 369sqm across basement and ground floors as opposed to purely at ground floor as existing. No land use issues are raised to the principle of this Class A1 use within a designated neighbourhood centre. Regarding the introduction of residential uses at the site, housing is regarded as the priority land-use of the LDF, as outlined by policies CS6 and DP2. It is sought to maximise the supply of additional homes in the borough, which this application would assist in achieving. The proposed mix of units, comprising 1x studio, 1x1 bed, 2x2 bed and 1x3 bed, is also considered suitable, aligning with the priorities table in DP5 (40% 2-bed units achieved) and also providing a mix of large (3-bed +) and small units.

Quality of retail / residential accommodation

- 6.7 The proposed retail accommodation is set across basement (229sqm) and ground floor (140sqm) levels. The space internally is open plan in nature, with a double height largely glazed ground floor entrance to provide a high standard of accommodation for a future occupier. Glazing is also shown to provide some, albeit limited, natural light to the basement floor level. There is also suitably sized refuse facilities to the rear and staff/customer toilets at basement floor level. A concern is raised in respect of the ground floor recess shown on the Haverstock Hill frontage adjacent to the existing unit at No. 194. The applicant has detailed within the design and access statement that this could be mitigated by a toughened glass door, which can either be integral in the shopfront and slide across the front of the recess or operate as a swinging door contained in the recess. An alternative is a retractable sliding grille. The proposed plans do not detail either option and instead show a 2.8m by 2.5m recess area, which could give rise to anti-social behaviour or crime/fear of crime. Thus a condition will detail, prior to any works beginning to implement any permission, that details of a design solution to in-fill this recess when the shop is not open, will be provided in writing and approved by the Council. As such the proposals, with this condition secured, are considered to provide a suitable quality of retail accommodation for a future occupier.
- 6.8 Turning to consider the residential component of the scheme, all of the proposed five residential units comply with the LDF and London Plan minimum floorspace and bedroom size standards, thereby providing suitably sized accommodation for future occupiers. Moreover, the units have been carefully designed internally to maximise outlook (whilst retaining privacy), be dual aspect and regularly shaped, include balcony spaces (providing small areas of outdoor amenity space for future occupiers of all residential units) and natural ventilation. Hence the

units are considered to provide a high standard of residential accommodation for future occupiers in these respects.

- 6.9 With regard to lifetime homes matters, the applicant has submitted a lifetime homes assessment with the proposals demonstrating where the proposals comply with the necessary standards. This has been assessed by the Access officer, who is satisfied with the proposals following the submission of revised details during the course of the application. A condition will specify that the various measures proposed to comply with lifetime homes standards will be implemented in the scheme.
- 6.10 Furthermore, at ground floor level dedicated waste storage space is provided for the future residential occupiers. Sufficient space and containers are proposed, which will be secured via condition. Similarly, six cycle spaces are shown for use by future residential occupiers at ground floor level. Such details are satisfactory and the facility will be secured via condition.

Design

- 6.11 From a design perspective the main issues to consider include the loss of the gap at the site in relation to its importance in streetscape terms and the proposed height, bulk and design of the sought development.
- 6.12 Considering first the height and bulk of the proposed development, the development consists of a two-storey and basement 'podium' covering the full depth of the site, with three upper floors set back 10m from the front building line and 2.4m from the south side elevation of Allingham Court. The 10m set back does not cover the full width of the side elevation of Allingham Court at upper floor level, with a 2.8m area of overlap between the existing and proposed buildings. The development would be close to a storey lower than Allingham Court and two-storeys higher than the underground station, which it is considered would satisfactorily respond to the topography by stepping down the hill.
- 6.13 In addition, the overall height of the development would rise just above the parapet height of Allingham Court. This is not however considered to be a substantial issue in this instance. The proposal would provide good quality accommodation for future occupiers and the height of the scheme is not considered to be perceivable from street level given the 10m set back of the upper floors. Thus the 10m set back is considered to be suitably recessive, so as to significantly mitigate any perceived impact from the increase in scale of the development.
- 6.14 Therefore in overall terms the height and bulk of the development is considered to have sensitively addressed the issue of scale, whilst also optimising the use of the land. The development is considered to comply with the character, setting, context and the form and scale of neighbouring buildings.
- 6.15 Moving on to consider the general design approach, the area has a large variety of buildings of differing ages and style. In this regard there is not considered to

be a particular style or period to which the development should look to respond. As such it is considered by officers to be appropriate to provide a modern contemporary response to the architectural approach. There is a predominant use of render in the area, particularly with the large scale Allingham Court adjoining the site. Moreover, light render provides a neutral setting to the adjacent listed tube station. In addition, it is also noted at this juncture that the success of the development is considered to depend on the appropriate use of high quality materials, detailed design and finished appearance, as will be secured via condition (e.g. new balustrades, doors and windows and all new facing materials).

- 6.16 More specifically with regard to the podium element, this ground/first floor element relates to the building line and height of the parade of shops at Allingham Court. The base and shopfront would consist of a double height shopfront to the Haverstock Hill elevation, which relates to the adjoining shopfronts, stepping down to single storey shopfront to create an active edge along the shared access space. Moreover, a space has been retained between Allingham Court and the application site to allow the existing shopfront eaves detail to return around the flank elevation of Allingham Court. The columns and solid elements of the base would be coloured concrete with wood grain texture. This would be a higher quality than the adjoining render and provide what is considered to be a subtle and interesting texture at street level.
- 6.17 Meanwhile the upper floors have been set well back from the established front building line. This is considered to be advantageous in design terms by reducing the scale of the development as well as its impact on the immediate area. The depth of the building, which extends beyond the rear building line of the upper floors of Allingham Court, is considered to provide a natural entrance into the Russell Nurseries Estate and GLTC beyond and is not considered to harm the established pattern of development along Haverstock Hill in this instance. Moreover, the flank has been designed as a principle façade with an active frontage, residential entrance and natural surveillance from the upper floors.
- 6.18 In overall terms the contemporary design is considered to be simple and rational, relying on the fenestration to provide visual interest and depth to the elevations. The uncluttered rational façade with clean white render façades is considered to provide a neutral response to the area. Interest is provided with indented anodised panels which respond to the colour of the distinctive green tiles found on the adjoining building. As such it is considered to provide a high standard of design, with particular emphasis on the high quality of materials to be used and the provision of a visually interesting frontage at street level. Consequently the proposals are considered to be policy compliant.
- 6.19 Further design considerations are the infilling of a gap which would occur as a result of the proposal and the impact on the setting of the Grade II listed underground station. Considering the gap first, it is acknowledged that the site terminates views east from Glenloch Road and due to its existing diminutive size the site presently affords long range views of skyline behind. Nevertheless the gap is not considered significant enough to prevent additional height on the site, not least because the gap maintained by the shared access between the

application site and underground station would retain what is considered to be a sufficient break in the built form in this location.

- 6.20 In addition, the proposals also seek to continue the existing avenue of trees on this side of Haverstock Hill. The additional tree is discussed in more detail in a later section of the report. However, from a townscape perspective this would add value. Moreover, any new tree could directly terminate the vista and would also help mitigate any potential harm caused by the reduction in open space at this point.
- 6.21 Turning to the potential impact on the underground station, the physical break in built form maintained by the shared access road to GLTC would result in a 5m gap from underground station at the front of the site, reducing to 4m where the proposed building steps out and road is narrowest. The approach taken is considered to result in a development not harming the setting of the listed tube station. Moreover, the scale of the base element of the proposed scheme would be significantly lower than the height of the underground station, whilst the upper part would be set 10m behind the front building line. Furthermore the Edwardian Baroque house style clad in ox-blood faience by Leslie Green is considered to be distinctive and robust for the new development not to compete with the setting of this listed building. Hence no design issues are raised with this element of the proposals.
- 6.22 Thus in conclusion from a design perspective it is important to note in this instance that the supporting text to policy DP24 confirms that good design is not just about the aesthetic appearance of the environment, but also about enabling an improved quality of life, equality of opportunity and economic growth. With this in mind it is considered that the proposed development would optimise the use of a site and provide a high quality mixed use scheme that would offer excellent quality residential accommodation and adequately preserve and enhance the character and appearance of the streetscape and local area. It would also preserve the setting of the adjoining listed building and offer an active frontage to the existing shared access road.

Transport

- 6.23 The overwhelming concern surrounding the proposed development from the perspective of near neighbours and users of the area, on the basis of the public consultation responses, is the potential harm to pedestrian / cyclist / vehicular safety as a result of the construction process. In particular the GLTC has raised detailed concerns in this regard (see section 4 for details). A previous application at the site (see relevant history) was withdrawn by the applicant partly to seek to address previous concerns raised by officers in this regard. The proposals have also been revised during the course of this application, with more detailed/updated information submitted by the applicant, to address further concerns originally raised by officers during this application (see section 2 above). Most significantly, the Construction Management Plan (CMP) subject to the original public consultation outlined two possible options for access, one incorporating using the shared access and one not (solely from Haverstock Hill). The CMP subject to the re-consultation set out that access would solely be from

Haverstock Hill and not the shared access. In short, the latest version of the CMP submitted by the applicant is considered to satisfactorily minimise disruption and protect the quality of life to the local community during the construction phase.

- 6.24 It is acknowledged that the site context makes the construction phase a complex matter to consider and manage. Haverstock Hill is a busy road with high levels of vehicular traffic, while the location of the site adjacent to the underground station and within a designated neighbourhood centre, with the Royal Free Hospital also nearby, means that pedestrian flows are also significant. In addition, the shared access route between the site and underground station is also well used by vehicles and pedestrians alike, providing access to GLTC and the Russell Nurseries Estate. Moreover, the site itself is narrow, directly adjacent to the Allingham Court retail / residential building and also close by to a number of mature trees. Furthermore the proposals themselves seek to excavate a basement across the footprint of the site and erect a high storey building, which in any context is a significant project. Given this context the CMP therefore presents a number of challenges.
- 6.25 Assistance has been given to the applicant in providing feedback, both from specialist officers and the responses to the public consultation process, to put together a series of measures which, it is considered, mitigate as far as is practicably possible adverse impacts during construction. It is acknowledged that there will be *some* disruption to the local area; this is inevitable given the site context highlighted above. However the measures proposed will seek to minimise harmful impacts. More specifically, a summary of measures incorporated in the latest CMP submitted by the applicant, with the aim to minimise traffic disruption, avoiding dangerous situations and minimise the impact on the local amenity and road users includes:
- 1) Because of the sensitivities relating to the shared access along the southern boundary of the site, construction access will be from the front of the site off Haverstock Hill; the only construction activity on the shared access road will be the scaffolding for the superstructure. Haverstock Hill is a 10m wide road with 3m wide pavements. To the north of the site and on the west side of the road are mature trees on the back of the public pavement with a further 6m wide patio in front of the shops. There are parking bays to both sides of the road (pay and display parking). The bus stop on the northbound carriageway is opposite No 194; the bus stop on the southbound carriageway is some 35m to the north of the site. There is a pelican crossing outside Belsize Park Station and the zigzags associated with this extend across the frontage of the site.
 - 2) No vehicles associated with the construction of the building will use the shared access; it is noted that the shared access is a cul de sac which provides vehicular access to GLTC car parking spaces and pedestrian/cycle access to the Russell Nurseries Estate. The shared access is generally 4m wide with an infill wedge along the side of the underground station; at the pinch point beside the front corner of the underground station the width is 3.9m. Both the shared access and infill wedge are finished in block pavements

and their combined width at the rear corner of the site is 7m. The infill wedge originally had timber bollards to prohibit parking, but these have been removed.

