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**163-165 IVERSON ROAD, WEST  
HAMPSTEAD**

**PLANNING STATEMENT**

Date: December 2021

Ref: 15428

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## 1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by DWD LLP, on behalf of Grosvenor Freeholds Limited, in support of a full planning application which proposes a new roof including a single storey roof extension to the rear 'wing' element of 163-165 Iverson Road, West Hampstead ('the Site') to create an additional four units comprising 2 x 1-bed, 1 x 2-bed and 1 x 3-bed flats.
- 1.2 This application follows the grant of planning permission in December 2012 for the redevelopment of the former garden centre to a 36-unit residential development (33 apartments and 3 family houses) and subsequent approval of a Section 73 minor material amendment application in August 2015 and a Section 96a non-material amendment application in May 2016.
- 1.3 Development commenced on site in 2014 and the resultant existing building is now complete and all relevant planning requirements have been complied under planning conditions and the S106 Agreement linked to the original planning permission.
- 1.4 An opportunity has been identified to redesign and slightly raise the height of the roof in order to create four additional residential units whilst accentuating this feature element of the building that was strongly supported by the Council since the conception of the original design. This design is considered practical and supports further housing within the borough.
- 1.5 This planning application is similar in nature to the planning application ref. 2016/6105/P which was submitted on 30 October 2015 and subsequently withdrawn on 11 February 2016. However, this application makes minor amendments to reflect the reasons for the previous withdrawal.
- 1.6 This Statement is structured in seven sections, including this initial introductory section, as follows:
  - Section 2 sets out the site description and context
  - Section 3 sets out the planning history relevant to the site and its surroundings.
  - Section 4 summarises the proposed new roof
  - Section 5 sets out the relevant planning policy context
  - Section 6 provides the planning justification for the proposal, demonstrating compliance with the relevant planning policies.
  - Section 7 concludes by providing a summary of the key points.
- 1.7 The full list of application documents that this Planning Statement should be read alongside can be identified in the submitted Cover Letter prepared by DWD.

## 2.0 THE SITE AND CONTEXT

### The Site

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

### Context

- 2.5 To the north of the site is the railway embankment with the Thameslink railway line beyond.
- 2.6 Adjacent to the east of the site is the recently constructed West Hampstead rail station building.
- 2.7 To the south of the site, on the opposite side of Iverson Road, there is a mix of uses including residential properties (both flats and terrace houses) and employment/community uses. These buildings are red brick and range from one storey to four storeys in height.
- 2.8 Opposite the application site, at no. 200 Iverson Road, is a three storey modern residential block which is of poor design quality and tall relative to its surroundings, being elevated as a result of an undercroft car park. Further along Iverson Road are three and half storey residential properties.
- 2.9 To the west is 156-161 Iverson Road. Planning permission was granted in 2014 for the demolition of the previous building and erection of two buildings, ranging between one and six stories, containing 19 residential units and employment floorspace at ground level. Construction has been completed and the site is now occupied.

2.10 Further to the west is a 3 to 4 storey red brick Network Rail signal box building with associated car parking and ancillary facilities and beyond this is the Liddell Industrial Estate. The Industrial Estate received planning permission in 2015 for a comprehensive mixed-use redevelopment for three buildings, up to 11-storeys in height, to provide 106 units and new school buildings for Kingsgate Primary School. It is not known if works on this site have commenced, however it is noted conditions have been discharged.

