

<b>Address:</b>	<b>Agar Grove Estate Agar Grove London NW1</b>		<b>10</b>
<b>Application Number:</b>	2013/8088/P	<b>Officer: Jonathan Markwell</b>	
<b>Ward:</b>	St Pancras & Somers Town		
<b>Date Received:</b>	<b>16/12/2013</b>		
<p><b>Proposal:</b> Demolition of all existing buildings and structures except Lulworth House and Agar Children's Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 flexible retail shop (Class A1) or restaurant and cafe (Class A3) units; business space (Class B1(a)); 2 flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units; refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works.</p>			
<p><b>Drawing Numbers:</b></p> <p>1423_DWG_PL_00_001; 1423_DWG_PL_00_010; 1423_DWG_PL_00_011;  1423_DWG_PL_00_012; 1423_DWG_PL_00_013; 1423_DWG_PL_00_014;  1423_DWG_PL_00_050; 1423_DWG_PL_00_051; 1423_DWG_00_060;  1423_DWG_00_061; 1423_DWG_00_062; 1423_DWG_00_063; 1423_DWG_00_064;  1423_DWG_00_065; 1423_DWG_00_080; 1423_DWG_00_081; 1423_DWG_00_082;  1423_DWG_00_085; 1423_DWG_00_086; 1423_DWG_00_100;  1423_DWG_00_101_B; 1423_DWG_00_102_A; 1423_DWG_00_103;  1423_DWG_PL_00_130; 1423_DWG_PL_00_131; 1423_DWG_PL_00_132;  1423_DWG_PL_00_133; 1423_DWG_PL_00_134; 1423_DWG_PL_00_135;  1423_DWG_PlotA_00_200; 1423_DWG_PlotA_00_201_A;  1423_DWG_PlotA_00_202_A; 1423_DWG_PlotA_00_203_A;  1423_DWG_PlotA_00_204; 1423_DWG_PlotA_00_205; 1423_DWG_PlotA_00_206;  1423_DWG_PlotA_00_207; 1423_DWG_PlotA_00_230; 1423_DWG_PlotA_00_231;  1423_DWG_PL_A_00_250_A; 1423_DWG_PL_A_00_251_A;  1423_DWG_PL_A_00_252; 1423_DWG_PL_A_00_253_A;  1423_DWG_PL_A_00_254; 1423_DWG_PlotA_00_280; 1423_DWG_PlotA_00_281;  1423_DWG_PlotA_00_282; 1423_DWG_PlotA_90_001_A;  1423_DWG_PlotA_90_002_A; 1423_DWG_PlotA_90_010;  1423_DWG_PlotB_00_200_A; 1423_DWG_PlotB_00_201;  1423_DWG_PlotB_00_202_A; 1423_DWG_PlotB_00_203_A;  1423_DWG_PlotB_00_204_A; 1423_DWG_PlotB_00_205_A;  1423_DWG_PlotB_00_206_A; 1423_DWG_PlotB_00_207_A;  1423_DWG_PlotB_00_208_A; 1423_DWG_PlotB_00_209_A;  1423_DWG_PlotB_00_210_A; 1423_DWG_PlotB_00_211_A;  1423_DWG_PlotB_00_212_A; 1423_DWG_PlotB_00_213_A;  1423_DWG_PlotB_00_214_A; 1423_DWG_PlotB_00_215_A;  1423_DWG_PlotB_00_216_A; 1423_DWG_PlotB_00_217_A;  1423_DWG_PlotB_00_218; 1423_DWG_PlotB_00_230; 1423_DWG_PlotB_00_231;</p>			

1423\_DWG\_PlotB\_00\_250\_A; 1423\_DWG\_PlotB\_00\_251\_A;  
1423\_DWG\_PlotB\_00\_252\_A; 1423\_DWG\_PlotB\_00\_253\_A;  
1423\_DWG\_PlotB\_00\_280; 1423\_DWG\_PlotB\_00\_281; 1423\_DWG\_PlotB\_76\_001;  
1423\_DWG\_PlotB\_90\_001; 1423\_DWG\_PlotB\_90\_002; 1423\_DWG\_PlotB\_90\_010;  
1423\_DWG\_PL\_CDE\_00\_200; 1423\_DWG\_PL\_CDE\_00\_201;  
1423\_DWG\_PL\_CDE\_00\_202 REV A; 1423\_DWG\_PL\_CDE\_00\_203 REV A;  
1423\_DWG\_PL\_CDE\_00\_204 REV A; 1423\_DWG\_PL\_CDE\_00\_205;  
1423\_DWG\_PL\_CDE\_00\_206; 1423\_DWG\_PL\_CDE\_00\_231;  
1423\_DWG\_PL\_CDE\_00\_250; 1423\_DWG\_PL\_CDE\_00\_251;  
1423\_DWG\_PL\_CDE\_00\_252 Rev A; 1423\_DWG\_PL\_CDE\_00\_253;  
1423\_DWG\_PL\_CDE\_00\_254; 1423\_DWG\_PL\_CDE\_00\_255;  
1423\_DWG\_PL\_CDE\_00\_280; 1423\_DWG\_PL\_CDE\_00\_281;  
1423\_DWG\_PL\_CDE\_00\_282; 1423\_DWG\_PL\_F\_00\_200;  
1423\_DWG\_PL\_F\_00\_201; 1423\_DWG\_PL\_F\_00\_202; 1423\_DWG\_PL\_F\_00\_203;  
1423\_DWG\_PL\_F\_00\_204; 1423\_DWG\_PL\_F\_00\_230; 1423\_DWG\_PL\_F\_00\_231;  
1423\_DWG\_PL\_F\_00\_250; 1423\_DWG\_PL\_F\_00\_251; 1423\_DWG\_PL\_F\_00\_252;  
1423\_DWG\_PL\_F\_00\_253; 1423\_DWG\_PL\_F\_00\_280; 1423\_DWG\_PL\_F\_00\_281;  
1423\_DWG\_PL\_G\_00\_200 REV A; 1423\_DWG\_PL\_G\_00\_201;  
1423\_DWG\_PL\_G\_00\_202; 1423\_DWG\_PL\_G\_00\_203; 1423\_DWG\_PL\_G\_00\_204;  
1423\_DWG\_PL\_G\_00\_205 REV A; 1423\_DWG\_PL\_G\_00\_206 REV A;  
1423\_DWG\_PL\_G\_00\_230; 1423\_DWG\_PL\_G\_00\_231; 1423\_DWG\_PL\_G\_00\_232;  
1423\_DWG\_PL\_G\_00\_250; 1423\_DWG\_PL\_G\_00\_251\_Rev A;  
1423\_DWG\_PL\_G\_00\_252; 1423\_DWG\_PL\_G\_00\_280; 1423\_DWG\_PL\_H\_00\_200  
REV A; 1423\_DWG\_PL\_H\_00\_201 REV A; 1423\_DWG\_PL\_H\_00\_202 REV A;  
1423\_DWG\_PL\_H\_00\_203 REV A; 1423\_DWG\_PL\_H\_00\_204;  
1423\_DWG\_PL\_H\_00\_205; 1423\_DWG\_PL\_H\_00\_230; 1423\_DWG\_PL\_H\_00\_231;  
1423\_DWG\_PL\_H\_00\_250; 1423\_DWG\_PL\_H\_00\_251; 1423\_DWG\_PL\_H\_00\_252;  
1423\_DWG\_PL\_H\_00\_253; 1423\_DWG\_PL\_H\_00\_254; 1423\_DWG\_PL\_H\_00\_280;  
1423\_DWG\_PL\_H\_00\_281; 1423\_DWG\_PL\_I\_00\_200\_Rev B;  
1423\_DWG\_PL\_I\_00\_201\_Rev A; 1423\_DWG\_PL\_I\_00\_202\_Rev A;  
1423\_DWG\_PL\_I\_00\_203\_Rev A; 1423\_DWG\_PL\_I\_00\_204\_Rev A;  
1423\_DWG\_PL\_I\_00\_205\_Rev B; 1423\_DWG\_PL\_I\_00\_206;  
1423\_DWG\_PL\_I\_00\_230; 1423\_DWG\_PL\_I\_00\_231; 1423\_DWG\_PL\_I\_00\_250  
REV A; 1423\_DWG\_PL\_I\_00\_251; 1423\_DWG\_PL\_I\_00\_252;  
1423\_DWG\_PL\_I\_00\_253; 1423\_DWG\_PL\_I\_00\_280; 1423\_DWG\_PlotJKL\_00\_200;  
1423\_DWG\_PlotJKL\_00\_201; 1423\_DWG\_PlotJKL\_00\_202\_A;  
1423\_DWG\_PlotJKL\_00\_203\_A; 1423\_DWG\_PlotJKL\_00\_204\_A;  
1423\_DWG\_PlotJKL\_00\_205; 1423\_DWG\_PlotJKL\_00\_206;  
1423\_DWG\_PlotJKL\_00\_230; 1423\_DWG\_PlotJKL\_00\_231;  
1423\_DWG\_PlotJKL\_00\_250\_Rev A; 1423\_DWG\_PlotJKL\_00\_251\_Rev A;  
1423\_DWG\_PlotJKL\_00\_252\_A; 1423\_DWG\_PlotJKL\_00\_280;  
1423\_DWG\_PlotJKL\_00\_281; 1423\_DWG\_PlotJKL\_00\_282;  
1423\_DWG\_PlotJKL\_90\_001\_A; 1423\_DWG\_PlotJKL\_90\_002\_A;  
1423\_DWG\_PlotJKL\_90\_010; 1423\_DWG\_PlotJKL\_90\_011;  
1423\_DWG\_PlotLUL\_00\_200\_A; 1423\_DWG\_PlotLUL\_00\_201\_A;  
1423\_DWG\_PlotLUL\_00\_202; 1423\_DWG\_PlotLUL\_00\_203\_A;  
1423\_DWG\_PlotLUL\_00\_204; 1423\_DWG\_PlotLUL\_00\_205\_A;  
1423\_DWG\_PlotLUL\_00\_206\_A; 1423\_DWG\_PlotLUL\_00\_207\_A;  
1423\_DWG\_PlotLUL\_00\_208\_A; 1423\_DWG\_PlotLUL\_00\_209;  
1423\_DWG\_PlotLUL\_00\_210; 1423\_DWG\_PlotLUL\_00\_211\_A;

1423\_DWG\_PlotLUL\_00\_212;1423\_DWG\_PlotLUL\_00\_213;  
1423\_DWG\_PlotLUL\_00\_214; 1423\_DWG\_PlotLUL\_00\_215;  
1423\_DWG\_PlotLUL\_00\_216; 1423\_DWG\_PlotLUL\_00\_217;  
1423\_DWG\_PlotLUL\_00\_218; 1423\_DWG\_PlotLUL\_00\_219;  
1423\_DWG\_PlotLUL\_00\_220; 1423\_DWG\_PlotLUL\_00\_221;  
1423\_DWG\_PlotLUL\_00\_222; 1423\_DWG\_PlotLUL\_00\_230;  
1423\_DWG\_PlotLUL\_00\_250; 1423\_DWG\_PlotLUL\_00\_251;  
1423\_DWG\_PlotLUL\_00\_280; 1423\_DWG\_PlotLUL\_00\_282;  
1423\_DWG\_PlotLUL\_00\_283; 1423\_DWG\_PlotLUL\_00\_284;  
1423\_DWG\_PlotLUL\_76\_001; 1423\_DWG\_PL\_76\_100; 1423\_DWG\_PL\_76\_101;  
1423\_DWG\_PL\_76\_102; 1423\_DWG\_PL\_76\_103; 1423\_DWG\_PL\_76\_104;  
1423\_SK\_140218\_JW\_01; 1423\_SK\_140218\_JW\_02; 1423\_SK\_140218\_JW\_03; HB  
SECTION B-B / 1423\_SK\_140218\_JW\_01; HB SKETCH 1423\_SK\_140218\_JW\_02;

AGC377-AL-CP-0-001 Rev P01; AGC377-AL-CP-0-002 Rev P01; AGC377-AL-GE-0-001 Rev P01; AGC377-AL-GE-0-002 Rev P01; AGC377-AL-GE-0-003 Rev P01;  
AGC377-AL-DL-0-001 Rev P01; AGC377-AL-HD-0-001 Rev P01; AGC377-AL-SW-0-001 Rev P01; AGC377-AL-SW-0-002 Rev P01; AGC377-AL-SW-0-003 Rev P01;  
AGC377-AL-SW-0-004 Rev P01; AGC377-AL-TZ-0-001 Rev P01; AGC377-AL-KP-0-001 Rev P01; AGC377-AL-KP-0-002 Rev P01; AGC377-AL-RT-0-001 Rev P01;  
AGC377-AL-RT-0-002 Rev P01; AGC377-AL-GE-2-001 Rev P01; AGC377-AL-GE-2-002 Rev P01; AGC377-AL-GE-2-003 Rev P01; AGC377-AL-GE-2-004 Rev P01;  
AGC377-AL-GE-2-005 Rev P01; AGC377-AL-GE-2-006 Rev P01; AGC377-AL-GE-2-007 Rev P01; AGC377-AL-GE-2-008 Rev P01; AGC377-AL-GE-2-009 Rev P01;  
AGC377-AL-GE-2-010 Rev P01; AGC377-AL-GE-2-011 Rev P01; AGC377-AL-GE-2-012 Rev P01; AGC377-AL-RT-2-001 Rev P01; AGC377-AL-RT-2-002 Rev P01;  
AGC377-AL-RT-2-003 Rev P01; AGC377-AL-RT-2-004 Rev P01; AGC377-AL-RT-2-005 Rev P01; AGC377-AL-RT-2-006 Rev P01; AGC377-AL-RT-2-007 Rev P01;  
AGC377-AL-RT-2-008 Rev P01; AGC377-AL-RT-2-009 Rev P01; AGC377-AL-RT-2-010A Rev P01; AGC377-AL-RT-2-010B Rev P01; AGC377-AL-RT-2-011 Rev P01;  
AGC377-AL-RT-2-012 Rev P01; AGC377-AL-SK-0056 REV 00;

Design and Access Statement by Hawkins\Brown, Mae and Grant Associates, dated 16/12/2013; Transport Assessment by Peter Brett Associates Ref 28732/002 Rev 3, dated December 2013; Planning Energy & Sustainability Report by Max Fordham, dated 11/12/2013; Flood Risk Assessment and Drainage Strategy by Peter Brett Associates Ref 28732 Rev Issue 3, dated 06/12/2013; Phase I habitat survey and protecting species scoping survey report by MKA Ecology Limited, dated 24/05/2013; Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan by Hayden's, Ref 3743, dated 19/11/2013; Daylight and Sunlight Report by Anstey Horne, Ref AH/SFT/ROL6940, dated December 2013; Air Quality Assessment by Peter Brett Associates, Ref 28732/004 Rev 02, dated December 2013; Phase 1 Ground Condition Assessment by Peter Brett Associates, Ref 28732/006 Rev 1, dated November 2013; Wind Microclimate Assessment by Peter Brett Associates, Ref 28732/007 Rev 02, dated 05/12/2013; Noise and Vibration Assessment by Peter Brett Associates, Ref 28732/005 Rev 1, dated 05/12/2013; Planning Statement by CMA Planning, dated December 2013; Planning Obligations Statement by CMA Planning, dated January 2014; Affordable Housing Statement by CMA Planning, dated December 2013; Statement of Consultation dated December 2013; Construction Management Plan by EC Harris, dated December 2013;

Supplementary Note to Agar Grove Transport Assessment by Peter Brett Associates, dated January 2014; Daylight, Sunlight and overshadowing within the proposed development report by Anstey Horne, Ref AH/SFT/ROL6940, dated January 2014; Proposed Drainage – Surface Water Attenuation Calculations by Peter Brett Associates, Ref 28732-C-TN03, dated 22/01/2014; Secured by Design – Boundary Conditions by Mae, dated 24/02/2014; Agar Grove Planning Post Submission Review Landscape Responses, by Hawkins\Brown, Mae and Grant Associates, dated February 2014; Agar Grove Transport Assessment Supplementary Note, by Peter Brett Associates, dated February 2014; Note from Max Fordham Ref J4726 Agar Grove, dated 19/03/2014.

**RECOMMENDATION SUMMARY: Grant Council's own development under regulation 3 subject to a shadow S106 legal agreement and any direction by the Mayor of London.**

<b>Applicant:</b>	<b>Agent:</b>
London Borough Of Camden Michelle Christensen Housing and Adult Social Care Regeneration and Development c/o Agent	CMA Planning Ltd 113 The Timberyard Drysdale Street London N1 6ND

## ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (Gross Internal Area GIA / Net Internal Area NIA specified)
Existing*	<i>A1 Shop</i>		<i>100m<sup>2</sup> GIA</i>
	<i>A3 Restaurants and Cafes</i>		<i>100m<sup>2</sup> GIA</i>
	<i>C3 Dwelling House (tenure breakdown below)</i>		<i>14,590m<sup>2</sup> NIA</i>
	<i>D1 Non-Residential Institution</i>		<i>50m<sup>2</sup> GIA</i>
	<i>Tenure breakdown of residential</i>		
	<i>C3 Dwelling House – social rent</i>		<i>12,151m<sup>2</sup> NIA</i>
	<i>C3 Dwelling House - Intermediate</i>		<i>130m<sup>2</sup> NIA</i>
	<i>C3 Dwelling House – market</i>		<i>2,309m<sup>2</sup> NIA</i>

Proposed	<p><i>Flexible A1 Shop or A3 Restaurants and Cafes</i>  <i>Flexible A1 Shop or B1 Business or D1 Non-Residential Institution</i>  <i>B1a Business</i>  <i>C3 Dwelling House (tenure breakdown below)</i>  <i>D1 Non-Residential Institution</i></p> <p><i>Tenure breakdown of residential</i>  <i>C3 Dwelling House – social rent</i>  <i>C3 Dwelling House – intermediate</i>  <i>C3 Dwelling House – market</i></p>	<p><i>164m<sup>2</sup> GIA</i>  <i>242m<sup>2</sup> GIA</i></p> <p><i>455m<sup>2</sup> GIA</i>  <i>36,781m<sup>2</sup> NIA</i>  <i>500m<sup>2</sup> GIA</i></p> <p><i>16,767m<sup>2</sup> NIA</i>  <i>2,336m<sup>2</sup> NIA</i>  <i>17,678m<sup>2</sup> NIA</i></p>
Difference between the existing and proposed*	<p><i>A1 Shop</i></p> <p><i>A3 Restaurants and Cafes</i></p> <p><i>B1a Business</i></p> <p><i>C3 Dwelling House (tenure breakdown below)</i></p> <p><i>D1 Non-Residential Institution</i></p> <p><i>Tenure breakdown of residential</i>  <i>C3 Dwelling House – social rent</i>  <i>C3 Dwelling House – intermediate</i>  <i>C3 Dwelling House – market</i></p>	<p><i>Ranges from maximum of +306m<sup>2</sup> GIA if all is implemented, to -100m<sup>2</sup> if none is.</i></p> <p><i>Ranges from maximum of +64m<sup>2</sup> GIA if all is implemented, to -100m<sup>2</sup> if none is.</i></p> <p><i>Ranges from maximum of +697m<sup>2</sup> GIA if all is implemented, to minimum of +455m<sup>2</sup></i></p> <p><i>+22,191m<sup>2</sup> NIA</i></p> <p><i>Ranges from maximum of +692m<sup>2</sup> GIA if all is implemented, to minimum of +450m<sup>2</sup></i></p> <p><i>+4,616m<sup>2</sup> NIA</i>  <i>+2,206m<sup>2</sup> NIA</i>  <i>+15,369m<sup>2</sup> NIA</i></p>

\*The applicant has encountered difficulties in calculating the existing floorspace of the Agar Grove Estate buildings, owing to not all of the original plan information of the buildings being available, and it not being possible or practical for any detailed survey information to be provided. Hence, the existing floorspace information has been prepared using the information which does exist (e.g. floor plans associated with Lulworth,

Ashmore, Abbotsbury and Sherborne), together with estimates based on the known footprints of the existing buildings. It is with this context that the existing and uplift floorspace figures in this report must be considered. In the context of the proposals the approach taken by the applicant is considered to be appropriate in estimating the existing floorspace figures.

Residential Use Details:								
Tenure		Residential Type	No. of bedrooms per Unit					
			studio	1	2	3	4	Total
Social rent	Existing	<i>Flat/Maisonette/House</i>		43	97	55	14	210**
	Proposed	<i>Flat/Maisonette/House</i>		72	79	40	25	216
Intermediate	Existing	<i>Flat/Maisonette/House</i>				2		2
	Proposed	<i>Flat/Maisonette/House</i>	1	21	15			37
Market	Existing	<i>Flat/Maisonette/House</i>	1	7	3	22	4	37
	Proposed	<i>Flat/Maisonette/House</i>	20	98	106	16		240
Total existing residential units								249
Total proposed residential units								493
Total uplift in residential units								244
Total uplift in social rent units								6
Total uplift in intermediate units								35
Total uplift in market units								203

\*\* Existing social rent total includes 1 unit where the number of bedrooms within the unit is unknown by the applicant, given that No. 18 Ashmore is currently occupied as a combined unit with No. 17 Ashmore.

Parking Details:			
	Existing	Proposed	Difference in spaces
Car parking spaces (General)	118	57	-61
Car parking spaces (Disabled)	0	<i>Unspecified number to be allocated from the 57 above</i>	<i>Unknown at this point in time</i>
Dedicated cycle parking	0	607	607

## **OFFICERS' REPORT**

**Reason for Referral to Committee:** The proposal constitutes a Major Development which involves the construction of more than ten new residential dwellings [Clause 3(i)].

On account of the number of units proposed, the height of one of the proposed buildings and the number of residential units to be lost (prior to redevelopment), the development is referable to the Greater London Authority. The Mayor of London has the power under the Town and Country Planning (Mayor of London) Order 2008 to call in the application, act as the planning authority or direct the Council to refuse the application.

This is a Council's own application, as submitted by the Housing and Adult Social Care department.

This application is the subject of a Planning Performance Agreement (PPA).

### **1. SITE**

- 1.1 The site comprises the existing Agar Grove Estate, a predominantly residential space built around open space in the 1960s. It comprises the following Council owned residential blocks: Manston, Broadstone, Sherborne, Sturminster, Ashmore, Nettlecombe, Frampton and Abbotsbury (all 1-4 storeys in height, but predominantly 4 storeys), and Lulworth House Tower (18 storeys). Each of the blocks are arranged around open space and associated car parking and access. The application site also comprises the Agar Children's Centre which is to the south of Lulworth House Tower. This was recently re-built having gained planning permission in 2006 (see relevant history below). A café and off licence are also within the site boundary, fronting onto Agar Grove. The site is also supplemented by a series of garage, games areas, trees and grassed areas for informal recreation and play. It is located within the St Pancras and Somers Town ward. The site has a total area of 2.75 hectares and the eastern boundary comprises a continuous high wall.
- 1.2 Outside of the application site boundary and proposals, but located within Agar Grove Estate, on the eastern side of the site, are the Cranbourne and Ferndown (2 and 4 storey) residential blocks. These blocks are not included in the redevelopment proposals as they are outside of the ownership of the Council, being built separately in the late 1990s and owned by L&Q Housing (see relevant history below).
- 1.3 Part of the site is designated Public Open Space (grassed area in north-east corner of the site), relating back to its historic function prior to the existing structures being built in the 1960s. In addition, the character of the site is largely open with significant green space provision. The north-east and south-west edges of the site are within the strategic viewing corridors from Parliament Hill and Kenwood to St Paul's Cathedral. Parts of the site are within a slope stability constrained area, although outside of a floodplain. The application site is not within a conservation

area, nor includes any listed buildings or structures. It is in close proximity to the designated Murray Street neighbourhood shopping centre (to the north-east).

- 1.4 The site is also within a highly accessible location in terms of public transport, with the public transport accessibility level ranging from 3 (moderate) to 6 (excellent) across the site. Bus stops are located adjacent to the site boundary on Agar Grove, with the nearest rail station being Camden Road (overground) to the west. King's Cross and St Pancras Stations are also further to the south of the site. The site is located within the 200m safeguarding buffer zone for the High Speed 2 rail link, while the High Speed 1 safeguarding zone is to the south. The site is also located within the Camden Square Controlled Parking Zone (CPZ). Agar Grove, Agar Place and Camley Street have designated parking bays marked on the road directly adjacent to the site.
- 1.5 In terms of the surrounding area, it is seen to comprise a range of uses, albeit predominantly residential. To the north of the site is Agar Grove, beyond which are a series of residential terraces and villas, some of which have been converted into flats over time; the buildings date from the mid to late 19<sup>th</sup> century. Agar Grove marks the boundary to Camden Square Conservation Area; hence the application site is not within the conservation area, but forms part of its wider setting. The majority of residential properties along Agar Grove, opposite the application site, are considered to make a positive contribution to the character and appearance of the conservation area. The exception is No's 9-11, which are identified as making a neutral contribution. To the east of the application site, beyond the continuous high wall is a cycle path and Camley Street, which at this point comprises a series of low-rise industrial units. Beyond these is the mainline railway leading into and out of St Pancras Station and then Maiden Lane Estate. To the south-east, beyond Maiden Lane Estate is the King's Cross development site.
- 1.6 To the entire of the south of the site is the North London Overground railway line, which at this point links Camden Road and Caledonian Road & Barnsbury mainline stations. This line is also earmarked for possible future use by High Speed 2. An embankment leads up to the actual rail line, resulting in the application site being at a lower level than the rail line itself. Beyond the railway line are the 4-storey Barker Drive residential properties, which date from the 1980s. To the west of the site is Agar Place and Wrotham Road, which leads from St Pancras Way. This area is predominantly residential, with a series of 2-storey (e.g. 1-5 Agar Place) and 3-storey (e.g. 8-12 Wrotham Road) properties. The exception is the 2 storey 5a Agar Place (on the junction with Agar Grove), which comprises a car servicing use at ground floor level. This small area is a remnant of the area not demolished as part of the building of the Agar Grove Estate in the 1960s (Wrotham Road previously lay across the entire width of the estate site). Camden Broadway Conservation Area is to the west of the application site, with its eastern boundary comprising the semi-detached pair of villas of 56 & 58 St Pancras Way and the grade II listed terrace of six houses (3 storeys and basement) at 111-121 St Pancras Way. The row of listed buildings are adjacent the junction with Wrotham Road, which leads to the south-west tip of the application site. To the north-west of the application site is the 7/8 storey St Pancras Way Estate.

## 2. THE PROPOSAL



## Background

- 2.1 This estate regeneration scheme comes forward as part of an ongoing series of such projects to be delivered within the Council's Community Investment Programme (CIP). The CIP seeks to make best use of the Council's land and property to support investment and improvements to places and facilities across the borough. This application represents the largest residential led scheme to come forward in the CIP to date.
- 2.2 The Agar Grove Estate was included in the CIP programme in July 2011, as agreed by Cabinet, as a site with potential for development and one with investment needs. Following positive initial consultation with residents in March and June 2012 more detailed proposals were formulated. These proposals have been developed in close consultation with residents, where there has consistently been high support. The statement of consultation submitted with the application details eight consultation events which have taken place in advance of the submission of the application. These took place in March 2012, June 2012, April 2013, June 2013, August 2013, two in October 2013 (including a Development Management Forum on 08/10/2013 organised by the planning department) and December 2013. In December 2013 Cabinet approval was resolved for the submission of this planning application, amongst other matters associated with this project.

## Proposed development

- 2.3 The application is seeking full planning permission for the comprehensive regeneration of the Agar Grove Estate. In short, it proposes the demolition of all low rise buildings barring Lulworth (137 residential units) and Agar Children's Centre, totalling 112 residential and 2 retail/restaurant and cafe units. The new buildings are predominantly 4-7 storeys in height, with a combination of terraces, villas and mansion blocks, but also include a new 18 storey tower as well. Lulworth is to be comprehensively refurbished, with extensions including two additional storeys to increase the total height from 18 to 20 storeys. In total 493 residential units are to be created, 216 of which are for social rent, 37 intermediate and 240 for market sale. In practice, the 240 market units will cross-subsidise the costs of re-provision of existing affordable housing and new intermediate homes. A community centre space, Class B1 business floorspace, 2 flexible retail shop or restaurant and café (Class A1 / A3) units and 2 flexible retail shop, business or non-residential institution units are also proposed (Class A1 / B1 / D1). A plethora of associated works are also sought, including new vehicular access and parking arrangements, cycle parking, refuse and recycling facilities and a comprehensive landscaping, public realm and amenity space strategy. A summary of the proposals associated with each plot is detailed below:

Plot	Total resi units	Tenure	Studio	1-bed	2-bed	3-bed	4-bed	Other uses
A	38	Social rent		12	8	12	6	
B	105	Social rent		38	67			Community centre and Class

								B1 floorspace
C D	14	Social rent			6	4	4	
E	20	Social rent		8	8	4		
F	14	Social rent				14		
G	23	Private		17	6			1 flexible retail shop or restaurant & cafe
H	20	Social rent				12	8	
I	38	33 Intermediate. / 5 social rent		22	15	1		
JKL	73	Private	4	29	32	8		1 flexible retail shop or restaurant & cafe
Lulworth	148	144 Private / 4 Intermediate	17	55	69	7		2 flexible Class A1 / B1 / D1
Totals	493	240 Private / 37 Intermediate / 216 Social rent	21	181	211	62	18	

2.4 No changes are proposed to the Agar Children's Centre building. The only alteration is to the boundary of the centre, with additional open space being given over to the centre as a result of the reconfiguration of the space / residential blocks adjacent to the centre. The area in question is land to the east of the building and to the west of Plot B.

