



**AGAR GROVE ESTATE REGENERATION - APPLICATION FOR MINOR MATERIAL AMENDMENT
TO PLANNING PERMISSION REF: 2013/8088/P
LONDON BOROUGH OF CAMDEN**

Planning Statement

August 2019

Executive Summary

The Agar Grove Estate Regeneration project for part of Camden's 'Community Investment Programme' (CIP), which aims to generate investment, deliver new homes and regenerate neighbourhoods. The CIP is a 15-year plan and forms a central part of the Council's strategy which seeks to ensure investment in schools, homes and community infrastructure despite reductions in central government funding.

Comprising some 249 units the Agar Grove Estate was built by the London Borough of Camden in the 1960s and comprised a series of low / medium rise blocks and an 18-storey tower.

The Agar Grove estate community is stable and cohesive, and many households have lived there for a number of years. However, despite being a popular place to live, the stock suffered from a number of problems ranging from physical defects to the size, type and quality of the accommodation relative to housing needs. Furthermore, the original configuration of the Estate represents an inefficient use of land given its accessible and sustainable location.

Full Planning Permission was granted by the local planning authority in August 2014 for the comprehensive redevelopment of the site to create a new mixed-tenure development comprising 493 new homes, retail, business and community space, set within a series of high-quality new buildings and landscape.

The first phase of development – known as Block A – is complete was completed and works are currently underway on Blocks F, G and H which is due for completion in mid 2020. To date, 38 households have moved into their new homes and the project was awarded the 'Overall Winner' in the 2019 New London Awards supported by the Mayor of London. Once completed the project will be UK's largest Passivhaus development which is helping to address a range of environmental, fuel poverty and health and well-being issues.

Due to changes in the housing market, building regulations and lessons learnt during the first phase, this application seeks permission to amend the planning permission in relation to the next phase of development – comprising Block I and Block JKL – which is due to commence on site in 2020.

The proposed changes have been developed in the context of the key principles established by the original consent and are considered to improve the development from a housing and design perspective. The changes are considered to represent a minor material amendment to the approved scheme and so this application is submitted pursuant to s73 of the Town and Country Planning Act 1990 (as amended) to allow a variation to conditions attached to the original consent relating to approved drawings.

In summary, the changes comprise:

- Adjustments to the building footprint
- Adjustments to the block heights and massing
- Alterations to the elevations, including revised balcony design
- Revised flat layouts
- Changes to the unit type and mix
- Increase in overall unit numbers from 493 to 507

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- CMA1** Copy of planning permission August 2014 (2013/8088/P)
- CMA2** Consultation Note
- CMA3** Transport Note



INTRODUCTION

1.0 INTRODUCTION

- 1.1 This Statement has been prepared by CMA Planning Ltd ("CMA") in support of the London Borough of Camden's ("the Applicant") planning application relating to the regeneration of the Agar Grove Estate ("the Site").
- 1.2 The Agar Grove Estate was built by the London Borough of Camden in the 1960s and comprised 249 units within a series of low / medium rise blocks and an 18-storey tower.
- 1.3 The Agar Grove Estate Regeneration project forms part of Camden's 'Community Investment Programme' (CIP), which aims to generate investment, deliver new homes and regenerate neighbourhoods. The CIP is a 15-year plan and forms a central part of the Council's strategy which seeks to ensure investment in schools, homes and community infrastructure despite reductions in central government funding.
- 1.4 Planning Permission was granted by the local planning authority in August 2014 for the comprehensive redevelopment of the site to create a new mixed-tenure development comprising 493 new homes, retail, business and community space, set within a series of high-quality new buildings and landscape ("the Approved Scheme").
- 1.5 The first phase of development – known as Block B – is complete and 38 households have moved into their new homes. Works are currently underway on Blocks F, G and H which is due for completion in mid-2020 and will create 57 further homes.
- 1.6 This application seeks permission to amend the planning permission in relation to the next phase of development – comprising Block I and Block JKL – which is due to commence on site in 2020. The need for the changes arises due to lessons learnt during the first phase of the development – particularly relating to Passivhaus; up-dates to the building regulations; and changes in the housing market.
- 1.7 The proposed changes have been developed in the context of the key principles established by the original consent and are considered to improve the development from a housing and design perspective. The changes are considered to represent a minor material amendment to the approved scheme and so this application is submitted pursuant to s73 of the Town and Country Planning Act 1990 (as amended) to allow a variation to conditions attached to the original consent relating to approved drawings.
- 1.8 In summary, the changes comprise:
 - Adjustments to the building footprint
 - Adjustments to the block heights and massing
 - Alterations to the elevations, including revised balcony design
 - Revised flat layouts
 - Changes to the unit type and mix
 - Increase in overall unit numbers from 493 to 507
 - Removal of conditions relating to Lifetime Homes and Code for Sustainable Homes

1.9 Following on from the above, the application seeks permission for:

“Variation of condition 60 (approved plans); and removal of conditions 6 (Lifetime Homes) and condition 41 (Code for Sustainable Homes) of planning permission ref: 2013/8088/P (as amended) (for demolition of existing buildings and structures except Lulworth House and Agar Children’s Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 flexible retail shops (Class A1), business centre (Class B1) or non-residential institution (Class D2) units; refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works), namely to 14 additional Class C3 residential units; alterations to the housing mix; and alterations to the footprint, massing and external appearance of Block I and Block JKL; and associated landscaping.

Purpose and structure

1.10 All development proposals take place in the context of national, regional and local planning policy and recognised best practice. This document reviews the planning context for the issues associated with the development and is structured as follows:

- **Section 2** provides an overview of the proposals
- **Section 3** sets out the planning policy context for the project;
- **Section 4** considers the key planning issues associated with the development; and
- **Section 5** sets out our summary and conclusions.

Other supporting documents

1.11 This document forms part of a series of reports submitted in support of the application and should be read in conjunction with these other documents which include:

- **Design and Access Statement** by Hawkins Brown and Mae Architects
- **Transport Addendum** by Peter Brett Associates (appended to this Statement)
- **Energy Addendum** by Max Fordham
- **Daylight and Sunlight Report** by Anstey Horne
- **Daylight and Sunlight within the Development** by Anstey Horne
- **Tree Report** by Haydens
- **Consultation Statement** by LB Camden (appended to this Statement)
- **Viability Report** by Arcadis

OVERVIEW OF THE PROPOSALS

2.0 OVERVIEW OF THE PROPOSALS

The Application Site

- 2.1 As illustrated in Figure 2.1 below, the application site comprises a circa. 2.75-hectare parcel of land known as the Agar Grove Estate. The Estate is centrally located in the borough to the east of Camden Town in a predominantly residential area which comprises a mix of period (Georgian and Victorian) housing; post-war municipal estates; 20th century in-fill; and some remnants of light-industrial activity.
- 2.2 The Estate is broadly bordered to the north by Agar Grove; to the east by Camley Street; to the south by London Overground railway line; and to the west by Wrotham Road. The Estate is currently undergoing redevelopment with construction of Block B – a seven storey building comprising 38 homes in the south-west boundary corner of the site having been completed, and construction underway on Blocks F, G and H which site between Block B and Agar Grove.

