

**163 IVERSON ROAD, WEST
HAMPSTEAD**

PROPOSED NEW ROOF



PLANNING STATEMENT

Date: October 2015

Ref: 8661

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CONTENTS

1.0 INTRODUCTION	1
2.0 THE SITE AND SURROUNDINGS	3
The Site.....	3
Surroundings.....	3
3.0 PLANNING HISTORY	4
The Site – 163 Iverson Road	4
156-161 Iverson Road	4
Liddell Road Industrial Estate, 1-33 Liddell Road.....	5
4.0 PROPOSED DEVELOPMENT	6
5.0 PLANNING POLICY CONTEXT	7
Camden Council Planning Policy.....	7
London Plan March 2015.....	8
Other Material Considerations	8
6.0 PLANNING JUSTIFICATION	11
Principle of development.....	11
Affordable Housing	11
Design and Scale.....	11
Residential amenity.....	12
Residential standards	14
7.0 CONCLUSION	15

APPENDICES

APPENDIX 1: CGI IMAGES

1.0 INTRODUCTION

- 1.1 This planning statement has been prepared by Dalton Warner Davis (DWD) on behalf of Iverson Road Ltd in support of a full planning application which proposes a new roof including a single storey roof extension to the rear ‘wing’ element of 163 Iverson Road, West Hampstead (‘the Site’) to create an additional four units comprising 2 x 1-bed, 1 x 2-bed and 1 x 3-bed flats. In doing so, the proposal also solves a design / structural challenge in constructing the previously approved roof profile for that part of the building.
- 1.2 This application follows the grant of planning permission in December 2012 for the redevelopment of the former garden centre to a 36 unit residential development (33 apartments and 3 family houses) and approval of a subsequent Section 73 application for minor material amendments in August 2015.
- 1.3 Development commenced on site in 2014 and this element of the building is substantially complete. An opportunity has been identified to redesign and slightly raise the height of the roof in order to create four additional residential units whilst accentuating this striking element of the building that has been strongly supported by the Council since the conception of the original design. This design is considered practical and buildable whereas the 2012 design (as retained in the S73 application) has serious structural shortcomings.
- 1.4 This Statement is structured in seven sections, including this initial introductory section, as follows:
- Section 2 sets out the site description and context
 - Section 3 sets out the planning history relevant to the site and its surroundings.
 - Section 4 summarises the proposed new roof
 - Section 5 sets out the relevant planning policy context
 - Section 6 provides the planning justification for the proposal, demonstrating compliance with the relevant planning policies.
 - Section 7 concludes by providing a summary of the key points.
- 1.5 This document is also supported by the following documents:
- Design & Access Statement (including Energy & Sustainability addendum), produced by Chassay Studio Ltd, dated October 2015
 - Approved Energy Statement prepared by Hodkinson Consultancy and submitted with the original planning application in December 2011.
 - Lifetime Homes Statement, prepared by Chassay Studio, dated October 2015.
 - Application drawings, produced by Chassay Studio Ltd, dated October 2015

- CGI images of the proposed roof extension, produced by Jennings Design, October 2015. See Appendix 1 of this Planning Statement.
- Daylight/Sunlight Assessment, produced by Hodkinson Consultancy, dated October 2015
- Approved Environmental Noise Report, prepared by Aulos Acoustics and submitted with the original planning application in December 2011.
- Technical information prepared by SRL Ltd and submitted to discharge condition 18 attached to the planning permission ref. 2012/0099P, comprising:
 - Review of Façade Specification dated 25 September 2013
 - Review of Façade Specification dated 3 December 2014 and Planning Report prepared by Waugh Thistleton dated 17 December 2014 (ref.1-475/Q03/131217/AO/1)

2.0 THE SITE AND SURROUNDINGS

The Site

- 2.1 The application site is on Iverson Road, West Hampstead. The application site is Y-shaped and is approximately 0.14ha in size. The site was previously in used as a garden centre but was left vacant since August 2011 when the garden centre closed.
- 2.2 Planning permission was granted in December 2012 for the redevelopment of the garden centre site including the demolition of the existing garden centre buildings and erection of a part four and part five storey building comprising 33 residential flats. Planning permission was subsequently granted in August 2015 for minor material amendments to the design.
- 2.3 The application site is highly accessible to West Hampstead tube and rail stations and the town centre is in the immediate vicinity. The site benefits from a Public Transport Accessibility Level (PTAL) of 6a 'Excellent'. The parking immediately outside the site falls within the Kilburn Controlled Parking Zone. The site lies just outside the 'West Hampstead Interchange Growth Area' which encloses it to the north, east and south.
- 2.4 The site is not in or within the setting of a Conservation Area, nor are there any statutory or locally listed buildings within the vicinity.