2.5 The applicant has detailed a number of overarching objectives for the proposals at the site, summarised as:

- Demolition of the existing low-rise blocks and comprehensive retrofitting / refurbishment of Lulworth House.
- Creation of new homes to re-house existing Council tenants in response to their housing need, and to current design / space standards.
- Enabling a single decant for the majority of council tenants, whilst also keeping the existing community together.
- Creation of additional new homes including private, intermediate and social rent to create a mixed and inclusive community and generate sufficient capital receipt to deliver the project
- The architectural design is a cohesive masterplan and tenure blind in nature, with the following objectives:
  - Extending a series of connected green spaces from Agar Grove (Growing the Grove);
  - Knitting the streets and buildings into the surrounding context (Stitching in)
  - Refurbishing Lulworth with improved identity and environmental performance (Giving meaning to Lulworth)
  - Planning streets with continuous well-defined blocks and active frontages (A safe family neighbourhood);
  - Creating high quality homes with good space standards and environmental performance (Building better homes)
- Provision of step-free access to the front door of all homes and the public realm.
- Provision of good quality mobility housing according to need

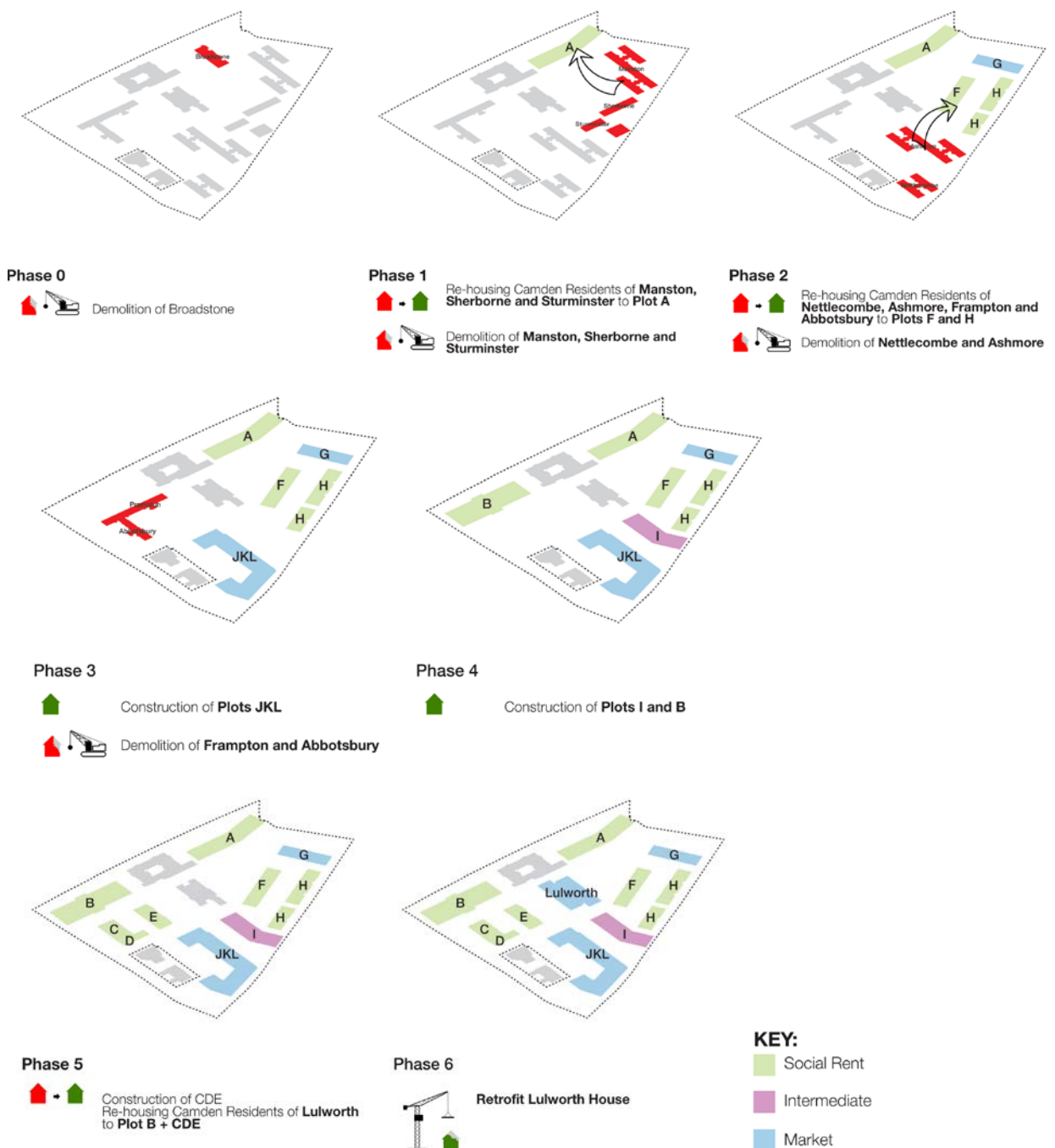
- Provision of well-designed open space and amenity to support the development, contributing towards the creation of a high-quality environment.
- Re-provision of existing commercial uses on the site
- Provision of new non-residential space
- Tackling fuel poverty

2.6 To assist with visualising the current layout of buildings, indicating the location of the blocks to be demolished (Manston, Broadstone, Sherborne, Sturminster, Ashmore, Nettlecombe, Frampton and Abbotsbury), a block plan is detailed below. As means of comparison, the proposed layout of buildings is shown on a separate map below the existing.



## Phasing / decant

- 2.7 Owing to the size of the proposed development, works shall take place over a number of phases. Information submitted by the applicant details seven separate phases. The underlying principle in the phasing proposals is to allow, as far as possible, a single decant for existing residents from their existing property to their newly built replacement dwelling on the site. This is shown in map form below, which in short seeks to decant existing residents of all the low rise plots in the initial phases (0, 1 and 2) of the development. The decant of Lulworth residents (within 137 properties) to plots B, C, D and E takes place later in the scheme, owing to the desire for existing residents to stay within the same plots and hence the need to build a high number of the total units proposed to enable this to occur.



- 2.8 Further detailed information about the phasing is outlined below. This also includes information concerning the indicative programme timings, as detailed in the construction management plan submitted. It is shown that the total anticipated timescales for the full implementation of the scheme is close to 9 years. The majority of phases are self-contained, although there is some overlap between the later phases.

Phase	Details	Indicative draft construction programme timings:
0	Demolish Broadstone	October 2014 – January 2015
1	Build plot A. Demolish Manston, Sherborne and Sturminster	January 2015 – September 2016
2	Build plots F, G and H. Demolish Nettlecombe and Ashmore	September 2016 – June 2018
3	Build plots JKL. Demolish Frampton and Abbotsbury	June 2018 – October 2019
4	Build plots I and B	June 2019 – September 2021
5	Build plots CDE	October 2019 – April 2021
6	Retrofit Lulworth	May 2021 – July 2023

### Revisions

- 2.9 During the course of the application additional / revised information was submitted, summarised as follows:
- Various additional plans to complement those submitted at the outset of the application;
  - Supplementary information concerning the non-residential uses proposed;
  - Daylight and sunlight assessment for future occupiers;
  - Additional note about surface water attenuation calculations;
  - Supplementary note regarding the transport assessment;
  - Revised plans to overcome amenity issues identified;
  - Additional information relating to cycle storage;
  - Supplementary landscape and open space information;
  - Secure by design supplementary note;
  - Supplementary note and further justification for the energy strategy

- 2.11 These revisions were not of a nature which was considered to warrant formal re-consultation, although all information was uploaded to the Council's website as soon as it was received.

### Shadow S106 Legal Agreement

- 2.12 The Recommendation at the end of this report is based on certain planning requirements ("Heads of Term") being secured in the event of approval. These Heads of Terms would usually be incorporated in a Section 106 Agreement.

However, in this case the applicant is the Council and as a matter of law the Council cannot enter into a Section 106 Agreement with itself.

- 2.13 Nevertheless, it is still imperative that this application is dealt with in a way that is consistent with the way the Council would deal with non-Council applications. Therefore, the Heads of Term will be embodied in a "Shadow Section 106 Agreement". This will be in the same form as a "standard" Section 106 agreement, incorporating the "usual" legal clauses and negotiated by separate lawyers within the Borough Solicitors Department representing the interests of the Council as landowner/ applicant and the Council as regulatory planning authority.
- 2.14 The Shadow Section 106 will inter alia include a provision requiring (i) that in the event of any disposal of the relevant land the Shadow Section 106 Terms will be included in the terms of the sale transfer and (ii) the purchaser will be formally required to enter into the Shadow Section 106 as owner of the land at the point of acquisition (and hence its terms will thereafter bind the site).
- 2.15 As an additional safeguard some or all of the Heads of Term of the Shadow Section 106 will be duplicated as conditions on the planning permission.
- 2.16 Once the Shadow Section 106 Agreement has been finalised the Director (or relevant Assistant Director) of the applicant department (in this case Housing and Adult Social Care) will sign a letter formally undertaking on behalf of the department that its provisions will be complied with in the build out of the development and its subsequent operation.
- 2.17 The Shadow Section 106 Agreement and the Director/ Assistant Director's Undertaking of Compliance will be noted on the Planning Register (so the agreement is put on the record in the same way as a "standard" Section 106 Agreement) and compliance with the Shadow Section 106 will be tracked and monitored by the Planning Obligations Monitoring Officers in Development Management in the same way as a "standard" Section 106.

### 3. **RELEVANT HISTORY**

#### Agar Grove Estate

- 3.1 PE9700869 - Environmental improvements, including formation of childrens play area, landscaping, new walls, paths, seating and lighting, resurfacing hard standing areas, new railings and gates. Granted 06/02/1998.
- 3.2 1-5 Abbotsbury, 1-12 Frampton, 1-16 Nettlecombe, 1-32 Ashmore, 1-32 Manstone. PEX0100105 - Alterations to provide secure entrance doors and screens and door entry system. Infilling areas above existing balustrading on stair landings with steel railings. Granted 27/03/2001.
- 3.3 PEX0200566 - Installation of 1.8 metre high perimeter fence together with the erection of new bin stores and associated new security doors, screens and entry ramps. Granted 13/08/2002.

- 3.4 2013/7118/P - Request for Environmental Impact Assessment (EIA) Screening Opinion for works involving the proposed regeneration of the Agar Grove Estate site. EIA not required as it was concluded on 15/11/2013 that “the scheme would not constitute a ‘major development’ of more than local importance, be within a ‘environmentally sensitive location’ or ‘create any unusual or hazardous effects’ pursuant to the selection criteria of Schedule 3 of the EIA 2011 regulations. As such, though the development is, by definition, Schedule 2 development, it is not considered to be EIA development as defined by Regulation 2(1) of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (SI 2001 no. 1824).”

#### Agar Children’s Centre

- 3.5 2006/2622/P - Demolition of existing single storey nursery building (Class D1) and replacement with a part single and part two storey Children's Centre to provide nursery facilities for 72 children and associated community facilities for parent classes and training (Class D1). Granted 24/11/2006.

#### Cranbourne and Ferndown (L&Q Housing)

- 3.6 PE9606087 - Demolition of garages and redevelopment of the site to provide 3 houses and 12 flats by the erection of a terrace of 3, two storey houses and a 4 storey block, the construction of 11 garages and associated landscaping. Granted following completion of S106 Legal Agreement 31/03/1998.

### 4. **CONSULTATIONS**

#### **Statutory Consultees**

- 4.1 The Greater London Authority (GLA) provided the stage I response on 07/03/2014. The recommendation is that “while the application is generally acceptable in strategic planning terms the application does not yet fully comply with the London Plan... but that the possible remedies set out...could address those deficiencies.” The main points raised in the GLA response are:
- 4.2 Estate renewal and regeneration
- The residential proposals seek a more varied range of tenures as well as an increase in the quantum of units, the area of residential floorspace and the number of habitable rooms...in line with strategic planning policy and is welcomed.
  - The proposed mix of uses for the provision of a replacement cafe and convenience store, new community facilities and new Class B1 employment space is supported.
- 4.3 Affordable housing
- The proposal would result in nearly equal (51 :49) split between affordable and open market housing, with a net gain of 41 affordable units over the existing provision. This increase is welcome.
  - In terms of the split between social rent and intermediate (60:40 target), the 85:15 split does not accord with policy but the key issue is the need to re-house

existing social rented tenant households, and this has been achieved. The proposals will result in an absolute uplift in all forms of affordable housing and greater diversity of tenure than currently exists within the estate.

- The independently reviewed viability assessment confirms that the affordable provision is indeed the maximum reasonable amount that can be provided within the scheme... and is welcomed.
- The deferred contribution that the Council is seeking (in the event viability improves) is welcomed and should be secured via condition.

#### 4.4 Housing choice / mix

- The scheme provides a mix of units broadly in line with the dwelling size priorities of the Council and this is welcomed as it meets local need.

#### 4.5 Density

- The scheme has a proposed density of 184 units per hectare and 522 habitable rooms per hectare, falling within the density range for units and habitable rooms and is acceptable.

#### 4.6 Children's play space

- It is anticipated that there will be approximately 278 children within the development... The development should make provision for 2,780 sq.m. of play space.
- This development provides a total of 2,897 sq.m as a range of play spaces which are well integrated into the wider masterplan and will provide opportunities for play and recreation. In accordance with the Mayor's SPG. In addition, 4,243 sq. m has been provided as amenity open space and 1,194 sq. m. as natural/semi-natural green space. There are no strategic concerns in relation to play space provision, and the distribution and type of spaces has been set out in the Design and Access Statement in the submitted application and this is acceptable.

#### 4.7 Inclusive design

- Generally the scheme appears to conform... however there are some areas of the current proposals either do not yet meet inclusive design principles and need further consideration or further clarification is required.
- Shared surfaces - what design features will be incorporated to ensure that the areas are safe and usable for disabled people? Particular concern about the space adjacent the existing Agar Grove Children's Centre – how will the conflict between parents, children and cars be addressed?
- Public realm - Further detail is required to demonstrate that the public realm will be easily accessible and that suitable gradients will be provided. Further clarification is also required to clarify the public seating strategy for the site.
- Play space - The applicant is encouraged to demonstrate how inclusive play has been integrated into the site wide play strategy.
- Mobility scooter storage - Given the significant number of residential units proposed, the applicant should consider providing future storage space and charging points for mobility scooters.
- Lifetime homes - all new residential units will be designed to the Lifetime Homes standard... this is welcomed. Due to constraints of the existing Lulworth Tower structure some of the units will not meet Lifetime Homes, which is disappointing



but understandable. The applicant is encouraged to ensure that the bathrooms are as close to Lifetime Homes Standards as feasibly possible and that a more detailed non-conformance statement is produced.

- Wheelchair homes – 1.4% will be fully adapted, as per existing need. 8.6% will be required to be easily adaptable. Further clarification is required concerning the adaptable units. If wheelchair adaptable units are only accessed by one lift it is recommended that a condition be imposed to ensure a strict maintenance/repair procedure is put in place to ensure that residents are able to access and leave their dwelling.”

#### 4.8 Urban design

- The proposed scheme is reasonably well thought out. The street-based approach provides well-defined street environments, a good mix of residential typologies and improves permeability, which is welcomed.
- Applicant asked if the route along the eastern edge of the site could be shared by any future development on the neighbouring site to the east. This is as a good quality, safe and legible 24-hour accessible public route to Camley Street will provide direct connections to Regent’s Canal and Kings Cross/St Pancras regeneration areas to the south creating an important strategic route through the area. The sharing of this route by a future development to the east should be secured through a planning condition.
- The applicant is asked to consider strengthening the approach between the public realm to Lulworth ground floor units by providing individual front entrances directly from the public realm.
- The residential layout of the scheme is of a high quality and strongly supported. There is no north facing single aspect unit in this development which is particularly welcomed.
- The architecture of the scheme is generally supported. The predominant use of brick for the proposed villa and mansion typologies reflects the residential use of the buildings whilst creating robust and hard wearing elevations which is welcomed.

#### 4.9 Tall buildings/ views

- The overall height of the scheme presents no strategic concern. The new 18 storey tall building on the south-east corner of the site is slightly taller than the existing Lulworth Tower and is located to the south-east corner of the site, away from the main streets and conservation areas. The rest of the development is broadly 6-8 storeys in height and the impact on the adjacent conservation area is not considered to be harmful.
- The effect on the views of St Paul’s Cathedral is not considered to cause any strategic concern.

#### 4.10 Energy

- The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole. Further revisions and information is required before the proposals can be considered fully acceptable and the carbon dioxide savings verified.
- District heating – As no connection with King’s Cross is proposed, the applicant should provide evidence of correspondence with the operators of the Kings

Cross network regarding the technical and economic feasibility of connecting to the development (to justify the approach).

- No site wide heat network is proposed, with a block-by-block system proposed instead. The applicant should commit to a site heat network linking the buildings on the development. If the proposed phasing presents any obstacles to adopting a single energy centre this should be clearly explained in an updated version of the energy strategy.
- The non-provision of CHP is accepted.
- A reduction of 128 tonnes of CO<sub>2</sub> per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 32%. The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. In liaison with the borough the developer should ensure the short fall in carbon dioxide reductions, equivalent to 30 tonnes of CO<sub>2</sub> per annum, is met off-site.

#### 4.11 Transport

- See separate TfL comments below.

#### 4.12 Conclusion

- Whilst the application is broadly acceptable in strategic planning terms and the principle of a mixed-use, well designed estate regeneration scheme is strongly supported, on balance, the application does not fully comply with the London Plan. The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:
- Housing: A deferred contributions mechanism to provide additional affordable housing contributions in the event the scheme generates a surplus should to be secured through a planning condition.
- Inclusive design: Further information/clarification is sought in relation to the use of shared surfaces, public realm and play space. The applicant is encouraged to consider providing future storage space and charging points for mobility scooters. A detailed non conformance statement for units that do not meet Lifetime Homes standards is required. Within the affordable/social provision a further 8.6% homes are required to be easily adaptable and the location of such units should be clarified. If wheelchair adaptable units are only accessed by only one lift a condition should be imposed for a strict maintenance/repair procedure.
- Urban Design: A planning condition should be secured to allow the road running along the eastern edge of the site to be shared by a future development to the east. The applicant is asked to consider providing individual front entrances to the semi-duplex units on the ground floor of Lulworth House directly from the public realm.
- Energy: Evidence of correspondence with the operators of the Kings Cross network regarding the technical and economic feasibility of connecting to the development is required. Commitment to a site heat network heated from a central energy centre is required. If the proposed phasing presents any obstacles to adopting a single energy centre this should be clearly explained in an updated version of the energy strategy. The applicant should explain how the use of solar thermal (if pursued) will supply heat into the site heat network. The applicant should ensure the short fall in carbon dioxide reductions is met offsite.

- Transport: The car parking management plan, a full delivery and servicing plan, the travel plan and the PERS recommendations should be secured along with contributions towards Legible London signage, land and a contribution of £189,000 for a 24 space docking point station and the local cycling network. An agreement is required with a local operator to provide a scheme to operate the proposed car club bays. Pre-commencement condition should be added for approval of construction methodology by both Network Rail and TfL. Further information is sought regarding location of cycle parking, bus stops assessments and construction impact on the adjacent North London train line in the Construction Logistics Plan. The required CIL should be confirmed by the applicant and council once the components of the development have been finalised.

4.13 Transport for London (TfL) – a summary of the main points arising from the response received are as follows:

4.14 Car parking

- No parking is proposed to cater for the residents and in the future they will not be eligible to apply for on-street parking permits.
- The existing fifty spaces will be re-provided for the use of existing residents as part of the new development. However as new tenants will not be eligible for these spaces the intention is that these will be phased out or converted to spaces for Blue Badge holders over time.
- Electrical vehicle charging points (EVCPs) are provided in accordance with the London Plan minimum standards and this is welcomed.
- TfL considers the proposed quantum of parking acceptable however it is requested a car parking management plan is secured by condition to manage the Blue Badge parking and EVCPs. Furthermore, reference should be made to monitoring and enforcement measures to ensure only residents use the parking.
- While two car club bays are welcomed, the applicant should confirm that an agreement is in place with a local operator to provide a scheme at this location.

4.15 Cycle parking

- The quantum of cycle parking accords with the London Plan minimum standards and equates to 574 spaces for the residential use, 13 for visitors and 10 to serve the commercial and community use. Nevertheless, the location of these spaces is not clear and should be clarified by the applicant.

4.16 Impact Assessment

- A multi-modal impact assessment has been provided and it is accepted that this development would not have an unacceptable impact on the local highway and bus network.

4.17 Walking and cycling

- The applicant has submitted a Pedestrian Environment Review System (PERS) audit which is welcomed.
- Overall, no major deficiencies were identified however possible improvements are the introduction of a link from the site to Camley Street and a review of pedestrian crossing provision at the intersection of St Pancras Way, Agar Grove and Randolph Street.

- The proposals should contribute towards the implementation of Legible London signage in the immediate vicinity of the site. The applicant should note that a pair of signs cost approximately £15,000.
- TfL is aware of the Council's aspirations to intensify the cycling network provision within the locality of the site. A contribution should be secured within the 'shadow' legal agreement towards its implementation.

#### 4.18 Bus stops

- An assessment of the local bus stops has been included within the PERS audit, which is welcomed.
- The applicant should clarify however whether the kerb heights meet the minimum height threshold of 125mm to allow for mobility impaired users to utilise the bus ramps safely.

#### 4.19 Cycle hire

- The cycle hire scheme will be expanded into the area north of Kings Cross station and once these stations become operational, a gap will be present within the network between Camden Town and King's Cross.
- Therefore, TfL requests that land and a contribution of £189,000 to facilitate the introduction a 24 space docking point station is secured within the 'shadow' legal agreement.

#### 4.20 Construction, freight and servicing

- A Construction Logistics Plan (CLP) has been submitted, which is welcomed.
- TfL considers the document to be acceptable however additional information should be included in regards to the impact on the adjacent North London train line.
- The applicant should liaise with Network Rail about the construction methodology to ensure that there is no impact on the railway's operation.
- As TfL London Overground services serve this alignment, TfL has a particular interest in ensuring that the methodology is acceptable. Therefore, a condition is requested ensuring that construction does not commence until the CLP and construction methodology have been approved by Network Rail and TfL.
- TfL considers the delivery and servicing arrangements acceptable however it is expected that a full delivery and servicing plan is secured by condition.

#### 4.21 Travel planning

- The submitted Travel Plan has been reviewed in accordance with the ATTrBuTE assessment tool and has passed. Notwithstanding this it is expected that car club membership for residents is included as a travel planning measure, as this can discourage car ownership. The travel plan should be secured, enforced, monitored (including funding to monitor) and reviewed.

#### 4.22 Summary

- The application does not currently comply with the London Plan. A number of issues are highlighted in this report including the need to confirm the cycle parking location and accessibility of local bus stops, provide a car parking management plan, facilitate the cycle hire scheme, provide car club membership for local residents and finally the Council should ensure that the final DSP and CLP are secured by condition. These matters should be resolved before the application can be deemed to be acceptable in strategic transport terms.

- 4.23 The Designing out Crime Officer has raised a number of technical points detailing that the proposals do not include secured by design principles, namely:
- All communal and residential doors will be to BS PAS 24-2012 or other acceptable standard.
  - All opening and accessible windows will be to BS PAS 24-2012.
  - No access control required.
  - Lighting will be street lighting. BS 5489 is required.
  - Post to the front door.
  - Utility meters outside of the location.
  - Bins and bikes. Self-closing and locking fit for purpose door.
  - Consider CCTV and alarm. A fused spur should be provided to facilitate fitting of an alarm.
  - Perimeter fencing of each residence should be a 1.8m close boarded fence.
  - Windows to boundary should have defensible space considered to provide gap from pavement to window.
- 4.24 The applicant has since submitted additional information demonstrating how the proposal will comply with such standards.
- 4.25 English Heritage does not wish to offer any comments on this occasion. Instead English Heritage advises that “this application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.”
- 4.26 The Environment Agency originally objected to the proposals on the basis that “the applicant has not demonstrated that the storage volume required to attenuate surface water run-off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided on site. There are volumes stated but the calculations need to be provided.” As such, the Flood Risk Assessment was considered to be unacceptable.
- 4.27 The Environment Agency outlined how the applicant could overcome such a concern. Additional information was submitted by the applicant on 10/02/2014. The Environment Agency confirmed on 24/02/2014 that the proposal would meet the NPPF and London Plan policies on flood risk if a condition is attached securing a detailed surface water drainage scheme for the site. This is in order to minimise the risk of flooding, to improve and protect water quality, and improve habitat and amenity. The Environment Agency has also detailed information which is required to satisfy its recommended condition. The condition recommended is sought to be secured; the information required to do so is to be included as an informative, although it has already been sent directly to the applicant.
- 4.28 High Speed One (HS1) Limited has confirmed that “We have looked at the above planning application and can confirm that we have no interest.”
- 4.29 High Speed Two (HS2) Limited does not wish to raise an objection. In the HS2 response it is stated that “an area on the southern boundary of the application site is identified as land potentially required during construction for the Wrotham Road

Equipment Platform and North London Line (North) satellite compound. The Equipment Platform is also clearly shown on drawing CT-06-143 'Proposed Scheme' and following discussions with our delivery team I am advised access from that part of the application site will be required for those works associated with the HS1 – HS2 link in 2017. However, HS2 Ltd is satisfied that the two developments can coexist alongside each other and accordingly we would not wish to raise an objection to planning permission being granted for the current proposals in this instance.

- 4.30 HS2 Ltd does however request that the following informative is placed on any decision notice: "The Applicant is advised that part of the application site falls within land that may potentially be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by the promotion of a hybrid Bill deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk)." An informative is recommended to be added to the decision notice to stipulate this.
- 4.31 London Borough of Islington has observed that no objections are raised.
- 4.32 Network Rail advises that whilst there is no objection in principle to this proposal, the developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:
- encroach onto Network Rail land
  - affect the safety, operation or integrity of the company's railway and its infrastructure
  - undermine its support zone
  - damage the company's infrastructure
  - place additional load on cuttings
  - adversely affect any railway land or structure
  - over-sail or encroach upon the air-space of any Network Rail land
  - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future
- 4.33 With this in mind, consistent with the comments received from Network Rail, two conditions and a number of informatives are recommended. The conditions relate to ensuring scaffold does not over-sail the railway and a method statement being provided of any vibro-compaction machinery used. Informatives concern advising Network Rail of the commencement of works, securing an asset protection agreement, future maintenance arrangements, demolition precautions, drainage details, lighting and landscaping.
- 4.34 Thames Water has no objection to the proposals, subject to a number of conditions and informatives being added to any permission. A summary of the matters raised are as follows:
- 4.35 In terms of waste, 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. An informative is recommended to be added to the decision notice to stipulate this.

- 4.36 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 Thames Water recommends the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. An informative is recommended to be added to the decision notice to stipulate this.
- 4.37 Thames Water also recommends that no impact piling shall take place until a piling method statement (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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Furthermore, any piling must be undertaken in accordance with the terms of the approved piling method statement. This is required as the proposed works will be in close proximity to underground sewerage utility infrastructure, and piling has the potential to impact on local underground sewerage utility infrastructure. This matter is recommended to be secured via planning condition.
- 4.38 Thames Water also comments that a Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. A list of Domestic and Trade Effluent processes are listed. As all of the proposed uses would fall within the Domestic category, no further action is considered to be required.
- 4.39 Thames Water recommends that petrol / oil interceptors be fitted in all car parking /washing/repair facilities. Thames Water also recommends the installation of a properly maintained fat trap on all catering establishments. This is as failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. An informative is recommended to be added to the decision notice to stipulate this.
- 4.40 In terms of water comments, Thames Water considers the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommends that development should not be commenced until impact studies of the existing / proposed water supply infrastructure have been submitted and approved. This is to ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand. This matter is recommended to be secured via planning condition. Furthermore, similar to the piling method statement for subsurface sewerage infrastructure condition outlined above, Thames Water recommends a similar

condition to account for subsurface water infrastructure. This matter is recommended to be secured via planning condition.

4.41 The following groups/organisations were formally consulted, but no response has been received at the time of writing:

- Design Council (CABE);
- Primary Care Trust;
- Sport England;
- Health and Safety Executive;
- London Fire Brigade;
- National Grid;
- London Travel Watch;
- Corporation of London;
- London Borough of Southwark.

#### 4.42 **Conservation Area Advisory Committee**

4.43 Camden Square CAAC was formally consulted on the application, as part of the application borders the conservation area. No response has been received.

#### 4.44 **Ward Councillors**

4.45 Ward Councillors Brayshaw, Khatoon and Robinson were formally consulted on the application.

4.46 Councillor Robinson supports the application, stating “I... fully support the application to completely redevelop the Agar Grove estate as it is long overdue and the blocks on the estate aside from Lulworth are poorly designed and built and the estate needs refurbishment, a community facility, car and cycle parking facilities, more open space and far better landscaping etc. The only factor that worries me is that if HS2 occurs then part of the HS2 Ltd plan is to erect a platform on the estate and thus I am not sure how this will affect the estate refurbishment.”

#### 4.47 **Adjoining Occupiers**

<i>Number of letters sent</i>	834
<i>Total number of responses received</i>	10 (including one duplicate)
<i>Number of electronic responses</i>	5
<i>Number in support</i>	3
<i>Number of objections</i>	5
<i>Number of comments neither supporting nor objecting</i>	1

4.48 A total of three supports for the proposals have been received, as follows:

4.49 An occupier of Lulworth supports the proposal, stating total agreement that this can proceed.

4.50 An occupier of Ashmore supports the proposal, as it will “improve the estate with new and modern buildings, which would mean better facilities”. This occupier



caveats the support with a concern that the height of some buildings will cause a unfriendly look to the Estate. Regarding construction, it is commented that this “would cause a lot of problem for many residents but we have to accept it for better infrastructure”. It is sought for demolition to take place late in the morning.

- 4.51 An occupier at Woollett Court, St Pancras Way denotes support for the proposal as the need for more Council housing is appreciated. Further comments are also made detailing questions on impacts on GP surgery and school places, and the 18 storey building blocking off light to surrounding houses. It is also asked why so much money is being spent on the application site, when St Pancras Estate is older and in disrepair.
- 4.52 A total of five objections to the proposals have been received, as follows:
- 4.53 An occupier in Broadstone (within two separate submissions) objects as follows:
- Objects to the proposed demolition of a home the occupier has lived at for 47 years. The objector owns the house and its freehold.
  - The house is in excellent repair and is close to the elderly mother of the objector
  - Objector is very worried about what will happen, as “if the Agar Grove Estate redevelopment goes ahead our home will be taken away from us.”
- 4.54 An occupier in Agar Grove objects on the basis of loss of daylight, sunlight, privacy and noise and disturbance during the demolition/reconstruction stage.
- 4.55 Another occupier in Agar Grove objects to the height of the Agar Grove buildings resulting in a loss of light to the basement flats opposite. The proposal would block autumn and winter sun, which makes a huge difference in basement flats (already darker than normal flats).
- 4.56 An occupier in Camden Square objects as follows:
- The proposal constitutes over-development;
  - The number of additional dwellings (244) to be provided will have a huge impact on traffic and road safety. Agar Grove is already a heavily used road and bus route. It is also a residential street already crowded with existing residential parking.
  - There is no apparent provision in the plans for 'Key Worker' dwellings.
  - The proposed increase in 'market' or 'private' dwellings (203) means that Council owned assets are being sold off for private use. The number of 'social' dwellings is increased by only 6.
  - The size and height of the proposed buildings mean that there will be loss of light to surrounding and adjacent properties.
  - There is no mention in the documents of provision for improved infrastructure and services. An additional 244 dwellings could provide for up to 900 additional occupants. There will be a substantial increase in the need for school places; doctors' surgeries; play areas; additional policing; parking places etc.
- 4.57 An occupier in Murray Street objects as follows:

- In comparison with the existing context, the taller buildings closer to the street along Agar Grove create a barrier effect. The break between Plots I and JKL does not sufficiently compensate for this.
- Suggestion that Plots H, JKL and I are imposing in nature and “should step down further in scale by one storey on the Agar Grove frontage to relate better to existing buildings on Agar Grove.

4.58 A total of one comment, neither explicitly supporting nor objecting to the proposal, has been received.

4.59 An occupier in Ferndown comments that “I cannot support or object to the application as residents were not consulted on the proposed application. Residents were only informed of various meetings taking place to hear residents views.” The occupier continues by raising concerns about:

- Increased anti-social behaviour and noise nuisance by virtue of more residential units.
- Parking problems.
- Loss of privacy for neighbours
- Query over security provisions as there is presently no security and a lot of burglary.