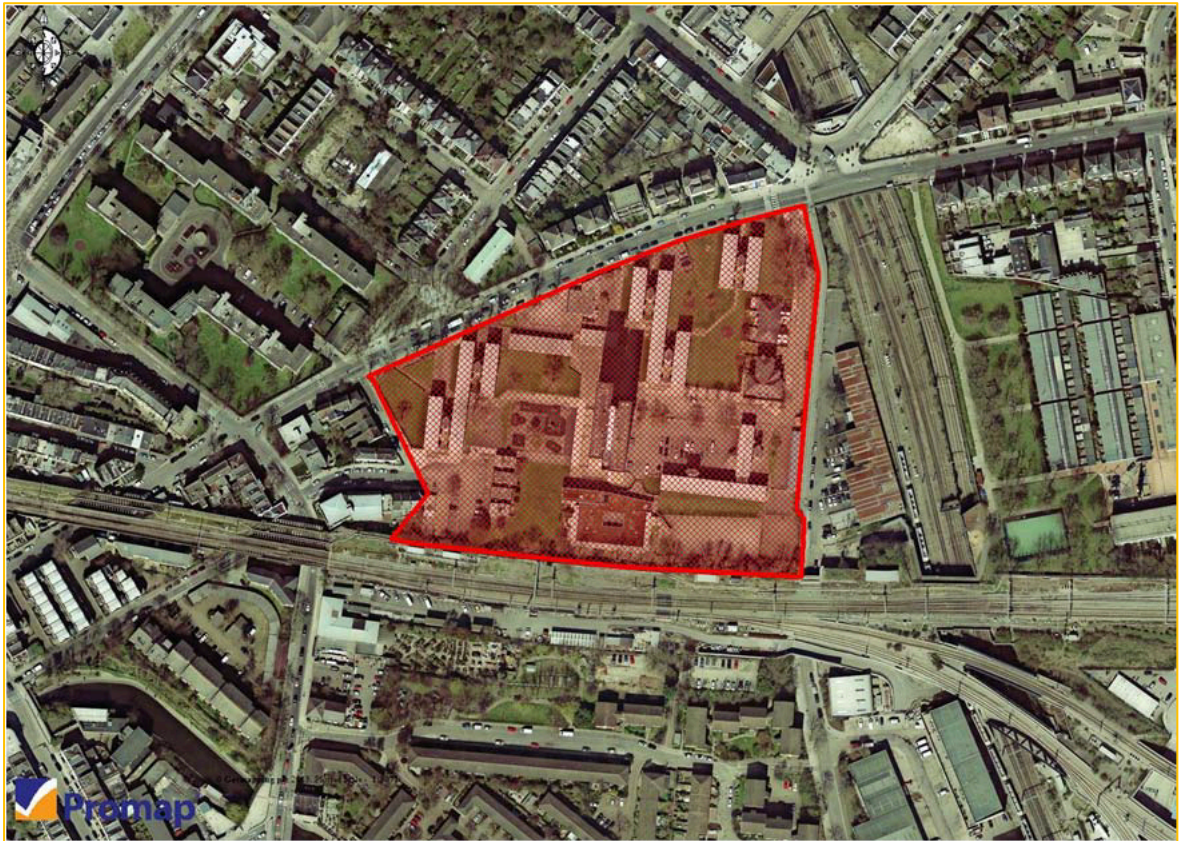


Figure 2.1: Aerial site plan (pre-development)

Project Overview

- 2.3 The project forms part of Camden's 'Community Investment Programme' (CIP) which aims to generate investment, deliver new homes and regenerate neighbourhoods. The CIP is a 15-year plan and forms a central part of the Council's strategy which seeks to ensure that investment in schools, homes and community facilities can be realised despite cuts in central government funding.
- 2.4 The Agar Grove Estate was included in the CIP programme in July 2011 as a site with potential for development and, following extensive consultation with residents, a planning application was submitted in December 2013 for redevelopment. The application was subsequently approved by the local planning authority in August 2014 (ref: 2013/8088/P).
- 2.5 A copy of the decision notice is provided at **Appendix CMA1**.
- 2.6 A key driver to the project is the delivery of high-quality affordable homes with the type and configuration of accommodation tailored towards the needs of the existing residents. Furthermore, the proposals have been designed to enable a single decant as far as possible in order that community cohesion can be maintained, whilst the introduction of new intermediate and market housing will help to create a mixed and inclusive community and generate sufficient capital receipt to deliver the project.
- 2.7 A further key aspect of the project was the decision by the Council (as applicant) to deliver the development in accordance with 'Passivhaus' principles which is an energy performance standard that minimises heating costs through superinsulation, triple glazing and air-tight construction.
- 2.8 Passivhaus represents the ultimate design standard in terms of the "be lean" aspect of energy policy with carbon emissions being primarily reduced by through passive energy efficiency to reduce the demand for energy rather than meet a larger demand with renewable energy sources. In addition to addressing sustainability policies, Passivhaus also provides significant benefits in terms of in-use costs, thereby tackling issues associated with fuel poverty.
- 2.9 Construction works on the first phase of development commenced in XX and Block B was completed in XX enabling 38 households to move into their new homes. Work is currently on-going with Blocks F, H and G which is due for completion in mid-2020 and will deliver a further 57 new homes.

Proposed Changes

- 2.10 This application seeks permission to amend the planning permission in relation to the next phase of development – comprising Block I and Block JKL – which is due to commence on site in 2020. The need for the changes arises due to lessons learnt during the first phase of the development – particularly relating to Passivhaus; up-dates to the building regulations; and changes in the housing market.
- 1.12 The proposed changes have been developed in the context of the key principles established by the original consent and are considered to improve the development from a housing and design perspective. The Design and Access Statement submitted as part of the application includes a detailed overview of the changes which are summarised as follows:

BLOCK I

Building footprint- the position of Block I has been moved by 750mm to the north-east to avoid a clash with a UKPM power cable.

Building heights and massing - the building heights has been adjusted on the northern and southern blocks (by less than 1 metre). the building form has been optimised by inserting an additional storey on the link building and third floor level in response to the massing of Block JK, and in order to optimise Passivhaus performance.

Balconies - the balconies have been revised in order that they stack; decreased in width; and incorporate spayed windows in order to provide more internal area, and improve the building form for Passivhaus performance.

Flat layouts - the internal unit layouts have been amended to provide more efficient and a better quality places to live. In almost all instance, the kitchens are now situated next to balconies which allows for the MVHR units located in the ceiling void to have their extract / intakes on the balconies rather than the main elevations.

Building layouts - the overall building layout has been develop in response to the servicing (MEP) strategy; and a post lobby has been added to the ground floor.

Change in accommodation -

The following table summarises the proposed change in accommodation in Block I.

Unit Type	Consented Units / SQM GIA	Proposed Units / SQM GIA	Change
STUDIO	-	1	+1
1B / 2 P	22	24	+2
2B / 3P	5	4	-1
2B / 4P	10	10	No change
3B / 5P	1	1	No change
TOTAL	38 units / 3,181sqm	40 units / 3,296sqm	+ 2 / +115sqm

BLOCK JKL –

Building footprint- the footprint has been changed by unfolding the crank of the north western core to better address the street line through to the neighbouring L&Q blocks.

Building heights and massing – the massing of Block JKL is based around three taller elements with differentiated crowns. Following a design review it is proposed to add additional accommodation to the northern and southern end of the block which will have limited visibility at street level and will retain the overall design intent.

Ground floor lateral units – Changes in the building regulations in 2016 (post the original planning permission) now require any wheelchair flats to be located at ground floor level without internal staircases or any core serving upper floor flats to have two lifts. At the same time the scheme has been reviewed by LB Camden's sales and marketing agent Savills, who have highlighted concerns regarding the marketability of the large market maisonettes in Block JKL.

As a result of the change in regulations and market feedback it is proposed to provide ground floor lateral wheelchair units to achieve the 10% requirement for wheelchair adaptable homes with spaces planned for easy adaptation to M4(3) standards.

Flat layouts - the internal unit layouts have been amended to provide more efficient and a better quality places to live. This includes reducing the number of different units types by rationalising the layouts.

Balconies – Taking lessons learnt from the previous phases, it is proposed to add a layer of opening windows behind the balcony balustrades form a quasi-winter garden . This revised amenity space (termed a 'solarium'), has full height windows with 2/3 of the area openable which allows the space to be used at all times of the year.

Sub-station – A standalone sub-station has been added to the south of the courtyard.