Surroundings

- 2.5 To the north of the site is the railway embankment with the Thameslink railway line beyond.
- 2.6 Adjacent to the east of the site is the recently constructed West Hampstead rail station building.
- 2.7 To the south of the site, on the opposite side of Iverson Road, there is a mix of uses including residential properties (both flats and terrace houses) and employment/community uses. These buildings are red brick and range from one storey to four storeys in height.
- 2.8 Opposite the application site, at no. 200 Iverson Road, is a three storey modern residential block which is of poor design quality and tall relative to its surroundings, being elevated as a result of an undercroft car park. Further along Iverson Road are three and half storey residential properties.
- 2.9 To the west, the site was previously occupied by Iverson Tyres who use it for a tyre fitting depot. Planning permission was granted for the demolition of the existing building and erection of two buildings ranging between one and six stories containing 19 residential units an employment floorspace at ground level. Construction has commenced on site and is well underway.
- 2.10 Further to the west is a 3 to 4 storey red brick Network Rail signal box building with associated car parking and ancillary facilities and beyond this is the Liddell Industrial Estate which has planning permission for a comprehensive mixed use redevelopment for three buildings up to 11 storeys in height to providing 106 units and new school buildings for Kingsgate Primary School.

3.0 PLANNING HISTORY

3.1 This section sets out the planning history relevant to the site and the surrounding area which has significantly changed since the original scheme was first granted planning permission in 2012, particularly in terms of the approved scheme adjacent to the west of the application site at 156-161 Iverson Road which, once complete, will increase the scale, height and mass of the built form within the immediate vicinity of the application site.

The Site – 163 Iverson Road

3.2 Planning permission (ref. 2012/0099P) for the *“Erection of a part four and part five storey building plus lower ground floor comprising 33 residential flats (1 x one bed, 20 x two bed, 9 x three bed and 3 x studio flats) and 3 three-storey townhouses (Class C3), following the demolition of the existing garden centre buildings”* was granted in December 2012.

3.3 A Section 73 application (ref. 2015/0385/P) for minor material amendments to the external appearance, access arrangements and structural columns was granted permission in August 2015. It is noted that the original roof design was retained as part of this scheme.

156-161 Iverson Road

3.4 Planning permission was granted on 21 February 2014 (Ref. 2013/7505/P) for the demolition of the existing building and erection of two buildings ranging between one and six storeys, comprising 19 residential units and 164sqm of employment floorspace (B1c) at ground floor level. A part four/part-five storey building will be sited at the front of the site facing Iverson Road, and a six-storey building to the rear of the site facing the railway. This development is currently under construction.

3.5 An application for full planning permission (ref. 2014/5341/P) for a revised scheme comprising the erection of buildings ranging between three and seven storeys, containing 23 residential units and 164sqm of employment floorspace was subsequently submitted in September 2014. This scheme proposed an increase of one storey on the rear block adjacent to the railway line and the addition of an extra storey on the low-level link block on the west side between the front and rear blocks. The application was refused on 8 December 2014 for the following reasons:

- Reason for refusal no. 1 states that the proposed development, by virtue of its height, mass and scale would result in an over dominant form of development causing harm to the streetscene and negatively impacting on long views.
- Reasons for refusal nos. 2 to 12 relate to the lack of a legal agreement to secure financial contributions for highway works, affordable housing, education, community facilities, public open space, car-free housing, affordable housing, sustainability and energy plans, construction management plan, public realm improvements, and local training, employment and procurement.

- 3.6 Key issues from the planning officer's delegated report of relevance to this application proposal are summarised below.
- 3.7 The main considerations with this application were housing and design. The principle of land use, quality of residential accommodation, amenity, transport, sustainability, ecology and other related matters were established in the previous application and did not substantially change as a result of the proposed scheme.