## 5. **POLICIES**

### 5.1 **National / Regional Policies**

National Planning Policy Framework 2012

London Plan 2011 (incorporating 2013 alterations)

### 5.2 **LDF Core Strategy and Development Policies**

CS1 Distribution of growth

CS4 Areas of more limited change

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS7 Promoting Camden’s centres and shops

CS8 Promoting a successful and inclusive Camden economy

CS10 Supporting community facilities and services

CS11 Promoting sustainable and efficient travel

CS13 Tackling climate change through promoting higher environmental standards

CS14 Promoting high quality places and conserving our heritage

CS15 Protecting and improving our parks and open spaces and encouraging biodiversity

CS16 Improving Camden’s health and well-being

CS17 Making Camden a safer place

CS18 Dealing with our waste and encouraging recycling

CS19 Delivering and monitoring the Core Strategy

DP1 Mixed use development

DP2 Making full use of Camden’s capacity for housing

DP3 Contributions to the supply of affordable housing

DP4 Preventing the loss of affordable housing

DP5 Homes of different sizes  
 DP6 Lifetime homes and wheelchair homes  
 DP10 Helping and promoting small and independent shops  
 DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses  
 DP13 Employment sites and premises  
 DP15 Community and leisure uses  
 DP16 The transport implications of development  
 DP17 Walking, cycling and public transport  
 DP18 Parking standards and limiting the availability of car parking  
 DP19 Managing the impact of parking  
 DP20 Movement of goods and materials  
 DP21 Development connecting to the highway network  
 DP22 Promoting sustainable design and construction  
 DP23 Water  
 DP24 Securing high quality design  
 DP25 Conserving Camden's heritage  
 DP26 Managing the impact of development on occupiers and neighbours  
 DP27 Basements and lightwells  
 DP28 Noise and vibration  
 DP29 Improving access  
 DP30 Shopfronts  
 DP31 Provision of, and improvements to, open space, sport and recreation  
 DP32 Air quality and Camden's Clear Zone  
 Appendix 1 Threshold for Transport Assessments and Transport Statements  
 Appendix 2 Parking standards

### 5.3 **Other Planning Policies / Guidance**

Camden Planning Guidance (CPG) 2011 - CPG6-8  
 Camden Planning Guidance (CPG) 2013 - CPG1-5  
 Camden Wheelchair Housing Design Brief 2013  
 Camden Streetscape Design Manual  
 Camden Square Conservation Area Appraisal and Management Strategy March 2011  
 Camden Broadway Conservation Area Appraisal and Management Strategy February 2009

## 6. **ASSESSMENT**

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

- Land use – Principle of development
- Land use – Housing
- Land use – Other uses proposed (Class A1/A3/B1A/D1)
- Design
- Community safety
- Landscape and open space
- Trees, biodiversity and nature conservation
- Amenity of existing nearby occupiers

- Quality of residential accommodation for future occupiers
- Quality of non-residential uses for future operators
- Transport
- Sustainability and energy strategy
- Other matters

## **Land use - Principle of development**

- 6.2 Despite the Agar Grove Estate enjoying a largely stable and cohesive community, as evidenced through the extensive public consultation undertaken by the applicant, the site has a number of inherent constraints which means it is in need of redevelopment. Factors include physical defects in the quality of some accommodation, homes being significantly undersized compared with current standards, a lack of step free access, a lack of private outdoor amenity space, the existing green space lacking in definition and not being perceived as usable, a lack of definition between buildings and spaces, and poor resolution of fronts and backs of buildings. As such, the proposals have been progressed as part of the Council's CIP to regenerate neighbourhoods. The principle of development, namely demolition followed by redevelopment (with the exception of the refurbished Lulworth), is established through overarching LDF policies CS1, CS4, CS6 and DP1.
- 6.3 Policy CS1 establishes the overall approach to growth and development in the Borough, with this being focused in the most suitable locations and seeking to make the best use of Camden's limited land. This will be shown to be the case in the sections below. Although the site is not within an identified 'growth' or 'highly accessible' location, CS4 outlines that large scale development, such as estate regeneration programmes, may take place outside of these areas. The proposals in this instance are considered such a case. Furthermore, CS6 refers to estates with substantial investment need, with Better Homes and the creation of mixed and inclusive communities, whilst also addressing local housing needs. The proposed scheme seeks to align with these aims. Policy DP1 complements CS1, with a mix of uses in development where appropriate in all parts of the borough being required. In this instance, although predominantly residential in nature, a number of complementary business, community and retail spaces are also proposed on site, aligning with the aim of policy. With all of the above in mind it is therefore considered that the principle of development is strongly welcomed.

## **Land use – Housing**

### Overall provision

- 6.4 The proposed development seeks to demolish 112 residential units and create 345 entirely newly built dwellings. In addition, Lulworth will be refurbished and extended from 137 to 148 units. Hence, in short 249 existing units will become 493 proposed residential units, a net increase of 244. The increase in residential units at the site is welcomed in broad terms, aligning with policy CS6 which seeks to maximise the supply of additional housing (the priority land use) to meet LDF targets for the plan period.

## Density

- 6.5 The proposed density of residential development at the site is within the density matrix range detailed in the London Plan. The applicant has confirmed that the proposed density is 507 habitable rooms per hectare and 179 units per hectare. The applicable London Plan range is 200-700 habitable rooms per hectare and 70-260 units per hectare. Therefore, the proposals sit towards the upper end of both the habitable rooms and unit ranges. This illustrates the development would be making efficient use of the land, aligning with the principles of LDF policies CS1 and DP2.

## Tenure

- 6.6 At present, the Estate is dominated by social rent units with 210 of the 249 existing units within this tenure. An overarching objective of the proposed scheme (see paragraph 2.5 above) is to facilitate a broader mix of tenures across the site, to assist with the creation of mixed and inclusive communities. Such an approach is supported by paragraph 2.37 of CPG2 2013, which details “As part of estate regeneration we will seek to improve the tenure mix in some areas of concentrated social rented housing.” The proposals represent an increase in the number and floorspace associated with social rent, intermediate and market housing at the site. The precise mix is detailed in the affordable housing section below, but in general terms the mix of tenure across the site will be much improved in comparison with existing, which is strongly welcomed. In addition, the proposals will in practice be ‘tenure blind’, ensuring that the quality of affordable and market houses are similar in appearance and specification internally.

## Affordable housing

- 6.7 Prior to considering the amount of affordable housing provided in comparison with market housing at the site, it is relevant to clarify that the proposals represent an overall increase in affordable housing floorspace and units at the site. Policy DP4 guards against the net loss of affordable housing floorspace at the site. In this instance there will be a net increase of 6,822m<sup>2</sup> affordable floorspace at the site, 4,616m<sup>2</sup> for social rent and 2,206m<sup>2</sup> for intermediate housing. In unit numbers, the overall increase is 41, 6 in social rent and 35 in intermediate units. Hence there is evidently an overall increase in affordable floorspace and units proposed at the site.
- 6.8 Turning to consider the affordable housing provision in comparison with market housing, the London Plan and LDF policy expectation is for 50% affordable. CPG2 details at paragraph 2.36 that net internal floorspace is the more appropriate basis for considering the split. On a standalone basis the scheme provides 51.9% affordable housing. However, a more accurate and policy compliant consideration of the proposals is reflecting on the net increase (taking into account the existing floorspace being replaced) of affordable housing. Thus in terms of the total addition to housing floorspace the affordable component equates to 30.7%. The affordable housing proposed will be secured in full via condition and shadow s106. These figures are detailed in the table below.

	Existing total	Overall proposed total	Uplift total
--	----------------	------------------------	--------------

	Floorspace m <sup>2</sup> (NIA)	Floorspace m <sup>2</sup> (NIA)	Floorspace m <sup>2</sup> (NIA)
Market	2,309 (15.8%)	17,678 (48.1%)	15,369 (69.3%)
Affordable (Social rent & Intermediate combined)	12,281 (84.2%)	19,103 (51.9%)	6,822 (30.7%)
Total	14,590 (100%)	36,781 (100%)	22,191 (100%)

- 6.9 Although 30.7% is evidently below the target 50%, it compares favourably with some other CIP schemes which have come forward in recent times. Moreover, there are three main factors which have dictated the amount of affordable housing proposed at the site. These all align with factors covered by policy DP3 when considering the scale and nature of contribution towards affordable housing. Together, they seek to illustrate that the proposals are providing the maximum reasonable amount of affordable housing.
- 6.10 First, a fundamental element in the proposals is the need to re-provide the existing affordable homes in the scheme for existing occupiers. Furthermore, this must meet the current housing needs of existing occupiers, which has subsequently dictated the precise number and size (number of bedrooms) of social rent units. The intermediate housing mix has also been partly influenced by existing needs of current leaseholders, enabling them the opportunity to buy-back into the scheme. At the same time the units are required to meet the applicant's aspirations for rent levels, in accordance with the applicant's local letting policy. In addition, another factor is the requirement for the proposed units to meet current space and design standards, which represent significant advancements compared with the existing deficiencies. A final factor is the justified requirement to allow a single decant for existing residents, to assist with the continual stable and cohesive community at the site. These factors collectively amount to a challenging position from which to provide affordable housing, thereby influencing the final quantum and mix proposed.
- 6.11 Secondly, another overarching aim is to assist in the creation of a more mixed and cohesive community by improving the split between affordable and market units at the site. As detailed in the tenure section above, this has been satisfactorily achieved, but in doing so has influenced the final quantum and mix proposed.
- 6.12 Thirdly, scheme viability has heavily influenced the amount of affordable housing able to be provided within the scheme. In simple terms the market housing must be of a level to cross-subsidise the costs of re-providing the existing affordable housing and new intermediate units proposed, enable the development to proceed. As part of the application a detailed viability assessment has been submitted by the applicant. This has been subject to independent review by BPS Chartered Surveyors on behalf of the local planning authority. A version of the BPS review is included at the end of this report.
- 6.13 The viability assessment considers the proposals from two perspectives. First, it assumes (as is the case) that the Council is the developer, with specific inputs and treatments specific to the Council included. Secondly an alternative approach,

which is based on a standard market approach which a typical private developer would follow, is also detailed.

6.14 BPS outlines at the outset that the applicant does not consider this to be a 'profit-led' development. Consequently, the assessment has not included (or has included at a relatively low rate) certain costs that would typically be inputted in a viability assessment by a private developer. In short, a summary of the findings from the independent review of viability are as follows:

- BPS is satisfied that the assessment uses appropriate methodology and suitable cost and value inputs for a Council-led scheme.
- The first appraisal utilises the Council's agreed assumptions concerning costs and values. This generates a deficit of £13.93m which has then been eliminated via 'gap funding' from the Council itself, thus leaving the scheme in a break even position.
- The alternative 'typical private developer' appraisal shows a deficit of £9.1m. Whilst this alternative appraisal includes developer's profit, it does, unlike the Council's version of the model, include capitalised rental income from the affordable units, which accounts for the deficit being smaller than for the Council's version of model.
- The following omissions and reductions in costs in comparison to a typical development appraisal of a private-sector developer have been made in the Council appraisal:
  - No developer's return (profit)
  - No benchmark land value
  - No finance costs
- In addition, no capitalised ground rents and no capital receipts for the social rented are included in the appraisal, which would both normally be included in the appraisals of private developers. The applicant asserts that it is not able to borrow against these future income streams, so therefore they are of no value in terms of funding the development. BPS accept the logic of this explanation (as consistent with other Council-led schemes in the Borough).
- No Developer's Return is included in the Council appraisal. This acts to reduce the level of scheme deficit – i.e. improve viability. BPS note, however, that a "Development/Sales Risk" allowance equating to 8% of the build cost has been included, which effectively represents a form of minimum profit/return.
- The private residential values are broadly realistic, albeit potentially somewhat overstated in the context of the local area and in particular the close proximity of the proposed private units to social housing. If values were to be reduced this would (all other things being equal) result in an increase in the size of the deficit and would thus necessitate a greater level of 'gap-funding' of the project by the Council.
- Build Costs have been estimated, and are considered to be reasonable estimates.
- Given the extent of the deficit shown by the main appraisal, this shows that the scheme cannot viably provide any additional affordable housing over the quantum already due to be provided.
- The net additional residential floorspace will be comprised of 31% affordable housing, which falls short of the 50% target. Therefore planning officers will be seeking to put in place a deferred contributions mechanism to secure additional

affordable housing contributions in the event that viability improves above a certain point and the scheme generates a surplus.

- BPS accept that providing that the Council gap-funds the resulting deficit generated by the scheme, then this will render the scheme feasible from a viability point of view.

6.15 In overall terms the first 'Council' appraisal shows that after all development costs (circa £156m) and incomes (circa £142m) have been taken into account, there is a deficit of £13.93m. As such, it is the Council's own gap funding which is enabling the scheme reach break-even point. In the 'typical developer approach' appraisal the deficit is £9.1m, meaning in practice no private developer would even consider bringing forward the proposal sought in this instance.

6.16 It is also noted at this point that the viability position indicated within the planning submission contrasts with that detailed in the Cabinet report of December 2013, where a surplus of £13m was detailed. The applicant's advisors EC Harris have provided the following explanation in respect of the contrasting positions detailed:

"The purpose of the Cabinet report is to inform the Council of the scheme position including the proposed allocation of £13.9m of Council funding. The model does not include a margin or developer risk allowance above the line. The output of the model is therefore the scheme surplus (£13m) which the Council can consider relative to the risk incurred in relation to the private sale dwellings.

For the planning viability model it is more usual to allow for development margin / risk above the line. It was also not thought appropriate to include the Council's considered funding above the line as this is at the Council's option. Inclusion of a risk allowance (£11.5m) above the line and omission of the Council's funding causes the deficit of £13.9m".

6.17 Therefore, although the figures are similar, it is a matter of where specifically in the appraisal factors such as risk (i.e. profit) and subsidy are reported. Such an explanation is considered satisfactory.

6.18 Despite the evident deficit shown in the independently verified viability appraisal, the proposed scheme is nevertheless showing a below policy compliant uplift in affordable housing (30.7 % rather than the policy target of 50%). Although it is accepted that at the scheme is presently providing the maximum possible contribution towards affordable housing (given the context detailed above), it is considered necessary to review viability again at a later stage of the development. This is particularly the case in a multi-phase, large scale project such as this which is not anticipated to be completed until July 2023.

6.19 Hence, a re-appraisal of financial viability, to gauge whether it is possible for the applicant to make a greater contribution to the provision of affordable housing, is recommended to be secured via shadow s106 / condition. Deferred contributions to affordable housing such as these are detailed within CPG2 and the London Plan (policy 3.12). In line with CPG guidance the further review of viability takes place at as close to the completion of phase 5 as practically possible and prior to the first



occupation of any unit within phase 6 (the final phase) of development. By such a time the majority of recorded sales values and build costs will be available, to assist in the accuracy of the future viability assessment. Phase 6 is the refurbishment of Lulworth, which accounts for 4 of the 37 intermediate units and 144 of the 240 private units. As such, there is considered to be scope to, if applicable, introduce further affordable units within this phase. However, the shadow s106 / condition will be worded as flexibly as possible to allow either an on or off site, or (more commonly at present) a payment-in-lieu to be secured should viability improve in the intervening time.

- 6.20 In overall terms, such an approach is considered to demonstrate that both the maximum reasonable amount of affordable housing is being provided at the outset of the development. Meanwhile it is also ensured that during the lifetime of the phased development there is a mechanism in place to re-appraise the scheme, and secure additional affordable housing closer to the policy compliant level, if appropriate.

#### Unit Mix

- 6.21 Another factor in assisting the creation of mixed and inclusive communities is by securing a range of self-contained homes. The mix of units proposed should follow the priority tables detailed in policy DP5, across each of the tenures. The proposed mix for each is detailed below.

	<b>Social rent</b>	<b>Intermediate</b>	<b>Market</b>
No. of bedrooms	No. of dwellings / %	No. of dwellings / %	No. of dwellings / %
Studio	0 (%)	1 (2.7%)	20 (8.3%)
1 bed	72 (33.3%)	21 (56.8%)	98 (40.8%)
2 bed	79 (36.6%)	15 (40.5%)	106 (44.2%)
3 bed	40 (18.5%)	0 (0%)	16 (6.7%)
4 bed	25 (11.6%)	0 (0%)	0 (%)
<b>TOTAL</b>	<b>216 (100%)</b>	<b>37 (100%)</b>	<b>240 (100%)</b>

- 6.22 In terms of the social rent units, 30.1% of the units are 'large' 3-bed + units. Although this is below the 50% target in DP5, this is accounted for by the mix being dictated by the housing needs of existing residents at the site who are to be re-housed. Thus, such a shortfall is considered appropriate owing to the particular circumstances of the application.
- 6.23 With regard to the intermediate units, the priorities table details there is high demand for 2, 3 and 4-bed units, and medium demand for studio and 1-bed units; it

also stipulates an aim for 10% large (3-bed +) units. The proposed scheme does not seek to incorporate any large units. This is due to considerable concerns over whether they would actually be 'affordable' given the Mayor's income cap, and knock on implications in terms of the viability of the scheme. Such an approach, in this particular instance, is considered appropriate.

6.24 Turning to the market units, the priorities table outlines that 40% should be 2-bed units, as this has the highest demand in the borough. The scheme achieves 44.2% in this regard, complying with the aim of policy. It is considered that a greater number of large market units would have been preferable in the scheme, as only 16 are proposed. However, it is acknowledged that over half the market units (148) are facilitated by the refurbished Lulworth, where the existing physical constraints limit the layout to a certain degree and hence a difficulty in achieving larger units at this point. On balance therefore, the market mix is considered to be adequate.

6.25 In terms of the mix between social rent and intermediate units, the London Plan and LDF target a 60:40 split, based on NIA floorspace (as per paragraph 2.43 of CPG2). The table below details the existing, proposed and uplift positions at the site.

	Existing floorspace NIA (m <sup>2</sup> )	Proposed floorspace NIA (m <sup>2</sup> )	Uplift in floorspace NIA (m <sup>2</sup> )
Social rent	12,151 (98.9%)	16,767 (87.8%)	4,616 (67.7%)
Intermediate	130 (1.1%)	2,336 (12.2%)	2,206 (32.3%)
Total	12,281 (100%)	19,103 (100%)	6,822 (100%)

6.26 It is evident that the existing position is almost exclusively social rent in nature. Given the overarching aim of the scheme is to re-provide social rent housing to meet the housing needs of existing resident, this explains why the proposed split between social rent and intermediate is 87.8:12.2, not aligning with the 60:40 target. This is considered to be an inevitable consequence of the existing context at the site. As such, it is considered appropriate within this context, with a degree of flexibility able to be afforded. Moreover, when the uplift in the two is compared it is shown, at 67.7:32.3, to be far closer to the 60:40 target.

### **Land use – Other uses proposed (Class A1/A3/B1A/D1)**

#### Flexible Class A1 / A3 on Agar Grove

6.27 As existing, there is a café (Best Camden Café) and off-licence (Camden Off Licence & Supermarket, Food & Wine) which front onto Agar Grove. Although located outside of a designated shopping centre and small scale in nature (both are 100m<sup>2</sup>), they serve a local need. This was evidenced in pre-application consultation events and is supported by policies CS7 and DP12. As such, the applicant intends to re-provide such facilities in the proposed scheme. Two retail shop (Class A1) or restaurant and café (Class A3) units are proposed, one at the base of plot G, the other at the base of plot JKL. Both are proposed on the Agar Grove frontage, to enliven the streetscene and continue to meet local needs.

- 6.28 In relation to the flexible nature of the proposed Class A1 or A3 uses (and thus also by default also Class A2 as a Class A3 can change to Class A2 under permitted development), this provides a degree of flexibility to the applicant to assist in seeking to attract future occupiers to the two proposed units. Future occupiers are unknown at this point in time, but the open plan nature and location of the two spaces means they are likely to be suitably attractive to a range of occupiers. The proposed floorspace is comparable with existing and there is no policy issue raised with the principle of such uses at these key entrance points into the site. It is recommended an informative is added to any permission denoting that that if implemented, the permission would give flexibility for use for 10 years from the date of the permission. After 10 years the lawful use would revert to whichever of the uses is taking place at the time within each unit.

#### Class B1a within plot B

- 6.29 The application seeks to introduce 455m<sup>2</sup> of Class B1a business space within the ground and first floors of plot B, on the north-east corner of the plot adjacent to the Camley Street boundary of the site. There is presently no existing employment floorspace within the site. Although not located within a designated area where the provision of office / business accommodation is specifically promoted, the introduction of this use is strongly welcomed in principle, aligning with policy CS8. The applicant has detailed that the location of the employment floorspace will link the site to the existing Camley Street light industrial units and the proposed pedestrian / cycle route at this point. The applicant also anticipates that 20-30 jobs may be created by such a space.
- 6.30 During the course of the application Economic Development officers have negotiated for a proportion of the Class B1 floorspace to be set aside for use solely by existing businesses in the borough which are being displaced from other CIP/Council employment sites. The applicant has indicated a willingness to enter into a shadow s106 / condition on this basis. Such a feature is considered to be another welcome element of the proposals, with the exact proportion to be secured in this manner to be confirmed via a delivery strategy agreed prior to the commencement of plot B.

#### Class D1 within plot B

- 6.31 As existing, there is a 50m<sup>2</sup> space within Lulworth which is available for use as a community room. However, it is presently underutilised according to feedback from pre-application consultation events. Policy DP15 notes that to help meet increased demand for community facilities, developments which result in additional need should contribute towards supporting existing facilities or provide new facilities. In addition, where applicable, developments should make rooms available for local community groups to use or hire at a discounted rate. DP15 complements CS10, which sets out the overarching approach to providing community facilities.
- 6.32 With the above in mind, the applicant intends to provide an on-site community facility to cater for the increased need generated by the development. This comprises a 500m<sup>2</sup> space at ground and first floor level of plot B. It is located in the north-west corner of plot B, which is in a complementary position to the existing

adjacent Children's Centre. In principle, such a facility is strongly welcomed, for the benefit of existing / future occupiers and the wider community. The applicant has outlined that the final programme of activities is not yet confirmed, as this element of the proposals is within phase 4 of the development. Similarly it is not yet confirmed who will manage the facility. It may be the Tenants and Management Organisation who operate the existing facility at Lulworth. If this is not the case it would be operated by the applicant's wider portfolio of facilities in the borough. Such details can be secured via the shadow s106 / condition. The main focus of the shadow s106 / condition will secure the use of the community centre for such purposes in perpetuity. In addition, it shall also secure details of the specification, management arrangements and subsidised rents for community groups. Given that such a facility is being provided on-site, a financial contribution towards community facilities is not considered to be necessary.

#### Flexible Class A1 / B1 / D1 within Lulworth

- 6.33 It is also proposed to incorporate two small flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units at the ground floor of Lulworth. As detailed above, the introduction of such uses elsewhere at the site is welcomed, and the same applies at Lulworth. Given that the development of Lulworth is scheduled to take place in 8-10 years time, it is considered that the flexible use approach sought by the applicant is acceptable, in giving the spaces the best chance of being successfully occupied at that future time.
- 6.34 Similar to the flexible Class A1/A3 space detailed above, an informative will detail that flexibility is applied for 10 years, at which point the lawful use becomes that in use at the time. If this causes conflict with the timings of the first occupation of the units, the applicant can seek to renew this element of any permission at this time.

### **Design**

#### Context

- 6.35 It is evident that the estate is home to a stable and cohesive community, but in design suffers many of the issues now commonplace from this form of open plan 20th century layout, as detailed at paragraph 6.2 above. Furthermore, the estate is physically detached from the surrounding context. There are no significant roads within the estate, buildings are not aligned to the surrounding Victorian grain, and there is a fence separating the estate from the public realm.

#### Layout

- 6.36 Estates of the 1960s, such as Agar, were often based on academic visions of how cities should function, which didn't always tie in with reality of urban life or create sustainable places. Instead, the current proposal employs what is considered to be a good common sense approach to masterplanning, based on a careful analysis of what makes valued places. This approach has been recognised recently under the title 'New London Vernacular'. The proposal aims to read and feel like a continuous piece of the city, fully integrated with surrounding area and not a detached island of estate land.

- 6.37 The proposals are laid out as a series of legible perimeter plots on a network of streets and squares. Private gardens sit to the rear of the plots, while at the front the streets are activated by front doors for all ground floor homes or other uses.
- 6.38 The proposal is considered to stitch in successfully to the surrounding context. Wrotham Road is reinstated (detailed as Wrotham Place on plans submitted), providing connectivity through to Camley Street for pedestrians and cyclists. A proposed road (detailed as Lulworth Avenue on plans submitted) runs southwards from Agar Grove to join the new Wrotham Road. These new roads sit alongside the retained Lulworth Tower, tying it into the street network and providing it with a street address. The Children's Centre, which currently sits hidden at the rear of the estate will, as proposed, front onto the new Wrotham Road and terminate the view down the new road from Agar Grove. It will therefore be clearly visible from Agar Grove. The Community Hall is placed next to the Children's Centre within plot B, also visible from Agar Grove.
- 6.39 Along with the private gardens to the rear of properties, both individual private and communal private, public open space has been provided at key locations within the layout. The principle open space is a triangular 'square' to the west of Lulworth Tower (detailed as Lulworth Gardens West in the submission). It is fronted by, and overlooked by, housing along its entire perimeter. Located in the middle of the site, this new square is a useful draw into the area, opening up the rear of the site. It is also en-route to facilities such as the Children's Centre. Two other smaller spaces are provided. One is to the east of the existing tower, on the new route from Agar Grove. This space in front of the Children's Centre will be aimed at young children. The other is located in the north west corner, where it extends the triangular open space that exists on the north side of Agar Grove.

#### Height and massing

- 6.40 The building forms follow four recognised London typologies. These are the terrace, the villa, the mansion block and the tower. These are successful building types and have been used across the proposal to create hierarchy and variation, whilst simultaneously reinforcing character by responding to context.
- 6.41 The terrace type is four storeys tall with a narrow rhythm and clear pitched roof form. This type faces onto the triangular open space (Plot F). Each 'house' is formed of two two-storey maisonettes, providing generously sized family accommodation.
- 6.42 The villa type is employed along Agar Grove in response to the Victorian villa context opposite. The villas are four storeys tall plus set back attic (Plot H). Each 'villa' is formed of a symmetrical central block with lower and set back wings to each side, suggesting a semi-detached form in the streetscape. The upper storeys are set back and pitched. The villas are set back from the pavement edge behind a garden buffer and contain maisonette properties.
- 6.43 The Mansion Block type ranges from five storeys plus set back attic on the Agar Grove side (e.g. Plots G, I, JKL) to seven storeys at the south of the site (Plot A).

The mansion blocks have additional architectural expression at plinth level (street level) and at roof level, often with recessive upper floor. The blocks have maisonettes or retail shop/restaurant and cafe space (in the case of Plots G and JKL) at the base with lateral flats above. The maisonettes have been articulated as legible 'houses' at the base of the blocks, distinct in rhythm and character from the flats above.

- 6.44 The proposal introduces a new tower in the south east of the site (Plot B). It will be comparable in height to the refurbished Lulworth, but in its architectural and material character it follows the same approach as the mansion blocks. At street level it reads as a mansion block, forming what is considered to be a consistent piece of townscape with neighbouring mansion blocks and fully addressing the street.

#### Impact of the towers

##### *Plot B*

- 6.45 A new 18 storey tower (a maximum of 61.275m in height) is proposed in the south east corner of the site, forming part of plot B. In terms of high-rise context, the site already contains the Lulworth Tower, while new towers have been approved/ recently built to the east, either side of the Overground railway in the form of the Maiden Lane tower and Kings Cross' T6 student housing. The first of these is a comparable height to the proposal, while the second is taller above datum by two to three storeys. There is also broader increase in scale to the south-east of the site being brought forward in the King's Cross area (the residential blocks of the R Zone rise to 15-17 storeys) and emerging in the Camley Street Area (103 student housing on site at 13 storeys).
- 6.46 The south east corner is considered to be the most appropriate location within the site for a tower in terms of connecting to the wider higher scale context. It is also considered to be an effective location in terms of reducing the impact of a tower on the conservation area to the north in two primary ways. First, it is the furthest point away from the conservation area and secondly it is not visible along existing roads such as St Augustine's Road. The railway lines act as a buffer between the tower and existing neighbourhoods to the south and east.
- 6.47 In addition, protected viewing corridors clip the overall site in the north east corner (Kenwood House to St Pauls) and south west corner (Parliament Hill to St Pauls). The chosen location for the proposed tower falls outside of these areas. Furthermore, the proposed location has a good distance relationship to the existing Lulworth tower and is considered to be in a good location in terms of limiting shadowing to neighbouring homes. The tower will also act as a positive marker at the north end of Camley Street, which will become a more important north-south link as development emerges in the wider area.
- 6.48 Views have been submitted from the surrounding context which shows that the tower will be visually prominent at the junction where St Augustine's Road meets Agar Grove, on the edge of the Camden Square Conservation Area. Here the railway cutting allows open views to the south, but does not have a significant

presence from further back into the conservation area. The junction is considered to be an important meeting of roads and orientation point. With this in mind the presence of the tower marking the entrance to Camley Street is considered to be a logical move in terms of urban legibility. The tower will also be visible from Georgina Street to the south west. As such the principle of a new tower, and its position within the site, is considered to be fully justified from an urban design perspective.

### *Lulworth*

- 6.49 The existing Lulworth Tower is located in the centre of the estate, where it is currently prominent in several surrounding views. In particular, it terminates the view down St Augustine's Road and the view down Wrotham Road from St Pancras Way. The tower is broad along its north-south axis and narrow on its east-west axis. The form is split into two narrow blocks which slip past each other along the north-south axis, separated by a central lobby and core. The tower presents its broad view to St Augustine's Road and St Pancras Way as mentioned above. The existing façade design is considered to be of limited architectural value.
- 6.50 The proposal strips the tower back to its concrete frame and introduces a new façade. The building is proposed to be widened and increased by two storeys. The additional width amounts to moving the façade outwards by 3.3m on both the east and west elevations (1.8m of which will be in the form of creating additional internal floorspace, and 1.5m of which will create external balconies). The slips detailed in the paragraph above which differentiate the two narrow blocks will also be reduced through minor extensions on the existing inner north and south ends, with a 1.5m extension on the south side and 3.8m on the north side. The total length of the building north to south nevertheless remains unaltered. It is also considered that the original form of two narrow blocks slipping past one another will continue to be appreciated. The additional storeys will increase the height from 18 to 20 storeys, although if the existing rooftop plant is accounted for there is only a minimal increase in total height. The proposal effectively in-fills the existing rooftop plant at the tower, across the new footprint of the building. This additional height will bring the tower to a comparable height to the proposed plot B 18 storey tower, due to the lower floor to ceiling heights in the existing Lulworth.
- 6.51 It is considered that as the principle existing impact of the tower is of its broadest sides, as viewed from the east and west, the increased width will have limited additional impact in these views. As the building is already visible in long views and over most of its storeys, the addition of two extra storeys is not considered to have a significant additional impact on the surrounding area. Therefore the extensions proposed to Lulworth are considered appropriate in design terms.

### Detailed design

- 6.52 There are general detailed design themes which run through all the proposed buildings. The new buildings are all finished in a complimentary range of good quality domestic character bricks. Special attention has been given to ground floors and roof levels, with the considered employment of patterned and textured brickwork with glazed brick highlights to give extra character to these areas. Set

back attic storeys are either pitched or follow a looser, less orthogonal form, and so read as recessive and subordinate whilst also creating a rich skyline.