Change in accommodation –

The following table summarises the proposed change in accommodation in Block JKL.

Unit Type	Consented Units	Proposed Units	Change
1B / 1P	4	1	- 3
1B / 2 P	29	48	+19
2B / 3P	5	5	No change
2B / 4P	27	30	+3
3B / 5P	7	1	-6
3B / 6P	1	0	-1
TOTAL	73 units	85 units	+ 7

Overall change in accommodation

- 1.13 The following tables provide a summary of the overall changes in accommodation as a result of the proposed amendments to Block I and Block JLJ when considered in the context of the overall scheme.

Breakdown of consented and proposed accommodation			
TENURE	CONSENTED UNITS	CONSENTED HAB ROOMS	CONSENTED FLOORSPACE (SQM) (NIA)
Social rent	216 (44%)	699 (50%)	16,767 (46%)
Intermediate	37 (7.5%)	88 (6%)	2,336 (6%)
Market	240 (48.5%)	607 (44%)	17,678 (48%)
TOTAL	493	1394	36,781sqm
TENURE	PROPOSED UNITS	PROPOSED HAB ROOMS	PROPOSED FLOORSPACE (SQM) (NIA)
Social rent	216 (42.6%) (No change)	709 (50%) (+ 10 hab rooms)	16,767 (45.1%) (No change)
Intermediate	40 (7.9%) (+ 3 units)	91 (6.4%) (+ 3 hab rooms)	2,515 (6.8%) (+ 179 sqm)
Market	251 (4.5%) (+ 11 units)	618 (43.6%) (+ 11 hab rooms)	17,920 (48.1%) (+ 242 sqm)
TOTAL	507 (+14 units)	1418 (+ 24 hab rooms)	37,202sqm (+432 sqm)

Change in floorspace by tenure of consented and proposed accommodation			
TENURE	CONSENTED FLOORSPACE (NIA) / %	PROPOSED TOTAL FLOORSPACE (NIA) / %	UP-LIFT TOTAL FLOORSPACE (NIA) / %
Market	17,678sqm (48%)	17,920 (48%)	+ 242sqm (1.35% increase)
Affordable (social rent and intermediate)	19,103sqm (52%)	19,282 (52%)	+ 179 sqm (0.93% increase)
TOTAL	36,781sqm	37,202sqm	+421sqm (1.13% increase)

Pre-application public consultation

- 1.14 The Agar Grove project has been the subject of extensive consultation with the local community since the outset, and the approved scheme was developed in response to the view of the community and other key stakeholders.
- 1.15 In order to ensure that local residents (both within the estate and in the local area) and amenity groups had the opportunity to comment on the amendments being proposed as part of this application, a two-day consultation event took place in July 2019 in the Community Hall on the ground floor of Lulworth House. A note of the consultation is set out at **Appendix CMA2** including details of invitees; the number of attendees; and feedback received.

PLANNING POLICY CONTEXT

3.0 PLANNING POLICY CONTEXT

- 3.1 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with relevant development plan policies, unless other material planning considerations indicate otherwise.
- 3.2 For this purpose, the statutory development plan comprises The London Plan and the Camden Local Plan. In addition, national planning policy, non-statutory supplementary guidance and emerging policies are relevant material considerations. We set out below the planning policy context against which the application proposals should be considered.

National Planning Policy

- National Planning Policy Framework (NPPF) (2019)
- National Planning Practice Guidance

Regional Planning Policy

- The London Plan: (March 2016)
- The Draft New London Plan (2017)
- Sustainable Design and Construction SPG (2014)
- Housing SPG (2016)
- Shaping Neighbourhoods: Character and Context SPG (2014)
- The London Planning Statement (2014)

Local Planning Policy

- Camden Local Plan (2017)
- Camden Planning Guidance (CPG)

Site Designations

3.3 As illustrated in the extract from the Camden Policies Map below the site is not designated for any specific development proposal; however, the following designations are relevant to the site and wider area:

- (i) **Open Space** – a small area within the north-west quadrant of the site is identified as open space.
- (ii) **Designated View** – the landmark viewing corridor and lateral assessment areas associated with the protected vistas from Parliament Hill and Kenwood towards St Paul's Cathedral pass just inside the eastern and western boundaries of the site.

3.4 The Policies Map also identifies that the area to the north of Agar Grove and west of Wrotham Road form part of the Camden Square and Camden Broadway Conservation Areas respectively, whilst the Rochester Conservation Area lies approximately 360m to the north-west.

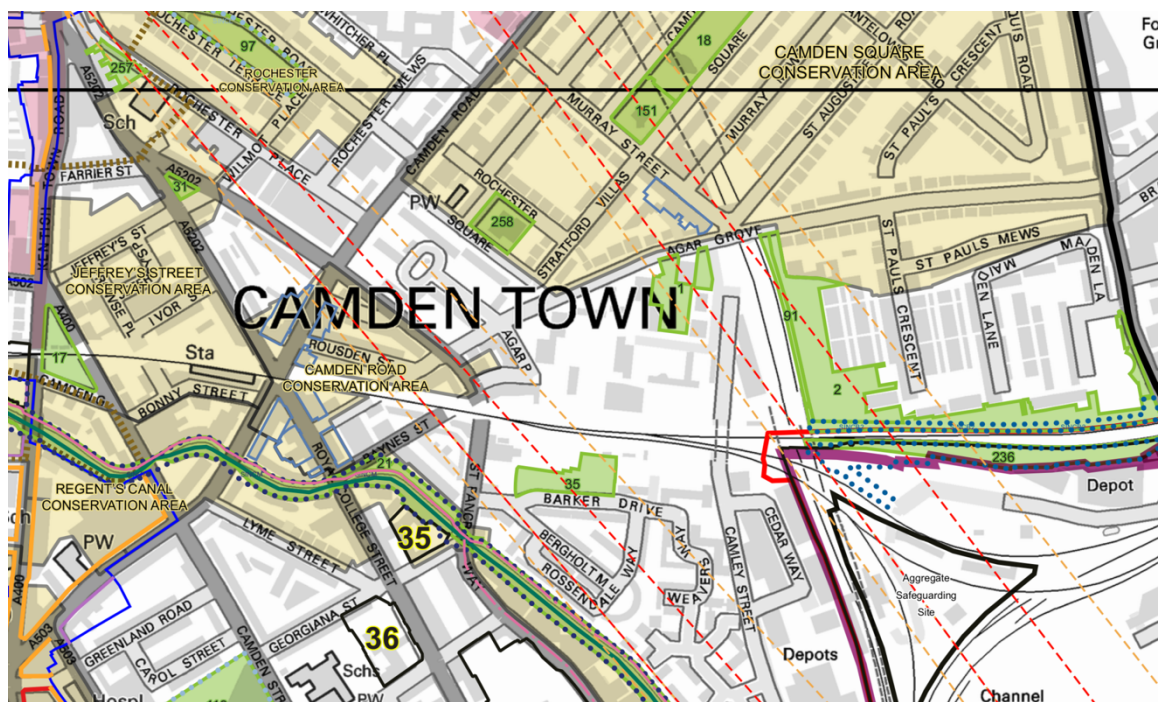


Figure 4.1: Extract from the Policies Map

PLANNING ASSESSMENT

4.0 PLANNING ASSESSMENT

- 4.1 In light of the development objectives of the project, and in the context of the planning policy framework set out above, the following paragraphs consider the key planning issues associated with the application proposals.
- 4.2 In accordance with s38(6) of the Planning and Compulsory Purchase Act 2004, determination of this application must be in accordance with national, regional and local planning policies unless material planning considerations indicate otherwise. The implemented consent is a material planning consideration and the development that this application seeks to amend has, by definition, been judged to be acceptable by virtue of the local planning authority's decision in August 2014.
- 4.3 Accordingly, the following assessment focuses on the planning policies, or other material planning considerations, that have changed significantly since the original grant of permission, as well as the changes sought.

