

Miss Angela Parikh
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19 Maltings Place
169 Tower Bridge Road
London
SE1 3JB

Application Ref: **2014/7649/P**
Please ask for: **David Fowler**
Telephone: 020 7974 **2123**

31 March 2015

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Councils Own Permission Under Regulation 3 Granted

Address:
Liddell Industrial Estate
1-33 Liddell Road
London
NW6 2EW

Proposal:

Phase 1 of comprehensive, mixed-use redevelopment of the site involving demolition of existing buildings, site clearance and site preparation works. Construction of new school buildings for Kingsgate Primary School for pupils aged 3 to 7 years old, creation of a new access road, associated car parking and implementation of temporary landscaping works.

Drawing Nos:

Architectural drawing; No's (all prefixed "MLUK/403/P1/"):

Site Location Plan (001), 005, 010, 011, 012, 013, 020 A, 030 A, 031 A, 032 A, 040, 041, 042, 120, 121, 122, 130, 131, 132, 220, 225, 320, 321, 330, 331, 520, 521, 522, 523, 524.

Landscape drawing; No's (all prefixed "KL037."):

D.01.LP.G; D.01.LP1.C; D.02.TP.D; D.05.SCP.G; D.07.PP1.B; D.08.TLP.H;
D.10.LPRF1.C; D.11.LP0.C; C.LS.07.C; C.LS.08.C; C.LS.09A; C.LS.09B; C.LS.10.B;
C.LS.14.B; C.LS.15.C; C.LS.17.C; C.LS.26.B.



The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 This development must be begun not later than three years from the date of this permission.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 Approved drawings

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

Drawings:

Architectural drawing; No's (all prefixed "MLUK/403/P1/"):

Site Location Plan (001), 005, 010, 011, 012, 013, 020 A, 030 A, 031 A, 032 A, 040, 041, 042, 120, 121, 122, 130, 131, 132, 220, 225, 320, 321, 330, 331, 520, 521, 522, 523, 524.

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D.01.LP.G; D.01.LP1.C; D.02.TP.D; D.05.SCP.G; D.07.PP1.B; D.08.TLP.H; D.10.LPRF1.C; D.11.LP0.C; C.LS.07.C; C.LS.08.C; C.LS.09A; C.LS.09B; C.LS.10.B; C.LS.14.B; C.LS.15.C; C.LS.17.C; C.LS.26.B.

Supporting Documents:

Planning, Design and Access Statement (incorporating the landscape strategy, Workspace Statement and Views Assessment), dated December 2014; Statement of Community Involvement, dated December 2014; Energy Statement (including BREEAM and CfSH pre assessments), dated December 2014; Flood Risk Assessment (including drainage strategy and SUDS), dated December 2014; Air Quality Assessment, dated December 2014; Transport Assessment, dated December 2014; Arboricultural Impact Assessment, dated December 2014; Acoustic and Vibration Assessment, dated December 2014; Geotechnical Study, dated December 2014; Ecological Appraisal, dated December 2014; Planting Palette (School) KL037.D.Doc02.P.P1; Surfacing Palette (School) KL037.D.Doc03.S.P1.

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

- 3 Cycle parking

Prior to first occupation of development full details of the following cycle storage shall be submitted to and approved in writing by the Local Planning Authority:

- a. covered parking for 40 students' cycles
- b. secure and covered parking for 5 staff cycles
- c. secure parking for 10 visitors' cycles

The development shall not be occupied until the facilities as approved are completed and available for use. All such facilities shall thereafter be retained and maintained.

Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP18, DP19 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

4 Sample panels

Sample panels of the following shall be provided on site and shall be approved in writing by the local planning authority before the relevant parts of the works are commenced:

- a. Brickwork to the school buildings (minimum 1.5m x 1.5m in size) including glazed opening, cill and integrated louvred panel showing reveal detail and demonstrating the proposed colour, texture, face-bond and pointing.
- b. all facing materials including coping, soffits, windows and doors.