## 3.0 PLANNING HISTORY

### The Site – 163-165 Iverson Road

- 3.1 Planning permission (ref. 2012/0099P) for the *“Erection of a part four and part five storey building plus lower ground floor comprising 33 residential flats (1 x one bed, 20 x two bed, 9 x three bed and 3 x studio flats) and 3 three-storey townhouses (Class C3), following the demolition of the existing garden centre buildings”* was granted in December 2012.
- 3.2 A Section 73 (S73) application (ref. 2015/0385/P) for minor material amendments to the external appearance, access arrangements and structural columns was granted permission in August 2015. It is noted that the original roof design was retained as part of this scheme.
- 3.3 The S73 site and floor plans that were originally submitted with the S73 application ref. 2015/0385/P were omitted in error from the S73 decision notice which was issued on 5 August 2015. As a result of this omission, there was a discrepancy between the elevation drawings approved under the S73 application and the floor plans approved under the original permission application (ref. 2012/0099/P) which the submitted S73 elevations sought to supersede. In order to resolve this error and to amend the S73 application ref. 2015/0385/P, it was necessary to re-submit the floor plans as part of a new non-material amendment application (S96A) (ref. 2016/2688/P). The S96A application was approved on 18 May 2016.
- 3.4 A previous application for a proposed new roof (ref. 2015/6105/P) was submitted on 26 October 2015. This was subsequently withdrawn on 11 February 2016. This is further reviewed within the following subsection.
- 3.5 Following completion of the development a number of minor applications were approved at Flat 21 of 163 Iverson Road. These applications approved a rooflight (2018/6276/P), an enlarged terrace opening (2018/6277/P), an enlarged balcony (2018/6278/P) and a roof top hot tub (2019/4559/P). It is notable that the applicant is the freeholder and has not permitted the implementation of any of these approvals.

### 163 Iverson Road - 2015 Roof Top Application

- 3.6 A previous application for a proposed new roof (ref. 2015/6105/P) was submitted on 26 October 2015. This was subsequently withdrawn on 11 February 2016.
- 3.7 The below text provides reasons for invalidation of the application and main points for consideration that were provided by LB Camden case officer on 23 November 2015. These points are set out below with a response provided in italics.

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### Description of Development

- 3.8 *"I suggest that the development description reads as follows: 'Alterations during construction to previously approved development under planning permission ref. 2012/0099/P granted on 12th December 2012 to include a roof extension to the rear element of the building and the creation of four additional residential units comprising 2 x 1-bed flats, 1 x 2-bed flats and 1 x 3-bed flat.' Please let me know if you agree"*
- 3.9 This comment is no longer considered relevant due to the fact that construction the site has been completed for a period of time.

### Affordable Housing

- 3.10 *"You stated in your submission that you would like the proposal to be considered as a standalone development and not as a whole with the approved development, currently under construction. I'm afraid this would be in conflict with Camden's policy DP3 paras 3.10 and 3.11. Therefore, as a whole, the development will now have to provide 40% affordable housing as a target. As 36% has been accounted for under the previous permission (27.7% on site and the remainder agreed as a deferred contribution) I would expect the additional 4% to be provided on-site and be provided via the affordable service core. As the development is not complete this could potentially still be provided by re-design. If this cannot be provided it needs to be justified".*
- 3.11 Whilst the previous comments related to the development when under construction, the original development has been completed for a prolonged period of time and the units have now been sold. The current application is a standalone proposal for four new units.
- 3.12 Section 6 of this report reviews the Council's current planning policy on affordable housing and acknowledges the policy requirement to make an affordable housing contribution in lieu.

### Refuse and Cycle Parking

- 3.13 *"Please could you comment on whether the approved refuse and cycle arrangements provide adequately for the approved development including the 4 additional units"*
- 3.14 Please refer to page 11 of the DAS which demonstrates that the proposed refuse and bike storage arrangements are policy compliant.

### Additional Plans

- 3.15 *"Please could you submit a section (WE) through the roof terrace (inset into the roof) to demonstrate its visibility and floor levels. [and] a section (NS) through flat 5-3 and its outdoor terrace.*



*I have noticed that the windows on elevations do not correlate with the balcony plan at the extended level. Please can you check?"*

- 3.16 The revised drawings submitted with this application have taken into consideration the above points and provide the details requested.

#### Daylight and Sunlight

- 3.17 *"An additional point with regards to the Daylight & Sunlight report is that I would suggest the addition of a column to Table 1 to demonstrate how much of the original value remains to demonstrate the 0.8 standards compliance (as some of the results do go below 27%). This will assist my assessment and clarity during consultation. Please revise"*

*"With regards to the standards of accommodation; I am concerned over the findings in the Daylight & Sunlight report and in particular one of the units receiving below standard levels of daylight as well as being single-aspect. This is unlikely to be acceptable in a new development. I would suggest that this should be improved and also comments made on whether the units comply with CPG 2 para 4.23 regarding glazing amounts and daylight levels, summer shading and avoidance of summer overheating. Please be advised that if a unit suffers from sub-standard accommodation in one aspect it must over-excel in all other aspects in order to be supported".*