- 3) There will be temporary Highway Works required during construction. A temporary pavement crossover will be required and the cast iron bollard to the shared access flair will need to be removed for the duration of the works. At the completion of the works, the pavement will be reinstated and the bollard put back in position.
- 4) In terms of dust and pollution the existing slab will be maintained as long as possible during the excavation to give a dust free surface. The majority of the excavation will be in the London Clay and this will not generate excessive dust. Any dust generated by either the demolition or hardcore/made ground excavations will be damped down with a hose. Delivery lorries and any wagons waiting on site will have their engines switched off to reduce both noise and pollution.
- 5) In terms of noise and vibration the existing base slab is independent of the adjoining properties and its removal will not generate excessive noise. Pecking of the slab at the pile locations will be a noisy operation, but will only last for one or two days. There will be normal noise from the plant use in the construction, but this will be minimised with plant being switched off when not used. Mufflers will be fitted to any pneumatic drills that are required.
- 6) The site working hours will be: Monday to Friday: 0800hours to 1800hours: Saturday: 0800hours to 1300hours.
- 7) The contractor will be required to sign up to the Considerate Contractors Scheme.
- 8) Logistics, Deliveries and Cranage – Access and egress to and from the site will be from Haverstock Hill. It is proposed to create an off-street parking space entirely within the application site to serve delivery wagons. This will be achieved by increasing the width of the capping beam along the front to give an 8m long parking bay behind the pavement at the front of the site. This means that the wheel base of the delivery wagons will need to be less than 8m and, allowing for an over sail behind the rear axle, that their overall length will need to be less than 10m.
- 9) Deliveries will be coordinated as far as possible - either to be to the pavement edge or predominantly with wagons reversing onto the site bay under the direction of a banksman. wagons will pull into suspended parking bays outside Nos 194 & 196. Under the guidance of a banksman, the wagon will move forward across the shared access to reverse back onto the site. In reversing onto the site, the wagons will swing out into the main carriageway and it is likely that one banksman will be required for the road traffic including cyclists, and a second banksman will be employed for the pedestrians on the pavement. The manoeuvre in moving forward and reversing back on to the site will take less than a minute.

- 10) The piling and excavation operations will generate the greatest wagon movements and the contractor will commence with two banksmen as above. Given the close proximity of the site to Belsize Park Station, deliveries will be restricted, Monday to Friday to after 0930 hours. If it is found that there is significant pedestrian movements with the GLTC after school (through establishing a Working Group), a further delivery restriction will be imposed between 1530 and 1630 during the school term. The applicants are committed to liaising with local residents, including the GLTC, with the hope of establishing a Working Group in due course.
- 11) A small luffing crane will be installed in the lift shaft to distribute deliveries across the site. The luffing crane will need a mobile crane to assist with both its erection and dismantling.
- 12) Construction traffic – piling and excavation will generate the greatest wagon movements. 6 or 7 wagons per day are anticipated and will be spaced out across the working day, rather than bunched together. Deliveries during the fit out will need to be coordinated - it will be possible to park two vans rather than on lorry on the front of the site.
- 13) Road and pavement will be cleaned as necessary at the end of each working day and any spillages will be cleaned up immediately. Wheel wash to be installed at the front of the site for the initial excavation phase when muck away lorries enter and leave the site.
- 14) Pedestrian safety – Haverstock Hill – The applicant states there is significant pedestrian traffic on Haverstock Hill with the local shops. All wagon movements reversing back onto the site will be under the control of a banksman, who will advise the driver when the pavement is clear.
- 15) Pedestrian safety – shared access – As above, no construction traffic will enter the shared access. In the initial stages this access will be separated from the site with a hoarding located on top of the capping beam. When the construction reaches the underside of the second floor, scaffolding will be required for access and to support the upper floors which cantilever out over the shared access to the rear. Once the first floor columns have been cast, the hoarding along the shared access will be pulled back to the face of the ground floor columns allowing the new 1.5m pavement besides the building to be used by pedestrians. The outside scaffolding standards will be positioned on the shared access and will be protected by a timber balk. The clear carriageway width between the Belsize Park Station and the timber balk will be no less than 4.5m and typically will be over 5m. The segregated pedestrian access will have a double boarded lid as protection. Whilst the pedestrian route will give safe access, pedestrians will still be able to use the shared surface as at present.
- 16) Cyclist safety – The applicant states there are no cycleways or cycle lanes along Haverstock Hill with cyclists mixed in with the general traffic on the road. However a banksman will be responsible for controlling reversing of

vehicles onto the site taking cognisance of all road traffic, having particular regard to vulnerable cyclists.

- 17) Three parking bays will need to be suspended outside Nos 194 & 196 Haverstock Hill to allow wagons to manoeuvre onto the site and a temporary pavement crossover constructed. The bollard to the north side of the shared access will also need to be removed for the duration of the works. A mobile crane will be needed; delivery and removal of the piling rig will need a temporary footway closure (discussions taken place with LBC Highways regarding licences). Pavement closures likely to take place on 5 Sundays 0600 – 1000hours. Pedestrians will be directed to the eastern side of Haverstock Hill between these two controlled crossings for the duration of the Sunday morning pavement closures.
- 18) Construction Programme – Demolition – 1 week - Large skips will be utilised with demolition waste material being taken in bulk from the site for off-site processing and recycling. Skip wagons would reverse onto the site under the direction of banksman from Haverstock Hill. The ground floor slab would remain and this would limit the dust and debris. A hoarding would be erected with gates. The final demolition activity would be to pecker the ground floor slab at the pile locations.
- 19) Construction Programme - Piling and Capping Beam - 5 weeks piling and 3 weeks capping beam. Spoil arising from the piling and capping beam would be removed by a grab lorry. This would require some 80 wagons. The wagons would operate on the existing shop slab and this would be kept clean with a mini sweeper to minimise mud on the pavement or road. A hoarding will be erected on top of the capping beam to secure the site with gates along the Haverstock Hill frontage.
- 20) Construction Programme – Excavation – 7 weeks. 200 wagon loads equating to a daily average of 7 wagons. The contiguous piles will support the pavement to the front on Haverstock Hill, the shared access and the foundations to Allingham Court.
- 21) Construction Programme - Substructure and Basement Box – 10 weeks. The pile caps and basement slab will be constructed commencing at the front of the site to give a clean working platform on the site. Concrete wagons would reverse onto the site with the 8m delivery bay. The following pours would be required with concrete wagons parked at the front of the site with concrete being distributed by pump
- 22) Construction Programme – Superstructure – 19 weeks. Concrete frame with traditional masonry external walls and lightweight internal partitions. The concrete frame up to and including the first floor columns will be constructed with edge and perimeter protection so that any external scaffolding is not required. Scaffolding will be required to support the formwork to the cantilevering second floor along the shared access. The scaffolding will incorporate a pedestrian walkway. Once the first floor slab is completed, ladder beams will be installed cantilevering over the GLTC parking space to

form a fan protection with double boards and sheeting to protect the parking space below.

23) Construction Programme - Fit out – 15 weeks. Deliveries will follow the traffic management adopted for the superstructure. The fit out will generate a number of deliveries, but these will mostly be with vans.

24) Future Consultation – The applicant states that if there is sufficient interest, a formal Construction Working Group will be formed with at least one meeting prior to works commencing on site.

6.26 The steps outlined above comply with the relevant guidance in the LDF and CPG. Transport officers have confirmed that they are satisfied with the measures proposed. However, the CMP is only a draft document and therefore it will be sought to be secured in full via S106 Legal Agreement. This will also provide an opportunity for future consultation, in the form of a construction working group, to be incorporated as well.

6.27 With regard to other transport related matters, the residential units will be made car-free through S106 Legal Agreement. The Belsize Controlled Parking Zone (CPZ) is highly stressed, with 112 parking permits issued for every 100 estimated parking bays. Thus making the units car-free will ensure on-street parking does not worsen as a result of the proposed scheme.

6.28 In terms of off-street parking, the existing property currently has a service yard space to the rear with the capacity to accommodate two private vehicles. Both the parking spaces are to be removed, which is welcomed. It is however still considered that the retail unit will be able to be serviced satisfactorily.

6.29 In light of the proposed construction works at the front of the site it is considered necessary for the pavement at this point to be repaved, as secured via S106 Legal Agreement. It is also required for the temporarily removed bollard to be reinstalled. A highways estimate for this work equates to £2,448 for this small area of pavement on Haverstock Hill.

6.30 A financial contribution is also considered to be required to promote environmental, public realm, walking and cycling improvements in the wider area. This will help mitigate the impact of the increased trips to and from this site as a result of the development. Transport Planning has advised that a contribution of £7,000 will be appropriate in this instance, given the scale and kind of the development. This will be secured via the S106 Legal Agreement.

Amenity

6.31 Considering first the retail part of the proposal, it is acknowledged that the amount of floorspace is significantly increasing from 112sqm to 369sqm. However, in this location within a designated neighbourhood centre it is not envisaged that the proposed space, 229sqm of which is at basement floor level, would give rise to any significant adverse amenity impacts to neighbouring and nearby occupiers. Furthermore it is not considered necessary to impose an

hours condition on such a use in this location owing to the nature of this use class and that of the existing local area. In terms of the impact of the proposal on the neighbouring retail unit at 194 Haverstock Hill, it is acknowledged that the proposal will be in close proximity to this unit, which includes windows on the side elevation facing the application site. However, these are secondary windows, with the main shop frontage being unaffected by the proposed development.

- 6.32 With regard to neighbouring and nearby occupiers, the proposed scheme has been carefully designed in order to reduce significant harm to neighbouring occupiers. Considering first matters of outlook and sense of enclosure, it is acknowledged that the upper floor flats at Allingham Court (more specifically flats 1, 3, 5 and 7 which are adjacent to the application site) will have a reduction in outlook owing to the proposed development. However, the 10m set back of the upper part of the proposed building helps to mitigate this in part with regard to the side windows of Allingham Court. Moreover, the internal layout of these flats (based on an officer site visit to Flats 3 and 7 and information provided by the applicant) are such that the rooms closest to the application site are living/dining rooms which are triple aspect (with the exception of flat 7 within the roofscape where the rear corner has been divided into a bedroom on an informal basis, with internal doors allowing this room to be used as a living/dining room in its entirety should this be desired). Given the triple aspect nature of these rooms the proposed development is not considered to diminish outlook or cause an undue sense of enclosure to such an extent to warrant the refusal of the application. With regard to Hepworth Court to the north, the 32m distance downplays any adverse impact at this point. With regard to views, CPG6 is clear that the specific view from a property is not protected and this is not a material consideration.
- 6.33 Moving on to overlooking/loss of privacy matters, all windows proposed on the north elevation of the application site building (facing towards Allingham Court) are shown on the proposed plans to be obscure glazed. The applicant has also detailed within the Design and Access Statement that they will also be fixed shut. To ensure this in practice a condition is recommended to secure this. On the west elevation (facing Haverstock Hill) there could be opportunities at upper floor level for overlooking into the south side elevation windows of Allingham Court. However, the scheme has been designed so that windows are positioned as far away from Allingham Court as possible, meaning any views back to/from Allingham Court would be at an acute angle. In addition, internal vertical louvers are incorporated into the proposed scheme to further mitigate this potential impact. These factors result in opportunities for overlooking being considered to be limited.
- 6.34 Above the podium element to the front of the site an area of flat roof is shown. This is shown to be a green roof. To ensure this is not used as a roof terrace in the future (which would result in overlooking to Allingham Court) a condition will specify that only the roof terrace areas denoted as such will be used for such purposes. Of the remaining flat roof areas, any access to these areas will be for maintenance purposes only. Considering the terrace/balcony areas proposed, these are positioned in areas facing away from Allingham Court, resulting in no overlooking issues are envisaged at these points.