The approved panels shall be retained on location until the work has been completed.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

5 Timing of landscaping works

All hard and soft landscaping works, including the planting of the 18 trees on the school site and Maygrove Open Space shall be carried out to a reasonable standard in accordance with the approved landscape details by not later than the end of the planting season following completion of the development. Any newly planted 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 satisfactory standard of visual amenity in the scheme in accordance with the requirements of policies CS14, and CS15 of the London

Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

6 Details of gates

Prior to first occupation of the development, details of the proposed gates for the eastern access route shall be submitted to and approved in writing by the Local Planning Authority.

The gates shall not be erected otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

7 External lighting

Prior to commencement of any works of landscaping and in any event prior to the first occupation of the school, a lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall provide details of all external lighting fixtures and fittings and shall demonstrate how their design, location and specification has taken account of community safety & security, reducing light spillage and Network Rail's concerns regarding impact on the safe operation of the railway.

The development shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure community safety and to conserve biodiversity by minimise light pollution in accordance with the requirements of policies CS14, CS15 and CS17 of the London Borough of Camden LDF Core Strategy and DP24 of the London Borough of Camden LDF Development Policies.

8 SUDS

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, the applicant and/ or/ developer shall provide a drainage strategy for the site, prepared consultation with the sewerage undertaker and in accordance with the flood risk assessment by Price & Myers, (Oct 2014), as approved, shall be submitted to and approved by the local planning authority.

The strategy shall demonstrate how Networks Rail's considerations of drainage

close to the adjacent railway have informed the design. The strategy to include a scheme for Sustainable Urban Drainage, designed to achieve a greenfield run off rate for the 1 in 100 year event allowing for climate change and shall include permeable paving, surface water attenuation, rain gardens and attenuation pond, a scheme of maintenance and evidence of the calculations demonstrating that the necessary levels of attenuation are achieved.

Prior to occupation of the development the drainage scheme as approved shall be implemented in full and thereafter retained and maintained.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

9 Soffit boxes

Prior to commencement of any works of demolition, all soffit boxes attached to the existing sheds light industrial units to the south of Liddell Road shall be removed by a suitably qualified bat ecologist.

In the event that bats are found during works on site, works must cease immediately and a bat ecologist contacted for advice prior to any works continuing.

If demolition works have not commenced before June 2016 an updated bat survey and inspection must be undertaken as close as practically possible prior to demolition/ treeworks, and submitted to the local planning authority for approval prior to commencement of works on site.

Reason: To ensure the development contributes towards the protection and creation of habitats and valuable areas for biodiversity, ensuring compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended) and in accordance with policy CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy.

10 Bird and bat boxes

Prior to first construction of buildings above ground level, details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority, in accordance with the recommendations in the ecological assessment hereby approved.

The development shall not be occupied until such time as the boxes thus approved have been installed. The boxes shall be thereafter retained and maintained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (Consolidated with Alterations Since 2004) and

Camden Planning Guidance 2006 and policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

11 Tree protection

Prior to the commencement of any works on site, details demonstrating how trees in the shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". Such measures to include the installation of a vertical barrier to protect tree root zones. No works, tracking of heavy machinery or storage of materials shall take place in such protected areas.

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 of the London Borough of Camden Local Development Framework Core Strategy.

12 Detailed landscape plan

Full details of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority before the relevant part of the development commences.

Such details to include details of:

- a) permanent works within the bounds of the school, including the new eastern site access point, evidence of how the landscaping has taken account of Network Rail's concerns regarding the operation and maintenance of the railway and details of all boundary and perimeter treatment including all measures to stop access by school children onto the railway.
- b) any external CCTV and security monitors/fixtures
- c) physical measures to control vehicle access to the site
- d) temporary works to all areas of public open space for the duration of all works of construction taking place on the site
- e) permanent works, including samples of ground surface materials, to all areas of public open space including design of play equipment including details of materials and finishes.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved. The development shall not be occupied until such time as a to f have been completed in accordance with the details thus approved.

Reason: In order to ensure the provision of high quality landscaping in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the

London Borough of Camden Local Development Framework Development Policies and in the interests of safety.