- 6.53 Both communal and private street entrances have been given significant consideration with regard to making the threshold experience positive, legible and safe. Communal entrances are often double height and span the full depth of the blocks. With full height glazing on both sides, views are allowed from the street through to the rear, providing connection with the garden area behind. Internal walls of the entrances will be decoratively tiled. Attention has been given to decorative metalwork on elements such as fences and balconies. Private entrances have clear external private zones with good overlooking from elements such as canted windows. Across the proposed ground floor units will be maisonettes, so that ground floor windows will only be to communal rooms and not to bedrooms.
- 6.54 A thorough and high quality commitment to detailing and materials has been made in the submitted drawings and Design and Access Statement, including typical brickwork and metalwork. Each specific block is detailed in the paragraphs below.

#### Plots A and B including new Tower

- 6.55 These two plots line sit between the Overground Railway and the extended Wrotham Road, with the Children's Centre between them on the southern part of the site. As proposed, the two plots follow a new building line, set back from the front line of the Children's Centre. It is expected that if the Children's Centre is redeveloped in the future any new building would be set back to the new line providing a wider route between it and Lulworth Tower.
- 6.56 Plot A is formed of two blocks, 6 and 7 storeys high separated by a 4 storey element. At each end the height drops to 3 (west) or 2 (east) storeys to address the neighbouring context of Wrotham Road houses and the Children's Centre respectively. Along with this physical manipulation of form, the blocks are articulated further with two storey plinths and textured brickwork over the stair cores.
- 6.57 Plot B is also split into two blocks, one 7 storeys tall, the other the tower at 18 (61.275m). The two blocks share a continuous two storey plinth containing a shared concierge in the area between them. Below the lower block is the proposed community hall, architecturally expressed with a two storey arch. In the tower plinth there is Class B1 business use at ground and first floor level, which wraps round the corner into Camley Street, thus activating and addressing both the new road and Camley Street. Both the tower and the lower block are of a similar square shaped plan with corner flats and square inset balconies in each corner. These provide usable, protected balcony space and help soften the form of the blocks.
- 6.58 The tower steps back from the new Wrotham Road (north elevation) above its 7<sup>th</sup> storey. In acute views down the road from the west this shoulder line step back will allow the lower eight storeys to read as a mansion block, and is considered to mitigate an overbearing relationship with the road. Above the 11<sup>th</sup> storey the proposed tower again sets back, this time on the Camley Street (east elevation)



side. This step results in a narrower form to the remaining 6 floors, which would be the most visible element in surrounding views. In particular, this step reduces the width of the tower in views from the Agar Road junction to the north, within the Camden Square Conservation Area. It is considered that the proposal represents an elegant high quality tower which successfully addresses the ground floor experience and forms a cohesive part of the surrounding proposed townscape.

#### Plots C, D and E

- 6.59 These plots form a perimeter development around a communal courtyard, to the east of the existing Lulworth Tower and to the north of proposed plot B. It comprises two mansion blocks, one 5 (plot CD to the east) and the other 6 (plot E adjacent to Lulworth) storeys in height, with two 3 storey town houses on the north side facing towards Ferndown. As before, there is a good expression of the ground floor through textured and glazed brickwork. The blocks have canted bay frontages with good overlooking of porches. The top floor of the taller block is set back with an angled floor plan to reduce mass and create visual interest.

#### Plot F

- 6.60 Plot F forms a perimeter block with G, H and I, to the north west of the existing Lulworth Tower. It fronts onto the new triangular square which forms part of the public open space provision. The plot reads at a 4 storey terrace and is formed of deck access maisonettes sitting above a ground access maisonettes. In elevation the terrace reads as 2 storey houses with a double height roof containing 2 storey brick faced gables/dormers. The proposal has the same consideration to material detailing, recessed balconies and porch treatments already discussed.

#### Plot G

- 6.61 This plot forms the western entrance to the site from Agar Grove. It is considered to provide interesting split level and dual aspect flats 5.5 storeys high to the front (west) and 6 storeys to the rear (east). The stepped approach in section, and the variety of flats, leads to an interesting hierarchy in the façade with window openings and balcony recesses altering on the upper two storeys. Detailed qualities are as before.
- 6.62 This block sits across an open space from houses 2 storey in height on Agar Place. The scale of the proposal is considered to be appropriate to the scale of the space and helps frame and define it. The separation the space creates between the block and the houses mitigates the scale change. When approaching the site from the west, along Agar Grove, plot G therefore provides a quality and appropriate addition to the streetscene.

#### Plot H

- 6.63 This plot fronts Agar Grove and aims to balance the streets by creating form which reflects the characteristics of traditional villas opposite. The proposed buildings are set back from the street behind soft planting and reflect a villa form. This is expressed as a five 4 storey symmetrical semi-detached blocks, with a further

setback pitched attic storey. Between the blocks are 3 storey recessed wings which provide access to the upper maisonettes. Additional hierarchy has been introduced into the facades with metalwork at piano-noble level. Detailed qualities are as before. It is considered that plot H responds successfully to the immediate context whilst being of a high quality design in its own right.

#### Plots I, J, K and L

- 6.64 These plots sit in the north east corner of the site, where they frame the entrance of the new road (detailed in the submission as Lulworth Avenue) down to the Children's Centre, and engage with the junction of Agar Grove and St Augustine's Road. Owing to the pivotal location and role in defining and framing the road junctions, a small rise in height above that of the Plot H villas is considered appropriate. Plots JKL also have an important role in terminating the view down St Augustine's Road.
- 6.65 Plot I, to the west of the new road, is 5 storeys plus recessed attic and is broken centrally by a wide 3 storey element. Block I is considered to be successful in providing a suitable transition between the two main blocks fronting onto Agar Grove. Plot JKL is also 5 storeys plus attic with recessed breaks at 4 storeys. As discussed previously the same high quality of detailing and consideration has been applied to these buildings in-line with the wider design vision. However, plot JKL, which has a complicated role in addressing the corner of the site; the relationship with the Agar Road junction; and long views into the conservation area, has been broken down and softened in form to a greater degree than other larger plots. As such, the detailed design of plots JKL is considered to have duly addressed the challenging context successfully to form an appropriate design response.

#### Lulworth Tower

- 6.66 The existing tower is formed of two strips of single aspect flats, separated by a full length corridor with core. The two strips of flats are slipped in plan so that the west facing flats project around six metres to the north, while the east facing flats project to the south.
- 6.67 The proposal removes the stair and lifts from the central corridor and places them within the west strip of flats. This allows for a single, wider, uninterrupted communal corridor with the benefit of natural light at both ends. In form terms the building will read more clearly as two separate blocks, thus helping a little to reduce mass. As discussed previously the proposal also widens the building by 3.3m on each side.
- 6.68 A new clear architectural rationale will be applied to the building. Brickwork, in character with that used elsewhere on the proposal, will face the projecting north end of the west flats and projecting south end of the east block. In both cases the brickwork will also wrap round to finish the communal corridor. It is considered that this use of brickwork will further contextualise the tower, and also further express the east and west as separate blocks. The east and west elevations and remaining flanks will be glazed, shielded by strong horizontal concrete floor bands of the balcony zone. The balconies will have movable glazed panels, which will allow the space to be used through the seasons. Maisonettes on the top floors give what is

considered to be a subtle termination to the tower's top. At ground floor the tower has commercial space and a concierge to the new road side (east) and residential units to the open space side (west).

- 6.69 The new design is considered to be a significant enhancement over the existing in terms of architectural quality, expression of mass and form, and contextualized use of brickwork.

#### Summary on design matters

- 6.70 This is considered to be an exceptional proposal which is strong in all aspects of design, from the master plan layout right through to the detailed consideration of the doorstep experience. Underlying this is a good commitment to high quality detailing and materials, which will be secured in full via condition. The spaces and buildings form a legible townscape which is familiar and contextual. It is considered that the site will become truly permeable and accessible.

#### **Community safety**

- 6.71 It is considered that the applicant has integrated community safety features into the proposals at all levels to seek to secure future 'secured by design' accreditation. Furthermore, the proposals adhere with the principles detailed in policy CS17, primarily through various thoughtful design, access and layout measures being incorporated across the site. For example, the urban blocks created are shown to be well defined, with frontages onto streets and gardens (private and/or shared) to the rear. The public spaces are of a high quality and are designed to allow natural surveillance in all instances. The public routes are designed with future users in mind, balancing the sometimes competing demands of the most direct route versus a safe route (no blind corners or dead ends).
- 6.72 One particular element of the scheme has been subject to careful consideration. This involves the creation of a pedestrian and cycle link from the site to Camley Street in the south-east corner of the site. Based on public consultation responses at pre-application stage (not at application stage, see paragraphs 4.47-4.59 above) some concerns were raised that the creation of such an access would have harmful crime, fear of crime and anti-social behaviour implications. This is primarily as the existing context comprises a brick perimeter wall running along the entire length of the eastern side of the site, preventing any access. Such a feature was introduced following concerns raised by occupiers.
- 6.73 The Designing Out Crime officer has raised concerns with the opening up of this access creating 'unnecessary permeability' at the site. However, officers strongly consider that the proposed access point is welcome feature in the proposals. It is considered to assist greatly in connecting the site to Camley Street, and beyond towards King's Cross, for pedestrians and cyclists alike. With the provision of an active Class B1 frontage at this point, together with the possible future redevelopment of the Camley Street light industrial units, the provision of an access point here is strongly supported by design, transport, community safety and planning officers alike.

- 6.74 It is also noted that there are a number of partly recessed residential entrances at ground floor level. Although these are not generally welcomed, in this instance the provision of large expanses of glazing adjacent to the entrances maintains the safety of future occupiers at this point.
- 6.75 During the course of the application further details have been submitted by the applicant, following comments by the Designing out Crime Officer (see section 4 above). For example, more details have been provided concerning the boundary treatments for the perimeter blocks, and low level walls within semi-private courtyards to denote individual garden areas. Such an approach allows a degree of control to the public access to semi-private areas, whilst simultaneously seeking to maximise natural surveillance of such spaces and the streets and public spaces. It is considered that the approach developed by the applicant strikes an appropriate balance between ensuring safety while also maintaining a general open feeling of accessibility to the spaces.
- 6.76 Community safety officers at the Council have also considered the approach of the applicant and are in full support of the various measures and features incorporated. It is however recommended that details of future CCTV and lighting proposals are secured via condition. In overall terms the proposals are considered to have successfully incorporated measures to maintain community safety at the site.

### **Landscape and open space**

- 6.77 The existing site is characterised by large green spaces, albeit spaces which are largely lacking in definition and are not perceived to be usable. Nevertheless, the north-east corner of the open space is formally designated Public Open Space, an area of 2,810m<sup>2</sup>. As part of the landscape masterplan proposals it is firstly acknowledged that there will be a reduced level of large green spaces similar in nature to the existing, but instead the resultant open space is of a nature which far better serves the purposes of future residents. In overall terms the landscape proposals are considered to present a creative and diverse approach to green space provision and are broadly welcomed.
- 6.78 More specifically, three main garden squares are proposed, two either side of Lulworth and the other at the junction of Agar Grove and Agar Place. In addition, communal courtyard gardens are proposed to serve each of the residential plots proposed. A variety of natural / semi-natural green spaces are also incorporated, together with hard landscaping for the site to function effectively. Each is briefly described and commented upon below.
- 6.79 The primary space is to the west of Lulworth and is referred to as Lulworth Gardens West. It is broadly triangular in shape and also enclosed by plots A and F. It is therefore overlooked and includes perimeter circulation and boundary enclosures to ensure a positive relationship with surrounding buildings, with good natural surveillance and natural desire lines. The uses within the space broadly become more active the further away from Lulworth. There is first a HaHa, to assist with sustainable drainage methods and provide an appropriate transition between the spaces. The applicant has provided details to provide a degree of certainty over the long term amenity of the space, with full details to be secured via the proposed

landscaping condition. There is then an area of lawn and play park (5-11 years), centred around an existing London Plane. To the south of this is the proposed MUGA, which will provide replacement play space for 11+ year olds. It is envisaged that the space will be primarily used for football and basketball, within a fenced facility which is slightly sunken in order to reduce noise disturbance. Lighting is envisaged, although these details will be secured via condition. To the west of the MUGA is further 5-11 year old play space. The details of the play equipment and trees/landscaping shown will be secured via condition. Such a space is welcomed in overall terms, providing suitable space for a range of intended future users.

- 6.80 To the north-west of Lulworth Gardens West is the Agar Place raised lawn space. At the junction of Agar Place and Agar Grove this proposed greenspace is at the entrance to the site and will provide an attractive setting, subject to more detailed design which will be secured via condition. The space will assist in drawing people through the site and into the central space. The two spaces are intrinsically linked and it is considered that a safe and attractive environment has been created. The raised lawn will be complemented with centrally planted trees and a clipped hedgerow along the western edge. The existing sycamore on the junction of Agar Place and Agar Grove is retained, which is welcomed.
- 6.81 To the east of Lulworth is the third main space. It is at a prominent location, linking Agar Grove and the Children's Centre and close to both Lulworth and plot B (the largest components of the scheme). The space predominantly consists of an enclosed toddler play space (0-5 years), which is intentionally located adjacent to the existing Children's Centre. Two mature specimen trees are also shown, as is a clipped hedgerow, grasses and flowering shrubs to create a pleasant space for future use.
- 6.82 Each of the communal courtyard gardens (individually serving plots A, B, CDE, FGHI and JKL) generally follow the same approach of containing doorstep play spaces, various planting strategies, seating, trees (combination of existing and proposed), clear paved access to communal storage / cycle storage areas, habitat areas and, within plots FGHI and JKL only, 'grow your own' box spaces to enable future residents dedicated space for food production. These spaces are also shown to incorporate rainwater harvesting for irrigation. The general approaches are considered appropriate in principle, providing high quality spaces for future occupiers and users of the spaces, with further details to be secured via appropriately worded conditions.
- 6.83 In terms of the amount of sunlight that each of the proposed spaces will receive, the BRE guidelines stipulate that at least half of each space should receive at least two hours of sun at the spring equinox. The applicant has applied this test and it is shown that seven of the eight main spaces met this test. 100% of the main public spaces, east of Lulworth and east of Agar Place would receive two hours of sun. For the primary public space, west of Lulworth, the percentage is 83.8%, well above the 50% stipulation. The only shortfall is that serving plots CDE, where the figure is 34%. This is largely owing to plot B being directly south and the Lulworth being directly west of this plot. Given the context, this shortfall is considered adequate.

- 6.84 In comparison with the existing provision, it is evident that the proposals represent a significant improvement. There is presently a single children's play area west of Lulworth, two ball games areas in the south-east corner of the site (overlooked solely by Frampton and otherwise visually and physically detached from the site). The large expanses of green space are at points inaccessible and in part unsuitable for recreational use owing to the relationship with the adjacent buildings.
- 6.85 In assessing the provision of open space at the site, it is considered that both quantitative and qualitative factors need to be taken into account. The quality of the proposed spaces is largely detailed above.
- 6.86 From a quantitative perspective, in line with CPG6, there are specific requirements for the provision of open space in developments. These are calculated using standard open space requirements and occupancy rates. The proposed development generates a total open space requirement of 7,989m<sup>2</sup>. This is detailed below and is divided into specific amenity open space, play space and green space sub totals.

Unit type / number	Amenity open space (m <sup>2</sup> )	Play space (m <sup>2</sup> )	Green space (m <sup>2</sup> )	Total (m <sup>2</sup> )
Studio & 1-bed – 212	1,378	0	1,102.4	2,480.4
2-bed – 200	1840	120	1,440	3,400
3-bed – 56	716.8	162.4	532	1,411.2
4-bed - 25	352.5	90	255	697.5
Total	4,287	372	3,329	7,989

- 6.87 Separate from this, the London Plan has a benchmark of 10m<sup>2</sup> play space per child. The proportion of children is estimated (using London Plan formula) to be 275, equating to a target for 2,750m<sup>2</sup> play space to be provided on site for this specific purposed. This is acknowledged to be a far greater figure than the LDF target for play space of 372m<sup>2</sup>.
- 6.88 With the above in mind, the table below indicates the existing and proposed play space / open space at the site:

	Existing (m <sup>2</sup> )	Proposed (m <sup>2</sup> )
Play space (0-5 years)	0	1,622
Play space (5-11 years)	695	978
Play space (11+ years)	1,450 <u>Total Play = 2,145</u>	297 <u>Total Play = 2,897</u>
Amenity open space	7,393	4,243
Natural / semi-natural green space	299	1,194
Total	9,837	8,334

- 6.89 As such, it is evident that the proposed scheme in itself meets the overall CPG6 target for total open space at the site, with the 8,334m<sup>2</sup> provision exceeding the 7,989 m<sup>2</sup> requirement. In addition, the total amount of play space proposed complies with the London Plan target, with the 2,897m<sup>2</sup> provision exceeding the 2,750m<sup>2</sup> target. It is also noted that there is an overall increase in total play space compared with existing at the site, albeit not all of that proposed will be publicly accessible given parts are located within semi-private shared amenity spaces

serving individual plots. In addition, the proposed amount of open amenity space, at 4,243m<sup>2</sup>, is marginally (by 44m<sup>2</sup>) below the CPG individual target of 4,287m<sup>2</sup>.

- 6.90 There are however acknowledged to be some shortcomings, particularly in terms of comparing parts of the existing provision with that proposed. Most notably, the open amenity space at the site is decreasing from 7,393m<sup>2</sup> to 4,243m<sup>2</sup>, the overall space is reducing from 9,837m<sup>2</sup> to 8,334m<sup>2</sup> and the play space for 11+ years is decreasing from 1,450m<sup>2</sup> to 297m<sup>2</sup>. However qualitative factors, when comparing the existing and proposed, are considered to sufficiently alleviate these acknowledged shortcomings. These qualitative factors have already been detailed above.
- 6.91 Consequently, it is considered in overall terms that the provision of open space at the site is appropriate. In such instances no financial contribution is sought for off-site improvements. Instead the shadow s106 / condition will secure the on-going use of the areas as public open space, and secure its maintenance and management for such purposes.

### **Trees, biodiversity and nature conservation**

#### Trees

- 6.92 A full tree survey, impact assessment, method statement and protection plan has been submitted, following extensive pre-application discussions. Whilst a number of key trees have been identified for retention, such as those fronting onto Agar Grove and on the southern perimeter of the site, some will be removed as part of the proposals. These include two which place a significant constraint on plots F and G. The removal of these trees allow plot F to become continuous (it was in two separate blocks as part of pre-application proposals) and provides areas of open space at either end where new feature trees are proposed. The loss of such trees is therefore mitigated by an overall replacement strategy which is considered acceptable by tree officers.
- 6.93 More specifically, the replacement tree planting throughout the site includes a good mix of species, which will provide many benefits such as biodiversity enhancements, visual amenity, canopy cover, urban cooling and sustainable drainage. Street trees are proposed to be planted in trenches, which will benefit their longer term development and the volume of soil available. Larger growing species for the new Lulworth Avenue planting and around the refurbished Lulworth will develop to meet the scale of surrounding buildings. The submitted information states there is currently 4936m<sup>2</sup> canopy cover on site, with 3057m<sup>2</sup> to be retained. New tree planting will provide 2425m<sup>2</sup> after 5 years, giving additional canopy cover of c.500m<sup>2</sup> over the existing situation.
- 6.94 With regard to some specific points, the method statements within the arboricultural report submitted are considered to be generally acceptable. However, as the report itself recommends, the detailed method statements, protection plans and arboricultural monitoring proposals will be secured via condition. In terms of the trial pits undertaken along the proposed service routes fronting Agar Grove, these have demonstrated low levels of root activity. It is considered that the conclusion of the

arboricultural report, that the trees could tolerate root pruning in these areas, is acceptable. Hence, in overall terms, the tree strategy across the site is considered acceptable subject to conditions.

#### Biodiversity and nature conservation

- 6.95 An ecological scoping report and Phase 1 habitat survey, using appropriate best practice methodology, has been submitted. The surveys show the site to have low ecological value, with limited existing potential to support protected species. The scheme therefore, as it should, makes use of reasonable opportunities to enhance biodiversity and access to nature across the site.
- 6.96 In terms of protected species, the ecology report identifies the existing presence of suitable nesting habitats for birds. Hence a condition will ensure the vegetation clearance does not damage breeding birds. A further condition will secure 100 bird/bat nesting boxes/bricks across the development site. The applicant has initially shown that provision for starlings, sparrows, black redstarts and peregrine falcons will be made, together with swift bricks and general bird boxes. The condition will secure these in full.
- 6.97 In terms of the landscape enhancements for biodiversity, the proposal seeks to improve the overall biodiversity value of the site. This is strongly welcomed in line with policy CS15. More specifically, native species are proposed where appropriate. In addition, the large amount of living roofs are welcome, as is the inclusion of rain gardens, and some of the species recommendations (Planting and species choices will reflect recommendations set out in Camden's biodiverse planting advice note and the RHS planting for pollinators guide). Full landscaping details will be secured via condition.
- 6.98 In respect of living roofs, a combination of brown roofs, intensive green roofs and sedum green roofs are proposed across the site on all blocks apart from plot G (roof terrace). The inclusion of such roofs, designed to support acid grassland species is particularly welcome, for it supports the Camden Biodiversity Action Plan, and reinforces the underlying landscape character of the Hampstead Ridge Natural Signature. Brown roofs will also enhance ecological connectivity with the nearby North London Line SINC. It has also been recommended to the applicant for the proposed substrate to be sourced from site (i.e. soil, crushed brick) for sustainability reasons and to provide better conditions for local species. Full details of the living roofs will be secured via condition.

#### **Amenity of existing nearby occupiers**

##### Privacy and Overlooking

- 6.99 It is considered that the proposed scheme has been carefully designed to maintain the privacy of existing nearby occupiers and prevent instances of overlooking being created.
- 6.100 With regard to the impact on Wrotham Road properties, the flank wall facing the application site is blank, which enables plot A to extend up to this façade. A window



on the rear side elevation of plot A has been removed during the course of the application to maintain the privacy of existing occupiers. In addition, concerns were originally raised about possible overlooking from proposed terrace areas at either end of plot A (second floor level on east elevation towards the Children's Centre and third floor level on west elevation towards the rear of Wrotham Road properties). The terraces were, during the course of the application, set in from the side elevations (replaced with green roofs) in order to overcome possible instances of overlooking. Given these elements have been overcome during the course of the application, no significant overlooking or privacy issues are now envisaged for existing Wrotham Road occupiers.

- 6.101 Turning to the Agar Place buildings, the proposed layout is such that a 28m distance is proposed between plot G and the existing buildings. Regarding Agar Grove, there is a distance of 23m to plot H. To the east of the site, the Camley Street industrial units are over 30m from the proposed development. Given these distances, all of which exceed the 18m guidance figure, no significant privacy or overlooking issues would be encountered.
- 6.102 Within the Agar Grove Estate three buildings, the Children's Centre and the Cranbourne and Ferndown residential blocks do not form part of the proposals. Instances for overlooking to the Children's Centre from the east elevation of plot A are limited to the upper most floors. The ground and first floors include blank side elevations, while at second floor level, as detailed above, the terrace has been set back to prevent overlooking. In terms of the west elevation at plot B, looking towards the east side of the Children's Centre, no windows are proposed at ground floor level. Those windows at first floor level serve the double height community space, ensure no overlooking at ground or first floor level. Hence, the side elevation windows on plot B facing towards the Children's Centre are only at second floor level and above, meaning instances of overlooking would be at a downward angle. In such circumstances, the proposals are considered appropriate at this point.
- 6.103 In terms of Cranbourne, the distance between plot JKL and the north and west elevations of the building is comparable with the existing Nettlecombe context, at a distance of 14m and at acute angles. Hence the amount of overlooking in itself will be limited and will not exacerbate the existing context. In terms of Ferndown, its west elevation is a satisfactory 18m from the side elevation of the southernmost part of plot JKL. In terms of the south elevation of Ferndown, the distance to the north elevation of plot CD is 12m. This is acknowledged to be closer than the existing context of Abbotsbury, which comprises a blank north elevation façade towards Ferndown. However, the applicant has arranged the proposed layout of plot CD so that windows do not directly align with one another. The space is separated by one of the internal roads and, on balance, the level and nature of the overlooking created is not considered sufficient to seek refusal of the application on this basis.

#### Overshadowing and outlook

- 6.104 The orientation of the existing buildings on Wrotham Road and proposed plot A is such that it is not considered that the Wrotham Road buildings will suffer any significant loss of outlook or overshadowing. The buildings on Agar Place and Agar

Grove are a sufficient distance from the proposed plots G, H and JKL to mitigate any possible adverse overshadowing or outlook concerns, particular given the context of the existing Agar Grove Estate blocks. Similarly, the distance between the application site and the Camley Street industrial units, together with the topographical changes at this point and orientation of proposed buildings, means the loss of outlook will not be significant. The existing rail line to the south already creates a clear separation between the south of the application site and Barker Drive, meaning no fundamental outlook or overshadowing concerns are envisaged.

6.105 In terms of the Children's Centre and Cranbourne and Ferndown, it is acknowledged that the context of the surrounding buildings will change significantly as a result of the proposals. The height of the nearby buildings will increase, while in some instances the separation distances will decrease. However, various steps have been taken to reduce, as far as practicably possible, the extent of loss of outlook and overshadowing. For example, the relationship between the north elevation of plot CD and the south elevation of Ferndown has been identified as a particularly sensitive point. As such, the height of plot CD at this point has been limited to three storeys. Such an approach is considered satisfactory in retaining sufficient outlook for residents of Ferndown at this point. For Cranbourne, the footprint of the existing Nettlecombe broadly follows that proposed in plot JKL. As such, outlook would not worsen significantly at this point. The west side of plot JKL is a sufficient distance from Cranbourne so as to not cause harm here. A cycle storage unit is proposed adjacent to the rear boundary of Cranbourne, which consists of fencing. The cycle storage will only extend above the height of the existing fence by 0.53m, which is not considered significant within this context. For the Children's Centre, plot B will be further away than the existing relationship with Frampton, albeit that the presently free (owing to the sports pitch) eastern outlook is effectively replaced by plot B. The impact however is not considered sufficient to warrant refusal of the scheme. To the west plot A has been reduced in scale to three storeys at its juncture with the Children's Centre, in order to maintain outlook and reduce overshadowing at this point.

6.106 As such, it is considered that the applicant has demonstrated that the proposals will maintain sufficient outlook and not cause significant overshadowing for existing nearby occupiers.

#### Daylight and sunlight

6.107 A daylight and sunlight assessment, following BRE guidance, has been submitted with the application. This has considered all the necessary windows and rooms in the buildings surrounding the application site. In terms of daylight it is shown that there are 16 instances where the surrounding windows/rooms of nearby residential buildings fail the vertical sky component (VSC), daylight distribution (DD) and average daylight factor (ADF) tests, out of the 355 windows tested. Therefore, although the vast majority of the windows/rooms pass at least one of the guidance tests, thereby ensuring that sufficient daylight is maintained to these nearby occupiers, there are some instances where the targets are not met. A full tabulation of the rooms which fail the guidance tests are detailed below. It is shown that these are solely in relation to a limited number of residential properties to the north of the application site (at No's. 1, 5, 13, 15, 17, 19 and 21 Agar Grove) and Cranbourne

and Ferndown within Agar Grove Estate, but not within the scope of the application proposals.

Address, floor and use of room	VSC (test is not less than 27% / not less than 0.8 times its former value)	DD (test is loss must be not less than 0.8 times its former value)	ADF (test is not less than 2% for kitchens, 1.5% for living rooms and 1% for bedrooms)
1 Agar Grove basement floor living/dining room	22.39% / 0.7	0.73	1.12
1 Agar Grove second floor	22.36% / 0.78	0.66	0.65
5 Agar Grove basement floor kitchen	22.22% / 0.7	0.59	1.35
5 Agar Grove basement floor living/dining room	22.43% / 0.71	0.67	1.02
5 Agar Grove second floor living/dining room	22.79% / 0.78	0.65	0.61
13 Agar Grove second floor bedroom	24.87% / 0.79	0.68	0.54
15 Agar Grove second floor bedroom	24.82% / 0.79	0.65	0.55
17 Agar Grove basement floor bedroom	25.25% / 0.79	0.65	0.92
19 Agar Grove basement floor bedroom	24.34% / 0.74	0.62	0.81
21 Agar Grove basement floor living room	23.29% / 0.77	0.73	0.69
Cranbourne ground floor living room	17.15 – 20.36% / 0.71-0.74	0.41	0.85
Cranbourne first floor bedroom	19.26 – 24.12% / 0.7 – 0.78	0.77	0.86
Cranbourne first floor bedroom	19.94% / 0.71	0.76	0.89
Ferndown ground floor kitchen	17.58% / 0.74	0.74	1.4
Ferndown ground floor kitchen	19.83% / 0.71	0.7	1.06
Ferndown first floor kitchen	21.95% / 0.74	0.76	1.13

- 6.108 As such, it is fully acknowledged that there will be instances where there will be a noticeable reduction in the amount of daylight for some nearby occupiers, within an individual room of a flat (not all rooms in each flat). However in all instances the shortfalls are considered to be minimal, particularly in the VSC category where the reductions are all within 0.7 times their former value (test is 0.8) and at Agar Grove the rates are just below the 27%. Given the context of the urban location of the site, the existing buildings and the wider tangible benefits of the proposals (as discussed elsewhere in this report), it is considered that some flexibility can be afforded in this particular instance (as prescribed in CPG6 and BRE guidelines) and that some shortfalls can be taken into account. On balance therefore, the adverse impacts on a small number of nearby occupiers is not sufficiently significant to warrant the refusal of the application on this basis.
- 6.109 Turning to consider sunlight implications, the BRE guidance test is 'annual probable sunlight hours' (APSH), whereby rates of more than 25% should be achieved, of which 5% should be during winter. Similar to the daylight results, the vast majority of nearby buildings are shown to pass the necessary requirements, illustrating sufficient access to sunlight will be retained. However, there are a small number of exceptions. At Gairloch House (on the junction of Stratford Villas and Agar Grove) three ground floor rooms are below the standard, but this is accounted for by the presence of existing balconies directly above the windows, which has a significant impact on the results. This mitigating factor leads to an overall conclusion that a degree of flexibility can be applied at this point. In Cranbourne there is one window and Ferndown there are three windows which fall below the recommended standards. However, in all four instances this occurs to one window within rooms with more than a single window and on all occasions at least one window in each room meets the standard. As such, these shortfalls are not considered to be significant and, hence, the proposals in overall terms are considered to be satisfactory in terms of sunlight impacts on neighbours.

#### Artificial light

- 6.110 The levels of light resonating from the proposed buildings are not in themselves likely to be of a level to cause significant light pollution to the detriment of nearby occupiers. Neither is the anticipated lighting strategy, as discussed further in the quality of residential accommodation for future occupiers section below, likely to impinge on nearby occupiers in a significant manner.

#### Noise and disturbance

- 6.111 A full noise assessment has been carried out to demonstrate that the proposed development will not impinge on the residential amenity of existing nearby occupiers. This factored in the noise caused from both the Agar Grove highway and the two rail lines to the east and south of the site, having been completed on 29-30 August, 25 September and 4 October 2013. This has been verified by specialist environmental health officers, who recommend, in order to protect the residential amenity of nearby occupiers in future years, that the Council's standard noise condition is added to any permission.

