

Address:	156 West End Lane London NW6 1SD		3
Application Number(s):	2019/4140/P	Officer: Laura Hazelton	
Ward:	West Hampstead		
Date Received:	12/08/2019		
Proposal:			
<p>Variation of conditions 2 (approved plans), 9 (wheelchair units), 33 (obscure glazing), 44 (cycling spaces) and 46 (unit numbers) of planning permission 2015/6455/P dated 23rd June 2017 for: <i>Comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings (Class C3), flexible non-residential use (Class A-A3, D1, D2), employment floorspace (Class B1) and community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping.</i></p> <p>The proposed changes are to provide 16 additional dwellings, alter the approved housing mix, amendments to internal layout and elevations and variations to wording of conditions.</p>			
Background Papers, Supporting Documents and Drawing Numbers:			
<p>(All Prefix P18-048): SK0000; SK2101 A; SK2102 Rev A; SK2103 Rev A; SK2104 A; SK2105 A; SK2106 A; SK2107 B; SK2108; SK2109; SK2110; SK2111; SK2112; SK2113; SK2114; SK2115;</p> <p>(All Prefix 13119_): PL(EL) P030 A; PL(EL) P031 B; PL(EL) P032 A; PL(EL) P033 D; PL(EL)P034 D; P035 D, PL(EL) P036 D; PL(EL) P037 E; PL(EL) P038 C; PL(EL) P039 E; PL(EL) P040 B; PL(EL) P050 B, PL(EL) P051 B, PL(EL) P052 B; PL(EL) P053 B; PL(EL) P054 B; PL(EL) P055 B; PL(SE) P045 B; PL(SE) P046 A; SK(00) P007 P; SK(01) P005 P; SK(02) P003 T; SK(03) P003 Q; SK(04) P003 Q; SK(05) P003 P; SK(06) P003 PL, SK(-1)P003 Q; SK(GE) P210 B; SK(GE) P216 B; SK(GE) P230 B; SK(GE) P231 B; SK(GE) P211 A; SK(GE) P212; SK(GE) P213; SK(GE) P214; SK(GE) P215.</p> <p>Proposed flat layout plans: SK(GE)P300, SK(GE)P301, SK(GE)P302, SK(GE)P303, SK(GE)P304, SK(GE)P305, SK(GE)P306, SK(GE)P307, SK(GE)P308, SK(GE)P309, SK(GE)P310, SK(GE)P311, SK(GE)P312, SK(GE)P313, SK(GE)P314, SK(GE)P315, SK(GE)P316, SK(GE)P317, SK(GE)P318, SK(GE)P319, SK(GE)P320, SK(GE)P321, SK(GE)P322, SK(GE)P323, SK(GE)P324, SK(GE)P325, SK(GE)P326, SK(GE)P327, SK(GE)P328, SK(GE)P329, SK(GE)P330, SK(GE)P331, SK(GE)P332, SK(GE)P333, SK(GE)P334, SK(GE)P335, SK(GE)P336, SK(GE)P337, SK(GE)P338, SK(GE)P339, SK(GE)P340, SK(GE)P341, SK(GE)P342, SK(GE)P343, SK(GE)P344, SK(GE)P345, SK(GE)P346, SK(GE)P347, SK(GE)P348, SK(GE)P349, SK(GE)P350, SK(GE)P351, SK(GE)P352, SK(GE)P353,</p>			

SK(GE)P354, SK(GE)P355, SK(GE)P356, SK(GE)P357, SK(GE)P358, SK(GE)P359, SK(GE)P360, SK(GE)P400, SK(GE)P401, SK(GE)P402, SK(GE)P403, SK(GE)P404, SK(GE)P405, SK(GE)P406, SK(GE)P407, SK(GE)P408, SK(GE)P409, SK(GE)P410, SK(GE)P411, SK(GE)P412, SK(GE)P413, SK(GE)P414, SK(GE)P415, SK(GE)P416.

Documents: S.73 Sustainability Strategy Addendum Report dated 11 July 2019; S.73 Energy Strategy Addendum Report dated 29 July 2019; Planning statement dated 9 August 2019; Section 73 Submission Design Statement dated August 2019.

Recommendation summary: Grant conditional planning permission subject to a Deed of Variation to the Section 106 Legal Agreement secured by application reference 2015/6455/P dated 23rd June 2017.

Applicant:	Agent:
A2 Dominion Developments Ltd c/o agent	WYG 11th Floor 1 Angel Court London EC2R 7HJ

Analysis Information

Land Use Details (previously approved):			
	Use Class	Use Description	Floorspace Gross Internal Area (GIA sqm)
Existing		<i>B1a Business - Office</i>	2,401
		<i>Sui Generis (Storage / Warehouse & distribution)</i>	1,274
		<i>B1 Employment floorspace</i>	6,437
		<i>A1 Retail showroom</i>	344
		TOTAL	10,456
Approved		<i>Flexible Town Centre Uses (Classes A1, A2, A3, D1, D2)</i>	763
		<i>B1 Employment floorspace</i>	1,093
		<i>D1 Community Centre</i>	63
		<i>C3 Residential housing</i>	14,225
		TOTAL	16,144

Land Use Details (amendments proposed):			
Proposed		<i>Flexible Town Centre Uses (Classes A1, A2, A3, D1, D2)</i>	763 (no change)
		<i>B1 Employment floorspace</i>	1,099 (+6 sqm)

	<i>D1 Community Centre</i>	63 (no change)
	<i>C3 Residential housing</i>	14,441 (+216 sqm)
	TOTAL	16,366 (+222sqm)

Residential Use Details (Previously approved):						
	Residential Type	No. of Bedrooms per Unit				
		1	2	3	4	Total
Market	Flat	34	51	-	-	85
Intermediate (shared ownership)	Flat	21	14	-	-	35
Affordable (social rented)	Flat	14	9	17	4	44
TOTAL		69	74	17	4	164

Residential Use Details (amendments proposed):						
	Residential Type	No. of Bedrooms per Unit				
		1	2	3	4	Total
Market	Flat	56	38	-	-	94 (+9)
Intermediate (intermediate rent)	Flat	23	9	-	-	32 (-3)
Affordable (social rented)	Flat	23	10	17	4	54 (+10)
TOTAL		102	57	17	4	180

Parking Details (unchanged):		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	19	0
Previously approved	0	8

Officers' Report

Reason for Referral to Committee: Major development involving the provision of more than 10 new dwellings and more than 1,000 sqm of non-residential floorspace [Clause 3(i)].

Referral to the Mayor

The parent application was referred to the Mayor as the development comprises over 150 units of new housing and is therefore considered a 'strategic' application under the Mayor of London Order 2008. The current application was also referred and reviewed by officers at the GLA who have decided that given the scale and nature of the proposals, that the amendments do not give rise to any new strategic planning issues.

Environmental Impact Assessment

A screening opinion was provided by the Council in 2015 that the development did not constitute an EIA development under the EIA Regulations 2008 (as amended). The amendments would not take the development over any additional thresholds compared to the original application or have any other significant effects on the environment that would now trigger an EIA.

Executive Summary

Planning permission was originally granted on 23rd June 2017 for the comprehensive redevelopment of the site following demolition of all existing buildings to provide self-contained residential dwellings (Class C3), flexible non-residential use (Class A-A3, D1, D2), employment floorspace (Class B1) and community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. The current S73 application is for a number of minor material amendments to the approved scheme including physical amendments to the elevations and layout of the buildings, variations to the wording of conditions, changes to the proposed dwelling and tenure mix and the provision of an additional 16 dwellings.

There are limited changes to the approved height and footprint of the buildings, including an increase in the height of the west building by a maximum of 20cm and creation of an additional lift core, and an increase in the footprint of the three storey link building which would be extended by approximately 3m to the south. The proposed changes to the number of units and the dwelling mix would result in an increase of 16 units. In total, 94 are private (verses the previously approved 85), 54 are affordable social rent (verses the previously approved 44) and 32 are intermediate (versus the previously approved 35). The intermediate affordable housing has been improved by changing 25 of the units from shared ownership to intermediate rent – the council's preferred intermediate tenure. This equates to a 50 / 50 split of private vs. affordable housing based on floorspace (NIA), with 63% affordable social rent and 37% intermediate rent. The overall dwelling mix would provide 57% one bedroom units, 32% two bedroom units, 9% three bedroom units and 2% four bedroom units. For the affordable social rental units, the dwelling mix would comprise 32% one bedroom units, 20% two bedroom units, 39% three

bedroom units and 9% four bedroom units. The intermediate rent units would comprise 60% one bedroom units, and 40% two bedroom units.

Although the overall mix would not fully align with the Council's policy targets, notably in relation to the market housing, consideration must be given to the fact that the proposals would provide an additional 10 affordable rented units, the same total number of three and four bedroom units would be provided for the affordable rented units and the applicant has agreed to the conversion of the majority of the intermediate units from shared ownership to intermediate rental units which is considered a significant improvement in terms of the affordability of these units. Furthermore, the site is in a town centre location and is not identified as having a significant shortage of larger homes. The pressure to deliver additional housing generally across the borough is significant and this should also be given significant weight.

The proposed design changes to both the west and east buildings do not result in the buildings moving closer to Lymington Road. The proposed increase in the footprint of the 3 storey link block to the eastern building results in a minor reduction of 13sqm of the public open space; however, it is not considered that there is any significant impact on the appearance or usability of the space. To the rear of this block there are minor changes to the window positions which are considered to have no significant effect on the overall appearance of the approved scheme. The minor amendments to the configuration of the western building's windows and balconies has no significant impact on the massing, appearance or design quality of the building, nor to neighbouring amenity.

Overall, the proposed amendments constitute minor material changes to the approved development. The scale and nature of the amendments accord with planning guidance which advocates that a minor material amendment "is one whose scale and nature results in a development which is not substantially different from the one which has been approved".

The proposed minor amendments would overall improve the benefits delivered by the already consented development as outlined in the original committee report. It would still deliver much needed housing, with 50% affordable housing, the provision of flexible affordable employment floorspace, town centre uses, public open space, enhancement to the site and surrounding public realm, and the s106 contributions and obligations to be secured. Furthermore, additional homes would be delivered with improved intermediate affordable housing tenure.

As such, conditional planning permission is recommended subject to a S106 Legal Agreement to secure a Deed of Variation to the original agreement.

1 Background

- 1.1 The original planning application was for the comprehensive redevelopment of the site following demolition of all existing buildings, to provide 164 self-contained residential dwellings (Class C3), 763sqm of flexible non-residential use (Class A1, A2, A3, D1, D2), 1093sqm of employment floorspace (Class B1) and 63sqm of community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. The proposals included the creation of a new vehicular access from West End Lane and provision of eight accessible car parking spaces, the provision of new public open space, the widening of Potteries Path, and associated cycle parking and landscaping. Consent was granted subject to a S106 Legal Agreement on 23 June 2017. Following approval, the decision was judicially reviewed and upheld, which extended the application expiry date to 23 June 2021. The permission has now been implemented following commencement of demolition on site in July 2020.
- 1.2 Following the original consent, a number of non-material amendments have been approved to alter the description of development and amend the wording of various conditions to allow certain works to proceed prior to the submission of details (see planning history in section 4 for full description).

2 Site

- 2.1 The 0.64ha site is approximately rectangular in shape, located on the east side of West End Lane and is bordered by the Thameslink railway line to the south, Crown Close designated open space to the east, and the rear gardens of properties facing Lymington Road (nos. 2-28) to the north. The site slopes west to east with a fall of approximately 2.5m. West End Lane, a busy high street and the main vehicular and pedestrian route through the designated town centre, forms the western boundary and main frontage of the site, which adjoins Canterbury Mansions, a five-storey mansion block with residential above ground floor commercial uses to the north.
- 2.2 Prior to demolition, the existing site originally comprised of buildings ranging from two to six storeys concentrated at the western end of the site. These included the vacant 5/6 storey former Council office building fronting West End Lane, which housed a showroom on the ground floor, and a purpose built 2 storey builders' merchant immediately to the rear. A large storage yard area associated with the builder's merchant occupied the majority of the site to the east.
- 2.3 A public footpath, known as Potteries Path, runs along the southern edge of the site linking West End Lane to Lymington Road via Crown Close. The path is enclosed between two high walls of between 2-2.5m in height. The vehicular access and car parking for the builder's merchant yard ran parallel to this footpath. Crown Close Designated Public Open Space to the east comprises principally a tarmacked multi-use games area (MUGA) adjacent to the site boundary, and a greenspace with play area further to the east separated from the MUGA by a number of mature trees.