- 3.18 A revised assessment has been submitted with this application which confirms that:
- 100% of the assessed rooms within 90-degree of due south meet the BRE criteria for sunlight in the annual and winter periods.
  - All rooms, but one, are adequately daylit with Average Daylight Factor (ADF) values meeting the recommended BRE targets. For the final room, the assessment identifies the necessary internal surface requirements to meet BRE targets and that this can be secured by way of a pre-occupation condition.
  - It is noted that BRE targets are set for suburban locations, and given the site's urban location a minor deviation from BRE targets is considered appropriate

#### Lifetime Homes

- 3.19 *"Please be advised that the Lifetime Homes standards as an assessment tool has been abolished and while Camden's policy DP6 still applies you now (since 1st October 2015) need to demonstrate how your proposal complies with Building Regs M4 (2) and/ or M4 (3) (2a) or (2b) for wheelchair housing. Please revise and re-submit"*

- 3.20 As is confirmed within the submitted DAS, all homes are designed to comply with the requirements of 'Category 2 – Accessible and Adaptable dwellings' under Part M of the Building Regulations (2015).

#### Density

- 3.21 *"Please could you comment on the compliance of the above with the London Plan policy 3.4 in terms on density and the London Matrix table 3.2 of the Mayor's Housing SPG (2012)".*
- 3.22 The Density Matrix is no longer part of the London Plan and sites should be considered on individual merits and the ability to optimise housing delivery. Further consideration of this is given within Section 6 of this document.

#### Dwelling Size

- 3.23 *"Please can you comment on how your proposal complies with policy DP5 for the development as a whole (see table re recommended mix of units embedded in policy)"*
- 3.24 Policy DP5 is considered to have been superseded by Local Plan Policy H6 'Housing choice and mix'. Within Policy H6 it is stated that the Council *"will seek to secure a variety of housing suitable for existing and future households overall across development in the borough"*.
- 3.25 The proposed development will provide a mix of new units (2 x 1-bed flats, 1 x 2-bed flat and 1 x 3-bed flat) and would therefore provide a variety of housing sizes suitable for people smaller homes, or those with room for a larger family. Local Plan paragraph 3.188 confirms that *"the greatest requirement in the market sector is likely to be for two and three-bedroom homes, followed by one-bedroom homes/ studios"*.

#### **156-161 Iverson Road**

- 3.26 Planning permission was granted on 21 February 2014 (Ref. 2013/7505/P) for the demolition of the existing building and erection of two buildings ranging between one and six storeys, comprising 19 residential units and 164sqm of employment floorspace (B1c) at ground floor level. A part four/part-five storey building will be sited at the front of the site facing Iverson Road, and a six-storey building to the rear of the site facing the railway. This development is currently under construction and near completion.
- 3.27 An application for full planning permission (ref. 2014/5341/P) for a revised scheme comprising the erection of buildings ranging between three and seven storeys, containing 23 residential units and 164sqm of employment floorspace was subsequently submitted in September 2014. This scheme proposed an increase of one storey on the rear block adjacent to the railway line and the addition

of an extra storey on the low-level link block on the west side between the front and rear blocks. The application was refused on 8 December 2014 for the following reasons:

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

3.28 The planning officer's delegated report expands on reason for refusal no. 1 as follows:

- *"...The current scheme proposes to add an additional storey creating a taller link of two storeys. This would be visible from the west, as seen from the Network Rail access road and would result in what is considered to be an over-enclosed and oppressive environment for the internal courtyard-style communal space serving the development. Principally, it acts as an add-on infill which bears no clear architectural cohesion with the original design...." Page 5, paragraph 8.*
- *"It can therefore be taken that a further storey to this residential block will cause harm to the surrounding environment, by unbalancing the architectural composition of the two schemes at nos. 159-161 and no. 163. It is stated above that the adjacent 'tree house' block at no. 163 should read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites. It is also considered that an additional storey on this block will be highly visible both to the north (across the railway tracks) and to the west (down Iverson Road/Maygrove Road). The additional height, bulk, mass and scale, as seen from the west and south-west will cause harm in long views and will be seen as an overdominant element in conjunction with the proposed front block of the scheme (for which there is no height increase on the approved scheme)." Page 5, paragraph 10.*

### **Liddell Road Industrial Estate, 1-33 Liddell Road**

3.29 Planning permission was granted on 31 March 2015 (ref. 2014/7649/P) for Phase 1 of a mixed-use redevelopment of the site involving the demolition of the existing buildings and construction of new school buildings for Kingsgate Primary School, new access and car parking. Planning permission

was also granted on the same date for Phase 2 (ref. 2014/7651/P) comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.