- 6.112 Concerns were originally raised about possible noise and disturbance from overly large terrace areas at either end of plot A (second floor level on east elevation and third floor level on west elevation). These were reduced in size during the course of the application to sufficiently downplay possible harm at these points.
- 6.113 In terms of noise and disturbance to nearby occupiers during the construction period, measures to reduce this as far as possible will be secured via the Construction Management Plan (CMP). A draft document accompanies the application, discussed in the transport section below. Given the multi-phase nine year work programme envisaged at the site nearby residential occupiers, in particular occupiers of Cranbourne and Ferndown (located within the estate but not part of the proposals), will consider the detail of the CMP to be important in their quality of life during this prolonged period. Both environmental health and transport colleagues have fed in particular elements which the final CMP will need to include, in order to ensure that noise and disturbance is minimised as far as possible. The full CMP will be secured via condition and shadow s106, thereby sufficiently maintaining residential amenity for nearby occupiers during construction.

#### Air Quality and Microclimate

- 6.114 These specific matters are discussed within the relevant parts of the 'quality of residential accommodation for future occupiers' section below.

#### **Quality of residential accommodation for future occupiers**

- 6.115 Policy DP26 details standards for the benefits of future occupiers of residential units created in the borough. These are discussed in turn below.

#### Internal arrangements, dwelling and room sizes, amenity space

- 6.116 The applicant has submitted a wealth of information demonstrating the high quality nature of the accommodation proposed for future occupiers. The London Housing Design Guide has been followed, as well as CPG guidance. In short, the proposals are considered to be an exemplar scheme in terms of layout, sizes and provision of amenity spaces for future occupiers. Considering first the internal layout of units, all are regular in size in shape and have been thoughtfully arranged to maximise the potential benefits of each plot for future occupiers. For example, where possible, amenity spaces are proposed to the south, dual aspect units are maximised and outlook is maximised from all habitable rooms. All units meet and exceed the minimum overall flat size and bedroom size standards. The scheme has no single aspect units facing north, which is an element the architects have worked hard to achieve, with the minimal number of single aspect units being carefully placed to ensure adequate lighting. Storage space, natural ventilation and generous floor to ceiling heights within all units are further common features within the scheme.
- 6.117 The provision of private / semi private amenity space for each residential unit is a particular feature of the scheme. A variety of balcony types – recessed (for example, corner recessed balconies within plot B), winter gardens (for example, Lulworth – with moveable glazed screens), rooftop terraces (for example, plot C) and continuous south elevation balconies (for example, plot A) are proposed. All

ground floor flats and maisonettes benefit from private rear garden areas (for example, plot F) or loggia areas (for example, plot H). Some semi private, communal terraces are also proposed (for example, plot G). Finally, five communal private garden areas provide shared outdoor garden space for future occupiers of new units (separate areas serving plot A, plot B, plot CDE, plots F, G, H & I and plot JKL). There are also public open spaces proposed, as detailed in the landscaping section above. As such, individual and communal external amenity space is provided for future occupiers, which represents a significant improvement on the existing situation, where private amenity space is lacking.

- 6.118 Responding to comments made by existing occupiers during the pre-application process, standalone storage areas for future occupiers of plots A and B have been incorporated into the proposals. This is in addition to there being sufficient space within the units themselves for the storage requirements of future occupiers.

#### Storage, recycling and disposal of waste

- 6.119 Within each unit, the internal layout allows sufficient opportunities for the storage of waste and recycling. Furthermore, the applicant engaged environment services officers in pre-application discussions to develop a waste and recycling strategy for the site as a whole. This comprises a combination of communal waste storage areas (integral to the buildings) and individual bin storage areas within rear gardens / loggia areas for ground floor flats and maisonettes. All the proposed locations for communal refuse storage are located so as to be adjacent to stair cores (for ease of residents) and to internal roads (for refuse vehicles). The waste and recycling areas shown differentiate between standard waste and bulky waste storage areas, which sufficient space provided in both instances. Environment Services have confirmed that the proposals, as submitted, are appropriate. Therefore, a condition is recommended to denote that the facilities shall be implemented in accordance with the approved plans prior to the first occupation of the relevant phase of development.

#### Bicycle storage

- 6.120 The transport section below discusses the cycle parking strategy in more detail. In short, sufficient provision is detailed and will be secured via condition for use by future occupiers. The proposals therefore comply with DP26j.

#### Outdoor space

- 6.121 It is considered that sufficient outdoor amenity space within the site, as detailed above in respect of private / semi private amenity space, is provided for future occupiers. Furthermore, the landscape and open space section above, also details that sufficient space is provided which could also be used by future occupiers. The proposals therefore comply with DP26k.

#### Privacy and Overlooking

- 6.122 The applicant has devoted particular attention in the proposed layouts to minimise opportunities for overlooking between the future residential occupiers. During the

course of the application, some particular areas where concerns were originally raised have been improved in order to provide as high a standard of privacy as is possible in a scheme which effectively doubles the number of residential units within the same site area. For example, in plot B the layouts on the inward facing facades have been altered to ensure there is no direct overlooking from room to room. In other areas, such as between plot CD and E and plot G and H, obscure glazing has been denoted at relevant points to reduce overlooking. Following these revisions it is considered that all potential harmful instances of overlooking have been factored out of the scheme, thereby providing a good level of accommodation for future occupiers in this regard.

#### Overshadowing and outlook

- 6.123 In terms of overshadowing, the proposed units have been orientated and positioned as such to minimise, as far as is practicably possible, these impacts. For example, the break in plot B, has been partly incorporated to ensure plots CDE to the north are not entirely overshadowed for long periods of the day. For a urban regeneration scheme such as that proposed, which effectively seeks to double the number of residential units within the site on the scale proposed, instances of overshadowing will inevitably occur. The proposed 18 storey plot B will have some impact, but by positioning it in the south-east corner of the site, it is positioned away from the majority of housing in order to reduce its impact as far as possible. As has been detailed in the landscape and open space section above, the proposed open spaces across the site receive sufficient access to BRE guidance levels of sunlight, thereby meaning overshadowing is in-turn considered satisfactory.
- 6.124 In terms of outlook, the architects have sought to maximise levels of outlook for all future occupiers. As already mentioned, no single aspect facing north units are proposed, with as many as possible units being dual aspect for the benefit of future occupiers. There is a balance to be struck between achieving sufficient outlook whilst retaining privacy for future occupiers; the applicant is considered to have struck the right balance in these competing demands.

#### Daylight and sunlight

- 6.125 A daylight and sunlight assessment, following BRE guidance, has been submitted with the application in respect of the amenity of future occupiers. Considering first the daylight matters, although the majority of the rooms are within the guidelines, there are some shortfalls. These typically relate to ground floor units where the design approach incorporates an overhanging balcony above, or within rooms which themselves deliberately include a recessed balcony to provide amenity space. There is consequently a balance to be struck between providing amenity space and providing sufficient daylight to internal rooms. It is considered that an appropriate balance has been met, with the deficiencies in daylight not significantly comprising the quality of accommodation in overall terms for future occupiers.
- 6.126 In terms of access to sunlight for future occupiers, the results produced indicate that there are numerous instances where rooms will fall below the BRE guidelines (54% will not meet the APSH standard). A significant proportion of the shortfalls relate to bedrooms, which the guidelines detail to be of less importance. The

applicant has accounted for the reasons for these results. Again, the inclusion of private amenity spaces within the footprint of the building (rather than protruding) and / or there being balconies above, constrains the ability for some rooms to meet the sunlight targets. It is similarly concluded that an appropriate balance between the provision of amenity space and access to sunlight has been achieved. Therefore, the shortfalls are not of a level which would be harmful to future occupiers when considered within the context of the overall quality of accommodation proposed.

#### Artificial light

- 6.127 The proposals include a lighting strategy across the site, albeit details are at an early stage. It is envisaged that lighting will be provided to each front door, courtyards and other shared spaces (for example, communal entrances, bike, bin and storage areas). This follows established Secure by Design principles. In addition, the public realm routes will all include lighting proposals, as will the public amenity spaces. This includes the MUGA, where details will ensure that the proposed lighting does not cause facilitate light pollution to nearby occupiers. At key locations across the site feature lighting is earmarked, for example uplighters to specimen trees. Given the lack of precise details shown at application stage, a condition will secure details of the intended lighting strategy in full.
- 6.128 The levels of light resonating from the proposed buildings are not in themselves likely to be of a level to cause significant light pollution, harm quality of life, affect wildlife or waste energy. Although window openings are generous in many plots, the nature of the predominant brick based approach downplays harmful light pollution from the proposed buildings.

#### Noise and vibration

- 6.129 A noise and vibration report accompanies the application which considers the impact of noise and vibration on future occupiers. This is in addition to the impacts on existing nearby residents, as detailed in a separate section above. In terms of internal noise levels, it is shown that with the proposed triple glazing the subsequent noise levels, within all plots, will meet the necessary standard detailed in policy DP28. In relation to the noise levels within the amenity areas proposed for use by future occupiers, these are all shown to be within the prescribed standards. In terms of vibrations (both for nearby existing and future occupiers), the levels experienced during survey work undertaken on 29-30 August 2013 were all within the limits detailed by DP28. As such no mitigation measures are required in terms of vibrations. The report has been assessed by specialist environmental health officers, who are satisfied with the level of information and conclusions reached comply with the relevant policy.
- 6.130 In terms of noise and disturbance to future occupiers surrounding the proposed MUGA, this has intentionally been sunken in comparison with the wider garden space in order to reduce the potential for noise and disturbance from this source.

#### Air quality



- 6.131 An air quality assessment accompanies the application and has been duly assessed by specialist officers. In short, it is considered that the information submitted is satisfactory, subject to a condition being secured for the applicant to provide more details in respect of any mechanical ventilation inlets subsequently proposed.
- 6.132 The submitted report considers the existing air quality, suitability of the site for the proposed uses and the impacts of construction on local air quality. As such, it encapsulates the potential impacts for both nearby existing and future occupiers. Given there is no increase in vehicular parking at site (it actually decreases), the effect of development related traffic hasn't been required to be considered. The report identifies that the main air pollutants of concern relate to traffic and rail emissions are nitrogen dioxide and fine particulate matter, whilst for construction activities they are dust and fine particulate matter. The report concludes that dust will potentially be created through the construction stage. However, various mitigation measures will be incorporated, all of which will be secured via the Construction Management Plan (CMP). The CMP is discussed in more detail in the transport section below.
- 6.133 In terms of the air quality for future occupiers once the proposals are completed, concentrations of nitrogen dioxide and fine particulate matter are predicted to be below the relevant maximum allowances, thereby demonstrating that air quality for future occupiers will be at acceptable levels.

#### Microclimate

- 6.134 A Wind Microclimate Report accompanies the application. This desk-based assessment follows the established Lawson Criteria. It is shown that, as existing, Camden experiences some of the lowest basic wind speeds across the UK owing to its inland location. However, based on experiences of existing Agar Grove Estate residents, as identified during the pre-application process, some concerns exist about wind conditions around Lulworth Tower on occasions. In terms of the potential effects of the proposed development, the assessment concludes that for the low to medium rise development (all plots barring plot B and the refurbished Lulworth) the wind conditions are unlikely to be effected owing to the limited height of the proposed buildings.
- 6.135 In terms of the impact of Lulworth, mitigation measures are proposed to improve the existing situation for pedestrians walking, entrances and amenity areas adjacent to Lulworth. This includes the increase in number of semi-mature trees around the tower (including the area between the tower and Children's Centre), the proposed HaHa to the west of the tower and the sheltering effect of plots A, C, D and E all assist in reducing the current effect. In terms of entrances, the inclusion of lobbies within the proposed community hall within plot B and the refurbished Lulworth will mitigate the potential for wind effects occurring.
- 6.136 Turning to consider the impacts of balconies and rooftop areas, given the recessed nature of those proposed at Lulworth, this mitigates the potential harm at these points. However, the report itself acknowledges that for plot B, which includes corner balconies, may create unacceptable wind conditions for those sitting in

those spaces. Naturally the impact potentially worsens the higher up the 18 storey building. The report submitted by the applicant recommends that a wind tunnel study is carried out to test the wind conditions within the balconies and terraces of plot B. This will be secured via condition, in order to protect the amenity of future occupiers. If mitigation measures are required, these can be incorporated within either a non-material or minor material amendment application in the future (depending on the nature of the measures).

#### Lifetime homes and wheelchair housing

- 6.137 The submitted design and access statement includes details concerning the proposed residential units meeting lifetime homes standards, as per DP6. The applicant engaged in detailed discussions with officers in advance of the submission of the application in order to seek to accord with lifetime homes standards as far as possible in the submission. The information submitted demonstrates that the proposed units will generally meet the required standards. Some minor points have been raised in respect of two flats within plot G meeting one of the required standards, but when this is considered within the context of the proposals as a whole, such a shortfall is considered appropriate in this instance. A condition will secure the features and facilities shown on the plans to be provided in their entirety prior to first occupation. Given the large scale, multi-phase nature of the scheme, the condition will also be worded flexibly for any subsequent changes to be able to be incorporated (if agreed in writing with the Council).
- 6.138 Turning to consider the separate wheelchair homes requirement, policy DP6 requires 10% of units to either meet or be easily adapted to meet wheelchair housing standards. The applicant has demonstrated that 12 fully adapted wheelchair units are proposed within the social rent tenure. The three units required to meet existing occupiers needs are being provided within plot A (1x3B5P & 2x2B3P units as per the household need), the first phase of development. The remaining affordable wheelchair units are provided within plot E (6X1B2P) and plot I (1x3B6P and 2x1B2P). To meet the 10% standard in the affordable tenure (social rent and intermediate combined for the purposes of this standard), another 12 units within plot B have been shown to be easily adaptable to become wheelchair units. This involves the units currently shown as 2B3P units becoming 1B2P wheelchair units. Given plot B is within the last phase of social rent units to be built (and a large plot in itself to avoid an overconcentration of wheelchair units within each plot) it is the logical plot for the adaptable units to be located. Hence, should the need of residents dictate that additional wheelchair units are required, they can be incorporated in this manner. Hence, 5% of the affordable units will be wheelchair units and another 5% will be adaptable, thereby meeting the 10% requirement.
- 6.139 In terms of the private tenure wheelchair units, 24 easily adaptable units are shown to be incorporated within the proposals. These units will not require structural alterations to become fully adapted wheelchair units should the need arise. Hence, 10% of the market units are shown to be easily adaptable to become wheelchair units. It is recommended that two separate wheelchair homes conditions are added to any permission. The first seeks to secure the measures shown to be provided in the fully adapted affordable units and adaptable market units. The second seeks for the applicant to provide details of the final numbers and layouts of the wheelchair

adaptable/adapted accessible units (presently only shown as adaptable), to enable it to be demonstrated how many wheelchair units will be provided in practice, and for final design details to be approved. The subsequently approved details would then need to be provided in their entirety prior to the first occupation of the relevant new residential unit. Consequently the proposals are compliant in lifetime homes and wheelchair homes matters.

### **Quality of non-residential uses for future operators & impact on nearby occupiers**

#### Class A1

- 6.140 The potential Class A1 units at the ground floor of plots G, JKL and Lulworth are considered to provide suitably flexible space for future occupiers, whilst not being envisaged to cause harm for existing/future nearby occupiers. The open plan layouts and provision of large expanses of glazing to allow high visibility into and out of the units are considered to make them suitably attractive for future occupiers. No advertisement consent for signage is sought at this time, as the future occupiers are unconfirmed, so an informative will remind the applicant of the possible need for advertisement consent in the future.
- 6.141 In terms of opening hours, a condition is recommended to limit this to 07:00 to 23:00 Monday to Saturdays and 07:00 to 22:00 on Sundays and Bank Holidays. These hours include all works associated with the use, including before and after hour preparatory activities. The hours are as flexible as possible, whilst maintaining nearby residential amenity. The opening hours allow a potential newsagent to operate from the units, while the late closing time accommodating any café which is able to trade under Class A1 use. Hours conditions are not normally added for Class A1 uses, but in this instance, given the proximity of such a large number of residential units, the suggested hours protects amenity in this instance.
- 6.142 In terms of noise and disturbance, the limited size of the units individually (plot G 60m<sup>2</sup>; plot JKL 104m<sup>2</sup>; Lulworth 90m<sup>2</sup> and 145m<sup>2</sup>) means that instances of undue noise and disturbance are not envisaged. However, a condition is nevertheless recommended for no music to be played on the premises in such a way as to be audible within any adjoining premises or adjoining highway.
- 6.143 In terms of waste storage, sufficient on-site space is provided to accommodate the levels of waste storage anticipated for units of this size. In all cases dedicated waste storage facilities are provided in close proximity to the units.

#### Class A3

- 6.144 Turning to consider the potential Class A3 uses at the ground floor of plots G and JKL, all of the above in relation to Class A1 uses is equally applicable to a Class A3 operator. Moreover, in terms of noise and disturbance (e.g. from odours), details of the mechanical plant/equipment associated with any Class A3 use at the site were sought by officers. The applicant has only provided limited details at this juncture. In such circumstances a condition will ensure no fixed ventilation plant and/or machinery shall come into operation until full details have been submitted and

approved. There is considered to be scope for plant to be affixed to the building or run internally to terminate above roof level, without harming the character of the buildings or the amenity of nearby occupiers. The condition will also specify that in the event of no satisfactory ventilation plant and / or machinery being provided, no primary cooking shall take place.

- 6.145 In overall terms it is considered that the provision of any Class A1 or A3 operator would be unlikely to cause either individual or cumulative harm to the area, given the range of conditions and other measures to be secured.

#### Class B1a

- 6.146 The Class B1a use is proposed at part ground and first floor level of Lulworth and potentially at part ground floor of Lulworth. In both instances residential accommodation is proposed above and adjacent to the Class B1 space. Within Lulworth a double height ground floor commercial lobby / reception area and dedicated internal cycle parking leads to three workshop spaces at first floor level. These are open plan in nature at present, to allow modification by future occupiers to suit their specifications. Floor to ceiling heights of 3m and good access to natural light means that Economic Development officers welcome the provision of these units. No dedicated parking is assigned to these units, which Economic Development officers do not foresee to be a major issue in the future demand for the space, owing to it being likely to be occupied by small start-up / creative businesses which often do not require such facilities. No substantial amenity impacts are envisaged for nearby occupiers, due to the nature of the proposed spaces, the possible occupiers and the relatively small size of the units individually and cumulatively.

#### Class D1

- 6.147 The Class D1 use comprises the proposed community hall centre at ground and first floor level of plot B, and potentially two units within the ground floor of Lulworth. The community hall within plot B is a purpose built facility, which is intended to support the needs of existing/future residents and the wider community. The proposals detail a double height main space, together with three separate smaller rooms at first floor level. A range of supporting facilities are provided, such as kitchens, buggy park space, dedicated storage, toilets on both floors and a lift to enable full access for all. It is therefore evident that the facility will provide high quality space. As detailed in the land use section above, its use for such purposes will be secured in perpetuity via shadow s106 / condition. The potential Class D1 uses at the ground floor of Lulworth will similarly be flexible in their layout and future function, thereby being suitable in terms of their quality.
- 6.148 In terms of the impact of a Class D1 use on nearby occupiers, no adverse impacts are envisaged providing a range of conditions are included. The Class D1 use encapsulates a spectrum of uses ranging from health centres, nurseries, public halls and non-residential education and training centres to places of worship and law courts. Given the variances in the potential occupiers of the space, each with its own potential transport and amenity impacts, it is considered necessary to include a condition limiting the Class D1 space to only be used as non-residential

education and training centres, public halls, clinics or health centres, and for no other purpose. In effect, any other Class D1 would need to apply for planning permission to occupy the space, at which point potential transport and amenity impacts would be considered further. This is notwithstanding the shadow s106 / condition, which secures the ground and first floor community centre within plot B in perpetuity, as detailed in the land use section above.

- 6.149 It is also considered necessary to include hours of use and music conditions, identical to those detailed above for the Class A1/3 uses, in order to protect the residential amenity of nearby occupiers.

## **Transport**

### General

- 6.150 The proposals seek to improve the existing pedestrian, vehicular and cycling environment at the site. In terms of pedestrians, new and improved access is proposed. The new elements include the proposed space alongside Lulworth Avenue, providing a new direct north-south link from Agar Grove to the Children's Centre. Also proposed are two shared surfaces which create enhanced east-west links from Wrotham Road and Agar Place to Camley Street. Within each proposed plot secondary pedestrian circulation is proposed, while pedestrian routes through the public open space to the west of Lulworth is also sought.
- 6.151 Turning to consider the vehicular environment, this is proposed to be rationalised throughout the site. A one-way route is proposed around the east side of the site, with the only vehicular access to the west side of the site being for servicing. This route is designed as a shared surface rather than a street. This route is secured via controlled access points to the north and south of Lulworth Tower. Routes are deliberately narrow to encourage low vehicle speeds. Access is not possible between Agar Grove and Wrotham Road, to prevent rat running.
- 6.152 A new principle cycle route from east to west is proposed from Wrotham Road to Camley Street, providing a far more direct link than at present from the existing Camley Street cycle path. Cycle facilities are provided for residents and visitors, with all shared surfaces and streets being envisaged for use by cyclists.

### Trip Generation

- 6.153 As required for a proposal of this nature, a Transport Assessment (TA) has been submitted with the application. This provides trip generation calculations, relative to the existing and proposed land uses and also discusses the net impact of the proposals.
- 6.154 The residential trip generation assessment predicts that the proposed development would generate an additional 254 two-way trips in the morning peak period and an additional 244 two-way trips in the evening peak period. Trips by private car are not predicted to change as a similar level of car use is being re-provided on-site for existing returning residents. In addition, the commercial elements are predicted to generate 225 two-way trips in the morning peak and 167 in the evening peak. The

specific predicted breakdowns by mode are detailed in the table below. The on foot figures could potentially increase in both instances if people choose to walk between the site and the nearby train stations.

Type	Mode of transport	Additional two-way trips morning peak period	additional two-way trips evening peak period
Residential	Bus	75	72
	Train (overground and underground)	97	94
	On foot	42	41
Commercial	Bus	47	35
	Train (overground and underground)	25	20
	On foot	124	92

- 6.155 The additional pedestrian trips will have an impact on pedestrian routes in the vicinity of the site. However, this can be mitigated with highway and public realm improvement works (e.g. Legible London, Bus Stop improvements and footway repaving) and Pedestrian, Cycling and Environmental Improvements secured by this application, as detailed further below.

#### Travel Planning

- 6.156 The TA includes a draft framework Travel Plan covering the various uses, which is considered satisfactory for the purposes of the application. The full travel plans, comprising strategic level Residential Travel Plans and local level Commercial Travel Plan for the non-residential uses, will be secured via condition / shadow s106 legal agreement. In order to monitor and review the travel plans over a 5 year period, a financial contribution of £8,593 (£5,729 for residential and £2,864 for non-residential) will also be secured via similar means.

#### Cycle Parking

- 6.157 A total of 584 cycle parking spaces are to be provided across the site in a variety of locations to provide secure and accessible storage for residents. The cycle parking facilities are proposed in a combination of Josta two-tier racks and Sheffield Stands for the new build elements, making the storage spaces fully accessible to all users. The cycle parking shown for plots A-L are considered appropriate and the retention of such spaces will be secured via condition. In respect of the refurbished Lulworth Tower, there is presently uncertainty as to the exact type of cycle parking to be provided and consequently a separate condition will secure further details of the cycle parking here prior to first occupation. Additional cycle storage is also provided around the site for visitors (13 spaces) and community users (10 spaces) bringing the overall total on-site to 607 cycle spaces.
- 6.158 In addition to the above on-site cycle parking provision, TfL are seeking a contribution towards the Barclays Cycle Hire scheme. The figure of £189,000 along with land to be set aside has been requested. It is presently considered that on site space could be provided, with indicative plans detailing a docking station

close to the proposed juncture of the new Lulworth Avenue and Agar Grove. This is where two on-site car club bays were proposed originally, however, these are not considered necessary for this development (see section below). It is considered that the contribution will be secured via condition and shadow s106. The applicant has also asked whether off-site, nearby locations, may be more suitable for the docking station. Land in-between Stratford Villas and Agar Grove (to the north of the north west corner of the site) has provisionally been suggested. At this point in time officers consider it preferable to explore on-site options first, but the shadow s106 will be worded flexibly to not discount an off-site location, albeit with the expectation that the docking station would be on-site.

### Car Parking

- 6.159 Policy DP18 seeks car free developments where sites are highly accessible by public transport. However, existing parking rights also need to be considered. The existing site accommodates 118 car parking spaces in a combination of garages or on-site surface parking spaces. The proposal would seek to re-provide 57 car parking spaces. The number of on-site estate spaces equates to 0.11 spaces per proposed residential unit. The car parking proposals therefore represent a reduction of 61 car parking spaces on the estate, which are underutilised at present.
- 6.160 Furthermore, TfL suggests 20% of any car parking provision must cater for electric vehicles, with a further 20% of that parking provision to be capable of being upgraded for use by electric vehicles in the future. The applicant is willing to provide at least 11 electric vehicle charging points in accordance with Policy 6.13 of the London Plan. These electric vehicle charging facilities will be secured via condition / shadow s106.
- 6.161 Within the TfL comments it has been recommended that a car parking management plan is secured for this development; to include the monitoring of electric vehicle charging points and disabled parking to inform when additional spaces are brought into operation. It is agreed that a car parking management plan should be secured through condition / shadow S106, which would cover the management of blue badge bays, electric bays and detail how the overall number of on-site car parking spaces would be reduced over time as existing residents move away from Agar Grove.
- 6.162 As detailed above, the proposal initially included provision of two on-site car club parking spaces. However, transport planners advise that the Council has recently identified that there are too many car clubs for the existing membership, which has also not grown in recent years, and many existing sites are under-utilised. There are a number of sites located within a five to eight minute walk of Agar Grove, including Lyme Street, Rochester Place, Pratt Street and Bartholomew Mews. In addition, two car-club bays proposed as part of the Maiden Lane estate regeneration. Hence the area already provides good accessibility to car-clubs in the surrounding area. Therefore, although both the London Plan and LDF encourage car clubs, it is considered within this context that on-site spaces are not necessary within the scheme. As noted above, officers consider the space originally earmarked for the car-club spaces instead be used for the cycle hire scheme.

- 6.163 The TA states that residents who are currently in possession of a residential parking permit and are due to be re-housed in the proposed development will be able to retain their residential parking permit. The exact mechanisms for managing this can be included within the car parking management plan to be secured via condition / shadow S106. It is likely that should an occupier with an existing permit move away from the estate, the space be given over to either disabled parking or soft landscaping / open space.
- 6.164 The entire estate is to be designated as a 'Car-free' development. This would mean that all site occupiers (residents and employees) would be ineligible to apply for on-street car parking permits (with the exception of blue badge holders). This would prevent the proposal from contributing to parking stress in the CPZ. It is agreed that the 'Car-free' agreement will cover all occupiers of the proposed site, including residents and employees and that the Car Parking Management Plan would manage the future car parking provision.
- 6.165 In responding to the impact of on-street parking, the Travel Plan and TA both mention that a number of on-street parking permits are in circulation. However, no specific details as to this number has been submitted other than nine unspecified parking permit holders that are unlikely to return as an existing residents. A limited parking survey was undertaken along Agar Grove to determine the on-street level of parking taking place. This detailed that the impact of displacing a minimum of nine estate parking spaces to on-street could potentially be managed with the car-free status of the site and the car parking management plan.

#### Servicing

- 6.166 The TA includes proposed servicing arrangements for the site. Essentially, servicing will be undertaken from designated areas. The estate road layout comprises a single entry and exit with a one-way circulation, which allows a greater level of pedestrian and cycling priority to be given over vehicular traffic in line with the Camden transport hierarchy. Although a number of swept paths have been submitted there are presently minimal details relating to the exact locations where estate servicing would be undertaken and whether these areas are fully suitable or accessible for the size of vehicles required to gain access.
- 6.167 In addition, the proposed vehicle routes through the site for dedicated servicing would be partly through a section of the site that will have a controlled vehicle access point, either side of Lulworth Tower. As such, the servicing vehicle access route would travel past the Children's Centre. The applicant has detailed that such movements would be low in number, be unlikely to coincide with opening/closing times and be controlled via the Delivery and Servicing Management Plan (SMP), including details of the management of the controlled access points. The SMP will also control the type of vehicle, as well as exact frequencies and schedules, to ensure that the proposed loading bays could cope with the daily servicing needs of the site. When such measures are considered together the SMP, to be secured via condition and shadow s106, is considered to sufficiently mitigate potential conflicts with the Children's centre specifically and the site generally.



### Highway Works and Public Realm Improvements

- 6.168 A variety of highways works are considered to be required to facilitate the proposed development. In practice, these public realm improvements will include how the new site boundary interacts with the public highway at Wrotham Road, Agar Place, Agar Grove and Camley Street, in addition to pedestrian crossing improvements and specific highways works connected to Agar Grove. Collectively such works are anticipated to total £240,000, which will be secured via condition / shadow s106.
- 6.169 More specifically, the carriageways and the footways adjacent to the site are likely to be damaged as a result of the proposed works. The carriageways and footways would therefore need to be repaved, and redundant crossovers removed, following completion of the works. This will have the added benefit of enhancing the periphery of the new buildings. This is estimated to amount for £100,000 of the contribution. A separate £100,000 for works along Agar Grove specifically would also be required, to improve highway safety conditions and including a raised table at the new entrance. The highway works would also include improvements to the pedestrian connectivity, as these would be developed in compliance with the Camden Streetscape Design Manual. For instance, £40,000 is estimated to be secured for pedestrian crossing improvements at the St Pancras Way / Agar Grove junction, subject to further discussions with TfL. The contribution would also include the following items: partial carriageway resurfacing where necessary, various traffic management orders and alterations to the on-street parking and vehicular access arrangements at the site.
- 6.170 It is also noted that, as part of promoting connectivity to the wider area, the proposals include a new pedestrian and cycle only access point to and from Camley Street (adjacent to plot B). This is welcomed in principle by transport officers. However, to provide this access point, there are level differences to overcome as the site joins the cycle lane on Camley Street. As such, level plans (also across the site as a whole) demonstrating interface levels between development thresholds and the Public Highway will be secured via condition / shadow s106.
- 6.171 Finally in this regard, it is worthwhile quantifying that any proposed highway and public realm improvements should be treated as indicative, even if planning permission is to be granted. This is because planning permission does not guarantee that the proposed highway and public realm improvements will be implemented in their current form; such proposals are always subject to further detailed design, consultation and approval by the Highway Authority. With this in mind, an 'approval in principle' from the highways structure team will be secured via condition / shadow s106, to demonstrate the structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site.

### Pedestrian, Cycling and Environmental Improvements in the local area

- 6.172 Given the scale of the proposed development, a financial contribution towards Pedestrian, Cycling and Environmental Improvements in the local area is required. As detailed above, the predicted trips by sustainable modes of transport would

have an impact on the surrounding footways and public transport facilities. The financial contribution therefore helps to mitigate such impacts, while also helping to encourage sustainable transport choices. A number of contributions will be secured, totally £320,000 and secured via condition and shadow s106.