General Principle of Development

- 4.4 A key theme of national, regional and local policies is to secure the efficient use of resources. This objective is a common thread running through the NPPF, the London Plan and the Camden Local Plan, which all encourage more sustainable patterns of development. The NPPF re-affirms the Government's commitment to delivering better outcomes via the planning system, whilst the draft Replacement London Plan and Camden Local Plan both highlight the need to deliver sufficient accommodation to meet London's housing needs.
- 4.5 The Agar Grove project forms part of Camden's 'Community Investment Programme' (CIP) which aims to generate investment, deliver new homes and regenerate neighbourhoods. The CIP is a 15-year plan and forms a central part of the Council's strategy which seeks to ensure investment in schools, homes and community infrastructure despite reductions in central government funding.
- 4.6 The planning permission that this application seeks to amend was approved by the local planning authority in 2014 and the first phase of development - known as Block B – is complete enabling 38 households to move into their new homes. This first phase has been widely recognized for its approach towards sustainable housing and place-making being awarded the 'Overall Winner' in the 2019 New London Awards supported by the Mayor of London. Work is now underway on Blocks F, G and H which are due for completion in mid 2020 and will deliver a further 57 much needed new homes.
- 4.7 It is clear that the Agar Grove Estate Regeneration project is making a significant contribution towards the provision of much needed new housing in the borough – including a significant proportion of affordable homes – within a high-quality and highly sustainable development. The proposed amendments are sought in order to improve the quality of the development in response lessons learnt during the first phase, and changes in the market.
- 4.8 Accordingly, it is considered that the principle of the proposed amendments which will assist in the delivery of this much-needed mixed-tenure housing scheme is appropriate, and the projects role in the Council's wider CIP should be afforded significant weight in the decision-making process.

Housing Considerations

(i) Increase in unit numbers and housing density

- 4.9 The NPPF supports the Government's objective of significantly boosting the supply of homes and seeks to ensure that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59).
- 4.10 London Plan Policy 3.3 (Increasing Housing Supply) highlights the need for new homes, and states that borough's should seek to achieve and exceed their relevant annual housing targets, including through intensification, town centre renewal, opportunity and intensification area and growth corridors, mixed-use and renewal. Draft New London Plan Policy D6 (Optimising Density) requires development to make the most efficient use of land and be designed at the optimum density, as part of a design-led approach.
- 4.11 At a local level, Policy H1 of the Camden Local Plan states that the Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes in the period 2016-2030. The policy notes that the Council will monitor the delivery of additional housing, and seek to maintain supply at the rate necessary to exceed the target.
- 4.12 Whilst the proposed amendments are relatively small in nature, the provision of 14 additional units will make an additional contribution to the provision of new homes in the borough in accordance with policy. Indeed, given its accessible and sustainable location, it is incumbent on the project to deliver the optimum number of homes in order to help address needs.
- 4.13 The approved scheme represented a density of 179 u/ha or 507 hr/ha which fell within the density ranges set out in The London Plan. The additional 14 units would increase the housing density to 184 u/pa, or 515 hr/ha which sits within the density range set and demonstrates that, at a housing output level, the amended proposals are making efficient unit of the site and delivering homes in accordance with sustainable development objectives.

(ii) Affordable housing and dwelling mix

- 4.14 The approved scheme comprises a total of 493 new homes, of which 253 are affordable which equates to 51% provision on a unit basis, or 56% on a habitable rooms basis, with a mix of social rent and intermediate accommodation. As set out in the Tables under paragraph 1.13 above, the amended scheme would deliver the same number of socially rented units (216) as the approved scheme but, due to the revised unit mix and changes to the internal layout, it is proposed to deliver 3 additional intermediate units and 11 additional market.
- 4.15 The amended scheme will deliver the same number of socially rented units as the approved scheme, along with 3 additional intermediate affordable homes. The affordable housing element of the scheme would represent 50.5% on a unit basis (ie. a 0.5% reduction compared to the approved scheme). However, when measured on a habitable

room or floorspace basis the affordable percentage remains unchanged (56% and 52% respectively), as the main change to the market element of the scheme primarily involves removing a number of oversized duplex units and replacing them with a slightly greater number of smaller units within broadly the same floorspace.

- 4.16 Whilst the overall change to the affordable housing percentages is minimal (and still secures in excess of 50% affordable housing), an up-dated Viability Assessment is submitted as part of this application to provide an understanding of the econometrics of the scheme and to demonstrate that amended proposals are still delivering the maximum amount of affordable housing when taking into account the overall viability of the scheme.
- 4.17 Accordingly, it is considered that the proposed amendments are considered acceptable when assessed against the relevant planning policy considerations and in the context of the application proposals as a whole.

Design Considerations

- 4.18 The NPPF places considerable emphasis on the importance of achieving high-quality design. The Framework states that *'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'* (paragraph. 124).
- 4.19 Chapter 7 of The London Plan sets out policies on a range of issues about the places and spaces in which Londoners live, work and visit that are integral to delivering the Mayor's vision and objectives. The Mayoral commitment to design quality is taken forward in the Draft Replacement London Plan.
- 4.20 Draft Policy D1 also states that development design should *'respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and shape that responds successfully to the identity and character of the locality, including to existing and emerging street hierarchy, building types, forms and proportions'*. Development design should *'be of high quality, with architecture that pays attention to detail,'* and uses *'attractive, robust materials which weather and mature well'*.
- 4.21 At a local level Policy D1 sets out Camden's general approach noting that *"good design is essential to creating places, buildings, or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations"* (paragraph 7.1). The policy sets out a series of requirements against which development proposals will be assessed.
- 4.22 Policy D2 sets out Camden's approach towards heritage and states that, *"the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings"*.
- 4.23 In terms of design it is relevant to note that from the outset of the project the brief has been to deliver an exemplary scheme in terms of its urban design and architectural quality, which is reflected in the Council's decision to appoint Hawkins\Brown, MAE and Grant Associates who are each award-winning practices with a proven track record of delivering the highest design quality.
- 4.24 In granting planning consent in 2014 the Committee Report notes that, *"this is considered to be an exceptional proposal which is strong in all aspects of design, from the masterplan layout right through to the detailed consideration of the doorstep experience. Underlying this is a good commitment to high quality detailing and materials, which will be secured in fill via condition. The spaces and buildings form a legible townscape which is familiar and contextual. It is considered that the will become truly permeable and accessible"* (paragraph 6.70).
- 4.25 It is notable that the first completed phase of the project – Block B – was awarded the 2019 'Overall Winner of the annual New London Awards', along with the 'Sustainability Prize', which re-affirms the assessment of the original application that the proposals will result in a high-quality development.
- 4.26 The Design and Access Statement (DAS) submitted as part of the application provides a detailed description of the scheme and a comprehensive review of the design issues associated with the changes sought as part of this

application. As set out in the DAS, the changes retain the key principles established by the approved scheme, whilst seeking to incorporate a number of improvements based on lessons learnt during the first phase of construction.

- 4.27 The proposed changes to the building form are considered minor both in terms and relative to overall scheme, and would not result in a scheme that is substantially different from the approved development. Accordingly, it is considered that the proposed amendments comply with the requirements set out in the relevant policies, and would result in a high-quality design which is in-keeping with the prevailing townscape, whilst responding to technical and market drivers of the project.
- 4.28 As part of this application it is also proposed to remove condition 6 attached to the approved scheme consent which related to Lifetime Homes which is no longer relevant following its incorporation in the Building Regulations.