- 3.30 The works to the school are understood to be completed, however application 2014/7651/P is not understood to have begun, and it is expected the approval has now expired.

## 4.0 PROPOSED DEVELOPMENT

- 4.1 This is a standalone planning application which proposes a new roof including a single storey roof extension to the completed rear wing / 'tree house' element of the approved scheme (ref. 2012/0099P), as amended by minor material amendment application (ref. 2015/0385/P) to create an additional four units comprising 2 x 1-bed, 1 x 2-bed and 1 x 3-bed flats. No changes are proposed to any other elements of the building as part of this application.
- 4.2 The accommodation proposed is set out below;
- 1 No. one-bedroom 2-person flat @ 53sq.m GIA
  - 1 No. one-bedroom 2-person flat @ 57sq.m GIA
  - 1 No. two-bedroom 4-person flat @ 83sq.m GIA
  - 1 No. three-bedroom 5-person flat @ 99sq.m GIA
- 4.3 Each proposed flat will have a private balcony in excess of 6.sqm and will be in accordance with London Plan standards. The proposed three-bedroom flat would have a roof terrace of 45sq.m (with a 1.1m balustrade).
- 4.4 The proposed new roof will be clad in grey zinc to match the existing building. It will result in a part five, part six storey building to the rear of the site adjacent to the railway, but the front of the building facing Iverson Road will remain at four storeys in height. The resultant 'tree house' block would continue to be read as a slightly taller element than the adjacent approved scheme at 159-161 Iverson Road.
- 4.5 The residential units are all designed to comply with the requirements of 'Category 2 – Accessible and Adaptable dwellings' under Part M of the Building Regulations (2015).
- 4.6 No on-site or on-street car parking provisions are proposed. The scheme provides 8 additional secure cycle parking spaces in the existing covered secure cycle storage area in the external courtyard. This exceeds London Plan cycle parking minimum standards by 1 space.
- 4.7 Refuse and recycling storage is provided within the existing stores located in the ground floor of the private element of the existing building, which are easily accessible. No change to the amount of storage provision is required as the space still complies with Camden's 'Waste storage and arrangements for residential and commercial units' guidance (See DAS page 11 for full waste calculations).

- 4.8 Due to the location of the proposed development, there are limited opportunities for landscaping or public realm improvements. Despite this, it is considered that the balcony provision will enable future tenants to have the ability to add potted plants and enhance the greening of the additional floor.
- 4.9 The Design and Access Statement which accompanies this application provides more detail on the proposed new roof and its design rationale. Illustrative CGI images of the proposed roof have also been produced.
- 4.10 It should be noted that a separate planning application is being prepared to propose the removal the existing timer cladding on the building and replace it with an alternative material in response to a 'Variation Improvement Notice' issued by the Council's Environmental Health department. Given the existing zinc cladding in place on the upper floors would remain, it is considered the proposed use of zinc cladding for the Proposed Development remains an appropriate finish aesthetically.

## 5.0 PLANNING POLICY

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

- Camden Local Plan (adopted July 2017)
- London Plan (adopted March 2021)

5.2 The guidance within the National Planning Policy Framework (NPPF) (adopted 2021) is a material consideration as it its guidance on design.

5.3 The Council's Supplementary Planning Guidance Documents are also material considerations. These include; Access for All (March 2019); the Amenity SPG (January 2021); Design (January 2021), Developer Contribution (March 2019); Energy efficiency and adaptation (January 2021); and Housing (January 2021).

5.4 In addition to the Fortune Green & West Hampstead Neighbourhood Plan (Adopted September 2015) is also a material consideration.

### **Camden Planning Policy**

#### Local Plan

5.5 The site is located adjacent to the West Hampstead Growth Area which is identified as a focus for major housing growth.

5.6 The relevant policies within the Camden Local Plan are as follows:

- Policy G1 Delivery and location of growth – Seeks to deliver growth by securing high quality development and promoting the most efficient use of land and buildings in Camden.
- Policy H1 Maximising housing supply – Identifies that the Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2016/17 - 2030/31.
- Policy H4 Maximising the supply of affordable housing – Identifies that where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing.

- Policy H6 Housing choice and mix – Identifies how the council will seek to secure high quality accessible homes in all developments that include housing.
- Policy H7 Large and small homes – Identifies that the Council will aim to secure a range of homes of different sizes.
- Policy C6 Access for all – Identifies that the Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities, such as encouraging accessible public transport.
- Policy A1 Managing the impact of development – Identifies that the Council will seek to protect the quality of life of occupiers and neighbours.
- Policy A4 Noise and vibration – Identifies that the Council will seek to ensure that noise and vibration is controlled and managed in sensitive developments.
- Policy D1 Design – Identifies that the Council will seek to secure high quality design in development.
- Policy CC1 Climate change mitigation – Identifies that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.
- Policy CC2 Adapting to climate change – Identifies that the Council will require development to be resilient to climate change.
- Policy CC4 Air quality – Identifies that the Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the borough.
- Policy CC5 Waste – Identifies that the Council will make sure that developments include facilities for the storage and collection of waste and recycling.
- Policy T1 Prioritising walking, cycling and public transport – Identifies that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.
- Policy T2 Parking and car-free development – Identifies that the Council will limit the availability of parking and require all new developments in the borough to be car-free.



### London Plan March 2021

- 5.7 Policy D3 'Optimising site capacity through the design-led approach' states that *"All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations."* and *"Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities."*
- 5.8 Policy H2 'Small sites' states that boroughs should *"recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites"*.
- 5.9 The current London Plan minimum space standards are as follows:
- For a 1-bed 2 person flat the minimum standard is 50sqm GIA.
  - For a 2-bed 4 person flat the minimum standard is 70sqm GIA.
  - For a 3-bed 4 person flat the minimum standard is 86sqm GIA.
- 5.10 The London Plan requires a minimum of 5sqm of private outdoor space to be provided for 1-2 person dwellings and an extra 1sqm should be provided for each occupant.
- 5.11 Policy T5 sets out the minimum cycle parking standards in Table 10.2 that all new development proposals must comply with. Cycle parking must be secure, integrated, convenience and accessible. These standards are as follows: 1 space per studio and 1-bed room unit, 1.5 spaces per 1-bed 2-person unit and 2 spaces for all other dwellings.
- 5.12 Policy T6 states that car-free development should be the starting point for all development proposals in places that are well-connected by public transport.

### Other Material Considerations

#### Fortune Green & West Hampstead Neighbourhood Plan (September 2015)

- 5.13 Policy 2: Design & Character states:

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

*This shall be achieved by:*

- Development which positively interfaces with the street and streetscape in which it is located.*

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

5.14 Para. A.14 states that roof extensions should “fit in with existing rooflines and be in keeping with existing development. Such extensions should be in proportion to the existing building and should not block views”.

National Planning Policy Framework (NPPF)

5.15 At paragraph 130 it is stated that planning policies and decisions should ensure that developments “are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities” and “optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development...”

5.16 At paragraph 120 it is stated that planning policies and decisions should “support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed *(including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.*”

## 6.0 Planning Justification

### Principle of development

- 6.1 The principle of residential use on the site has been accepted by the Council in approving the original development. The delivery of new housing remains a key priority for the Council. The site is located adjacent to the West Hampstead Growth Area which is identified as a focus for major housing growth.
- 6.2 The use of previously developed land and the delivery of high-density development in areas with good public transport is encouraged by the London Plan. The London Plan expects sites to be optimised in order to maximise housing delivery. The site has a PTAL of 6a 'Excellent' and therefore higher density is suitable and supported by planning policy.
- 6.3 This proposal for four additional units would make a contribution to the recognised housing need in London identified in the London Plan. It would also meet the need identified in Camden's Local Plan which states that *"the greatest requirement in the market sector is likely to be for two and three-bedroom homes, followed by one-bedroom homes/ studios"* (Local Plan paragraph 3.188).
- 6.4 The Proposed Development maximises the development potential of this site which is unconstrained in terms of heritage and amenity issues. The existing building is now complete and capable of extension subject to the grant of planning permission.

### Affordable Housing

- 6.5 This application for a proposed roof extension should be treated as a standalone scheme, separate from the host building which was completed in 2016 and has been occupied since then.
- 6.6 Camden Policy H4 states:
- "...where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing."*
- 6.7 For schemes of fewer than 10 additional units, the Council will expect a contribution calculated based on a sliding target as a percentage of floor area starting at 2% for one home (measured as 100sqm GIA of C3 floorspace) and increasing by 2% for each 100sqm of additional GIA added to capacity (rounded to the nearest 100sqm). The expected provision is then calculated percentage of the overall uplift (GEA) of residential floorspace. On the basis the site adds 340.7sqm GIA of floor space and using the sliding scale formula and multiplier used in SPG on Housing (6% of 340.7 GIA x £5,000 per sqm), this requires that £102,210 would be required as payment-in-lieu for affordable housing.

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## Design and Scale

- 6.8 The design of the proposed roof extension takes into account key design points raised during the previous applications in relation to the host building and responds to the change in surrounding context since the approval of the original scheme. Please refer to the Design & Access Statement (DAS) for further details on the design of the proposal.

### Design

- 6.9 As explained in the DAS, the proposed new roof regains the dynamism and visibility of the original concept design (as per the sketches within Dexter Moren Associates Design (DMA) and Access Statement (2012) for the original scheme) which was lost from the approved roof.
- 6.10 The remodelled roof design is proposed to be clad in zinc to match the existing host building. This material was favoured by the Council during the determination of the S73 application. The zinc cladding would be extended around the end of the existing upper floor so that penthouse element is seen as a solid object. The roof would slope up gently, like a railway gradient, enhancing the sense of uplift. All other materials would match the host building and no new materials are proposed in addition to those which were previously approved on the wider building.
- 6.11 The proposal responds well to the design and external appearance of the host building and adjacent buildings in terms of overall height and scale. There would be minimal impact on the street scene on Iverson Road.

### Scale

- 6.12 As a result of the proposed new roof, the rear 'tree house' element of the scheme would step up to six storeys to the rear adjoining the railway. This element of the building is recessed away from Iverson Road and there would be limited impact on the townscape, as explained in the DAS and demonstrated in the proposed CGI. The building heights of the other elements of the scheme remain unchanged and are in keeping with the height of the established development in the surrounding area.
- 6.13 The original scheme was six storeys at its tallest point. In its pre-application advice, dated 18 October 2011, the Council officers advised that the scheme was acceptable in terms of its scale and height. Despite this, the promoters of the original application took the decision to reduce the scheme to address initial concerns of local residents.
- 6.14 Since the original scheme was approved, planning permission was granted for a residential development comprising two buildings on the site adjacent to the west (ref. 2013/7505/P) at 159-161 Iverson Road. The approved building located close to the wing of 163 Iverson Road is also six

storeys in height. In the committee report regarding the subsequent application at 159-161 Iverson Road, the element of the completed building to which this application relates was referred to as the *“striking tree house element”*, which should be *“read as a slightly taller element than the block in question, in line with the architectural hierarchy and the topography of the two adjacent sites”*. This application proposal would retain a balanced relationship, resulting in the tree house element being slightly taller but not over dominating the adjacent block.

- 6.15 Looking more broadly across Camden’s suburban areas, the railway line borders have a character in their own right and contain some taller buildings including the approved towers on other projects at Abbey, Agar and Maiden Lane.

### **Residential amenity**

#### Daylight & Sunlight

- 6.16 The Daylight & Sunlight Report prepared by Hodkinson Consultancy assesses the impact of the proposed new roof on the residential dwellings to the south, on the opposite side of Iverson Road; the amenity space of the development to the west of the application site, 159-161 Iverson Road, which is currently under construction; and the daylight level received by dwellings within the proposed roof extension itself. The report concludes that:

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

- 6.17 The report states that *“...the results of this assessment indicate that the development proposals is unlikely to reduce the daylight levels to adjoining dwellings and the existing amenity space. Overall, the new proposal will achieve adequate levels of daylight and sunlight.”*.

#### Noise

- 6.18 Whilst the proposed development is further away from existing noise sources than lower floors of the building, it has been deemed appropriate to submit a new Noise Assessment as part of this application.
- 6.19 The Noise Assessment has been undertaken by Aulos Acoustic, who undertook the original assessment of the site. This was deemed necessary due to their understanding of the site and its railway constraints.

- 6.20 The submitted report confirms that environmental noise modelling of the railway under original and current rates shows negligible difference between the existing fourth floor and proposed fifth floor sound levels. Further to this it confirms that the proposed fifth floor will not change the fourth floor sound levels.
- 6.21 The Noise Assessment also identifies that development of 159-161 Iverson Road has meant that the amenity areas are better screened from road traffic noise than for the approved existing scheme.
- 6.22 On the basis of the above the Noise Report confirms that subject to appropriate insulation and ventilation the internal spaces will have appropriate sound levels. This is also the case for the external amenity spaces with the proposed development expected to have levels that are considered reasonable in the context of amenity areas in an urban environment.
- 6.23 Consequently, the proposed scheme is expected to comply with the requirements of the national, London and local policy relating to noise and ensure that there are no unacceptable effects on exiting or proposed occupier amenity.

#### Overlooking

- 6.24 No changes are proposed to the footprint of the existing building or the separation distances between the building (and proposed roof extension) and the adjacent 159-161 building, which is approximately 6-9 metres away from the common boundary.
- 6.25 The eastern elevation of adjacent 159-161 building has been designed with oriel windows to avoid any potential overlooking.
- 6.26 There are no alterations in the proposed scheme which relate to the front elevation of the existing building. As such the 20 metres distance from the existing residential properties on the south side of Iverson Road is maintained. Given the separation distance is in excess of 18m; it is considered the scheme is acceptable in terms of overlooking and loss of privacy, as with the approved scheme.

#### **Residential standards**

##### Mix of units

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

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#### Size of the units

- 6.28 The four residential units provide a suitable standard of accommodation for future occupiers in accordance with Policy DP26. Each unit is self-contained and the overall floor area for all the units meets the standards set out in the London Plan and retain the access to natural daylight and outlook presented in the original scheme.
- 6.29 All homes are designed to comply with the requirements of 'Category 2 – Accessible and Adaptable dwellings' under Part M of the Building Regulations (2015) Amenity Space.
- 6.30 Each proposed flat will have a private balcony in excess of 6sqm which is in accordance with London Plan standards and proposed flat '5-4' would have a well landscaped roof terrace (with a 1.1m balustrade).

#### Refuse and Cycle Storage

- 6.31 The existing refuse and recycling store can be utilised for the proposed flats.
- 6.32 Eight additional cycle spaces, in accordance with London Plan standards, will be provided in the existing cycle storage at ground floor level.
- 6.33 The current requirement for refuse storage is 3,910 litres storage, and the new requirement will be 4,520 litres (in accordance with Camden's Environment Service technical guidance for recycling and waste). The existing bin store holds 3x1280 litre Eurobins, a 660-litre wheeled bin and a 240-litre wheelie bin: total capacity 4,740 litres. This shows that the existing bin store is more than big enough for the additional 4 flats.

#### Energy and Sustainability

- 6.34 Matters of energy and sustainability, including an adjusted PV calculation, are addressed in the Energy Statement prepared by Envision.
- 6.35 The Energy Statement confirms that the development is expected to reduce CO2 emissions by 43.82% beyond the Part L 2013 complaint baseline, calculated using SAP 10 emission factors. This will be done by:
- Reduction in solar gain using lower g-values;
  - Building fabric construction U-values significantly improved compared with standard Building Regulations U-values;
  - Reduced air permeability, lower than standard Buildings Regulations;
  - Mechanical Ventilation Heat Recovery (MVHR) providing fresh air to the units;



- High-efficient Air-Source Heat Pumps providing efficient space and water heating;
- HVAC system controls ensure installed equipment will be operating efficiently and to include automatic monitoring and targeting with alarms for out of range values; and
- High efficiency LED lighting throughout.

6.36 It is noted that the existing building has a 22.4kWp PV array installed on the uppermost roof, which will be removed to make way for the rooftop extension. This array will be subsequently re-installed on the roof of the extension to ensure the existing 33 dwellings continue to benefit from the carbon offset of the installation.

6.37 Full details of the energy strategy can be reviewed within the submitted Energy Statement.

## **7.0 CONCLUSION**

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