- 6.173 Within the local area £265,000 will be secured for schemes connection to the wider King's Cross Place Plan developed in 2012. This highlights a number of short, medium and long term aspirations to improve the connectivity of the areas between Agar Grove, Maiden Lane and Camley Street. These include improved pedestrian and cycling connectivity between Agar Grove and Maiden Lane, to overcome the railway line constraints to the north of King's Cross Station, including Camley Street. The exact timescales for bringing forward these major improvements are not known at this time, meaning the exact use of the contribution, totalling around £200,000, will be finalised in due course. £65,000 is earmarked for pedestrian and cyclist improvements on the route along Agar Grove between St Pancras Way to Murray Street and Camley Street, which is a project which will move forward in the near future.
- 6.174 In addition, TfL request a financial contribution of £15,000 to cover the cost of providing Legible London pedestrian way finding signs in the vicinity of the site. This concept is considered appropriate and be secured via condition / shadow s106. TfL have also detailed that a contribution should be considered to improve the bus stops in the vicinity of the site. This could include the provision of new bus shelters and 'Countdown' real time journey information signs at each bus stop in the vicinity of the site, which would be welcomed. Information submitted by the applicant identifies four bus stops in the vicinity of the site that are used by the residents of Agar Grove already, two directly adjacent to the site on Agar Grove and two further east of the site (close to the junction with Murray Street) also on Agar Grove. A contribution of £40,000 is therefore to be secured to improve these four bus stops.

#### Managing Construction Impacts on the Public Highway Network

- 6.175 A draft Construction Management Plan (CMP) has been submitted in connection to the site which provides useful information about the work programme timetable and the transport, waste and environmental management at the site. There are however some more detailed matters which will need to be addressed in the final CMP, which will be secured via condition and shadow s106. This includes, for example, the cumulative impacts of delivering the scheme and the construction impacts along Agar Grove. This is owing to the potential overlap with the works at neighbouring Maiden Lane Estate, and potentially in the future the HS2 and possible Camley Street development impacts. HS2 has no objection to the application, and in their consultation response (see section 4 above) consider the proposals can coexist alongside one another. The CMP will be secured in full via condition and shadow s106.

#### **Sustainability and energy strategy**

- 6.176 One of the overarching objectives for the proposals is to tackle fuel poverty by delivering highly sustainable dwellings. The intention is to substantially reduce

heating costs for residents and improve the long term maintenance and management of building services. Part of this strategy involves the proposals meeting 'passivhaus' standards for all the new build housing. Should the units be implemented to this standard, the scheme would become the largest of its kind in the country.

- 6.177 Considering first the sustainability strategy, the pre-assessment Code for Sustainable Homes (CfSH) pre-assessment (for residential properties) is anticipated to meet the required code Level 4 standard. The overall targeted score is 72.25%, comfortably above the 68% Level 4 threshold. In terms of the specific energy, water and materials categories, the proposals exceed the 50% target in the energy (64.5%) water (67%) matters. However, the materials rating is presently only 38%, predominantly owing to the inclusion of triple glazing, which assists the energy rating and passivhaus aspiration. The applicant outlines that further steps will be investigated later in the design process to improve the materials rating, which means the shadow s106 will seek best endeavours for all categories to meet the 50% credit targets. In this context the proposals are considered appropriate in this regard, with compliance ensured via the shadow s106 / condition.
- 6.178 A BREEAM domestic refurbishment pre-assessment has also been submitted in respect of the Lulworth part of the scheme. In overall terms a policy compliant 'excellent' rating is anticipated, which is welcomed. A score of 77.98% is predicted, far exceeding the 70% target to achieve an excellent rating. Concerning the specific category targets, all three are fully expected to be met. The 60/60/40% energy, water and material targets are exceeded with 69/80/49% predicted. Again, a condition / shadow s106 will secure the measures in practice.
- 6.179 An Ecohomes assessment was not required to be submitted in respect of the non-residential components of the scheme, as the floorspaces involved in each individual component did not exceed the thresholds which warranted such submissions.
- 6.180 Turning to focus upon the energy strategy, a comprehensive strategy accompanies the application which follows the Mayor's energy hierarchy. This has been assessed by specialist officers, who, in short, welcome the various measures proposed by the applicant. It is also noted that some comments have been raised within the GLA stage 1 response (see section 4 above), which this section has taken account of.
- 6.181 Firstly considering the 'be lean' element of the hierarchy, this is the area where the scheme incorporates the majority of measures to help achieve 'passivhaus' accreditation. For example, the building fabric is to be built to such a standard, with high levels of fabric insulation and triple glazing to reduce heat loss. Other 'be lean' measures include the provision of block by block gas boilers (reducing losses inherent on district heating systems), solar thermal panels covering 27% of the roofslopes and photovoltaic arrays covering a further 26%, air-tight construction, various water saving and energy saving measures and design features to reduce summer overheating. Such measures are considered to be exemplary.

- 6.182 In terms of 'be clean' measures, the choice of heat system has been subject to close examination. The applicant has provided justification as to why a combined heat and power approach is not followed, largely due to the inefficiencies of such an approach in this instance. More specifically, information demonstrating the largely physical constraints of connecting to existing Maiden Lane (no capacity for expansion) or King's Cross networks (complicated by the presence of two railway lines adding to connection costs). Similarly a site wide heating system is not proposed, largely owing to the multi phased nature of the project over 9 years undermining the case for a site wide network. During the course of the application, in response to GLA comments, the applicant has also highlighted that a site network would ultimately reduce residential numbers and prevent a single decant for existing residents, which would be detrimental to the scheme. Instead the applicant is proposing a block by block approach, which it is shown to be highly efficient in itself. Moreover, the block by block approach is future proofed to connect to a wider network in the future. It is considered that the applicant has provided sufficient justification in this regard to address comments made by the GLA during the application process.
- 6.183 Regarding 'be green' measures, each of the renewable technologies have been duly considered, with those not used fully justified and those incorporated, photovoltaics and solar thermals, shown at a level suitable for the development. It is considered that there is little realistic prospect of securing additional on-site renewables to those which are proposed.
- 6.184 In overall terms the scheme falls short of the challenging 40% reduction target of the London Plan, with a 32% reduction achieved instead. However, officers consider that the fabric efficiency savings are exemplary and there is considered to be limited scope for additional renewables to those already incorporated. Instead, it is considered that the scheme is appropriate as proposed, with all of the measures to be secured via condition / shadow s106. In particular, a stipulation will ensure that the scheme achieves passivhaus accreditation, securing the fabric efficiency approach in practice.

## **Other matters**

### Contaminated land

- 6.185 The applicant has submitted a phase 1 ground condition assessment. This has been considered by the Council's specialist contaminated land officer. It is confirmed that the submitted report adequately addresses contaminated land matters. It is agreed that risk to human health, arising from potential contamination is very low, and no remediation is necessary. It is also considered that the submitted report satisfactorily addresses the issue of any unexpected findings at the site. Therefore it is not considered necessary for planning conditions to secure further investigations as the information submitted suffices.

### Flood risk

- 6.186 The proposal does not in itself propose any new basement level accommodation or areas. Any excavation as part of the proposals will be associated with the

landscaping and associated works to facilitate the implementation of the scheme. As such, it is not considered that the Council's basement policy (Policy DP27) is relevant in the determination of the application. As such, no basement impact assessment has been submitted with the application.

- 6.187 However, owing to the size of the application site, a flood risk assessment has been prepared by the applicant. This also includes a drainage report. The Environment Agency has considered the information submitted by the applicant. Concerns were originally raised, which resulted in the submission of additional information by the applicant. This was duly considered by the Environment Agency who confirmed that, subject to a condition related to a detailed surface water drainage scheme for the site, that the proposal was satisfactory. As such, this condition will be attached to any planning permission granted at the site.

#### Education contribution

- 6.188 Given the number of additional residential units being created, the number of school aged children residing within the site will increase. This shall place additional pressure on educational places and costs in the borough. As such, the applicant has agreed to make a financial contribution towards education infrastructure in the area. This is formula based in line with CPG8, and adheres to policies CS10, CS19 and DP15. The contribution equates to £335,730 in total (106x2 bed market units = £234,578; 16x3 bed market units = £101,152) and shall be secured in the shadow S106 and condition.

#### Employment, training and procurement

- 6.189 LDF policies CS8 and DP13 seek to secure a range of training and employment benefits in schemes of this nature to provide opportunities during and after the construction phase for local residents and businesses. This package of recruitment, apprenticeship and procurement measures will be secured via shadow S106 / condition and will comprise:
- 20% local employment target during construction stage;
  - Advertising all construction job vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre (KXCSC) for a period of 1 week before marketing more widely.
  - Delivering a minimum of 40 construction apprentices over the course of the scheme, and pay the council a support fee of £1,500 per apprentice. Recruitment of construction apprentices to be conducted through the Council's KXCSC.
  - Delivering 21 work placement opportunities (CITB benchmark) of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's Kings Cross Construction Skills Centre.
  - Signing up to the Camden Local Procurement Code, which includes a local supply chain target of 10%. In addition, organising and funding the cost of a minimum of 2 Meet the Buyer Event/Supplier Workshop/s to support local suppliers to bid for tenders. The events will be delivered in partnership with Economic Development Team.
  - Delivering at least 1 End Use apprenticeship.

- Providing a local employment, skills and local supply plan setting out the plan for delivering the above requirements.

### Health care

6.190 The applicant considers that the increase in demand for health care facilities caused by the development can be incorporated within the emerging health centre facility secured as part of the Maiden Lane Estate Regeneration scheme (another CIP project). However, at the time of writing discussions are continuing as to whether the Maiden Lane facility will be delivered as envisaged, or whether a new facility will be located at the King's Cross development site. As a result of this uncertainty, it is considered necessary for the shadow S106 legal agreement to include a flexible head of term to allow a necessary and appropriate contribution towards health care to be secured in due course. Its flexible nature is to allow the emerging facilities nearby to be confirmed in time. Given the multi-phase nature of the proposals, such an approach is considered appropriate. As such, three possible scenarios are to be secured via a health strategy, namely:

- The applicant to provide detailed information to demonstrate that the need arising from the development can be absorbed within a nearby facility;
- A financial contribution is secured by applying the HUDU model;
- An on-site health care facility is secured within the flexible shop, business or non-residential institution (Class A1/B1/D1) space proposed at the ground floor of Lulworth

6.191 Given that the proposals at Lulworth are within the last phase of the proposed development, this provides the greatest possible timeframe for the emerging facility to be confirmed. As such, the timing for such information to be provided will be prior to the beginning of phase 6. This also allows the viability picture to be clearer, and aligns with the timing of the re-appraisal of viability, to enable the applicant to ascertain whether a financial contribution applying the HUDU model is possible and appropriate.

### Public Art

6.192 The applicant has confirmed a willingness to make a financial contribution of £40,000 towards the future provision of on-site public art as part of the landscaping proposals at the site. Such a contribution aligns with the principles detailed in CPG8 and is appropriate for a scheme of this size and nature. The public art will positively contribute to the quality of the public space at the site. The financial contribution, to be secured via shadow S106 / condition, will detail the precise location and design of the art to be provided.

### Other Points arising from the GLA stage 1 response

6.193 The GLA sought for the route along the eastern edge of the site to be shared by any future development on the neighbouring site to the east, and for this to be secured via condition. The applicant has indicated an in-principle willingness to follow such an approach. It is considered that a design code of principles can be secured via condition, which would then be formally established once a subsequent

scheme comes forward at this nearby site, to enable the connections between the sites to be strengthened in the future.

- 6.194 The GLA asked the applicant to consider providing individual front entrances directly from the public realm on the west side of Lulworth. The applicant considers that such an approach is not preferable as it would cut off residents from the common entrance, and also compromise the quality of accommodation, as part of the frontage would be lost to incorporate an entrance. Officers consider that the currently proposed arrangement is appropriate without the need of incorporating the GLA suggestion on this occasion.
- 6.195 The GLA sought for the inclusion of mobility scooter storage to be considered. The applicant has indicated that space is likely to be available within plot B and possibly plot A. It is considered that further details of such facilities can be secured via condition.

### CIL

- 6.196 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. The scheme will be charged at a rate of £50 per m<sup>2</sup>, but will also take into account the social housing relief and the floorspace of the existing buildings on site proposed to be demolished. The CIL charge will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of the CIL requirement, although acknowledging that the applicant already acutely aware of it.

## **7. CONCLUSION**

- 7.1 In overall terms the proposed scheme is strongly welcomed, bringing forward what would be the largest single scheme within the CIP programme to date. The existing poor quality housing will be replaced or refurbished to deliver 493 residential units, 216 of which are for social rent, 37 intermediate and 240 for market sale. The market units will cross-subsidise the costs of re-providing existing and new affordable and intermediate homes. Such units will also assist the facilitation of mixed and inclusive communities in this locality. It is acknowledged that the uplift in affordable housing is below the policy target, but this is owing in part due to scheme viability, with a re-appraisal of viability secured should viability improve during the phased development.
- 7.2 Although residential led, the proposals also incorporate the provision of a number of non-residential uses. These include a new high quality community facility, a number of commercial units which will be partly used by occupiers displaced from other CIP/Council employment sites, and high quality public realm and landscaping / play space proposals. As such, the proposals represent a comprehensive regeneration proposal for the area, which will seek to visibly transform the existing estate.

- 7.3 From a design perspective the proposals are considered to be exceptional in all aspects of design, from the master plan layout right through to the detailed consideration of the doorstep experience. Underlying this is a good commitment to high quality detailing and materials. The spaces and buildings form a legible townscape which is familiar and contextual. It is considered that the site will become truly permeable and accessible.
- 7.4 In terms of the sustainability credentials of the scheme, the approach put forward is welcomed. In particular, the passivhaus approach sought would represent the largest scheme of this nature built in the country to date. In short, it is evident that the proposals comprise a highly sustainable form of development. In addition, various steps have been taken to maintain the residential amenity of existing nearby occupiers, while also providing high quality accommodation for future occupiers.
- 7.5 Planning Permission is recommended subject to a shadow S106 Legal Agreement covering the Heads of Terms detailed below. Moreover, the recommendation is also subject to referral to the Mayor under the Town and Country Planning (Mayor of London) Order 2008.
- Affordable housing
  - Re-appraisal of financial viability to review affordable housing provision
  - Phasing plan
  - Education - £335,730
  - Securing the on-site community facilities in perpetuity
  - Securing on-site Class B1 floorspace for businesses displaced from other Council employment sites
  - Health care
  - Securing the on-going use of the public open space proposed
  - Public art - £40,000
  - Recruitment and apprentices
  - Local procurement
  - Sustainability post construction reviews to achieve Code for Sustainable Homes Level 4 and BREEAM domestic refurbishment Excellent ratings
  - Energy measures as per the submission, including Passivhaus accreditation.
  - Construction Management Plan (CMP)
  - Car-free development



- Car parking management plan
- On-site highways works - £240,000
- Pedestrian, cycling and environmental improvements in the area - £320,000
- Strategic Residential Travel Plan for the residential units and a Local Travel Plan for the non-residential uses.
- Travel plan monitoring and review contribution of £8,593 (£5729 for residential and £2864 for non-residential).
- Cycle hire scheme - £189,000 and making land available on-site to deliver the docking station.
- At least 11 Electric vehicle charging points
- Approval in principle for structural details and calculations
- Level plans
- Delivery and servicing management plan (SMP)

## 8. **LEGAL COMMENTS**

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.
- 8.2 In addition, specific reference should be made to the Shadow Section 106 Agreement part of the report (paragraphs 2.12 – 2.17).

### Conditions and Reasons:

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

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

- 2 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, 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 approval given. The approved panels shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the

immediate area in accordance with the requirements of policy CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

- 3 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, 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.
- a) Details including sections at 1:10 of all windows (including jambs, head and cill), external doors, balconies, balustrades, communal entrance screens and gates;
  - b) Details of parapet/eave junctions at a scale of 1:10;
  - c) Manufacturer's specification details of all external facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site - 2 metres by 2 metres in size).
  - d) street furniture;
  - e) play equipment and associated surfaces;
  - f) photovoltaics / solar thermal panels;
  - g) controlled vehicular access points to the north and south of Lulworth Tower (to be submitted at the time of b) phase 1)
  - h) design code of principles for the future sharing of the route along the eastern side of the site (to be submitted at the time of e) phase 4)

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.

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

- 4 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

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

- 5 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.

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 CS5 (Managing the impact of growth and development) and CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 6 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of the relevant new residential unit. Any alternations to the approved lifetime homes features and facilities prior to the first occupation of the relevant new residential unit shall be submitted to and approved by the local planning authority in writing. The subsequently approved lifetime homes features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant new residential unit.

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

- 7 The features and facilities of the 24 easily adaptable and 12 fully adapted wheelchair accessible dwellings, as indicated on the drawings and documents hereby approved (24 easily adaptable serving market units and 12 fully adapted serving affordable units), shall be provided in their entirety prior to the first occupation of the relevant block of new residential units. Any alterations to the approved wheelchair housing features and facilities, prior to the first occupation of the relevant new residential unit, shall be submitted to and approved by the local planning authority in writing. The subsequently approved wheelchair housing features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant new residential unit.

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

- 8 Prior to the first occupation of the residential block within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development, details of the final numbers and layouts of the wheelchair adaptable/adapted accessible dwellings, as indicated on the drawings and documents hereby approved, 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 new residential unit.

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

- 9 Prior to the first occupation of any of the residential and non-residential units within the relevant phase of the development hereby approved, the whole of the waste and recycling storage and removal facilities shown on the approved drawings shall be provided in respect of the relevant phase. The whole of the waste and recycling storage and removal provision shall be permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate waste and recycling storage and removal facilities and to safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS18 (Dealing with our waste and encouraging recycling) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 10 Prior to the first occupation of any new residential unit with Plots A, B, C, D, E, F, G, H, I, J, K and L, as detailed on the approved drawings, the whole of the cycle parking provision shown on the approved drawings for the relevant plot shall be provided in their entirety. The whole of the cycle parking provision shall be permanently retained and maintained thereafter.

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

- 11 Prior to the first occupation of any refurbished residential unit with Lulworth Tower, as detailed on the approved drawings, detailed plans indicating the type and layout of secure and covered cycle storage facilities for 156 cycles shall be submitted to and approved by the local planning authority in writing. The approved facilities shall thereafter be provided in their entirety prior to the first occupation of any refurbished

residential unit with Lulworth Tower, and permanently retained thereafter.

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

- 12 Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Reason: To safeguard the amenities of the adjoining premises and the area generally and the operation of the rail network in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP21 (Development connecting to the highway network) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 13 Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority, acting in consultation with the railway undertaker, prior to the commencement of relevant part of the works and the works shall only be carried out in accordance with the approved method statement.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 14 Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, full details of any mechanical ventilation inlets shall be submitted to and 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 relevant phase of the development is first occupied.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours), DP28 (Noise and vibration) and

DP32 (Air Quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.

- 15 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).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 16 No fixed ventilation plant and /or machinery, associated with any Class A1 or Class A3 use hereby approved, shall come into operation until full details of the plant and machinery serving any Class A1 or Class A3 uses, and any mitigation measures to prevent odour nuisances, has been submitted to and approved in writing by the Council. The plant/machinery shall thereafter be maintained in effective order to the reasonable satisfaction of the Council. In the event of no satisfactory ventilation plant and / or machinery being provided, no primary cooking shall take place on the Class A1/A3 premises hereby approved.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 17 The Class A1, Class A3 and Class D1 uses hereby approved shall not be carried out outside the following times: 07:00 to 23:00 Monday to Saturdays and 07:00 to 22:00 on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS7 (Promoting Camden's centres and shops) of the London Borough of Camden Local Development Framework Core Strategy and policies DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 18 No music shall be played on the Class A1, Class A3, Class B1 or Class D1 premises hereby approved in such a way as to be audible within any adjoining premises or on the adjoining highway.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS7 (Promoting Camden's centres and shops) of the London Borough of Camden Local Development Framework Core Strategy and policies DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 19 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.

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 CS5 (Managing the impact of growth and development), CS10 (Supporting community facilities and services) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP15 (Community and leisure uses), DP16 (Transport implications of development), DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 20 Prior to the first occupation of the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) 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 and 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 relevant phase of the development is first occupied.

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

- 21 Prior to the first occupation of any residential unit within Plot B, details of a wind

tunnel study, as per the Wind Microclimate Assessment by Peter Brett Associates, Ref 28732/007 Rev 02, dated 05/12/2013, shall be submitted to and approved in writing by the local planning authority. Should additional mitigation measures be required, these shall be provided in their entirety prior to the first occupation of the relevant residential unit and shall be permanently maintained and retained thereafter.

Reason: In order to protect the residential amenity of future occupiers from harmful microclimate impacts, in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 22 Prior to the first occupation of any residential unit within Plot B, details of a mobility scooter storage area(s) strategy shall be submitted to and approved in writing by the local planning authority. Such area(s) shall be provided in their entirety prior to the first occupation of the any residential unit within Plot B and shall be permanently maintained and retained thereafter.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time and to provide a suitable quality of accommodation for future occupiers, in accordance with the requirements of policy CS6 (Providing quality homes) of the London Borough of Camden Local Development Framework Core Strategy and policies DP6 (Providing quality homes) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 23 Full details of a lighting strategy, to include information about potential light spill onto buildings, trees and lines of vegetation, and nearby signalling apparatus and/or train drivers vision on approaching trains, shall be submitted to and approved by the Local Planning Authority, in writing, before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; f) phase 5; g) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the relevant part of the development is first occupied and the first use of the space in which they are contained as appropriate.

Reason: To safeguard the appearance of the premises and the character of the immediate area, to protect the amenity of current and future occupiers from light pollution and to ensure compliance with the protection of possible habitats in accordance with policies CS5 (Managing the impact of growth and development), CS14 (Promoting high quality places and conserving heritage) and CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP26 (Managing the impact of development on occupiers and neighbours) of the London



Borough of Camden Local Development Framework Development Policies.

- 24 Full details of the living roofs shall be submitted to and approved by the Local Planning Authority, in writing, before the relevant phase of the development commences (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6), other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the end of the first planting season after the relevant part of the development is first occupied. This must include a detailed maintenance plan, details of its construction and the materials used, to include a section at a scale of 1:20, and full planting details including densities.

Reason: To ensure that the living roofs are suitably designed and maintained in accordance with the requirements of policies CS13 (Tackling climate change through promoting higher environmental standards, CS14 (Promoting high quality places and conserving heritage), CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) and CS16 (Improving Camden's health and well-being) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water), DP24 (Securing high quality design) and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 25 Details of no less than 100 bird and bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site in relation to the relevant phase of works (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6). The details shall include the exact location, specification and design. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

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

- 26 Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, full details of all hard and soft landscaping and means of enclosure of all un-built, open areas designs, including tree/plant species, sizes and positions and full details regarding the design, materials and type of boundary treatment to be erected has been submitted to, and 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 end of the first planting season after the relevant phase of the development is first occupied.

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 CS14 (Promoting high quality places and conserving heritage) and CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water) and DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

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

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

- 28 Prior to the commencement of any works on the relevant phase (a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) of the development, details demonstrating how trees to be retained shall be protected during construction work (also including details of on-site monitoring arrangements) shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

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

- 29 All removal of trees, hedgerows, shrubs, scrub or tall herbaceous vegetation shall be undertaken between September and February inclusive. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the vegetation shall not be removed until the fledglings have left the nest.

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

- 30 Before the relevant phase (a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) of the development commences, impact studies of the existing water supply infrastructure have been 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.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand, in order to safeguard the amenities of the area generally, in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 31 Before the relevant phase (a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) of the development commences, no impact piling shall take place until a piling method statement (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 sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard the amenity of existing and future occupiers in the area as the proposed works are in close proximity to underground sewerage and water utility infrastructure, in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS18 (Dealing with our waste and encouraging recycling) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 32 The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed flood risk assessment (FRA) Agar Grove, Drainage and Flood Risk, December 2013, project reference 28732, FRA issue 3 and technical note, number 28732-C-TN03, dated 22.01.14, has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off to 28.9l/s (as shown in the technical note, 28732-C-TN03) and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To minimise the risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS13 (Tackling climate change through promoting higher environmental standards) of the London Borough of Camden Local Development Framework Development Policies and policies DP22 (Promoting sustainable design and construction), DP23 (Water), DP26 (Managing the impact of development on occupiers and neighbours) and DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

33 \*Affordable Housing

Affordable housing shall be provided in accordance with the conditions and approved documents as set out in this decision. All affordable housing units shall be constructed and fitted out as units which are suitable for occupation as affordable housing and shall only be occupied for the purposes of and retained in perpetuity for Intermediate Affordable Housing in line with the London Plan definition for such as set out in the London Plan and Social Rented Housing (at rents equivalent to 'social rent' as set out in Camden's CPG2 September 2013) as the case may be; not disposing of any interest in the Affordable Housing Units (except by way of mortgage) other than to any other Registered Provider or any other body, organisation or company registered with the Charity Commissioners for England and Wales and approved by the Regulator or the Council.

Reason: To secure sufficient provision of affordable and other tenures of housing in a balanced and sustainable manner across the development in accordance with the requirements of policies CS6 (Providing quality homes) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 (Contributions to the supply of affordable housing) and DP4 (Preventing the loss of affordable housing) of the London Borough of Camden Local Development Framework Development Policies.

34 \*Phasing Plan

Prior to commencement of any part of the development, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, the applicant and/or developer shall submit to the local planning authority a Phasing Plan which shall balance the delivery of the affordable and market housing with the phases of the development. The development shall thenceforth not proceed other than in complete accordance with such Plan as will have been approved from time to time by the Local Planning Authority.

Reason: To secure sufficient provision of affordable and other tenures of housing in a balanced and sustainable manner across the development in accordance with the requirements of policies CS6 (Providing quality homes) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 (Contributions to the supply of affordable housing) and DP4 (Preventing the loss of affordable housing) of the London Borough of Camden Local Development Framework Development

Policies.

35 \*Re-appraisal of financial viability

At the practical completion of phase 5 (construction of Plots CDE) and prior to the commencement of phase 6 (refurbishment of Lulworth), other than site clearance & preparation, relocation of services, utilities and public infrastructure for phase 6, the applicant and/or developer shall submit to the local planning authority a Financial Viability Assessment to re-appraise the affordable housing provision within phase 6 of the development. If applicable, the expectation will be for additional affordable housing to be provided on-site, but where this cannot practically be achieved on-site, an off-site contribution and then a payment-in-lieu will be provided. The additional affordable housing contribution shall be approved in writing by the Local Planning Authority and the development shall thenceforth not proceed other than in complete accordance with such Plan as will have been approved.

Reason: To secure sufficient provision of affordable and other tenures of housing in a balanced and sustainable manner across the development in accordance with the requirements of policies CS6 (Providing quality homes) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 (Contributions to the supply of affordable housing) and DP4 (Preventing the loss of affordable housing) of the London Borough of Camden Local Development Framework Development Policies.

36 \*Recruitment and apprenticeships

Prior to commencement of any construction works associated with the new buildings hereby approved, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, the applicant and/or developer shall:

- have entered into an agreement with the Kings Cross Construction Skills Centre to support the recruitment of Camden residents to jobs created during the construction of the development; to advertise all construction job vacancies locally; and to work towards a target that 20% of jobs are filled by Camden residents
- have entered into an agreement with the Kings Cross Construction Skills Centre to provide a minimum of 40 construction industry apprenticeships to Camden residents using a range of options tailored to the build requirements of the development. The placements would be delivered throughout the course of the development. Also to deliver a minimum of 21 work placement/work experience opportunities throughout the construction process.
- have entered into an agreement with the Kings Cross Construction Skills Centre to deliver at least 1 End Use apprenticeship, e.g. caretaker, receptionist or another suitable role.
- submit to the local planning authority for written approval a local employment, skills and local supply plan setting out how the above will be achieved.

Reason: In order to ensure that unemployed people within the Borough of Camden have training and employment opportunities during the construction phase of major developments and to source goods and services from local businesses in

accordance with policies CS8 (Promoting a successful and inclusive Camden economy) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 (Employment sites and premises) of the London Borough of Camden Local Development Framework Development Policies.

37 \*Local Procurement

Prior to commencement of any part of the development, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, the applicant and/or developer shall:

- have demonstrated that they will work with the Council's local procurement team to provide opportunities for Camden-based businesses to tender for the supply of goods and services during construction.

Reason: In order to ensure that unemployed people within the Borough of Camden have training and employment opportunities during the construction phase of major developments and to source goods and services from local businesses in accordance with policies CS8 (Promoting a successful and inclusive Camden economy) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 (Employment sites and premises) of the London Borough of Camden Local Development Framework Development Policies.

38 \*Community facilities contribution

Prior to the first occupation of any residential unit within Plot B, confirmation that the necessary measures to secure appropriate provision of the proposed community facility within Plot B in perpetuity, including details of the final specification, management arrangements and subsidised rents for community groups shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the scheme makes satisfactory provision for community facilities in accordance with policies CS10 (Supporting community facilities and services) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP15 (Community and leisure uses) of the London Borough of Camden Local Development Framework Development Policies.

39 \*Health facilities

Prior to the beginning of phase 6 (refurbishment of Lulworth), a health care strategy to secure appropriate measures to support the local healthcare infrastructure shall be submitted to and approved in writing by the Local Planning Authority. This shall include evidence of an assessment of local health care needs, engagement with the NHS Commissioning Board, or equivalent health overseeing body, with view to demonstrating either that the need arising from the development can be absorbed within a nearby facility, a financial contribution is secured, or an on-site health care facility is secured within the flexible shop, business or non-residential institution

(Class A1/B1/D1) space proposed at the ground floor of Lulworth, as appropriate.

Reason: To ensure that the scheme makes satisfactory provision for health care facilities in accordance with policies CS16 (Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP15 (Community and leisure uses) of the London Borough of Camden Local Development Framework Development Policies.

40 \*Public open space contribution

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation through an open space strategy for the necessary measures to secure provision of, and improvements to, public open space shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the scheme makes adequate provision for open space facilities in the area and that the impact of the scheme on open space facilities is mitigated in accordance policies CS5 (Managing the impact of growth and development), CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP31 (Provision of, and improvements to public open space and outdoor sport and recreation facilities) of the London Borough of Camden Local Development Framework Development Policies.

41 \*Code for Sustainable Homes

Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, the applicant and/or developer shall submit to the local planning authority a design stage Sustainability Plan assessment setting out the manner in which the development will achieve Code for Sustainable Homes (CfSH) level 4 for the residential units achieving 50% of the un-weighted credits in the Energy and Water sections and best endeavours to achieve 50% of the un-weighted credits in the Materials sections. The development shall at all times proceed in accordance with such Plan as will have been approved. Prior to first occupation of the residential units a post-completion certificate which demonstrates that the approved rating has been achieved shall be submitted to and approved in writing by the local planning authority.

Reason: In order to secure the appropriate energy and resource efficiency measures in accordance with the requirements of policies CS13 (Tackling climate change through promoting higher environmental standards), CS16 (Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction) and

DP23 (Water) of the London Borough of Camden Local Development Framework Development Policies.

42 \*BREEAM domestic refurbishment

Before phase 6 (refurbishment of Lulworth) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, the applicant and/or developer shall submit to the local planning authority a design stage Sustainability Plan assessment setting out the manner in which the development will achieve at least BREEAM domestic refurbishment 'excellent' rating for the residential units achieving 60% of the un-weighted credits in the Energy and Water sections and 40% of the un-weighted credits in the Materials sections. The development shall at all times proceed in accordance with such Plan as will have been approved. Prior to first occupation of the residential units a post-completion certificate which demonstrates that the approved rating has been achieved shall be submitted to and approved in writing by the local planning authority.

Reason: In order to secure the appropriate energy and resource efficiency measures in accordance with the requirements of policies CS13 (Tackling climate change through promoting higher environmental standards), CS16 (Improving Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction) and DP23 (Water) of the London Borough of Camden Local Development Framework Development Policies.

