

Address:	Liddell Industrial Estate 1-33 Liddell Road London NW6 2EW		6&7
Application Number:	2014/7649/P 2014/7651/P	Officer: David Fowler	
Ward:	West Hampstead		
Date Received:	10/12/2014		

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.

Phase 2 of comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.

Background Papers, Supporting Documents and Drawing Numbers:

Phase 1

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.LPRF 1.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, Affordable Housing and Viability Statement prepared by Deloitte (21 January 2015) (due to commercial sensitivity this report is confidential).

Phase 2

Architectural drawing; No's (all prefixed "MLUK/403/P2/"): Site Location Plan (002), 006, 007, 010, 011, 012, 013, 070 A, 071 A, 072 A, 080 A, 081 A, 082 A, 083 A, 084 A, 085 A, 140, 141, 142, 143, 144, 145, 150 A, 151 A, 152 A, 153 A, 154 A, 155 A, 156 A, 157 A, 158 A, 159 A, 160 A, 161, 170 A, 171 A, 172 A, 173 A, 174 A, 175, 240, 250 A, 270 A, 340, 341, 342, 343, 350 A, 351 A, 352 A, 353 A, 370 A, 371 A, 372 A, 373, 540, 541, 550, 551, 552 A, 570 A, 571 A.

D.01.LP.RevG; D.01.LP2.RevC; D.02.TP.RevD; D.05.SCP.RevG; D.07.PP2.RevB; D.08.TLP.RevH; D.10.LPRF2.RevC; D.11.LP0.RevC; C.LS.01-03.RevD; C.LS.04.RevA; C.LS.05.RevC; C.LS.06.RevD; C.LS.07.RevC; C.LS.08.RevC; C.LS.09.RevB; C.LS.10.RevB; C.LS.20.RevA; C.LS.22.RevB; C.LS.23.RevC; C.LS.25.RevB.

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; Daylight, Sunlight and Overshadowing Report, dated December 2014; Wind Analysis dated 6 February 2015 prepared by RWDI; Overshadowing analysis dated 5 February 2015 prepared by Point Surveyors; Planting Palette (Phase 2) KL037.D.Doc02.P.P1; Surfacing Palette (Phase 2) KL037.D.Doc03.S.P1 .

RECOMMENDATION SUMMARY:

Phase1:

Grant conditional permission subject to S106 Legal Agreement and referral to Mayor of London for his direction

Phase 2:

Grant conditional permission subject to S106 Legal Agreement and referral to Mayor of London for his direction

Applicant:	Agent:
Ms Kate Cornwall-Jones Children, Schools and Families London Borough of Camden	Ms Angela Parikh Tibbalds Planning & Urban Design 19 Maltings Place 169 Tower Bridge Road London SE1 3JB

ANALYSIS INFORMATION

Land Use Details:

	Use Class	Use Description	Floorspace (GIA sqm)
Existing		Light industrial units (Class B1c)	3578
Proposed		School (Class D1)	2,392
		Residential (Class C3)	10,247
		Workspace (Class B1a-c)	3,729
		TOTAL	16,368

Residential Use Details:						
	Residential Type	No. of Bedrooms per Unit				
		1	2	3	4	Total
All	Flat	30	58	14	-	102
Affordable (rented)	Flat	1	1	2	-	4

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	82	unknown
Proposed	1 (operational school space)	3 on-site, 1 on-street

OFFICERS' REPORT

Reason for Referral to Committee: Major development involving the construction of more than 10 new dwellings or more than 1000 sq. metres of non-residential floorspace [clause 3(i)]; and which is subject to the completion of a Section 106 legal agreement for matters which the Director of Culture and Environment does not have delegated authority [clause 3(vi)].

The application includes a building which is over 30m in height and is therefore considered a 'strategic' application under the Mayor of London Order 2008. The application is thereby referable for his direction, whereby he has power to direct the local authority to refuse the application or call the application in for his own determination.

Environmental Impact Assessment

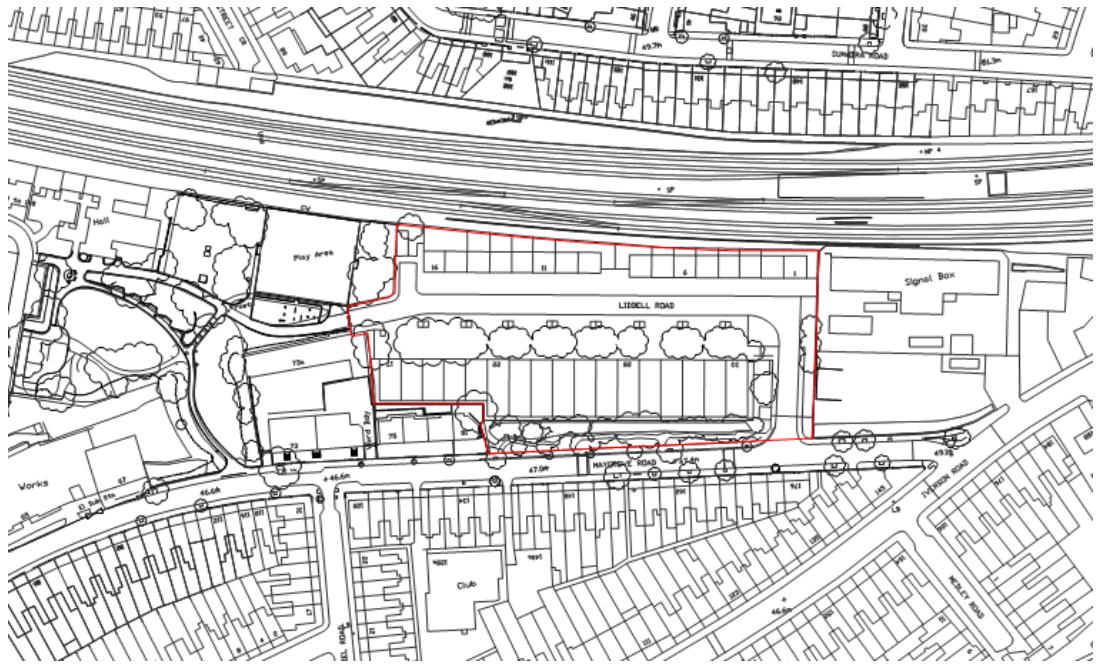
A screening opinion on the same site for a larger development was provided by the Council in 2014 whereby that development did not constitute an EIA development under the EIA Regulations 2008 (as amended). Consequently, a further screening opinion was not necessary for the development as submitted, which was smaller and set in a context that has not changed since 2014. An EIA is not applicable to the development.

1 BACKGROUND

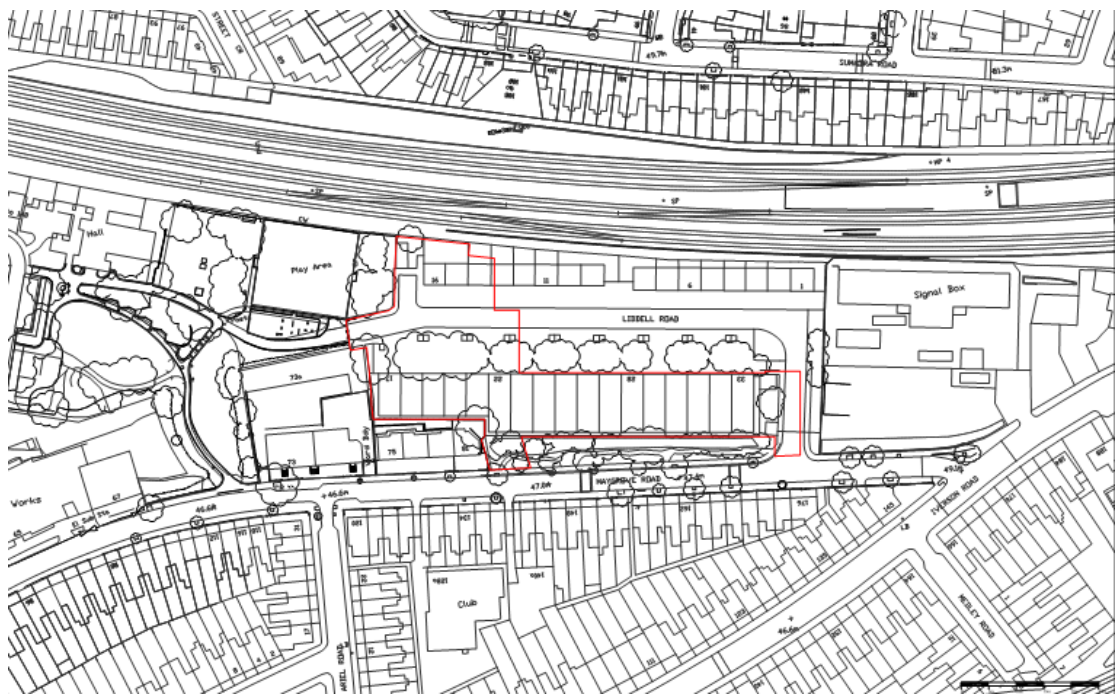
- 1.1 The proposed development is a self-funding CIP scheme, led by the prerogative of delivering school places in the north-west of the borough, with Phase 2 funding the school proposed under phase 1. Timing is essential for the school, which must be opened in September 2016. Concurrent with the construction of phase 1, phase 2 would be marketed and sold to pay for the construction of the school.
- 1.2 The CIP was agreed by Cabinet in December 2010 and brings together a wide range of work considering how best to use the Council's assets to improve, shape and transform key places and services within Camden. The CIP was launched in response to a reduction in central government funding, including a cut of £200m of capital funding, and responding to this financial climate remains a key challenge for CIP, including ensuring continued investment in schools. The CIP schools budget of £117million was agreed in response to this and was approved by Cabinet in the December 2012 Director of Finance Report to Cabinet 2011/12 Revenue Estimates and Council Tax (FIN/2011/07).
- 1.3 The vision of the CIP is to apply a strategic approach to enable the use of the Council's assets to support community investment. It aims to use development and disposals and rationalisation to create value which would contribute to the funding of the Council's capital investment priorities, focused by considering the age and condition of the Council's portfolio and the capital programme commitments. The CIP is about taking a long-term and co-ordinated approach to the wide variety of Council-owned assets to ensure best use is made of these assets to deliver on the needs and priorities for local communities across the Borough.
- 1.4 In terms of education the Liddell Road scheme fulfils the council's statutory duty to provide sufficient school places in the borough and is part of the attainment outcome in the Camden Plan, the aim of which is to have the best schools in the country within a decade.
- 1.5 Two applications have been submitted, for 2 phases of development. Phase 1 which is site clearance and enabling works and the provision of a new school site for Kingsgate Primary (in addition to the existing site). Phase 2 is for 106 flats and 3,729sqm of workspace (to replace existing employment use).

2 SITE

- 2.1 The application site for the phase 1 application (the school and site clearance and preparation works) covers the whole of the Liddell Road industrial estate and also includes the wooded mound between the industrial estate and Maygrove Road to the south – which is designated as 'Maygrove Open Space'. The application site for phase 2 (the residential and workspace elements) does not include the area of the school or Maygrove Open Space. For the purposes of the rest of this report, the 'application site' refers to the phase 1 application site (which includes the phase 2 application site within it), unless otherwise stated.



Phase 1 Site Plan



Phase 2 Site plan

- 2.2 The site covers an area of approximately 1.175Ha (11,750sqm). The site consists of 32 single-storey light industrial units (Class B1c) on the northern and southern sides of Liddell Road, which is a cul-de-sac that connects to Maygrove Road to the south. There is an avenue of trees along the length of the site, on the southern side of Liddell Road. Maygrove Open Space on the southern side of the site is a mound along Maygrove Road with planting including a number of mature trees, which is wild in character, in comparison to Maygrove Peace Park.
- 2.3 The site is relatively flat until the southern side at Maygrove Open Space where the mound falls quite steeply down to Maygrove Road (approximately 2m).

- 2.4 The application site is bounded by the east by a site which accommodates Network Rail's signal box, which is accessed off Maygrove Road. The application site is bounded to the south by Maygrove Road, with a predominantly three-storey terrace of houses on the southern side of this street, and a three-storey block of commercial units to the south-west at 75-81 Maygrove Road. The application site is bounded to the west by Maygrove Peace Park (including a multi-use games area – aka MUGA), which is designated as Open Space, and 73a Maygrove Road which is a three-storey building in commercial use. The site is bounded to the north by Thameslink railway lines which are designated as a Green Corridor/Habitat Corridor. On the north side, of the railway is a pedestrian footpath, with the rear of properties fronting Sumatra Road beyond. The rear of these properties is approximately 70m from the site.
- 2.5 The area is predominantly residential. West Hampstead Town Centre is located approximately 280m to the east. The site is located roughly midway between West End Lane and Kilburn High Road. West Hampstead Transport Interchange is where the closest stations are located. The site is less than 400m from three stations which respectively convey the underground (Jubilee line), rail (West Hampstead Station provides regular Thameslink and south-eastern services to the north and south of London), and Overground services (Stratford to Richmond). The site has a PTAL of 4-5 (good - very good).
- 2.6 West Hampstead has been identified as a growth area in the London Plan and Camden's LDF. The growth area lies to the east of the site, centred around the town centre.

3 THE PROPOSAL

- 3.1 2 applications have been submitted; phase 1 and phase 2. These phases consist of the following:
- Phase 1:
- Demolition of existing buildings
 - Site clearance and preparation works
 - New school buildings for pupils aged 3 to 7
 - Creation of a new access road off Maygrove Road on the western side of the site (in addition to the eastern access road)
 - Landscaping works, including a new public space and a through-route between Maygrove Road and Maygrove Peace Park.



Proposed masterplan of site

Phase 2:

- Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1),
- Block B (11 storeys – 40 units) & Block C (5 storeys – 66 units) to provide 106 mixed tenure residential units (Class C3); comprising 104 market housing flats,
- associated public realm landscaping works.

3.2 The school (phase 1) would be located to the north/north-east (rear) of the site, beside the railway line. The other buildings would all be phase 2. The residential tower would be located to the north-west (rear) of the site, adjacent to Maygrove Peace Park. The residential mansion block would be located along the southern boundary of the site, set back behind the retained Maygrove Open Space, fronting Maygrove Road. The workspace block would be located on the western side of the site.

3.3 Under the proposals there would be an eastern access road, providing secondary access to the school. The existing road on the eastern side of the site (Liddell Road) would be narrowed to provide Network Rail access to the railway from Maygrove Road. A new western access route would provide the pedestrian entrance to the school, workspace and residential tower and would also provide a pedestrian through-route connecting with Maygrove Peace Park. This route would also provide main vehicular (for disabled parking and servicing needs) access to these buildings, although this would be very limited and the primary function of this access would be pedestrian.

3.4 The school would be erected first (phase 1) with completion for school spaces in September 2016. The planning permission for Phase 2 would be sold off to a private developer, with the proceeds going to fund the school and other CIP school sites.

- 3.5 The Council summarised the background of the proposals at the tender stage as follows:

“Camden Council has a statutory responsibility to provide school places to all children of school-age. In 2010, a particular need for new primary school places of up to two forms of entry (FE) was identified in the northwest of the borough. A number of sites in the area were considered as possible locations for a new primary school including privately-owned land, expansion of existing school sites and other council owned sites. A light industrial site already in council ownership at 1-33 Liddell Road, NW6 was identified and expansion of Kingsgate primary school as part of the redevelopment of Liddell Road was adopted in 2012 as the preferred strategy to meet the Council’s statutory duty to provide sufficient pupil places across the borough.

Having identified the need for new primary school places in the north west of the borough, government guidance states that the local authority is responsible for providing the site for and meeting all costs associated with the development. The reduction in government funding, including the money no longer available for new school buildings, means that the Council has to be more innovative in how they make the best use of buildings and land to improve facilities. Working across the Council a Boroughwide strategy has been initiated to achieve this called “The Community Investment Programme”.

The Community Investment Programme (CIP) is a strategic programme bringing together a range of work focused on ensuring best use of the Council’s assets to improve, shape and transform key places and services within Camden, whilst simultaneously addressing a critical capital funding gap. The programme includes a significant number of regeneration schemes across the Borough and the disposal of property assets that are surplus to requirements; unlocking funding that will be reinvested in schools, the Better Homes programme and other supporting community infrastructure.’

4 SHADOW SECTION 106 AGREEMENT

- 4.1 The Recommendations 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.
- 4.2 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.

- 4.3 The Shadow Section 106 will include inter alia 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).
- 4.4 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.
- 4.5 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.

5 RELEVANT HISTORY

The site

- 5.1 The existing industrial estate was erected in the mid 1980's. Prior to this use, the site was a coal depot, a scrap metal yard and railway sidings.
- 5.2 Application reference 32969 – 'Erection of industrial units.' – granted 26/11/1981.

The area

- 5.3 The area has been one of change in recent years with several new developments having recently commenced and applications have been approved in the area.

65 – 67 Maygrove Road (2012/5934/P) – 'Redevelopment of the site to provide 91 residential units (12 affordable and 79 market tenure, Class C3) in a building comprising basement, ground and four upper storeys, with basement parking (access via Maygrove Road) and associated hard & soft landscaping (following the demolition of office and residential buildings at 65 and 67 Maygrove Road).' – granted 21/02/2013; underway.