- 2.4 The site is not within a Conservation Area although the West End Green Conservation Area lies immediately adjacent to the northern boundary. The west of the site falls within the Town Centre of West Hampstead and the frontage of the site forms part of the core retail frontage along West End Lane. The site also lies within an Area of Intensification as identified in the London Plan (2016) and the West Hampstead Growth Area (Camden's Local Plan 2017).
- 2.5 The site is identified in the Camden Site Allocations Local Development Document (September 2013) as Site 28, 156 West End Lane. The site allocation guidance encourages residential led mixed use development which includes retail and employment use and public open space.
- 2.6 The site is highly accessible by public transport, with a PTAL rating of 6a (excellent) being a significant interchange with three rail and underground stations and numerous bus routes. The site is also very well connected to the London bus network. There is one bus stop (Stop N) located directly opposite the site on the western side of West End Lane, with another bus stop (Stop W) located approximately 110m to the south. These stops provide access to three different daytime bus routes, including the C11, 139 and 328.

3 The Proposal

- 3.1 The consented scheme is for the complete redevelopment of the site in the form of two separate blocks between 3 and 7 storeys in height, surrounding a public open space with a new service road abutting the northern boundary and enhanced public footpath bordering the south. The original scheme proposed:
- 164 residential units comprising 79 affordable units (44 affordable rent and 35 intermediate) and 85 market units. This constitutes a split of 50/50 market / affordable based on floor space (NIA).
 - 1,093 sqm of employment floor space at ground and first floor level of the western building. The employment space comprises 500 sqm for start-up units and Small and Medium Enterprises (SME's) on the ground floor and 593sqm of flexible B1 space at first floor level.
 - 63 sqm of community space (D1) in the form of a community meeting room at ground floor level of the western block.
 - 763 sqm of flexible A1 (shop), A2 (financial and professional services), A3 (Restaurant), D1 (residential institutions) or D2 (assembly and leisure) on the ground floor of the West End Lane frontage.
 - 860 sqm of public open space within the central courtyard.
 - 274 sqm of communal open space at first floor podium of the western block for use of residents of this block.
 - 254 sqm of communal open space at ground floor level of the eastern block for use of residents of this block.
 - A new service/access road along the northern boundary.
 - Widened and improved public path along the southern boundary.

- 3.2 Permission is now sought for a number of minor material amendments to the approved scheme, including physical amendments to the elevations and layout of the buildings, variations to the wording of conditions, changes to the proposed dwelling and tenure mix and the provision of an additional 16 dwellings.
- 3.3 The proposed physical amendments include:
- Reconfiguration of the west building to allow a new third core and increase unit numbers from 73 to 79 flats.
 - Removal of the access deck to the west building (at 2nd floor and above), which is no longer necessary due to the introduction of the third core.
 - Internal reconfiguration of the intermediate units within the west building, increasing the number of one-bedroom units.
 - Reconfiguration of the east building to rationalise approved cores and increase natural daylight.
 - Increasing the footprint of the three-storey link building (by extending it to the south by approximately 3m), allowing for the creation of ten additional residential units (from 91 to 101 flats).
 - A minor increase to the height of the west building by a maximum of 20cm, and creation of an additional lift core which would measure 2.75m x 2.65m and project an additional 1.25m above the roofline.
- 3.4 The proposed changes to the number of units and the dwelling mix would result in an increase of 16 units. This is across blocks resulting in 94 private (verses the previously approved 85), 54 affordable social rent (verses the previously approved 44) and 32 intermediate (versus the previously approved 35). This equates to a 50 / 50 split of private vs. affordable housing based on floorspace (NIA), with 63% affordable/social rent and 37% intermediate. The overall dwelling mix would provide 57% one bedroom units, 32% two bedroom units, 9% three bedroom units and 2% four bedroom units. There is no gain in larger family units (3-bed or more), but the proposals will still provide 21x 3 and 4-bed units as per the consented scheme. Out of the 32 intermediate units, the majority (25) will change from shared ownership to intermediate rent.
- 3.5 Permission is also sought to vary the wording of conditions 2 (approved plans), 9 (wheelchair units), 33 (obscure glazing), 44 (cycling spaces) and 46 (unit numbers) to accommodate the changes discussed above.
- 3.6 Permission is sought to vary condition 9 (wheelchair units) to amend the apartment numbers in each tenure type; to vary condition 33 (obscure glazing) to update the approved drawing number referred to; to vary condition 44 (cycle parking spaces) to reflect changes to the number and location of cycle parking spaces; and to vary condition 46 (unit to numbers) to reflect the increase from 164 units to 180 units. Condition 2 (approved drawings) is proposed to be amended to incorporate the amendments to the approved floor plans, elevations and sections outlined in paragraph 3.3.

Revisions

- 3.7 At the time of submission, the application sought to vary conditions 2 (approved plans), 12 (details of foundations), 23 (air quality monitoring) and 26 (land contamination) of planning permission 2015/6455/P. However, since submission of the current application, approval has been granted for non-material amendments of the scheme to vary the wording of conditions 23 and 26 (references 2020/2046/P and 2020/3309/P) and details have been submitted to discharge condition 12 (reference 2020/0750/P), and consequently consent is no longer required to vary these conditions.
- 3.8 Also following submission, the applicant has agreed to convert 25 of the 32 intermediate shared ownership units to intermediate rent.

4 Relevant History

The site

- 4.1 **2015/6455/P** - Comprehensive redevelopment following demolition of all existing buildings to provide 164 self-contained residential dwellings (Class C3), 763sqm of flexible non-residential use (Class A-A3, D1, D2), 1093sqm of employment floorspace (Class B1) and 63sq.m of community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of 08 accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping. Granted subject to S106 legal agreement. Granted subject to S106 legal agreement 23/06/2017.
- 4.2 **2020/1303/P** - Certificate of lawfulness for the implementation of works approved by planning permission ref: 2015/6455/P dated 23/06/2017 (as amended by Non-Material Amendment approval ref 2020/0478/P dated 04/03/2020) for the Comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings (Class C3), flexible non-residential use (Class A-A3, D1, D2), employment floorspace (Class B1) and community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping. Approved 19/06/2020.
- 4.3 **2020/0478/P** - Amendment to development description in relation to unit number, omission of non-residential floorspace, employment floorspace, community meeting floorspace and accessible parking and addition of condition 46 to confirm unit number, and amendments to condition 43 to confirm number of accessible car parking spaces of planning permission 2015/6455/P dated 23rd June 2017 for 'Comprehensive redevelopment following demolition of all existing buildings to provide 164 self-contained residential dwellings (Class C3), 763sqm of flexible non-residential use (Class A-A3, D1, D2), 1093sqm of employment floorspace (Class B1) and 63sq.m of community meeting space (Class D1) in buildings ranging from 3 to 7 storeys.

New vehicular access from West End Lane and provision of 08 accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping". Approved 04/03/2020.

- 4.4 **2020/2046/P** – Variation of condition 23 (air quality monitors) of planning permission 2015/6455/P dated 23/06/2017 (for comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings, flexible non-residential use, employment floorspace and community meeting space in buildings ranging from 3 to 7 storeys, plus associated public open space, cycle parking and landscaping), namely to alter wording of condition to require monthly reporting for three months prior to demolition of five storey office block. Approved 28/07/2020.
- 4.5 **2020/3309/P** - Variation of condition 26 (land contamination) of planning permission 2015/6455/P dated 23/06/2017 (for comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings, flexible non-residential use, employment floorspace and community meeting space in buildings ranging from 3 to 7 storeys, plus associated public open space, cycle parking and landscaping), namely to alter wording of condition to allow site preparation and demolition works. Approved 29/07/2020.

5 Consultation Summary

Statutory

5.1 Greater London Authority

- I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues.
- Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

5.2 Thames Water

- Thank you for consulting Thames Water for the discharge of matters relating to piling near a strategic water main. Thames Water is unable to support the discharge of this condition as the developer is required to contact the Thames Water Developer Services department.

Officer's response: The current application is for amendments to the previously approved scheme, not a discharge of condition application. Thames Water commented on the original application with no objection subject to conditions requiring SUDS, water supply impact studies, and piling method statement which includes measures to prevent and minimise the potential damage to subsurface water, and reduction of runoff to greenfield rates. The current S73 amendment application would be subject to the same conditions as the original.

5.3 **Natural England**

- Natural England currently has no comment to make on the variation of conditions 2 (approved plans), 12 (details of foundations), 23 (air quality monitoring) and 26 (land contamination) of 2015/6455/P.
- Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us any further consultations regarding this development, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Officer's response: Natural England were not re-consulted following the change in description as the revision would not materially affect their previous advice.

5.4 **Network Rail**

- The development must not encroach onto Network Rail Land or affect the safety, operation or integrity of the railway and its infrastructure.
- The development should comply with requirements for the safe operation of the railway and the protection of Network Rail's adjoining land in terms of future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration, landscaping, or vehicle incursion.

Officer's response: The proposed amendments would not be materially different from the approved scheme in terms of their distance from or impact on Network Rail Land. Should the application be approved, it would be subject to the same conditions and obligations as the original, as well as a number of informatives as originally suggested by Network Rail.

5.5 **Greater London Archaeology Advisory Service (GLAAS)**

- On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

5.6 **West Hampstead and Fortune Green Neighbourhood Forum objection:**

- The Design Statement says the roof plan is not changing but there is an additional lift overrun for the new core 3 on the west building, and the overruns for other cores, in particular core 5, have increased area and height. On the east block, there is an infill increase in roof height at the east end visible in the Northern elevation.

Officer's response: See section 11 (Design) paragraph 11.12.

- Some aspects of the changes to exterior design appear to be improvements. However, the darker façade to the mansard roof facing West End Lane does not reflect the relatively light coloured mansards on the existing buildings on West End Lane. Some of the new panelling appears to be more brown than grey, not reflecting the general use of slate across West Hampstead. The colour also accentuates the overbearing dormer on the south west corner of the west block.

Officer's response: See section 11 (Design) paragraph 11.13.

- The density of the consented scheme was 252 units per hectare (162 units / site area 0.642 hectares) which was marginally below the requirement of the current London Plan using the high PTAL of 6. This new scheme has a density of 280 units per hectare (180 units / site area 0.642 hectares). So this new scheme is in excess of the maximum density of the current London Plan, a compelling argument not to approve an increase in the number of units on the site.

Officer's response: See Section 8 (Density).

- The NDF is particularly concerned about the reduction of the public open space resulting from the projection of the central link block into the outdoor square proposed in this application. The consented scheme only delivers a minimal amount of new open space and an application to squeeze this in terms of building footprint and density of overlooking is plainly wrong.

Officer's response: See Section 9 (Standard of accommodation) paragraphs 9.8 and 9.9.

- We note that the number of lifts in the east building is reduced from 5 to 3, in spite of the number of units and the floorspace increasing. An additional point is that the modified cores do not appear to have staircases.

Officer's response: See Section 10 (Accessibility) paragraphs 10.5 and 10.6.

Local groups

5.7 Save West Hampstead "Stop the Blocks!" objection:

- Camden failed to notify any of the 1,200 local residents who submitted objections to the original application or Save West Hampstead "Stop the Blocks!" There were no site notices on West End Lane or Lymington Road.

Officer's response: The Council no longer sends out letters to residents to inform them of planning applications, as set out in the statement of community involvement adopted in 2016. Instead, we post site notices, press notices, publish weekly lists of applications online, and provide email alerts for planning applications based on address or ward. Nonetheless, in this case, given the previous level of interest in the original application, additional emails were sent to notify key stakeholders and objectors, and the period of consultation was extended. Six site notices were displayed around the site, and following reports that some of the site notices displayed were removed, officers re-displayed all the notices and further extended the deadline for consultation responses to be received.

- Nearly 50% more one-bedroom units, with the original 69 one-bed units increasing to 102. The developer's primary aim is increasing profit. A 10% increase in total units, from 164 to 180. Even more densely packed, with density increased even further in excess of the London Plan maximum. Instead of the 50% affordable rented being the larger homes required, A2 Dominion proposes just 38%.

Officer's response: See Section 7 (Amendments to tenure and mix of units) and Section 8 (Density).

- Reduction of the originally proposed paltry ‘public open space’ (on what will be private land and therefore not ‘public’ in any meaningful sense of the word).

Officer’s response: See Section 9 (Standard of accommodation) paragraphs 9.8 and 9.9.

- Drastic changes to the internal layouts, windows and balconies. As stated in Camden’s own guidelines, affordable rented homes, and especially the larger units, should have separate kitchens and living areas. This requirement, again, is totally ignored.

Officer’s response: See Section 9 (Standard of accommodation), paragraphs 9.1, 9.2, and 9.5 – 9.7.

- Given Camden’s stated aim of not supporting shared-ownership in Camden (especially given the high housing costs in West Hampstead) how many shared-ownership properties does A2 Dominion propose? Not zero, as it should be but instead 32, nearly 40% of the proposed number of ‘social housing’ units.