13 Living roofs

Prior to commencement of any above-ground works to proposed buildings, details of green/brown roof, including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for an initial scheme of maintenance shall be submitted to and approved in writing by the local planning authority.

The green roofs shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

14 Impact piling

No impact piling shall take place until a piling method statement, prepared in consultation with Thames Water, has been submitted to and approved in writing by the local planning authority.

The statement shall detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works).

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard the existing public sewer infrastructure and to protect the structural stability of the neighbouring structures, in accordance with policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP26 and DP27 of the London Borough of Camden Local Development Framework Development Policies.

15 Ground investigation

At least 28 days before development commences (other than site clearance & preparation, relocation of services, utilities and public infrastructure, but prior to removal of any soil from the site),:

(a) A ground investigation shall be carried out to determine the presence of landfill gas. Further investigations to determine the extent of elevated TPH levels in the soil shall be undertaken in the region of Borehole No 10 (of the previous site

investigation) and further groundwater investigations shall be undertaken to determine if the source of contamination is within the groundwater or silt sediment. Should the groundwater be found to contain elevated levels of heavy metals, a programme of contamination monitoring shall be carried out to determine the potential source.

(b) The results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.

(c) The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

16 Vibration levels

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, details shall be submitted to and approved in writing by the Council, of building vibration levels generated by the adjacent railway etc. together with appropriate mitigation measures where necessary in order to meet the criteria and assessment methodology of BS 6472:2008.

No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To safeguard the amenities of future occupiers in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies

17 Plant equipment

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 of the London

Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 18 No noise generating activities shall take place within the school outside of the following times 07:00 to 22.30 hours Monday to Saturday, 09:00 to 21:00 on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the adjoining properties and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 19 Within 6 months of the Phase 2 energy centre becoming operational, a viability assessment shall be submitted to and approved by the Local Planning Authority assessing the commercial viability for the school of connection to the site wide heat network. Where commercially viable the school shall also provide full details of the proposed connection to the site wide heat network demonstrating systems in place to ensure that the gas boiler located in the Phase 1 plant room will only be used for resilience purposes in the event of disruption to the heat supply from the energy centre. Where commercially viable the school shall connect immediately in accordance with the approved details.

Reason: To ensure the proposal is sustainable, in accordance with policies CS5, CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 20 ** CMP

No construction activities other than site clearance, demolition and preparatory works, shall take place until a Construction Management Plan (CMP) (including an Air Quality Assessment) has been submitted to and approved by the local planning authority.

The CMP shall set out all measures that the Owner will adopt in undertaking the demolition of the existing buildings and the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual.

Such plan shall include measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the construction period and which demonstrates consideration of and liaison with other local concurrent developments. The plan shall also include details of a community 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, a waste management strategy and means of monitoring and reviewing the plan from time to time.

The measures contained in the Construction Management Plan shall at all times remain implemented during all works of 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 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

21 ** Car capping

Prior to first occupation of the development hereby approved, the landowner would ensure through agreement that the occupier of the premises is 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 (with the exception of the carpark hereby approved) and nor shall they be entitled to be granted a Business Parking Permit.

Reason: In order to ensure that there is no additional parking pressure within the vicinity, in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies.

22 ** KX working

The Owner shall use reasonable endeavours to ensure:

a) have entered into an agreement with Kings Cross Construction Skills Centre to:

- ensure that all job vacancies during the construction phases are registered with KCC at the same time as other recruitment efforts
- all reasonable endeavours are used to ensure that no less than 20% of the work force is comprised of residents of the London Borough of Camden
- that the King's Cross Construction Centre is supplied with a full labour programme for the lifetime of the Development (with six-monthly updates) and that the Council is provided with a detailed six-monthly labour return for monitoring the employment and self-employment profile of all workers

b) have entered into an agreement with the Kings Cross Construction Skills Centre (KXCSC) to ensure provision of no less than 8 construction trade apprentices employed for at least 52 weeks each

c) have demonstrated that they have worked 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

e) that the Owner shall use reasonable endeavours to ensure that no less than 5 work placements shall be employed at the Development during each of construction and occupation phases

f) necessary measures to secure employment and training with apprentice shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to define the permission and 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 policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

23 ** School travel plan

Prior to occupation, a School Travel Plan (TP), shall be submitted to and approved in writing by the Local Planning Authority and confirmation that the necessary measures to secure the monitoring and review of the School Travel Plans shall be submitted to and approved in writing by the Local Planning Authority.