43 \*Energy Efficiency

The development shall be carried out in complete accordance with the submitted Planning Energy & Sustainability Report by Max Fordham, dated 11/12/2013 to achieve a minimum of 32% reduction in carbon emissions from the development, and evidence of passivhaus certification shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any residential unit within the relevant phase of the development (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6), unless an alternative strategy is submitted to and approved in writing by the local planning authority. The Plan shall contain mechanisms for monitoring, review and further approval by the local planning authority. The development shall at all times proceed in accordance with such Plan as will have been approved.

Reason: In order to secure the appropriate energy and resource efficiency measures in accordance with the requirements of policies CS13 (Tackling climate change through promoting higher environmental standards) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 (Promoting sustainable design and construction), DP23 (Water) and DP32 (Air quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.



44 \*Car free development

Prior to first occupation of any of residential or non-residential unit, the landowner would ensure through agreement that occupiers of all units are informed of the Council's policy that they shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to s. 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Residents Parking Permit to park a vehicle in a residents parking bay; shall not be able to buy a contract permanently to park within any car park owned, controlled or licensed by the Council nor shall they be entitled to be granted a Business Parking Permit.

Reason: In order to ensure that the development does not contribute to increased car use and parking congestion in accordance with the requirements of policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

45 \*Highway works and public realm contribution

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure the necessary highway works and public realm improvements for the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development has an acceptable impact on the adjacent highway and provides an attractive safe and secure environment in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel), CS17 (Making Camden a safer place) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport), DP20 (Movement of goods and materials) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.

46 \*Pedestrian, cycling and environmental improvements

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure the necessary pedestrian, cycling and environmental improvements for the development, including improving the connectivity of the areas between Agar Grove, Maiden Lane and Camley Street, pedestrian and cycling improvements along Agar Grove, bus stop improvements and Legible London pedestrian wayfinding signs, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the scheme makes adequate provision for promoting walking and cycling as sustainable transport alternatives and mitigating the impact of the development on public transport facilities in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development) and DP17 (Walking, cycling and public transport) of the London Borough of Camden Local Development Framework Development Policies.

47 \*Travel Plans

Prior to first occupation of the uses a Residential Travel Plan and Commercial Travel Plan, as appropriate, which shall set out measures for promoting sustainable transport modes for residents/occupiers within the relevant phase of the development, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London and shall contain mechanisms for monitoring, review and further approval by the local planning authority. The residential plan shall provide for a Travel Plan Co-ordinator and allow for an initial substantial review within six months of full occupation. The measures contained in the Travel Plans shall at all times remain implemented.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

48 \*Travel Plans monitoring and review contribution

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure the monitoring and review of the Travel Plans shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the travel demands from the development can be monitored and maintained in line with a Travel Plan in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the

49 \*Level plans

No part of the development (excluding demolition and enabling works) shall be commenced until such time as the local planning authority has confirmed in writing that it has received plans demonstrating the levels at the interface of the development, the boundary of the site and the public highway.

Reason: In order that the Council may ensure that the development is finished to a satisfactory standard and does not prejudice the surrounding highways network in accordance with policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.

50 \*Approval in Principle document

No part of the development (excluding demolition and enabling works) shall be commenced until such time as the local planning authority has confirmed in writing that it has received an 'Approval in Principle' (AIP) document, including structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site, and any mitigation measures possibly required.

Reason: In order that the Council may ensure that the development is finished to a satisfactory standard and does not prejudice the surrounding highways network in accordance with policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies.

51 \*Delivery and Servicing Management Plan

Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development is first occupied, a Delivery and Servicing Management Plan (SMP), including where applicable details of the management of the controlled access points to the north and south of Lulworth, shall be submitted to and approved in writing by the Local Planning Authority and shall contain mechanisms for monitoring, review and further approval by the local planning authority from time to time. No servicing of any building shall take place on any part of the highway network or public realm other than in accordance with the SMP so approved.

Reason: To avoid obstruction of the surrounding streets and ensure the safety of

pedestrians, cyclist and other road users, in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

52 \*Construction Management Plan

Prior to the first demolition of the existing buildings a Construction Management Plan setting out measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the demolition and construction period(s) and taking account of the cumulative impact of concurrent or planned development within the immediate area, shall be submitted to and approved by the local planning authority in consultation with Transport for London and Network Rail and shall contain mechanisms for monitoring, review and further approval by the local planning authority, Transport for London and Network Rail as required from time to time. The Construction Management Plan shall also include details of a working group involving local residents and businesses, a contractor complaints/call-line and measures to be carried out to mitigate the impact of the noise arising from construction and demolition activities on local residents and businesses. The measures contained in the Construction Management Plan shall at all times remain implemented throughout the duration of the works of demolition and construction.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

53 \*London cycle hire contribution

Prior to the first occupation of any residential unit within phase 4 of the development (Plots I and B) confirmation that the necessary measures to secure public cycle hire facilities within the application site shall be submitted to and approved in writing by the Local Planning Authority, in conjunction with advice from Transport for London, unless an alternative strategy is submitted to and approved in writing by the local planning authority in conjunction with Transport for London. The development shall at all times proceed in accordance with such measures as will have been approved.

Reason: To ensure that the scheme makes adequate provision for promoting

sustainable transport alternatives and mitigating its impact on public transport in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development) and DP17 (Walking, cycling and public transport) of the London Borough of Camden Local Development Framework Development Policies.

54 \*Electric vehicle charging and monitoring

Prior to first occupation of any part of the development, confirmation of the necessary measures to secure 11 on street electric vehicle charging points within the development shall be submitted to and approved in writing by the local planning authority. Such measures shall be completed prior to the first occupation of any use and shall thereafter be retained.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy.

55 \*Car Parking Management Plan

Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development is first occupied, a Car Parking Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. It shall also contain mechanisms for monitoring, review and further approval by the local planning authority from time to time. The management plan should include details of the management of blue badge bays, electric bays and detail a mechanism for managing how the overall number of on-site car parking spaces would be reduced over time as existing residents move away from Agar Grove in time. No car parking at the site shall take place other than in accordance with the Car Parking Management Plan so approved.

Reason: In order to ensure that the development does not contribute to increased car use and parking congestion in accordance with the requirements of policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

56 \*Employment space delivery strategy

Prior to the first commencement of any part of Plot B, details of a delivery strategy for the provision of Class B1 floorspace for Camden based businesses, including where appropriate space for business being displaced from wider Camden Community Investment Programme projects, shall be submitted to and approved in

writing by the Local Planning Authority. The spaces will be used for such purposes thereafter unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the development makes adequate provision to the improvement of employment floorspace in the Borough that provides employment opportunities for local residents and businesses in accordance with policies CS8 (Promoting a successful and inclusive Camden economy) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 (Employment sites and premises) of the London Borough of Camden Local Development Framework Development Policies.

57 \*Public art contribution

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure appropriate measures to support public art shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the scheme makes adequate provision for public art as part of the urban design process in enhancing public spaces and the surrounding townscape in accordance with policies CS14 (Promoting high quality places and conserving heritage) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

58 \*Education contribution

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure appropriate support to the local education infrastructure shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the impact of the scheme on the local education infrastructure is mitigated in accordance with policies CS10 (Supporting community facilities and services) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and DP15 (Community and leisure uses) of the London Borough of Camden Local Development Framework Development Policies.

Need for a Legal agreement

59 In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement no works shall be progress on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with \* in this notice of planning permission.

Reason: In order to define the permission and to secure development in

accordance with policy CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy.

- 60 The development hereby permitted shall be carried out in accordance with the following approved plans:

1423\_DWG\_PL\_00\_001; 1423\_DWG\_PL\_00\_010; 1423\_DWG\_PL\_00\_011;  
1423\_DWG\_PL\_00\_012; 1423\_DWG\_PL\_00\_013; 1423\_DWG\_PL\_00\_014;  
1423\_DWG\_PL\_00\_050; 1423\_DWG\_PL\_00\_051; 1423\_DWG\_00\_060;  
1423\_DWG\_00\_061; 1423\_DWG\_00\_062; 1423\_DWG\_00\_063;  
1423\_DWG\_00\_064; 1423\_DWG\_00\_065; 1423\_DWG\_00\_080;  
1423\_DWG\_00\_081; 1423\_DWG\_00\_082; 1423\_DWG\_00\_085;  
1423\_DWG\_00\_086; 1423\_DWG\_00\_100; 1423\_DWG\_00\_101\_B;  
1423\_DWG\_00\_102\_A; 1423\_DWG\_00\_103; 1423\_DWG\_PL\_00\_130;  
1423\_DWG\_PL\_00\_131; 1423\_DWG\_PL\_00\_132; 1423\_DWG\_PL\_00\_133;  
1423\_DWG\_PL\_00\_134; 1423\_DWG\_PL\_00\_135; 1423\_DWG\_PlotA\_00\_200;  
1423\_DWG\_PlotA\_00\_201\_A; 1423\_DWG\_PlotA\_00\_202\_A;  
1423\_DWG\_PlotA\_00\_203\_A; 1423\_DWG\_PlotA\_00\_204;  
1423\_DWG\_PlotA\_00\_205; 1423\_DWG\_PlotA\_00\_206;  
1423\_DWG\_PlotA\_00\_207; 1423\_DWG\_PlotA\_00\_230;  
1423\_DWG\_PlotA\_00\_231; 1423\_DWG\_PL\_A\_00\_250\_A;  
1423\_DWG\_PL\_A\_00\_251\_A; 1423\_DWG\_PL\_A\_00\_252;  
1423\_DWG\_PL\_A\_00\_253\_A; 1423\_DWG\_PL\_A\_00\_254;  
1423\_DWG\_PlotA\_00\_280; 1423\_DWG\_PlotA\_00\_281;  
1423\_DWG\_PlotA\_00\_282; 1423\_DWG\_PlotA\_90\_001\_A;  
1423\_DWG\_PlotA\_90\_002\_A; 1423\_DWG\_PlotA\_90\_010;  
1423\_DWG\_PlotB\_00\_200\_A; 1423\_DWG\_PlotB\_00\_201;  
1423\_DWG\_PlotB\_00\_202\_A; 1423\_DWG\_PlotB\_00\_203\_A;  
1423\_DWG\_PlotB\_00\_204\_A; 1423\_DWG\_PlotB\_00\_205\_A;  
1423\_DWG\_PlotB\_00\_206\_A; 1423\_DWG\_PlotB\_00\_207\_A;  
1423\_DWG\_PlotB\_00\_208\_A; 1423\_DWG\_PlotB\_00\_209\_A;  
1423\_DWG\_PlotB\_00\_210\_A; 1423\_DWG\_PlotB\_00\_211\_A;  
1423\_DWG\_PlotB\_00\_212\_A; 1423\_DWG\_PlotB\_00\_213\_A;  
1423\_DWG\_PlotB\_00\_214\_A; 1423\_DWG\_PlotB\_00\_215\_A;  
1423\_DWG\_PlotB\_00\_216\_A; 1423\_DWG\_PlotB\_00\_217\_A;  
1423\_DWG\_PlotB\_00\_218; 1423\_DWG\_PlotB\_00\_230;  
1423\_DWG\_PlotB\_00\_231; 1423\_DWG\_PlotB\_00\_250\_A;  
1423\_DWG\_PlotB\_00\_251\_A; 1423\_DWG\_PlotB\_00\_252\_A;  
1423\_DWG\_PlotB\_00\_253\_A; 1423\_DWG\_PlotB\_00\_280;  
1423\_DWG\_PlotB\_00\_281; 1423\_DWG\_PlotB\_76\_001;  
1423\_DWG\_PlotB\_90\_001; 1423\_DWG\_PlotB\_90\_002;  
1423\_DWG\_PlotB\_90\_010; 1423\_DWG\_PL\_CDE\_00\_200;  
1423\_DWG\_PL\_CDE\_00\_201; 1423\_DWG\_PL\_CDE\_00\_202 REV A;  
1423\_DWG\_PL\_CDE\_00\_203 REV A; 1423\_DWG\_PL\_CDE\_00\_204 REV A;  
1423\_DWG\_PL\_CDE\_00\_205; 1423\_DWG\_PL\_CDE\_00\_206;  
1423\_DWG\_PL\_CDE\_00\_231; 1423\_DWG\_PL\_CDE\_00\_250;  
1423\_DWG\_PL\_CDE\_00\_251; 1423\_DWG\_PL\_CDE\_00\_252 Rev A;  
1423\_DWG\_PL\_CDE\_00\_253; 1423\_DWG\_PL\_CDE\_00\_254;  
1423\_DWG\_PL\_CDE\_00\_255; 1423\_DWG\_PL\_CDE\_00\_280;  
1423\_DWG\_PL\_CDE\_00\_281; 1423\_DWG\_PL\_CDE\_00\_282;

1423\_DWG\_PL\_F\_00\_200; 1423\_DWG\_PL\_F\_00\_201;  
1423\_DWG\_PL\_F\_00\_202; 1423\_DWG\_PL\_F\_00\_203;  
1423\_DWG\_PL\_F\_00\_204; 1423\_DWG\_PL\_F\_00\_230;  
1423\_DWG\_PL\_F\_00\_231; 1423\_DWG\_PL\_F\_00\_250;  
1423\_DWG\_PL\_F\_00\_251; 1423\_DWG\_PL\_F\_00\_252;  
1423\_DWG\_PL\_F\_00\_253; 1423\_DWG\_PL\_F\_00\_280;  
1423\_DWG\_PL\_F\_00\_281; 1423\_DWG\_PL\_G\_00\_200 REV A;  
1423\_DWG\_PL\_G\_00\_201; 1423\_DWG\_PL\_G\_00\_202;  
1423\_DWG\_PL\_G\_00\_203; 1423\_DWG\_PL\_G\_00\_204;  
1423\_DWG\_PL\_G\_00\_205 REV A; 1423\_DWG\_PL\_G\_00\_206 REV A;  
1423\_DWG\_PL\_G\_00\_230; 1423\_DWG\_PL\_G\_00\_231;  
1423\_DWG\_PL\_G\_00\_232; 1423\_DWG\_PL\_G\_00\_250;  
1423\_DWG\_PL\_G\_00\_251\_Rev A; 1423\_DWG\_PL\_G\_00\_252;  
1423\_DWG\_PL\_G\_00\_280; 1423\_DWG\_PL\_H\_00\_200 REV A;  
1423\_DWG\_PL\_H\_00\_201 REV A; 1423\_DWG\_PL\_H\_00\_202 REV A;  
1423\_DWG\_PL\_H\_00\_203 REV A; 1423\_DWG\_PL\_H\_00\_204;  
1423\_DWG\_PL\_H\_00\_205; 1423\_DWG\_PL\_H\_00\_230;  
1423\_DWG\_PL\_H\_00\_231; 1423\_DWG\_PL\_H\_00\_250;  
1423\_DWG\_PL\_H\_00\_251; 1423\_DWG\_PL\_H\_00\_252;  
1423\_DWG\_PL\_H\_00\_253; 1423\_DWG\_PL\_H\_00\_254;  
1423\_DWG\_PL\_H\_00\_280; 1423\_DWG\_PL\_H\_00\_281;  
1423\_DWG\_PL\_I\_00\_200\_Rev B; 1423\_DWG\_PL\_I\_00\_201\_Rev A;  
1423\_DWG\_PL\_I\_00\_202\_Rev A; 1423\_DWG\_PL\_I\_00\_203\_Rev A;  
1423\_DWG\_PL\_I\_00\_204\_Rev A; 1423\_DWG\_PL\_I\_00\_205\_Rev B;  
1423\_DWG\_PL\_I\_00\_206; 1423\_DWG\_PL\_I\_00\_230;  
1423\_DWG\_PL\_I\_00\_231; 1423\_DWG\_PL\_I\_00\_250 REV A;  
1423\_DWG\_PL\_I\_00\_251; 1423\_DWG\_PL\_I\_00\_252;  
1423\_DWG\_PL\_I\_00\_253; 1423\_DWG\_PL\_I\_00\_280;  
1423\_DWG\_PlotJKL\_00\_200; 1423\_DWG\_PlotJKL\_00\_201;  
1423\_DWG\_PlotJKL\_00\_202\_A; 1423\_DWG\_PlotJKL\_00\_203\_A;  
1423\_DWG\_PlotJKL\_00\_204\_A; 1423\_DWG\_PlotJKL\_00\_205  
;1423\_DWG\_PlotJKL\_00\_206; 1423\_DWG\_PlotJKL\_00\_230;  
1423\_DWG\_PlotJKL\_00\_231; 1423\_DWG\_PlotJKL\_00\_250\_Rev A;  
1423\_DWG\_PlotJKL\_00\_251\_Rev A; 1423\_DWG\_PlotJKL\_00\_252\_A;  
1423\_DWG\_PlotJKL\_00\_280; 1423\_DWG\_PlotJKL\_00\_281;  
1423\_DWG\_PlotJKL\_00\_282; 1423\_DWG\_PlotJKL\_90\_001\_A;  
1423\_DWG\_PlotJKL\_90\_002\_A; 1423\_DWG\_PlotJKL\_90\_010;  
1423\_DWG\_PlotJKL\_90\_011; 1423\_DWG\_PlotLUL\_00\_200\_A;  
1423\_DWG\_PlotLUL\_00\_201\_A; 1423\_DWG\_PlotLUL\_00\_202;  
1423\_DWG\_PlotLUL\_00\_203\_A; 1423\_DWG\_PlotLUL\_00\_204;  
1423\_DWG\_PlotLUL\_00\_205\_A; 1423\_DWG\_PlotLUL\_00\_206\_A;  
1423\_DWG\_PlotLUL\_00\_207\_A; 1423\_DWG\_PlotLUL\_00\_208\_A;  
1423\_DWG\_PlotLUL\_00\_209; 1423\_DWG\_PlotLUL\_00\_210;  
1423\_DWG\_PlotLUL\_00\_211\_A; 1423\_DWG\_PlotLUL\_00\_212;  
1423\_DWG\_PlotLUL\_00\_213; 1423\_DWG\_PlotLUL\_00\_214;  
1423\_DWG\_PlotLUL\_00\_215; 1423\_DWG\_PlotLUL\_00\_216;  
1423\_DWG\_PlotLUL\_00\_217; 1423\_DWG\_PlotLUL\_00\_218;  
1423\_DWG\_PlotLUL\_00\_219; 1423\_DWG\_PlotLUL\_00\_220;  
1423\_DWG\_PlotLUL\_00\_221; 1423\_DWG\_PlotLUL\_00\_222;  
1423\_DWG\_PlotLUL\_00\_230; 1423\_DWG\_PlotLUL\_00\_250;



1423\_DWG\_PlotLUL\_00\_251; 1423\_DWG\_PlotLUL\_00\_280;  
1423\_DWG\_PlotLUL\_00\_282; 1423\_DWG\_PlotLUL\_00\_283;  
1423\_DWG\_PlotLUL\_00\_284; 1423\_DWG\_PlotLUL\_76\_001;  
1423\_DWG\_PL\_76\_100; 1423\_DWG\_PL\_76\_101; 1423\_DWG\_PL\_76\_102;  
1423\_DWG\_PL\_76\_103; 1423\_DWG\_PL\_76\_104; 1423\_SK\_140218\_JW\_01;  
1423\_SK\_140218\_JW\_02; 1423\_SK\_140218\_JW\_03; HB SECTION B-B /  
1423\_SK\_140218\_JW\_01; HB SKETCH 1423\_SK\_140218\_JW\_02;

AGC377-AL-CP-0-001 Rev P01; AGC377-AL-CP-0-002 Rev P01; AGC377-AL-GE-0-001 Rev P01; AGC377-AL-GE-0-002 Rev P01; AGC377-AL-GE-0-003 Rev P01; AGC377-AL-DL-0-001 Rev P01; AGC377-AL-HD-0-001 Rev P01; AGC377-AL-SW-0-001 Rev P01; AGC377-AL-SW-0-002 Rev P01; AGC377-AL-SW-0-003 Rev P01; AGC377-AL-SW-0-004 Rev P01; AGC377-AL-TZ-0-001 Rev P01; AGC377-AL-KP-0-001 Rev P01; AGC377-AL-KP-0-002 Rev P01; AGC377-AL-RT-0-001 Rev P01; AGC377-AL-RT-0-002 Rev P01; AGC377-AL-GE-2-001 Rev P01; AGC377-AL-GE-2-002 Rev P01; AGC377-AL-GE-2-003 Rev P01; AGC377-AL-GE-2-004 Rev P01; AGC377-AL-GE-2-005 Rev P01; AGC377-AL-GE-2-006 Rev P01; AGC377-AL-GE-2-007 Rev P01; AGC377-AL-GE-2-008 Rev P01; AGC377-AL-GE-2-009 Rev P01; AGC377-AL-GE-2-010 Rev P01; AGC377-AL-GE-2-011 Rev P01; AGC377-AL-GE-2-012 Rev P01; AGC377-AL-RT-2-001 Rev P01; AGC377-AL-RT-2-002 Rev P01; AGC377-AL-RT-2-003 Rev P01; AGC377-AL-RT-2-004 Rev P01; AGC377-AL-RT-2-005 Rev P01; AGC377-AL-RT-2-006 Rev P01; AGC377-AL-RT-2-007 Rev P01; AGC377-AL-RT-2-008 Rev P01; AGC377-AL-RT-2-009 Rev P01; AGC377-AL-RT-2-010A Rev P01; AGC377-AL-RT-2-010B Rev P01; AGC377-AL-RT-2-011 Rev P01; AGC377-AL-RT-2-012 Rev P01; AGC377-AL-SK-0056 REV 00;

Design and Access Statement by Hawkins\Brown, Mae and Grant Associates, dated 16/12/2013; Transport Assessment by Peter Brett Associates Ref 28732/002 Rev 3, dated December 2013; Planning Energy & Sustainability Report by Max Fordham, dated 11/12/2013; Flood Risk Assessment and Drainage Strategy by Peter Brett Associates Ref 28732 Rev Issue 3, dated 06/12/2013; Phase I habitat survey and protecting species scoping survey report by MKA Ecology Limited, dated 24/05/2013; Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan by Hayden's, Ref 3743, dated 19/11/2013; Daylight and Sunlight Report by Anstey Horne, Ref AH/SFT/ROL6940, dated December 2013; Air Quality Assessment by Peter Brett Associates, Ref 28732/004 Rev 02, dated December 2013; Phase 1 Ground Condition Assessment by Peter Brett Associates, Ref 28732/006 Rev 1, dated November 2013; Wind Microclimate Assessment by Peter Brett Associates, Ref 28732/007 Rev 02, dated 05/12/2013; Noise and Vibration Assessment by Peter Brett Associates, Ref 28732/005 Rev 1, dated 05/12/2013; Planning Statement by CMA Planning, dated December 2013; Planning Obligations Statement by CMA Planning, dated January 2014; Affordable Housing Statement by CMA Planning, dated December 2013; Statement of Consultation dated December 2013; Construction Management Plan by EC Harris, dated December 2013; Supplementary Note to Agar Grove Transport Assessment by Peter Brett Associates, dated January 2014; Daylight, Sunlight and overshadowing within the proposed development report by Anstey Horne, Ref AH/SFT/ROL6940, dated January 2014; Proposed Drainage -

Surface Water Attenuation Calculations by Peter Brett Associates, Ref 28732-C-TN03, dated 22/01/2014; Secured by Design - Boundary Conditions by Mae, dated 24/02/2014; Agar Grove Planning Post Submission Review Landscape Responses, by Hawkins\Brown, Mae and Grant Associates, dated February 2014; Agar Grove Transport Assessment Supplementary Note, by Peter Brett Associates, dated February 2014; Note from Max Fordham Ref J4726 Agar Grove, dated 19/03/2014.

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

Informative(s):

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

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

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

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

Please send CIL related documents or correspondence to [CIL@Camden.gov.uk](mailto:CIL@Camden.gov.uk)

- 2 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).
- 3 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.
- 4 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.

- 5 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 Compliance and Enforcement team [Regulatory Services], 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.
- 6 You are advised that condition 17 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.
- 7 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>.
- 8 This permission is granted without prejudice to the possibility of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning) or the Camden Contact Centre on Tel: 020 7974 4444 or email [planning@camden.gov.uk](mailto:planning@camden.gov.uk).
- 9 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.
- 10 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 11 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.

- 12 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.
- 13 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>.
- 14 In respect of condition 31, 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.
- 15 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.
- 16 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.
- 17 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.
- 18 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.
- 19 HS2 Ltd detail that the Applicant is advised that part of the application site falls within land that may potentially be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by the promotion of a hybrid Bill deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More

information can be found at [www.hs2.org.uk](http://www.hs2.org.uk).

- 20 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 building up the data base of up-to-date ecological information and this will help in future decision making.
- 21 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.
- 22 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.
- 23 In relation to condition 25 (bird and bat nesting boxes / bricks), it is clarified that a total of no less than 100 boxes / bricks are required across the seven phases of development ((a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) and not within each phase.
- 24 In relation to condition 24 (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.
- 25 In relation to condition 26 (hard and soft landscaping) it is advised that there may be scope to increase planting along Lulworth Avenue between the new tree planting to provide planting strips. This will enhance the quality of the streetscape, provide sustainable drainage and increase green infrastructure provision.
- 26 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:
  - 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.

b) Confirmation of the critical storm duration.

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.

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.

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.

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.

- 27 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.
- 28 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](mailto: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/aspx/1538.aspx](http://www.networkrail.co.uk/aspx/1538.aspx).
- 29 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.
- 30 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 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.

- 31 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.
- 32 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.
- 33 With regard to condition 23 (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.
- 34 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 (*Crataegus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebra".  
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*).

- 35 The matters covered by conditions 33-58 above (also marked with an \*) are matters which would usually be incorporated into a Section 106 Agreement. On Council own schemes because the Council cannot enter into an agreement with itself the usual practice would for the permission to reference the Section 106 requirements for information. If the Council retains ownership of the application site although the reference to Section 106 requirements would not be legally binding they would act as a record of the requirements the Council as planning authority expects the Council as landowner to comply with. If the Council disposes of an interest in the Application Site the incoming owner will be required to enter into a Section 106 giving effect to those requirements which will then become a legally binding document. This reflects the terms of condition 59 on the planning permission.



Agar Grove Estate, NW1

Independent Review of Assessment of Economic Viability

Planning Application 2013/8088/P

**REDACTED VERSION**

**1.0 INTRODUCTION**

- 1.1 BPS Chartered Surveyors has been instructed by the Planning and Regeneration Department of the London Borough of Camden to review a viability assessment prepared by EC Harris on behalf of the applicant, the London Borough of Camden in respect of a proposed development at Agar Grove.
- 1.2 The proposed scheme is a Council-led regeneration project that will replace 210 existing homes with 216 social rented units, 37 intermediate and 240 private market units.
- 1.3 The Council owns the site and will act as developer of the scheme. We understand that it will also retain ownership of the site following completion.
- 1.4 The applicant does not consider this to be a 'profit-led' development, and has consequently not included (or has included at a relatively low rate) certain costs that would typically be inputted in a viability assessment by a private developer. The development appraisal seeks to establish the extent of any deficit in viability, which we understand will then be 'gap-funded' by the applicant. It also seeks to show whether any additional affordable housing could viably be provided by the scheme.

## 2.0 CONCLUSIONS & RECOMMENDATIONS

- 2.1 Following our review of the cost and value assumptions in the appraisal, we are satisfied that it uses appropriate methodology and suitable cost and value inputs for a Council-led scheme.
- 2.2 EC Harris has run an appraisal based on the Council's agreed assumptions concerning costs and values. This generates a deficit of £13.93m which has then been eliminated via 'gap funding' from the Council itself, thus leaving the scheme in a break even position.
- 2.3 EC Harris has run an alternative appraisal which shows the viability of the scheme based on assumptions that would likely to be applied by a typical private developer. It shows a deficit of £9.1m. Whilst this alternative appraisal includes developer's profit, it does, unlike the Council's version of the model, include capitalised rental income from the affordable units, which accounts for the deficit being smaller than for the Council's version of model.
- 2.4 The applicant has made the following omissions and reductions in costs in comparison to a typical development appraisal of a private-sector developer:
- No developer's return (profit)
  - No benchmark land value
  - No finance costs
- 2.5 However, as mentioned above, no capitalised ground rents and no capital receipts for the social rented are included in the appraisal, which would both normally be included in the appraisals of private developers. The applicant asserts that it is not able to borrow against these future income streams, so therefore they are of no value in terms of funding the development. We accept the logic of this explanation, which is consistent with the approach taken on a number of other Council-led schemes in the Borough which we have recently reviewed.
- 2.6 The Council has not included a Developer's Return in the appraisal, contrary to the approach taken by private developers and by the Council itself in a number of recent regeneration projects. This is a significant omission which acts to reduce the level of scheme deficit - i.e. improve viability. We note, however, that a "Development/Sales Risk" allowance equating to 8% of the build cost has been included in the appraisal, which we consider to effectively represent a form of minimum profit/return which closely resembles and "on costs" allowance as charged by RP's to cover internal overheads.
- 2.7 With respect to the private residential values, these are broadly realistic albeit are potentially somewhat overstated in the context of the local area and in particular the close proximity of the proposed private units to social housing. If values were to be reduced this would (all other things being equal) result in an increase in the size of the deficit and would thus necessitate a greater level of 'gap-funding' of the project by the Council.
- 2.8 Build Costs have been estimated by EC Harris. Our cost consultant, Neil Powling, has reviewed the EC Harris's cost estimate and has reached the view that it is reasonable. His full comments are detailed in Appendix One.

- 2.9 Given the extent of the deficit shown by the main appraisal, this shows that the scheme cannot viably provide any additional affordable housing over the quantum already due to be provided.
- 2.10 We understand that the net additional residential floorspace will be comprised of 31% affordable housing, which falls short of the 50% target. Therefore planning officers will be seeking to put in place a deferred contributions mechanism to secure additional affordable housing contributions in the event that viability improves above a certain point and the scheme generates a surplus.
- 2.11 We accept that providing that the Council gap-funds the resulting deficit generated by the scheme, then this will render the scheme feasible from a viability point of view.
- 2.12 The Greater London Authority (GLA) "favours" the Affordable Rent model over Social Rent, and often seeks to ensure that that provision of Social Rented units (SR) *in lieu* of Affordable Rented units (AR) is not impacting on the total number of affordable units that the scheme can viably be provided. In the case of this scheme, we can confirm that the form of rented tenure (AR or SR) has no impact on the viability position as shown in the appraisal, by virtue of the fact that no rental incomes from the proposed scheme have been capitalised (i.e., both forms of rented tenure generate nil value in the appraisal).