59 Maygrove Road (2009/4598/P) – 'Erection of part four, part five storey building to provide 15 x 1-bedroom supported housing units and 14 self-contained flats (1 x 3 bedroom, 6 x 2 bedroom and 7 x 1 bedroom) all affordable housing (Class C3) (following demolition of existing two-storey building previously used as a car repair workshop).' – granted 15/01/2010; completed.

187-199 West End Lane (2011/6129/P) – 'Redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment/healthcare floorspace (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).(Class B1/D1)

along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).- granted 30/03/2012; underway.

Hampstead Garden Centre, 163 Iverson Road (2012/0099/P) – ‘Erection of a part four and part five storey building plus lower ground floor comprising 33 residential flats (1 x one bed, 20 x two bed, 9 x three bed and 3 x studio flats) and 3 three-storey townhouses (Class C3), following the demolition of the existing garden centre buildings.’ – granted 12/12/2012; underway.

159 -161 Iverson Road (2013/7505/P) – ‘Demolition of existing building and erection of two buildings ranging between one and six storeys, comprising 19 residential units (Class C3), 164sqm of employment floorspace (Class B1c).’ – granted 21/02/2014; underway.

6 CONSULTATION SUMMARY

STATUTORY

6.1 Greater London Authority Stage 1 response

- Affordable housing: May be acceptable subject to an independent review of the applicant’s financial viability assessment, which should be shared with the GLA before the application is referred back to the Mayor. The Council should provide clarification on how contributions towards off-site education will be secured.
Officer’s response: an independent review of the applicant’s financial viability assessment has been carried out. No contributions towards off-site education would be secured given the education provision on site.
- Housing: The provision of play space is acceptable; however the Council should confirm if off-site financial contributions are required.
Officer’s response: a public open space contribution of £46,899 is included as a Head of Term in the s106.
- Urban design and tall buildings: Further information should be provided on the refuse and cycle stores in the mansion block. Further information should be provided on how the single aspect south facing mansion block units would be designed to avoid overheating (as per energy comments).
Officer’s response: there is a separation between the cycle store and the bin store and the bin store would be fully ventilated. The applicant has been asked to provide information regarding solar gain to these flats.
- Inclusive design: Level landings should be provided for every 0.5 metre rise on pedestrian ramps. The inclusion of a platform lift in the school does not represent best practice and the applicant should provide further information to explain the lack of a full passenger lift. Additional Blue Badge parking should be provided.
*Officer’s response: The comments regarding the lift have been passed on the applicant.
Comments on blue badge parking are addressed in the ‘Car parking section of this report.*
- Transport: As per TfL advice. £10,000 to mitigate the impact of additional trips and £15,000 to install Legible London signage.
Officer’s response: Noted.

- Climate change: comments provided on passive design features, CO2 savings, district heat networks, CHP and renewable energy.
Officer's response: Comments have been passed on to applicant.

6.2 Transport for London

- Trip generation is considered realistic and acceptable.
- TfL does not require further analysis of trip generation and modal split.
- Satisfied with the development's impact on buses and London Underground and Rail services and also the applicant's analysis of its cumulative impact with other committed schemes in West Hampstead.
- The proposed lack of general parking is supported, but the blue-badge provision is not. Only 3 such spaces will be provided for all land uses in an on-site "shared space, arrangement to be confirmed".
- Blue-badge space allocation is wholly inadequate and does not meet London Plan Standards (a minimum of one space per ten residential units).
- Due to the elevated position of the site the access route is at a gradient as well as at distance from the homes and workplaces, the inclusion of an on-street disabled bay does not provide a convenient and accessible arrangement. Furthermore it will provide only short-medium term parking and force them to compete with existing other blue-badge holders in the area for the space.
- The applicant has not analysed the operational needs and management of the vehicles that the 'office' units will generate and has not drawn up a combined disabled and operational parking management framework plan in the TA.
- No electric vehicle charging point shown (could form part of the Travel Plan).
- Public realm and traffic calming measures are welcomed
- Welcomes the proposal to create better permeability of the site's residential and workspace elements by creating a connection between the north-west corner of the adjacent pocket park and Liddell Road.
- The applicant's proposals should also acknowledge the plans for a future Quietway in the vicinity of this site – potentially on Maygrove Rd on the site frontage - to be delivered by Spring 2016.
Officer's response: the Quietway is currently a draft proposal. Traffic calming measures would be secured as part of the section 106 that would improve the cycling environment.
- Cycle parking should be provided in line with new and intended-to-be-published London Plan (FALP) cycle parking standards.
- It is not explained whether blue badge holders will be able to operate the bollard in to the western access nor how realistic it is giving the school control given the school operates around 9-4pm term time only.
- Applicant does not address a need for servicing and operational spaces for the office, or the impacts on the highway and on the main access through the site (which also is a pedestrian route to the park) of not dedicating on-site space for this activity.
- Following should be provided: transport assessments, travel plans, delivery and servicing plans (DSPs) and construction logistics plans (CLPs)
- £10,000 should be provided as a contribution to a bus shelter on West End Lane
- £15,000 should be provided as a contribution towards a legible London sign

- In summary, while TfL is supportive of the proposal in principle, and considers it will not have a significant negative impact on its network, there are some question marks about how the mixed uses' 'shared' needs will work in practice in a way that does not create extra activity at the kerbside especially in view of the increase in vulnerable road users associated with the Primary School and nursery. The applicant should support its application with a management plan as well as the three other framework plans requested above. TfL is keen to see cycling infrastructure improved in the area and would welcome an improvement to bus passenger amenity and comfort too, in regard to the provision of a shelter as described.

Officer's response: comments above addressed in Transport section.

6.3 London Underground Lines (LUL)

No comment to make.

6.4 Network Rail

No objection in principle, subject to conditions.

6.5 Thames Water

No objection subject to conditions on a drainage strategy, water supply infrastructure and impact piling.

Local groups

6.6 Fordwych Residents' Association

- Height of tower is excessive and out of keeping with area, will impact on Maygrove Peace Park, Sidings Estate and Maygrove Road, precedent
- Height of proposed mansion block on Maygrove Road, height is increased due to elevated position, impact on local character and streetscape
Officer's response: Above points addressed in 'Design' section ('Tower element', 'Views analysis of tower block', 'Mansion block')
- Lack of affordable housing
Officer's response: addressed in 'Viability and affordable housing'
- Impact from noise and traffic during construction
Officer's response: addressed in 'Works affecting the highway'

6.7 Fortune Green and West Hampstead Neighbourhood Development Forum (NDF)

- Object to both planning applications
- The 2 separate applications are confusing
Officer's response: addressed in 'Background' section
- £3 million proposed profit should be reinvested in site, not in other Camden CIP schemes
Officer's response: addressed in 'Viability and affordable housing'
- Recognise need for school places
- Lack of affordable housing

- *Officer's response: addressed in 'Viability and affordable housing'*
- Local community is against (27% in favour, 73% against in NDF survey of local residents)
- Height of tower, out of character, will be prominent
Officer's response: Above points addressed in 'Design' section - 'Tower element', 'Views analysis of tower block'
- Local character has not been assessed
- *Officer's response: Above points addressed in 'Design' section ('Context', 'Masterplan')*
- Loss of part of Maygrove Open Space
Officer's response: addressed in '- Impact on Maygrove Open Space'
- Maygrove Peace Park should be expanded
Officer's response: this would impact on provision of school, flats and workspace
- New open space is mainly hard landscaping, this space will be used for servicing
Officer's response: addressed in 'Landscaping, public realm and trees'
- Location of tower is against community's views
Officer's response: Above points addressed in 'Masterplan' section
- Proposal is above maximum densities in the Mayor's density matrix
- *Officer's response: addressed in 'Density' section*
- Why not higher school building?
Officer's response: Above points addressed in 'Masterplan' section
- Traffic impact, question transport consultants' findings
Officer's response: addressed in Transport section
- Insufficient cycling infrastructure provided, no proposals for TfL's cycling route along Maygrove Road
Officer's response: the Quietway is currently a draft proposal. Traffic calming measures would be secured as part of the section 106 that would improve the cycling environment.
- School Travel Plan is out of date
Officer's response: the Travel Plan Officer is working with the school at present. A full travel plan would be submitted to and approved by the Council.
- There should be a section 106 contributions towards Maygrove Peace Park and Sidings Community Centre
Officer's response: see 'Phasing and planning obligations'.
- Strongly support provision of business space, but are concerned regarding loss of light industrial space which should also be provided on site
Officer's response: 'Loss of existing industrial units and proposed workspace'
- Section 106 should include a Construction Working Group
Officer's response: it will be included as part of the CMP
- Proposal does not take into account views of community
Officer's response: officers are satisfied that there has been sufficient public consultation, scheme has been adapted in response, including reducing the height of the tower by 3 storeys.

6.8 Friends of Maygrove Peace Park

- Separate school considered better solution to split school
Officer's response: addressed in 'Proposed school use'

- Tower would impact on park, overlooking of park, visual impact, views from park should be provided, inappropriate 'warehouse' design, floor to ceiling windows are in appropriate as will look messy with things inside
Officer's response: addressed in 'Design' and 'Impact on Maygrove Peace Park' sections
- Lack of affordable housing
Officer's response: addressed in 'Viability and affordable housing'
- Park should be extended on to site
Officer's response: this would impact on provision of school, flats and workspace
- No fumes from CHP plant should affect park
Officer's response: addressed in 'Air quality' section
- Wind effect from tower
Officer's response: addressed in 'Impact on Maygrove Peace Park'
- Mansion blocks are too high and out of character
Officer's response: addressed in 'Mansion blocks' section
- Loss of trees
Officer's response: addressed in 'Trees' section
- Community safety issues, areas will be quiet at night, potential anti-social behaviour
Officer's response: addressed in 'Security' section
- Insufficient play space proposed to compensate for increased demand to park
Officer's response: addressed in 'Impact on Maygrove Peace Park', 'Proposed landscaping and public realm' section and a financial contribution towards public open space is included in the section 106.
- Impact on Maygrove Open Space, Japanese knotweed should be treated properly
Officer's response: addressed in 'Impact on Maygrove Open Space'
- There should be no loss of park or facilities during construction
- Increase in traffic
- Concerns that cars will drive in to park from new access way
- Park entrance vehicles should be able to park on new access way
Officer's response: above points addressed in "Transport" section
- Drainage concerns
Officer's response: addressed in conditions.
- Improvements to Maygrove Peace Park suggested
Officer's response: addressed in 'Impact on Maygrove Open Space'

6.9 Kilburn Liberal Democrats

- Proposal is not in best interests of parents and children, new school should be provided instead, admissions policy of school remains unclear, decision should be postponed until this is clarified.
Officer's response: addressed in 'Proposed school use' section.

6.10 Sidings Community Centre

- Support provision of school, housing and employment space
- Lament loss of light industrial businesses and local jobs

- *Officer's response: addressed in 'Loss of existing industrial units and proposed workspace'*
- Object to tower; too high, out of character, proximity to community centre, impact on park, overshadowing

Officer's response: addressed in 'Tower element', 'Views analysis of tower block' and 'Impact on Maygrove Peace Park'

- Overlooking of park and school from tower

Officer's response: natural surveillance will improve security

- Impact from light emanating from tower at night, impact on amenity and community centre

Officer's response: addressed in 'Overlooking and lightspill' section

- Tower should be located on eastern side of site and school on western side

Officer's response: addressed in 'Masterplan' section

- Lack of affordable housing

Officer's response: addressed in 'Viability and affordable housing' section

- Split school proposal; concerns regarding travelling between the 2 sites (at least 21 minutes' walk), 2 separate schools would be preferable, traffic between school sites

- Distance of travel to school sites

Officer's response: above points addressed in 'Transport' section

- Community views have not been fully considered

Officer's response: officers are satisfied that there has been sufficient public consultation, scheme has been adapted in response, including reducing the height of the tower by 3 storeys.

- What will new public space be like at night?

Officer's response: addressed in 'Security' section

- School and community centre could form new active partnership and be mutually beneficial, however; schools can be expensive to use

Officer's response: addressed in 'Community facilities' section

- Some of the office block should be given over to the community

Officer's response: this would impact on the capital receipts and therefore impact on ability to provide school and securing wider CIP funding

6.11 What (West Hampstead Amenity and Transport)

- Welcome provision of new primary school
- Revisions to design are an improvement
- New open space and connection through site are positive
- Concerns that School Travel Plan does not take full account of new housing being constructed on Maygrove Road and Iverson Road

Officer's response: addressed in 'Travel planning' section

- Pavements in the area are likely to become very congested, particularly during morning rush hour

Officer's response: addressed in 'Inter-site travel and congestion'

- £3M surplus could be used to invest in education facilities in Camden/affordable housing/or the height of tower could be reduced.

Officer's response – any surplus up to £3M would be reinvested in Camden schools, anything further would go to affordable housing)

- Lack of affordable housing

Officer's response: addressed in 'Viability and affordable housing'

- Height of tower – has been reduced and positioned to minimise impact; could still be reduced further
Officer's response: addressed in 'Tower element' and 'Views analysis of tower block'

Councillors

6.12 Councillor Lorna Russell supports phase 1 for the following reasons:

- Camden has a duty to provide primary school places and there is currently a shortage in this area
- The split site is not ideal but the government's reluctance to build more schools leaves few options open.
- Proposal needs to be safe in terms of transport and noise impact.
Officer's response: addressed in 'Transport' section

6.13 Councillor Lorna Russell objects to phase 2 for the following reasons:

- Lack of affordable housing, 4 units is well below 50% policy requirement
Officer's response: addressed in 'Viability and affordable housing'
- Tower; site is outside growth area, tower is inappropriate in height, bulk scale, loss of light to residents in the areas and to Maygrove Peace Park
Officer's response: addressed in 'Tower element' and 'Views analysis of tower block'
- Mansion blocks; sense of enclosure from height and bulk
Officer's response: addressed in 'Mansion block' section
- Both residential buildings; are on higher ground and would seem higher as a result, do not complement Victorian architecture
Officer's response: addressed in 'Tower element', 'Views analysis of tower block' and 'Mansion block' sections

6.14 Councillor Lorna Russell raised the following issues on behalf of a resident of Fortune Green:

- Negative impact on park, noise, overshadowing from tower
Officer's response: addressed in 'Impact on Maygrove Peace Park'
- Traffic – noise and pollution
Officer's response: addressed in 'Transport' section
- Lack of affordable housing
Officer's response: addressed in 'Viability and affordable housing'
- Concerns regarding split site approach for school, safety and traffic concerns
Officer's response: addressed in 'Proposed school use' and 'Inter-site travel and congestion'
- Concerns regarding impact on schoolchildren of noise from railway
Officer's response: A 2.8m high masonry wall would be erected between the proposed school and the railway line, to mitigate noise impact to the school. An Acoustic and Vibration Assessment has been submitted as part of the applications, which assesses the noise and vibration impact of the railway adjacent to the site. An Environmental Health Officer has assessed this report and no objections subject to conditions.

Adjoining Occupiers

<i>Number of letters sent</i>	72
<i>Total number of responses received</i>	57
<i>Number in support</i>	16
<i>Number of objections</i>	41

6.15 A site notice was displayed from 24 December 2014 to 14 January 2015 for 2014/7649/P (Phase 1) and between 8 - 29 January 2015 for 2014/7651/P (phase 2) and a press advert was placed in the Ham & High on 8th January 2015.

Representations summary

6.16 Objections (41) were raised on the issues outlined below. These issues raised are considered in the relevant section of this report.

Overdevelopment/Infrastructure

- Overdevelopment in West Hampstead and on Maygrove Road, insufficient infrastructure
- Impact on Sidings Community Centre
- Lack of adult and children services for proposed increase in population
- Lack of investment in Kilburn
- More community space is required

Officer's response: 10 Density and infrastructure

Policy

- Contrary to Camden's policies
- Fails to take account of Neighbourhood Plan

Officer's response: Compliance with policy, including in the Neighbourhood Plan is assessed throughout this report.

Land use – loss of existing uses

- Loss of existing businesses on site, some are long established, family-run, loss of one of few industrial estates in the area, some of these businesses will simply close, lack of evidence that existing premises are unsuitable for continued use
- Industrial estate should be refurbished instead
- Loss of services provided by industrial estate
- This type of space has been lost all over Camden
- Loss of employment
- Loss of existing premises is contrary to Camden's policies on employment and promoting an economically successful borough
- Inadequate support for existing businesses to relocate, lack of evidence to fully explore alternative over a period of time
- Existing businesses cannot find adequate alternative accommodation

Officer's response: addressed in 'Loss of existing industrial units and proposed workspace'

Land use – proposed school

- School should be paid for by government funds, not developments

- School will suffer noise from railway, air quality issues from railway, AQA does not address air quality issues from trains
- Overshadowing of school playground from tower
- School catchment area needs to be defined in advance
- School should not be split, separate school would be more sensible, would minimise need for movement between sites
- School could use existing MUGA in Maygrove Peace Park during the day
- School is positioned at rear of site and therefore has very little visibility in community

Officer's response: addressed in 'Proposed school use' section

Land use – other proposed uses

- Lack of affordable housing
- Viability information should be public
- No requirement for proposed commercial use, offices have been demolished in area due to lack of demand
- Proposed commercial space is not like-for-like with existing
- Site is not within the West Hampstead Growth Area

Officer's response: addressed in 'Land use principles', 'Viability and affordable housing' and 'Density and infrastructure' sections.

Design

- Impact on landscape
- Principle of tower, too large, out of character with area, incongruous, 6 storeys should be maximum, impact on views, tower is contrary to West Hampstead Neighbourhood Plan, tower will appear higher as it is on a hill, Liddell Road is not a main road that could accommodate a tower, site is not within a growth area, tower takes its cue from ugly high rise buildings in the area, 11 storeys is still too high, visual impact will put people off using Sidings Community Centre, people do not want a tower
- Basement should be provided in tower
- Height of mansion block
- Design and appearance of scheme
- Quality of build may be lower than design proposals, 'pretty plans' are often 'watered down'

Officer's response: addressed in 'Design' section, officers are satisfied that sufficient detail exists in the Planning, Design and Access Statement and a condition is attached requiring samples of materials.

Residential amenity

- Loss of privacy from tower
- Overshadowing from tower, winter equinox should be assessed
- Impact on prospective occupants from noise from park and sun glare
- Noise and pollution from construction, disturbance will be doubled due to the two-phase approach

Officer's response: addressed in 'Impact on neighbouring amenity' and 'Works affecting the highway (CMP)' sections

Impact on Maygrove Peace Park and Maygrove Open Space

- Overshadowing from tower
- Increased users
- Loss of part of Maygrove Open Space, no proposed improvements to open space

Officer's response: addressed in 'Impact on Maygrove Peace Park' and 'Impact on Maygrove Open Space' sections.

Density

- Too high
- Density out of character with area
- School is not being built densely, other buildings on site being built much more densely, school does not make best use of land

Officer's response: addressed in 'Density and infrastructure' and Masterplan' sections.

Transport

- Split school will increase journeys
- Walk is too far between school sites, particularly for small children
- Catchment area of school has not been finalised and therefore not possible to assess in transport terms
- Increase in traffic and congestion, increase in pedestrians
- Lack of parking proposed, lack of disabled parking – including for visitors
- Lack of drop-off for school
- Change in position of access road will worsen congestion

Officer's response: addressed in 'Transport' section.

Consultation

- Camden have not undertaken masterplanning for the site, lack of community consultation

Officer's response: Masterplanning has been done at pre-application stage. Officers are satisfied that there has been sufficient community consultation.

Others

- Conflict of interest with Camden being applicant and determining application

Officer's response: the application has been treated as per normal Council procedure. Final decision will be for elected members rather than Council officers.

- Increase in crime

Officer's response: addressed in 'Security' section.

7 POLICIES

7.1 National Planning Policy Framework 2012

7.2 The London Plan (July 2011)

Revised Early Minor Alterations (REMA) 2013

The Draft Further Alterations to the London Plan January 2014 is also a material consideration.

7.3 Mayor's Supplementary Planning Guidance

7.4 LDF Core Strategy and Development Policies 2010

LDF Core Strategy

- CS1 Distribution of growth
- CS3 Other highly accessible areas
- CS5 Managing the impact of growth and development
- CS6 Providing quality homes
- 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 & encouraging biodiversity
- CS16 Improving Camden's health and wellbeing
- CS17 Making Camden a safer place
- CS18 Dealing with our waste and encouraging recycling
- CS19 Delivering and monitoring the Core Strategy

LDF Development Policies

- DP1 Mixed use development
- DP2 Making full use of Camden's capacity for housing
- DP3 Contributions to the supply of affordable housing
- DP5 Homes of different sizes
- DP6 Lifetimes homes and wheelchair housing
- DP13 Employment premises and sites
- 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
- DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities
- DP32 Air quality and Camden's Clear Zone

7.5 Supplementary Planning Policies

Camden Planning Guidance (2013)

- CPG 1 Design
- CPG 2 Housing
- CPG 3 Sustainability
- CPG 4 Basements and lightwells
- CPG 5 Town centres, retail and employment
- CPG 6 Amenity
- CPG 7 Transport
- CPG 8 Planning obligations

7.6 Other documents

Fortune Green and West Hampstead Neighbourhood Plan (August 2014 - emerging)

This plan went to public examination and was passed by the inspector subject to modifications (including the removal of policy 5 and references to height). The plan will be going to referendum in July 2015. The plan is a material consideration.

- Policy 1 Housing
- Policy 2 Design and Character
- Policy 3 Safeguarding and enhancing Conservation Areas and heritage sites
- Policy 6 Transport
- Policy 7 Transport
- Policy 8 Cycling
- Policy 9 Pavements & Pedestrians
- Policy 10 Public & Community Facilities
- Policy 11 Business, Commercial and Employment Premises and Sites
- Policy 15 Local Green Space designation
- Policy 16 Green/open space
- Policy 17 Trees

This document includes a specific section on the Liddell Road site (C1 on page 32), which is referred to/quoted throughout this report.

ASSESSMENT

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

8	<p>Land use principles</p> <ul style="list-style-type: none"> - Loss of existing industrial units and proposed workspace - Proposed school use - Community facilities - Proposed residential use - Proposed workspace use
9	<p>Density and infrastructure</p>
10	<p>Tenure and unit size mix of the proposed housing</p> <ul style="list-style-type: none"> - Policy review - Tenure mix – summary

	<ul style="list-style-type: none"> - Viability and affordable housing - Mix of units - Unit sizes
11	<p>Amenity of proposed housing</p> <ul style="list-style-type: none"> - Policy review - Access - Daylight, sunlight and aspect - Noise and vibration - Amenity space - External amenity space (including playspace)
12	<p>Design and conservation</p> <ul style="list-style-type: none"> - Policy review - Designations - Context - Masterplan - Tower element - Views analysis of tower block - School - Mansion block - Workspace building - Summary
13	<p>Landscaping, public realm and trees</p> <ul style="list-style-type: none"> - Designations - Impact on Maygrove Peace Park - Impact on Maygrove Open Space - Impact on proposed playground - Proposed landscaping and public realm - Trees
14	<p>Impact on neighbouring amenity</p> <ul style="list-style-type: none"> - Policy review - Daylight and sunlight - Overlooking and lightspill - Noise and disturbance
15	Land Contamination
16	Air quality
17	<p>Sustainable design and construction</p> <ul style="list-style-type: none"> - Policy review - The site and the proposal - Energy - Green and brown roofs
18	Flood risk and drainage

19	Nature conservation and biodiversity
20	Transport <ul style="list-style-type: none"> - Policy review - The site - Car parking - Cycle parking - Servicing - Inter-site travel and congestion - Refuse and recycling - Works affecting the highway (CMP) - Travel planning
21	Security
22	Refuse and recycling
23	Construction
24	Phasing and planning obligations
25	Mayor of London's Crossrail CIL
26	Conclusion
27	Recommendations
28	Legal comments
29	Conditions – Phase 1
30	Informatives – Phase 1
31	Conditions – Phase 2
32	Informatives – Phase 2

8 Land use principles

- 8.1 The land use principle considerations are as follows;
- Loss of existing industrial units and proposed workspace
 - Proposed school use
 - Community facilities
 - Proposed residential use
 - Proposed workspace use
 - Conclusion; land use principles

The Fortune Green and West Hampstead NDP states that there is a “*need to provide for a mix of uses, as well as a school building*” on the Liddell Road site.

Loss of existing industrial units and proposed workspace

- 8.2 Policies CS8 and DP13 seek to retain employment land and buildings and promote a successful and inclusive economy in Camden. Policy DP13 states that where premises or sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that:
- the level of employment floorspace is maintained or increased;
 - they include other priority uses, such as housing and affordable housing;
 - premises suitable for new, small or medium enterprises are provided;
 - floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses; and
 - the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.

The Fortune Green and West Hampstead NDP states that:

“The loss of businesses and employment (33 single light industrial units) will be significant. Added to the loss of jobs from other new developments nearby, the loss of this high quality employment site is a cause of concern. Any new development should maintain the existing employment floor space and provide new light industrial space”.

- 8.3 There are currently 33 viable and occupied light industrial units (Class B1c) on the site with a gross floor area of 3,578sqm. Under the proposals the whole site would be redeveloped and these units would be lost. A number of objections have been received with regards to the loss of existing businesses and employment on the site.
- 8.4 The scheme would reprovide employment floorspace as a priority use. Under the proposals, 3,729sqm of workspace (Class B1a-c – office, research and development, light industrial) suitable for SME’s from Camden’s growth sectors and there would therefore be an uplift of 151sqm of employment use on the site, in accordance with the above policies. The Liddell Road development therefore meets the criteria laid out in DP3 above in that it is a mixed use scheme including a school, housing and an employment building. The proposed workspace, whilst not suitable for some of the businesses on site at present, would be available for light industrial uses. The Council (as applicant) commissioned a report by Renaisi (a neighbourhood regeneration body) in October 2013 who concluded that there was ‘an overwhelmingly positive’ response from employers with regards to opportunities in West Hampstead and recommend a managed workspace scheme/innovation hub. Renaisi surveyed managed workspace providers and found that the quantum of the space was attractive to them. The report also concluded that most users were not put off by the lack of parking. The proposed workspace would be much higher density than the existing low density development on site and would make better use of the site, with 280 jobs when fully let.
- 8.5 The proposed workspace would be managed (with an on-site manager) and would be targeted at small and new businesses (SME’s), with incubator workspaces, to provide flexible workspace. The workspace will be targeted at local residents and businesses and would have flexible leasing terms and occupancy. Creative Space Management were appointed by the Council to provide advice to the project architects on how to design the workspace to maximise their usability and potential.

- 8.6 Camden's Economic Development section has worked with the Council (as applicant) to develop the proposals for the workspace and they support the provision of the proposed use.
- 8.7 Nevertheless, it is recognised that the existing premises on the site are occupied by existing businesses and that the occupants would be displaced if the proposals go ahead. The Council (as applicant) appointed property consultants who wrote to the businesses to identify their future requirements. In addition, the consultants set up a website providing information for the businesses in relation to available light industrial properties. It is considered that the Council (as applicant) has worked with the existing occupants to help them find alternative locations, although it is recognised that such spaces may not be local or in Camden.
- 8.8 Given the above, the loss of the existing light industrial units is considered acceptable.
- 8.9 A head of term in the section 106 agreement for phase 2 is included to secure the employment floorspace, and ensures that the space will be suitable for SMEs, offering
- Flexible spaces that can be expanded or contracted to suit the changing needs of occupiers
 - Flexible lease /membership arrangements and pricing structures
 - Access to common areas and informal meeting spaces
 - ICT Infrastructure: voice and data services.

A head of term will also be included to secure the provision of the workspace before occupation of the proposed flats.

A head of term will also be included for the provision of placements in the school and workspace with recruitment through Camden's apprenticeships scheme.

Proposed school use

- 8.10 Policies CS10 and DP15 seek to provide educational facilities and a range of community facilities, especially for local groups. These facilities should be easily accessible, flexible and maximise the shared use of the premises.
- 8.11 The Fortune Green and West Hampstead NDP states the following:
- "Camden Council has decided that a primary school should be built on this site. While the Plan strongly supports the need for additional primary school places in the Area, the redevelopment of this site poses a number of problems which will need to be carefully assessed in any proposed scheme".*
- 8.12 The National Planning Policy Framework states that:
- "The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools".*

- 8.13 The existing Kingsgate Primary School is housed within a Victorian building on Kingsgate Road, which is located approximately 380m south (as the crow flies), however due to the railways in-between, the distance would be 0.7 miles (or 1.2km). The existing school admits 60 pupils in 2 forms of entry each year and has 420 pupils in total. The proposal seeks to double pupil numbers with 420 new primary school places and 4 forms of entry.
- 8.14 A split site approach is proposed, with the nursery and infant school being located on the application site and the older children remaining at the current site. The pupils on-site would therefore be aged between 3 and 7 years old.
- 8.15 The proposed new school would be designed in line with modern government guidelines. There would be a mixture of single and two-storey school buildings on the site. At the western end of the site there would be the main entrance, reception, hall and admin functions. On the northern side of the site and on the first floor above the admin/reception area would be the classrooms. A bridge at first floor level would connect the 2 buildings.
- 8.16 The school is not being combined with other buildings (e.g. flats above the school building), as this would create issues with regards to the management and running of the school. Given the tight timescales involved in delivering a school on the site, as well as the two-phase approach, with the rest of the site being sold off to a private developer to construct, the school site cannot be shared with other uses.
- 8.17 The head teacher at Kingsgate School has issued a supporting statement to justify the proposed split-site school as opposed to 2 separate schools which states that the rationale behind organising the two parts of the school into phases rather than grouping pupils vertically is based on sound educational principles.

“There are many benefits to having a year group physically all in one place. At Kingsgate Primary school teachers work collaboratively in year group teams to plan lessons and to assess pupils’ work and progress. Teachers within the year group share good practice and newer teachers can benefit from working closely with experienced teachers. As a larger year group team we have the capacity to be more flexible about how we organise groups of pupils and use our resources. For example, as an important part of our reading programme, pupils from across the year group are organised into small groups geared towards their own particular needs and they are taught the important skills of learning to read on a daily basis. Having a larger cohort allows us to really fine tune the groups and their particular academic needs.

In terms of resourcing it is more cost effective to have all the resources appropriate for a particular age range in one place to be shared and used for the benefit of pupils, rather than duplicating resources across two separate sites.

Nursery and Reception pupils have particular requirements when it comes to their physical space as they need all day access to an outside classroom. The school has been closely involved in planning for our youngest pupils high quality fit for purpose outdoor classrooms which will greatly enhance their learning. The current school dating from Victorian times was built in an era when young children were taught in a very different way. We are very pleased that moving our Early Years Foundation Stage to a

new building will allow us to provide great opportunities for pupils to learn without any constraints of space or access to the outdoors.

Regarding the management of playtimes where there are pupils from a narrower age range, it is easier to provide equipment and activities fit for purpose and suitable for the age group concerned.”

Much of our professional development for staff takes place in school, through working with external consultants, working with the leadership team, observing lessons delivered by colleagues, planning lessons and assessing pupils’ progress with subject leaders. If teachers in the same year group were physically divided over two sites this would reduce our capacity to provide excellent on-going professional development.’

- 8.18 Furthermore, Kingsgate School is a popular and Ofsted rated outstanding school and officers accept that it is beneficial to the local community to expand an existing successful institution, building on existing experience. Under the split school approach, the school buildings can be designed specifically to cater for younger primary school children. The educational benefits of having the split site school are accepted in land use terms. The transport impacts of the split site school are dealt with in the transport section.
- 8.19 With regards to the students that will attend the new school site, the Council (as the education authority) is responsible for community schools admissions arrangements, including the admissions criteria which are used to offer places if there are more applicants than places available. The highest priority is given to looked-after children, children with siblings at the school and children with special needs. Thereafter, priority is given to those living closest to the school measured ‘as the crow flies’. Camden’s admissions policy does not use catchment areas.
- 8.20 Each year the Council publishes the measuring point for admission to reception and in-year admissions into each school in Camden. Any proposed changes to previous arrangements are subject to statutory consultation. The council is currently consulting on proposals for co-ordinated school admissions arrangements within Camden for the 2016/17 school year.
- 8.21 Views are being sought from the local community and parents on the following options for the measuring point for Kingsgate primary school in 2016:
- To retain the measuring point at the Kingsgate Road site.
 - To move the measuring point for the school to the Liddell Road site.
 - Any other options that local people would like to propose.
- 8.22 A 2.8m high masonry wall would be erected between the proposed school and the railway line, to mitigate noise impact to the school.
- 8.23 Given the above, the proposed school use on the site, including the principle of the split-school provision, are considered acceptable. The transport impacts of the split-school solution are addressed in the Transport section below.

Community facilities

- 8.24 The school facilities hall would be available for the use of the local community out of hours and the adult learning facilities would be available in and out of school hours. The

proposed school hall would be located at the entrance to the school site (off the public space) so that it could be used independently of the school, out of hours. Given the range of available spaces, small areas and larger hall would all be available for community use.

- 8.25 With regards to the cost to the community in using school facilities, schools are legally restricted to spending their income on delivery of education services, and activities not curriculum-related need to be funded in some way. The school is comfortable with entering into a community facilities plan as part of the section 106 agreement and making space available for other users to deliver new services at a minimum cost. However, the costs of opening, closing and ensuring person responsible for fire safety and security is on site at all times would have to be recovered by the school.
- 8.26 A condition is suggested that there should be no noise generating activities shall take place within the school outside of 07:00 to 22.30 hours Monday to Saturday and 09:00 to 21:00 on Sundays and Bank Holidays, to protect the amenity of existing and prospective local residents.
- 8.27 The Sidings Community Centre would have the benefit of use of the facilities within the school, out of hours.
- 8.28 Were no community facilities to be provided on site, then a contribution towards community facilities of £193,060 would be required to mitigate the proposed residential and workspace uses in phase 2. It is noted that Sidings Community Centre and a councillor have requested that the community centre be given some contribution. However, given that community facilities will be available on site and that these will be secured in the community facilities plan, it is considered that a contribution would not be a requirement of planning permission. Furthermore, it is noted that Sidings Community Centre were given £30,000 section 106 money from the application at 59 Maygrove Road in 2012 and that £169,540 is still unspent from 65-67 Maygrove Road (see history section of this report for both applications), where Sidings Community Centre has been named as a potential recipient in the section 106 agreement.
- 8.29 Notwithstanding the above, the applicant has agreed to a contribution of £30,000 towards community facilities contribution, which could go to the Sidings Community Centre. This amount would be paid by the developer of the phase 2 works, but it should be noted that this would impact on the revenue from the sale of the land, and therefore affect the money received by CIP.
- 8.30 The community facilities plan obligation would require the school to consult with the Sidings Community Centre on this plan, which would encourage the 2 institutions to work together for the benefit of the whole community.

Proposed residential use

- 8.31 106 new residential units are proposed altogether, with 40 units within the tower element of the scheme (25 x one-bed, 19 x two-bed and 12 x three-bed) and 66 units within the mansion block fronting Maygrove Road (6 x one-bed, 30 x two-bed and 4 x three bed). The principle of additional residential floor space is strongly supported as a priority land use under policies CS6 and DP2. The principle of housing on the site therefore fully complies with policy.

Conclusion; land use principles

8.32 Whilst the nature of the uses and occupants is likely to change, the development would deliver an uplift and an intensification of employment space as well as a much-needed school and housing. The site is capable of providing much more development than exists at present and the proposals would bring significant land use benefits.

9 Density and infrastructure

9.1 The site is located in an 'Urban' setting and has a PTAL of 4-5 (Good - Very good). The London Plan Density Matrix prescribes a density of 45-260 units per hectare or 200-700 habitable rooms per hectare for this location. The proposal has a density within the Density Matrix at 252 units per hectare or slightly exceeding the matrix at 759 habitable rooms per hectare. However, it is considered that design and amenity considerations will inform the design and the density Matrix is just a guide. The density matrix's density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure, open space and play. The London Plan requires that the potential of sites is optimised. Given the site's good/very good PTAL rating, its location close to West Hampstead Town Centre, and 3 stations as well as well as bus links, and also the provision of public open space on site, it is considered that the proposed density is acceptable.

9.2 Given the site's good/very good PTAL rating and its proximity to West Hampstead Town Centre, it is considered that there are sufficient facilities in the area and the proposal will not materially impact on local services. Under the proposals a new school site will be built which will relieve pressure on existing schools.

9.3 Contributions towards community facilities and public open space are included in the section 106 agreement.

10 Tenure and unit size mix of the proposed housing

10.1 The considerations with regards to tenure and unit size and mix are as follows:

- Policy review
- Tenure mix – summary
- Affordable rent levels
- Viability and affordable housing
- Mix of units
- Unit sizes

Policy review

10.2 Policies CS6, DP2, DP3, DP5, DP6 and CPG2 (Housing) are relevant with regards to new housing, including to tenure and unit size.

Tenure mix – summary

10.3 Under London Plan policies 3.10, 3.11 and 3.12, Camden policies CS6 and DP3 and CPG2 (Housing), 50% of housing provision should be affordable. The split of the affordable housing provided should be 60% social rented and 40% intermediate.

- 10.4 A number of objections have been raised with regards to the lack of affordable housing proposed. Please see the section below on 'Viability and affordable housing' with regards to the level of affordable housing proposed.
- 10.5 106 units are proposed in total. 4 of these units are proposed to be affordable (3.8%). Following officer negotiations, all 4 of the proposed affordable units would be social rent (provided at target rent levels), as these are considered preferable than intermediate housing.
- 10.6 4 social rent units are proposed within the scheme. These units would be provided at target rent levels, which means that the units will be available for a rent (including service and management charges) that meets the targets for social rent set by the Regulator. This would be secured by legal agreement. Units provided at target rent levels provide for those Camden residents on the housing waiting list who are most in need of housing.
- 10.7 The 102 market flats would comprise; 30 x one-bed, 58 x two-bed and 14 x three-bed. The 4 social rented flats would comprise; 1 x one-bed, 1 x two-bed and 2 x three bed.
- 10.8 The 4 affordable units would all be located in the mansion block. They would all be located at ground floor level with their own front door, as normally required by affordable housing providers (as opposed to sharing stairwells with other tenures).
- 10.9 In terms of layouts the 4 units are located at ground floor level and each has its own individual entrance, direct from the path proposed north of Maygrove Open Space. The units are dual-aspect and provide good quality accommodation for families including a private balcony area. The provision of 1 fully adapted wheelchair unit is welcomed, and would help to meet an outstanding housing need in the borough. All the larger (3-bed+) units have separate kitchen/dining areas, in line with the requirements of the Camden Planning Guidance.
- 10.10 As outlined above, the target rent units will be secured via legal agreement, with specific clauses outlining that the units will be provided at target rent levels in perpetuity.

Viability and affordable housing

- 10.11 The site is currently owned by the Council. It is proposed to sell the site for re-development primarily to generate a land receipt which is required to fund expansion and refurbishment of Kingsgate Primary School.
- 10.12 The proposed phase 1 school development is a self-funding CIP scheme, led by the prerogative of delivering school places in the north-west of the borough, with phase 2 funding the school proposed under phase 1. Camden would act as the developer of phase 1, with the intention being to sell phase 2 with the planning permission to a private developer. By acting as a developer of phase 1 the Council is in effect saving costs of delivering the school and the enabling works that otherwise a private developer would incur who would require a profit of 15-20% on these delivery costs. Camden, as developer, is therefore likely to generate a greater capital receipt in the sale of the land with the planning permission to the private developer (in effect realising the profit that otherwise would have been a benefit to the developer).

- 10.13 The council as applicant originally aimed for a £3M funding surplus to be spent on other CIP school schemes in the borough. Due to additional costs involved in site clearance, there is now expected to be a surplus of £1.9M.
- 10.14 The agent has submitted a viability report (by Deloitte) to justify not providing a policy-compliant level of affordable housing (50%). This report has been independently assessed by a viability expert (BPS) for the Council.
- 10.15 The viability submission prepared by Deloitte demonstrates the total costs associated with the school works, including a £3 million contribution to the CIP schools budget. The Council (as applicant) would need to raise the sum of the costs associated with the schools works from the land sale in order to deliver the proposed works. This sum also includes payment of compensation to existing tenants at Liddell Road and the remodelling of the infants buildings at the current Kingsgate Road site.
- 10.16 If the site were granted planning consent for the proposed mixed use development and it were to deliver a policy compliant level of affordable housing it is evident from the independent assessor's analysis that the land receipt would fall far short of the required sum and that funds would have to be found elsewhere for the school expansion.
- 10.17 To help bridge this deficit, an enabling argument is advanced to suggest that the Council as planning authority should forgo its normal policy requirements in respect of affordable housing and accept reduced S106 contributions.
- 10.18 Deloitte has modelled the viability of the proposed mixed use development which would generate a deficit of £1.1M when set against the anticipated costs of the school works, especially extra costs from site clearance and preparation works on site, given that the site has been built up and given the levels of contamination. This remaining deficit would have to be funded through closing or reducing other education investment programmes within the wider CIP programme.
- 10.19 Having examined the costs and values of the proposed scheme and accepting that the site would not be released for development if the land receipt was unable to fund the school works, the independent assessor confirms that the scheme is unable to viably deliver affordable housing or enhanced S106 contributions. The prerogative of delivering a school and employment uses on the site and the acceptance of zero affordable housing is predicated on the acceptance of the school enabling argument proposed by the Council's Children, Schools and Families section. However, following officer negotiations, 4 affordable units are proposed.
- 10.20 The independent assessor has considered the potential to impose a deferred contributions review of viability consistent with other schemes. Officers consider that the enabling argument is acceptable. On the premise of the above, the site could be subsequently sold and developed and there would be a further opportunity to test the assumptions underlying the school enabling development argument.
- 10.21 The Council as land owner (and applicant) is able to enter into a land overage agreement whereby there would be an additional land payment. Unlike similar

mechanisms used by the Council in section 106 agreements, the payment obligations under a land sale are not capped unlike planning overage agreements.

- 10.22 The independent assessor has also considered the impact on the site's future developer of potentially having 2 forms of review mechanisms (land sale overage and planning deferred contribution) affecting their ability to generate surplus profit and consider that this may reduce the commercial incentive on the part of the developer to such a level that any practical benefits that might be generated through these agreements may be largely valueless. Therefore, in accordance with the view of BPS, officers consider that the review mechanism should be secured through the land sale agreement, as a more effective overage agreement and should be the sole basis of reviewing the developer's viability for the mixed use scheme.
- 10.23 There is an opportunity to place a deferred obligations review on the land sale (on the Council, as applicant). In the event that the land sale receipts, including any overage payments received from the developer, exceed the actual costs of the school works, there would be an effective surplus. Children, Schools and Families would ideally require any such surplus to be made available to fund a wider education investment programme in the borough (CIP schemes).
- 10.24 Officers accept the argument that just 4 affordable housing units should be provided, as a new school site would be delivered, which is considered a priority given the shortfall of school places in the area. Clearly this is a matter of planning and strategic balance, and is weighted largely due to the limited opportunities for sites which could accommodate a primary school.
- 10.25 It has been estimated by the independent viability assessor that should the £3M surplus towards CIP be foregone, and affordable housing be provided instead, that this would equate to 7.96 units. £1.9M would equate to 5.04 units.
- 10.26 Given the importance of delivering the wider CIP programme, as well as the limited amount of affordable housing that could potentially be achieved on the site without providing money to the wider CIP scheme, officers consider it acceptable for any surplus up to £3M to be provided for CIP. The totality of any such surpluses (above the target £3M for CIP school schemes), should they arise, should be made available as an in lieu contribution towards affordable housing subject to a cap. The cap being a point representing policy compliance (50%) in terms of affordable housing and S106 contributions. Given that the phase 2 works are an enabling scheme for the school (proposed in phase 1) and the findings of the Council's viability assessor, the level of affordable housing provided is considered acceptable subject to the above head of term.
- 10.27 The developer who purchases the land from the Council (as applicant) would enter into a contract separate from planning, and any overage on increasing land values would be secured via this.
- 10.28 It should be noted that policy compliant levels of affordable housing have been foregone at Netley Primary School and Hawley Primary School for the provision of essential school buildings and funding for the CIP scheme in a similar way.

Mix of units

10.29 The 106 unit proposal includes a mix of flat sizes (31 x one-bed, 59 x two-bed and 16 x three-bed). This generally accords with the Dwelling Size Priorities Table under policy DP5.

Unit sizes

10.30 Camden Planning Guidance 2 (CPG2) states that new self-contained dwellings should satisfy the following minimum areas for overall floorspace (excluding communal lobbies and staircases):

Number of persons	1	2	3	4	5	6
Minimum floorspace (m ²)	32	48	61	75	84	93

10.31 All of the proposed units meet Camden's floorspace standards both in terms of overall size and bedroom size.

10.32 It should be noted that the proposal is 'tenure blind' with the affordable element not being obvious from the external design of the building.

11 Amenity of proposed housing

Policy review

11.1 London Plan policy 3.5 and Camden policies CS6 and DP6 requires all new homes to comply with Lifetime Homes criteria as far as practically possible. London Plan policy 3.8 and Camden policies CS14 and DP29 seek to promote inclusive access.

Access

11.2 The flats in the tower would all be accessed via a lobby on the south-east corner of the ground floor, facing on to the proposed open space. The flats in the mansion block would be accessed via 4 stair cores, all of which would be accessed via the new path proposed to the north of Maygrove Open Space. This path would run from Maygrove Road to the new western access road.

11.3 10 market wheelchair units are proposed, in the eastern side of the mansion block. 1 social rented wheelchair unit is proposed at ground floor level in the mansion block also. A head of term is included in the draft section 106 that the proposed wheelchair units are fully adapted for wheelchair users, with the costs for adaption borne by the Developer.

11.4 All of the proposed dwellings meet the space standards laid out in the London Plan in terms of entrance and circulation and conform to 'Lifetime Home' standards. A condition is suggested to secure the Lifetime Homes.

Daylight, sunlight and aspect

11.5 All of the flats have dual aspect except some flats in the mansion block. However, these would all be south facing and are therefore considered acceptable. A Daylight and Overshadowing Report has been submitted as part of this application which assesses the daylight and sunlight within the proposed flats. The lowest 3 floors of each of the residential blocks have been assessed, as these would receive the least light. Almost all of the windows assessed passed BRE guidelines. 16 rooms marginally failed, however this was due to them being connected to winter gardens/balconies, which

reduced the light into the room. Given the above, the proposed flats are considered acceptable in terms of daylight and sunlight.

Noise and vibration

11.6 An Acoustic and Vibration Assessment has been submitted as part of the applications, which assesses the noise and vibration impact of the railway adjacent to the site, construction works and noise from any plant. An Environmental Health Officer has assessed this report and raised no objections subject to conditions to assure compliance with the acoustic report and further assessment and mitigation.

A 2.8m high masonry wall will be erected between the site and the railway, which is a Network Rail requirement. This wall will provide an acoustic barrier, as well as ensuring that the railway is not accessible.

External amenity space

11.7 All of the proposed flats would have a balcony or winter garden, in accordance with the London Plan.

11.8 A contribution to Public Open Space of £46,899 is included in the draft section 106.

11.9 Given the scale of the development, a Head of Term is included in the Section 106 agreement to enable investment in local parks and open space to address increased demand. The amount of public open space that would be required for the proposed flats in line with CPG6 (Amenity) is 1743.70sqm. However, an uplift of 1158sqm is proposed on site. Therefore there is a shortfall of 585.70sqm, which represents 34% of the total required. Therefore officers consider that 34% of the corresponding level of financial contributions should be secured in the section 106, which calculates as £46,899 (34% of 137,938). It is envisaged that this could be spent in Maygrove Peace Park.

12 Design and conservation

12.1 The design and conservation considerations are follows:

- Policy review
- Designations
- Context
- Masterplan
- School
- Tower element
- Mansion block
- Workspace building
- Summary

The Fortune Green and West Hampstead NDP states that:

“The height of any new buildings on the site will be an important issue. The current buildings on the site are not more than two storeys high; neighbouring buildings on Maygrove Road are generally three or four storeys high.”

“The design of the new buildings will also be an important consideration. Although not in a Conservation Area, any new development on this site will be expected to be designed to a high standard and in full accord with Policy 2 of this (the NDP) Plan.”

Policy review

- 12.2 London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, policies CS14, DP24, DP25 and CPG1 (Design) are relevant with regards to conservation and design.

Designations

- 12.3 The site is not within a conservation area and there are no conservation areas in close proximity to the site. There are no listed buildings in close proximity to the site either.

Context

- 12.4 The site is a light industrial estate sitting north of Maygrove Road in the West Hampstead area of the borough. The plot has a back-land feel, separated from Maygrove Road by a narrow verdant bank. Existing buildings are low scale, of poor architectural quality and do not engage with the street through activity or overlooking. To the rear of the site is the wide Thameslink railway cutting and there is operational land belonging to Network Rail contiguous to the east. To the west are workspace buildings facing Maygrove Road, with the Peace Park wrapping around them in a T shape to meet the north-west end of the site. This results in a dead-end to this part of this park.
- 12.5 The site is not within or within the setting of a conservation area. The prevailing scale and grain in the wider area is formed of 2-4 storey terrace houses. However the emerging height does increase around the site itself, with 5 storey apartment blocks built and recently approved to the east and west of the site along Maygrove Road. In the area are also period street-fronting mansion blocks at 4/5 storeys, particularly along West End Lane. Further south next to the Chiltern Line railway lines, and within the growth area, is an emerging scale of 8 to 12 storeys in the West Hampstead Square development.
- 12.6 Looking more broadly across Camden’s suburban areas, the railway line borders have a character in their own right and contain some of our taller buildings including the approved towers on other CIP projects at Abbey (14 storeys), Agar (18) and Maiden Lane (20).
- 12.7 The site adjoins Maygrove Peace Park open space. The park is shaped like a capital T, with the rear east-west part of the T sitting on former railways siding land which once continued across the proposal site. The north-south part of the T forms a route which connects to Maygrove Road. Frontage buildings sit either side of this route. A community building sits in the park on its north-west spur and there is a MUGA in the north east spur. There is connectivity through the north-west corner of the park into the Sidings Estate, but this is not mirrored on the north east side. The park has a relationship with the townscape which is typical of many parks reclaimed during the second half of the 20C from former uses of different ownerships. Some neighbouring developments have boundaries right on the edge of the park but no active frontage or direct connection. The development under consent at 65 Maygrove Road addresses this disconnection between bordering sites and the park by providing positive overlooking and soft boundary treatment. The park has an irregular shape, unlike many

more formal planned urban parks, and with a mix of buildings, differing openness and enclosure, and varied adjacencies on its boundaries in terms of activity and overlooking. Because of the shape of the park, the greatest sense verdant depth, and of openness and sky is along its N-S and E-W axis, and over its northern boundary with the railway. The corners to the south provide greater enclosure.

Masterplan

- 12.8 This proposal offers an opportunity to further connect this plot of land into the surrounding area and address the negative characteristics of a layout which turns its back on its surroundings. The masterplan also aims to create a new community node with a strong sense of place, formed of employment, residential and educational uses; and with good visual and physical connections with existing community facilities such as the park. Key to this is the new connection through the site to the Peace Park forming desirable permeability for all and remodelling the site into a proper piece of interconnected public realm.
- 12.9 The proposed residential, employment and school buildings define and front onto a new public open space. Although small in size this new civic moment is thoughtfully located and shaped to provide legible relationships with the park to the west and Maygrove Road to the south. In doing so the NE corner of the park, which is currently an un-overlooked dead end, will flow visually and physically into the new space, with the verdant experience continuing eastwards along a new public path introduced to the rear of the Maygrove Road planted strip. The joining together of these two green spaces, with greater access, will enhance public enjoyment of them and provide a more sustained green experience for pedestrians moving through the area.
- 12.10 Buildings have been located and shaped to respond to views and to retain a sense of openness. The school has been located to give it presence on the new public open space. The proposals have been developed to not impact upon existing neighbouring uses and maximise the efficiency of the site.
- 12.11 The new workspace has been located next to the neighbouring workspace where it completes a resolved rectangular block with frontage to all sides.
- 12.12 The school has been placed in the centre/north with its front entrance located between the two building elements fronting the new open space. The two elements are staggered so that the school is clearly visible from Maygrove Road and the Maygrove Peace Park, terminating the views from both. The school has been proposed in low-rise form and separate from the other uses, as mixed use school and residential buildings are more complex to design, construct and maintain and it is impractical for school and residential units to be combined in a single building, with mixed management and maintenance responsibilities. Furthermore, a larger mixed use building would not be possible to complete in the time available and would not be possible to open a new school building by September 2016.
- 12.13 Housing is provided in 2 forms. Firstly a terrace of four mansion blocks running along Maygrove Road, sitting behind the preserved green strip. This building fronts an existing street and draws heavily on the local red brick mansion blocks in its form and character. This mansion block complements the terraces on the other side of the street. Secondly, an 11 storey tower block is proposed to the rear of the site on the boundary

with the park. This tower is proposed at the rear of the site, away from residential properties to reduce any amenity impacts in terms of light or privacy.

Tower element

12.14 The footprint of the 11 storey tower occupies only a small part of the layout of the proposal as a whole (525sqm of 11,750sqm aka 4.5%), with the majority of the building footprint in the masterplan being 5 storeys or under. At 11 storeys it is at the lower end of what may be considered a tall building. The tower would be 36m in height. However as much of the prevailing grain in the wider area is of a terrace house scale, the building is tall in terms of relative comparison.

12.15 Although the surrounding area is not a conservation area, officers have assessed the tower in terms of its impact on local distinctiveness and the character and setting of the park. In this regard consideration has been paid to Camden's CPG guidance on tall buildings which is summarised below.

"2.13 Tall buildings in Camden (i.e. those which are substantially taller than their neighbours and/or which significantly change the skyline) will be assessed against a range of design issues, including:

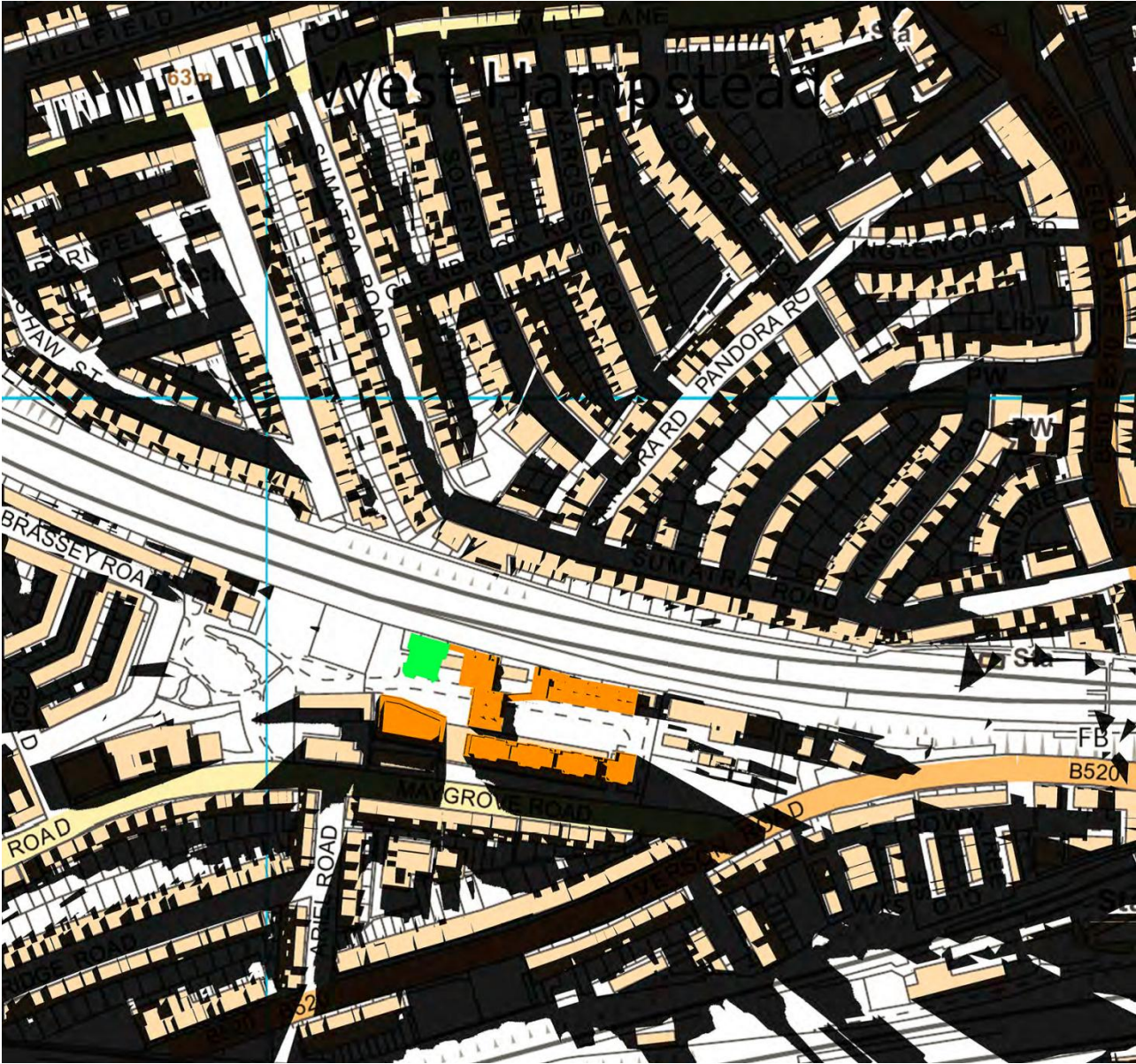
- how the building relates to its surroundings, both in terms of how the base of the building fits in with the streetscape, and how the top of a tall building affects the skyline;*
- the contribution a building makes to pedestrian permeability and improved public accessibility;*
- the relationship between the building and hills and views;*
- the degree to which the building overshadows public spaces, especially open spaces and watercourses; and*
- the historic context of the building's surroundings.*

2.15 Where a proposal includes a development that creates a landmark or visual statement, particular care must be taken to ensure that the location is appropriate (such as a particular destination within a townscape, or a particular functional node) and that the development is sensitive to its wider context. This will be especially important where the development is likely to impact upon heritage assets and their settings (including protected views)."

12.16 When assessing the proposed tower in terms of local character, there are several factors to consider, other than just its height, which all play a role in a buildings contextual appropriateness. These include materials, domestic character, solid to void proportions, size of footprint, sense of openness between it and neighbouring buildings. When it comes to height itself it is necessary to understand the proposal, not just in terms of a numerical difference in height between contextual buildings and proposal, but whether the proposed height translates as a legible and notable impact on the character of the area which is considered to be inappropriate. With this in mind the presence of the tower within the wider context is therefore critical.

12.17 Although initially higher during pre-application discussions, the final proposed height has been arrived at through analysis of its visibility and consideration towards generating a comfortable scale relationship with its immediate townscape. It has been

thoughtfully located so as to have minimum visual presence in the area, in both close views and longer views. It has been positioned so that it does not align directly with views along residential roads to the north including Sumatra, Broomsleigh and Pandora, but rather to sit between Sumatra and Broomsleigh which helps shield it from vista views. The railway cutting, which separates the development from the northern context by 45m, adds greater distance to these views of the tower from the residential properties to the north again reducing its visual impact. From the south, the tower is visually separated from Maygrove Road by two rows of building that sit in between in the form of existing and proposed workspace buildings (see plan below).



White areas represent locations from where any element of the tower would be visible. Image does not include recent permissions to the east and west of site which will obscure tower further.



Section shows relationship of workspace and tower with Maygrove Road, the railway and Sumatra Road.
Left to right: Maygrove Rd; workspace building; tower; railway; Sumatra Rd.

Although lower in scale, the existing frontage buildings, 75-81 Maygrove Road, obscure the proposed workspace building as the angle of vision is maintained across the group. The two long views that have been created through the site, one south to north from Maygrove Road, the other west to east from the park, also pass to the side of the tower, again to limit visual impact.

12.18 The tower is one element of a comprehensive proposal which requires a critical massing of floorspace across the site to enable delivery of a new school. A number of masterplan and building form options were looked at during pre-application in order to achieve this minimum massing which included options for slab blocks along the railway edge and tower at the east end. The proposed design with much of the residential floorspace located in the tower emerged as the most positive urban design option. The plan of the tower is made up of 4 corner flats around a central core. This is the most efficient residential layout as it uses a single core and no long corridors. It is also efficient externally reducing the hard landscaped areas required to access and service the units. The same accommodation composed in a lower block would occupy an overall larger building mass and additionally erode open space from the public and school. Officers note that broader mid-rise blocks often have a more dominant and enclosing impact on views and adjacencies than thinner tower buildings. The small footprint of the proposed tower allows views, a sense of openness and sky around it; provides good residential distances and outlook and limits shadowing impacts. The small footprint also facilitates permeability across the site and the joining of the two existing green spaces.

12.19 The tower form allows long views from the park, through the new open space, over the two storey school, and onwards through the retained tree canopies of the playground. Additionally the tower allows the view from the proposed access from Maygrove Road to the new open space to continue into the distance, over the two-storey school building into open sky beyond. This positioning of mass retains a sense of openness and sky across the site which is an important suburban characteristic.

12.20 The introduction of a school to the site further transforms the area from a back-land site to an important civic moment within the suburban landscape. The site will become a new destination within the community which brings together live, work and educational uses. It is an appropriate urban design consideration to mark this new place with buildings of a taller scale. The school buildings themselves are low, at 2 storeys, and so can be complimented by a taller block without the overall environment becoming

overbearing. The two storey height of the school reflects operational needs to keep immediate access to outdoor play-space for small children.

- 12.21 The tower, with its corner flats would provide good overlooking to what is currently an un-overlooked cul-de-sac end of the park. In doing so it will allow the area of park set behind the MUGA to become fully appreciated. The location of the tower is also well considered in terms of overshadowing and impacts on residential, existing and proposed, with much of the impact falling onto the railway cutting (see sunlight path diagrams below).
- 12.22 The park has varied surroundings and irregular form and not a constant building height enclosure. Despite its modest size it does feel open due to the railway cutting and the tower, placed to one side, maintains this openness across most of the north-west view.
- 12.23 In detailed design the tower uses contextual brickwork and picks up on locally referenced domestic language of canted bays and punched window openings. The bays have an additional benefit of breaking down mass and are terminated on the south side at the height of proposed workspace building. This helps tie it into the context, helps frame the new open space, and pull the building back at its upper level to provide openness in this west to east view. The mass of the tower has been reduced at the upper levels, with the projecting balcony bays of lower levels swapped for recessed balconies. In addition the top two stories have their northern corners cut back to reduce the form in views from the north. The modelling also adds interest to the building which is added to further by the layering in the brickwork at detailed level. The entrance is located in the south west corner so that it directly addresses the space and relates well to the connection from Maygrove Road. All flats are corner units and the core is naturally lit. The design approach will provide high quality amenity for occupancy.

Views analysis of tower block

- 12.24 Static views have been examined from key points around the proposal site, with a series of sequence views from both sides of the pavement along residential roads to the north of the railway. None of the views assessment area falls within a conservation area, the closest of which lies further west beyond Holmdale Road around West End Lane. The sequence views show buildings in a computer model form rather than photo montage images, with the proposal in contrasting colour. When viewing these images consideration should be given to the fact that both foreground buildings and the proposed will be brick, so that small glimpse of the tower will not be particularly perceivable. The model also doesn't include the street trees and front garden planting. Typical proposed images from these streets are attached at the end of this document.
- 12.25 Broomsleigh Street: From the east pavement side the tower sits within the line of the terrace where it is not perceivable except for the closest two views where the side of the tower can be seen, although reading as in the plane of the terrace. The building in the centre of the view is the proposed workspace building. On the west side it is more prominent in height, but still reads as a continuation of the terrace.
- 12.26 Sumatra Road: From the west pavement the tower is not visible at any point. From the east pavement the top few storeys can be partially seen but sit within the line of the terrace, away from the main vista down the street.

- 12.27 Pandora Road: From the northern pavement, the tower only has limited visibility from the junction with west end lane, but obscured along the rest of the street. From the southern pavement the tower's upper storeys are present, but does sit within the body of the terrace.
- 12.28 Ravenshaw Street: From the south pavement the tower is mostly obscured, but does present itself at the bottom where the view of the railway cutting opens up, and the residential context is behind the view. At the far end of the sequence the tower can also be seen above the terrace. From the north pavement the tower is sometimes obscured and sometimes has a few storeys visible over the terrace foreground.
- 12.29 Overall, in views from residential streets north of the railway cutting accounting for contextual materials, townscape texture of the buildings and planting, the tower has a limited impact. The parts of the tower which are visible mostly sit to the side of vista views where they merge into the mass of the foreground buildings and as such do not change the skyline to a significant degree. In these northern views, the tower is most visible in the sequence taken from the west pavement of Broomsleigh Street. However the tower does still sit to the side of the vista allowing sky to be seen at the end of the street. Where seen, the top floors are the part of the building which is most present in the range of views and these have been given a reduced floor plan in recognition. The distance from the site in these views and the perceived scale of the proposal in relation to closer foreground buildings also limits the visibility. It should be noted that the tower only occupies one seventh of the site's northern frontage, with remainder formed of two storey school buildings and open space which, assessed together, mitigate the impact of the tower by maintaining an otherwise open skyline as viewed from the north.
- 12.30 Other views show that the tower only has a significantly noticeable presence where the townscape opens up. This occurs along the railway cutting from the bridges and Sumatra railway alley; from Maygrove Peace Park; the Sidings estate on the far side of the park and diagonally from the new opening on Maygrove Road.
- 12.31 In views from existing residential to the south, the proposed foreground buildings, existing and approved along Maygrove Road will for the most part obscure views of the tower. Part of the top floors will be visible from Ariel Road, but the visibility is limited and presents similar considerations to those already discussed in relation to terrace streets to the north.
- 12.32 The tower will be visible from the railway alley to the rear of Sumatra Road. This is a narrow cut-through running parallel to the cutting and with the backs of domestic properties along its north edge. The view along it is parallel to the proposal site with the railway cutting establishing the context within which the tower is seen. Other views along the railway cutting, such as from West End Lane bridge also set the tower in the context of infrastructure buildings and railway engineering and not the domestic character found elsewhere in the area. Other taller existing buildings can also be picked out along the cutting. Although the building is visible is not considered to have a negative impact in these views, and will mark and help orientate people from the bridge and the station to the school node.

12.33 From Maygrove Peace Park the tower will have visual presence; however it is set back from the main body of the park and separated further by the MUGA. Officers consider that the tower does bring benefits in opening up an un-overlooked corner of the park, and the scheme as a whole extends the landscape experience through the site to link up with the green strip on Maygrove Road. The tower allows uninterrupted long views from the park to the south of the block, so that there is not a full sense of enclosure on the east side of the park. The mature tree planting in this part will soften and baffle views of it and its location in a corner will reduce its impact with the angle of northwards vista not significantly eroded by the tower. Its location in the north-west corner is also positive in terms of limiting shadowing impacts. Views from the Sidings Estate will be similar as from the park but with less effect from the tower due to increased distance.

School

12.34 The school is formed of two storey buildings which have been laid out to increase the prominence of its entrance within the development. The entrance is both visible from Maygrove Road and the park. Rooftops have been crowned in a saw tooth profile which has practical origins, but also provided the school with a distinctive silhouette. The location of the school also allows the frontage onto public realm to be entirely formed of buildings. The classrooms run to the south of the Cutting where they benefit from a southerly aspect and separate the playground from the cutting. Materially the building employs contextual brickwork.

Mansion block

12.35 This element is formed of four mansion blocks in a terrace along Maygrove Road, sitting behind the green buffer which provided additional distance from the properties opposite and screening from the retained mature planting. The approach maintains a good balance between defining the street with building frontages and maintaining the existing sense of greenness. The proposed buildings are 4 storeys in height with a further set back storey on top and would be 21m in height. The mansion block would take the same approach as other permissions on this side of Maygrove Road, such as 65, although the raised nature of the existing land does place the top datum higher by approximately 1m. The properties opposite are mostly 3 storey townhouses with some two storey properties at the far eastern end. The land on the proposal site rises to the west, with the mansion blocks stepping down accordingly to the east, so that the proposed blocks are lowest opposite the two storey properties. The frontage of 65 Maygrove Road (under construction) is 5m back from pavement the proposal here will be 10-15m. This results in distances of 25-30m from the houses opposite. Flats are either dual aspect or single south facing, with a maximum of 4 units around each core. There is natural light to the core. Again the material is brick and uses a mansion block language of canted bays, clearly defined entrances, hierarchy in their floors and recessed attic floor have be characterfully interpreted. Consideration has been given to shaping and expressing the entrances. A fully public route will be provided to the rear of the green strip, giving access to the properties and a step free route to the new public space. Due to the levels on the site the first section of the main route to the school from Maygrove Road will be stepped for pedestrians.

12.36 The proposed terrace would reflect and complement the Victorian terrace on the southern side of Maygrove Road and would use high quality brick.

Workspace building

12.37 This building has been located to finish a block of existing workspace buildings. It has an honest robust language which reflects its purpose, but sits comfortably with the whole through its use of bricks and punched windows. The building is five storeys high in total, with both the top and penultimate floor set back to address views and respond to neighbouring buildings and spaces. The corners have also been cut back on the south side as these would have been the more prominent points of the buildings as viewed from Maygrove Road. The buildings have been laid out to be flexible and practical.

Summary

12.38 The masterplan responds creatively to the context and minimises the impact of the proposed buildings, whilst achieving an acceptable density and providing a quality school site. It is a good proposal that creates a positive new piece of townscape and new permeable civic place. The architecture through its materials and detailed design responds to the context. The proposal does have a tall building but this is located to limit its impact and maintain a sense of openness around it.

13 Landscaping, public realm and trees

13.1 The Landscaping, public realm and trees considerations are as follows:

- Designations
- Impact on Maygrove Peace Park
- Impact on Maygrove Open Space
- Impact on proposed playground
- Proposed landscaping and public realm
- Trees

The Fortune Green and West Hampstead NDP states that:

“As the site is in an area classified as deficient in open space, there is a need to protect the existing green and open space; this includes the ‘Maygrove open space’ between the site and Maygrove Road. Any development should create new green/open space and provide for an expansion of the neighbouring Maygrove Peace Park onto the site. The avenue of 14 trees on the site is also deemed to be significant. Any plans to remove these trees should be accompanied by plans for a replanting of a significant number of new trees on the site”.

Designations

13.2 Maygrove Peace Park and Maygrove Open Space (the mounding along the southern side of the site) are designated as Public Open Space in the Camden LDF. These spaces are both designated as Local Green Space in the emerging Fortune Green and West Hampstead Neighbourhood Development Forum and are described below:

‘h) Maygrove Peace Park - this award-winning public park forms a focal point for the community in this part of the area. It has recently been upgraded to incorporate a children’s play area, an outdoor gym, and new planting - and as such is a highly significant local asset.’

'1) *Maygrove Open Space - a green strip of land on the north side of Maygrove Road, which provides an important space for trees and wildlife and makes a highly positive contribution to the character of Maygrove Road. Camden Council has stated that this site will be protected in any future redevelopment of the neighbouring Liddell Road site (see C1).'*

Impact on Maygrove Peace Park

13.3 In response to comments from the Council's Parks Officer, wind and overshadowing analyses were provided of Maygrove Peace Park, assessing the impact of the proposed tower.

13.4 The overshadowing analysis shows that there would only be a significant degree of overshadowing of the northern part of the park early in the morning (around 7am – 8am). Given the slender nature of the tower and its orientation to Maygrove Peace Park, it is not considered that there would be a significant impact on the amenity of the park.



Existing 08:00am



Proposed 08:00am

June 21st (BST)



Existing 09:00am



Proposed 09:00am

Sunlight path diagrams

13.5 The wind analysis concluded the following:

- Maygrove Peace Park is situated to the west of the proposed development. As the prevailing (strongest and most frequent) wind approaches the site from the southwest, the wind would typically blow across the park before interacting with the proposed development. As such, the report concluded that the proposed development would not cause adverse effects within the Park.
- The MUGA space and outdoor gym are likely to experience wind conditions suitable for standing/ entrance use during the summer season and leisure walking during the windiest seasons which, considering the sort of activity expected within a games area,

is expected to be suitable. These conditions are expected to be the same when the proposed development is in place as already exists in the baseline scenario (i.e. no significant effect resulting from the proposed development).

- 13.6 The Council's Parks Officer has reviewed the overshadowing and wind analyses provided and considers that there would not be a significant material impact on Maygrove Peace Park.
- 13.7 Officers do not consider that the overlooking of Maygrove Peace Park from the tower would impact on its amenity. The tower will provide natural surveillance which will discourage crime and anti-social behaviour.

Impact on Maygrove Open Space

- 13.8 Under the proposals, there would be a loss of 127sqm of public open space from the western end of Maygrove Open Space, to make way for the new western access. There would be a re-provision of 71sqm of open space at the eastern end of this open space, with the reduction of the existing Liddell Road (which will become the eastern, secondary access for the school). This space would be planted. There would therefore be a loss of 56sqm of open space to Maygrove Open Space.
- 13.9 Enhancements to planting at Maygrove Woodland Walk (referred to as Maygrove Bank) are sought by condition, to be developed in consultation with Camden Parks and Open Spaces.

Impact on proposed playground

- 13.10 The proposal has been designed to locate the playground to the south of the tower so that it would not be overshadowed.

Proposed landscaping and public realm

- 13.11 Under the proposals there would be a new open space created on the western side of the site, connecting through to Maygrove Peace Park. This space would have the school residential tower block and workspace surrounding it. This space would be 1,214sqm of public open space and would include 75sqm of children's playspace. 561sqm of this area would be hardstanding, including the access road and the 3 disabled parking spaces. However, all of this space would be a high-quality space, designed for pedestrians as priority users. A condition is attached requiring detailed landscape plans.
- 13.12 There would therefore be an increase of public open space of 1158sqm, including planting, playspace, hard landscaped forecourt. This space would benefit Maygrove Peace Park as it would connect to it and provide an eastern access point.
- 13.13 A condition is suggested that a detailed landscape design specifications will be submitted, to be developed in consultation with Camden Parks.
- 13.14 Whilst some public open space is proposed on site, this does not cover the entire requirements of the proposed flats. CPG6 (amenity) states that "*if you propose a residential development located within 280 m of a small local park you may not be required to contribute to amenity open space, but may still be required to contribute to children's play facilities or a formal recreation area if suitable facilities do not exist within*

the distance threshold of the development". Whilst it is noted that Maygrove Peace Park is very close to the site and will be usable for the residents of the site, there will be an increase in use on the park that requires mitigation. Therefore a public open space contribution is included in the draft section 106 agreement (see 'External amenity space' section below). Maygrove Peace Park is mentioned as a potential (and indeed likely) recipient of this contribution.

Trees

13.15 An Arboricultural Impact Assessment has been submitted as part of the submitted applications. This assessment covers 92 trees in total, which are located on the Liddell Road estate, Maygrove Peace Park, Maygrove Open Space and trees along the railway line. 33 of these trees are located within the site (for both phases).

13.16 The proposals have been designed to retain as many existing trees as possible whilst maximising the use of the site. 23 trees are proposed to be removed, 22 of which are within the site boundary and 1 of which stands on adjacent land owned by the Council. None of these trees are category A, 7 of these trees are category B with the remainder being C+, C or U. 2 of the 7 category B trees are located on Maygrove Open Space, at the western end that it proposed to be removed. The other 5 are located at the western end of the avenue of trees on Liddell Road. Most of the existing trees on Maygrove Open Space will be retained; some would be lost at the western end to make way for the new western access road but 3 new trees would be planted at the eastern extension of the Maygrove Open Space. Existing trees would be retained along the centre of the site and the eastern edge. 37 trees would be planted under the proposals, to mitigate for the loss of the existing trees. These would be planted at the eastern extension of Maygrove Open Space (as mentioned above), on the eastern boundary of the site, along the western boundary of the site, in the new open space and in the school playground. A detailed landscape plan is required by condition.

13.17 An arboricultural officer has reviewed the proposals and has no objections subject to the following conditions:

- The submission of a detailed landscaping plan.
- Confirmation of replacement trees
- Replacement trees that do not survive for five years after they are planted should be replaced.
- All planting should take place in the planting season following completion with an aftercare plan to ensure longevity.
- A full arboricultural method statement shall be submitted demonstrating how the trees to be retained will be protected during the development.
- The submission of green and brown roof details.

14 Impact on neighbouring amenity

14.1 The considerations on the impact on the amenity of neighbouring properties are as follows:

- Policy review
- Daylight and sunlight
- Overlooking and lightspill
- Noise and disturbance

Policy review

- 14.2 Policies CS5, DP26 and CPG6 (Amenity) are relevant with regards to the impact on the amenity of residential properties in the area. Any impact from construction works is dealt with in the transport section.

Daylight and sunlight

- 14.3 A Daylight, Sunlight and Overshadowing Report has been submitted as part of this application. To assess the impact on neighbouring residential properties and Maygrove Peace Park, a three-dimensional computer model has been constructed. Daylight has been assessed in terms of Vertical Sky Component (VSC), sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against BRE guidelines.
- 14.4 Properties on the following streets were analysed for the impact of the proposal. Officers consider that these are the properties that would be the most affected by the proposal given their location.
- Iverson Road
 - Maygrove Road
 - Ariel Road
 - Broomsleigh Road
 - Sumatra Road
- Broomsleigh Road and Sumatra Road are to the north of the railway that borders the north of the site.
- 14.5 None of the closest existing residential properties would be located to the north of the proposals, where the impact on light would be worst. The properties located to the north are separated from the site by the railway and are approximately 70m away.
- 14.6 No residential properties would be located close to the proposed tower – the properties on the southern side of Maygrove Road would be approximately 71m away from the tower. The tower would be 36m tall and would be built on land approximately 5.5m higher than Maygrove Road.
- 14.7 The mansion block would be 21m tall and be built on ground approximately 2.5m above Maygrove Road. The mansion block would be built 29m to the north of the existing properties on the southern side of Maygrove Road.
- 14.8 The workspace would be located between existing commercial properties fronting Maygrove Road and the proposed tower, and the school would be low level and located to the north of the site, and therefore the impact from these buildings on existing residential properties would be less than from the proposed tower and mansion block.
- 14.9 The most affected properties by the proposal would be those on the southern side of Maygrove Road, with some windows losing 18-22% of VSC. The BRE guideline for loss of VSC is 20%, with anything more becoming noticeable. The report concludes that 92% of windows assessed are below this 20% guideline. Those windows experiencing a 20% loss would be only marginally worse than the recommended guideline. Given the distance of the proposed buildings to the nearest residential properties, their respective heights, their orientation (to the north of the nearest properties) and the findings of the

submitted report, it is considered that there would not be a material impact in terms of loss of light to residential properties in the area.

- 14.10 There are no residential properties within 18m of the proposed buildings (see distances above), which is considered the necessary separation distance between windows serving habitable rooms. Given the distances involved there would be no material impact in terms of overlooking to existing residential properties. Furthermore, views from the mansion blocks would be blocked by trees on Maygrove Open Space.
- 14.11 An objection has been received with regards to lightspill from the tower. The tower is not close to any existing residential properties.

Noise and disturbance

- 14.12 There are no existing residential properties located in close proximity to the workspace or the school. Conditions are attached with regards to sound insulation of the workspace and noise from plant. Given the above, there would be no material noise impact on existing residents from the proposals.

15 Land contamination

- 15.1 A Geotechnical Study has been submitted as part of this application. The report states that the contamination testing has indicated elevated concentrations of arsenic, lead, TPH, total PAH, benzo(a)pyrene and total organic carbon within samples of soil tested. Additionally, elevated concentrations of dissolved arsenic, chromium and nickel (heavy metals) were detected within a single sample of groundwater.
- 15.2 Given the previous industrial uses and use as railway sidings, expensive and thorough remediation is required.
- 15.3 Environmental Health was consulted and have no objections subject to a condition requiring thorough ground investigation and results and a written scheme of remediation to be approved by the Council.

16 Air quality

- 16.1 Policies CS16 and DP32 are relevant with regards to air quality.
- 16.2 An Air Quality Assessment (AQA) has been submitted as part of this application.
- 16.3 Mechanical Ventilation with Heat recovery is proposed. Air inlets will be required to bring fresh air into the buildings. A Combined Heat and Power (CHP) plant is proposed in the rear ground floor of the tower.
- 16.4 An air quality officer has been consulted and has no objections subject to a condition on CHP NOx emissions and dust emission measures secured as part of the CMP, via section 106. Given the above officers consider that there would be no material air quality impact on residents or users of Maygrove Peace Park or Maygrove Open Space.

17 Sustainable design and construction

17.1 The considerations on the impact on the amenity of neighbouring properties are as follows:

- Policy review
- The site and the proposal
- Energy
- Green and brown roofs

Policy review

17.2 Pursuant to London Plan policies 5.2, 5.3, 5.6m, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.17, Core Strategy policy CS13 and Development Policies DP22 and DP23 all developments in Camden are required to make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.

17.3 Policy DP22 encourages non-domestic developments in excess of 500sqm to achieve “very good” (58%). The minimum scores in the following categories must also be achieved: Energy 60%; Water 60%; and Materials 40%. New build housing must meet CfSH Level 4.

The site and the proposal

17.4 The proposal is a high density scheme utilising a brownfield site in very close proximity to good/very good public transport links (PTAL 4-5). The scheme is mixed use. The principle of the scheme is therefore highly sustainable.

Energy

17.5 A Sustainability and Energy Statement has been submitted as part of the application. BREEAM Excellent and Code 4 are proposed in accordance with policy together with the individual target credits in energy, water and materials. These would be secured via section 106 clauses.

17.6 Passive energy and a combined heat and power (CHP) plant is proposed, which is welcomed in energy policy grounds. Photo voltaic panels and living roofs are proposed.

Green and brown roofs

17.7 Green and brown roofs are proposed. A condition is suggested to secure full details of these.

18 Flood risk and drainage

18.1 Policies CS13 and DP23 are relevant with regards to flood risk and drainage.

18.2 The site is located within Flood Risk Zone 1 where there is a low probability of flooding.

18.3 A Flood Risk Assessment has been submitted as part of this application. This document states that there is a low risk of flooding.

18.4 The proposals result in a slight reduction in hard standing area.

18.5 Thames Water has been consulted and has no objections to the proposal subject to a condition and informatives.

18.6 Given the low flood risk and the Thames Water comments, there are no concerns with regards to flood risk and drainage, subject to Sustainable Urban Drainage (SUDS) conditions, which would be per individual phase.

19 Nature conservation and biodiversity

19.1 An ecological assessment has been completed, including a bat roost assessment, according to requirements and suitable methodologies. A preliminary assessment identified constraints to the development of the site which in turn informed the design process and recommended mitigation measures.

19.2 It is intended to retain the wild character of Maygrove Open Space. A condition is attached requiring a proposed landscape plan showing this space, and a public open contribution could potentially go towards this space.

19.3 The Council's biodiversity officer was consulted and has reviewed the above document. Officers have no concerns regarding nature conservation and biodiversity subject to suggested conditions on bird and bat boxes, removal of vegetation, a lighting strategy, tree protection and informatives. Details would be submitted as part of these conditions to ensure that there was no impact on biodiversity and conservation in the area, including on Maygrove Peace Park and Maygrove Open Space.

20 Transport

20.1 The following transport considerations are covered below:

- Policy review
- The site
- Car parking
- Cycle parking
- Servicing
- Inter-site travel and congestion
- Refuse and recycling
- Works affecting the highway
- Travel planning

The Fortune Green and West Hampstead NDP states that:

"The impact of the school on traffic in the area will also need to be considered. With parking on both sides, Maygrove Road is in effect a single track road. As large new residential developments in the area are being made to be car-free, should this be a car-free school".

"There is a need to improve links between the site and the rest of West Hampstead".

Policy review

20.2 Policies CS11, DP16, DP17, DP18, DP19, DP20, DP21 and CPG7 (Transport) are relevant with regards to transport issues.

The site

20.3 The site is located within the CA-Q controlled parking zone (CPZ) which operates Monday to Saturday 08:30 to 18:30. The site has a PTAL of 4-5 (good - very good). There are 3 stations located within 400m of the site. This makes the site ideal for a car free development. The applicant has developed such a proposal and is willing to enter into a section 106 agreement in this regard (with the exception of some disabled parking and operational parking for the school).

20.4 Liddell Road is a private road and a cul-de-sac, which only serves the light industrial units on the site. There is a gated access point on the Maygrove Peace Park at the far end of Liddell Road, however this is kept shut and there is no right of way.

Car parking

20.5 There are currently 82 parking spaces on the site, serving the light industrial units. Under the proposals the number would be reduced to 4 parking spaces on site, with a 5th space on-street:

- 1 blue badge space for the school
- 1 blue badge visitor space shared by the school and the workspace
- 1 blue badge space for the workspace
- 1 operational space for the school (reduced from 2 following officer negotiation)
- In addition to the on-site provision, 1 general blue badge parking space to be provided on-street

20.6 The residential and workspace elements of the proposal only feature disabled parking and therefore are considered car-free, vehicle access is restricted to essential operational and blue badge bay parking only. The school only has 1 operational space which would be for the Headteacher to move between the sites. This is necessary for the Head teacher to move between the 2 school sites. This accords with Camden Development Policies parking standards for schools which allow 1 operational space per 1,500sqm.

20.7 In accordance with Chapter 6 of the London Plan electric vehicle charging should be provided. Policy 6.13 (Parking) of the London Plan requires that 1 in 5 parking spaces (both active and passive) include access to an electrical charging point to encourage the uptake of electric vehicles. A condition is suggested requiring the provision of 1 electric vehicle charging point for 1 of the disabled parking spaces on site at cost to the developer.

20.8 TfL support the car-free proposal but raise concerns regarding the lack of blue badge spaces for the proposed flats. 1 general blue badge bay parking space will be available for the residential units, which will be provided on street. Officers consider this sufficient as any further need for disabled parking can be accommodated on street, as and when required, as parking permits are not required for blue badge holders. Officers have endeavoured to make the scheme as car-free as possible. The above is considered a preferable solution to losing public open space on site, or reducing the space for the school, residential elements or the workspace, to provide disabled parking spaces that may not be used. The provision of basement car parking would significantly increase the cost of the development which would impact on the provision of the school and the CIP funding, as well the 4 affordable units proposed.

20.9 Around 12% of staff at the existing Kingsgate School drive to work. Staff at the Liddell Road school will not be able to drive to work as there will not be any parking on the site for them, except for the 1 space for the peripatetic head teacher mentioned above, which will not be for other staff members to use.

Cycle parking

20.10 TfL cycle parking standards require 1 space per 1 or 2 bedroom unit and 2 spaces for larger units.

20.11 London Plan (Revised Early Minor Alterations) cycle parking standards are as follows:

C3 residential	1/ one or two bed 2/ three bed+
D1 nurseries/schools	1/10 staff 1/10 students
B1(a-c) workspace	Offices 1/150 staff and visitors Light Industrial/research & development 1/250 staff & visitors

20.12 Given the above, 122 cycle parking spaces are required for the residential elements. 122 spaces are proposed. These would be located at the rear ground floor of the mansion block and in the ground floor of the tower block. A condition is suggested in relation to the cycle parking in accordance with CPG7 details.

20.13 There would be 420 students on the site and 50 staff members. Therefore 5 staff spaces and 42 student spaces would be required to meet the above policy standards. 10 cycle parking spaces are proposed for staff of the school on the eastern side of the site. 20 spaces were originally proposed for students but this has been increased to 40 spaces. A condition is suggested requiring details of this provision. Whilst this level falls slightly short of the policy compliant number (42), there will also be 60 scooter parking spaces and given the age of students at the school it is unlikely that there will be as high numbers using cycles to get to school high numbers as older primary school children or secondary school children. Showers and lockers are also proposed for staff members. A condition is suggested in relation to the cycle parking in accordance with CPG7 details.

20.14 295 staff are estimated for the workspace and therefore only 1-2 spaces are required. However, 30 spaces are proposed as well as showers and lockers, within the building. Short stay visitor cycle parking is being proposed and this will be secured via condition and detailed in the landscape proposals.

20.15 A condition is suggested requiring details of cycle parking storage to make sure it is all enclosed and secure (except for short stay visitor cycle parking on the new public open space).

Service and Vehicle Management

20.1 The proposal would be as car-free as possible, but it is acknowledged that the workspace, school and tower would require some servicing. A new access road from Maygrove Road would be constructed on the western side of the site which would be

the access road for the residential tower block, the workspace and the primary access to the school. This will act as the primary vehicle access to the different elements of the development for servicing, refuse collection and for disabled/visitors connected to the blue badge parking spaces. It is proposed that the new access would be managed by school staff, using a dropped bollard which would restrict traffic during school hour pick up and drop off times. When pupils are entering and leaving the site, the western access will be bollarded off, school would manage bollard. This new access route would not be adopted by the Council.

- 20.2 A secondary access to the school would be provided at the eastern end of the site, using the existing (but reduced in width) Liddell Road entrance point. The single school operational parking space would be located here. This road would also enable Network Rail to access the railway to the rear of the site. Although the provision of a single operational space is in line with policy considerations, officers note that this location would not allow this vehicle to enter and exit in forward gear. This manoeuvre would have to take place via the school playground. The use and management of this space and the means of controlling access to the site (via bollards) would be included within a Servicing and Vehicle Management Plan (SVMP) secured for the site in the section 106.
- 20.3 Under the proposals the mansion block would be serviced from the street. The proposed tower, school and workspace would all be serviced from the western access, and managed through the SVMP. Given the proximity of the mansion block to the front of the site, general servicing could be undertaken from the street, with vehicles being able to stop on single yellow markings across the vehicle access points. Tracking diagrams have been submitted in the Transport Assessment which show that refuse vehicles could turn safely in this area. Emergency vehicles would also use the western access.
- 20.4 A submission of a final Service and Vehicle Management Plan is included in the section 106. This document would deal with the timings of deliveries and provide further details on likely vehicle operations.

Inter-site travel and congestion

- 20.5 The main transport concerns with regards to the proposals is the split-site school and travel in-between the sites.
- 20.6 Staff would not be able to drive between the 2 school sites except for the Headteacher, as there would only be 1 operational parking space.
- 20.7 Concern has been raised by Transport in context of a single school being split between two sites, as this introduces short circular trips onto the highway network as parents, with one child in each site, travel between the two locations. Consideration has been made that most parents where necessary (i.e. with children at both school sites) would travel between the sites on foot. The distance between the sites is 0.7 miles on foot (or 1.2 km) via West End Lane. 55 of the families who responded to a survey have children in both the infant grouping and the junior grouping, representing 27%. The majority of those travelling by car, 62% had children attending reception and/or nursery and 27% had 3 or more children attending the school. A range of options are being considered as part of the school travel plan as how to mitigate any impact from travel between the sites, including a 'walking bus' where the parents would be able to leave children at 1

site and school staff would walk children to the other site. The time to walk between the 2 sites is estimated at around 21 minutes with a small child (as stated by local residents). The school will be encouraged to work with the Councils School Travel Planning officer and parents to introduce a walking bus between the 2 sites. School start times will be staggered by 30 minutes to allow parents time to walk between the 2 sites. The transport assessment estimates that 10% of the additional 130 families affected by the 2 sites would choose to use a car, which would generate 13 additional vehicle trips. The Council's school travel plan officer suggests a Head of term that the full travel plan I agreed with her up to 3 months prior to occupation and she is work with the school in the meantime to ensure soft measures are undertaken to reduce inter-site car travel.

20.8 Officers consider that there would be a reduction in car usage given the large number of existing parking spaces (82) and the nature of the existing light industrial uses in comparison to the car-free plus 1 school operational space proposed, although it is recognised that the trips under the proposed use would be concentrated to school arriving and leaving times. The residential and workspace uses would generate additional non-vehicle trips over and above the existing level of movements as they would be predominately car-free.

20.9 Given the distance between the sites and the estimated number of car trips between them, it is considered that car journeys associated with the inter school travel could be mitigated through measures adopted in a Full School Travel Plan, in agreement with the Council, which would be secured via section 106 (see below). Highways improvements would also be secured including a new zebra crossing and wider pavements which would improve the walking environment in the area.

20.10 Contributions required towards highways and pedestrian, cycling and environmental contributions will be reported to committee on the night. These improvements would be made to the walking route between the school sites. The applicant has submitted a number of proposed highway mitigation measures to support safer routes to school between the two sites. The cost of these proposals will be secured via the section 106 obligation. However, it is highlighted that any changes to the public highway would still be subject to further public consultation via the Highways Act and the final layout and measures cannot be guaranteed. It should also be noted that there is an application concerning the West Hampstead Overground Station which is currently pending decision for the '*Erection of new station building with associated retail unit (Class A1), platform improvements and landscaping to front of station including extending the width of the pavement*' (2014/7966/P) which would improve the pedestrian experience and safety on West End Lane.

20.11 The submitted transport assessment reviews the approved transport assessments for all committed schemes within the local area (see history). The majority of these schemes are car free and have been granted planning consent on the basis that the proposed development's trip generation impacts on the local highway network and public transport on a cumulative level could be managed with appropriate mitigation in the form of both public highway works and pedestrian and cycling contributions. Therefore the cumulative impact of the all of these developments and the applications in question would not be significantly detrimental.

Refuse and recycling

- 20.12 Environmental Services have no objections regarding waste storage and collection. Bins in the mansion block would be stored at the rear and then moved by a concierge to an area at the front, on the eastern side of the block. Bins in the tower would be stored at ground floor level, where the bin store would be serviced from the western access.

Works affecting the highway (CMP)

- 20.13 A draft Construction Management Plan (CMP) has been submitted as part of this application. However, a full Construction Management Plan is required for each phase given the scale of the development and is included as a head of term in the Section 106 Agreement. The full CMP will set out the measures that the applicant 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 to ensure the Construction Phase of the development can be carried out safely and with minimal possible impact on and disturbance to the surrounding environment and highway network. The CMP would include a requirement for a Construction Working Group (CWG). The CMP's would need to acknowledge other developments in West Hampstead and any cumulative impacts, with mitigation measures.

Travel planning

- 20.14 The applicant has provided a draft Framework Travel Plan (TP) which the Council's School Travel Plan Officer has reviewed and considers that it gives adequate information on the transport provisions for a dual school site. The School Travel Plan Officer is currently working with Kingsgate School and will continue working with the school for the provision of a more detailed TP which would be secured as a Section 106 planning obligation and is included as a head of term.
- 20.15 A contribution is included as a head of term requiring £5729 to cover the Council's ongoing review and monitoring costs of the travel plan.

21 Security

- 21.1 Policy CS17 and CPG1 (Design) are relevant with regards to secure by design.
- 21.2 The Designing Out Crime officer was consulted prior to the application being submitted and was involved in the design process.
- 21.3 The proposal features active frontages at ground floor level on all public elevations. The rear elevations of the tower and the workspace would be gated off. Overlooking of the public realm around the proposed buildings and the open space will provide natural surveillance, discourage crime and anti-social behaviour. Full details of landscaping are required via condition and it would be ensured that the landscaping did not encourage crime or fear of crime. There are no recesses in the façade that would allow for anti-social/criminal behaviour. External lighting is proposed along the new link between Maygrove Road and Maygrove Peace Park. A condition is attached requiring details of lighting of the proposed public space and along the new path serving the mansion blocks, along the north of Maygrove Open Space.
- 21.4 A concierge will be provided 24 hours a day service in the lobby of the tower.

21.5 Visitors to the school would have to pass by the reception building. The western access to the school will be gated.

21.6 The through route to the park would be open 24 hours a day and would encourage permeability and provide natural surveillance.

21.7 The above arrangements are considered to meet the requirements of Secured by Design and are therefore acceptable.

22 Refuse and recycling

22.1 Policies CS18, DP26 and Camden Planning Guidance 1 (Design) are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.

22.2 The Council's Environmental Services Officer has been consulted and has no objections to the proposal. Given the above, the proposed quantity, location and strategy of the refuse and recycling storage are considered acceptable.

23 Construction

23.1 The proposed development is large enough to generate significant local economic benefits. Policy CS19 and Camden Planning Guidance state that in the case of such developments the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services.

23.2 In line with CPG8, a range of training and employment benefits are to be secured in order 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:

- That contractors for both phases be required to work to a target of 20% local recruitment.
- That contractors for both phases advertise all construction 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.
- That the contractor for phase 1 recruits a minimum of 8 construction apprentices and pay the council a support fee of £1,500 per apprentice. Recruitment of construction apprentices should be conducted through the Council's KXCSC.
- That the contractor for phase 2 recruits a minimum of 12 construction apprentices and pay the council a support fee of £1,500 per apprentice. Recruitment of construction apprentices should be conducted through the Council's KXCSC.
- That the contractor for phase 1 provide 5 work placement opportunities during construction and following occupation, of not less than 2 weeks each, to be recruited through the Council's King's Cross Construction Skills Centre.
- That the contractor for phase 2 provide 8 work placement opportunities during construction and following occupation, of not less than 2 weeks each, to be recruited through the Council's King's Cross Construction Skills Centre.
- That contractors for both phases sign up to the Camden Local Procurement Code, which includes a local supply chain target of 10%. In addition, organise a minimum

of 1 Meet the Buyer Event/Supplier Workshop/s to support local suppliers to bid for tenders. The events will be delivered in partnership with the Economic Development Team.

- That contractors for both phases provides a local employment, skills and local supply plan setting out their plan for delivering the above requirements.

23.3 The proposals are therefore in accordance with the guidance set out in CPG5 and policies CS8 and DP13 of the LDF.

24 Phasing and planning obligations

24.1 Separate section 106 agreements would be required for each phase,

24.2 The Council cannot enter into a section 106 agreement with itself, and therefore a 'shadow' section 106 will be drawn up.

24.3 Based upon the formulae outlined in CPG8 (Planning obligations), the following contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

Contribution	Amount (£)
Public open space	£46,899
Community facilities	£30,000
Highways	To be confirmed
Pedestrian, cycling and environmental contributions	To be confirmed
Travel plan monitoring	5,729
TOTAL	82,628

25 Mayor of London's Crossrail CIL

25.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it included the addition of residential units. Based on the Mayor's CIL charging schedule and the information provided as part of the application, the charge for this scheme, should it be approved would be the proposed workspace and market housing floorspace (Gross Internal Area - GIA) minus the existing floorspace (3,578sqm). Given that the GIAs for the market and affordable housing has not been finalised (with changes to the layout required by condition), this amount cannot be calculated at present. This would be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.

26 CONCLUSION

26.1 The proposals would provide much-needed additional school places whilst providing bespoke employment space catering to SME's and growth sectors and 106 flats. These land uses are considered high priorities in the borough and are welcomed.

- 26.2 The low level of affordable housing proposed (4 units) is considered acceptable in this instance given that the proposed flats would enable the provision of the school, with a surplus of up to £3M going into the wider CIP schools scheme. Any surplus above £3M would go to an off-site affordable housing contribution. The proposed housing is therefore considered acceptable in tenure mix as well as unit mix and amenity.
- 26.3 The architecture of the 4 proposed buildings is considered to be of a high quality that will create a positive new piece of townscape including a new permeable open space. The tower element is considered to be located to minimise any impact and maintain a sense of openness.
- 26.4 Given the distance and orientation to the nearest residential properties, the proposal will not have a material impact on the amenity in terms of loss of light or privacy. Maygrove Peace Park and Maygrove Open Space will also not suffer a material impact.
- 26.5 The proposal is car-free with the exception of 1 operational space for the Head of the school to move between the sites. Servicing for the workspace, tower and school would take place from the proposed western access although it should be noted that this space would be predominantly a public space for pedestrians. A final CMP is included as a head of term.
- 26.6 Given the benefits from the proposed land use mix, the quality of the architecture proposed and the section 106 contributions, on balance, it is considered that the application is acceptable.
- 26.7 The development would be appropriate and in accordance with relevant National and Regional Guidance, Core Strategy and Development policies and Camden Planning Guidance for the reasons noted above.

27 RECOMMENDATIONS

Phase 1 (school and associated site works)

27.1 **Planning Permission is recommended subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-**

- CMP including a Construction Working Group
- Car-capped development
- Community facilities contribution of **£30,000**
- Public open space contribution of **£46,899**
- KX Working
- Travel plan & monitoring costs of £5729
- BREAAAM Excellent compliance and post construction review
- Highways contribution to repave the footway;
- Level plans;
- Environment and public realm contribution (amount to be confirmed)
- Employment and Training with apprentice contribution of £1500 each
- Target of 20% local recruitment

- Eight apprenticeships with associated contribution of £1500 each
- Five work placements during each of construction and occupation phases
- Target of 20% local recruitment
- Local procurement code
- Energy measures including on-site renewables
- Completion of public open space
- Servicing management plan
- Provision of electric car charging point

Phase 2 (Residential and employment)

Planning Permission is recommended subject to conditions and a S106 Legal Agreement covering the following Heads of Terms:-

- £30000 to community facilities
- Affordable housing and Deferred Affordable Housing Contribution (capped at equivalent of 50% of proposed flats)
- Car-capped development
- Open space contribution
- Flexible employment floorspace
- Contribution to bus shelter improvements
- Employment space and Residential Travel Plans & monitoring costs of £5729
- CMP including a Construction Working Group
- Level 4 Code for Sustainable Homes compliance, pre-assessment and post construction review
- Highways contribution to repave the footway
- Level plans
- Employment and Training with apprentice contribution of £1500 each
- Target of 20% local recruitment
- Energy measures including on-site renewables
- Twelve apprenticeships with associated contribution of £1500 each
- Eight work placements during each of construction and occupation phases
- Target of 20% local recruitment
- Local procurement code
- Servicing management plan

28 LEGAL COMMENTS

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

29 Conditions – Phase 1

1	Three years from the date of this permission 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

	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>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. 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.</p> <p>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, Affordable Housing and Viability Statement prepared by Deloitte (21 January 2015) (due to commercial sensitivity this report is confidential). Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Cycle parking</p> <p>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:</p> <ol style="list-style-type: none"> a. covered parking for 40 students' cycles b. secure and covered parking for 5 staff cycles c. secure parking for 10 visitor' cycles <p>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.</p>
4	<p>Sample panels</p> <p>A Sample panel 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:</p> <ol style="list-style-type: none"> 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. <p>The approved panels shall be retained on location until the work has been completed.</p>

	<p>The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To safeguard the appearance of the 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.</p>
5	<p>Timing of landscaping works</p> <p>All hard and soft landscaping works 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.</p> <p>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.</p>
6	<p>Details of gates</p> <p>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.</p> <p>The gates shall not be erected otherwise than in accordance with the details thus approved.</p> <p>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.</p>
7	<p>External lighting</p> <p>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. Such strategy shall provide details of all external lighting fixtures and fittings and shall demonstrate how their design, location and specification has taken account of community safety & security, reducing light spillage and Network Rail's concerns regarding impact on the safe operation of the railway.</p> <p>The development shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure community safety and to conserve biodiversity by 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.</p>

8	<p>SUDS</p> <p>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.</p> <p>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.</p> <p>Prior to occupation of the development the drainage scheme as approved shall be implemented in full and thereafter retained and maintained.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with 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.</p>
9	<p>Soffit boxes</p> <p>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 hand during November to March to minimise the residual risk of bats being present. No demolition shall be undertaken other than between April and October in order to avoid bat hibernation and maternity periods.</p> <p>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.</p> <p>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.</p>
10	<p>Bird and bat boxes</p> <p>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.</p> <p>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.</p> <p>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.</p>

11	<p>Tree protection</p> <p>Prior to the commencement of any works on site, details demonstrating how trees in the neighbouring estate 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".</p> <p>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.</p> <p>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.</p> <p>Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.</p>
12	<p>Detailed landscape plan</p> <p>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.</p> <p>Such details to include details of:</p> <ul style="list-style-type: none"> 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) works to Maygrove Open Space, including the eastern extension e) temporary works to all areas of public open space for the duration of all works of construction taking place on the site f) final location details of 37 replacement trees g) 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. <p>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 the works have been completed in accordance with the details thus approved.</p> <p>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.</p>
13	<p>Living roofs</p> <p>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</p>

	<p>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.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies 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.</p>
14	<p>Impact piling</p> <p>No impact piling shall take place until a piling method statement, prepared in consultation with the relevant statutory undertaker, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority . Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: To safeguard the existing public sewer infrastructure and to protect the structural stability of the neighbouring buildings and 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.</p>
15	<p>Ground investigation</p> <p>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),:</p> <p>(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.</p> <p>(b) The results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.</p> <p>(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.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy 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.</p>
16	<p>Vibration levels</p> <p>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 local planning authority, of building vibration levels generated by the adjacent railway together with appropriate mitigation measures where necessary.</p> <p>The criteria to be met and the assessment method shall be as specified in BS</p>

	<p>6472:2008. No part of the development shall be occupied until the recommended mitigation measures have been incorporated into the building design and implemented. Approved details shall thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by ground- or airborne vibration.</p>
17	<p>Plant equipment</p> <p>Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of 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.</p>
18	<p>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.</p> <p>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.</p>

30 Informatives – Phase 1

1	<p>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:</p> <p>Acceptable: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat “Zebrina”</p> <p>Not Acceptable: Acer (Acer pseudopplantanus), 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),</p>
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	<p>Large-leaved lime (<i>Tilia platyphyllos</i>), Common lime (<i>Tilia x europea</i>) . A comprehensive list of permitted tree species is available upon request from network Rail.</p>
2	<p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p>
3	<p>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.</p>
4	<p>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.</p> <p>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</p>

	<p>maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.</p>
5	<p>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.</p> <p>Asset Protection Project Manager Network Rail (London North Eastern) Floor 2A George Stephenson House Toft Green York Y01 6JT</p> <p>If excavations/piling/buildings/scaffolding are to be located within 10m of the railway boundary a method statement should be shall be submitted to and approved by the Local Planning Authority in consultation with for Network Rail.</p> <p>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.</p> <p>Reason: In the interests of safety.</p>
6	<p>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).</p> <p>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.</p> <p>The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement.</p> <p>Reason: In the interests of safety.</p>

31 Conditions – Phase 2

1	<p>Three years from the date of this permission This development must be begun not later than three years from the date of this</p>
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	<p>permission. Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>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/P2"): Site Location Plan (002), 006, 007, 010, 011, 012, 013, 070 A, 071 A, 072 A, 080 A, 081 A, 082 A, 083 A, 084 A, 085 A, 140, 141, 142, 143, 144, 145, 150 A, 151 A, 152 A, 153 A, 154 A, 155 A, 156 A, 157 A, 158 A, 159 A, 160 A, 161, 170 A, 171 A, 172 A, 173 A, 174 A, 175, 240, 250 A, 270 A, 340, 341, 342, 343, 350 A, 351 A, 352 A, 353 A, 370 A, 371 A, 372 A, 373, 540, 541, 550, 551, 552 A, 570 A, 571 A. Landscape drawing; No's (all prefixed "KL037."): D.01.LP.RevG; D.01.LP2.RevC; D.02.TP.RevD; D.05.SCP.RevG; D.07.PP2.RevB; D.08.TLP.RevH; D.10.LPRF2.RevC; D.11.LP0.RevC; C.LS.01-03.RevD; C.LS.04.RevA; C.LS.05.RevC; C.LS.06.RevD; C.LS.07.RevC; C.LS.08.RevC; C.LS.09.RevB; C.LS.10.RevB; C.LS.20.RevA; C.LS.22.RevB; C.LS.23.RevC; C.LS.25.RevB. 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; Daylight, Sunlight and Overshadowing Report, dated December 2014; Wind Analysis dated 6 February 2015 prepared by RWDI; Overshadowing analysis dated 5 February 2015 prepared by Point Surveyors; Planting Palette (Phase 2) KL037.D.Doc02.P.P1; Surfacing Palette (Phase 2) KL037.D.Doc03.S.P1, Affordable Housing and Viability Statement prepared by Deloitte (21 January 2015) (due to commercial sensitivity this report is confidential). Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Quantum of housing The development constructed and used pursuant to this permission shall provide when completed: (a) no more than 40 residential units in the tower block within a maximum of 2732sqm gross external area of market housing floorspace; (b) no more than 62 residential units in the mansion block within a maximum of 5535sqm gross external area of market housing floorspace; (c) no less than 4 affordable rent residential units within the mansion block within a gross external area minimum floorspace of 443sqm. 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 policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 and DP4 of the London Borough of Camden Local Development Framework Development Policies.</p>

4	<p>Location of affordable housing</p> <p>Plans and elevations (if external alterations are necessary) showing the location of the four affordable housing units shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To secure sufficient provision of affordable housing in a balanced and sustainable manner across the development in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies D3 and DP4 of the London Borough of Camden Local Development Framework Development Policies.</p>
5	<p>Lifetime homes</p> <p>The lifetime homes features and facilities for residential units in phase 1, as indicated on the drawings and documents hereby approved, shall be provided in their entirety prior to the first occupation of any of the new residential units.</p> <p>Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.</p>
6	<p>Refuse and recycling</p> <p>Prior to first occupation of development in phase 2 the refuse and recycling storage areas shall be completed and made available for occupants. and collection of refuse and recycling shall be submitted to and approved in writing by the Local Planning Authority in respect of all residential units within the phase.</p> <p>The development shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of any residential units in the relevant phase and shall be retained thereafter.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours 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.</p>
7	<p>Disabled parking spaces</p> <p>Disabled parking spaces on site will only be used by people with blue badges.</p> <p>Reason: In order to ensure that the development contributes to sustainable transport aims 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.</p>
8	<p>Electric car charging point</p> <p>Prior to the opening of the school, confirmation that the necessary measures to secure an electric car charging point for 1 of the proposed disabled parking spaces on site shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall be completed prior to first occupation of phase 3 and shall be thereafter retained.</p> <p>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.</p>

9	<p>Cycle parking Prior to first occupation of development in phase 2 the following bicycle parking shall be provided :</p> <ul style="list-style-type: none"> a. secure and covered parking for 122 resident's bicycles b. outdoor visitor parking for 10 bicycles <p>All such facilities shall thereafter be retained. 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.</p>
10	<p>Play space Prior to first occupation of residential units the children's playspace shall be completed and made available for use by the public. This playspace is to be implemented in accordance with detailed designs which have been prepared in consultation with local residents and community groups, and approved in writing by the local planning authority. All approved measures shall be retained and maintained thereafter. Reason: In order to ensure adequate play space and amenities are available for the future occupants of the dwellings on site in accordance with the requirements of policies CS6, CS15 and CS19 of the London Borough of Camden Local Development Framework Core Strategy and policy DP31 of the London Borough of Camden Local Development Framework Development Policies.</p>
11	<p>External lighting Details of all external lighting shall be submitted to and approved by the Local Planning Authority, in consultation with Network Rail, prior to first occupation of the development. Full details of a lighting strategy, to include the following information shall be submitted to and approved by the Local Planning Authority, in writing, before the development commences.</p> <ul style="list-style-type: none"> - Location and type (for safety, security and design reasons) - Potential light spill on to buildings, trees and lines of vegetation (for biodiversity reasons). <p>Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied. Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended) and in the interests of security in accordance with policies CS17 and CPG1 (Design) and in the interests of safety.</p>
12	<p>Employment floorspace No residential units within the market tenure elements of phase 2 of the development shall be occupied until such time as a minimum of 325sqm GIA of business floorspace has been completed and made available to let in accordance with the employment strategy thus approved. For the avoidance of doubt business floorspace excludes retail and food and drink uses (classes A1 to A5).</p>

	<p>Reason: To ensure that the development retains adequate provision of high quality and flexible employment floorspace, local retail and new homes 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.</p>
13	<p>Sample panels</p> <p>A Sample panel 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:</p> <p>a. All external brickwork to the workspace and residential 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.</p> <p>b. all facing materials including coping, soffits, windows and doors.</p> <p>The approved panels shall be retained on location until the work has been completed.</p> <p>The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: To safeguard the appearance of the 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.</p>
14	<p>Details of gates</p> <p>Details of the proposed gates beside the tower block and the workspace building shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy 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.</p>
15	<p>Roof terraces</p> <p>No flat roofs within the development shall be used as terraces without the prior express approval in writing of the Local Planning Authority.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours 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.</p>
16	<p>Timing of landscaping works</p> <p>All hard and soft landscaping works 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.</p> <p>Reason: To ensure that the landscaping is carried out within a reasonable period and</p>

	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.
17	<p>KX working</p> <p>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:</p> <p>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 and 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.</p> <p>b) have entered into an agreement with the Kings Cross Construction Skills Centre (KXCSC) to ensure that at least one construction industry apprenticeship for a Camden resident is recruited via the KXCSC for each 4000sqm of proposed floorspace within that phase, each apprentice to be employed for at least 52 weeks.</p> <p>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</p> <p>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.</p>
18	<p>SUDS</p> <p>Prior to commencement of development details of a sustainable urban drainage system to achieve a greenfield run off rate for the 1 in 100 year event, allowing for climate change as detailed in the approved flood risk assessment (Price & Myers, Oct 2014) shall be submitted to and approved by the local planning authority and such system shall be implemented as part of the development and thereafter retained and maintained.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with 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.</p>
19	<p>CHP NOx emissions of 50mg/Nm3</p> <p>Prior to implementation, full details of the proposed CHP and any required NOx abatement measures shall be submitted and approved in writing by the Local Planning Authority demonstrating that the NOx emissions of the CHP engine will not exceed 50mg/Nm3. The CHP engine shall be installed in accordance with these details.</p> <p>Reason: To ensure the NOx impacts of the CHP are minimised to levels as stated within the AQA, 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.</p>
20	<p>Living roofs</p> <p>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</p>

	<p>planning authority. The green roof 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.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies 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.</p>
21	<p>Tree protection</p> <p>Details of the design of building foundations and the layout, with dimensions and levels, of service trenches and other excavations on site in so far as these items may affect trees on or adjoining the site, shall be submitted to and approved by the Local Planning Authority before any works on site are commenced. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity 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.</p>
22	<p>Tree planting</p> <p>The proposed locations of replacement trees should be investigated to ensure tree planting is viable, particularly those nearest the highway as services may prohibit planting. If a proposed tree pit is not viable, another location as near as possible that is viable for tree planting should be sort.</p> <p>All planting should take place in the following planting season with an aftercare plan to ensure longevity.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity 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.</p>
23	<p>Replacement trees</p> <p>Replacement trees that do not survive for five years after they are planted should be replaced.</p> <p>Reason: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity 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.</p>
24	<p>Drainage</p> <p>Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>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:</p> <ol style="list-style-type: none"> 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

	<p>with Local Council and Water Company regulations.</p> <p>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.</p> <p>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.</p> <p>Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p>
25	<p>Water supply infrastructure</p> <p>Development should not be commenced until: 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.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p>
26	<p>Impact piling</p> <p>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 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.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>
27	<p>Plant equipment</p> <p>Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of 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.</p>
28	<p>Fail safe use of crane and plant</p> <p>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</p>

	<p>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. Reason: In the interests of safety.</p>
29	<p>Excavations/earthworks 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 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. Reason: In the interests of safety.</p>
30	<p>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</p> <p>If excavations/piling/buildings/scaffolding are to be located within 10m of the railway boundary a method statement should be shall be submitted to and approved by the Local Planning Authority in consultation with for 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.</p>
31	<p>Network Rail Asset Protection Project Manager Once planning permission has been granted and at least six weeks prior to works commencing on site the Network Rail Asset Protection Project Manager (OPE) MUST</p>

	<p>be contacted, contact details as below. Method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway shall be provided to the Network Rail Asset Protection Project Manager (OPE).</p> <p>Asset Protection Project Manager Network Rail (London North Eastern) Floor 2A George Stephenson House Toft Green York Y01 6JT</p> <p>Reason: In the interests of safety.</p>
32	<p>Method statements/drawings</p> <p>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).</p> <p>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.</p> <p>The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement.</p> <p>Reason: In the interests of safety.</p>
33	<p>Access to railway</p> <p>All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.</p> <p>Reason: To maintain access to the railway for maintenance/emergencies.</p>
34	<p>Ground investigation</p> <p>At least 28 days before development commences:</p> <p>(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.</p> <p>(b) The results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.</p> <p>(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.</p> <p>Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy 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.</p>
35	<p>Children's play areas/open spaces/amenities</p> <p>Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railings, steel palisade or such other fence shall be submitted to and approved by the</p>

	Local Planning Authority acting in consultation with the railway undertaker, to a minimum height of 1.8 metres and the fence should not be able to be climbed. Reason: In the interests of safety.
36	Vibration levels Prior to commencement of the development, 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. The criteria to be met and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained. Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by ground- or airborne vibration.
37	Sound insulation - residential Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely eg. living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained. Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.
38	Sound insulation - commercial Prior to commencement of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment any extract/ ventilation systems and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained. Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration.
39	Plant As mechanical plant is not known/specified at this point, prior to use of the development, details shall be submitted to and approved in writing by the Local Planning Authority, of the external noise level emitted from plant/machinery/equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant/machinery/equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained. Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment.

32 Informatives – Phase 2

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
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	<p>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:</p> <p>Acceptable: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat “Zebrina”</p> <p>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 line (Tilia x europea) .</p> <p>A comprehensive list of permitted tree species is available upon request from network Rail.</p>
2	<p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p>
3	<p>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</p>

	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	<p>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.</p> <p>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.</p>
5	<p>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.</p> <p>Asset Protection Project Manager Network Rail (London North Eastern) Floor 2A George Stephenson House Toft Green York Y01 6JT</p> <p>If excavations/piling/buildings/scaffolding are to be located within 10m of the railway boundary a method statement should be shall be submitted to and approved by the Local Planning Authority in consultation with for Network Rail.</p> <p>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.</p> <p>Reason: In the interests of safety.</p>
6	<p>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,</p>

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.

APPENDIX 1