The travel plan shall set out measures for an initial substantial review within 6 months, a mechanism for monitoring and reviewing, measures to ensure subsequent reviews on the third and fifth anniversary of the Occupation Date, provision for the appointment of Travel Plan Co-ordinator prior to the Occupation Date, identifying means of ensuring the provision of information to the Council and provision of a mechanism for review.

The school shall not be operated other than in accordance with the Travel Plan as approved.

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 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

24 ** Sustainability Plan

On or prior to the Implementation Date a sustainability plan shall be submitted to and approved in writing by the local planning authority. Such plan shall :

(a) be based on a Building Research Establishment Environmental Assessment Method assessment with a target of achieving an Excellent rating and attaining at least 60% of the credits in each of Energy and Water and 40% of the credits in Materials categories;

(b) include a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the measures incorporated in the Sustainability Plan are achievable.

Prior to first occupation of the development a post-completion certificate which demonstrates that the school has achieved BREEAM Excellent 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, CS16 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22, DP23 of the London Borough of Camden Local Development Framework Development Policies.

25 ** Level plans

On or prior to the Implementation Date the Owner shall submit level plans for the approval in writing by the Local Planning Authority.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

26 ** Servicing and Vehicle Management Plan

Within three months of commencement of implementation, a Servicing and Vehicle Management Plan (SVMP) shall be submitted to the Local Planning Authority for approval. The plan shall include details of the following:

- a) a requirement for delivery vehicles to unload from a specific suitably located area including swept path drawings;
- b) details of a 'Waste and Recycling Strategy'
- c) details of the person(s) responsible for directing and receiving deliveries to the Property and measures to coordinate vehicle movements
- e) details of vehicle movements and deliveries (including size, frequency, duration, hours, proposed routes, nature of goods)
- f) measures to minimise impact on residents and ensure safety
- g) a servicing statement detailing minimisation of deliveries, coordinating needs of the different uses across the site
- h) details of temporary and permanent arrangements for provision of disabled bays within new public realm and
- i) mechanisms for vehicle control and enforcement of all vehicle controls and measures.

The school shall not be occupied until such time as the plan is approved in writing by the local planning authority.

No servicing shall take place on any part of the highway network or public realm

other than in accordance with the servicing plan 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 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

27 ** Electric car charging point

Prior to use of the the visitor's disabled parking space, confirmation that the necessary measures to secure an on street electric car charging point in the immediate vicinity of the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

28 ** Maygrove Open Space delivery

Within six months of commencement of development the Owner shall submit the Maygrove Open Space Plan for approval in writing by the local planning authority. The plan shall include details of :

- a. all hard and soft landscaping works associated with the Maygrove Open Space including access routes and alterations
- b. a scheme of subsequent maintenance and
- c. timescales and a programme for delivery and completion of the works to the Open Space.

The school shall not be occupied until such time confirmation that all works to the Maygrove Open Space will be carried out no later than month following the practical completion of the residential element fronting Maygrove Road in accordance with the plan thus approved has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the public environment is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

29 ** On or prior to the Implementation Date, confirmation that the necessary measures to secure highways improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework

Development Policies.

- 30 ** On or prior to the Implementation Date, confirmation that the necessary measures to environmental improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

- 31 ** Local Procurement

Prior to Implementation, a programme for local procurement shall be submitted to and approved in writing by the local planning authority. The programme shall detail opportunities for local businesses to bid/tender for the provision of goods and service to the Development in accordance with the Council's Local Procurement Code and the developer shall use reasonable endeavours to provide opportunities for local businesses to bid/tender for the provision of facilities management services and other post construction supply of goods and services.