Officer’s response: The applicant has agreed to convert 25 of the 32 shared ownership units to intermediate rental units, which is welcomed.

- The so-called affordable West block is located on the busy and heavily polluted West End Lane. Meanwhile, the private East block is situated away from the traffic, overshadowing homes and gardens on Lymington Road and throwing the only small green designated open space on the Lymington Road estate into deep shade most of the year.

Officer’s response: See Section 9 (Standard of accommodation), paragraphs 9.3 – 9.4.

5.8 West Hampstead Gardens & Residents Association objection:

- The variation would increase one bedroom units from 69 to 102, adding units which would push the density increase further in excess of the London Plan maximum, reduce public open space and result in a massive loss of amenity due to changes to the internal layouts, windows and balconies.

Officer Response: See Section 7 (Amendments to tenure and mix of units) and Section 8 (Density)

- The original scheme was widely opposed by thousands of local residents and allowing this cynical attempt at profiteering from what was once a public owned asset would be irresponsible and abusive bending of the planning rules which are meant to protect against over-development.

Adjoining Occupiers

5.9 A site notice was displayed from the 23rd August 2019 and a press advert was placed on 29th August 2019 in the Ham and High. Additional site notices were displayed on 22nd October 2019 following reports of site notices going missing.

5.10 Revised site notices were displayed on 19th August 2020 and a press advert was placed on 20th August 2020 to re-consult following a change in description.

Representations summary

Letters of objection

- 5.11 30 objections were received from local residents on the issues outlined below. These issues raised are considered in the relevant section of this report.

Open space

- Development would reduce the previously approved public open space.

Officer's response: See Section 9 (Standard of accommodation) paragraphs 9.8 and 9.9.

Design and conservation

- This remains a monstrous, huge, oppressive and unattractive block.
- Monolithic structure out of keeping with the conservation area it abuts.
- The building is too high.
- This project does not fit within the current street/buildings.

Officer's response: See section 11 (Design).

Housing density, dwelling mix and affordable housing

- The development will increase the pressure on local services: GPs, transport, water, sewerage and schools.
- If you have to increase the number of units, they should be social rent.
- The area is crying out for good quality family homes at affordable rents.
- Replacement of affordable family homes with 1 bed flats goes against policy.
- Instead of 50% affordable rented being the larger homes required, A2 Dominion proposed just 38%. How can this massive discrepancy be allowed.
- Offers 11% less (down by 2%) affordable 3 bedroom apartments.
- Breach of Camden's policy to seek intermediate rented housing rather than other forms such as shared-ownership.

Officer Response: See Section 7 (Amendments to tenure and mix of units) and Section 8 (Density)

Amenity impact

- Loss of light and overshadowing.
- The blocks will crowd out light from one of the few public spaces nearby.
- The Council should commission a fully independent daylight and sunlight study, so that it is possible to establish the true impact on neighbouring properties, plus amenities and the designated open space.

Officer's response: See section 12 (Neighbouring Amenity).

Standard of accommodation

- Loss of amenity due to changes to internal layouts, windows and balconies.
- Affordable rented homes – especially the larger units should have separate kitchen and living areas. This requirement has been ignored.
- Affordable housing fronting busy and heavily polluted West End Lane.

Officer's response: See Section 9 (Standard of accommodation) paragraphs 9.8 and 9.9.

Transport

- Blind access road.
- Construction will cause traffic chaos on West End Lane.
- The development will add to existing transport problems – traffic is at a complete standstill with too much traffic, buses, and cars.
- Although the development is meant to be car-free, it won't be, with cars using West End Lane, the access road and Potteries Path for parking.
- Already overcrowding of the Thameslink station.

Officer's response: See section 13 (Transport).

Building works

- Demolition and construction will cause huge amounts of dust to enter neighbouring properties.

Officer's response: See section 13 (Transport).

Procedural concerns

- Concerns about consultation - site notices were torn down and previous objectors were not directly notified.
- The Council failed to notify any of the 1,200 local residents who submitted objections to the original application or 'Stop the Blocks!'

Officer's response: The Council no longer sends out letters to residents to inform them of planning applications, as set out in the statement of community involvement adopted in 2016. Instead, we post site notices, press notices, publish weekly lists of applications online, and provide email alerts for planning applications based on address or ward. Nonetheless, in this case, given the previous level of interest in the original application, additional emails were sent to notify key stakeholders and objectors, and the period of consultation was extended. Six site notices were displayed around the site, and following reports that some of the site notices displayed were removed, officers re-displayed all the notices and further extended the deadline for consultation responses to be received.

Other issues

- Loss of jobs at Travis Perkins.
- West Hampstead is a black hole for state schools with inadequate provision of places and many residents struggling to place their children in state schools, especially at secondary school level. The provision of huge numbers of additional apartments will inevitably radically increase the numbers of children in need of school places and so any such development MUST be matched by increased state funded school facilities.

Officer's response: The impact on local employment was considered during the determination of the original application and considered to be acceptable given the other benefits provided by the scheme and the location of the site in an identified growth and intensification area.

The number of larger units is the same as approved and the number of two bedroom units has decreased only slightly. The impact on local education provision would not be materially different from the approved scheme.

6 Policies & Guidance

6.1 National Planning Policy Framework 2019

6.2 NPPG

6.3 The London Plan 2016

6.4 Draft London Plan 2019

6.5 Mayor's Supplementary Planning Guidance

6.6 Camden Local Plan (2017)

- G1 Delivery and location of growth
- H1 Maximising housing supply
- H2 Maximising the supply of self-contained housing from mixed-use schemes
- H4 Maximising the supply of affordable housing
- H6 Housing choice and mix
- H7 Large and small homes
- C1 Health and wellbeing
- C2 Community facilities
- C5 Safety and security
- C6 Access for all
- E1 Economic development
- E2 Employment premises and sites
- A1 Managing the impact of development
- A2 Open space
- A3 Biodiversity
- A4 Noise and vibration
- A5 Basements
- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and flooding
- CC4 Air quality
- CC5 Waste
- TC2 Camden's centres and other shopping areas
- TC4 Town centre uses
- T1 Prioritising walking, cycling and car-free development
- T2 Parking and car-free development
- T3 Transport infrastructure
- T4 Sustainable movement of goods and materials
- DM1 Delivery and monitoring

6.7 Fortune Green West Hampstead Neighbourhood Plan (2015)

Policy 1: Housing

Policy 2: Design and Character

Policy 3: Safeguarding and enhancing Conservation Areas and heritage assets

Policy 4: West Hampstead Growth Area

Policy 5: Public Transport

Policy 6: Public Transport Facilities

Policy 7: Sustainable Transport

Policy 8: Cycling

Policy 9: Pavements & Pedestrians

Policy 10: New and improved community facilities

Policy 13: West Hampstead Town Centre

Policy 12: Business, Commercial and Employment Premises and Sites

Policy 16 Local Green Space

Policy 17: Green/Open space

Policy 18: Trees

Policy 19: Community Infrastructure Levy Priorities

6.8 Camden Site Allocations Local Development Document

Site 28: 156 West End Lane

6.9 Emerging Site Allocations Document

Site WH15b: 156 West End Lane

6.10 Supplementary guidance

Camden Planning Guidance (2018/2019)

Access for All CPG - March 2019

Air Quality CPG - March 2019

Amenity CPG - March 2018

Basements CPG - March 2018

Biodiversity CPG - March 2018

Community uses, leisure and pubs CPG - March 2018

Design CPG - March 2019

Developer Contribution CPG - March 2019

Employment sites and business premises CPG - March 2018

Energy efficiency and adaptation CPG - March 2019

Interim Housing CPG - as amended March 2019

CPG 2 Housing - as amended March 2019

Planning for health and wellbeing CPG - March 2018

Public open space CPG - March 2018

Town centres and retail CPG - March 2018

Transport CPG - March 2019

Trees CPG - March 2019

Water and flooding CPG - March 2019

West End Green Conservation Area Appraisal and Management Strategy
(2011)

South Hampstead Conservation Character Appraisal and Management
Strategy
(2011)

Assessment

The principal considerations material to the determination of this application are considered in the following sections of this report:

7	Amendments to tenure and mix of units <ul style="list-style-type: none">- Tenure mix- Dwelling mix
8	Residential density
9	Standard of accommodation
10	Accessibility
11	Design
12	Neighbouring amenity
13	Transport
14	Waste strategy
15	Energy & Sustainability
16	Planning obligations
17	Community Infrastructure Levy (CIL)
18	Conclusion
19	Legal comments
20	Conditions – planning application
21	Informatives

7 Amendments to tenure and mix of units

Tenure mix

- 7.1 The proposed amendments seek to increase the overall number of units from 164 to 180, whilst retaining the 50 / 50 split of private vs. affordable housing (based on floorspace net internal area (NIA) – as per policy requirements). The proposed changes would result in an increase of 16 units, resulting in the following totals:
- 94 are private (increase of 9 units from the previously approved 85),
 - 54 are affordable rent (increase of 10 units from the previously approved 44), and
 - 32 are intermediate (decrease of 3 units from the previously approved 35). Of these, 25 would be changed to intermediate rent and 7 would remain intermediate shared ownership.
- 7.2 The overall provision of residential accommodation previously approved in terms of tenure was as follows:

Tenure	% floorspace (NIA)	Units
Total	100%	164
Affordable Housing (AH)	50%	79
AH – affordable social rented	62% (of AH)	44
AH – intermediate	38% (of AH)	35
Market Housing	50%	85

- 7.3 The revised tenure split as proposed by the current amendment application is as follows:

Tenure	% floorspace (NIA)	Units
Total	100%	180
Affordable Housing (AH)	50%	86
AH – affordable social rented	68% (of AH)	54
AH – intermediate	32% (of AH)	32
Market Housing	50%	94

- 7.4 Policy H4 sets out guidelines that 60% of affordable housing should be social affordable rented housing and 40% should be intermediate housing. For consistency with our approach to calculating and applying affordable housing targets in Policy H4, we will generally calculate the split between social-affordable rented and intermediate housing in terms of floorspace.
- 7.5 At the time of submission, the affordable housing was proposed to be split 68% affordable/social rent to 32% shared ownership, compared to the approved 62% affordable/social rent to 38% shared ownership. The increase of affordable/social rent compared to intermediate shared ownership was welcomed. As noted in the original Committee Report, there is concern

generally about the affordability of shared ownership in the borough. Although the Council's preference is for an alternative form of intermediate tenure known as intermediate rent, it was not considered at that time that the Council could reasonably refuse the scheme on the basis that shared ownership was proposed. Notwithstanding this, the S106 legal agreement secured a clause requiring the developer to consider the feasibility of intermediate rent on some or all of the intermediate units as part of the submission of an Intermediate Housing Scheme for approval by the Council.

- 7.6 The council's intermediate housing strategy, promoting intermediate rent as preferred intermediate tenure, has since been adopted and carries more weight. Since submission and following discussions with the Council's Housing Commissioning and Partnership team, the applicant has agreed to convert 25 of the 32 intermediate units from intermediate shared ownership to intermediate rental units, which would be part subsidised by the Council using right to buy (RTB) receipts. The conversion from shared ownership to intermediate rental units would be an improvement in terms of the affordability of these units, and is welcomed by officers. The provision of these units would be secured by a deed of variation to the original S106 legal agreement.
- 7.7 The original consent secured the requirement for all non-intermediate affordable housing units to be let at Camden's target social rent rather than government affordable rent levels by S106 agreement. This was considered a very significant planning benefit, and as such, the extra non-intermediate housing units will also be secured as such by the deed of variation.

Dwelling mix

- 7.8 The table below provides a summary of the approved dwelling mix:

Unit type	1 bed	2 bed	3 bed	4 bed	Total
Affordable rent	14 (32%)	9 (20%)	17 (39%)	4 (9%)	44
Intermediate	21 (60%)	14 (40%)	0	0	35
Market	34 (40%)	51 (60%)	0	0	85
Total	69 (42%)	74 (45%)	17 (10%)	4 (2%)	164

- 7.9 The revised proposals amend the dwelling mix so that the development would now provide 57% one bedroom units, 32% two bedroom units, 9% three bedroom units and 2% four bedroom units. Overall, the proposals would maintain the total number of larger three and four bedroom family sized units (all in the social rent tenure), whilst increasing the number of one bedroom units (across all tenures):

Unit type	1 bed	2 bed	3 bed	4 bed	Total
Affordable rent	23 (43%)	10 (19%)	17 (31%)	4 (7%)	54
Intermediate	23 (72%)	9 (28%)	0	0	32
Market	56 (60%)	38 (40%)	0	0	94
Total	102 (57%)	57 (32%)	17 (9%)	4 (2%)	180

7.10 Policy H7 seeks a mix of dwelling sizes that will contribute to the creation of mixed, inclusive and sustainable communities. Housing development is expected to contribute to meeting the priorities set out in the Dwelling Size Priorities Table (below) and include a mix of large and small homes. Larger units are classed as those which include three or more bedrooms.