Design

- 3.8 *The current scheme proposes to add an additional storey creating a taller link of two storeys. This would be visible from the west, as seen from the Network Rail access road and would result in what is considered to be an over-enclosed and oppressive environment for the internal courtyard-style communal space serving the development. Principally, it acts as an add-on infill which bears no clear architectural cohesion with the original design.*
- 3.9 *A further storey to this residential block will cause harm to the surrounding environment, by unbalancing the architectural composition of the two schemes as nos. 159-161 and no. 163. **It is stated above that the adjacent 'tree house' block at no. 163 should read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites. It is also considered that an additional storey on this block will be highly visible both to the north (across the railway tracks) and to the west (down Iverson Road/Maygrove Road). The additional height, bulk, mass and scale, as seen from the west and south-west will cause harm in long views and will be seen as an overdominant element in conjunction with the proposed front block of the scheme (for which there is no height increase on the approved scheme).***

Liddell Road Industrial Estate, 1-33 Liddell Road

- 3.10 Planning permission was granted on 31 March 2015 (ref. 2014/7649/P) for Phase 1 of a mixed-use redevelopment of the site involving the demolition of the existing buildings and construction of new school buildings for Kingsgate Primary School, new access and car parking. Planning permission was also granted on the same date for Phase 2 (ref. 2014/7651/P) comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.

4.0 PROPOSED DEVELOPMENT

- 4.1 This is a standalone planning application which proposes a new roof including a single storey roof extension to the completed rear wing / 'tree house' element of the approved scheme (ref. 2012/0099P), as amended by minor material amendment application (ref. 2015/0385/P) to create an additional four units comprising 2 x 1-bed, 1 x 2-bed and 1 x 3-bed flats. No changes are proposed to any other elements of the building.
- 4.2 The accommodation proposed is set out below;
- 2 No. one-bedroom 2-person flats @ 53sq.m GIA
 - 1 No. two-bedroom 4-person flat @ 78sq.m GIA
 - 1 No. three-bedroom 4-person flat @ 82sq.m GIA
- 4.3 Each proposed flat will have a private balcony in excess of 5sqm in accordance with London Plan standards and proposed flat 5-4 would have a well landscaped roof terrace (with a 1.1m balustrade).
- 4.4 The proposed new roof will be clad in grey zinc to match the existing building. It will result in a part five, part six storey building to the rear of the site adjacent to the railway, but the front of the building facing Iverson Road will remain at four storeys in height. The resultant 'tree house' block would continue to be read as a slightly taller element than the adjacent approved scheme at 159-161 Iverson Road.
- 4.5 The residential units are to be built to Lifetime Homes Standards, as demonstrated by the Lifetime Homes Statement submitted with this application. The proposal has been designed to meet 'Level 4' rating within the Code for Sustainable Homes standards.
- 4.6 No on-site or on-street car parking provisions are proposed. The scheme provides 6 additional secure cycle parking spaces in the existing covered secure cycle storage area in the external courtyard
- 4.7 Refuse and recycling storage is provided within the existing stores located in the ground floor of the private element of the existing building, which are easily accessible.
- 4.8 The Design and Access Statement which accompanies this application provides more detail on the proposed new roof and its design rationale. Illustrative CGI images of the proposed roof have also been produced (see Appendix 1 of this Planning Statement).

5.0 PLANNING POLICY CONTEXT

5.1 In accordance with Section 38(6) of the Planning & Compulsory Purchase Act (2004), planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The existing development plan for the purposes of this planning application comprises the following:

- Camden Core Strategy 2010-2025 (adopted November 2010)
- Camden Development Policies 2010-2025 (adopted November 2010)
- London Plan (March 2015)

5.2 The guidance within the National Planning Policy Framework (NPPF) (27 March 2012) relating to planning obligations and to the impact of proposed developments on the significance of designated heritage assets is a material consideration as it its guidance on design.

5.3 In addition, the Council's Supplementary Planning Guidance Documents CPG 1 Design, CPG 2 Housing, CPG 3 Sustainability, CPG 6 Amenity, CPG 7 Transport and CPG8 Planning Obligations are also material considerations.

5.4 Camden Council confirmed that the emerging Neighbourhood Plan for Fortune Green and West Hampstead should proceed to a referendum. The Plan passed a referendum on 9th July 2015 and will be going to Cabinet on 9th September and Full Council on 16th September for approval. This Plan therefore bears some weight as a material consideration.

Camden Council Planning Policy

Core Strategy

5.5 The site is adjacent to West Hampstead Growth Area. This is one of five Growth Areas identified under Core Strategy Policy CS1. Policy CS2 seeks to concentrate development in these growth areas as they are identified as having opportunities for significant development of new homes, jobs and other facilities.

5.6 Policy CS6 of the Core Strategy seeks to maximise the supply of additional housing over the entire plan period to meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes.

Development Policies Document

5.7 Policy DP3 requires developments with a capacity for 10 or more units to make a contribution towards the supply of affordable housing. This application proposes four additional units therefore this policy does not apply.

5.8 Policy DP5 seeks to encourage the provision of mix of housing sizes in new residential developments. The Council have produced a Dwelling Size Priorities Table and all new residential developments are required to contribute towards meeting the priorities set out in this

table. For market housing, this table sets a 'very high' need for 2-bed units and seeks to achieve 40% 2-bed units in new development.

- 5.9 Development Policies DP24 continues to be relevant as they require all new developments to be of the highest standard of design and will expect developments to consider (inter alia)
- character, setting and context and the form and scale of neighbouring buildings;
 - the quality of materials used;
 - the provision of amenity space.
- 5.10 Policy DP26 of the Development Policies DPD seeks to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity.
- 5.11 Policy DP28 states that the Council will not grant planning permission for development sensitive to noise (such as residential) in locations with noise pollution, unless appropriate attenuation measures are provided.

London Plan March 2015

- 5.12 Policy 3.4 Optimising Housing Potential seeks to ensure that development proposals comply with the density ranges set out in Table 3.2. The site is in an 'urban' setting with a PTAL of 6a, therefore the applicable density range is 650-1100 habitable rooms/ha and 140-290 units/ha.
- 5.13 Policy 3.5 Quality and Design of Housing Developments seeks to ensure that proposals comply with minimum space standards for new development.
- For a 1-bed 2 person flat the minimum standard is 50sqm GIA.
 - For a 2-bed 4 person flat the minimum standard is 70sqm GIA.
 - For a 3-bed 4 person flat the minimum standard is 74sqm GIA.
- 5.14 The London Plan Housing SPG requires a minimum of 5sqm of private outdoor space to be provided for 1-2 person dwellings and an extra 1sqm should be provided for each occupant.
- 5.15 Policy 6.9 sets out the minimum cycle parking standards in Table 6.3 that all new development proposals must comply with. Cycle parking must be secure, integrated, convenience and accessible. These standards are as follows: 1 space per studio and 1-bed room unit and 2 spaces per all other dwellings.
- 5.16 Policy 6.13 states that in locations with high public transport accessibility, carfree developments should be promoted.

Other Material Considerations

[Neighbourhood Plan for Fortune Green and West Hampstead \(May 2015\)](#)

- 5.17 Policy 2: Design & Character states:

All development shall be of a high quality of design, which complements and enhances the distinct local character and identity of Fortune Green and West Hampstead.

This shall be achieved by:

- i. Development which positively interfaces with the street and streetscape in which it is located.*
- ii. Development which maintains the positive contributions to character of existing buildings and structures.*
- iii. Development which is human in scale, in order to maintain and create a positive relationship between buildings and street level activity.*
- iv. Development which has regard to the form, function, structure and heritage of its context – including the scale, mass, orientation, pattern and grain of surrounding buildings, streets and spaces.*
- v. A presumption in favour of a colour palate which reflects, or is in harmony with, the materials of its context.*
- vi. New buildings and extensions that respect and are sensitive to the height of existing buildings in their vicinity and setting. Tall buildings in the Growth Area will need to have regard to their impact on the setting of the two immediately adjacent conservation areas, in order to avoid any negative impact on them.*
- vii. Extensions - and infill development - being in character and proportion with its context and setting, including the relationship to any adjoining properties.*
- viii. The provision of associated high quality public realm.*
- ix. Having regard to the impact on local views across the Area and the streetscapes within the Area (as identified in A11 and Map 2).*
- x. Development which aims to fulfil the criteria set out in Building for Life 12 (as detailed in A18).*