### 3.0 DEVELOPMENT REVENUES

- 3.1 The intermediate housing has been valued at £2,144 per m<sup>2</sup> (£224 per ft<sup>2</sup>), based on an assumed 30% initial equity share but with no capitalisation of the rent on the remaining equity. Similarly, no social rented revenues have been included, as discussed above (para 2.5).
- 3.2 No retail revenues are included in the appraisal as the Council does not intend to sell its interest in the retail space. The total area of retail uses is 1,761 ft<sup>2</sup> (£18,953 per m<sup>2</sup>) thus even if included it would not make a significant impact on viability position. The shop's capital value is estimated at £[REDACTED] in the alternative version of the appraisal, based on a [REDACTED]% yield.
- 3.3 Private residential revenues total £[REDACTED]m in EC Harris's financial appraisal, equating to £[REDACTED] per ft<sup>2</sup> (£[REDACTED] per m<sup>2</sup>). This constitutes the majority of the income from the scheme, with the only other income being £5.7m generated by the intermediate units.
- 3.4 Private market residential values have been supported by a report from Savills which gives an overview of the market and provides new-build and second-hand comparable evidence from the local area. This is a detailed report and we consider the comparable evidence provided to be highly suitable and to provide good confirmation that the sales value estimates are broadly reasonable although we are of the view that they are at the upper end of the range of values achievable in the local area. The average estimated values of the private units are detailed in the following Table:

[Table redacted]

- 6.1 We have compiled the following details of recent sales transactions in the local area:

Table 2: Residential sales within ½ of subject site within last year

Address	Last sale price	Last sale date	Property type	Year built	Bedrooms
26A Cantelows Road NW19XR	£749,950	02-Apr-13	Flat	1870	2
Flat 15 Julian Court 150 Camden Road NW19HU	£575,000	18 Jan 2013	Flat	1970	2
22 Canal Boulevard NW19AQ	£570,000	05-Sep-12	Flat	2005	2
26 Northpoint Square NW19AW	£500,000	31 Aug 2012	Flat	2004	2
1D North Villas NW19BJ	£476,000	15 Feb 2013	Flat	1870	2
14 Canal Boulevard NW19AQ	£580,000	17 Dec 2012	Flat	2005	2
33 Canal Boulevard NW19AQ	£459,000	28 Sep 2012	Flat		2
Bruges Place 14 Baynes Street NW10TE	£463,000	11 Jan 2013	Flat		2
First Floor Flat 207 Camden Road NW19AA	£440,000	10 Dec 2012	Flat	1890	2
Flat 4 Salamander Court 135 York Way N79LG	£490,000	14 Dec 2012	Flat	2002	2
44C Lawford Road NW5 2LN	£530,000	29 Jan 2013	Flat	1900	2
Flat 3 49 Agar Grove NW19UG	£445,000	08-Mar-13	Flat	1900	2
Flat 2 49 Agar Grove NW19UG	£400,000	01-Sep-12	Flat		2
2-BED AVERAGE	£513,688				
78A Caversham Road NW5 2DN	£780,000	21 Dec 2012	Flat	1900	3
26A Rochester Mews NW1 9JB	£704,000	08-Jan-13	Flat		3
7 Northpoint Square NW1 9AW	£675,000	16 Jan 2013	Flat	2005	3
30 New Clocktower Place N7 9PD	£414,950	18 Oct 2012	Flat	2012	3
22 Rowstock Gardens N70BG	£315,000	29 Nov 2012	Flat		3
Flat 3 Grangefield Marquis Road NW1 9UA	£325,000	17 Aug 2012	Flat	1960	3
Lion East Apartment 24 North Road N7 9EA	£1,000,000	12 Dec 2012	Flat	2006	3
Flat 1 49 Agar Grove NW1 9UG	£530,000	07-Dec-12	Flat		3
3-BED AVERAGE	£592,994				

- 6.2 The Table above indicates that the average value of the proposed 2-beds (£[REDACTED]) is higher than has been achieved locally (£513,688) for 2-beds. Some of this discrepancy can be explained by the sales value growth over the last year as some of the comparable transactions are historic. It is also important to bear in mind that the development itself will help to significantly improve the local area.

- 6.3 The value range ascribed to the proposed units is circa £■■■■/ft<sup>2</sup> (£■■■■ per m<sup>2</sup>) for low rise blocks rising up to £■■■ per ft<sup>2</sup> (£■■■ per m<sup>2</sup>) for the refurbished Lulworth Tower. Allocated off-street parking is not provided, so therefore there are no separate parking revenues.
- 6.4 The following comparables from Savills have been compared to the average value of £■■■ per ft<sup>2</sup> (£■■■ per m<sup>2</sup>) applied to the proposed private units. These are useful comparators and tend to support the value estimates, especially the Star Wharf and 1-5 St Pancras Way schemes which are most suitable in terms of proximity and similarity to the proposed scheme.

①	Regent Canalside (£945 / sq ft)
②	The Lockhouse (£826 / sq ft)
③	Prince's Park (£890 / sq ft)
④	1-5 St Pancras Way (£768 / sq ft)
⑤	Star Wharf (£890 / sq ft)

- 6.5 In conclusion, based on our experience of other schemes in the local area, and upon recent sales evidence, we consider the estimated values (which average £■■■ per ft<sup>2</sup> (£■■■ per m<sup>2</sup>)) to be broadly realistic albeit perhaps somewhat overstated in the context of this location, particularly given the close proximity to social housing.

#### 4.0 DEVELOPMENT COSTS

- 4.1 Build Costs have been based on EC Harris's Cost Plan for the scheme. Our Cost Consultant, Neil Powling, has reviewed this Cost Plan. Please see Appendix One for his full comments.
- 4.2 Nil Developer's Profit is included in the appraisal, although there is a Development/Sales Risk allowance of 8% on Cost which we consider to be a de facto profit/return. One of the key drivers of profit levels is the level of risk associated with a development, and covering for risk is thus an inherent feature of profit targets. We note that 8% on Cost is significantly below the level of return that would be proposed by a typical private developer, of 20-25% on Cost. We accept this is reasonable in this circumstance.
- 4.3 Nil Finance Costs included in the appraisal owing to the fact that the Council "does not allocate a project cost in respect of funding work in progress", as EC Harris explain. The sales rate of 4 per month is realistic for a scheme of this nature
- 4.4 Sales & Marketing Costs are at a level commensurate with those of a private sector development appraisal, at 3.5%, which we accept is reasonable.
- 4.5 Acquisition Costs of £■■■m are mostly based on the cost of acquiring existing leasehold interests (plus an additional ■% over these market values) together with disturbance payments. Values of existing leasehold properties to be acquired range from circa £140,000 to £410,000. An addition of 10% is made to this value plus a leaseholder disturbance payment of £5,000. We are satisfied with the market value estimates that

have been used to calculate this figure. In addition, Tenant Homeloss/Disturbance Costs of £1.49m are included, which are based upon statutory requirements and we would not dispute this estimate. This allowance is made for each social rented dwelling at £5,000 for home loss and £2,000 for disturbance.

- 4.6 S106 Contributions of £2.5m are included in the appraisal as advised by CMA Planning which we understand reached this figure following discussions the Council's Planning Officers.
- 4.7 Professional Fees of £7.4m equate to c6% of the build cost, which is lower than the rate of c12% typically applied in the appraisals of private developers, although we note that for larger schemes developers are often able to achieve a lower percentage rate for professional fees by virtue of economies of scale particular in relation to scheme design.

BPS Chartered Surveyors  
19th February 2014

## Appendix One

### Cost Report

#### 1 SUMMARY

- 1.1 We are satisfied with the benchmarking against BCIS average prices (adjusted for abnormal costs) of those Blocks that have been estimated at Stage C, however those some rates applicable to 6+ storey flats have been applied to the same blocks (reasonable) and to other blocks that are 3 to 5 storeys high. In our view detailed estimates should be prepared for these blocks.
- 1.2 In our view a full Stage D estimate for the entire scheme is warranted commensurate with the quality of the design information.
- 1.3 We have not seen estimated build-ups for demolitions and site clearance, external works, abnormal costs, Passiv Haus or the energy centre. We are satisfied with the principle of these items as abnormal costs for benchmarking, but are unable to form a view on quantum.

#### 2 METHODOLOGY

- 2.1 The objective of the review of the construction cost element of the assessment of economic viability is to benchmark the applicant costs against RICS Building Cost Information Service (BCIS) average costs. We use BCIS costs for benchmarking because it is a national and independent database. Many companies prefer to benchmark against their own data which they often treat as confidential. Whilst this is understandable as an internal exercise, in our view it is insufficiently robust as a tool for assessing viability compared to benchmarking against BCIS.
- 2.2 BCIS average costs are provided at mean, median and upper quartile rates (as well as lowest, lower quartile and highest rates). We generally use mean or upper quartile for benchmarking depending on the quality of the scheme. BCIS also provide a location factor compared to a UK mean of 100; our benchmarking exercise adjusts for the location of the scheme. BCIS Average cost information is available on a default basis which includes all historic data with a weighting for the most recent, or for a selected maximum period ranging from 5 to 40 years. We generally consider both default and maximum 5 year average prices; the latter are more likely to reflect current regulations, specification, technology and market requirements.
- 2.3 BCIS average prices are also available on an overall £ per sqm and on an elemental £ per sqm basis. We generally consider both. A comparison of the applicants elemental costing compared to BCIS elemental benchmark costs provides a useful insight into any differences in cost. For example: planning and site location requirements may result in a higher than normal cost of external wall and window elements.
- 2.4 BCIS costs are available on a quarterly basis - the most recent quarters use forecast figures, the older quarters are firm. If any estimates require adjustment on a time basis we use the BCIS all-in Tender Price Index (TPI).

- 2.5 BCIS average costs are available for different categories of buildings such as flats, houses, offices, shops, hotels, schools etc. The Applicant's cost plan should keep the estimates for different categories separate to assist more accurate benchmarking.
- 2.6 To undertake the benchmarking we require a cost plan prepared by the applicant; for preference in reasonable detail. Ideally the cost plan should be prepared in BCIS elements. We usually have to undertake some degree of analysis and rearrangement before the applicant's elemental costs can be compared to BCIS elemental benchmark figures.
- 2.7 To assist in reviewing the estimate we require drawings and (if available) specifications. Also any other reports that may have a bearing on the costs. These are often listed as having being used in the preparation of the estimate. If not provided we frequently download additional material from the documents made available on the planning website.
- 2.8 BCIS average prices per sqm include overheads and profit (OHP) and preliminaries costs. BCIS elemental costs do not include these. Nor do elemental costs include for external services and external works costs. Demolitions and site preparation are excluded from all BCIS costs. We consider the Applicants detailed cost plan to determine what, if any, abnormal and other costs can properly be considered as reasonable. We prepare an adjusted benchmark figure allowing for any costs which we consider can reasonably be taken into account before reaching a conclusion on the applicant's cost estimate.

### 3 GENERAL REVIEW

- 3.1 We have been provided with the Financial position dated December 2013 prepared by EC Harris Built Asset Consultancy. This includes Appendix B EC Harris Build Cost Estimates at Stage D. This appendix comprises 2 pages only and is presented as a summary without any detailed build up.
- 3.2 We have also checked the documents available for download from the planning website. We have downloaded a number of the Masterplan drawings as plans and elevations, but there is too much information available for us to consider within the scope of the present instruction.
- 3.3 We subsequently received a more detailed cost plan; however this was at Stage C and for Blocks A, B1, B2, G and Lulworth. Blocks CD, E, F, H, I and JKL have not apparently benefited from a detailed estimate. These cost plans had not been totalled or brought to a summary; we have included the information in our attached pdf "Elemental analysis Summary Stage C Estimates Blocks A, B1, B2, G and Lulworth". The GIAs given for each block have been varied from Stage C to Stage D presumably as a result of a remeasurement. The rates per sqm determined in the stage C estimate have been applied to the revised areas of Stage D resulting in the estimated block totals for the Stage D estimate. The total estimate at stage D is £[REDACTED].
- 3.4 The Blocks that have not been estimated at Stage C have at Stage D been calculated using rates of a similar block - therefore Blocks CD, E, F & H are at the basic rate before additions of £[REDACTED]/m<sup>2</sup> (the same rate as Block A the tenure for all is Social Rent). Block JKL is estimated at £1766/m<sup>2</sup> - the same rate as Block G - both Private Tenure. Although the estimate is stated as Stage




D it is in fact a partial Stage C estimate calculated for a revised GIA.

- 3.5 The Basic rate used for Block I is £[REDACTED]/m<sup>2</sup> - this is intermediate tenure. We have not seen any information of the basis for this rate, but note that it falls between the rates for Social rent and Private tenure rates.
- 3.6 We have benchmarked the Stage C estimate against BCIS - all rates are adjusted to a Camden Location of 126 compared to a UK mean of 100. Average rates are for new build 6+ storey flats except Lulworth which uses Rehabilitation/ conversion 6+ storey rates. Our adjusted benchmarking shows that all the estimated blocks benchmark satisfactorily against BCIS.
- 3.7 All the Stage C estimated blocks are 6 storeys or more. Block CD is 3/4 storey, E is 5 storey, F is 4 storey, H 5 storey and I 6 storey. BCIS average prices for 3-5 storey flats are significantly less than prices for 6+ storeys, however this will not have been reflected in the rates used to estimate the Stage D rates for these blocks all of which have been based on 6+ storey Stage C estimates.
- 3.8 We are surprised given the stage of the design information that a full stage D cost estimate has not been prepared for all blocks.
- 3.9 The estimates include preliminaries costs at 15%, overheads and profit (OHP) at 5%, Design Development risk at 3%, contingency at 3% and contractors design fees at 6%. We consider all these reasonable allowances although the allowance for OHP is at the upper end of recent historical levels, however in the current market rates are rising and we would expect this to continue as construction activity and confidence returns to the market.
- 3.10 The Stage D summary includes amounts for demolitions and site clearance, external works, abnormals (including PV panels), Passive Haus and Energy Centre. All these items we would treat as abnormal costs for the purposes of BCIS benchmarking, but we have not seen any further detail on how the sums have been estimated, so we are unable to comment on quantum.
- 3.11 We note that the appraisal position includes a further 8% of all costs for development/ sale risk. We generally accept a figure of a maximum 5% for schemes submitted by private applicants. This appraisal uses average build cost rates to calculate costs under the Expenditure heading. We cannot fully reconcile the figures with the Stage D estimate

BPS Chartered Surveyors  
Date: 18<sup>th</sup> February 2014



	<p><b>Application No: 2013/8088/P</b></p> <p><b>Agar Grove Estate</b>  <b>Agar Grove</b>  <b>London</b>  <b>NW1</b></p>	<p><b>Scale:</b>  <b>1:1681</b></p> <p><b>Date:</b>  <b>24-Mar-14</b></p>	<p><b>N</b></p> 
<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>			



# Site Location Plan and surrounding context





Aerial View 2013



Above: Lulworth Tower  
Left: Ashmore



Existing site photographs / aerial view





The Site levels were once higher on the western part of the estate, evidenced by the levels existing trees on raised mounds.



The north-south axial orientation of the blocks does not acknowledge the enclosure given by the Victorian Villas on the opposite side of Agar Grove



Level changes across the site have resulted in poorly defined routes through the estate



Undercroft spaces attract antisocial behaviour at night.

# Existing site photographs

## EXISTING & PROPOSED SITE VOLUME



**249**

existing units

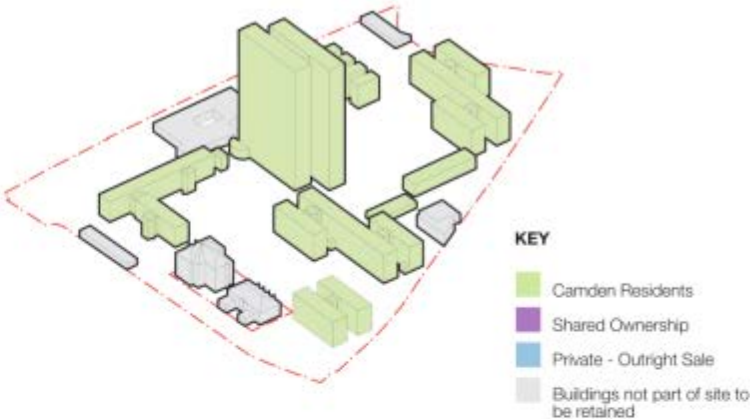
**210** Camden tenants  
**39** Leaseholders

**97**

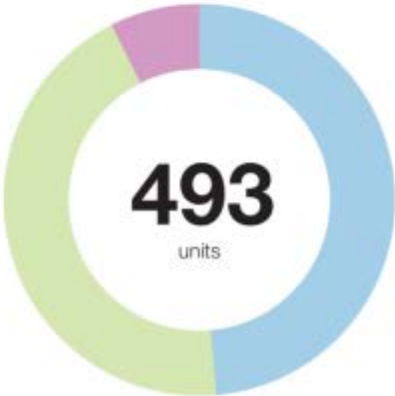
units per hectare  
existing site density

**19,432 sqm**

existing residential GIA



## PROPOSED SCHEME



**493**

proposed units

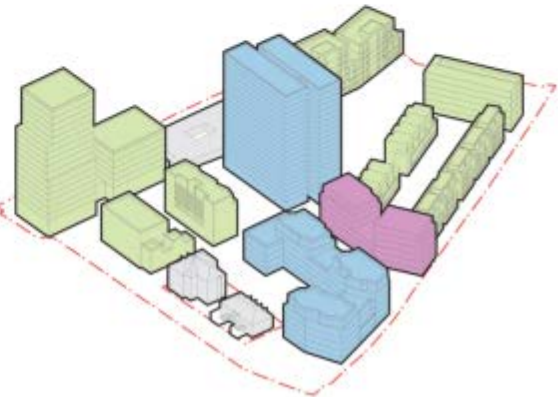
**216** Camden tenants  
**37** Shared Ownership  
**240** Private

**193**

units per hectare  
proposed site density

**49,346 sqm**

proposed residential GIA



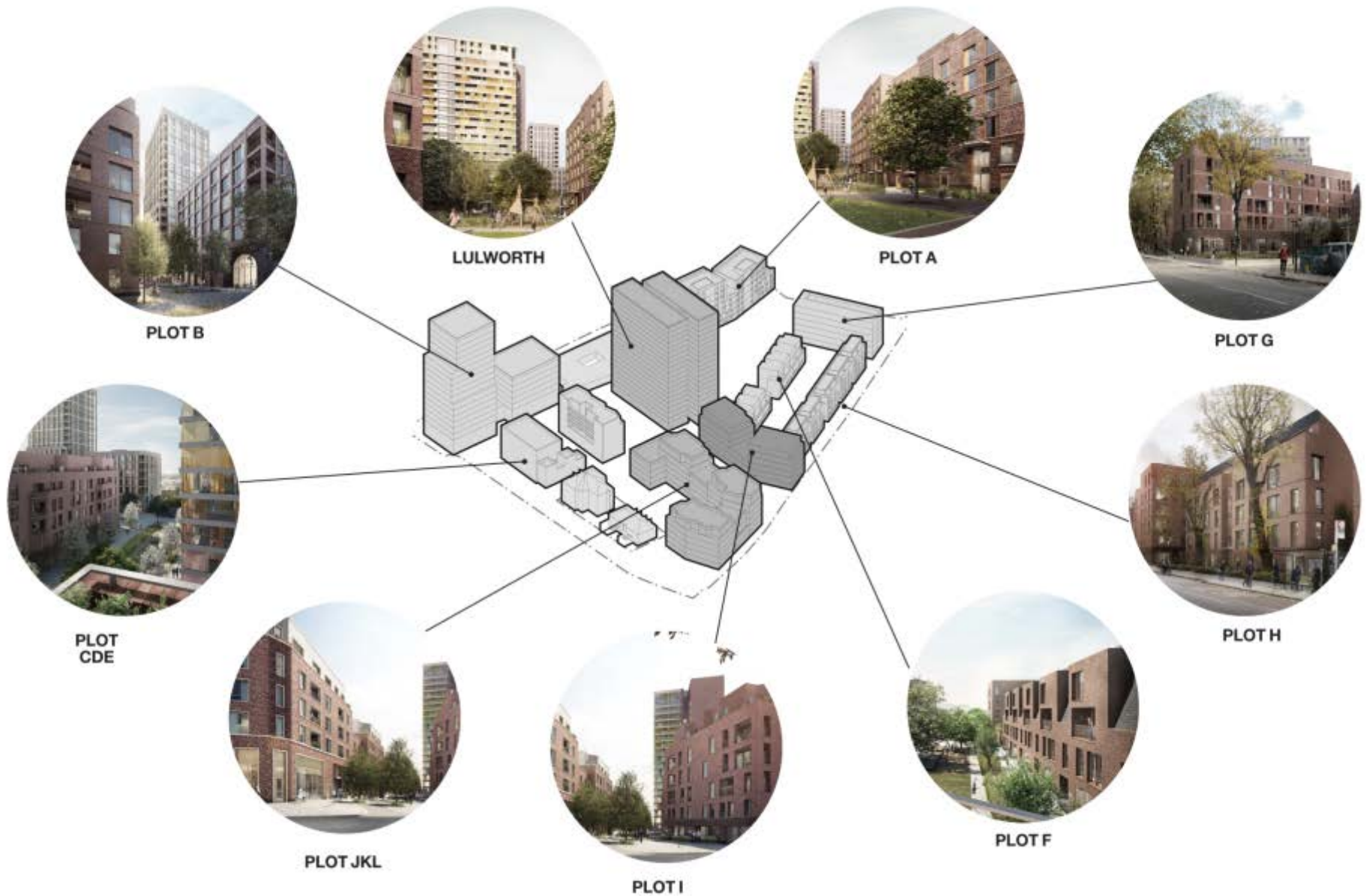
Snapshot of the existing and proposed





# Overview of the proposals





# Overview of plot designs





View along Agar Grove looking east





Community centre entrance at plot B





Left to right: Plot E, Plot B and Lulworth



Left to right: Plot G, Lulworth, Plot B & Plot A





Views from Agar Grove & Lulworth Tower





Above and below: From Agar Grove. Right: St Augustine's Road



Visual impact and townscape assessments





Left: View of the base of Plot B, with new pedestrian link through to Camley Street

Below left: view from junction of Agar Grove, Murray Street and St Augustine's Road

Below: View of Lulworth Avenue towards refurbished Lulworth



# Sketch views



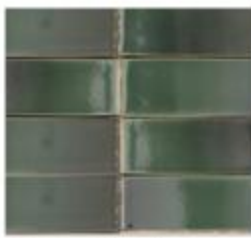
## Residential Entrances



Plot JKL communal entrance and maisonette entrance on Agar Grove



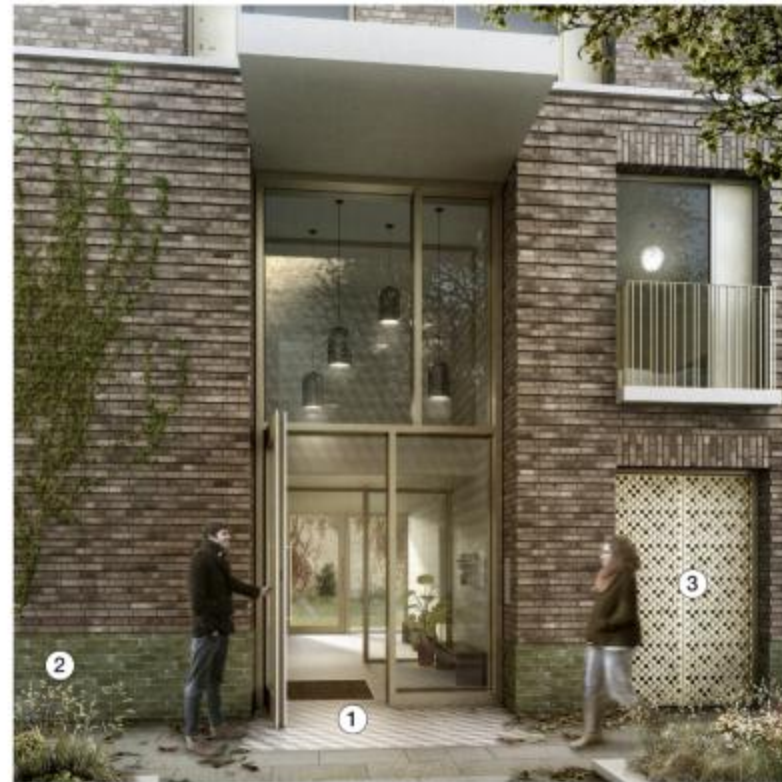
① Textured clinker brick, engobe/ coal fired. Colour - brown/ purple



② Glazed brick band to base of building



③ Decorative tile applied to floor and wall surface, extends to extent of raised intervals



① Decorative tile applied to floor and wall surface, extends to extent of raised intervals



② Glazed brick band to base of building



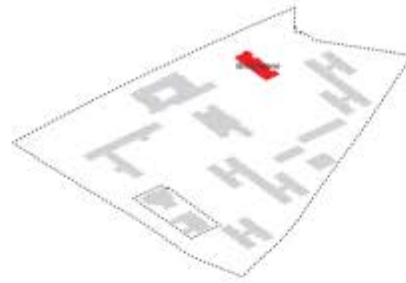
③ Anodised light bronze/ gold aluminium door to bin stores.

# Detailed design – residential entrances



One of the principle objectives of the proposed redevelopment of Agar Grove is to provide a single decant for the existing residents who wish to be rehoused within the new scheme.

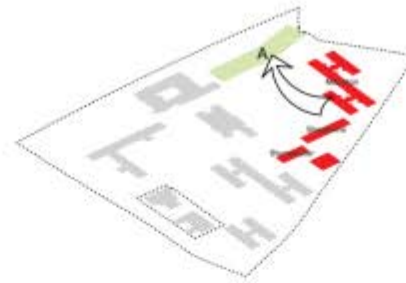
All existing residents have completed a Housing Need survey identifying requirements including size of residential unit and wheel chair requirements. This in turn has informed the unit type and mix of the proposals on a block by block basis in order to deliver a single decant.



**Phase 0**



Demolition of Broadstone



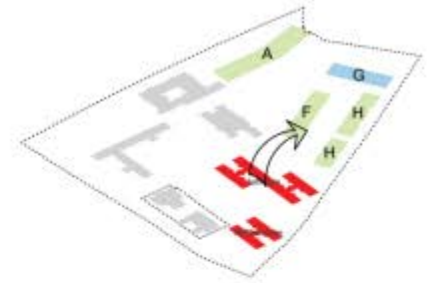
**Phase 1**



Re-housing Camden Residents of **Manston, Sherborne and Sturminster** to Plot A



Demolition of **Manston, Sherborne and Sturminster**



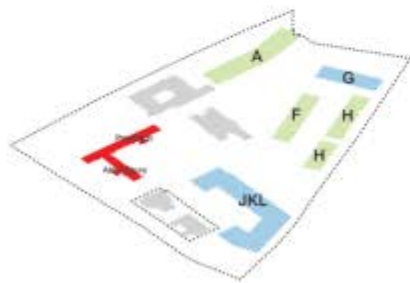
**Phase 2**



Re-housing Camden Residents of **Nettlecombe, Ashmore, Frampton and Abbotsbury** to Plots F and H



Demolition of **Nettlecombe and Ashmore**



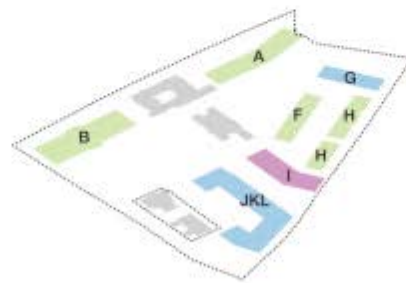
**Phase 3**



Construction of **Plots JKL**



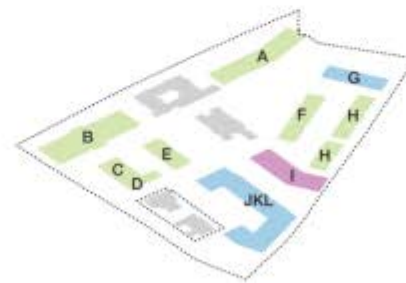
Demolition of **Frampton and Abbotsbury**



**Phase 4**



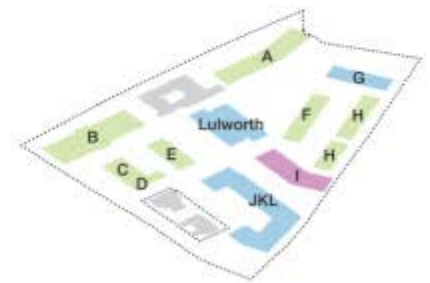
Construction of **Plots I and B**



**Phase 5**



Construction of CDE  
Re-housing Camden Residents of **Lulworth** to Plot B + CDE



**Phase 6**








Retrofit **Lulworth House**

# Proposed phasing






## LEGEND CATEGORY

## AREA

	PLAY SPACE (5-11 YEARS)	695m2
	BALL GAMES AREA (11+ YEARS)	1450m2
TOTAL PLAY =		2145m2
	AMENITY OPEN SPACE	7393m2
	NATURAL/SEMI-NATURAL GREEN SPACE	299m2
	DESIGNATED OPEN SPACE	2810m2



Existing open space and play space

LEGEND	CATEGORY	AREA
	PLAY SPACE (0-5 YEARS)	1622m2
	PLAY SPACE (5-11 YEARS)	978m2
	HALF MUGA (11+ YEARS)	297m2
TOTAL PLAY =		2897m2
	AMENITY OPEN SPACE	4243m2
	NATURAL/SEMI-NATURAL GREEN SPACE	1194m2
TOTAL		8334m2



Proposed open space and play space





Proposed Outline



Balcony Extension

KEY PLAN



Agar Grove



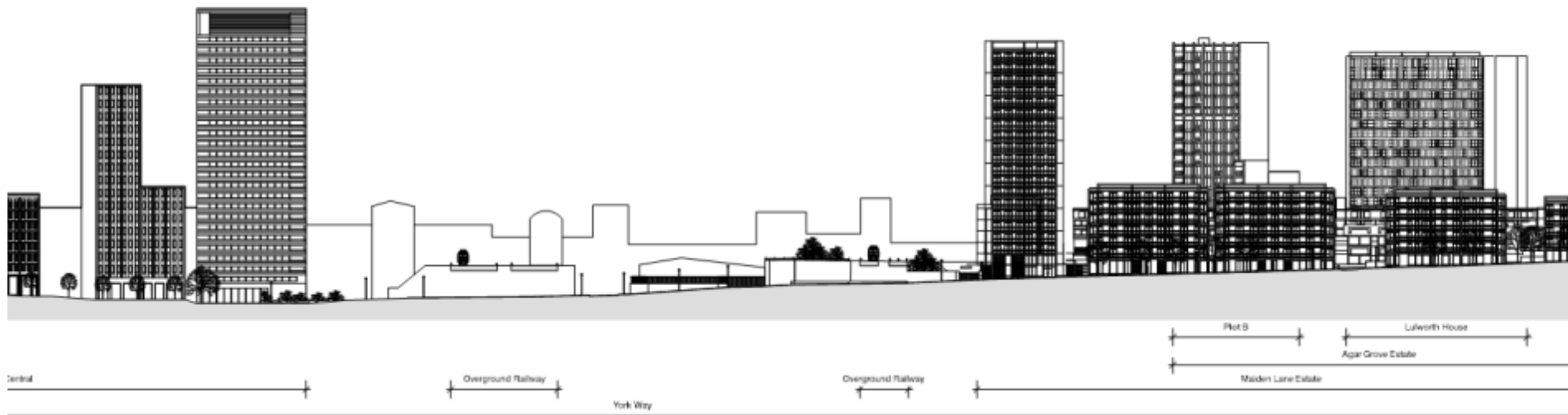
Maiden Lane

Kings Cross Central



Left: Increase in size of Lulworth.  
Below: Long section through Agar Grove, Maiden Lane and King's Cross (key above)

Scale 1:5000



Section of Agar Grove, Maiden Lane and King's Cross





Aerial overview of the proposals looking south