- 6.35 Turning to daylight / sunlight matters, owing to the close proximity of the proposed development to Allingham Court, the applicant has undertaken a full daylight and sunlight assessment. Considering first daylight matters the BRE recognised vertical sky component (VSC – test is not less than 27% and not less than 0.8 times its former value), no sky line (NSL – also known as daylight distribution - test is loss must be not less than 80% / 0.8 times its former value) and average daylight factor (ADF – test is more than 2% for kitchens, 1.5% for living rooms and 1% for bedrooms) calculations have been made. In terms of sunlight the BRE recognised annual probable sunlight hours (APSH – test is more than 25%, of which 5% during winter) test has been undertaken. All upper floor Allingham Court windows on the side elevation facing the application site have been tested, as have the closest windows on the front (Haverstock Hill) and rear elevations.
- 6.36 In terms of VSC it is demonstrated that in all but six windows the VSC percentages remain above 27%, meaning the vast majority of the windows will continue to receive sufficient levels of daylight. The windows which fall below 27% are all on the side elevation of Allingham Court towards the rear of the building (adjacent to the five storey element of the proposed scheme), with three at first floor level (flat 1), two at second floor level (flat 3) and one at third floor level (flat 5). All windows within Flat 7 at fourth floor level would have a VSC above 27%. Given the high existing VSC percentages (between 37 and 39.6% - the maximum possible rate is 40%) the loss is more than 0.8 its former value in all six instances. However, in all six instances the NSL and ADF tests are passed and thus the loss of daylight to Allingham Court is not considered to be significantly harmful to residential amenity. In terms of NSL, there are minimal losses or no loss at all owing to the double/triple aspect nature of the rooms within Allingham Court at this point. Hence all are within the 80%/0.8 test range stipulated by NSL. Regarding ADF, the proposed percentages all exceed 3.5%, which is far above the minimum 2/1.5/1% requirements. Thus while some windows are acknowledged to result in a reduction of VSL, the NSL and ADF tests are satisfied and in overall terms sufficient daylight would remain for current and future occupiers of Allingham Court.
- 6.37 With regard to sunlight matters, the results of the survey work undertaken demonstrate that the required living rooms within Allingham Court would continue to receive adequate levels of sunlight, including during the winter. In respect of a related light matter, the proposal is not considered to result in any significant amount of artificial light or glare to neighbouring and nearby occupiers. Details of advertisements for the proposed retail unit are not sought by this application, with an informative reminding the applicant that separate advertisement consent may be required for this (if applicable) in due course.
- 6.38 In terms of noise and disturbance, no external plant is proposed as part of the development. There is potential for noise and disturbance from the proposed external balcony areas. However, the limited size of these spaces is such that significant noise or disturbance to nearby occupiers is not anticipated.

- 6.39 Finally with regard to amenity matters, the proposals also include the proposed excavation of a single storey basement floor level. The proposed basement is across the vast majority of the footprint of the site, measuring a maximum of 31m in length, 9m in width and 3.9m in depth (with a floor to ceiling height internally of 3m). The applicant has submitted a Basement Impact Assessment (BIA) in line with policy DP27 and CPG4. The BIA follows the standard approach for considering basement proposals, first answering the various screening questions before investigating those matters which the screening stage has identified as requiring further consideration.
- 6.40 It is shown from the screening results that on-site investigations were required to consider possible groundwater flow and ground stability matters. No intrusive works were required in relation to surface flow and flooding matters. Considering first the groundwater flow matters, further work was required owing to the possible water implications of made ground on top of London clay (or claystone bands within the clay). Hence two boreholes were dug to a depth of 15m and 20m at either end of the site. Both boreholes were found to be dry on completion of the subsequent monitoring, although small water seepages were encountered at 6.2m and 7.2m. These depths are significantly below the depth of the proposed basement. Therefore no continuous water flow was encountered and the proposals, following the on-site investigations, are considered to be appropriate in this regard.
- 6.41 In respect of the ground stability matters, the screening report identified the site being on London clay, within 5m of the Haverstock Hill pavement, the basement would result in a differential depth of foundations with Allingham Court and being situated over London Underground deep tunnels. The BIA investigates each element in turn and it is demonstrated that there would be no movement in adjoining buildings and their structural integrity would not be compromised, mainly owing to the contiguous piles technique to be used and all foundations being constructed within the application site boundary. The depth of the London Underground tunnel means the piles would not extend as far as the tunnel. As noted at section 4 of this report London Underground do not object to the proposals, but recommend a condition be added for exact details to be provided. This will be added to the decision notice as per the consultation response recommendation.
- 6.42 Thus it is considered that the BIA has sufficiently demonstrated that the proposals will not cause harm to the built and natural environment and local amenity nor result in flooding or ground instability, subject to the recommended condition.

Landscaping, trees, biodiversity and nature conservation

- 6.43 In terms of the impact of the proposed scheme on existing trees, the scheme has been revised by way of reducing the size of the basement in order to ensure the root protection area of the nearest beech tree on Haverstock Hill is maintained. A condition will secure exact tree protection details, over and above the details submitted by the applicant.

- 6.44 Trees along Haverstock Hill are highly prominent, making an important contribution to the character of the adjacent and opposite conservation areas. With this in mind the proposals also seek to introduce a further copper beech tree to Haverstock Hill to continue the existing row of trees at this point. This is welcomed from the perspective of the Council's tree and landscape officer (as well as a design / townscape perspective – see design section above), as is the proposed introduction of two ornamental pear trees to the rear of the site, complementing the existing provision at this point as well. However, as the position of the beech tree is part within / part outside the red line of the application site and the two pears are outside, such planting will need to be secured via S106 Legal Agreement. Hence a financial contribution will be sought to secure these works (exact amount unspecified at present but estimate is £600 per tree). This is in line with CS13, CS14 and DP24 of the LDF, together with guidance within CPG8 Chapter 5.
- 6.45 Details have also been provided in respect of on-site landscaping and the provision of a green roof. These are welcomed in principle from an ecological point of view. A condition will seek full details of the landscaping proposals and a separate condition will ensure the green roof is implemented prior to occupation of the residential units and retained thereafter.
- 6.46 In addition the proposed development is within 150m of Belsize Woods, a Local Nature Reserve (LNR) and Site of Importance for Nature Conservation (SINC). With this in mind a Bat site assessment has been carried out by the applicant in respect of the existing building. The assessment states that there was no evidence of current or past occupancy of the building by bats and that there was a low risk as a potential roost site. Therefore further surveys are not considered to be required. However, the applicant has provided within the proposed development a series of bird/bat boxes and provided details of this within the supporting documentation submitted. Such boxes are welcomed, aligning with the protected/priority species known to be present in the vicinity, such as starlings, sparrows and song thrushes. A condition will specify that the boxes are implemented prior to occupation. It is also considered that proposed works are unlikely to impact on the LNR or SINC during construction.

Sustainability and energy strategy

- 6.47 The applicant has submitted a Code for Sustainable Homes (CfSH) pre-assessment as part of a wider sustainability statement. The CfSH pre-assessment details that in overall terms the proposed scheme is targeting Level 3, in compliance with CS13, DP22 and CPG3 for proposals submitted in 2012 (2013 proposals have a target of Level 4, but the application was submitted in October 2012 and hence Level 3 is considered appropriate in this context). In respect of the specific energy, water and materials categories the proposals exceed 50% of the available credits stipulated by CPG3 in the water (66.7%) and materials (62.5%) sections, with a marginal shortfall in the energy (48.4%) category. As such the proposals are largely policy compliant and the post-construction review will be secured via S106 Legal Agreement to ensure compliance.

6.48 The applicant has also submitted an Energy Statement, which follows the approach outlined in the London Plan, LDF policies CS13, DP22 and DP23 and CPG3. Most notably the three steps of the energy hierarchy of 'be lean', 'be clean' and 'be green' have been incorporated. In overall terms it is concluded that carbon dioxide emissions are anticipated to be reduced by 36.6%, in comparison with the Part L 2010 Building Regulations, which is a policy compliant level (25% improvement in 2010-13). Of this total, over 20% will be achieved through renewable technologies. The proposals incorporate an array of roof mounted photovoltaics (53 panels in total covering an area of 71sqm) which would potentially reduce regulated carbon dioxide emissions by 32%. The applicant has shown that the panels would be installed horizontally (thereby reducing the visual prominence of them). Although panels are usually orientated to assist optimum performance, the applicant has explained in this instance the horizontally positioned panels will maximise the use of the roof space and overcome self-shading issues. Thus the proposals as shown will achieve significant carbon reductions and is welcomed. Alongside the renewable technology, the proposals also include numerous energy reduction measures, such as insulation, high performance glazing, high efficiency boilers and energy efficient lighting. Such measures combined will lead to a 6.8% reduction. Hence the combination of be lean and be green measures are welcomed in principle and the energy strategy as a whole will be secured via the S106 Legal Agreement.

Other matters

Education

6.49 Owing to the number of additional residential units being created (five), it is considered necessary for the applicant to make a financial contribution towards educational requirements resulting from the proposed scheme. The proposed mix of units equates to a financial contribution of £10,748, as specified within Chapter 4 of CPG4 (which stems from LDF policies CS10 and DP15). This will be secured via S106 Legal Agreement.

Open Space

6.50 In this instance it is not considered feasible for on-site public open space provision to be made owing to the limited footprint of the application site. In such circumstances a financial contribution is considered appropriate, aligning with policies CS15, DP31 and guidance within CPG6 Chapter 11 and CPG8 Chapter 11. In this instance a financial contribution of £6,559 (comprising a capital cost of £3,422, maintenance cost of £2,726 and design and administration cost of £411) will be expected based on the number and size of residential units being created. This will be secured via S106 Legal Agreement. A proportion of the contribution will be specified for Belsize Woods LNR / SINC, the nearest existing open space to the site.

CIL

6.51 The proposal will also be liable for the Mayor of London's Community Infrastructure Levy (CIL), as this scheme seeks to create residential units. The CIL will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative is recommended to be added to the decision notice reminding the applicant of the CIL requirement, whilst acknowledging that a completed CIL form was submitted at the outset of the application by the applicant.

7. CONCLUSION

7.1 The proposed development is considered to provide five high quality residential units and increase the amount of retail floorspace within this designated neighbourhood centre location. From a design perspective the contemporary approach preserves and enhances the character and appearance of the streetscape and local area. It would also preserve the setting of the adjoining listed building and offer an active frontage to the existing shared access road. The amenity of nearby occupiers would be maintained, in particular through the series of detailed measures outlined within the Construction Management Plan submitted. Most significantly access will be from the front of the site rather than the shared access point, thereby maintaining access to Globe Lawn Tennis Club and Russell Nurseries during the construction process. The careful design of the scheme also results in sufficient daylight and sunlight being maintained and there being no significant loss of outlook or overlooking. Nearby trees will be preserved, while new planting is also proposed. Thus in overall terms the proposals would optimise the use of a site and provide a high quality mixed use scheme.

7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Car-free housing;
- Construction Management Plan;
- Highways works contribution of £2,448;
- Environmental, public realm, walking and cycling improvements contribution of £7,000
- Tree works contribution;
- CfSH Level 3;
- Energy strategy;
- Education contribution of £10,748;
- Open space contribution of £6,559

8. LEGAL COMMENTS

8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Conditions and Reasons:

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 0312/HH/001; -101; -102; -103; -104; -105; -106; -110C; -111C; -112B; -113A; -114A; -115A; -200; -201; -202; -203; -210A; -211A; -212A; -213A; -310A; -311A; -312 -401; Basement Impact Assessment by Train and Kemp Rev 07 dated 09/10/12; Bat Site Assessment by Amphibian, Reptile & Mammal Conservation Limited dated 2012; Daylight and Sunlight Study by Delva Patman Redler Ref SG/sg/09113 dated June 2012; Energy Statement by XCO2 energy Issue 01 Ref 8241 dated 20/04/12; Lifetime Homes Compliance List; Note on Bat and Bird Boxes & Biodiverse Extensive Green Roof Specification dated October 2012 by Gary Grant; Planning, design and access statement by NT&A Ref 367-11 (App V.2) dated October 2012; Strategic Construction Management Plan by Train and Kemp Revision 08 dated 18th March 2013; Sustainability Statement by XCO2 energy Issue 03 Ref 8241 dated 10/10/12; Transport Statement by PTP Ref 21142/01 dated 8th October 2012; Tree Constraints Plan, Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan by Greenman Environmental Management Ref TCP/AIA/AMS/TPP-SR-Haverstock Hill-2132012; Tree Report by Adam Cook Landscape Planning and Design dated June 2012; Outline Landscape Layout Plan Draft dated June 2012 rev.3 by Adam Cook; Outline Design Perspective View East dated June 2012 Fig 2 by Adam Cook; Outline Design Perspective View South dated June 2012 Fig 3 by Adam Cook; Computer Generated Image of Haverstock Hill streetscene.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:

- a) Typical details of new balustrade at a scale of 1:10 including materials and finish.