National Planning Policy Framework (NPPF)

- 5.18 At paragraph 60, there is the firm advice that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles but that it is proper to seek to promote or reinforce local distinctiveness.
- 5.19 At paragraph 61, *“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections*

between people and places and the integration of new development into the natural, built and historic environment”

- 5.20 And at paragraph 65, *“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits).*

6.0 PLANNING JUSTIFICATION

Principle of development

- 6.1 The principle of residential use on the site has been accepted by the Council in approving the original development. The delivery of new housing remains a key priority for the Council. The site is located adjacent to the West Hampstead Growth Area which is identified as a focus for major housing growth.
- 6.2 The use of previously developed land and the delivery of high density development in areas with good public transport is encouraged by the London Plan. The London Plan expects sites to be optimised in order to maximise housing delivery. The site has a PTAL of 6a 'Excellent' and therefore higher density is suitable and supported by planning policy.
- 6.3 This proposal for four additional units would make a contribution to the recognised housing need in London identified in the London Plan. The proposal also solves a design / structural challenge in constructing the previously approved roof profile for the rear wing element of the existing building.

Affordable Housing

- 6.4 This application for a proposed roof extension should be treated as a standalone scheme, separate from the completed host building. Policy DP3 requires developments with a capacity of 10 or more units or 1000sqm of floorspace to make appropriate contributions and therefore does not apply in this instance.

Design and Scale

- 6.5 The design of the proposed roof extension takes into account key design points raised during the pre-application and application stages in relation to the host building and responds to the change in surrounding context since the approval of the original scheme. Please refer to the Design & Access Statement (DAS) for further details on the design of the proposal and the CGI images which are in Appendix 1 of this Planning Statement.
- 6.6 The 2012 design (as retained in the S73 application) has serious structural shortcomings, as advised by my client's engineers. With regard to the approved roof, due to the extent of its overhang and the slenderness of the design, it is considered very difficult to create a roof structure strong enough to cope with the anticipated wind loading. The proposed design therefore provides a practical and buildable solution.

Design

- 6.7 As explained in the DAS, the proposed new roof regains the dynamism and visibility of the original concept design (as per the sketches within Dexter Moren Associates Design (DMA) and Access Statement (2012) for the original scheme) which was lost from the approved roof.

- 6.8 The remodelled roof design is proposed to be clad in zinc to match the existing host building. This material was favoured by the Council during the determination of the S73 application. The zinc cladding would be extended around the end of the 'tree house' so that penthouse element is seen as a solid object. The roof would slope up gently, like a railway gradient, enhancing the sense of uplift. All other materials would match the host building and no new materials are proposed in addition to those which were previously approved.
- 6.9 The proposal responds well to the design and external appearance of the host building and adjacent buildings in terms of overall height and scale. There would no impact on the street scene on Iverson Road.

Scale

- 6.10 As a result of the proposed new roof, the rear tree house element of the scheme would step up to six storeys to the rear adjoining the railway. This element of the building is recessed away from Iverson Road and there would be limited impact on the townscape, as explained in the DAS and demonstrated in the proposed CGI. The building heights of the other elements of the scheme remain unchanged and are in keeping with the height of the established development in the surrounding area.
- 6.11 The original scheme was six storeys at its tallest point. In its pre-application advice dated 18 October 2011, Council officers advised that the scheme was acceptable in terms of its scale and height, the project team took the decision to reduce the scheme to address the concerns of local residents.
- 6.12 Since the original scheme was approved, planning permission was granted for a residential development comprising two buildings on the site adjacent to the west (ref. 2013/7505/P) at 159-161 Iverson Road. The approved building located close to the wing of 163 Iverson Road is also six storeys in height. In the committee report regarding the subsequent application at 159-161 Iverson Road, the element of the completed building to which this application relates was referred to as the "*striking tree house element*", which should be "*read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites*". This application proposal would retain a balanced relationship, resulting in the tree house element being slightly taller but not over dominating the adjacent block.
- 6.13 Looking more broadly across Camden's suburban areas, the railway line borders have a character in their own right and contain some taller buildings including the approved towers on other projects at Abbey, Agar and Maiden Lane.