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

7.11 Policy H7 acknowledges that it will not be appropriate for every development to focus on the higher priority sizes; however, each development should contribute to the creation of mixed and inclusive communities by containing a mix of large and small homes overall. Where possible, a mix of large and small homes should be included for both the social-affordable rented and the market housing.

7.12 With regard to the affordable social rented housing, Camden’s ‘Interim Housing’ CPG advises that the Council’s overall aim is to provide 50% of social affordable rented homes with three or more bedrooms. It advises that no more than 20% should be one bedroom, 30% should be two bedroom and 50% should be three and four bedroom. The revised proposal would result in 43% one bedroom units, 19% two bedroom units, and 38% three and four bedroom units. As such, the development would be providing a high proportion of lower priority one bedroom units. However, the consented scheme already provides more than 20% proportion of 1-bed units, and the increased proportion in the amended scheme comes solely through additional smaller units, rather than any loss of larger units. The amendment would see no loss of 2 or more-bed units in the social rent tenure (there would be a gain of one 2-bed).

7.13 With the intermediate housing, the development would still focus provision on smaller units in line with policy. The number of 1-bedroom units would increase from 60% to 72% which is in line with the dwelling size priority which highlights one bedroom units as being the highest priority due to affordability concerns.

7.14 With the market housing, the development would provide 40% two bedroom units, which is a fairly significant reduction from the previously approved 60%, and means the majority of dwellings would now be lower rather than higher priority. No larger three or four bedroom units are provided, but this reflects the consented scheme which was previously considered acceptable given the area is not identified as having a specific shortage of larger dwellings. However, it should be noted that the change in proportion of the market tenure, unlike the social rented tenure, does result from loss of larger units as well as increase in smaller units.

7.15 Although the overall mix would not fully align with the Council's policy targets, notably in relation to the market housing, consideration must be given to the fact that the proposals would provide an additional 10 affordable rented units, the same total number of three and four bedroom units would be provided for the affordable rented units and the applicant has agreed to the conversion of the majority of the intermediate units from shared ownership to intermediate rental units which is considered a significant improvement in terms of the affordability of these units. Furthermore, the site is in a town centre location and is not identified in the Local Plan as an area with a significant shortage of larger homes. The pressure to deliver additional housing generally across the borough is significant and this should also be given significant weight. On balance, given the above, the proposed dwelling mix and over-provision of one-bedroom dwellings is considered acceptable in this instance and in line with the objectives of the development plan policies considered as a whole.

8 Residential density

8.1 The consented scheme provided 164 units and approximately 2068sqm (GEA) of commercial floorspace on a 0.64 hectare site. The density matrix (table 3.2) of the 2016 London Plan recommends for a site located within an urban area with a high PTAL, a density of 200-700 habitable rooms per hectare. The London Housing SPG (p. 42) provides a formula for calculating densities of mixed use developments (the site area is discounted by the proportion of commercial/residential floor space). Based on the formula the proposal would result in an 'effective' density of approximately 786 habitable rooms per hectare.

8.2 The proposed density would increase as the number of dwellings would increase from 164 to 180 units and the number of habitable rooms would increase from 448 to 484. However, as noted in the original committee report, and in the London Plan itself, the density matrix should be used as a starting point and guide rather than as an absolute rule so as to also take proper account of other objectives, especially for dwelling mix, environmental and social infrastructure, the need for other land uses (e.g. employment or commercial floorspace), local character and context, together with other local circumstances, such as improvements to public transport capacity and accessibility. The London Plan is clear that the density matrix should not be applied mechanistically, without being qualified by consideration of other factors and planning policy requirements.

8.3 The London Plan goes on to state that meeting London's housing requirements will necessitate residential densities to be optimised in appropriate locations with good public transport access. Consequently, the London Plan recognises the particular scope for higher density residential and mixed use development in town centres, opportunity areas and intensification areas, surplus industrial land and other large sites. It is important to note that the draft London Plan (intend to publish version) no longer sets out a density matrix for new residential development, but rather, encourages the creation of high density, mixed use places in appropriate locations to make the best use

of limited land. In particular, it states that Council's should proactively explore the potential to intensify the use of land, including public land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected by public transport.

- 8.4 Although higher than previously approved, the proposed density is still considered appropriate given the development will provide high quality residential accommodation with public and private amenity space, the site would provide 50% affordable housing, the development would have an acceptable relationship to neighbouring buildings in terms of daylight, outlook and privacy, and the development would provide flexible employment space, community space and town centre uses in a highly accessible location. Given the site is located in a designated town centre, within a growth area and identified area of intensification, the minor increase in density is considered acceptable.

9 Standard of accommodation

- 9.1 The internal layout of the residential units would be altered due to the amendments to the dwelling numbers and tenure mix. All units would still either meet or comfortably exceed Nationally Described Space Standards in terms of the dwelling and room sizes aside from one shared ownership 2 bed / 3 person unit which would be 2sqm below the required floor space of 61sqm. However, this unit would provide bedrooms exceeding the minimum sizes, separate storage space and a large private terrace of 41sqm, and as such, is considered to provide a good standard of accommodation. Every unit would benefit from a private external terrace or balcony, measuring between 5sqm to 41sqm (with most in the region of 7 or 8sqm), in addition to the communal courtyards and landscaped roof terrace. The majority of units would still be dual aspect which would ensure acceptable outlook, daylight and ventilation.
- 9.2 Concerns have been raised regarding changes to the internal layouts, windows and balconies. However, for the reasons outlined above, the development is still considered to provide an acceptable standard of accommodation for future occupiers.
- 9.3 Concern has also been expressed with regard to the location of family units in the block closest to West End Lane. The Interim Housing CPG states, "The layout of the development should optimise residential amenity for all tenures, and avoid concentrating affordable housing close to potential sources of disturbance such as service yards, traffic and railways" (paragraph IH2.70).
- 9.4 As noted in the original committee report, the site is in a central location next to West Hampstead Station and is bordered by the road and railway on the south and western sides. Whilst the affordable family units do have an aspect onto West End Lane, these are in the same location as previously proposed and considered acceptable, and their views onto the shared courtyard to the rear will be improved given the removal of the deck access proposed by the current application. On balance, given the central location of the site and the

desire to secure a number of units appropriate for a designated growth area such as this, the location of the units is still considered acceptable.

- 9.5 Concern has also been raised that not all of the larger three and four bedroom social/affordable rental units now include physically separated kitchen and living areas. The consented scheme was approved under the Council's now superseded Development Plan, which stated that "To provide for the minority ethnic mix in Camden, a proportion of large homes should have kitchens and food preparation areas that are physically separated from living areas." Also CPG2 stated that "Social-affordable rented homes should have physically separate kitchens and living areas where practical, particularly three and four bedrooms homes. We will seek the design of 100% of three bedroom and 50% of two bedroom homes with physically separate kitchens and living areas." The previously consented scheme included separate kitchen and living space for all larger units, and for five of the nine two bedroom units which was in accordance with the policy requirement.
- 9.6 Since approval, the Council has adopted a new Local Plan which does not set out requirements related to this issue, and a new Interim Housing CPG which now only requires social-affordable rented homes to have physically separate kitchens and living areas where practical, particularly three and four bedrooms homes. There are no percentage targets setting out a minimum number of units required to have separate kitchen and living areas.
- 9.7 Out of the 21 larger social affordable rental units (three and four bedrooms), the current proposals now provide separate kitchens and living areas for 11, including all four of the four bedroom units, and seven of the three bedroom units. Although it is disappointing that the remaining ten units no longer feature separated kitchen and living areas, it is not considered that there is a policy basis to refuse the application on this ground.

Community amenity space

- 9.8 The approved scheme included two communal courtyards serving the east and west buildings measuring 274sqm and 254sqm respectively. The courtyards were considered to be well sized to allow for good levels of outlook, quietness and privacy for the residential windows that overlook the space. The scheme also included a public open space in the form of a central green courtyard between the two blocks which measured approximately 860sqm.
- 9.9 Concerns have been raised about the extension of the link block which would be extended approximately 3m to the south into the central green courtyard. With the proposed extension, the courtyard would be reduced to approximately 847sqm, or 13sqm less than previously approved. The area lost would principally be a hard landscaped footpath running along the northern edge of the space, and as such, the space is still considered to provide a usable courtyard of an acceptable size for communal use.

10 Accessibility

- 10.1 London Plan policies 3.5 and 3.8 and Camden Local Plan policies C6 and H6 seek to secure high quality accessible homes in all developments that include housing.
- 10.2 The original consent proposed 18 wheelchair units which was in excess of the 10% policy requirement. Of the 18 units, 14 units were to be fully adapted/accessible wheelchair units to comply with Building Regulations Part M4 (3) 2b within the social affordable rented tenure and the remaining four units were to be wheelchair adaptable to comply with Part M4 (3) 2a, three of which would be market housing and one shared ownership. Although the current approval has increased the number of proposed units to 180, the 18 wheelchair units would still be policy compliant and meet the 10% requirement.
- 10.3 Following approval, the Council's affordable housing allocations team confirmed that there was no requirement for 14 wheelchair accessible (adapted) units for the affordable rented tenure, and instead suggested a revised mix of 8 x M4 (3) 2b accessible (adapted) units, and 4 x M4(3) 2a adaptable units.
- 10.4 The applicant has agreed to this and the current proposals would retain a total of 18 wheelchair units as originally consented, re-distributed to provide 8 x fully adapted/accessible units for the affordable/social rented housing, 6 x adaptable units for the intermediate rented housing and 4 x adaptable units for the market housing, in accordance with the policy requirements.
- 10.5 Concerns have been raised that the number of lifts in the east building has been reduced from five to three, in spite of the number of units and the floorspace increasing, and that the cores no longer include stair access. This building would retain three separate cores each with one lift (labelled cores 4, 5, and 6) but cores 4 and 5 would each feature one lift rather than two as previously proposed. Core 5 would serve nine units at first and second floor and core 4 would serve ten at first and second floor. They would each serve six units at third and fourth floor, and core 5 would serve five units at fifth floor.
- 10.6 The mayor's Housing SPG sets out the following standards for shared circulation: each core should be accessible generally to no more than eight units on each floor, all dwellings entered at the seventh floor and above should be served by at least two lifts, and it is desirable that every wheelchair user dwelling is served by more than one lift. In this instance, cores 4 and 5 do not serve any wheelchair units, and there are no more than five floors in this block. Although each core would serve nine or ten units on two floors rather than the suggested 8, given these units are predominantly one bedroom units, the level of lift access is considered adequate.

11 Design

- 11.1 Since approval of the original application, detailed design of the proposals has progressed and resulted in identification of a series of modifications to rationalise circulation space; to improve the space efficiency of the proposed dwellings and reconfigure the start-up business space.
- 11.2 At ground floor level in the west building, the proposed changes include the reconfiguration of the cores, the reconfiguration of the business start-up units, the provision of internal access to the residential refuse store and a new residential core to the north of the building. The changes improve the overall efficiencies of the floorplan, while the approved floorspace for each element on the ground floor does not change.
- 11.3 At first floor level in the west building, the proposed amendments include changes to the mix of units resulting in four wheelchair units at this level (as opposed to one in the approved scheme) and seven 1bed/2person units (as opposed to three in the approved scheme). Overall the changes increase the number of units at this level from 11 to 12, and result in fewer units per core. As a consequence, there will be some minor changes to balcony positions on the eastern and southern elevations, but these preserve the general appearance and rhythm of the elevations.
- 11.4 At second floor level in the west building the removal of the access deck enhances the separation distances across the courtyard and reduces the sense of massing to this elevation. The number of units increases by two as a result of floorplan reconfigurations (from 16 to 18 units) and there is no change to the building footprint to the north-east.
- 11.5 The changes to the upper floors (3rd to 5th) in the west building result, as a consequence of the reconfiguration of cores and removal of access desk, in minor changes to balcony positions, the relocation of wheelchair units to lower levels and a change in the unit numbers on each level. Again, the general appearance and rhythm of the elevations is preserved.
- 11.6 The proposed changes to the east building at lower ground floor include an increase in the footprint of 140sqm (which improves the internal layout of ancillary facilities and accommodates larger units) and the rationalisation of cores.
- 11.7 At ground floor level in the east building, the footprint of the link building is increased (on its southern side) to accommodate further units. The height of the building remains the same. The total number of units is increased by two, with minor changes to balcony positions.
- 11.8 Proposed changes to the upper floors (1st to 5th) of the east building include changes to unit numbers (an additional ten units) and sizes (an increase in 1bed/2 person flats), while the building line is pulled back at the corners and in the courtyard internal areas.