On or prior to Implementation, the developer shall meet with the Council's Economic Development Local Procurement Team (or any successor department) at least one month before tendering contracts to agree the specific steps that will be taken to give effect to the Local Procurement Code.

The construction of the Development shall not be carried out otherwise than in accordance with the approved programme for local procurement .

Reason: To ensure the development provides sufficient employment and training in line with the requirements of policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

- 32 ** Energy Efficiency and renewables plan

On or prior to the Implementation Date, the developer shall submit to the Local Planning Authority for approval the Energy Efficiency and Renewable Energy Plan which shall include the following: :

(a) incorporation of measures set out in the submission document entitled Energy Statement dated December 2014

(b) further details of how the Development's carbon emissions will be reduced by at least 25% by way of renewable energy technologies ;

(c) measures to enable connection by the school to the development to be built under Phase 2 of the Planning Permission to the site wide energy system;

(d) a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the above measures are achievable ;

(e) measures to secure a post construction review by an appropriately qualified and recognised independent verification body certifying that the above measures have been achieved and will be maintainable and

(f) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

All such measures thus demonstrated shall be secured prior to first occupation of the development and thereafter retained and maintained in accordance with the manufacturers' recommendations.

Reason: To ensure the proposal is energy efficient and sustainable in accordance with policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

33 Need for a Legal agreement

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement no works shall be commenced 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 the planning permission granted on XXXXXXXXXXXXX (Camden reference 2014/7649/P) and those obligations shall apply to all conditions above marked with ** which supersede those of permission 2014/7649/P.

Reason: In order to define the permission and to secure development in accordance with policy CS19 of the London Borough of Camden Local Development Framework Core Strategy.

34 ** Demolition Management Plan (DMP)

Prior to commencement of demolition, a Demolition Management Plan (DMP) including an Air Quality Assessment) shall be submitted to and approved by the local planning authority.

The DMP shall set out all measures that the Owner will adopt in undertaking site clearance , demolition of the existing buildings and site preparatory works, using good site practices in accordance with the Council's Considerate Contractor Manual.

Such plan shall include measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the demolition period and which demonstrates consideration of and liaison with other local concurrent developments. The plan shall also include details of a community 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 demolition activities on local residents and businesses, a waste management strategy and means of monitoring and reviewing the plan from time to time.

The measures contained in the Demolition Management Plan shall at all times remain implemented during all works of demolition. Where separate Construction Management Plans are submitted for the demolition and the construction phases the provisions of this condition will apply to both plans.

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 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

1

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. 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 adjacent to the railway and those that are not permitted are provided below:

Acceptable:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (*Acer pseudoplatanus*), Aspen - Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra* var, *betulifolia*), Lombardy Poplar (*Populus nigra* var, *italica*), Large-leaved lime (*Tilia platyphyllos*), Common lime (*Tilia x europea*).

A comprehensive list of permitted tree species is available upon request from Network Rail.

2

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all

soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

3

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such 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.

4

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval in writing of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the Fail Safe Use of Crane and Plant.

Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

5

Security of mutual boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Asset Protection Project Manager

Network Rail (London North Eastern)

Floor 2A

George Stephenson House

Toft Green
York
Y01 6JT

If excavations/piling/buildings/scaffolding are to be located within 10m of the railway boundary a method statement should be submitted to and approved by the Local Planning Authority in consultation with Network Rail. The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land.

Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Reason: In the interests of safety.

6

Method statements/drawings

At least six weeks prior to works commencing on site, method statements/drawings relating to any excavation, drainage, demolition, lighting, building work and vibro-impact machinery or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway shall be submitted to and approved in writing by the local planning authority in consultation with the Network Rail Asset Protection Project Manager (OPE).

Any scaffolding 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.

The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement.

Reason: In the interests of safety.

7

The matters covered by conditions 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 a relevant interest in the Application Site (which for the avoidance of doubt will not include disposals to individual tenants and occupiers) 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.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ed Watson', written in a cursive style.

Ed Watson
Director of Culture & Environment