Amenity considerations

- 4.29 Policy 7.6 of The London Plan states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate. Local Plan Policy A1 states that the Council will seek to protect the quality of life of occupiers and neighbours taking into account matters including, privacy, outlook, sunlight, daylight and overshadowing.
- 4.30 The design process for the consented proposals was supported by a detailed assessment of sunlight and daylight to ensure that development did not give rise to any unacceptable detrimental impact on the amenity of neighbouring properties, whilst also ensuring a good level of amenity for future occupiers.
- 4.31 The proposed amendments have been assessed using the Building Research Establishment (BRE): Site Layout Planning for Daylight and Sunlight: a guide to good practice to assess whether acceptable levels of daylight and sunlight are available to habitable spaces, with respect to the impact of the development on 1-25 Agar Grove (opposite the amended element), as well as Cranbourne House and Ferndown House, which are blocks owned by L&Q within the estate boundary but outside the application site red-line.
- 4.32 As set out in the 'Sunlight and Daylight Report' by Anstey Horne and Co, the scheme will not unduly compromise the amenity of neighbouring residential properties taking into account the dense urban context of the project and the level of impact accepted under the approved scheme. An internal Daylight Assessment prepared by Anstey Horne is also submitted as part of the application which demonstrates that the level of daylight amenity within the proposed units is acceptable.

Sustainability considerations

- 4.33 Sustainable development is a core principle of the NPPF, including supporting the transition to a low-carbon future in a changing climate, taking full account of flood risk and coastal change, encouraging the re-use of existing resources, and encouraging the use of renewable resources (including renewable energy) (paragraph 17).
- 4.34 Improving the environment and tackling climate change is one of The London Plan's main objectives and Policy 5.2 sets requires major residential and non-residential developments to achieve 'Zero Carbon' and sets out detailed requirements on how development should minimise carbon dioxide emissions through the energy hierarchy as follows:
- Be lean: use less energy
 - Be clean: supply energy efficiently
 - Be green: use renewable energy
- 4.35 London Plan Policy 5.3 requires sustainable design standards to be integral to development proposals and to be considered at the beginning of the design process. Key sustainable design principles include:
- Minimising carbon dioxide emissions;
 - Avoiding internal overheating and contribution to the urban heat island effect;
 - Efficient use of natural resources (including water);
 - Minimising pollution (including noise, air and urban runoff);
 - Minimising the generation of waste and maximising reuse or recycling;
 - Avoiding impacts from natural hazards (including flooding);
 - Ensuring developments are comfortable and secure for users;
 - Securing sustainable procurement of materials, using local suppliers where feasible; and
 - Promoting and protecting biodiversity and green infrastructure.
- 4.36 At a local level, Policy CC1 (Climate change) states that the Council will require all development to minimize the effects of climate change and encourage all developments to meet the highest feasible environmental standards, whilst Policy CC2 (Adapting to climate change) states that the Council will require development to be resilient to climate change.
- 4.37 As noted above, the Agar Grove project is being developed in accordance with 'Passivhaus' principles which is an energy performance standard that minimizes heat costs through superinsulation, triple glazing and air-tight construction along with heat recovery and mechanically vented air. Passivhaus represents the ultimate design standard in terms of the 'be lean' aspect of energy policy with carbon emissions being primarily reduced by implementing passive energy efficiency to reduce the demand for energy rather than meet a larger demand with renewable energy sources.
- 4.38 The application is accompanied by an Energy and Sustainability Up-Date Report, prepared by Max Fordham, who have formed an integral part of the design team to ensure that environmental and sustainability considerations have

been taken into account at all stages of the design development process.

- 4.39 As detailed in the Report, the approved scheme was designed on the basis of achieving a 40% reduction in CO2 over 2010 Part L which reflected the relevant planning policy requirements at the time of the decision. This 40% overall reduction was to include a 20% reduction in CO2 emissions from on-site renewables. However, as the carbon intensity of the grid continues to reduce, new emission factors have been released as reflected in the draft London Plan. To reflect this, the carbon reduction has now been calculated using SAP 10 carbon emissions factors and taking into account the design changes proposed by this application.
- 4.40 Overall, the proposed measures under the Be Lean, Be Clean and Be Green stages of the hierarchy would cumulatively result in a 64.3% CO2 reduction in emissions for Block I and Block JKL against the Building Regulations baseline which exceeds the policy target for new development.
- 4.41 As part of this application it is also proposed to remove condition 41 attached to the approved scheme consent which related to Code for Sustainable Homes which is no longer relevant following its withdrawal in 2015 and incorporation in the Building Regulations.

Transport considerations

- 4.42 The overarching aim of planning policy at all levels is to promote more sustainable patterns of development, including locating uses in areas which are accessible by public transport, cycling and walking in order to reduce the need to travel by private car.
- 4.43 In order to encourage more sustainable forms of travel minimal car-parking is provided in the approved scheme, with spaces only being made available to disabled residents and existing residents who currently hold a car-parking permit. All other units within the development are 'car-free', whilst the scheme includes a range of measures to encourage sustainable means of travel.
- 4.44 A 'Transport Assessment' prepared by Peter Brett Associates (PBA) was submitted in support of the original application which concluded that, given the accessible nature of the site combined with the 'car-free / car-capped' nature of the scheme, the development would not give rise to any material impact upon the highways network as residents would have easy access to a range of non-private car based forms of travel.
- 4.45 PBA have prepared a Technical Note to accompany this application to consider the impact of the additional 14 units (and amended unit mix) on the number of trips generated by the development. As set out in the Note, the increase in units numbers is predicted to give rise to a 6% increase in traffic at the site access which is considered unlikely to cause any additional impact on the highway.
- 4.46 The amendments also incorporate additional cycle parking facilities to reflect the revised unit numbers and mix in order to ensure that future occupiers have access to sustainable transport modes as per the approved scheme.

SUMMARY AND CONCLUSIONS

5.0 SUMMARY AND CONCLUSIONS

- 5.1 This Statement has been prepared by CMA in support of the London Borough of Camden's planning application relating to the regeneration of the Agar Grove Estate.
- 5.2 Planning Permission was granted by the local planning authority in August 2014 for the comprehensive redevelopment of the site to create a new mixed-tenure development comprising 493 new homes, retail, business and community space, set within a series of high-quality new buildings and landscape.
- 5.3 The first phase of development – known as Block B – is complete and 38 households have moved into their new homes. Works are currently underway on Blocks F, G and H which is due for completion in mid-2020 and will create 57 further homes.
- 5.4 This application seeks permission to amend the planning permission in relation to the next phase of development – comprising Block I and Block JKL – which is due to commence on site in 2020. The need for the changes arises due to lessons learnt during the first phase of the development – particularly relating to Passivhaus; up-dates to the building regulations; and changes in the housing market.
- 5.5 The proposed changes have been developed in the context of the key principles established by the original consent and are considered to improve the development from a housing and design perspective. The changes are considered to represent a minor material amendment to the approved scheme and so this application is submitted pursuant to s73 of the Town and Country Planning Act 1990 (as amended) to allow a variation to conditions attached to the original consent relating to approved drawings.
- 5.6 In summary, the changes comprise:
- Adjustments to the building footprint
 - Adjustments to the block heights and massing
 - Alterations to the elevations, including revised balcony design
 - Revised flat layouts
 - Changes to the unit type and mix
 - Increase in overall unit numbers from 493 to 507
 - Removal of conditions relating to Lifetime Homes and Code for Sustainable Homes
- 5.7 For these reasons, it is considered the scheme is acceptable in planning terms, and that permission should therefore be granted.

APPENDIX ONE

Charles Moran
CMA Planning Ltd
113 The Timberyard
Drysedale Street
London
N1 6ND

Application Ref: **2013/8088/P**
Please ask for: **Jonathan Markwell**
Telephone: 020 7974 **2453**

4 August 2014

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Councils Own Permission Under Regulation 3 Granted

Address:
Agar Grove Estate
Agar Grove
London
NW1

Proposal:

Demolition of all existing buildings and structures except Lulworth House and Agar Children's Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 flexible retail shop (Class A1) or restaurant and cafe (Class A3) units; business space (Class B1(a)); 2 flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units; refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works.