- b) Plan, elevation and section drawings of all new doors and windows including jambs, head and cill, at a scale of 1:10

- c) Samples and manufacturer's details of new facing materials to be provided on site and retained on site during the course of the works.

The relevant part of the works shall then be carried in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high

quality design) of the London Borough of Camden Local Development Framework Development Policies.

- 4 Detailed drawings, or samples of materials as appropriate, in respect of the means of enclosure outside opening hours of the ground floor recessed area on the Haverstock Hill frontage, shall be submitted to and approved in writing by the Council before prior to any development commencing. The relevant part of the works shall be carried out in accordance with the details thus approved.

Reason: In order to seek to protect the amenity of occupiers from possible instances of crime, fear of crime and anti-social behaviour and to safeguard the appearance of the premises and the character of the immediate area, in accordance with policies CS5 (Managing the impact of growth and development), CS14 (Promoting high quality places and conserving heritage) and CS17 (Making Camden a safer place) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 5 Prior to the first occupation of any new residential unit the green roof on the drawings and documents hereby approved shall be provided in its entirety. The green roof shall be installed strictly in accordance with the details hereby approved and shall be retained and maintained as such thereafter.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards) and CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction) and DP23 (Water) of the London Borough of Camden Local Development Framework Development Policies.

- 6 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

- 7 All hard and soft landscaping works shall be carried out in accordance with the

approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development, whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

- 8 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy.

- 9 Prior to the first occupation of any new residential unit all of the bird/bat boxes and bricks on the drawings and documents hereby approved shall be provided in their entirety. The boxes / bricks shall be installed strictly in accordance with the details hereby approved and shall be retained and maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy.

- 10 Prior to the first occupation of any new residential unit the whole of the 6 spaces of cycle parking provision shown on the approved drawings shall be provided. The whole of the cycle parking provision shall be permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 (Walking, cycling and public transport) of the

London Borough of Camden Local Development Framework Development Policies.

- 11 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
- a) provide details on all structures
 - b) accommodate the location of the existing London Underground structures
 - c) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land
 - d) demonstrate that there will at no time be any potential security risk to London Underground railway, property or structures
 - e) accommodate ground movement arising from the construction thereof
 - f) mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP20 (Movement of goods and materials) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.

- 12 Prior to the first occupation of any of the new residential units the whole of the waste storage and removal facilities shown on the approved drawings shall be provided. The whole of the waste storage and removal provision shall be permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate waste storage and removal facilities and to safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS18 (Dealing with our waste and encouraging recycling) of the London Borough of Camden Local Development

Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 13 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 (Providing quality homes) of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 (Lifetime homes and wheelchair homes) of the London Borough of Camden Local Development Framework Development Policies.

- 14 Only the areas specifically shown on the plans hereby approved as an external terrace or balcony shall be used for such purposes; and no other flat roofed areas (such as the roof level or the green roof area) shall be used as a roof terrace, and any access out onto these areas shall be for maintenance purposes only.

Reason: In order to prevent any detrimental impacts of overlooking and/or noise and disturbance of the neighbouring premises in accordance with the requirement of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 15 Prior to the first occupation of any residential unit all north (side) elevation windows (facing Allingham Court) detailed as obscure glazed on the approved drawings shall be fully installed with obscure glazing and shall be permanently retained and maintained thereafter.

Reason: In order to prevent any detrimental impacts of overlooking of the neighbouring premises in accordance with the requirement of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

- 2 You are advised that the Transport Strategy Team should be consulted regarding the construction of the crossover on the public highway and any other work to, under, or over, the public highway, including vaults and thresholds. tel: 020-7974 5543 for further advice and information.
- 3 This consent is without prejudice to, and shall not be construed as derogating from, any of the rights, powers, and duties of the Council pursuant to any of its statutory functions or in any other capacity and, in particular, shall not restrict the Council from exercising any of its powers or duties under the Highways Act 1980 (as amended). In particular your attention is drawn to the need to obtain permission for any part of the structure which overhangs the public highway (including footway). Permission should be sought from the Council's Engineering Service Network Management Team, Town Hall, Argyle Street WC1H 8EQ, (tel: 020 7974 2410) or email highwayengineering@camden.gov.uk.
- 4 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 5 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.
- 6 With regard to condition no. 13 you are advised to look at Camden Planning Guidance for further information and if necessary consult the Access Officer, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 5124) to ensure that the internal layout of the building is acceptable with regards to accessibility by future occupiers and their changing needs over time.

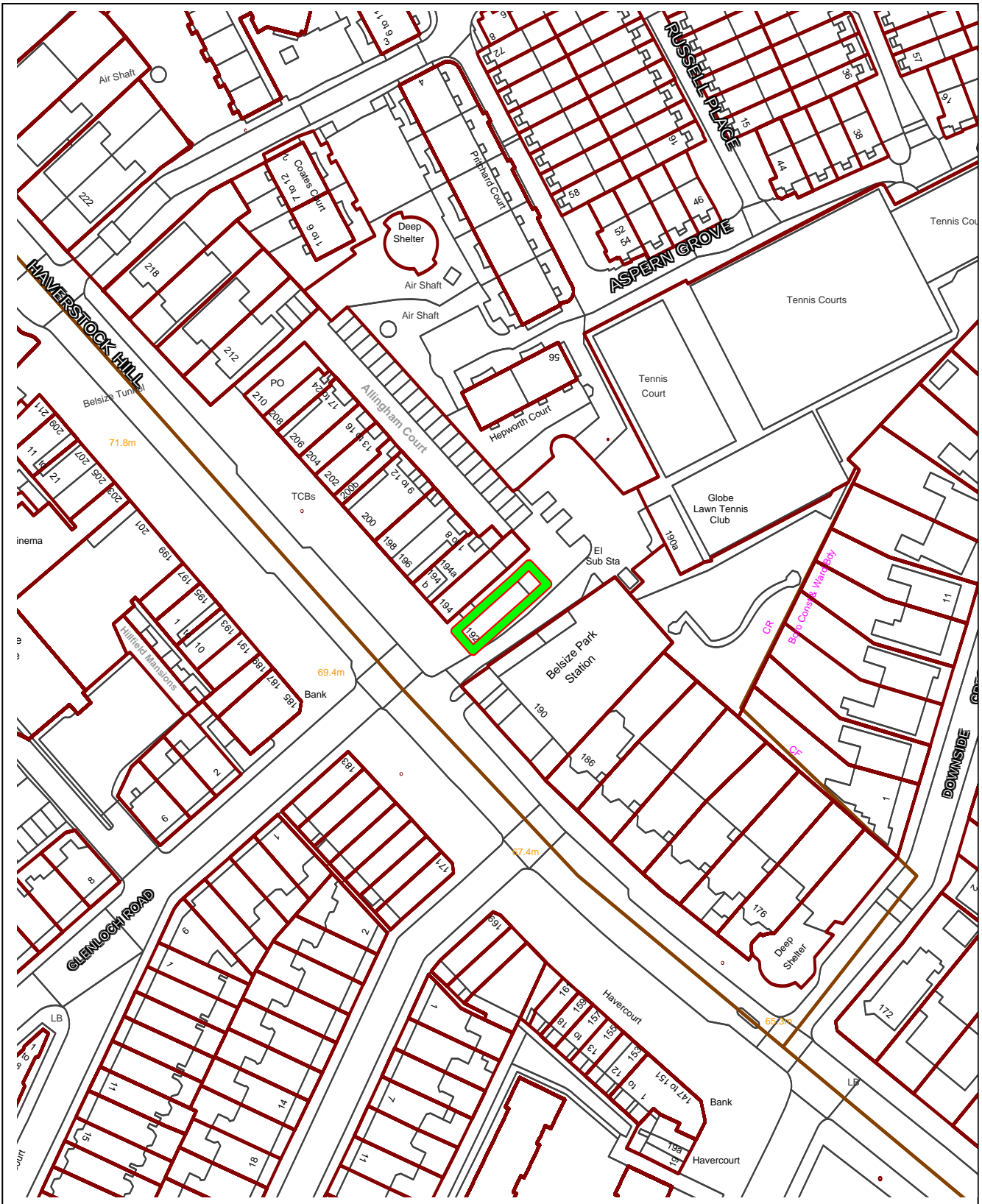
- 7 This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.
- 8 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ.
- 9 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
- 10 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 11 You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Greenspace Information for Greater London [GIGL], the capital's environmental records centre. This will assist in a key principle of PPS9 (Biodiversity and Geological Conservation) by building up the data base of up-to-date ecological information and this will help in future decision making.
- 12 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.
- 13 You are advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- 14 Reasons for granting planning permission

The proposed development is in general accordance with the London Borough of Camden Local Development Framework Core Strategy with particular regard to CS1 (Distribution of growth), CS4 (Areas of more limited change), CS5 (Managing the impact of growth and development), CS6 (Providing quality homes), CS7 (Promoting Camden's centres and shops), CS10 (Supporting community facilities and services), CS11 (Promoting sustainable and efficient travel), CS13 (Tackling climate change through promoting higher environmental standards), CS14

(Promoting high quality places and conserving heritage), CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity), CS17 (Making Camden a safer place), CS18 (Dealing with our waste and encouraging recycling), CS19 (Delivering and monitoring the Core Strategy) and with the London Borough of Camden Local Development Framework Development Policies with particular regard to DP1 (Mixed use development), DP2 (Making full use of Camden's capacity for housing), DP5 (Homes of different sizes), DP6 (Lifetime homes and wheelchair homes), DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses), DP15 (Community and leisure uses), DP16 (The transport implications of development), DP17 (Walking, cycling and public transport), DP18 (Parking standards and the availability of car parking), DP19 (Managing the impact of parking) , DP20 (Movement of goods and materials), DP21 (Development connecting to the highway network), DP22 (Promoting sustainable design and construction), DP23 (Water), DP24 (Securing high quality design), DP25 (Conserving Camden's heritage), DP26 (Managing the impact of development on occupiers and neighbours), DP27 (Basements and lightwells), DP28 (Noise and vibration), DP29 (Improving access), DP30 (Shopfronts) and DP31 (Provision of, and improvements to public open space and outdoor sport and recreation facilities).

- 15 Furthermore the proposal accords with the specific policy requirements in respect of the following principal considerations:-

Provision of five high quality residential units and increase in amount of retail floorspace within this designated neighbourhood centre location. From a design perspective the contemporary approach preserves and enhances the character and appearance of the streetscape and local area. It would also preserve the setting of the adjoining listed building and offer an active frontage to the existing shared access road. The amenity of nearby occupiers would be maintained, in particular through the series of detailed measures outlined within the Construction Management Plan submitted. Most significantly access will be from the front of the site rather than the shared access point, thereby maintaining access to Globe Lawn Tennis Club and Russell Nurseries during the construction process. The careful design of the scheme also results in sufficient daylight and sunlight being maintained and there being no significant loss of outlook or overlooking. Nearby trees will be preserved, while new planting is also proposed. Thus in overall terms the proposals would optimise the use of a site and provide a high quality mixed use scheme.