- 11.9 The proposed changes to the scheme are largely internal, with limited consequential external changes. The proposed changes to both the west and east buildings do not result in the buildings moving closer to Lymington Road. The proposed increase in the footprint of the 3 storey link block to the eastern building results in a minor reduction in the area of the public open space; however, it is not considered that there is any significant impact on the appearance or usability of the space. To the rear of this block there are minor changes to the window positions which are considered to have no significant effect on the overall appearance of the approved scheme.
- 11.10 The minor amendments to the configuration of the western building's windows and balconies has no significant impact on the massing, appearance or design quality of the building. Similarly with the removal of the decked access at the rear of the building – although this is considered a slight improvement.
- 11.11 The pattern of windows and balconies at the rear of the eastern building have been regularised facing the rear courtyard. This change is considered to be acceptable and follows the general design and rhythm of the existing permission. There is a small reduction in mass of the roof accommodation which has no significant effect. On the elevation facing the existing MUGA an additional set of balconies have been added and balconies previously shown as triangular (in plan) have changed to a rectangular plan. These changes are considered to be acceptable.
- 11.12 Concerns have been raised regarding the height and massing of the development and its relationship to the streetscene and nearby conservation area; however, as discussed above, the proposed height and footprint and general architectural design would remain largely the same as previously considered and approved by the original application with little impact on the overall appearance of the development. There would be minor changes to the approved lift overruns and the introduction of a new lift overrun to the western building, but this would be fairly small at 2.75m x 2.65m and would project just 1.25m above the roofline. These changes would have very limited impact on the overall design and appearance of the building or nearby streetscene when compared to the approved scheme. The Neighbourhood Forum raised concerns that on the east block there is an infill increase in roof height at the east end visible in the Northern elevation. However, the drawings show the taller block to the eastern end would actually be reduced in height slightly (approximately 600mm) to match the height of the lower infill section, rather than the infill being increased in height, compared to the approved design.
- 11.13 The Neighbourhood Forum expressed concern about a darker façade to the mansard roof facing West End Lane which would not reflect the relatively light coloured mansards on the existing buildings on West End Lane, and suggested that some of the new panelling appears to be more brown than grey, not reflecting the general use of slate across West Hampstead. Although the coloured west elevation in the design document shows a slightly darker mansard material, this appears to be an error in this document only as the remaining elevations shown in the document and on the submitted elevation drawings are the same colour as previously approved. Nevertheless, the final

specification of the proposed mansard material and colour is secured by condition 5 of the consented scheme, which would also be secured should the current application be approved. The condition requires manufacturer's specification details of all external facing materials and samples of those materials demonstrating the proposed colour, texture, jointing and fixing.

12 Neighbouring amenity

- 12.1 Policy A1 (Managing the impact of development) and Policy 4 of the Fortune Green and West Hampstead Neighbourhood Plan are relevant with regards to the impact on the amenity of residential properties in the area.
- 12.2 Concerns have been raised about loss of daylight and sunlight to neighbouring buildings as a result of the proposals. No changes are proposed to the footprint of the north elevation, the height of the building, or the distance between the building and the Lymington Road properties to the north of the site and as such, is not considered to materially impact neighbouring outlook or light levels compared to the approved scheme.
- 12.3 The proposals include minor changes to the fenestration to the north elevation, but these involve slight changes in window positioning, an overall reduction in the number of window openings and an increase in the number of obscure-glazed windows. As such, the proposed amendments would not increase impacts on neighbouring amenity in terms of overlooking, outlook or daylight/sunlight when compared to the approved scheme. Consent would be subject to the same conditions requiring these windows to be obscured, and requiring privacy screens to be installed.

13 Transport

- 13.1 Policies T1 (Prioritising walking, cycling and public transport) and T2 (Parking and car-free development) of the Camden Local Plan and Policies 7 (Sustainable Transport) and 8 (Cycling) of the Fortune Green and West Hampstead Neighbourhood Plan are relevant with regards to car and cycle parking.
- 13.2 The singular vehicle access point would remain in the same location as approved, and the scheme remains car-free with the exception of eight car parking spaces which would be linked to the wheelchair accessible units provided, which is the same as originally approved.
- 13.3 The original scheme proposed a total of 310 cycle parking spaces, which was in accordance with the minimum requirements of the London Plan and therefore policy compliant. The provision was broken down as follows:
 - Residential - 269 long stay and 4 short stay spaces
 - Retail - 5 long stay and 19 short stay spaces
 - Offices and start up units - 10 long stay and 2 short stay spaces
 - Community use – 1 short stay space (long stay spaces not required)

- 13.4 Given the increased numbers of residential units, the long-stay and short-stay cycle storage has been reviewed and increased to serve the new units. Whilst the consented scheme was assessed against the 2016 London Plan, the Council's Transport Officer has checked the amended scheme against the draft London Plan (July 2019), which has more onerous requirements in some instances. The residential cycle parking standards are largely unchanged in the new London Plan except for 2-person 1-bedroom dwellings, where the requirement has gone from 1 to 1.5 spaces per unit. There are 11 additional 2-person 1-bedroom dwellings in the revised application. In assessing the cycle parking requirement for the revised application, the Transport Officer has accepted the old London Plan standards for the approved dwellings but applied the new standards to the uplift.
- 13.5 The proposals provide a total of 363 cycle parking spaces, as follows:
- Residential – 287 long stay and 10 short stay spaces
 - Retail - 6 long stay and 38 short stay spaces
 - Offices and start up units - 17 long stay and 3 short stay spaces
 - Community use – 1 long stay space and 1 short stay space
- 13.6 The draft London Plan requirement for residential long stay cycle parking would be 278.5 spaces, which is exceeded. The residential short stay spaces would also exceed draft London Plan standards.
- 13.7 The proposed changes would increase the amount of B1 employment space by approximately 8%. Applying the new London Plan standards to the B1 spaces and the D1 community space gives a long stay cycle parking requirement of 17 spaces. As there are 19 spaces proposed, this is acceptable.
- 13.8 There has been a significant change in the new London Plan requirement for retail short-stay cycle parking – the requirement has been doubled in areas with higher cycle parking standards. However, the total non-residential short-term parking provision manages to satisfy the requirements, even if applied to the total non-residential areas, not just the proposed uplift. As such, the proposed cycle parking strategy is adequate.
- 13.9 The submitted drawings also show spaces for non-standard cycles within the affordable and shared ownership cycle stores. Likewise, the short stay residential and commercial cycle spaces are clustered in groups of either five or eight, with sufficient space on one end of each group to provide space for a wider, non-standard cycle. The provision of five adaptive cycle spaces and full details of these would be secured by condition (condition 44).
- 13.10 A number of concerns have been received relating to the impact from construction of the development on local transport infrastructure, traffic congestion, and air quality. These issues were considered during the determination of the original application, and the minor amendments to layout, dwelling mix and elevational design are not considered to introduce new material considerations. The development would still be subject to the same

conditions and obligations securing air quality monitoring, Highways financial contribution, contribution towards pedestrian, cycling and environmental improvements, construction management plan (CMP) and CMP monitoring fee, and Travel Plan and associated monitoring fee.

13.11 However, since the original consent, the Council has introduced greater controls over construction impacts and now secures CMP bonds to ensure there is a clear incentive for contractors to abide by the CMP. Given the scale of development, the highest CMP bond of £15,000 would be secured by the S106 deed of variation.

13.12 Concern was also raised that access to the site would be dangerous and via a blind access road. The development involves the relocation of the existing vehicular access to the northern edge of the site. The vehicular access remains the same as the previously approved proposal which was designed in accordance with guidance within the Manual for Streets, and would benefit from adequate visibility splays in each direction. A road safety audit was undertaken as part of the original application which the Council's Transport Officers confirmed was acceptable.

14 Waste strategy

14.1 The original proposal included generously sized internal storage areas for waste and recyclables and separate internal bin stores for the residential and commercial elements of the development. The provision included:

- 5 x 1100litre bins for Shared Ownership flats,
- 8 x 1100litre bins for the Affordable Rented flats,
- 11 x 1100litre bins for Private Sale units, and
- 2 x 660litre bins for the first floor employment floorspace.

14.2 The refuse storage areas remain in the same locations for each building and bins for general waste and recycling have been updated in line with the proposed unit numbers and in accordance with "Camden Planning Guidance: Design (March 2019)", to the following:

- 8 x 1100litre bins for Shared Ownership flats,
- 13 x 1100litre bins for the Affordable Rented flats,
- 22 x 1100litre bins for Private Sale units, and
- 2 x 660litre bins for the first floor employment floorspace.

14.3 The start-up units and community meeting room will arrange for their own waste collections direct from their units, as previously approved.

14.4 The proposed amendments do not impact the waste management servicing strategy that was previously approved and are considered acceptable by the Council's Environment Services officer in consultation with the Council's waste collection contractor, but the total number of refuse and recycling bins would be increased to meet the demand of the increased number of residential units.

15 Energy and Sustainability

- 15.1 Addendums to the approved Energy and Sustainability Statements have been produced by Silver EMS. The Energy Addendum concludes that the total site CO2 emission reduction over Part L 2013 after following the Energy hierarchy is 42.3%, which is well above the London Plan target of 35% on-site savings.
- 15.2 Solar PV panels are proposed which only result in a further 6.2%, missing the policy targets for 20% reduction from renewables. However, this remains the same as the original proposal and is considered acceptable. It was acknowledged at the time that the placement of PV panels on the lower roofs facing Lymington Road may appear unsightly in views from these properties and have some impact on sunlight and daylight to these properties. Accordingly, the details of Solar PV will be secured by condition and officers will endeavour to work with the applicant to maximise the amount of solar PV without compromising residential amenity.
- 15.3 The Sustainability Addendum demonstrates that the proposed changes are not considered to have an impact on the sustainability hierarchy and do not affect the approach and principles of the approved sustainability strategy.

16 Planning obligations

- 16.1 The following contributions were originally secured to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area. An additional contribution for a CMP bond is to be secured by the current application.

Contribution	Amount (£)
Employment and training contribution	£83,160.00
Local procurement	£1,700 per £3 million build cost
Public open space	£48,036.22
Highways contribution	£66,762.00
Pedestrian, cycling, and environmental improvements	£70,000.00
Bus shelter	£15,000.00
CMP monitoring fee	£39,000.00
CMP bond	£15,000.00
Travel Plan Monitoring	£12,040.00
Total (ex procurement)	£348,998.22

17 Community Infrastructure Levy (CIL)

- 17.1 The proposed development would be liable for the Mayor of London's CIL and the Camden CIL as the additional floorspace exceeds 100sq.m GIA or one unit of residential accommodation. The Mayoral CIL would be charged at £80

per square metre. The Camden CIL in Zone B is £250.00 per square metre of residential development and £25 per square metre for retail and office.

- 17.2 The liable amount of CIL will be determined on receipt of the CIL Additional Information Requirement Form. An informative would be attached to this consent advising the applicant of this charge if the application were to be approved.

18 Conclusion

- 18.1 The proposed amendments constitute minor material changes to the approved development. The scale and nature of the amendments accord with planning guidance which advocates that a minor material amendment “is one whose scale and nature results in a development which is not substantially different from the one which has been approved”.
- 18.2 The proposed minor amendments would not reduce the overall benefits delivered by the development as outlined in the original committee report, which include 50% affordable housing, the provision of flexible affordable employment floorspace, town centre uses, public open space, enhancement to the site and surrounding public realm, and the s106 contributions and obligations to be secured.
- 18.3 The amendments proposed would deliver an increase in housing, both market and affordable, which is a significant additional benefit from the scheme. There would be a higher proportion of smaller units in the amended scheme which includes a loss of 2-bed market units. However, there is no loss of larger units in the social rented housing, and the increased proportion of small units in the intermediate housing is welcomed. Balanced against the increased delivery of housing in the borough, the provision of 50% on-site affordable housing, a policy compliant affordable tenure split, and the improved affordability of the intermediate housing that would be secured by the amendments, the scheme would comply with the objectives of the development plan.
- 18.4 As such, planning permission is recommended subject to conditions and a deed of variation to the Section 106 Legal Agreement secured as part of planning permission 2015/6455/P to permit the inclusion of additional heads of terms requiring a CMP Bond, to secure the provision of the new intermediate rent units and to secure the additional non-intermediate affordable housing units to be let at Camden’s target social rent.