Drawing Nos:

1423_DWG_PL_00_001; 1423_DWG_PL_00_010; 1423_DWG_PL_00_011;
1423_DWG_PL_00_012; 1423_DWG_PL_00_013; 1423_DWG_PL_00_014;
1423_DWG_PL_00_050; 1423_DWG_PL_00_051; 1423_DWG_00_060;
1423_DWG_00_061; 1423_DWG_00_062; 1423_DWG_00_063; 1423_DWG_00_064;



1423_DWG_00_065; 1423_DWG_00_080; 1423_DWG_00_081; 1423_DWG_00_082;
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1423_DWG_PlotA_00_201_A; 1423_DWG_PlotA_00_202_A;
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 SECTION B-B / 1423_SK_140218_JW_01; HB SKETCH 1423_SK_140218_JW_02;
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RT-2-010A Rev P01; AGC377-AL-RT-2-010B Rev P01; AGC377-AL-RT-2-011 Rev P01; AGC377-AL-RT-2-012 Rev P01; AGC377-AL-SK-0056 REV 00; Design and Access Statement by Hawkins\Brown, Mae and Grant Associates, dated 16/12/2013; Transport Assessment by Peter Brett Associates Ref 28732/002 Rev 3, dated December 2013; Planning Energy & Sustainability Report by Max Fordham, dated 11/12/2013; Flood Risk Assessment and Drainage Strategy by Peter Brett Associates Ref 28732 Rev Issue 3, dated 06/12/2013; Phase I habitat survey and protecting species scoping survey report by MKA Ecology Limited, dated 24/05/2013; Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan by Hayden's, Ref 3743, dated 19/11/2013; Daylight and Sunlight Report by Anstey Horne, Ref AH/SFT/ROL6940, dated December 2013; Air Quality Assessment by Peter Brett Associates, Ref 28732/004 Rev 02, dated December 2013; Phase 1 Ground Condition Assessment by Peter Brett Associates, Ref 28732/006 Rev 1, dated November 2013; Wind Microclimate Assessment by Peter Brett Associates, Ref 28732/007 Rev 02, dated 05/12/2013; Noise and Vibration Assessment by Peter Brett Associates, Ref 28732/005 Rev 1, dated 05/12/2013; Planning Statement by CMA Planning, dated December 2013; Planning Obligations Statement by CMA Planning, dated January 2014; Affordable Housing Statement by CMA Planning, dated December 2013; Statement of Consultation dated December 2013; Construction Management Plan by EC Harris, dated December 2013; Supplementary Note to Agar Grove Transport Assessment by Peter Brett Associates, dated January 2014; Daylight, Sunlight and overshadowing within the proposed development report by Anstey Horne, Ref AH/SFT/ROL6940, dated January 2014; Proposed Drainage - Surface Water Attenuation Calculations by Peter Brett Associates, Ref 28732-C-TN03, dated 22/01/2014; Secured by Design - Boundary Conditions by Mae, dated 24/02/2014; Agar Grove Planning Post Submission Review Landscape Responses, by Hawkins\Brown, Mae and Grant Associates, dated February 2014; Agar Grove Transport Assessment Supplementary Note, by Peter Brett Associates, dated February 2014; Note from Max Fordham Ref J4726 Agar Grove, dated 19/03/2014.

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

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 this permission.

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

- 2 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, sample panels of all the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approval given. The approved panels shall be retained on site until the work has been completed.

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

- 3 Before the relevant parts of the works within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority.

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

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

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

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

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

Framework Development Policies.

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

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

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

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

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

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

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

- 8 Prior to the first occupation of the residential block within the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development, details of the final numbers and layouts of the wheelchair adaptable/adapted accessible dwellings, as indicated on the drawings and documents hereby approved, shall be submitted to and approved in writing by the local planning authority. The subsequently approved wheelchair housing features and facilities shall thereafter be provided in their entirety prior to the first occupation of the relevant new residential unit.

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

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

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

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

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

- 11 Prior to the first occupation of any refurbished residential unit with Lulworth Tower, as detailed on the approved drawings, detailed plans indicating the type and layout

of secure and covered cycle storage facilities for 156 cycles shall be submitted to and approved by the local planning authority in writing. The approved facilities shall thereafter be provided in their entirety prior to the first occupation of any refurbished residential unit with Lulworth Tower, and permanently retained thereafter.

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

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

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

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

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

- 14 Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, full details of any mechanical ventilation inlets shall be submitted to and approved in writing by the local planning authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the relevant phase of the development is first occupied.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 (Managing the impact

of growth and development) of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 (Managing the impact of development on occupiers and neighbours), DP28 (Noise and vibration) and DP32 (Air Quality and Camden's Clear Zone) of the London Borough of Camden Local Development Framework Development Policies.

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

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

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

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

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

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

impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

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

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

- 19 Notwithstanding the provisions of Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the Class D1 floorspace hereby approved shall only be used as non-residential education and training centres, public halls or clinics and health centres, and for no other purpose.

Reason: To ensure that the future occupation of the Class D1 floorspace does not adversely affect the adjoining premises/immediate area by reason of noise, traffic congestion and excessive on-street parking pressure in accordance with policies CS5 (Managing the impact of growth and development), CS10 (Supporting community facilities and services) and CS11(Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP15 (Community and leisure uses), DP16 (Transport implications of development), DP26 (Managing the impact of development on occupiers and neighbours) and DP28 (Noise and vibration) of the London Borough of Camden Local Development Framework Development Policies.

- 20 Prior to the first occupation of the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development details of the proposed CCTV strategy, including full location, design and management details of any proposed CCTV equipment, shall be submitted to an approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the relevant phase of the development is first occupied.

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

Policies.

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

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

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

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

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

Reason: To safeguard the appearance of the premises and the character of the immediate area, to protect the amenity of current and future occupiers from light pollution and to ensure compliance with the protection of possible habitats in accordance with policies CS5 (Managing the impact of growth and development), CS14 (Promoting high quality places and conserving heritage) and CS15 (Protecting and improving our parks and open spaces and encouraging

biodiversity) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (Securing high quality design) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

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

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

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

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

- 26 Before the relevant phase (a) phase 1; b) phase 2; c) phase 3; d) phase 4; e) phase 5; f) phase 6) of the development commences, other than site clearance and preparation, relocation of services, utilities and public infrastructure and demolition associated with that phase, full details of all hard and soft landscaping and means of enclosure of all un-built, open areas designs, including tree/plant species, sizes and positions and full details regarding the design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully

implemented before the end of the first planting season after the relevant phase of the development is first occupied.

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

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

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

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

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

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

present. If any nesting birds are present then the vegetation shall not be removed until the fledglings have left the nest.

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

- 30 Before the relevant phase (a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) of the development commences, impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

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

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

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

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

outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

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

33 *Affordable Housing

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

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

34 *Phasing Plan

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

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

Development Framework Core Strategy and policies DP3 (Contributions to the supply of affordable housing) and DP4 (Preventing the loss of affordable housing) of the London Borough of Camden Local Development Framework Development Policies.

35 *Re-appraisal of financial viability

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

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

36 *Recruitment and apprenticeships

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

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

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

37 *Local Procurement

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

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

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

38 *Community facilities contribution

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

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

39 *Health facilities

Prior to the beginning of phase 6 (refurbishment of Lulworth), a health care strategy to secure appropriate measures to support the local healthcare infrastructure shall be submitted to and approved in writing by the Local Planning Authority. This shall include evidence of an assessment of local health care needs, engagement with the NHS Commissioning Board, or equivalent health overseeing body, with view to

demonstrating either that the need arising from the development can be absorbed within a nearby facility, a financial contribution is secured, or an on-site health care facility is secured within the flexible shop, business or non-residential institution (Class A1/B1/D1) space proposed at the ground floor of Lulworth, as appropriate.