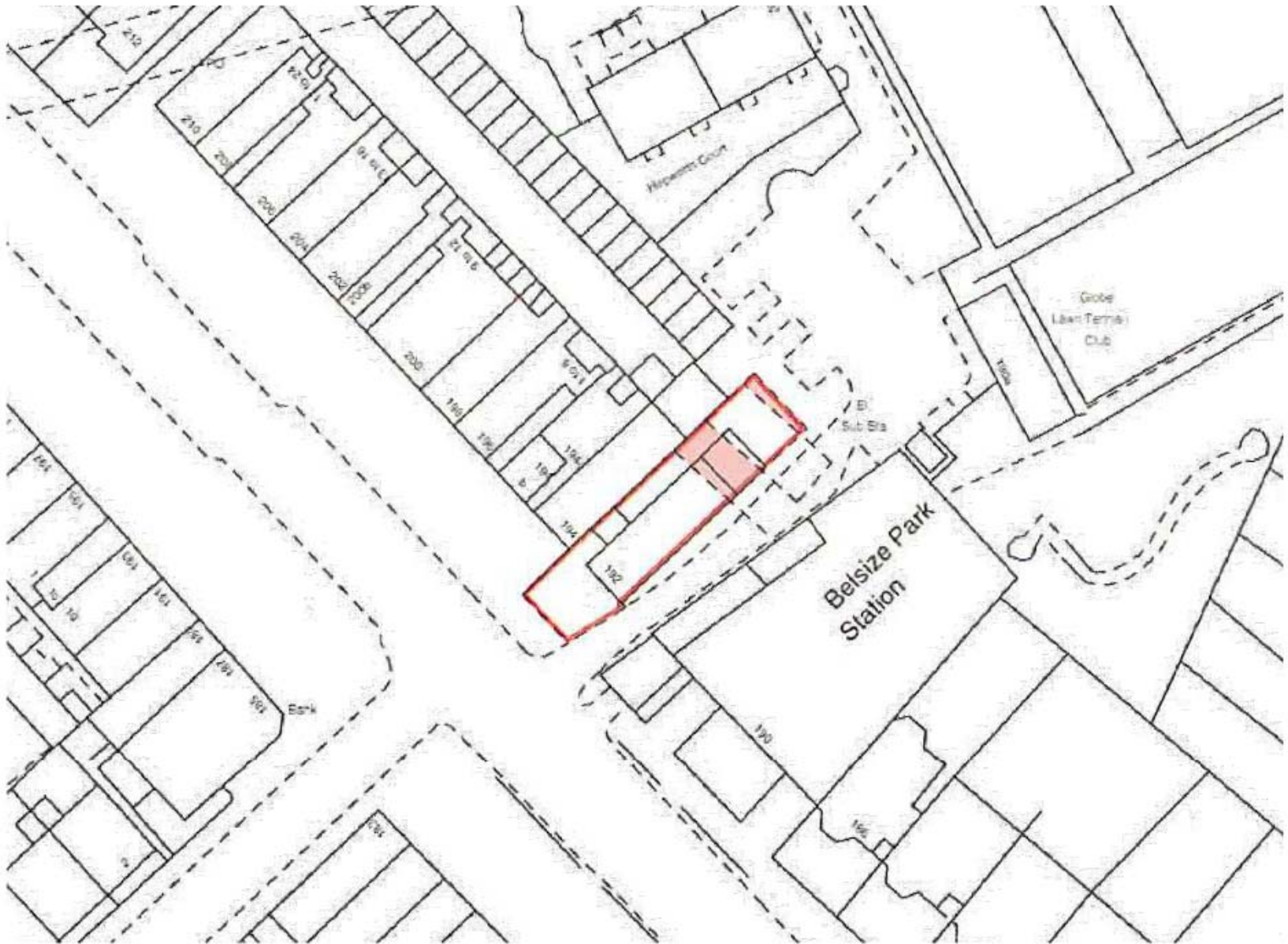
Application No: 2012/5391/P

**192 Haverstock Hill
London
NW3 2AJ**

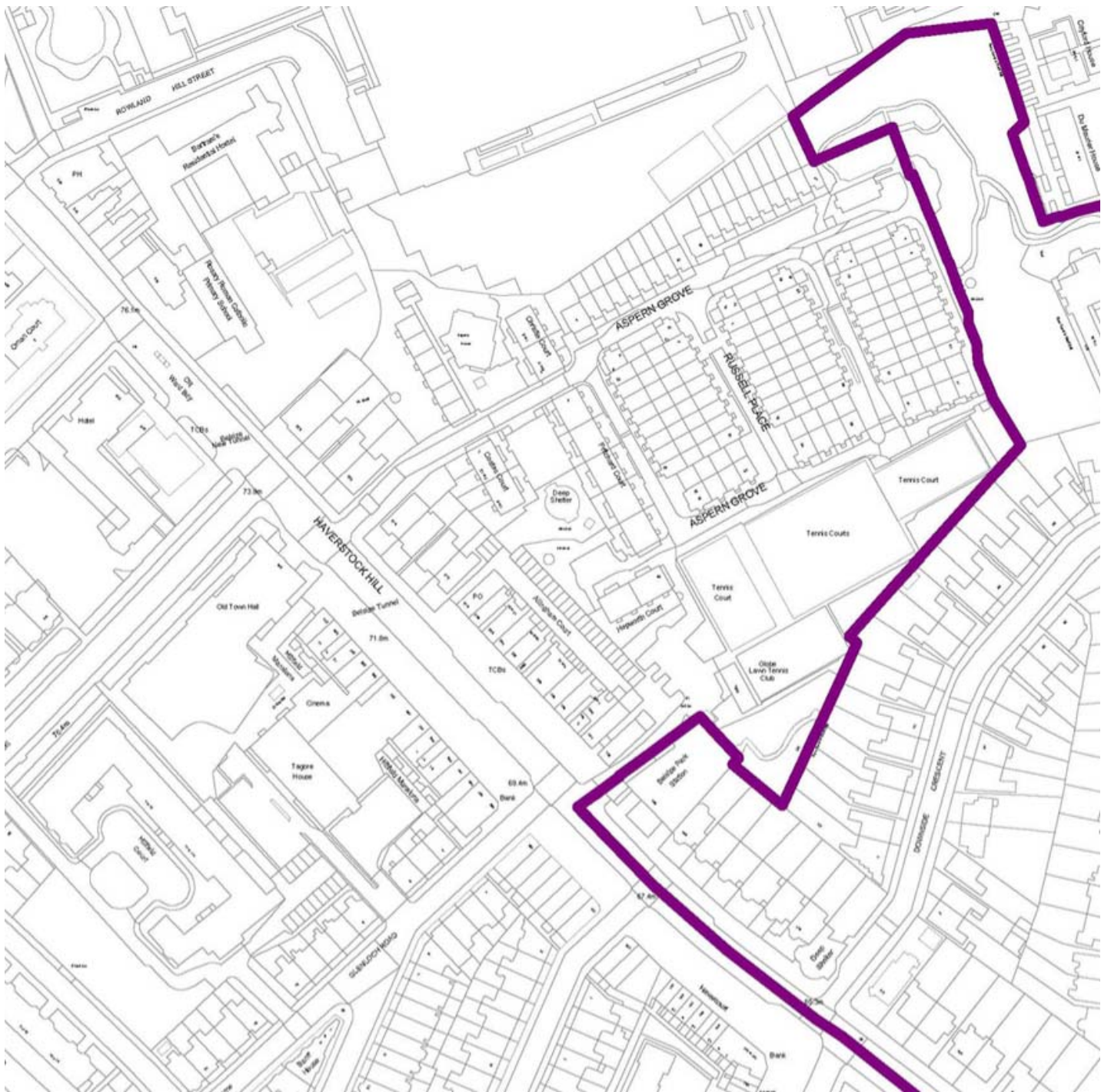
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27-Mar-13**



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Site Location Plan

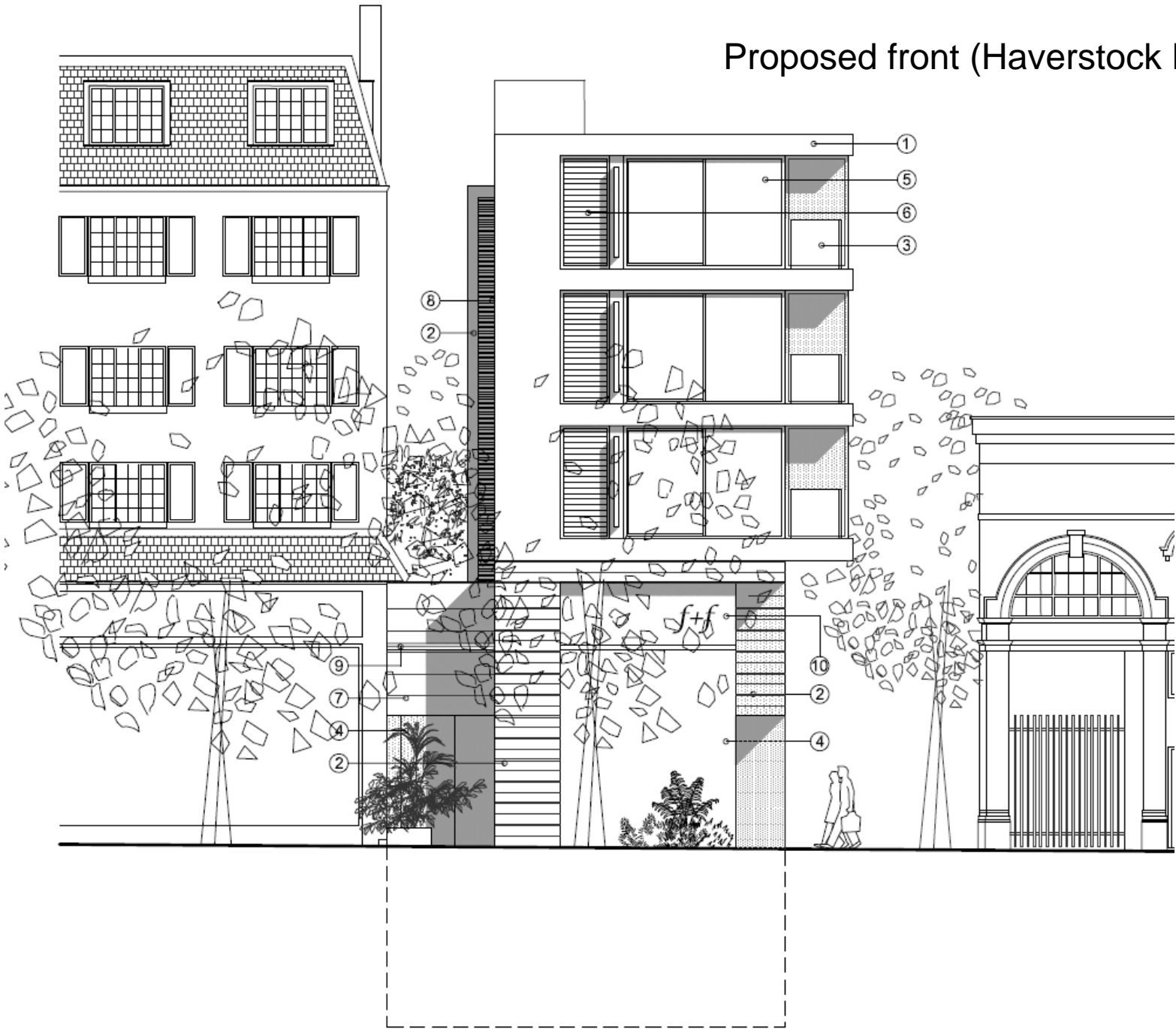


Map showing wider area around the site, including Globe Lawn Tennis Club, Russell Nurseries Estate, Belsize Woods and Haverstock Hill (purple line shows the boundary of Parkhill and Upper Park Conservation Area).