Residential amenity

Daylight & Sunlight

- 6.14 The Daylight & Sunlight Report prepared by Hodkinson Consultancy assessed the impact of the proposed new roof on the residential dwellings to the south, on the opposite side of Iverson

Road; the amenity space of the development to the west of the application site, 159-161 Iverson Road, which is currently under construction; and the daylight level received by dwellings within the proposed roof extension itself. The report concludes that:

- daylight received by the dwellings to the south will not be adversely affected by the proposed roof extension;
- the proposed roof extension will not result in any loss of sunlight to the amenity spaces of the development currently under construction at 159-161 Iverson Road; and
- the proposed new dwellings within the roof extension will receive good levels of daylight.

6.15 The report states that *“Given the above findings, it is considered that planning permission should not be refused for any reason relating to daylight and sunlight”*.

Noise

6.16 Since this application proposes a remodelled roof to the existing building, the conclusions from the original Aulos Acoustic Assessment remain the same. Careful consideration has been given to the scheme design to minimise disturbance from the surrounding noise sources, particularly the railway.

6.17 Mitigation measures include the location of bedrooms away from the railway; the screening of private roof terrace to flat 5-4 with a 1.1m high balustrade; appropriate window and door treatment; and enhanced sound insulation in accordance with the technical assessments prepared by SRL Ltd.

Overlooking

6.18 No changes are proposed to the footprint of the existing building or the separation distances between the building (and proposed roof extension) and the adjacent 159-161 building, which is approximately 6-9 metres away from the common boundary.

6.19 The eastern elevation of adjacent 159-161 building has been designed with oriel windows to avoid any potential overlooking.

6.20 There are no alterations in the proposed scheme which relate to the front elevation of the existing building. As such the 20 metres distance from the existing residential properties on the south side of Iverson Road is maintained. Given the separation distance is in excess of 18m; it is considered the scheme is acceptable in terms of overlooking and loss of privacy, as with the approved scheme.

Residential standards

Mix of units

- 6.21 The proposed roof extension maintains a good mix of small and large units (2 x 1-bed, 1 x 2-bed and 1 x 3-bed flats) which are likely to attract a variety of households. The scheme will therefore contribute to the creation of mixed and inclusive communities.

Size of the units

- 6.22 The four residential units provide a suitable standard of accommodation for future occupiers in accordance with Policy DP26. Each unit is self-contained and the overall floor area for all the units meets the standards set out in the London Plan/ the units retain the regular shale, vertical stacking and access to natural daylight and outlook presented in the original scheme.
- 6.23 The units are designed to 'Lifetime Homes' standards as detailed in the Lifetime Homes Statement submitted with this application.

Amenity Space

- 6.24 Each proposed flat will have a private balcony in excess of 5sqm in accordance with London Plan standards and proposed flat 5-4 would have a well landscaped roof terrace (with a 1.1m balustrade).

Refuse and Cycle Storage

- 6.25 The existing refuse and recycling store can be utilised for the proposed flats. Six additional cycle spaces, in accordance with London Plan standards, will be provided in the existing cycle storage at ground floor level.

Energy and Sustainability

- 6.26 Matters of energy and sustainability, including an adjusted PV calculation, are addressed in the Design and Access Statement.

7.0 CONCLUSION

- 7.1 This application proposal enables an appropriately designed roof structure to be constructed on the rear element of the existing building. The previously approved roof was not structurally suitable.
- 7.2 The proposed design would regain and accentuate the bold roof and tree house elements of the building and would continue to use high quality materials, including zinc. It would maintain a balanced relationship in terms of design and scale with the adjacent building at 159-161 Iverson Road whilst continuing to read as a slightly taller element than this building. There would be no visual impact on the street scene.
- 7.3 This planning application would provide four additional residential units and has been prepared in recognition of the housing need in London to optimise delivery on this sustainable site whilst not prejudicing any of the principles of advice provided by the Council in relation to the approved host building.
- 7.4 There will be no adverse impacts on the neighbouring residential development in terms of potential overlooking, outlook, noise and daylight/sunlight impacts as a result of the additional residential units. It is also noted that there are no heritage issues in relation to this site.
- 7.5 It is therefore respectfully requested than planning permission is granted for this proposal.

APPENDIX 1: CGI IMAGES