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

40 *Public open space contribution

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

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

41 *Code for Sustainable Homes

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

Reason: In order to secure the appropriate energy and resource efficiency measures in accordance with the requirements of policies CS13 (Tackling climate change through promoting higher environmental standards), CS16 (Improving

Camden's health and well-being) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP22 (Promoting sustainable design and construction) and DP23 (Water) of the London Borough of Camden Local Development Framework Development Policies.

42 *BREEAM domestic refurbishment

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

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

43 *Energy Efficiency

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

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

Zone) of the London Borough of Camden Local Development Framework Development Policies.

44 *Car free development

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

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

45 *Highway works and public realm contribution

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

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

46 *Pedestrian, cycling and environmental improvements

Prior to commencement of the development other than site clearance & preparation, relocation of services, utilities and public infrastructure and demolition, confirmation that the necessary measures to secure the necessary pedestrian, cycling and environmental improvements for the development, including improving the connectivity of the areas between Agar Grove, Maiden Lane and Camley Street, pedestrian and cycling improvements along Agar Grove, bus stop

improvements and Legible London pedestrian wayfinding signs, shall be submitted to and approved in writing by the Local Planning Authority.

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

47 *Travel Plans

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

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

48 *Travel Plans monitoring and review contribution

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

Reason: In order to ensure that the travel demands from the development can be monitored and maintained in line with a Travel Plan in accordance with the requirements of policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local

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

49 *Level plans

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

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

50 *Approval in Principle document

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

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

51 *Delivery and Servicing Management Plan

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

approved.

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

52 *Construction Management Plan

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

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

53 *London cycle hire contribution

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

will have been approved.

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

54 *Electric vehicle charging and monitoring

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

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

55 *Car Parking Management Plan

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

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

56 *Employment space delivery strategy

Prior to the first commencement of any part of Plot B, details of a delivery strategy

for the provision of Class B1 floorspace for Camden based businesses, including where appropriate space for business being displaced from wider Camden Community Investment Programme projects, shall be submitted to and approved in writing by the Local Planning Authority. The spaces will be used for such purposes thereafter unless agreed in writing by the Local Planning Authority.

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

57 *Public art contribution

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

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

58 *Education contribution

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

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

59 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.

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

1423_DWG_PL_00_001; 1423_DWG_PL_00_010; 1423_DWG_PL_00_011;
1423_DWG_PL_00_012; 1423_DWG_PL_00_013; 1423_DWG_PL_00_014;
1423_DWG_PL_00_050; 1423_DWG_PL_00_051; 1423_DWG_00_060;
1423_DWG_00_061; 1423_DWG_00_062; 1423_DWG_00_063;
1423_DWG_00_064; 1423_DWG_00_065; 1423_DWG_00_080;
1423_DWG_00_081; 1423_DWG_00_082; 1423_DWG_00_085;
1423_DWG_00_086; 1423_DWG_00_100; 1423_DWG_00_101_B;
1423_DWG_00_102_A; 1423_DWG_00_103; 1423_DWG_PL_00_130;
1423_DWG_PL_00_131; 1423_DWG_PL_00_132; 1423_DWG_PL_00_133;
1423_DWG_PL_00_134; 1423_DWG_PL_00_135; 1423_DWG_PlotA_00_200;
1423_DWG_PlotA_00_201_A; 1423_DWG_PlotA_00_202_A;
1423_DWG_PlotA_00_203_A; 1423_DWG_PlotA_00_204;
1423_DWG_PlotA_00_205; 1423_DWG_PlotA_00_206;
1423_DWG_PlotA_00_207; 1423_DWG_PlotA_00_230;
1423_DWG_PlotA_00_231; 1423_DWG_PL_A_00_250_A;
1423_DWG_PL_A_00_251_A; 1423_DWG_PL_A_00_252;
1423_DWG_PL_A_00_253_A; 1423_DWG_PL_A_00_254;
1423_DWG_PlotA_00_280; 1423_DWG_PlotA_00_281;
1423_DWG_PlotA_00_282; 1423_DWG_PlotA_90_001_A;
1423_DWG_PlotA_90_002_A; 1423_DWG_PlotA_90_010;
1423_DWG_PlotB_00_200_A; 1423_DWG_PlotB_00_201;
1423_DWG_PlotB_00_202_B; 1423_DWG_PlotB_00_203_B;
1423_DWG_PlotB_00_204_B; 1423_DWG_PlotB_00_205_B;
1423_DWG_PlotB_00_206_A; 1423_DWG_PlotB_00_207_A;
1423_DWG_PlotB_00_208_A; 1423_DWG_PlotB_00_209_A;
1423_DWG_PlotB_00_210_A; 1423_DWG_PlotB_00_211_A;
1423_DWG_PlotB_00_212_A; 1423_DWG_PlotB_00_213_A;
1423_DWG_PlotB_00_214_A; 1423_DWG_PlotB_00_215_A;
1423_DWG_PlotB_00_216_A; 1423_DWG_PlotB_00_217_A;
1423_DWG_PlotB_00_218; 1423_DWG_PlotB_00_230;
1423_DWG_PlotB_00_231; 1423_DWG_PlotB_00_250_A;
1423_DWG_PlotB_00_251_A; 1423_DWG_PlotB_00_252_A;
1423_DWG_PlotB_00_253_A; 1423_DWG_PlotB_00_280;
1423_DWG_PlotB_00_281; 1423_DWG_PlotB_76_001;
1423_DWG_PlotB_90_001; 1423_DWG_PlotB_90_002;
1423_DWG_PlotB_90_010; 1423_DWG_PL_CDE_00_200;
1423_DWG_PL_CDE_00_201; 1423_DWG_PL_CDE_00_202 REV A;
1423_DWG_PL_CDE_00_203 REV A; 1423_DWG_PL_CDE_00_204 REV A;
1423_DWG_PL_CDE_00_205; 1423_DWG_PL_CDE_00_206;
1423_DWG_PL_CDE_00_231; 1423_DWG_PL_CDE_00_250;