Existing front (Haverstock Hill) elevation



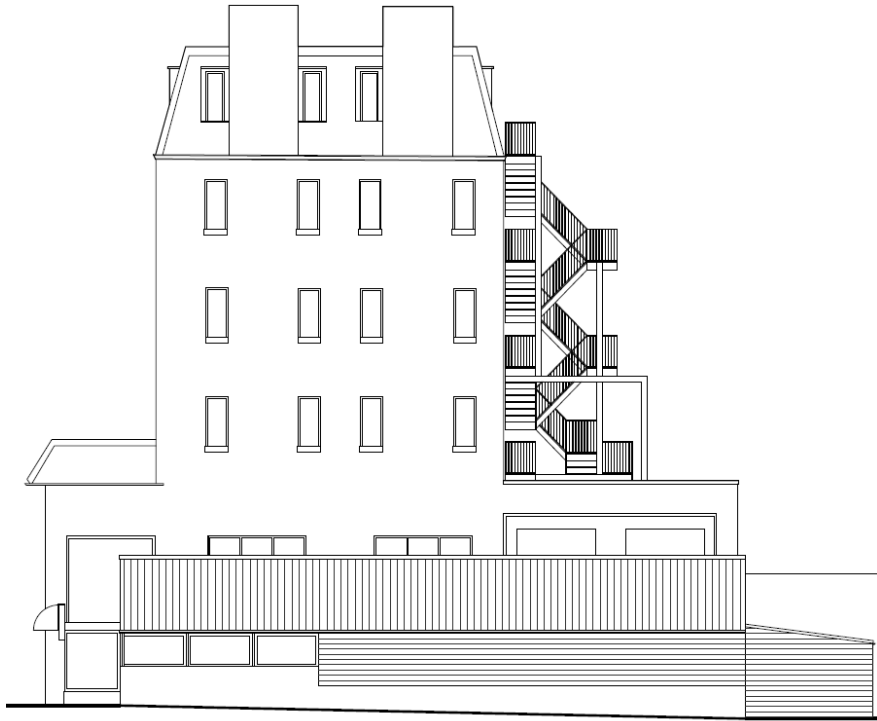
Proposed front (Haverstock Hill) elevation





Application site from Glenloch Road





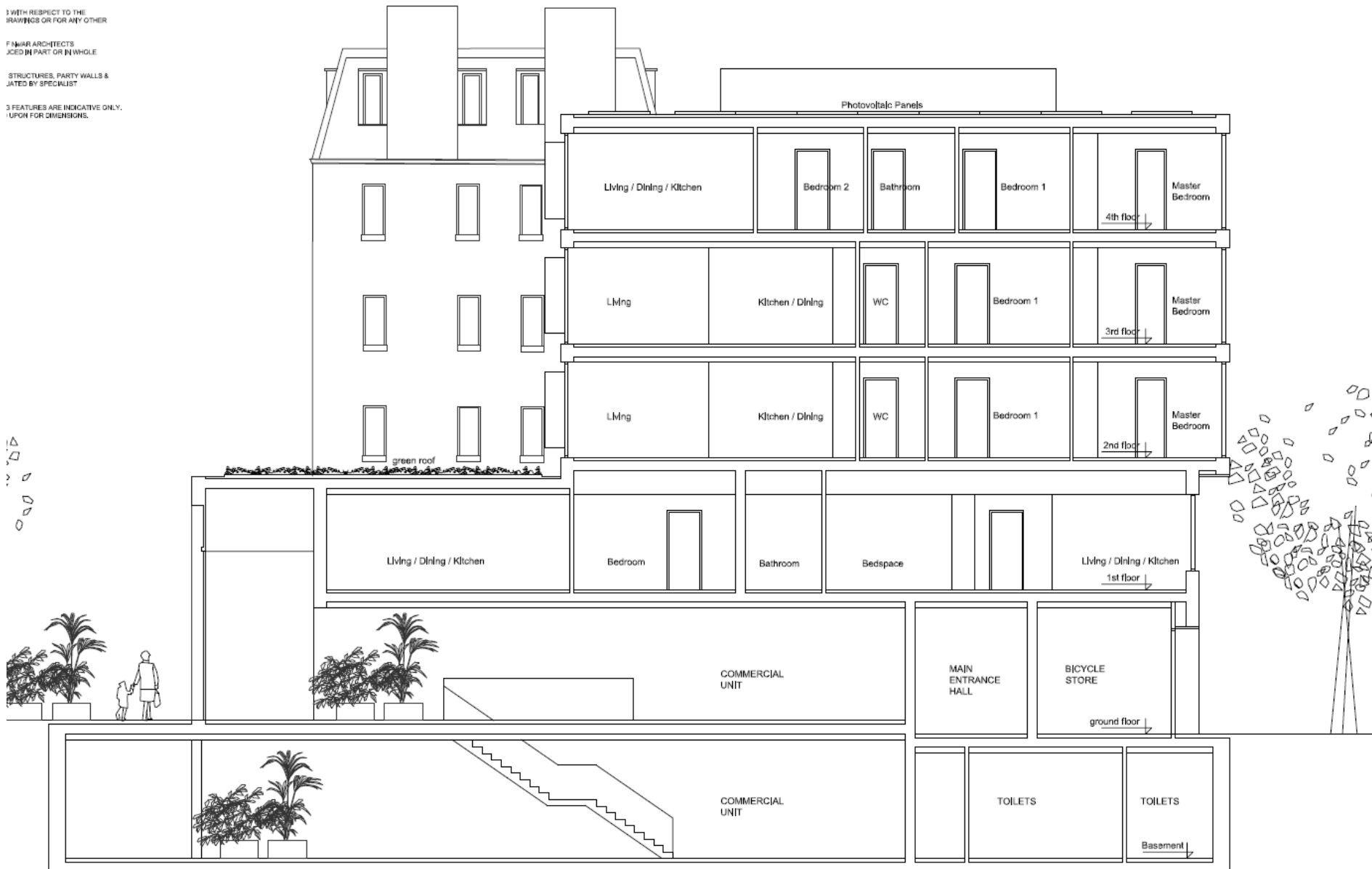
Existing and proposed side elevation, adjacent to shared access and showing relationship with Allingham Court

3 WITH RESPECT TO THE DRAWINGS OR FOR ANY OTHER

FINISH ARCHITECTS JOINED IN PART OR IN WHOLE

STRUCTURES, PARTY WALLS & JOINED BY SPECIALIST

3 FEATURES ARE INDICATIVE ONLY. UPON FOR DIMENSIONS.



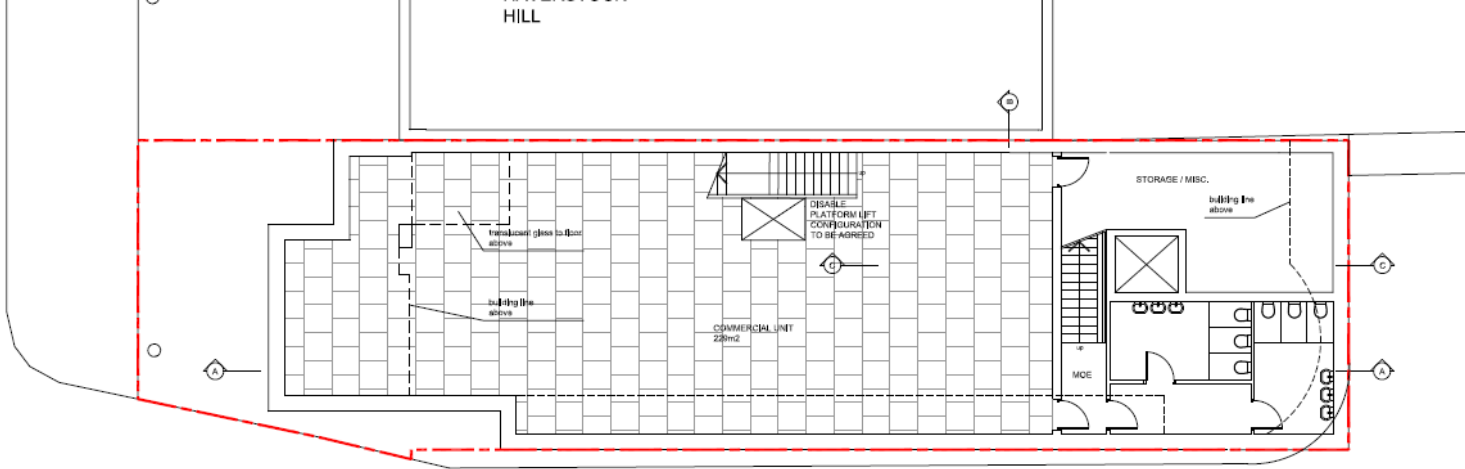
Proposed section



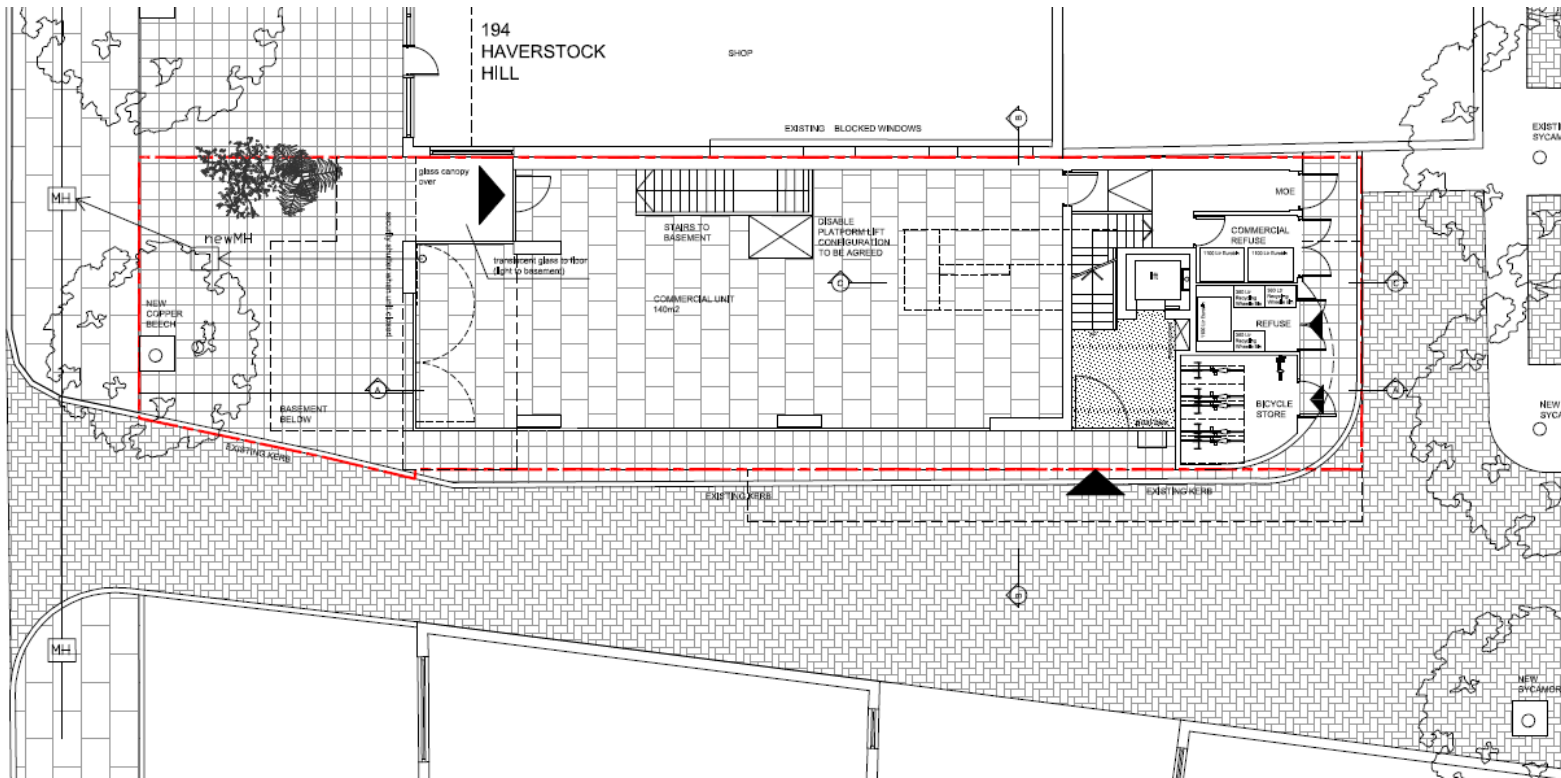
Existing and proposed rear elevation

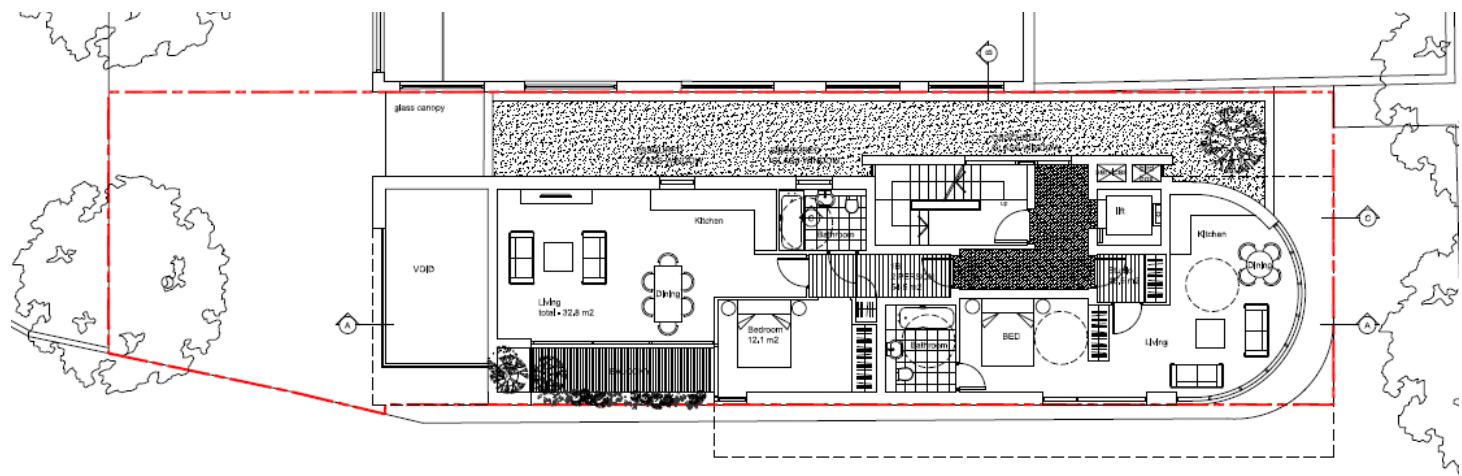


Views from rear of site
and of side elevation of
Allingham Court

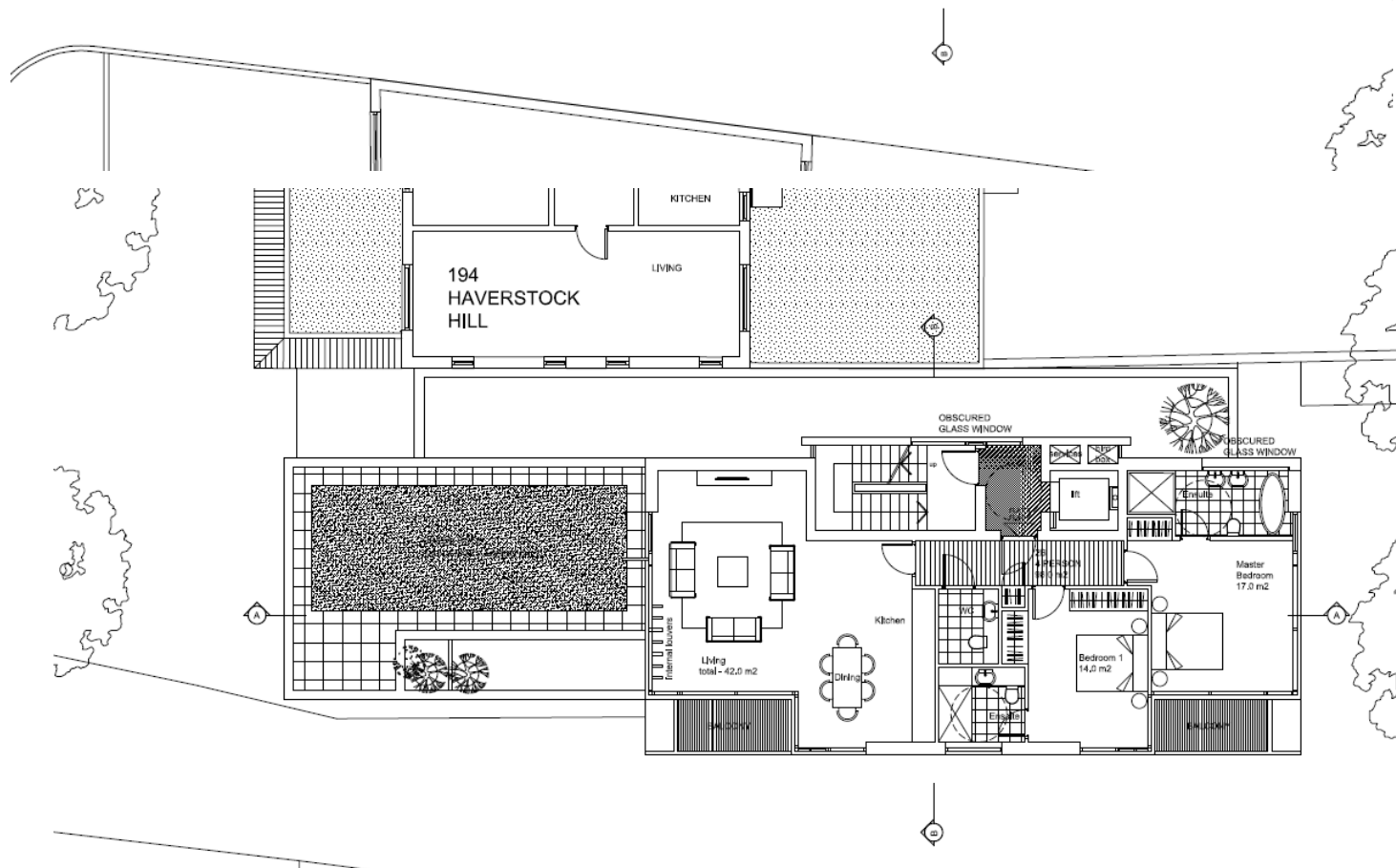


Proposed basement and ground floor plans

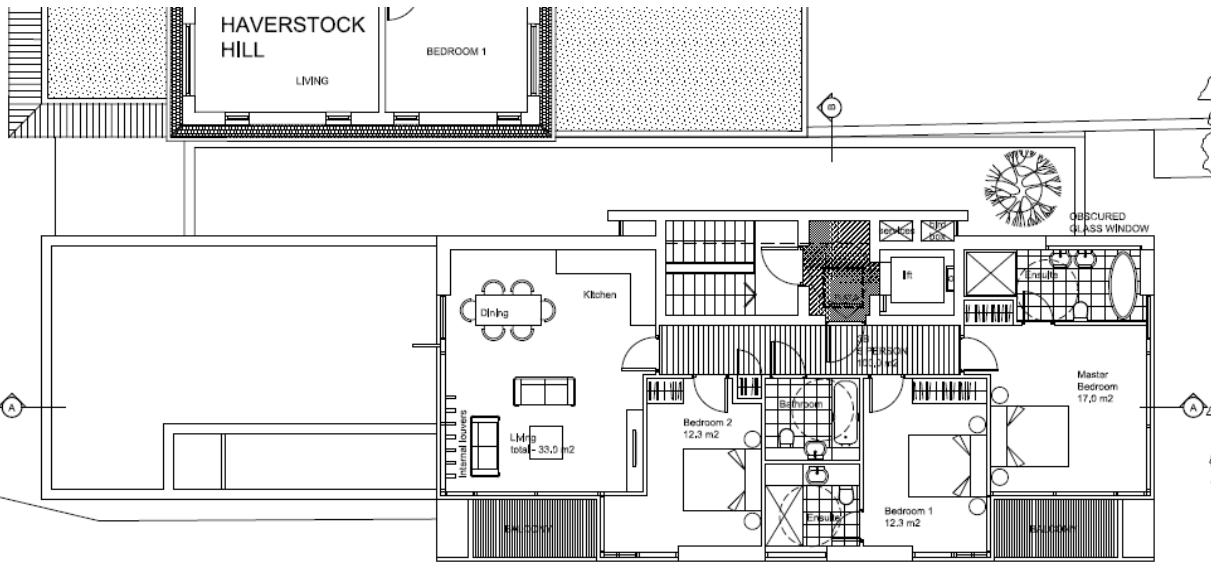




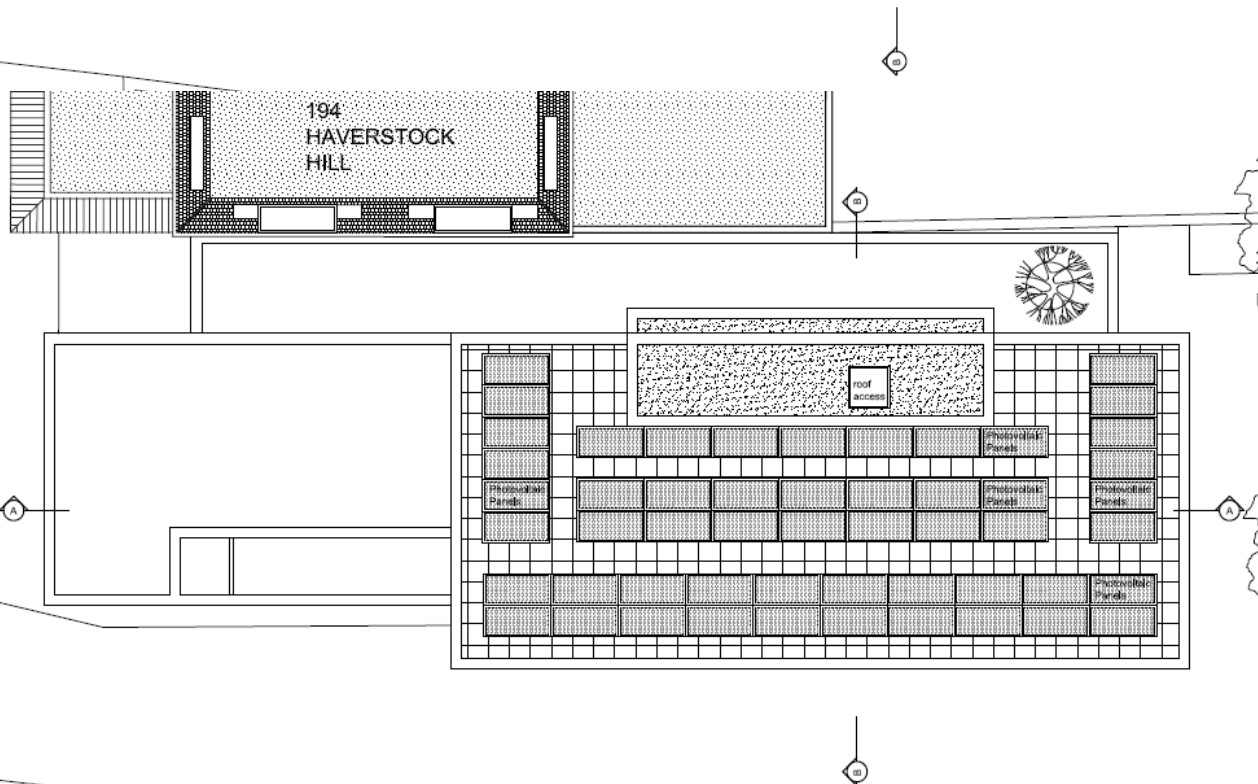
Proposed first floor plan



Proposed second and third floor plans



Proposed fourth floor plan



Proposed roof plan



Photo 1 192 Haverstock Hill & shared access with Belsize Park Station to south and Aillingham Court to north
 Note 1 Zigzags to pelican crossing extend across shared access and the southern end of the site.
 2 Bollard to shared access entrance which will need to be removed during the works.



Photo 3 Rear of shared access with gate to Globe LTC car park
 Note 1 Illegally parked van on wedge shape and timber bollards cut down to ground level



Photo 2 Shared access leading to Globe LTC with kerb to site and wedge shaped strip along south side
 Note 1 Timber bollards have been removed to wedge to facilitate parking.
 2 Blue gate posts to Globe car park
 3 Strip between kerb and shop is too small for pedestrian access.



Photo 4 Parking bay to rear of No. 192. with gate to Globe LTC car park



Photo 5 Haverstock Hill looking north with pelican cross outside Belsize Park Station.
 Note 1 Trees to back of pavement on both sides with private access/patios in front of shops

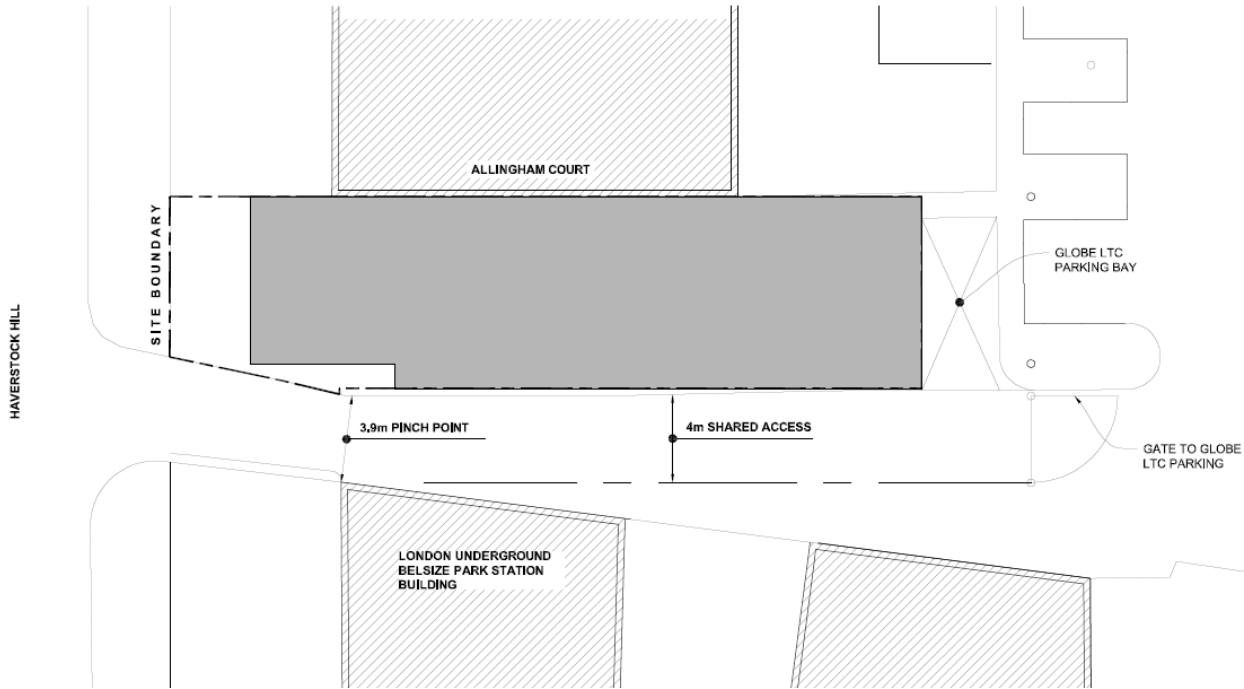


Photo 7 Glenloch Road taken from junction of shared access with Haverstock Hill
 Note 1 Bollard that will need to be removed for the duration of the works

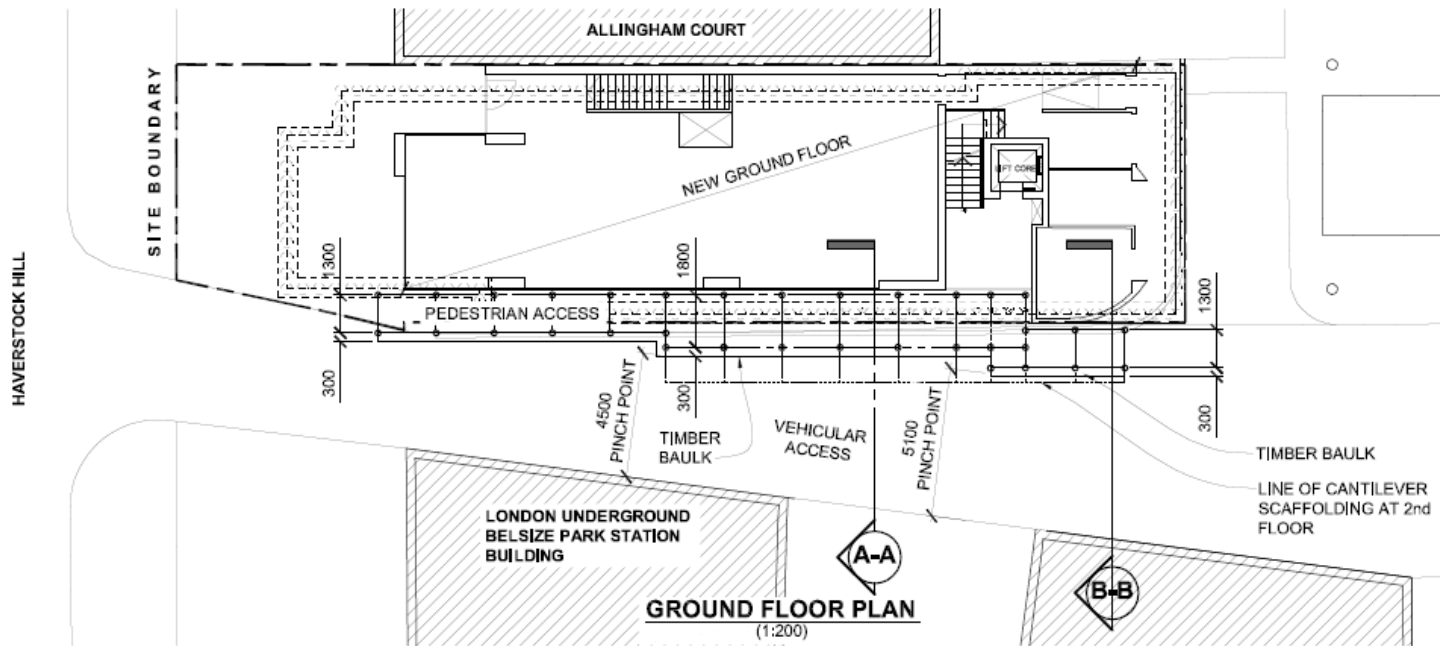


Photo 6 Haverstock Hill looking south with parking bays to north of site and ziz-zags to pelican crossing
 Note 1 Pavement steps out at No 192

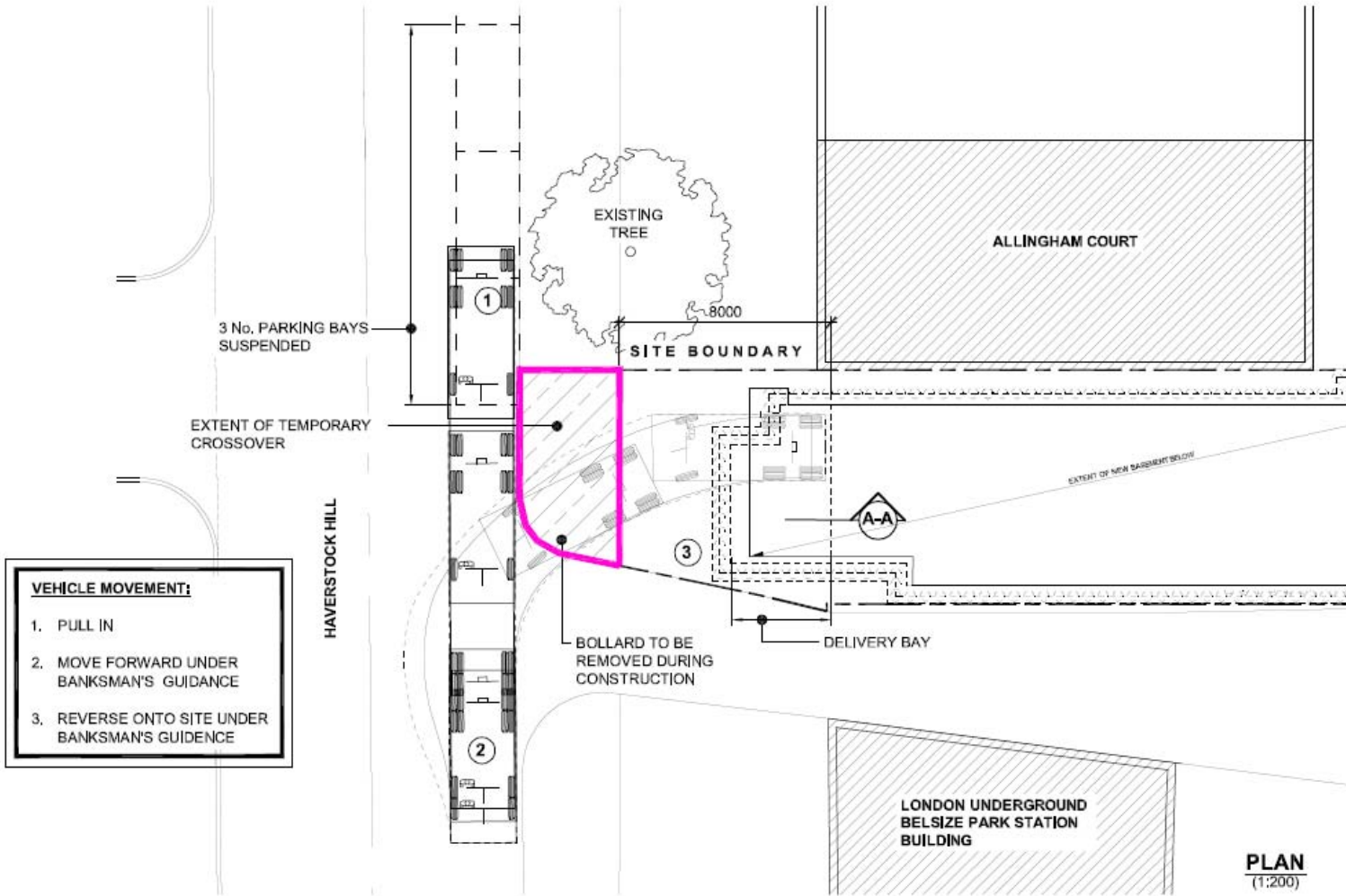
Extracts from CMP



Site block plan and shared access



Pedestrian segregation to construction – shared access



Haverstock Hill vehicle movement during construction phase