19 Legal comments

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

20 Conditions

1	<p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of the original planning permission reference 2015/6455/P dated 23/06/2017.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p> <p>Please note that the timeframe was extended by one year due to Judicial Review proceedings. This was formalised via a CLOPUD application.</p>																																																																						
2	<p>Approved drawings</p> <p><i>(Please note that these drawing numbers are not final, as the applicant is preparing revised drawings showing the location of the units converted from shared ownership to intermediate rent)</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>(All Prefix P18-048): SK0000; SK2101 A; SK2102 Rev A; SK2103 Rev A; SK2104 A; SK2105 A; SK2106 A; SK2107 B; SK2108; SK2109; SK2110; SK2111; SK2112; SK2113; SK2114; SK2115;</p> <p>(All Prefix 13119_): PL(EL) P030 A; PL(EL) P031 B; PL(EL) P032 A; PL(EL) P033 D; PL(EL) P034 D; P035 D, PL(EL) P036 D; PL(EL) P037 E; PL(EL) P038 C; PL(EL) P039 E; PL(EL) P040 B; PL(EL) P050 B, PL(EL) P051 B, PL(EL) P052 B; PL(EL) P053 B; PL(EL) P054 B; PL(EL) P055 B; PL(SE) P045 B; PL(SE) P046 A; SK(00) P007 P; SK(01) P005 P; SK(02) P003 T; SK(03) P003 Q; SK(04) P003 Q; SK(05) P003 P; SK(06) P003 PL, SK(-1)P003 Q; SK(GE) P210 B; SK(GE) P216 B; SK(GE) P230 B; SK(GE) P231 B; SK(GE) P211 A; SK(GE) P212; SK(GE) P213; SK(GE) P214; SK(GE) P215.</p> <p>Proposed flat layout plans:</p> <table border="0"> <tr> <td>SK(GE)P300,</td> <td>SK(GE)P301,</td> <td>SK(GE)P302,</td> <td>SK(GE)P303,</td> <td>SK(GE)P304,</td> </tr> <tr> <td>SK(GE)P305,</td> <td>SK(GE)P306,</td> <td>SK(GE)P307,</td> <td>SK(GE)P308,</td> <td>SK(GE)P309,</td> </tr> <tr> <td>SK(GE)P310,</td> <td>SK(GE)P311,</td> <td>SK(GE)P312,</td> <td>SK(GE)P313,</td> <td>SK(GE)P314,</td> </tr> <tr> <td>SK(GE)P315,</td> <td>SK(GE)P316,</td> <td>SK(GE)P317,</td> <td>SK(GE)P318,</td> <td>SK(GE)P319,</td> </tr> <tr> <td>SK(GE)P320,</td> <td>SK(GE)P321,</td> <td>SK(GE)P322,</td> <td>SK(GE)P323,</td> <td>SK(GE)P324,</td> </tr> <tr> <td>SK(GE)P325,</td> <td>SK(GE)P326,</td> <td>SK(GE)P327,</td> <td>SK(GE)P328,</td> <td>SK(GE)P329,</td> </tr> <tr> <td>SK(GE)P330,</td> <td>SK(GE)P331,</td> <td>SK(GE)P332,</td> <td>SK(GE)P333,</td> <td>SK(GE)P334,</td> </tr> <tr> <td>SK(GE)P335,</td> <td>SK(GE)P336,</td> <td>SK(GE)P337,</td> <td>SK(GE)P338,</td> <td>SK(GE)P339,</td> </tr> <tr> <td>SK(GE)P340,</td> <td>SK(GE)P341,</td> <td>SK(GE)P342,</td> <td>SK(GE)P343,</td> <td>SK(GE)P344,</td> </tr> <tr> <td>SK(GE)P345,</td> <td>SK(GE)P346,</td> <td>SK(GE)P347,</td> <td>SK(GE)P348,</td> <td>SK(GE)P349,</td> </tr> <tr> <td>SK(GE)P350,</td> <td>SK(GE)P351,</td> <td>SK(GE)P352,</td> <td>SK(GE)P353,</td> <td>SK(GE)P354,</td> </tr> <tr> <td>SK(GE)P355,</td> <td>SK(GE)P356,</td> <td>SK(GE)P357,</td> <td>SK(GE)P358,</td> <td>SK(GE)P359,</td> </tr> <tr> <td>SK(GE)P360,</td> <td>SK(GE)P400,</td> <td>SK(GE)P401,</td> <td>SK(GE)P402,</td> <td>SK(GE)P403,</td> </tr> <tr> <td>SK(GE)P404,</td> <td>SK(GE)P405,</td> <td>SK(GE)P406,</td> <td>SK(GE)P407,</td> <td>SK(GE)P408,</td> </tr> </table>	SK(GE)P300,	SK(GE)P301,	SK(GE)P302,	SK(GE)P303,	SK(GE)P304,	SK(GE)P305,	SK(GE)P306,	SK(GE)P307,	SK(GE)P308,	SK(GE)P309,	SK(GE)P310,	SK(GE)P311,	SK(GE)P312,	SK(GE)P313,	SK(GE)P314,	SK(GE)P315,	SK(GE)P316,	SK(GE)P317,	SK(GE)P318,	SK(GE)P319,	SK(GE)P320,	SK(GE)P321,	SK(GE)P322,	SK(GE)P323,	SK(GE)P324,	SK(GE)P325,	SK(GE)P326,	SK(GE)P327,	SK(GE)P328,	SK(GE)P329,	SK(GE)P330,	SK(GE)P331,	SK(GE)P332,	SK(GE)P333,	SK(GE)P334,	SK(GE)P335,	SK(GE)P336,	SK(GE)P337,	SK(GE)P338,	SK(GE)P339,	SK(GE)P340,	SK(GE)P341,	SK(GE)P342,	SK(GE)P343,	SK(GE)P344,	SK(GE)P345,	SK(GE)P346,	SK(GE)P347,	SK(GE)P348,	SK(GE)P349,	SK(GE)P350,	SK(GE)P351,	SK(GE)P352,	SK(GE)P353,	SK(GE)P354,	SK(GE)P355,	SK(GE)P356,	SK(GE)P357,	SK(GE)P358,	SK(GE)P359,	SK(GE)P360,	SK(GE)P400,	SK(GE)P401,	SK(GE)P402,	SK(GE)P403,	SK(GE)P404,	SK(GE)P405,	SK(GE)P406,	SK(GE)P407,	SK(GE)P408,
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	<p>SK(GE)P409, SK(GE)P410, SK(GE)P411, SK(GE)P412, SK(GE)P413, SK(GE)P414, SK(GE)P415, SK(GE)P416.</p> <p>Landscape drawings: (All prefix D2313) L.100; L.101 Rev C; L.200 Rev E; L.201 Rev C; L.400 Rev D; L.401 Rev C; L.402 Rev C; L.403 Rev C; L.404 Rev C; L.405 Rev B.</p> <p>Supporting Documents: Planning Statement dated November 2015; Planning Statement Addendum dated June 2016; Design and Access Statement dated June 2016; Design and Access Statement Addendum Dated September 2016; Employment Policy Statement dated August 2016; Townscape Heritage and Visual Impact Assessment dated November 2015; Townscape Heritage and Visual Impact Assessment Addendum dated June 2016; Revised Landscape Statement produced by Frabrik Revision dated November 2016; Economic Impact Study prepared by Turley dated November 2015; Transport Statement dated November 2015 ; TTP Consulting Technical Note dated July 2016 (Morgan Tucker); TTP Consulting Technical Note dated July 2016 (MEC); Revised Framework Travel Plan dated June 2016, Revised Sustainability Statement dated June 2016 (including superseded BREEAM Assessment); Revised BREEAM Assessment dated September 2016; Revised Energy Statement dated June 2016; Revised Energy Statement Addendum dated September 2016; Revised Daylight and Sunlight Assessment, within Development, dated September 2016; Revised Daylight and Sunlight Assessment, Neighbouring properties, dated June 2016; Revised Daylight and Sunlight Assessment for 10 Lymington Road; Workspace provider Dialogue dated June 2016; Revised Air Quality Neutral Assessment dated November 2016; Revised Air Quality Assessment dated June 2016; Revised Noise and Vibration Assessment dated June 2016 Letter from Accon Development Consultants dated 24 October 2016; Overshadowing Assessment/Sun-path Analysis Images 001-020 dated 5 December 2016; Geotechnical Desk Study, prepared by RSA Geotechnics dated November 2015; Waste Management Strategy, prepared by WSP UK Dated November 2015; Waste Management Strategy Addendum Dated October 2016; Revised Archaeological Desk-Based Assessment dated June 2015; Revised Preliminary Ecological Appraisal Dated June 2016; Construction Management Plan Dated November 2015; Statement of Community Involvement dated November 2015; Revised Overheating Assessment dated June 2015; Overheating Assessment Cover Letter dated 26 October 2016; Revised Tree report dated June 2016; Tree Constraints Plan dated November 2015; Flood Risk Assessment, Rev H submitted in November 2016 by Tim Trotman; S.73 Sustainability Strategy Addendum Report dated 11 July 2019; S.73 Energy Strategy Addendum Report dated 29 July 2019; Planning statement dated 9 August 2019; Section 73 Submission Design Statement dated August 2019.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Proposed slab levels</p> <p>Prior to commencement of development of any phase other than site clearance &</p>

	<p>preparation, relocation of services, utilities and public infrastructure and demolition, details of proposed slab levels, in relation to the existing and proposed levels of the site and the surrounding land, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in strict accordance with the details thus approved.</p> <p>Reason: In order to ensure that the height of the development is no greater than indicated on the approved drawings, so as to protect the amenity enjoyed by nearby residential premises, in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
4	<p>Brickwork samples</p> <p>Prior to the commencement of works on site, other than site clearance, preparation, and demolition, sample panels of all the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and the approved panels shall be retained on site until the work has been completed.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 (Design) of the London Borough of Camden Local Plan 2017.</p>
5	<p>Detailed drawings</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority.</p> <ul style="list-style-type: none"> a) Shopfronts; including sections elevations and materials b) Details including sections at 1:10 of all windows (including jambs, head and cill), external doors, balconies, balustrades, communal entrance screens, and gates; c) Details of parapet/eave junctions at a scale of 1:10; d) Manufacturer's specification details of all external facing materials (to be submitted to the Local Planning Authority) and samples of those materials demonstrating the proposed colour, texture, jointing and fixing (to be provided on site - 2 metres by 2 metres in size) e) All play areas including equipment and associated structures and surfaces; f) controlled vehicular and pedestrian access points to the northern access route <p>The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 (Design) of the London Borough of Camden Local Plan 2017.</p>

6	<p>No lights, meter boxes, etc.</p> <p>No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 (Design) of the London Borough of Camden Local Plan 2017.</p>
7	<p>Details of boundary treatments</p> <p>Prior to the erection of any permanent boundary treatment, detailed plans of all boundary treatments at a relevant scale of 1:10 shall be submitted to and approved in writing by the local planning authority. The finished wall height adjacent to the northern boundary shall be a minimum of 2.4 m in height from the finished ground level of the site. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To safeguard the appearance of the application site and the character of the immediate area and reduce the risk of crime and anti-social behaviour in accordance with the requirements of policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.</p>
8	<p>Land Use</p> <p>Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the (No. 2) (England) Order 2008 or any Order revoking and re-enacting that Order, no development within Part 1 (Classes A-H) [and Part 2 (Classes A-C)] of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the local planning authority.</p> <p>Reason: To safeguard the visual amenities of the area and to prevent over development of the site by controlling proposed extensions and alterations in order to ensure compliance with the requirements of policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.</p>
9	<p>Details of compliance with Building Regulations Part M4 (3)</p> <p>Prior to the commencement of works on site other than site clearance, preparation and demolition, details of unit numbers: W1.03, W1.05, W1.09, W1.10, W2.09, W2.11, W2.15, W2.16 demonstrating compliance with Building Regulations Part M4 (3) 2b; and details of unit numbers: W3.09, W3.11, W4.09, W4.11, W5.09, E-1.02, E-1.03, E-1.04, E-1.05, and E0.04 demonstrating compliance with Building Regulations Part M4 (3) 2a shall be submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The subsequently approved wheelchair housing features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant unit.</p> <p>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 policies H6 (Housing choice and mix) and C6 (Access for all) of the London Borough of Camden Local Plan 2017.</p>
10	<p>Details of compliance with Building Regulations Part M4 (2)</p> <p>Prior to the commencement of works on site, other than site clearance, preparation, and demolition, full details of all units, other than those required to comply with Building Regulations Part M4 (3), demonstrating compliance with Building Regulations Part M4 (2), shall be submitted to and approved in writing by the Local Planning Authority. The subsequently approved wheelchair housing features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant unit.</p> <p>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 policies H6 (Housing choice and mix) and C6 (Access for all) of the London Borough of Camden Local Plan 2017.</p>
11	<p>Lighting Strategy</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, a lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority. Such strategy shall provide details of all external lighting fixtures and fittings and shall demonstrate how their design, location and specification has taken account of community safety & security, reducing light spillage to neighbouring properties, trees and lines of vegetation, and nearby signalling apparatus and/or train drivers vision on approaching trains. The development shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure community safety and to conserve biodiversity by minimising light pollution in accordance with the requirements of policies A1 (Managing the impact of development), and A3 (Biodiversity) and D1 (Design) of the London Borough of Camden Local Plan 2017.</p>
12	<p>Details of building foundations</p> <p>Building foundations shall be installed in accordance with the details granted on 20th March 2020 (ref: 2020/0750/P) or other such details of building foundations submitted and approved in writing by the Local Planning Authority showing dimensions and levels, details of service trenches and other excavations on site in</p>

	<p>so far as these items may affect trees on or adjoining the site. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenities of the area in accordance with the requirements of policies A1 (Managing the impact of development), A3 (Biodiversity) and D1 (Design) of the London Borough of Camden Local Plan 2017.</p>
13	<p>Details of Living Roofs</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation full details of biodiverse, substrate-based extensive living roofs in the areas indicated on the approved roof plans shall be submitted to and approved in writing by the local planning authority. The design and planting scheme should seek to maximise potential to enhance the strategic wildlife corridor and should reflect the local conditions and species of interest. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the development is first occupied.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies A3 (Biodiversity) and CC3 (Water and flooding) of the London Borough of Camden Local Plan 2017.</p>
14	<p>Details of Bird and Bat Boxes</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation details of bird and bat nesting features (boxes or bricks) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the exact location, height, aspect, specification and indication of species to be accommodated. The details approved shall be installed prior to the first occupation of the development and thereafter permanently maintained.</p> <p>Reason: To ensure the development provides the appropriate provision towards creation of habitats and valuable areas for biodiversity in accordance with Policy A3 (Biodiversity) of the London Borough of Camden Local Plan 2017.</p>
15	<p>Details of hard and soft landscaping</p> <p>Prior to the commencement of works on site, other than demolition, site clearance and preparation, full details of all hard and soft landscaping and means of enclosure of all un-built, open areas, including tree/plant species, sizes and positions and full details regarding the design, materials and location of outdoor furnishings and planters shall be submitted to, and approved in writing by, the local planning authority. Such details shall include retention of climbing plants on the northern boundary and new planting for biodiversity to enhance the missing link in the strategic wildlife corridor. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented</p>

	<p>before the end of the first planting season after the relevant phase of the development is first occupied.</p> <p>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 policies D1 (Design) and A3 (Biodiversity) of the London Borough of Camden Local Plan 2017.</p>
16	<p>Hard and soft landscaping</p> <p>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 relevant phase of the development or prior to the occupation for the permitted use of the relevant 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.</p> <p>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 policies D1 (Design) and A3 (Biodiversity) of the London Borough of Camden Local Plan 2017.</p>
17	<p>Piling method statement</p> <p>No impact piling is to commence until a piling method statement, prepared in consultation with Thames Water or the relevant statutory undertaker, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: To safeguard existing below ground public utility infrastructure and controlled waters in accordance with the requirements of policy A5 (Basements) of the London Borough of Camden Local Plan 2017.</p>
18	<p>Water supply impact study.</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation impact studies of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to</p>

	<p>cope with this additional demand, in order to safeguard the amenities of the area generally, in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
19	<p>Surface water drainage scheme</p> <p>The development shall be completed in accordance with the surface water drainage scheme approved on 5th March 2020 (ref: 2020/0395/P); or other such details of a surface water drainage scheme for the site, based on the approved Flood Risk Assessment (Flood Risk Assessment, Rev H submitted in November 2016 by Tim Trotman of IESIS) submitted to and approved in writing by the Local Planning Authority. The scheme shall include 1500sqm of green/brown roofs, rainwater harvesting, and attenuation tank with hydrobrake (10m x 16m x 1.6m) and achieve a reduction in surface water run-off rates to 14 l/s.</p> <p>The development shall not be implemented other than in complete accordance with the surface water drainage scheme incorporating any required changes as a result of the details that have been approved.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policy CC3 (Water and flooding) of the London Borough of Camden Local Plan 2017.</p>
20	<p>Rainwater Harvesting</p> <p>The development shall be completed in accordance with the Rainwater harvesting details approved on 5th March 2020 (ref: 2020/0395/P), or other such details of the feasibility of rainwater recycling proposals as submitted to the local planning authority and approved in writing. The development shall thereafter be constructed in accordance with the approved details.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 (Water and flooding) of the London Borough of Camden Local Plan 2017.</p>
21	<p>Details of CHP plant and emission standards</p> <p>The development shall be completed in accordance with the details of the combined heat and power unit (CHP) plant and emission standards approved on 20th March 2020 (ref: 2019/6364/P) or other such details submitted to and approved in writing by the Local Planning Authority of the proposed combined heat and power unit (CHP) plant and confirmation that the plant will comply with the Mayor's emission standards as set out in the Mayor's Sustainable Design and Construction SPG, and details of any necessary NO₂ abatement mechanisms shall be.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 (Managing the impact of development) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.</p>

22	<p>CHP air inlets</p> <p>The development shall be completed in accordance with the details of the combined heat and power unit (CHP) stack and air inlet locations approved on 20th March 2020 (ref: 2019/6364/P) or other such details submitted to and approved in writing by the Local Planning Authority of the combined heat and power unit (CHP) stack and its height relative to the mechanical ventilation air inlet locations.</p> <p>Air inlet locations should be located away from roads and the CHP stack to protect internal air quality.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 (Managing the impact of development) and CC4 (Air quality) of the London Borough of Camden Local Plan 2017.</p>
23	<p>Air quality monitoring</p> <p>The air quality monitors shall be retained and maintained on site for the duration of the development in accordance with the details approved on 20th March 2020 (ref: 2019/6364/P) and 20th September 2020 (ref: 2020/3633/P) and monthly reporting shall be submitted to the Council.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CC4 of the London Borough of Camden Local Plan 2017.</p>
24	<p>Evidence of water use</p> <p>The development hereby approved shall achieve a maximum internal water use of 105litres/person/day for all residential dwellings, allowing 5 litres/person/day for external water use. Prior to occupation, evidence demonstrating that this has been achieved shall be submitted and approved by the Local Planning Authority.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 (Water and flooding) of the London Borough of Camden Local Plan 2017.</p>
25	<p>Details of PV panels</p> <p>Prior to first occupation of the buildings, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development provides adequate on-site renewable energy</p>

	<p>facilities in accordance with the requirements of policy CC1 (Climate change mitigation) of the London Borough of Camden Local Plan 2017.</p>
26	<p>Land contamination</p> <p>Prior to the commencement of works on the relevant part of the site, other than site clearance and preparation, relocation of services, utilities and public infrastructure, and demolition works:</p> <p>a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority (Details submitted and approved under references 2020/0200/P granted 20/02/2020 and 2020/3976/P granted 03/09/2020); and</p> <p>b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.</p> <p>The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
27	<p>Land contamination</p> <p>In the event that additional significant contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the Environment Agency's Model Procedures for the Management of Contamination (CLR11), and where mitigation is necessary a scheme of remediation must be designed and implemented to the satisfaction of the local planning authority before any part of the development hereby permitted is occupied.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
28	<p>Details of flexible non-residential space separation</p> <p>Prior to the occupation of the ground floor 'Flexible Non-Residential' space shown on plan SK2101 rev A, A revised plan showing the separation of this space into a minimum of 3 separate units shall be submitted to and approved in writing by the Local Planning Authority. The approved layout shall be implemented prior to the</p>

	<p>first occupation of the first unit and retained as such thereafter. No more than one of the three approved units may be used as any use, other than A1 (retail) at any one time. At all times one of the units shall be in A1 use.</p> <p>Reason: To safeguard the character, function vitality and viability of the West Hampstead Town Centre and Core Retail Frontage in accordance with policies TC1 (Quantity and location of retail development), TC4 (Town centre uses) and A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
29	<p>Class D Uses</p> <p>Notwithstanding the provisions of Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the Class D1 floorspace hereby approved shall only be used as non-residential education and training centres, public halls or clinics and health centres, and for no other purpose.</p> <p>Reason: To ensure that the future occupation of the Class D1 floorspace does not adversely affect the adjoining premises/immediate area by reason of noise, traffic congestion and excessive on-street parking pressure in accordance with policies A1 (Managing the impact of development), A4 (Noise and vibration), and T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden 2017.</p>
30	<p>CCTV</p> <p>Prior to the first occupation of the development, details of the proposed CCTV strategy, including full location, design and management details of any proposed CCTV equipment, shall be submitted to an approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the development is first occupied.</p> <p>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 A1 (Managing the impact of development) and D1 (Design) of the London Borough of Camden Local Plan 2017.</p>
31	<p>Details of privacy screening to communal space</p> <p>Prior to the occupation of the development, full details of the proposed timber privacy screening to the deck access and communal open space on the western building, and to the private roof terraces as indicated on the approved drawings, shall be submitted to and approved by the local planning authority. The approved privacy screening shall be installed prior to the occupation of the development and permanently retained thereafter.</p> <p>Reason: In order to prevent unreasonable overlooking of neighbouring properties</p>

	<p>in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
32	<p>Details of privacy screens</p> <p>Notwithstanding the approved drawings, details of privacy screening at a minimum height of 1.7m to be installed to the northern elevation of the terraces of flats E1.05, E1.20, E2.05, E2.20; W1.09, W2.15 and W2.16; and to the eastern elevations of the terraces of flats E1.02 and E2.02 shall be submitted to and approved in writing by the Local Planning Authority. The approved privacy screening shall be installed prior to the occupation of the development and permanently retained thereafter.</p> <p>Reason: In order to prevent unreasonable overlooking of neighbouring occupiers within and outside the development in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
33	<p>Obscure Glazing</p> <p>Prior to occupation of the development the north facing windows coloured blue on drawing SK(GE)P216 Rev B shall be obscure glazed and fixed shut to a height of 1.7m from finished internal floor level.</p> <p>Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
34	<p>Use of flat roofs</p> <p>No flat roofs within the development, other than those specifically identified on the approved plans as terraces, shall be used as amenity space.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.</p>
35	<p>Details of building vibration levels.</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, details shall be submitted to and approved in writing by the Local Planning Authority, of building vibration levels, together with appropriate mitigation measures within residential units where necessary. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. The approved details shall thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by ground- or airborne vibration in accordance with the requirements of policies A1 (Managing the impact of</p>

	development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.
36	<p>Sound insulation</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, details shall be submitted to and approved in writing by the Local Planning Authority, demonstrating an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. The details approved shall be implemented prior to occupation of the development and thereafter be permanently retained.</p> <p>Reason: To safeguard the amenities of occupiers of the proposed use in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.</p>
37	<p>Commercial and residential sound insulation</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, details shall be submitted to and approved in writing by the Local Planning Authority, of the sound insulation of the floor, ceilings and walls separating the commercial and residential elements of the development. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within any noise sensitive premises. Approved details shall be implemented prior to occupation of the development and permanently retained thereafter.</p> <p>Reason: To safeguard the amenities of occupiers of the proposed use in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.</p>
38	<p>CHP Noise assessment</p> <p>Prior to the commencement of works on site, other than demolition site clearance and preparation, a noise impact assessment of the Combined Heat and Power plant to be installed, including any necessary mitigation measures, shall be submitted to and approved by the Local Planning Authority. No occupation of the development shall be permitted until the mitigation measures recommended by the report have been implemented.</p> <p>Reason: To safeguard the amenities of the future occupiers in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.</p>

39	<p>A3 odour mitigation</p> <p>Prior to commencement of any A3 use on site, details of odour mitigation and ventilation systems including an accompanying acoustic report with details of any necessary acoustic isolation and sound attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. All odour and acoustic mitigation measures shall be implemented in accordance with the details thus approved and shall thereafter be retained and maintained in accordance with the manufacturers' recommendations.</p> <p>Reason: To safeguard the amenities of the surrounding area in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.</p>
40	<p>Music noise levels</p> <p>No music emanating from the commercial (Classes A1, A3, A4, B1 or D1) uses in the development shall be audible within any adjoining premises between 2100 hrs and 0800 hrs.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden Local Plan 2017.</p>
41	<p>A3 hours</p> <p>The proposed A3 use hereby permitted shall not be carried out outside the following times 07.00 to 20.00 Monday to Friday, 08:00 to 20:00 on Saturday and 08:00 to 18:00 on Sunday and Bank Holidays.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 (Managing the impact of development), A4 (Noise and vibration) and TC4 (Town centre uses) of the London Borough of Camden Local Plan 2017.</p>
42	<p>Noise levels</p> <p>Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 (Managing the impact of development) and A4 (Noise and vibration) of the London Borough of Camden</p>