1423_DWG_PL_CDE_00_251; 1423_DWG_PL_CDE_00_252 Rev A;
 1423_DWG_PL_CDE_00_253; 1423_DWG_PL_CDE_00_254;
 1423_DWG_PL_CDE_00_255; 1423_DWG_PL_CDE_00_280;
 1423_DWG_PL_CDE_00_281; 1423_DWG_PL_CDE_00_282;
 1423_DWG_PL_F_00_200; 1423_DWG_PL_F_00_201;
 1423_DWG_PL_F_00_202; 1423_DWG_PL_F_00_203;
 1423_DWG_PL_F_00_204; 1423_DWG_PL_F_00_230;
 1423_DWG_PL_F_00_231; 1423_DWG_PL_F_00_250;
 1423_DWG_PL_F_00_251; 1423_DWG_PL_F_00_252;
 1423_DWG_PL_F_00_253; 1423_DWG_PL_F_00_280;
 1423_DWG_PL_F_00_281; 1423_DWG_PL_G_00_200 REV A;
 1423_DWG_PL_G_00_201; 1423_DWG_PL_G_00_202;
 1423_DWG_PL_G_00_203; 1423_DWG_PL_G_00_204;
 1423_DWG_PL_G_00_205 REV A; 1423_DWG_PL_G_00_206 REV A;
 1423_DWG_PL_G_00_230; 1423_DWG_PL_G_00_231;
 1423_DWG_PL_G_00_232; 1423_DWG_PL_G_00_250;
 1423_DWG_PL_G_00_251_Rev A; 1423_DWG_PL_G_00_252;
 1423_DWG_PL_G_00_280; 1423_DWG_PL_H_00_200 REV A;
 1423_DWG_PL_H_00_201 REV A; 1423_DWG_PL_H_00_202 REV A;
 1423_DWG_PL_H_00_203 REV A; 1423_DWG_PL_H_00_204;
 1423_DWG_PL_H_00_205; 1423_DWG_PL_H_00_230;
 1423_DWG_PL_H_00_231; 1423_DWG_PL_H_00_250;
 1423_DWG_PL_H_00_251; 1423_DWG_PL_H_00_252;
 1423_DWG_PL_H_00_253; 1423_DWG_PL_H_00_254;
 1423_DWG_PL_H_00_280; 1423_DWG_PL_H_00_281;
 1423_DWG_PL_I_00_200_Rev B; 1423_DWG_PL_I_00_201_Rev A;
 1423_DWG_PL_I_00_202_Rev A; 1423_DWG_PL_I_00_203_Rev A;
 1423_DWG_PL_I_00_204_Rev A; 1423_DWG_PL_I_00_205_Rev B;
 1423_DWG_PL_I_00_206; 1423_DWG_PL_I_00_230;
 1423_DWG_PL_I_00_231; 1423_DWG_PL_I_00_250 REV A;
 1423_DWG_PL_I_00_251; 1423_DWG_PL_I_00_252;
 1423_DWG_PL_I_00_253; 1423_DWG_PL_I_00_280;
 1423_DWG_PlotJKL_00_200_A; 1423_DWG_PlotJKL_00_201_A;
 1423_DWG_PlotJKL_00_202_A; 1423_DWG_PlotJKL_00_203_A;
 1423_DWG_PlotJKL_00_204_A; 1423_DWG_PlotJKL_00_205
 ;1423_DWG_PlotJKL_00_206; 1423_DWG_PlotJKL_00_230;
 1423_DWG_PlotJKL_00_231; 1423_DWG_PlotJKL_00_250_Rev A;
 1423_DWG_PlotJKL_00_251_Rev A; 1423_DWG_PlotJKL_00_252_A;
 1423_DWG_PlotJKL_00_280; 1423_DWG_PlotJKL_00_281;
 1423_DWG_PlotJKL_00_282; 1423_DWG_PlotJKL_90_001_A;
 1423_DWG_PlotJKL_90_002_A; 1423_DWG_PlotJKL_90_010;
 1423_DWG_PlotJKL_90_011; 1423_DWG_PlotLUL_00_200_A;
 1423_DWG_PlotLUL_00_201_A; 1423_DWG_PlotLUL_00_202;
 1423_DWG_PlotLUL_00_203_A; 1423_DWG_PlotLUL_00_204;
 1423_DWG_PlotLUL_00_205_A; 1423_DWG_PlotLUL_00_206_A;
 1423_DWG_PlotLUL_00_207_A; 1423_DWG_PlotLUL_00_208_A;
 1423_DWG_PlotLUL_00_209; 1423_DWG_PlotLUL_00_210;
 1423_DWG_PlotLUL_00_211_A; 1423_DWG_PlotLUL_00_212;
 1423_DWG_PlotLUL_00_213; 1423_DWG_PlotLUL_00_214;
 1423_DWG_PlotLUL_00_215; 1423_DWG_PlotLUL_00_216;

1423_DWG_PlotLUL_00_217; 1423_DWG_PlotLUL_00_218;
 1423_DWG_PlotLUL_00_219; 1423_DWG_PlotLUL_00_220;
 1423_DWG_PlotLUL_00_221; 1423_DWG_PlotLUL_00_222;
 1423_DWG_PlotLUL_00_230; 1423_DWG_PlotLUL_00_250;
 1423_DWG_PlotLUL_00_251; 1423_DWG_PlotLUL_00_280;
 1423_DWG_PlotLUL_00_282; 1423_DWG_PlotLUL_00_283;
 1423_DWG_PlotLUL_00_284; 1423_DWG_PlotLUL_76_001;
 1423_DWG_PL_76_100; 1423_DWG_PL_76_101; 1423_DWG_PL_76_102;
 1423_DWG_PL_76_103; 1423_DWG_PL_76_104; 1423_SK_140218_JW_01;
 1423_SK_140218_JW_02; 1423_SK_140218_JW_03; HB SECTION B-B /
 1423_SK_140218_JW_01; HB SKETCH 1423_SK_140218_JW_02; AGC377-AL-
 CP-0-001 Rev P01; AGC377-AL-CP-0-002 Rev P01; AGC377-AL-GE-0-001 Rev
 P01; AGC377-AL-GE-0-002 Rev P01; AGC377-AL-GE-0-003 Rev P01; AGC377-
 AL-DL-0-001 Rev P01; AGC377-AL-HD-0-001 Rev P01; AGC377-AL-SW-0-001
 Rev P01; AGC377-AL-SW-0-002 Rev P01; AGC377-AL-SW-0-003 Rev P01;
 AGC377-AL-SW-0-004 Rev P01; AGC377-AL-TZ-0-001 Rev P01; AGC377-AL-
 KP-0-001 Rev P01; AGC377-AL-KP-0-002 Rev P01; AGC377-AL-RT-0-001 Rev
 P01; AGC377-AL-RT-0-002 Rev P01; AGC377-AL-GE-2-001 Rev P01; AGC377-
 AL-GE-2-002 Rev P01; AGC377-AL-GE-2-003 Rev P01; AGC377-AL-GE-2-004
 Rev P01; AGC377-AL-GE-2-005 Rev P01; AGC377-AL-GE-2-006 Rev P01;
 AGC377-AL-GE-2-007 Rev P01; AGC377-AL-GE-2-008 Rev P01; AGC377-AL-
 GE-2-009 Rev P01; AGC377-AL-GE-2-010 Rev P01; AGC377-AL-GE-2-011 Rev
 P01; AGC377-AL-GE-2-012 Rev P01; AGC377-AL-RT-2-001 Rev P01; AGC377-
 AL-RT-2-002 Rev P01; AGC377-AL-RT-2-003 Rev P01; AGC377-AL-RT-2-004
 Rev P01; AGC377-AL-RT-2-005 Rev P01; AGC377-AL-RT-2-006 Rev P01;
 AGC377-AL-RT-2-007 Rev P01; AGC377-AL-RT-2-008 Rev P01; AGC377-AL-
 RT-2-009 Rev P01; AGC377-AL-RT-2-010A Rev P01; AGC377-AL-RT-2-010B
 Rev P01; AGC377-AL-RT-2-011 Rev P01; AGC377-AL-RT-2-012 Rev P01;
 AGC377-AL-SK-0056 REV 00; Design and Access Statement by Hawkins\Brown,
 Mae and Grant Associates, dated 16/12/2013; Transport Assessment by Peter
 Brett Associates Ref 28732/002 Rev 3, dated December 2013; Planning Energy &
 Sustainability Report by Max Fordham, dated 11/12/2013; Flood Risk Assessment
 and Drainage Strategy by Peter Brett Associates Ref 28732 Rev Issue 3, dated
 06/12/2013; Phase I habitat survey and protecting species scoping survey report
 by MKA Ecology Limited, dated 24/05/2013; Tree Survey, Arboricultural Impact
 Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan
 by Hayden's, Ref 3743, dated 19/11/2013; Daylight and Sunlight Report by Anstey
 Horne, Ref AH/SFT/ROL6940, dated December 2013; Air Quality Assessment by
 Peter Brett Associates, Ref 28732/004 Rev 02, dated December 2013; Phase 1
 Ground Condition Assessment by Peter Brett Associates, Ref 28732/006 Rev 1,
 dated November 2013; Wind Microclimate Assessment by Peter Brett Associates,
 Ref 28732/007 Rev 02, dated 05/12/2013; Noise and Vibration Assessment by
 Peter Brett Associates, Ref 28732/005 Rev 1, dated 05/12/2013; Planning
 Statement by CMA Planning, dated December 2013; Planning Obligations
 Statement by CMA Planning, dated January 2014; