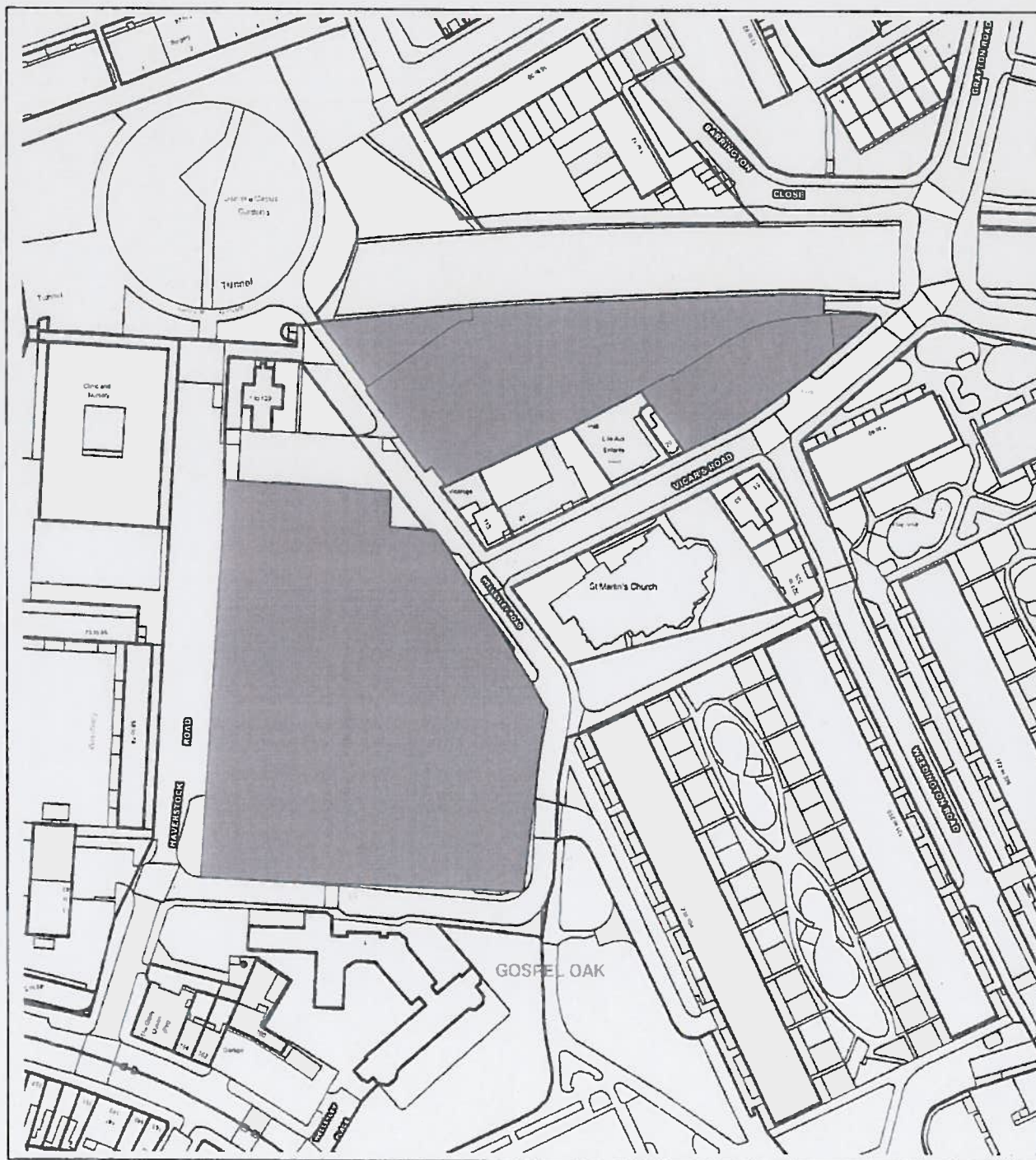


## PLAN 1

## BACTON LOW RISE ESTATE



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# PLAN 2

SOCIAL

1B	9	8%
2B	51	48%
3B	39	36%
4B	5	5%
5B	3	3%
6B	0	0%
total	107	

MARKET

1B	64	36%
2B	77	44%
3B	31	18%
4B	5	3%
5B	0	0%
6B	0	0%
total	177	

INTERMEDIATE

1B	0	0%
2B	0	0%
3B	10	100%
4B	0	0%
5B	0	0%
6B	0	0%
total	10	

TOTAL MIX

1B	73	25%
2B	128	44%
3B	80	27%
4B	10	3%
5B	3	1%
6B	0	0%
total	294	

PHASE 1 UNIT MIX

1B	10	3%
2B	38	13%
3B	15	5%
4B	3	1%
5B	1	0%
6B	0	0%
total	67	

PHASE 2 UNIT MIX

1B	41	14%
2B	43	15%
3B	50	17%
4B	4	1%
5B	2	1%
6B	0	0%
total	140	

PHASE 3 UNIT MIX

1B	22	7%
2B	47	16%
3B	15	5%
4B	3	1%
5B	0	0%
6B	0	0%
total	87	







# PLAN 3

PHASE 1

	A	B1	B2	C	TOTAL
1B2P				8	10
2B3P	9				9
2B4P	11			12	23
3B4P					0
3B5P					0
3B6P					0
4B6P					0
5B7P					0
6B8P					0
H2B4P					0
H3B4P					0
H3B5P				2	2
H3B6P					0
H4B6P					3
H5B7P	1				1
H6B8P	1				0
M2B4P			1		6
M3B4P					0
M3B5P					13
M3B6P					0
M4B6P					0
M4B7P					0
M5B8P					0
M6B8P					0
TOTAL	20	22	3	21	

PHASE 2

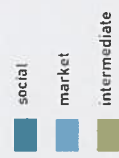
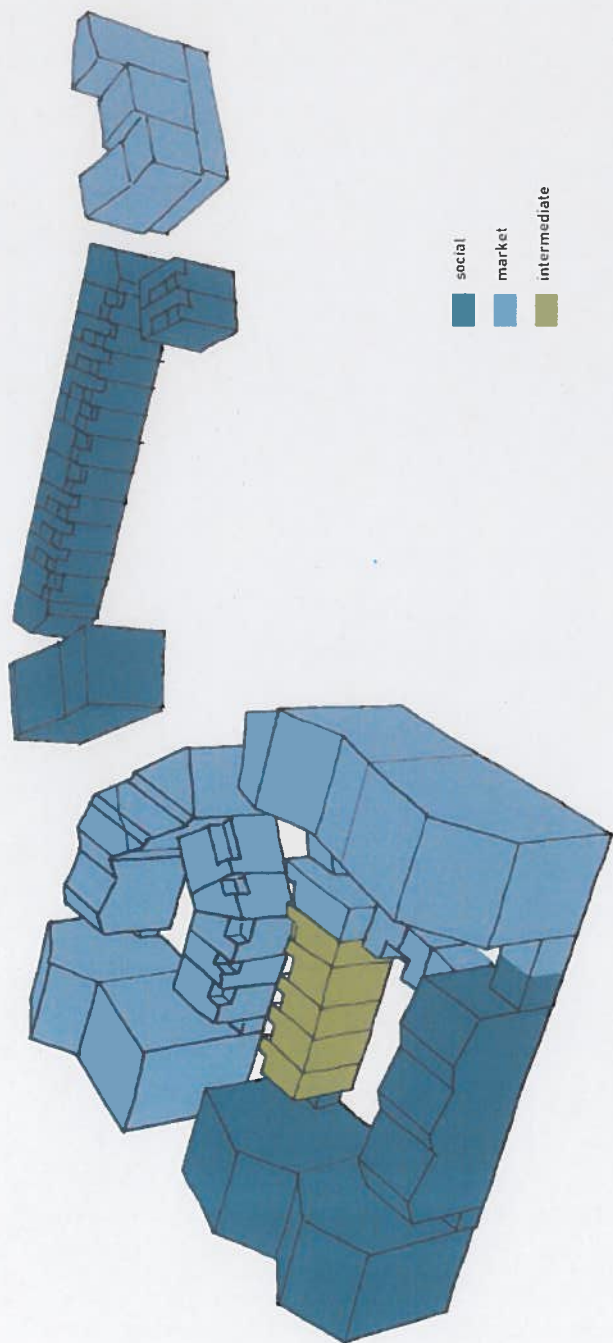
	D1	D2	E1	E2	E3	E H & M	E H & M	TOTAL
1B2P	22	17	3	2	8			41
2B3P	4			5	6			9
2B4P	1	12	0	6	6			34
3B4P		1	3	1	3			4
3B5P	6	6	5	8	10			31
3B6P			1	1				2
4B6P								0
5B7P								0
6B8P								0
H2B4P								0
H3B4P								0
H3B5P						3		3
H3B6P								0
H4B6P								0
H5B7P								0
H6B8P								0
M2B4P								0
M3B4P								0
M3B5P						10		10
M3B6P								0
M4B6P						2		2
M4B7P								2
M5B8P								2
M6B8P								
TOTAL	33	31	19	25	28	5	10	

PHASE 3

	F1	F2	F3	F4	F H & M	TOTAL
1B2P	10	4	7	1		22
2B3P	4	5	5	9		23
2B4P	1	10	3	9		23
3B4P						0
3B5P	6	1	2			9
3B6P		1				1
4B6P						0
5B7P						0
6B8P						0
H2B4P						0
H3B4P						0
H3B5P						0
H3B6P						0
H4B6P					2	2
H5B7P						0
H6B8P						0
M2B4P	1					1
M3B4P						0
M3B5P	1				4	5
M3B6P						0
M4B6P						0
M4B7P	1					1
M5B8P						0
M6B8P						0
TOTAL	24	21	17	19	6	

TOTAL

	SOCIAL	MARKET	INTER.	TOTAL
1B2P	9	64	0	124
2B3P	18	27	0	59
2B4P	32	48	0	137
3B4P	3	1	0	8
3B5P	19	21	0	71
3B6P	2	1	0	5
4B6P	0	0	0	0
5B7P	0	0	0	0
6B8P	0	0	0	0
H2B4P	0	0	0	0
H3B4P	0	0	0	0
H3B5P	3	3	0	10
H3B6P	0	0	0	0
H4B6P	3	2	0	8
H5B7P	1	0	0	2
H6B8P	0	0	0	0
M2B4P	5	2	0	13
M3B4P	0	0	0	0
M3B5P	18	5	10	51
M3B6P	0	0	0	0
M4B6P	0	2	0	4
M4B7P	3	1	0	5
M5B8P	2	0	0	4
M6B8P	0	0	0	0
TOTAL	107	177	10	294

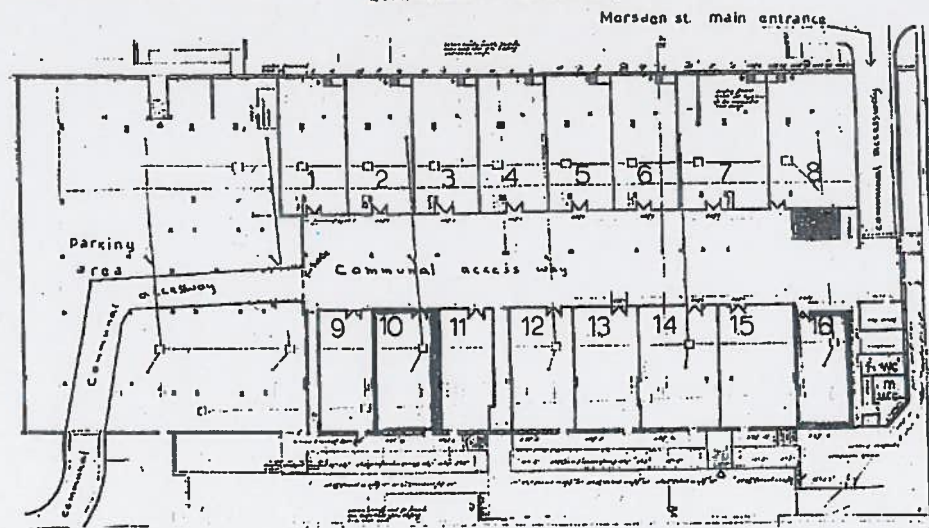
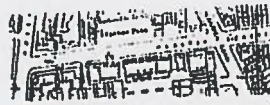




# PLAN 4

NEW CONVERSION  
WORKSHOPS

• BURMARSH • MARSDEN ST. NW5

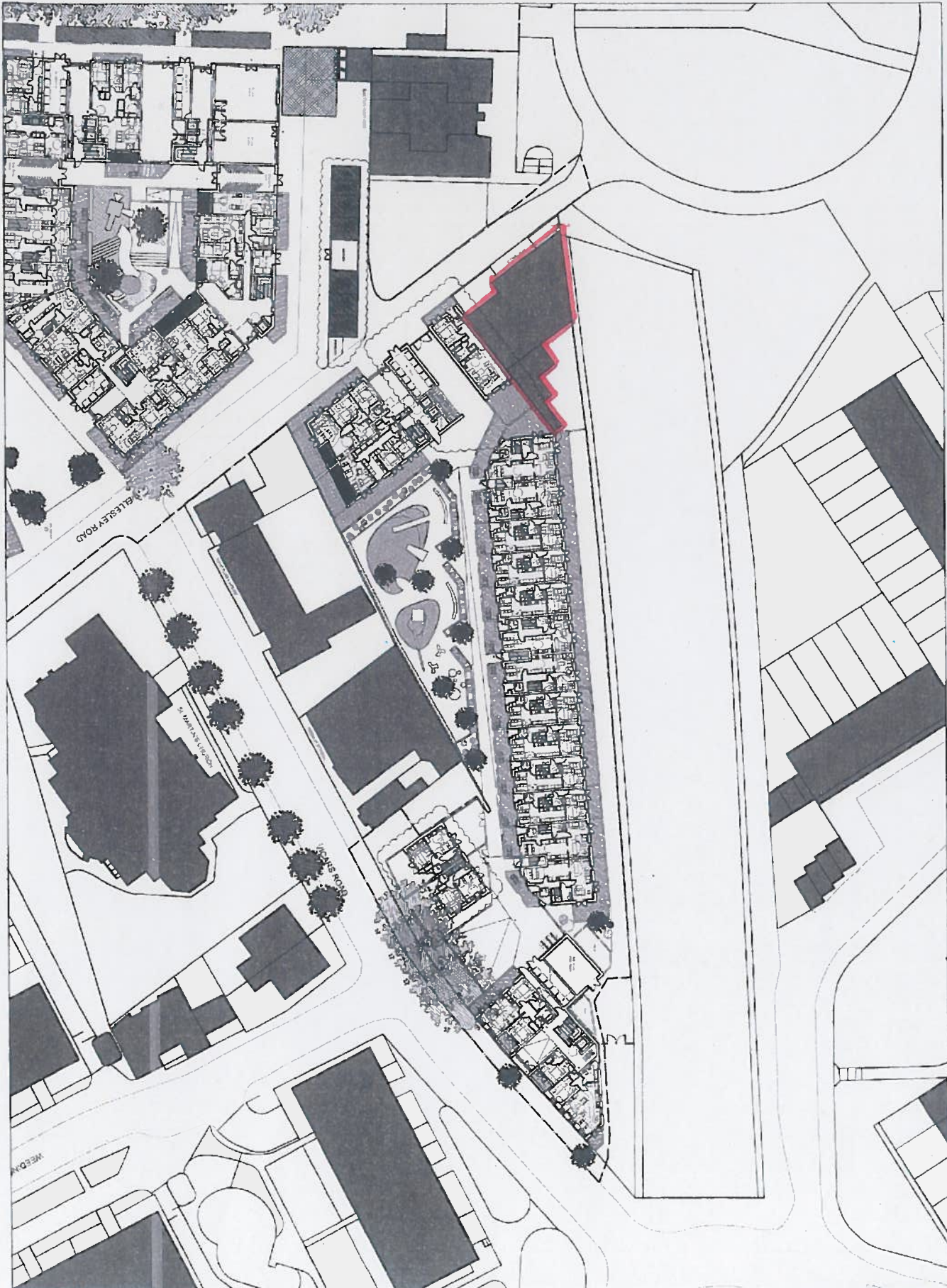


Current layout of Burmarsh industrial units





# PLAN 5



**LAMSON GROUP OF COMPANIES**  
 1000 S. 10th Street, Suite 100  
 Lincoln, NE 68502  
 Phone: (402) 441-1111  
 Fax: (402) 441-1112  
 Email: info@lamson.com

**Legend**

- Proposed Building Footprint
- Proposed Parking Lot
- Proposed Driveway
- Proposed Street
- Proposed Landscape
- Proposed Fencing
- Proposed Signage
- Proposed Utility
- Proposed Access
- Proposed Easement
- Proposed Right-of-Way
- Proposed Setback
- Proposed Buffer
- Proposed Barrier
- Proposed Boundary
- Proposed Feature
- Proposed Element
- Proposed Component
- Proposed Part
- Proposed Detail
- Proposed Section
- Proposed View
- Proposed Image
- Proposed Graphic
- Proposed Diagram
- Proposed Chart
- Proposed Table
- Proposed Form
- Proposed Shape
- Proposed Size
- Proposed Color
- Proposed Texture
- Proposed Pattern
- Proposed Style
- Proposed Theme
- Proposed Mood
- Proposed Tone
- Proposed Atmosphere
- Proposed Ambiance
- Proposed Character
- Proposed Personality
- Proposed Identity
- Proposed Image
- Proposed Graphic
- Proposed Diagram
- Proposed Chart
- Proposed Table
- Proposed Form
- Proposed Shape
- Proposed Size
- Proposed Color
- Proposed Texture
- Proposed Pattern
- Proposed Style
- Proposed Theme
- Proposed Mood
- Proposed Tone
- Proposed Atmosphere
- Proposed Ambiance
- Proposed Character
- Proposed Personality
- Proposed Identity

**Notes**

1. All dimensions are in feet and inches.
2. All dimensions are to the centerline of the building footprint.
3. All dimensions are to the centerline of the parking lot.
4. All dimensions are to the centerline of the driveway.
5. All dimensions are to the centerline of the street.
6. All dimensions are to the centerline of the landscape.
7. All dimensions are to the centerline of the fencing.
8. All dimensions are to the centerline of the signage.
9. All dimensions are to the centerline of the utility.
10. All dimensions are to the centerline of the access.
11. All dimensions are to the centerline of the easement.
12. All dimensions are to the centerline of the right-of-way.
13. All dimensions are to the centerline of the setback.
14. All dimensions are to the centerline of the buffer.
15. All dimensions are to the centerline of the barrier.
16. All dimensions are to the centerline of the boundary.
17. All dimensions are to the centerline of the feature.
18. All dimensions are to the centerline of the element.
19. All dimensions are to the centerline of the component.
20. All dimensions are to the centerline of the part.
21. All dimensions are to the centerline of the detail.
22. All dimensions are to the centerline of the section.
23. All dimensions are to the centerline of the view.
24. All dimensions are to the centerline of the image.
25. All dimensions are to the centerline of the graphic.
26. All dimensions are to the centerline of the diagram.
27. All dimensions are to the centerline of the chart.
28. All dimensions are to the centerline of the table.
29. All dimensions are to the centerline of the form.
30. All dimensions are to the centerline of the shape.
31. All dimensions are to the centerline of the size.
32. All dimensions are to the centerline of the color.
33. All dimensions are to the centerline of the texture.
34. All dimensions are to the centerline of the pattern.
35. All dimensions are to the centerline of the style.
36. All dimensions are to the centerline of the theme.
37. All dimensions are to the centerline of the mood.
38. All dimensions are to the centerline of the tone.
39. All dimensions are to the centerline of the atmosphere.
40. All dimensions are to the centerline of the ambiance.
41. All dimensions are to the centerline of the character.
42. All dimensions are to the centerline of the personality.
43. All dimensions are to the centerline of the identity.











Quod  
Ingeni Building  
17 Broadwick Street  
LONDON  
W1F 0AX

Tel 020 7974 4444  
Fax 020 7974 1930  
Textlink 020 7974 6866

planning@camden.gov.uk  
www.camden.gov.uk/planning

Application Ref: **2014/3633/P**

Dear Sir/Madam

**DRAFT**  
**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**Land bounded by Haverstock Road  
Wellesley Road and Vicar's Road including Nos 121-211 Bacton Low Rise Estate  
113a, 115 and 117 Wellesley Road and 2-16 Vicar's Road  
Gospel Oak  
London  
NW5 4**

**DECISION**

Proposal:

Variation of conditions 9 (cycle storage) and 58 (approved plans) of planning permission 2012/6338/P dated 25/04/2013 (as amended by planning permission 2015/1189/P) (for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 290 residential units and associated works), namely to provide 4 additional Class C3 residential units (1 market and 3 social rent units), alter the housing mix, various external alterations and reconfigurations (all within Phase 1 (Vicar's Road part of site)), a 2 year temporary heating unit to the west of Block A, alter the timing and amount of cycle storage and associated works.

Drawing Nos: Site Location Plan dated 21/11/2012; 202\_A\_P\_001\_00; 202\_A\_P\_010\_00; 202\_A\_P\_003\_01; 202\_A\_P\_003\_02; 202\_A\_P\_003\_03; 1952\_DHO-E-00\_P11; 1952\_DHO-E-01\_P9; 1952\_DHO-E-02\_P12; 1952\_DHO-E-03\_P15; 1952\_DHO-L00\_P17; 1952\_DHO-L00-LVL\_P9; 1952\_DHO-L01\_P9; 1952\_DHO-L02\_P9; 1952\_DHO-L03\_P9; 1952\_DHO-L04\_P9; 1952\_DHO-L05\_P9; 1952\_DHO-L06\_P9; 1952\_DHO-L07\_P9; 1952\_DHO-R08\_P9; 1952\_DHO-S-00\_P9; 1952\_DHO-S-01\_P9; 1952\_DHO-S-02\_P9;



HO-439\_DA\_001\_R09; 202\_A\_P\_DHO\_400\_01; 202\_A\_P\_BLR\_100\_B01;  
 202\_A\_P\_BLR\_100\_00 Rev 01; 202\_A\_P\_BLR\_100\_01; 202\_A\_P\_BLR\_100\_02;  
 202\_A\_P\_BLR\_100\_03; 202\_A\_P\_BLR\_100\_04; 202\_A\_P\_BLR\_100\_05;  
 202\_A\_P\_BLR\_100\_06; 202\_A\_P\_BLR\_100\_07; 202\_A\_P\_BLR\_100\_08;  
 202\_A\_P\_BLR\_200\_01; 202\_A\_P\_BLR\_200\_02 Rev 01;  
 202\_A\_P\_BLR\_200\_03; 202\_A\_P\_BLR\_200\_04; 202\_A\_P\_BLR\_200\_05;  
 202\_A\_P\_BLR\_300\_00; 202\_A\_P\_BLR\_300\_01; 202\_A\_P\_BLR\_300\_02;  
 202\_A\_P\_BLR\_300\_03; 202\_A\_P\_BLR\_300\_04; 202\_A\_P\_BLR\_300\_05;  
 202\_A\_P\_BLR\_300\_06; 202\_A\_P\_BLR\_400\_01; 202\_A\_P\_DHO\_110\_001 Rev 01;  
 202\_A\_P\_DHO\_110\_002; 202\_A\_P\_DHO\_110\_006; 202\_A\_P\_DHO\_110\_007;  
 202\_A\_P\_DHO\_110\_008; 202\_A\_P\_DHO\_110\_009; 202\_A\_P\_DHO\_110\_010 Rev 02;  
 202\_A\_P\_DHO\_110\_011; 202\_A\_P\_DHO\_110\_012; 202\_A\_P\_DHO\_110\_013 Rev 02;  
 202\_A\_P\_DHO\_110\_014; 202\_A\_P\_DHO\_110\_015 Rev 02; 202\_A\_P\_DHO\_110\_016;  
 202\_A\_P\_DHO\_110\_017;  
 202\_A\_P\_DHO\_110\_018; 202\_A\_P\_DHO\_110\_019 Rev 01; 202\_A\_P\_DHO\_110\_020;  
 202\_A\_P\_DHO\_110\_021; 202\_A\_P\_BLR\_110\_001; 202\_A\_P\_BLR\_110\_002;  
 202\_A\_P\_BLR\_110\_003; 202\_A\_P\_BLR\_110\_004; 202\_A\_P\_BLR\_110\_005;  
 202\_A\_P\_BLR\_110\_006; 202\_A\_P\_BLR\_110\_007; 202\_A\_P\_BLR\_110\_008;  
 202\_A\_P\_BLR\_110\_009; 202\_A\_P\_BLR\_110\_010; 202\_A\_P\_BLR\_110\_011;  
 202\_A\_P\_BLR\_110\_012; 202\_A\_P\_BLR\_110\_013; 202\_A\_P\_BLR\_110\_014;  
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 202\_A\_P\_BLR\_110\_031; 202\_A\_P\_BLR\_110\_032; 202\_A\_P\_BLR\_110\_033 Rev 01;  
 202\_A\_P\_BLR\_110\_034; 202\_A\_P\_BLR\_110\_035; 202\_A\_P\_BLR\_110\_036;  
 202\_A\_P\_BLR\_110\_040; 202\_A\_P\_BLR\_110\_049; 202\_A\_P\_BLR\_110\_050;  
 202\_A\_P\_BLR\_110\_051 Rev 01;  
 202\_A\_P\_BLR\_110\_052; 202\_A\_P\_BLR\_110\_064; 202\_A\_P\_BLR\_110\_065;  
 202\_A\_P\_BLR\_110\_067; 202\_A\_P\_BLR\_110\_068; 202\_A\_P\_BLR\_110\_069;  
 202\_A\_P\_BLR\_110\_070; 202\_A\_P\_BLR\_110\_071; 202\_A\_P\_BLR\_110\_072;  
 202\_A\_P\_BLR\_110\_073; 202\_A\_P\_BLR\_110\_074; 202\_A\_P\_BLR\_110\_075;  
 202\_A\_P\_BLR\_110\_076; 202\_A\_P\_BLR\_110\_077; 202\_A\_P\_BLR\_110\_078;  
 202\_A\_P\_BLR\_110\_079; LL439\_C\_SP\_001 Rev J; LL439\_C\_SP\_002 Rev K;  
 LL439\_C\_SP\_003 Rev D; LL439\_C\_SP\_004 Rev B;

Design & Access Statement Statement of Community Involvement Ref 202-A-REP-DA by Karakusevic Carson Architects; Appendix to Design & Access Statement by Karakusevic Carson Architects; Block C Design Development Supplementary Addendum to Planning Application Ref 202\_A\_REP\_ADDENDUM\_01 dated December 2012 by Karakusevic Carson Architects; Landscape Proposals by Camlins Rev A 08.02.2013 8th Revision dated 04/02/2013; Construction Management Plan by EC Harris; Planning Statement by Quod Ref Q30150 dated 22/11/2012; Bat Survey Report by Greengage Ref 550355mtJul12FV01\_Bat\_Survey dated January 2013; Ecological Extended Phase 1 Habitat & Protected Species Survey by Greengage Ref 550338MTJan13FV02\_Phase1\_Bacton dated January 2013; Daylight & Sunlight Report by GVA Schatunowski Brooks dated November 2012; Addendum Daylight & Sunlight Report by GVA Schatunowski Brooks dated November 2012; Second Addendum Daylight and Sunlight Report by GVA Schatunowski Brooks dated February 2013; Daylight Analysis Bacton Low Rise by GVA Schatunowski Brooks dated 28/02/13, as submitted 03/03/13;



BRE073, as submitted 03/03/13; Air Quality Assessment by Peter Brett Associates Ref 26572/004 Rev 01 dated 20/11/2012; Basement Impact Assessment Revision B by Rolton Group Limited Ref 12-0083 XRP007 dated February 2013; Requirements for Code for Sustainable Homes Level 4 by EC Harris; Flood Risk Assessment by Rolton Group Limited Ref 12-0083 XRP003 Rev A dated November 2012; Geotechnical and Geo-Environmental Report by Rolton Group Limited Ref 12-0083 XRP005 Rev A dated November 2012; Noise and Vibration Assessment by Peter Brett Associates Rev 26572/003R001 Rev 01 dated 22/11/2012; Sustainability Statement by EC Harris; Transport Assessment by Peter Brett Associates Ref Issue 1 Rev 1 dated 23/11/2012; Tree Survey, Implications Assessment and Constraints by Greengage Ref 550355MTSept12FV04\_BS5837 dated November 2012; Email from Rolton Group Limited to Environment Agency dated 17/12/2012; Impact Assessment and Tree Removal - Addendum by Greengage, as received 12/02/2013; Dust Monitoring Protocol Technical Note by Peter Brett Associates Ref TN001A dated 07/02/2013; Response to LBC Comments on Transport Assessment by Peter Brett Associates Ref 001 dated 08/02/2013, as received 14/02/2013; Trip Generation Calculations - Residential Land Use, dated 08/02/13, as received 27/02/13; TRAVL - Average Trip Rate by Mode and Time, as received 27/02/13; Revised Trip Generation trips by mode and time, as received 27/02/13; Revised Trip Generation trips by time, as received 27/02/13; Email from Greengage dated 22/02/2013 and associated annotated photographs (x3), Tree Constraints Plan GRNGE-BCTLWRS-583707 and untitled Vicars Road RPZ plan; Email from Greengage dated 03/03/2013.

Planning Statement by Quod Ref Q30150 dated May 2014; Energy Strategy Report by Rolton Group Limited Ref 12-0083 XRP004 Issue 3 dated April 2014; Temporary Boiler Plan - Acoustic Assessment by Sustainable Acoustics Ref SA\_13-0069 -D04 -LC dated 20 May 2014; Mansfield Pollard Technical Data Sheet; 12-0083/M/301 Rev I2; Mansfield Pollard Specialist Fabrications sheet; Lifetime Homes Review by Alan Camp Architects Ref 1952\_SC\_LTH\_DHO SITE BLOCK A Rev 3 dated 25/03/14; Wheelchair Homes Design Brief by Alan Camp Architects Ref 1952-SC-WCH Rev P5 dated 29/05/14; SK-18 Rev P3; SK-19 Rev P4; SK-19a Rev P1; SK-20 Rev P4; SK-20a Rev P1; Temporary Heating Unit details; Letter from GVA Schatunowski Brooks Ref KW10/J03K dated 12/05/2014; Refuse & Recycling Review by Alan Camp Architects Ref SC-RR Rev P11; Cycle storage comparison schedule by Alan Camp Architects Ref 1952\_SC-AC\_CYC Rev P4 dated 24/11/2014; SC-TENURE schedule by Alan Camp Architects dated 31/10/14 Ref P2; Design Calculation for Bacton Low Rise Fleet F250V750 Boiler by Midtherm Engineering Limited dated 29/04/14; LoadTracker CHP (XRGI 20G) - CRA (Carbon Reduction Assessment) by SAV Systems Ref SAV/CHP/105635/Edward Richmond/18 Nov 2013; XRGI 20 Electrifying Heat Sheet, dated 31/10/14; Hamworthy Fleet Technical Data sheet; Bakor 790-11 Waterproofing System - Standard Detail Extensive Green Roof System dated 08/11 Issue 1; Air Quality Assessment by Peter Brett Associates dated December 2014 Ref 29460/3001.

Superseded drawings and documents: 202\_A\_D\_100\_001; 202\_A\_P\_DHO\_100\_00 Rev 01; 202\_A\_P\_DHO\_100\_01 Rev 01; 202\_A\_P\_DHO\_100\_02 Rev 01; 202\_A\_P\_DHO\_100\_03 Rev 01; 202\_A\_P\_DHO\_100\_04 Rev 01; 202\_A\_P\_DHO\_100\_05 Rev 01; 202\_A\_P\_DHO\_100\_06 Rev 01; 202\_A\_P\_DHO\_100\_07 Rev 01; 202\_A\_P\_DHO\_100\_08 Rev 01; 202\_A\_P\_DHO\_200\_01 Rev 01; 202\_A\_P\_DHO\_200\_02 Rev 01; 202\_A\_P\_DHO\_200\_03 Rev 01; 202\_A\_P\_DHO\_300\_00 Rev 01; 202\_A\_P\_DHO\_300\_01; 202\_A\_P\_DHO\_300\_02 Rev 01; 202\_A\_P\_DHO\_300\_03; Energy Strategy by Rolton Group Limited Ref 12-0083 XRP004 dated November 2012

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of the original permission dated 25/04/2013 (Ref: 2012/6338/P).

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

- 2 The proposed development shall be carried out in accordance with the materials (brickwork) approved under reference 2014/6434/P (granted on 14/5/15), unless otherwise agreed in writing by the local planning authority. The approved panels shall be retained on site until the work has been completed.

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

- 3 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

a) Details including sections at 1:10 of all windows (including jambs, head and cill), external doors, balconies, balustrades, communal entrance screens and gates;

b) Details of parapet/eave junctions at a scale of 1:10;

c) Manufacturer's specification details of all external facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.



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

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

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

- 5 A 1.8 metre high screen, details of which shall have been submitted to and approved in writing by the local planning authority, shall be erected on the south elevation recessed balconies of Block A at first to fourth floor level prior to commencement of use of the balconies and shall be permanently retained.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to the first occupation of the relevant part of the development, details of the measures to prevent unreasonable overlooking of neighbouring premises (such as for example obscure glazing and non-opening windows up to 1.7 metres above the floor of the room in which the window is installed) shall be submitted in respect of the following elevations:

- a) South elevation of Block A at first to fourth floor level;
- b) East elevation of Block E1 at first to fourth floor level;
- c) West elevation of Block E3 at first to fourth floor level;
- d) East elevation of Block F2 at second to fourth floor level;
- e) West elevation of Block F4 at second to fourth floor level.

The measures subsequently approved shall be fully implemented in advance of the first occupation of the relevant residential unit and shall be permanently retained thereafter.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 (Managing the impact of growth and

development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 7 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, details of the location, design and method of waste storage and removal including recycled materials, shall be submitted to and approved by the local planning authority in writing. The facilities as approved shall be provided prior to the first occupation of the new units within the relevant phase of the development and permanently retained thereafter.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 (Dealing with our waste and encouraging recycling) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 8 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the (No. 2) (England) Order 2008 or any Order revoking and re-enacting that Order, no development within Part 1 (Classes A-H) [and Part 2 (Classes A-C)] of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent over development of the site by controlling proposed extensions and alterations in order to ensure compliance with the requirements of policies CS5 (Managing the impact of growth and development) and CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 9 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, detailed plans indicating the type and layout of secure and covered cycle storage facilities for 398 cycles shall be submitted to and approved by the local planning authority in writing. The approved facilities shall thereafter be provided in their entirety prior to the first occupation of each respective part of the development, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core



Strategy and policy DP17 (Walking, cycling and public transport) of the London Borough of Camden Local Development Framework Development Policies.

- 10 The 15 fully accessible car parking spaces as shown on the approved drawings shall be provided prior to the first occupation of any residential unit within phase 3 of the development and thereafter the use of these spaces shall at no time be used for car parking other than by registered disabled residents of, or visitors to, the wheelchair accessible units as shown on the approved drawings and no further car parking spaces shall be provided on the site other than as indicated on the approved drawings unless as otherwise may be agreed by the local planning authority in writing.

Reason: To ensure that the development does not contribute unacceptably to parking stress and congestion on the site and unacceptable increases in car use generally, and to ensure adequate provision for people with disabilities in accordance with policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP29 (Improving access) of the London Borough of Camden Local Development Framework Development Policies.

- 11 Prior to first occupation of phase 3 of the development, confirmation of the necessary measures to secure a minimum of 5 active electric vehicle charging points (4 of which are disabled spaces) and 4 passive electric vehicle charging points (all disabled spaces) within the development 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 thereafter be retained.

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

- 12 The first car club parking bay (Bay 11 on drawing number 26572/001/003 Rev C), as shown on the plans hereby approved, shall be provided in full and clearly marked out in thermoplastic paint stating "Car Club Parking Bay Only" prior to the first occupation of any residential unit within phase 3 of the development. Thereafter, at no time shall any goods, unauthorised vehicles, plant equipment or other obstruction be left in this area, and the markings shall be permanently maintained and retained unless prior written consent is given by the local planning authority.

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

- 13 The motorcycle parking area, as shown on the plans hereby approved, shall be clearly marked out in thermoplastic paint stating "Motorcycle Parking Only" prior to the first occupation of any residential unit within phase 3 of the development. Thereafter, at no time shall any goods, unauthorised vehicles, plant equipment or other obstruction be left in this area and the markings shall be permanently maintained and retained unless prior written consent is given by the local planning authority.

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

- 14 The demolition of buildings or other structures within 10 metres of the operational railway infrastructure must be carried out in accordance with the agreed method statement approved under reference 2013/7888/P (granted on 29/01/14) unless otherwise agreed in writing by the local planning authority.

Reason: In order to protect the amenity of nearby occupiers and the operation of the rail network in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP21 (Development connecting to the highway network) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

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

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

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

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



- 17 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

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

- 18 The proposed development shall be carried out in accordance with the dust suppression scheme approved under references 2013/4828/P (granted on 25/09/13) and 2013/7554/P (granted on 13/01/14), and shall be implemented in its entirety once the development has commenced, unless otherwise agreed in writing by the local planning authority.

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

- 19 Before the first occupation of any residential unit within Block B1 and Block C of the development, a refined scheme shall be submitted to and approved by the Local Planning Authority for the sound insulation (for both airborne and impact sound at separating walls and floors) in relation to windows on the north elevation of Blocks B1 and C (adjacent to the railway line on the DHO part of the site). The scheme shall provide adequate sound insulation to prevent the transmission of noise and/or vibration from the normal activities and or external noise sources (including the use/operation of equipment) performed at the lower levels to the upper floors to a level that the internal noise levels (including LAmax) are not increased and vibration levels are not perceived as measured in BS.6472:1992 "Evaluation of human exposure to vibration in buildings [1 Hz to 80 Hz]." The scheme is required to achieve 'good' internal noise levels criteria, as set out in BS 8233:1999 Sound Insulation and Noise Reduction for Buildings - Code of Practice.

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

- 20 The development hereby approved shall be implemented in strict accordance with the Dust Monitoring Protocol (by PBA Ref TN001A dated 07/02/2013).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP32 (Air quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.

- 21 Each phase of the development shall not commence until dust monitors have been positioned and are collecting and reporting on data as outlined in the Dust Monitoring Protocol (by PBA Ref TN001A dated 07/02/2013).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP32 (Air Quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.

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

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

- 23 The features and facilities of the 29 wheelchair accessible dwellings, both adaptable and fully adapted, as indicated on the drawings and documents hereby approved, shall be provided in their entirety prior to the first occupation of the relevant block of new residential units. Any alternations to the approved wheelchair housing features and facilities, prior to the first occupation of the relevant new residential unit, shall be submitted to and approved by the local planning authority in writing. The subsequently approved wheelchair housing features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant new residential unit.

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



quality homes) of the London Borough of Camden Local Development Framework Development Policies.

- 24 Before the relevant part of the development commences, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, a suitably qualified chartered engineer with membership of the appropriate professional body shall be appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant part of the development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings, amenity of nearby occupiers and the character of the immediate area in accordance with the requirements of policies CS5 (Managing the impact of growth and development) and CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework

Development Policies and policies DP26 (Managing the impact of development on occupiers and neighbours) and DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

- 25 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the contaminated land measures approved under reference 2014/2737/P (granted on 06/05/14), unless otherwise agreed in writing by the local planning authority. At least 28 days before the relevant phase (a) phase 2; b) phase 3) of development commences other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition:

(a) a written detailed scheme of assessment consisting of site reconnaissance, conceptual model, risk assessment and proposed schedule of investigation must be submitted to and approved in writing by the local planning authority. The scheme of assessment must be sufficient to assess the scale and nature of potential contamination risks on the site and shall include details of the number of sample points, the sampling methodology and the type and quantity of analyses proposed. The scheme of assessment must comply with the standards of the Environment Agency's Model Procedures for the Management of Contamination (CLR11);

(b) following the approval detailed in paragraph (a), before development commences other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition, a site investigation shall be undertaken in accordance with the approved scheme of assessment and the written results shall be submitted to and approved in writing by the local planning authority. Laboratory results must be provided as numeric values in a formatted electronic spread sheet.



c) A remediation scheme shall be submitted to and approved in writing by the local planning authority. Additional significant contamination discovered during development shall be fully assessed and any necessary modifications made to the remediation scheme shall be submitted to the Local Planning Authority for written approval. Before any part of the development hereby permitted is occupied the developer shall provide written confirmation that all works were completed in accordance with the revised remediation scheme.

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 (Managing the impact of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

- 26 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the biodiverse living roof details approved under reference 2014/2294/P (granted on 07/11/14), unless otherwise agreed in writing by the local planning authority. Full details of biodiverse living roofs shall be submitted to and approved by the Local Planning Authority, in writing, before the relevant phase (a) phase 2; b) phase 3) of the development commences other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition. The development associated with that phase shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the end of the first planting season after the relevant part of the development is first occupied. This must include a detailed maintenance plan, details of its construction and the materials used, to include a section at a scale of 1:20, and full planting details.

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

- 27 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the bird and bat details approved under reference 2014/2294/P (granted on 07/11/14), unless otherwise agreed in writing by the local planning authority. Details of bird and bat nesting boxes / bricks and details of measures taken to enhance local populations of Biodiversity Action Plan priority species (hedgehog and common toad) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site in association with the relevant phase (a) phase 2; b) phase 3) of development. The details shall include the exact location, specification and design. The boxes / bricks

shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

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

- 28 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the lighting details approved under reference 2014/2376/P (granted on 30/04/14), unless otherwise agreed in writing by the local planning authority. Full details of a lighting strategy, to include information about potential ecological impacts, shall be submitted to and approved by the Local Planning Authority, in writing, before the relevant phase (a) phase 2; b) phase 3) of the development commences, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the relevant part of the development is first occupied and the first use of the space in which they are contained as appropriate.

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

- 29 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the hard and soft landscaping design details approved under reference 2014/2098/P (granted on 07/11/14), unless otherwise agreed in writing by the local planning authority. Before the relevant phase (a) phase 2; b) phase 3) of the development commences, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, a plan that indicates the full hard and soft landscape design details including tree/plant species, sizes and positions and full details regarding the design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority. Landscape design shall seek to maximise soft landscaping at ground level in all open spaces and planting shall maximise the use of native species. Any hard landscaping should be of a permeable construction wherever possible to aid sustainable drainage. The relevant phase of the development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the end of the first planting season after the relevant phase of the development is first occupied.



Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies CS14 (Promoting high quality places and conserving heritage) and CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water) and DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

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

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

- 31 The proposed development shall be carried out in accordance with the tree protection measures approved under reference 2013/5070/P (granted on 04/11/13), unless otherwise agreed in writing by the local planning authority.

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

- 32 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the building foundation level measures approved under reference 2014/8014/P (granted on 09/07/14), unless otherwise agreed in writing by the local planning authority. 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 in writing by the local planning authority before any works on the relevant phase (a) phase 2; b) phase 3) of the site are commenced, other than site clearance and preparation. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

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

## Local Development Framework Core Strategy.

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

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

- 34 The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the drainage details approved under reference 2014/8014/P (granted on 09/07/14), unless otherwise agreed in writing by the local planning authority. Prior to commencement of the relevant phase (a) phase 2; b) phase 3) of development, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition, details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such system shall be based on a 1:100 year event with 30% provision for climate change. The system shall be implemented as part of the development and thereafter retained and maintained.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards) and CS16 (Improving Camden's health and well-being) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction), DP23 (Water) and DP32 (Air quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.

- 35 The development hereby approved shall be implemented in accordance with the measures outlined in the Flood Risk Assessment by Rolton Group Limited Ref 12-0083 XRP003 Rev A dated November 2012 and Email from Rolton Group Limited to Environment Agency dated 17/12/2012.

Reason: To safeguard the appearance and stability of neighbouring buildings, amenity of nearby occupiers and the character of the immediate area from possible flooding in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS13 (Tackling climate change through promoting higher environmental standards) and CS14 (Promoting high quality places and conserving heritage) of the London Borough of Camden Local Development Framework Development Policies and policies DP22 (Promoting sustainable design and



construction), DP23 (Water), DP26 (Managing the impact of development on occupiers and neighbours) and DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies.

- 36 Prior to the first occupation of the relevant phase (a) phase 2 and (b) phase 3 of the development, details of the proposed CCTV strategy, including full location, design and management details of any proposed CCTV equipment, shall be submitted to an approved in writing by the Local Planning Authority. The relevant phase of development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the relevant phase of the development is first occupied.

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

- 37 At a time when demand for the first car club vehicle reaches the ZipCar fleet average, the location for a second car club parking bay should be identified, and agreed in writing with the local planning authority. Thereafter the bay shall be provided in full and clearly marked out in thermoplastic paint stating "Car Club Parking Bay Only" and at no time shall any goods, unauthorised vehicles, plant equipment or other obstruction be left in this area, and the markings shall be permanently maintained and retained unless prior written consent is given by the local planning authority.

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

- 38 \*Affordable Housing

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



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

39 \*Phasing Plan

The proposed development shall be carried out in accordance with the phasing plan approved under reference 2014/1869/P (granted on 01/05/14), unless otherwise agreed in writing by the local planning authority. The development shall thenceforth not proceed other than in complete accordance with such Plan as will have been approved from time to time by the Local Planning Authority.

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

40 \*Re-appraisal of financial viability

At the completion of phase 2 and prior to the commencement of phase 3, other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition for phase 3, the applicant and/or developer shall submit to the local planning authority a Financial Viability Assessment to reappraise the affordable housing provision within phase 3 of the development. If applicable, the expectation will be for additional affordable housing to be provided on-site, but where this cannot practically be achieved on-site, an off-site contribution and then a payment-in-lieu will be provided. The additional affordable housing contribution shall be approved in writing by the Local Planning Authority and the development shall thenceforth not proceed other than in complete accordance with such Plan as will have been approved.

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

41 \*Recruitment and apprenticeships

The proposed development shall be carried out in accordance with the recruitment and apprenticeships measures approved under reference 2014/3055/P (granted on 19/05/14), unless otherwise agreed in writing by the local planning authority.

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

42 \*Local Procurement

The proposed development shall be carried out in accordance with the local procurement measures approved under reference 2014/3055/P (granted on 19/05/14), unless otherwise agreed in writing by the local planning authority.

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

43 \*Energy Efficiency

The development shall be carried out in complete accordance with the submitted Energy Strategy Report by Rolton Group Limited Ref 12-0083 XRP004 Issue 3 dated April 2014 to achieve a target of 32% reduction against the 2010 baseline requirement in carbon emissions from the development and include details of future proofing connection to the Royal Free District Heat Network, unless an alternative strategy is submitted to and approved in writing by the local planning authority. The Plan shall contain mechanisms for monitoring, review and further approval by the local planning authority. The development shall at all times proceed in accordance with such Plan as will have been approved.

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



44 \*Code for Sustainable Homes

The proposed development for the District Housing Office site (phase 1) shall be carried out in accordance with the design stage code for sustainable homes measures approved under reference 2014/2953/P (granted on 13/05/14), unless otherwise agreed in writing by the local planning authority.

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

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

45 \*Car free for 226 residential units

Prior to first occupation of any of the residential units, the landowner would ensure through agreement that occupiers of 226 specified units are informed of the Council's policy that they shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to s. 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Residents Parking Permit to park a vehicle in a residents parking bay; shall not be able to buy a contract permanently to park within any car park owned, controlled or licensed by the Council nor shall they be entitled to be granted a Business Parking Permit.

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

Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

46 \*Travel Plan

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

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19

(Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

47 \*Construction Management Plan

Phase 1 of the proposed development shall be carried out in accordance with the Construction Management Plan / Construction Logistics Plan approved under references 2013/4409/P (granted on 25/09/13) and 2015/2785/P (granted on 6/08/15). The measures contained in the Construction Management Plan / Construction Logistics Plan shall at all times remain implemented throughout the duration of the works of demolition and construction, unless otherwise agreed in writing by the local planning authority.

Prior to the demolition of the existing buildings on the relevant phase (a) phase 2; b) phase 3) of development and the commencement of construction of the new buildings on the relevant phase (a) Phase 2; b) Phase 3) of the site, a Construction Management Plan / Construction Logistics Plan setting out measures for ensuring highway safety and managing transport deliveries and waste (including recycling of materials) throughout that part of the demolition and/or construction period(s) and taking account of the cumulative impact of concurrent or planned development within the immediate area, shall be submitted to and approved by the local planning authority in consultation with Transport for London and shall contain mechanisms for monitoring, review and further approval by the local planning authority and Transport for London as required from time to time. The Construction Management Plan / Construction Logistics Plan shall also include details of a working group involving



local residents and businesses, a contractor complaints/call-line and measures to be carried out to mitigate the impact of the noise arising from construction and demolition activities on local residents and businesses. The measures contained in the Construction Management Plan / Construction Logistics Plan shall at all times remain implemented throughout the duration of the works of demolition and construction.

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

48 \*Off-site garage spaces

The off-site garage spaces, as specified on plan Bacton Alternative parking provision dated 30/08/2012 within Appendix B of Response to LBC Comments on Transport Assessment by Peter Brett Associates Ref 001 dated 08/02/2013, as received 14/02/2013, shall be upgraded to a reasonable standard and be ready for occupation prior to the first occupation of any residential unit within phase 2 of the development. The applicant and/or developer shall submit to the local planning authority an Off-site Garage Spaces Plan detailing evidence of the upgrade works and this will be approved in writing by the local planning authority. The development shall at all times proceed in accordance with such Plan as will have been approved.

Reason: To ensure that the replacement off-site garage space parking facilities are safe, secure and provided to serve the proposed development, and hence that the development does not contribute to increased car use and parking congestion in accordance with the requirements of policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

49 \*Burmarsh workshop refurbishment works

Within three years from the date of the original permission (reference 2012/6338/P granted on 25/04/13) or within two years from the date of commencement of the development, whichever is the later, all of the proposed refurbishment measures to Burmarsh workshops (Marsden Street, London, NW5 3JA), as denoted within the schedule detailed on page 2 of 'Bacton Low Rise Regeneration - Appendix to the financial model - Further Information on Employment Strategy', as submitted by EC Harris on 30/11/2012, shall be fully completed. The applicant and/or developer shall submit to the local planning authority a Burmarsh Employment Plan detailing evidence of the full completion of works and this will be approved in writing by the local planning authority. The development shall at all times proceed in accordance

with such Plan as will have been approved.

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

50 \*Community facilities contribution

Prior to the first occupation of any residential unit associated with the District Housing Office part of the site (Phase 1), confirmation that the necessary additional measures to secure appropriate provision and improvements for the provision of community facilities in the vicinity of the development shall be submitted to and approved in writing by the Local Planning Authority (these are additional measures as a result of this proposal to supplement that already approved under reference 2014/0771/P on 04/02/14).

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

51 \*Travel Plan monitoring and review contribution

The proposed development shall be carried out in accordance with the monitoring/review Travel Plan measures approved under reference 2014/4962/P (granted on 02/02/15) unless otherwise agreed in writing by the local planning authority.

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

52 \*Legible London contribution

The proposed development shall be carried out in accordance with the Legible London measures approved under reference 2014/0771/P (granted on 04/02/14) unless otherwise agreed in writing by the local planning authority.



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

53 \*Public open space contribution

Prior to the first occupation of any residential unit associated with the District Housing Office part of the site (Phase 1), confirmation that the necessary additional measures to secure provision of, and improvements to, public open space shall be submitted to and approved in writing by the Local Planning Authority (these are additional measures as a result of this proposal to supplement that already approved under reference 2014/0771/P on 04/02/14).

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

54 \*Public art contribution

The proposed development shall be carried out in accordance with the public art measures approved under reference 2014/2384/P (granted on 03/06/14) unless otherwise agreed in writing by the local planning authority.

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

55 \*Highway works contribution

The proposed development shall be carried out in accordance with the highways works measures approved under reference 2014/0771/P (granted on 04/02/14) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the development has an acceptable impact on the adjacent

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

56 \*Education contribution

Prior to the first occupation of any residential unit associated with the District Housing Office part of the site (Phase 1), confirmation that the necessary additional measures to secure appropriate measures to support the local education infrastructure shall be submitted to and approved in writing by the Local Planning Authority (these are additional measures as a result of this proposal to supplement that already approved under reference 2014/0771/P on 04/02/14).

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

57 Need for a Legal agreement

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

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

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

Site Location Plan dated 21/11/2012; 202\_A\_P\_001\_00; 202\_A\_P\_010\_00; 202\_A\_P\_003\_01; 202\_A\_P\_003\_02; 202\_A\_P\_003\_03; 1952\_DHO-E-00\_P11; 1952\_DHO-E-01\_P9; 1952\_DHO-E-02\_P12; 1952\_DHO-E-03\_P15; 1952\_DHO-L00\_P17; 1952\_DHO-L00-LVL\_P9; 1952\_DHO-L01\_P9; 1952\_DHO-L02\_P9; 1952\_DHO-L03\_P9; 1952\_DHO-L04\_P9; 1952\_DHO-L05\_P9; 1952\_DHO-L06\_P9; 1952\_DHO-L07\_P9; 1952\_DHO-R08\_P9; 1952\_DHO-S-00\_P9; 1952\_DHO-S-01\_P9; 1952\_DHO-S-02\_P9; HO-439\_DA\_001\_R09; 202\_A\_P\_DHO\_400\_01; 202\_A\_P\_BLR\_100\_B01; 202\_A\_P\_BLR\_100\_00 Rev 01; 202\_A\_P\_BLR\_100\_01; 202\_A\_P\_BLR\_100\_02; 202\_A\_P\_BLR\_100\_03; 202\_A\_P\_BLR\_100\_04; 202\_A\_P\_BLR\_100\_05; 202\_A\_P\_BLR\_100\_06; 202\_A\_P\_BLR\_100\_07;



202\_A\_P\_BLR\_100\_08; 202\_A\_P\_BLR\_200\_01; 202\_A\_P\_BLR\_200\_02 Rev 01;  
 202\_A\_P\_BLR\_200\_03; 202\_A\_P\_BLR\_200\_04; 202\_A\_P\_BLR\_200\_05;  
 202\_A\_P\_BLR\_300\_00; 202\_A\_P\_BLR\_300\_01; 202\_A\_P\_BLR\_300\_02;  
 202\_A\_P\_BLR\_300\_03; 202\_A\_P\_BLR\_300\_04; 202\_A\_P\_BLR\_300\_05;  
 202\_A\_P\_BLR\_300\_06; 202\_A\_P\_BLR\_400\_01; 202\_A\_P\_DHO\_110\_001 Rev 01;  
 202\_A\_P\_DHO\_110\_002; 202\_A\_P\_DHO\_110\_006; 202\_A\_P\_DHO\_110\_007;  
 202\_A\_P\_DHO\_110\_008; 202\_A\_P\_DHO\_110\_009; 202\_A\_P\_DHO\_110\_010 Rev  
 02; 202\_A\_P\_DHO\_110\_011; 202\_A\_P\_DHO\_110\_012; 202\_A\_P\_DHO\_110\_013  
 Rev 02; 202\_A\_P\_DHO\_110\_014; 202\_A\_P\_DHO\_110\_015 Rev 02;  
 202\_A\_P\_DHO\_110\_016; 202\_A\_P\_DHO\_110\_017;  
 202\_A\_P\_DHO\_110\_018; 202\_A\_P\_DHO\_110\_019 Rev 01;  
 202\_A\_P\_DHO\_110\_020; 202\_A\_P\_DHO\_110\_021; 202\_A\_P\_BLR\_110\_001;  
 202\_A\_P\_BLR\_110\_002; 202\_A\_P\_BLR\_110\_003; 202\_A\_P\_BLR\_110\_004;  
 202\_A\_P\_BLR\_110\_005; 202\_A\_P\_BLR\_110\_006; 202\_A\_P\_BLR\_110\_007;  
 202\_A\_P\_BLR\_110\_008; 202\_A\_P\_BLR\_110\_009; 202\_A\_P\_BLR\_110\_010;  
 202\_A\_P\_BLR\_110\_011; 202\_A\_P\_BLR\_110\_012; 202\_A\_P\_BLR\_110\_013;  
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 202\_A\_P\_BLR\_110\_020; 202\_A\_P\_BLR\_110\_021; 202\_A\_P\_BLR\_110\_022;  
 202\_A\_P\_BLR\_110\_023; 202\_A\_P\_BLR\_110\_024; 202\_A\_P\_BLR\_110\_025;  
 202\_A\_P\_BLR\_110\_026; 202\_A\_P\_BLR\_110\_027; 202\_A\_P\_BLR\_110\_028;  
 202\_A\_P\_BLR\_110\_030; 202\_A\_P\_BLR\_110\_031; 202\_A\_P\_BLR\_110\_032;  
 202\_A\_P\_BLR\_110\_033 Rev 01; 202\_A\_P\_BLR\_110\_034;  
 202\_A\_P\_BLR\_110\_035; 202\_A\_P\_BLR\_110\_036; 202\_A\_P\_BLR\_110\_040;  
 202\_A\_P\_BLR\_110\_049;  
 202\_A\_P\_BLR\_110\_050; 202\_A\_P\_BLR\_110\_051 Rev 01;  
 202\_A\_P\_BLR\_110\_052; 202\_A\_P\_BLR\_110\_064; 202\_A\_P\_BLR\_110\_065;  
 202\_A\_P\_BLR\_110\_067; 202\_A\_P\_BLR\_110\_068; 202\_A\_P\_BLR\_110\_069;  
 202\_A\_P\_BLR\_110\_070; 202\_A\_P\_BLR\_110\_071; 202\_A\_P\_BLR\_110\_072;  
 202\_A\_P\_BLR\_110\_073; 202\_A\_P\_BLR\_110\_074; 202\_A\_P\_BLR\_110\_075;  
 202\_A\_P\_BLR\_110\_076; 202\_A\_P\_BLR\_110\_077; 202\_A\_P\_BLR\_110\_078;  
 202\_A\_P\_BLR\_110\_079; LL439\_C\_SP\_001 Rev J; LL439\_C\_SP\_002 Rev K;  
 LL439\_C\_SP\_003 Rev D; LL439\_C\_SP\_004 Rev B;

Design & Access Statement Statement of Community Involvement Ref 202-A-REP-  
 DA by Karakusevic Carson Architects; Appendix to Design & Access Statement by  
 Karakusevic Carson Architects; Block C Design Development Supplementary  
 Addendum to Planning Application Ref 202\_A\_REP\_ADDENDUM\_01 dated  
 December 2012 by Karakusevic Carson Architects; Landscape Proposals by Camlins  
 Rev A 08.02.2013 8th Revision dated 04/02/2013; Construction Management Plan by  
 EC Harris; Planning Statement by Quod Ref Q30150 dated 22/11/2012; Bat Survey  
 Report by Greengage Ref 550355mtJul12FV01\_Bat\_Survey dated January 2013;  
 Ecological Extended Phase 1 Habitat & Protected Species Survey by Greengage Ref  
 550338MTJan13FV02\_Phase1\_Bacton dated January 2013; Daylight & Sunlight  
 Report by GVA Schatunowski Brooks dated November 2012; Addendum Daylight &  
 Sunlight Report by GVA Schatunowski Brooks dated November 2012; Second  
 Addendum Daylight and Sunlight Report by GVA Schatunowski Brooks dated  
 February 2013; Daylight Analysis Bacton Low Rise by GVA Schatunowski Brooks  
 dated 28/02/13, as submitted 03/03/13;

- 59 BRE073, as submitted 03/03/13; Air Quality Assessment by Peter Brett Associates Ref 26572/004 Rev 01 dated 20/11/2012; Basement Impact Assessment Revision B by Rolton Group Limited Ref 12-0083 XRP007 dated February 2013; Requirements for Code for Sustainable Homes Level 4 by EC Harris; Flood Risk Assessment by Rolton Group Limited Ref 12-0083 XRP003 Rev A dated November 2012; Geotechnical and Geo-Environmental Report by Rolton Group Limited Ref 12-0083 XRP005 Rev A dated November 2012; Noise and Vibration Assessment by Peter Brett Associates Rev 26572/003R001 Rev 01 dated 22/11/2012; Sustainability Statement by EC Harris; Transport Assessment by Peter Brett Associates Ref Issue 1 Rev 1 dated 23/11/2012; Tree Survey, Implications Assessment and Constraints by Greengage Ref 550355MTSept12FV04\_BS5837 dated November 2012; Email from Rolton Group Limited to Environment Agency dated 17/12/2012; Impact Assessment and Tree Removal - Addendum by Greengage, as received 12/02/2013; Dust Monitoring Protocol Technical Note by Peter Brett Associates Ref TN001A dated 07/02/2013; Response to LBC Comments on Transport Assessment by Peter Brett Associates Ref 001 dated 08/02/2013, as received 14/02/2013; Trip Generation Calculations - Residential Land Use, dated 08/02/13, as received 27/02/13; TRAVL - Average Trip Rate by Mode and Time, as received 27/02/13; Revised Trip Generation trips by mode and time, as received 27/02/13; Revised Trip Generation trips by time, as received 27/02/13; Email from Greengage dated 22/02/2013 and associated annotated photographs (x3), Tree Constraints Plan GRNGE-BCTLWRS-583707 and untitled Vicars Road RPZ plan; Email from Greengage dated 03/03/2013.

Planning Statement by Quod Ref Q30150 dated May 2014; Energy Strategy Report by Rolton Group Limited Ref 12-0083 XRP004 Issue 3 dated April 2014; Temporary Boiler Plan - Acoustic Assessment by Sustainable Acoustics Ref SA\_13-0069 -D04 - LC dated 20 May 2014; Mansfield Pollard Technical Data Sheet; 12-0083/M/301 Rev I2; Mansfield Pollard Specialist Fabrications sheet; Lifetime Homes Review by Alan Camp Architects Ref 1952\_SC\_LTH\_DHO SITE BLOCK A Rev 3 dated 25/03/14; Wheelchair Homes Design Brief by Alan Camp Architects Ref 1952-SC-WCH Rev P5 dated 29/05/14; SK-18 Rev P3; SK-19 Rev P4; SK-19a Rev P1; SK-20 Rev P4; SK-20a Rev P1; Temporary Heating Unit details; Letter from GVA Schatunowski Brooks Ref KW10/J03K dated 12/05/2014; Refuse & Recycling Review by Alan Camp Architects Ref SC-RR Rev P11; Cycle storage comparison schedule by Alan Camp Architects Ref 1952\_SC-AC\_CYC Rev P4 dated 24/11/2014; SC-TENURE schedule by Alan Camp Architects dated 31/10/14 Ref P2; Design Calculation for Bacton Low Rise Fleet F250V750 Boiler by Midtherm Engineering Limited dated 29/04/14; LoadTracker CHP (XRG1 20G) - CRA (Carbon Reduction Assessment) by SAV Systems Ref SAV/CHP/105635/Edward Richmond/18 Nov 2013; XRG1 20 Electrifying Heat Sheet, dated 31/10/14; Hamworthy Fleet Technical Data sheet; Bakor 790-11 Waterproofing System - Standard Detail Extensive Green Roof System dated 08/11 Issue 1; Air Quality Assessment by Peter Brett Associates dated December 2014 Ref 29460/3001.



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

- 60 The heating unit hereby permitted to the north of phase 3 is for a temporary period only and shall be permanently removed within two years of the date of this permission, at which time this part of the site shall revert to its former lawful use as car parking spaces associated with the residential blocks unless otherwise agreed in writing by the Local Planning Authority.

Reason: The structure is not such as the local planning authority is prepared to approve, other than for a limited period, in view of its appearance. Its permanent retention would be contrary to the requirements of policy CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 (Securing high quality design) of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

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

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

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

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

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

- 2 This consent is without prejudice to, and shall not be construed as derogating from,

any of the rights, powers, and duties of the Council pursuant to any of its statutory functions or in any other capacity and, in particular, shall not restrict the Council from exercising any of its powers or duties under the Highways Act 1980 (as amended). In particular your attention is drawn to the need to obtain permission for any part of the structure which overhangs the public highway (including footway). Permission should be sought from the Council's Engineering Service Network Management Team, 5 Pancras Square, London, N1C 4AG, (tel: 020 7974 2410) or email [highwayengineering@camden.gov.uk](mailto:highwayengineering@camden.gov.uk).

- 3 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, 5 Pancras Square, London, N1C 4AG (tel: 020-7974 6941).
- 4 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.
- 5 With regard to condition 22 (lifetime homes) you are advised to look at Camden Planning Guidance for further information and if necessary consult the Access Officer, 2nd Floor, 5 Pancras Square, London, N1C 4AG (tel: 020-7974 5124) to ensure that the internal layout of the building is acceptable with regards to accessibility by future occupiers and their changing needs over time. Linked to this and condition 23 (wheelchair housing) it is shown that 19 social rent and 10 market wheelchair units are shown on the approved plans. More specifically there are 5x2 bed wheelchair accessible social rent units in Block A; there are 14 (4x2 bed and 10x3 bed) wheelchair accessible social rent units in Blocks E1, E2 and E3; and 10x3 bed wheelchair accessible market units in Blocks D1 and F1.
- 6 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], 5 Pancras Square, London, N1C 4AG (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/councilcontacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 7 With regard to the employment units hereby permitted, you are advised that this permission is granted without prejudice to the possibility of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning) or the Camden Contact Centre on Tel: 020 7974 4444 or email [planning@camden.gov.uk](mailto:planning@camden.gov.uk).



- 8 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) 5 Pancras Square, London, N1C 4AG.
- 9 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 10 With regard to condition 25 (contaminated land) the preliminary risk assessment is required in accordance with CLR11 model procedures for management of contaminated land and must include an appropriate scheme of investigation with a schedule of work detailing the proposed sampling and analysis strategy. You are advised that the London Borough of Camden offer an Enhanced Environmental Information Review available from the Contaminated Land Officer (who has access to the Council's historical land use data) on 020 7974 4444, or by email, <http://www.camden.gov.uk/ccm/content/contacts/councilcontacts/environment/contact-the-contaminated-land-officer.en>, and that this information can form the basis of a preliminary risk assessment. Further information is also available on the Council's Contaminated Land web pages at <http://www.camden.gov.uk/ccm/navigation/environment/pollution/contaminatedland/>, or from the Environment Agency at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk).
- 11 You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Greenspace Information for Greater London [GIGL], the capital's environmental records centre. This will assist in building up the data base of up-to-date ecological information and this will help in future decision making.
- 12 Active bird nests are protected under Part 1 of the Wildlife and Countryside Act 1981 (as amended) which states that it is an offence to disturb, damage or destroy the nest of any wild bird while that nest be in use or being built. Active nests are highly likely to be present within the site during peak nesting season, considered by Natural England as between 1 March and 31 July. It should be noted that active nests are afforded legal protection at all times and can be encountered throughout a nesting season which may extend between mid-February and October depending on bird species and weather conditions. Nesting habitats which includes trees, shrubs, climbing plants, grounds flora, buildings and other structures may be cleared at any time of year where survey (undertaken by a suitably experienced person) can establish active nests are absent. For further information contact Natural England on 0845 600 3078.
- 13 Bats and their roosts are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation (Natural Habitats) Regulations 1994 which protect bats from intentional or deliberate actions which may kill, injure capture a bat and from actions that intentionally or recklessly damage, destroy or obstruct access to a bat roost (whether bats are present or not) or disturb a bat when occupying a roost. Actions such as demolition and renovation works to a building, and tree felling or significant tree surgery are likely to result in a breach of the

above legislation if bats or bat roosts are present. For further information contact Natural England on 0845 600 3078.

- 14 The applicant's attention drawn to section 60 of the Control of Pollution Act 1974.
- 15 Network Rail advises that prior to the commencement of any works on site, the developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.
- 16 Network Rail advises that any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures.
- 17 Network Rail advises that any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Asset Protection Team.
- 18 Network Rail advises that if it is necessary to close the railway and restrict rail traffic, "possession" of the railway must be booked via Network Rail's Asset Protection Team ([assetprotectionLNE@networkrail.co.uk](mailto:assetprotectionLNE@networkrail.co.uk)) and are subject to a minimum prior notice period for booking of 20 weeks.
- 19 Network Rail advises that where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.
- 20 With regard to condition 9 (cycle details) you are advised to consider Camden Planning Guidance 7 (Transport) Chapter 9 (Cycling facilities) in full prior to the submission of any approval of details application of this nature.
- 21 You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.
- 22 With regard to condition 26 (Living roofs) you are advised that the substrate depth should vary between 80mm and 150mm with peaks and troughs, but should average at least 130mm. The design and planting scheme should be informed by a site biodiversity assessment and reflect the local conditions and species of interest. Extensive living roofs should be planted with 16 plugs per m2.



23 Reasons for granting variation of conditions:

Planning permission was granted in April 2013 (following the completion of the shadow S106 Legal Agreement) for the redevelopment of the site for 290 Class C3 residential units, 3 employment units (Class B1), and various associated works. The applicant is now seeking to make a number of minor material amendments to the approved scheme (known as a 'section 73 application'). This relates solely to phase 1 of the proposed development (the District Housing Office - DHO - part of the site). The main changes are summarised as follows:

4 additional residential units (this comprises 1 additional private three bedroom unit between blocks B1 and C and 3 additional social units in Block B1);

The unit mix has been altered, as follows: Reduction of 5x1 bed, 2x5 bed and 1x6 bed units; offset by the addition of 7x2 bed and 5x3 bed

Minor change to levels as shown on section drawings to suit detailed design process;

Rain water pipe positions have been added on elevations;

Reduction in storey heights - Ground to first floor will stay as originally designed with 3.225m minimum floor to floor. Minimum floor to ceiling heights in all units above ground floor will be 2.5m throughout;

Previously consented balustrades to Juliet balconies, recessed balconies and terraces were made from steel perforated panels. It is now proposed to change the balustrades so that they composed of opaque toughened glass and PCC steelwork frame. The colour and details are to be approved through the separate discharge of condition 3;

Provision of temporary heating unit moved from between blocks B1 and C to the north of Phase 3. This is in the same location as the previously consented substation. The contractor has received confirmation from UKPN that this substation is not currently required due to sufficient capacity in the existing network;

Reconfigured cycle storage and waste storage arrangements are proposed;

Amended energy strategy, most significantly on-site CHP connected to a site-wide district heating network is now proposed, rather than connection to the Royal Free district heat network. This is as it is anticipated that there is not the available capacity from the Royal Free to serve this development.

In overall terms the applicant has outlined that this application has come about owing to a greater understanding of the housing needs of existing Camden residents, to "allow financial concerns to be addressed and allow the scheme to progress". The applicant is therefore seeking for condition 58 of planning permission 2012/6338/P to be varied to reflect the updated drawings now proposed. Owing to the proposed changes in the cycle storage arrangements,

condition 9 is also sought to be varied accordingly. Paragraphs 017 and 019 of The Planning Practice Guidance on 'Flexible options for planning permissions' (March 2014) have been duly considered, to inform the consideration of this application.

In terms of land use matters, the proposal results in the addition of 4 units at the DHO (phase 1) part of the site, taking the overall number up from 290 to 294 across the entire application site. 3 of the 4 additional units are to be social rent, while the other is a private unit. The associated alterations have resulted in small changes to the mix of units and tenure split; none of which are considered to be significant in overall terms (there is actually a small increase in affordable housing floorspace). The proposed density increases from 479 HR/ha to 486 HR/ha; again such a small change is not considered to be significant in the context of the original permission.

- 24 In relation to the design changes, no concerns are raised with the changes to heights and window locations, as they will not alter the character of the buildings. There is some concern about the general shift towards glass balustrades replacing the approved metal fret-cut designs. It is considered that this is a suburban location and the buildings are restrained in material and detailing. The metal balustrades give a much needed richness and texture which these otherwise large, plain buildings. Moreover, glass does not achieve the same level of character of texture. Also, glass balustrades have a corporate or 'river frontage' slickness somewhat at odds to this suburban area. For the DHO site (Phase 1), where the buildings are small and there is already a richness to the form, it is not considered that the effect of glass balconies is significant enough to warrant refusal of this application. However, the applicant is advised at this juncture moving forward, for the much larger blocks on the low rise site (phases 2 and 3), it is considered that glass balconies (should this subsequently be proposed) would result in an unacceptable reduction of character and quality. The expectation is for metal balustrades to be sought on future blocks. The proposed heating unit is for a temporary period only (maximum 2 years) and given this context is considered adequate, with a condition recommended for it to be removed within 2 years to maintain the appearance of this part of the site. A green roof is proposed as part of the unit, which is welcomed in principle and details have been provided at application stage to avoid the need for a condition securing details.

The quality of accommodation for future occupiers will not be unduly compromised by the proposed changes, following revisions sought and secured during the course of this application. The cycle storage facilities have been altered and following further revisions are considered to be suitably located and are appropriately designed to enable use by future occupiers of all blocks within this phase. In terms of waste storage facilities, again following revisions, the now sought provision is suitably located and appropriately designed. The new and remodelled layouts of units are sufficient in terms of overall flat and room sizes, while also providing adequate outlook and access to daylight and sunlight. In terms of lifetime homes standards, the changes raise no concerns over the future accessibility of the building. The Wheelchair accessible units have moved location with the adjacent flat on levels ground - 4th. The new layouts are similar to those previously approved with no significant alterations. The proposed changes are not considered to result in any further amenity impacts on neighbouring and nearby



occupiers to those considered appropriate at the time of the original application.

In terms of code for sustainable homes, the four additional units will meet code level 4, as the original dwellings would. The energy strategy has altered from that originally approved at the site. Most significantly on-site CHP connected to a site-wide district heating network is now proposed, rather than connection to the Royal Free district heat network. This is as it is anticipated that there is not the available capacity from the Royal Free to serve this development. This is acknowledged by officers as being the case, which has only come to light since the original permission was granted. Although regrettable, it is nevertheless accepted. The development will however be future-proofed to connect to the Royal Free district heating network should additional capacity become available in the future. Together with the energy efficiency measures, the CHP will reduce CO2 emissions by 32% below the Part L 2010 baseline, exceeding the London Plan requirement.

- 25 Further details have been submitted during the course of the application to verify this. Specialist officers are satisfied with the level/nature of information/justification provided.

In terms of air quality, given that onsite CHP is now proposed, an updated Air Quality Assessment has been received during the course of the application. This has been assessed by specialist officers, who confirm that they are satisfied with the level and nature of information submitted.

For the purposes of clarity, it is noted that many of the conditions included on the original permission have been repeated in a revised form on this decision notice. This is to aid the ease of future approval of detail submissions (e.g. specific reference to each phase of the development as parts a) b) and c) of specific conditions) and reflect that in the intervening time a number of approval of details have already been discharged at the application site. The repeating of conditions aligns with The Planning Practice Guidance.

A deed of variation shadow s106 legal agreement is considered to be necessary, altering the education, community facilities and public open space contributions to reflect the increased number of units and altered mix. The deed of variation will also update the drawing reference numbers, number/mix of affordable housing units, car-free housing being for 226 (rather than 222) units and updated wording in the energy measures section.

Neighbouring occupiers were consulted on the application. One objection has been received prior to making this decision and duly taken into account prior to making this decision. The concerns have been considered and the site's planning history was taken into account in coming to this decision.

Special regard has been attached to the desirability of preserving the setting of nearby listed buildings and any features of special architectural or historic interest which they possess, under s.66 of the Listed Buildings and Conservation Areas Act 1990 as amended by the Enterprise and Regulatory Reform Act (ERR) 2013.

As such, the proposals are in general accordance with policies CS1, CS4, CS5, CS6, CS8, CS10, CS11, CS13, CS14, CS15, CS16, CS17, CS18 and CS19 of the London Borough of Camden Local Development Framework Core Strategy, and policies DP1, DP2, DP3, DP4, DP5, DP6, DP13, DP15, DP16, DP17, DP18, DP19, DP20, DP21, DP22, DP23, DP24, DP25, DP26, DP27, DP28, DP29, DP30, DP31 and DP32 of the London Borough of Camden Local Development Framework Development Policies. The proposed development also accords with policies 3.1, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13, 3.14, 3.15, 3.16, 4.1, 4.3, 5.1, 5.2, 5.6, 5.7, 6.3, 6.9, 6.13, 7.1, 7.4, 7.5, 7.6, 7.8 and 7.14 of the London Plan 2015 (consolidated with alterations since 2011); and paragraphs 14, 17, 29-39, 47-51, 56 -66, 93-97 and 126-141 of the National Planning Policy Framework.

- 26 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.

The proposed CIL charge will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please refer to the information on the Camden website which may be accessed via the following link: [http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset\\_id=3298006](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3298006)

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from the planning portal; <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

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

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

Yours faithfully

Culture and Environment Directorate





**DATED**

**2016**

**(1) LIMITED**

**and**

**(2) MORTGAGEE PLC/LIMITED**

**and**

**(3) LESSEE/TENANT**

**and**

**(4) THE MAYOR AND BURGESSES OF  
THE LONDON BOROUGH OF CAMDEN**

**A G R E E M E N T**  
relating to land known as

**BACTON LOW RISE ESTATE**  
being land bounded by Haverstock Road Wellesley Road and  
Vicar's Road including Nos 121-211 Bacton Low Rise Estate  
113a, 115 and 117 Wellesley Road and 2-16 Vicar's Road Gospel Oak London NW5

**pursuant to Section 106 of the Town and Country Planning  
Act 1990 (as amended) and  
Section 278 of the Highways Act 1980**

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