	Local Plan 2017.
43	<p>Car Parking</p> <p>The development shall not be occupied until the whole of the car parking provision shown on approved drawing SK2101 Rev A is provided. Thereafter the whole of the car parking provision shall be retained and used for no purpose other than for the parking of vehicles of the occupiers of the wheelchair adapted units of the development.</p> <p>Reason: To ensure that the use of the premises does not add to parking pressures in surrounding streets which would be contrary to policies T1 (Prioritising walking, cycling and public transport) and T2 (Parking and car free development) of the London Borough of Camden Local Plan 2017.</p>
44	<p>Cycle parking details</p> <p>Prior to commencement of works, other than site clearance and preparation, demolition, excavation, piling and below ground level works, full details of cycle parking shall be submitted to and approved by the local planning authority. The details of the cycle parking shall include the following:</p> <ul style="list-style-type: none"> - 24 Long-stay cycle parking spaces for non-residential use (located as per drawing SK2101 Rev. A). - 42 Short-stay cycle parking spaces for non-residential use (located as per drawings: SK2101 Rev.A and SK2109). - 287 Long-stay cycle parking spaces for residential use, 5 of which are adaptive cycle spaces (located as per drawings: SK2101 Rev.A, SK2108, SK2109, SK(GE) P230 Rev. B and SK(GE) P231 Rev.B). - 10 Short-stay cycle parking spaces for residential use (located as per drawing SK2019). - Details of either a 'Sheffield' or 'Camden M' stand for adaptive cycles to be locked securely for the 5 adaptive cycle parking spaces. - Showers and lockers for staff use for the non-residential development as located per drawing SK2101 Rev.A. - Details showing all doors on route to any cycle parking to be automated and have sufficient clearance for a person to manoeuvre through it easily whilst standing next to their cycle; and a minimum of 2m wide. <p>The approved cycle parking requirements shall thereafter be provided in their entirety prior to the first occupation of any of the new units and permanently retained thereafter.</p> <p>Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.</p>
45	<p>Electric vehicle charging and monitoring</p> <p>Two of the vehicle parking spaces hereby approved (accessible spaces) shall be</p>

	<p>provided with two operational (active) electric vehicle charging points and the remaining 6 spaces shall be provided with passive provision (cabling to parking spaces to enable simple installation and activation at a future date) prior to first occupation and shall thereafter be retained.</p> <p>Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy T2 (Parking and car-free development) of the London Borough of Camden Local Plan 2017.</p>
46	<p>Number of units</p> <p>The development hereby permitted is for 180 units and shall be carried out in accordance with the approved plans set out in condition 2 of this planning permission.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
47	<p>Fire statement</p> <p>No above ground new development for each of the relevant uses shall commence until a Fire Statement for the relevant uses has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The relevant uses of the development shall be carried out in accordance with the approved details.</p> <p>Reason: In order to provide a safe and secure development in accordance with policy D12 (Fire safety) of the New London Plan.</p>

21 Informatives

1	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).
2	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.
3	Your attention is drawn to the need for compliance with the requirements of the Environmental Health regulations, Compliance and Enforcement team, [Regulatory

	Services] Camden Town Hall, Argyle Street, WC1H 8EQ, (tel: 020 7974 4444) particularly in respect of arrangements for ventilation and the extraction of cooking fumes and smells.
4	<p>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</p>
5	<p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.</p>
6	<p>You are advised that condition 41 means that no customers shall be on the premises and no noise generating activities associated with the use, including preparation and clearing up, shall be carried out otherwise than within the permitted time.</p>
7	<p>You are reminded that filled refuse sacks shall not be deposited on the public footpath, or forecourt area until within half an hour of usual collection times. For further information please contact the Council's Environment Services (Rubbish Collection) on 020 7974 6914/5. or on the website http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-street-environment-services.en.</p>

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	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.
10	Under Section 25 of the GLC (General Powers) Act 1983, the residential accommodation approved is not permitted for use as holiday lettings or any other form of temporary sleeping accommodation defined as being occupied by the same person(s) for a consecutive period of 90 nights or less. If any such use is intended, then a new planning application will be required which may not be approved.
11	You are advised that if implemented, the alternative use permission hereby granted gives flexibility of use for 10 years from the date of this permission. After 10 years the lawful use would revert to whichever of the uses is taking place at the time.
12	The Council supports schemes for the recycling of bottles and cans and encourages all hotels, restaurants, wine bars and public houses to do so as well. Further information can be obtained by telephoning the Council's Environment Services (Recycling) on 0207 974 6914/5 or on the website http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en .
13	In respect of condition 17 piling has the potential to impact on local underground sewerage and water utility infrastructure. You are advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
14	Thames Water requests for the proposal to incorporate protection to the properties by installing, for example, a non-return valve or other suitable device to avoid the risk of backflow waste at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
15	With regard to surface water drainage Thames Water advises that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that you ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Should you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
16	Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a

	contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
17	Thames Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. This is as failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
18	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality ."
19	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.
20	Active bird nests are protected under Part 1 of the Wildlife and Countryside Act 1981 (as amended) which states that it is an offence to disturb, damage or destroy the nest of any wild bird while that nest be in use or being built. Active nests are highly likely to be present within the site during peak nesting season, considered by Natural England as between 1 March and 31 July. It should be noted that active nests are afforded legal protection at all times and can be encountered throughout a nesting season which may extend between mid-February and October depending on bird species and weather conditions. Nesting habitats which includes trees, shrubs, climbing plants, grounds flora, buildings and other structures may be cleared at any time of year where survey (undertaken by a suitably experienced person) can establish active nests are absent. For further information contact Natural England on 0845 600 3078.
21	Bats and their roosts are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation (Natural Habitats) Regulations 1994 which protect bats from intentional or deliberate actions which may kill, injure capture a bat and from actions that intentionally or recklessly damage, destroy or obstruct access to a bat roost (whether bats are present or not) or disturb a bat when occupying a roost. Actions such as demolition and renovation works to a building, and tree felling or significant tree surgery are likely to result in a breach of the above legislation if bats or bat roosts are present. For further information contact Natural England on 0845 600 3078.
22	In relation to condition 13 (living roofs) it is recommended for the proposed substrate to be sourced from site (for example: soil and crushed brick) for sustainability reasons and to provide better conditions for local species.

23	<p>With regard to condition 32 (Surface water drainage scheme), the Environment Agency advises that the following information must be provided based on the agreed drainage strategy:</p> <p>a) A clearly labelled drainage layout plan showing pipe networks and any attenuation areas or storage locations. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.</p> <p>b) Confirmation of the critical storm duration.</p> <p>c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.</p> <p>d) Where on site attenuation is achieved through ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required.</p> <p>e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.</p> <p>f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.</p>
24	<p>Network Rail advises that prior to the commencement of any works on site, the developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.</p>
25	<p>Due to the nature of the development and its location adjacent to Network Rail's operational railway, Network Rail strongly recommends that the developer contacts Network Rail's Anglia Asset Protection team at AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site and agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can be obtained from the following website www.networkrail.co.uk/asp/1538.aspx.</p>
26	<p>Network Rail advises that any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of the proposed works to the railway boundary you are advised to contact Network Rail's Asset Protection team before any works begin.</p>
27	<p>Network Rail advises that any future maintenance of the development should be designed to be conducted solely on the applicant's land, and not that of Network Rail. Any construction and any subsequent maintenance should be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space. Therefore Network Rail advises that all/any building</p>

	<p>should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. If it is necessary to close the railway and restrict rail traffic, "possession" of the railway must be booked via Network Rail's Territory Outside Parties Engineer and are subject to a minimum prior notice period for booking of 20 weeks.</p>
28	<p>Network Rail advises that any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Outside Parties Engineer before the development can commence. Given the closest demolition to the boundary with Network Rail land is 16m away (Broadstone), the developer is advised to seek confirmation from Network Rail's Outside Parties Engineer as to whether a method statement is required in this instance.</p>
29	<p>Network Rail advises that no water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. Furthermore, suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.</p>
30	<p>With regard to condition 11 (Lighting Strategy) Network Rail advises that any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. It is advised that this should be obtained in writing from Network Rail in advance of the relevant approval of details application, where appropriate.</p>
31	<p>Network Rail advises in respect of landscaping that any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted by Network Rail are: Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebрина". Not Permitted: Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p>



Application No: 2019/4140/P
156 West End Lane
London, NW6 1UF

Scale:
1:1250
Date:
28-Sep-2020



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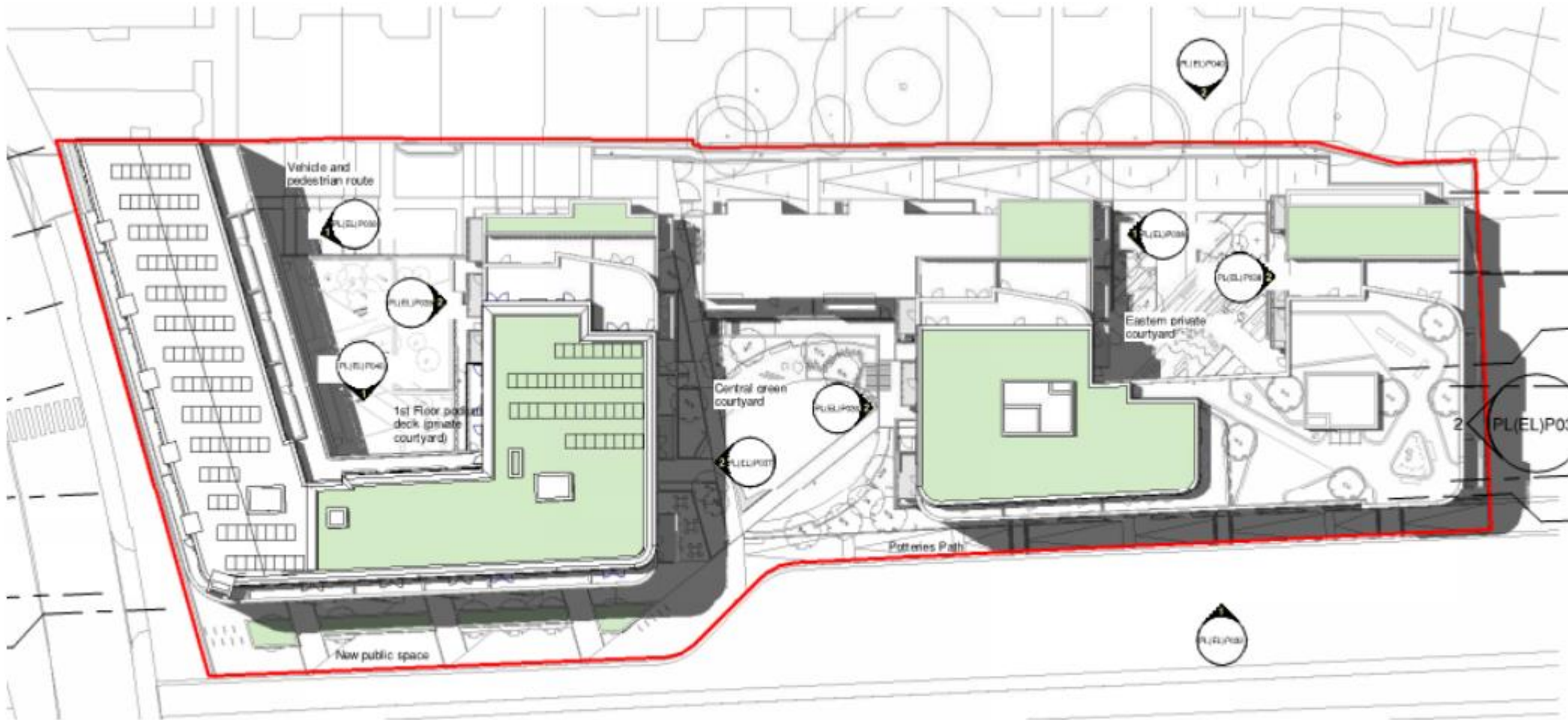


















WEST END LANE

















As Approved



As Proposed



As Approved



As Proposed





Non-residential space
(for Class Uses A1, A2,
A3, D1 or D2)

Continuous soffit line wraps around
the corner continuing the pedestrian
scale and tying together the west and
south elevation designs

Glazing wraps around the
corner providing views and
inviting activity into the
public space

As Approved



Non-residential space (for Class
Uses A1, A2, A3, D1 or D2)

Glazing wraps around the corner providing
views and inviting activity into the public
space

As Proposed



As Approved



As Proposed



Soldier course



Textured brickwork



Lighter brick band



Projecting brick bands

Bay elevation from south face of Eastern building



202



As Proposed



Soldier course



Textured brickwork



Lighter brick band



As Approved



As Proposed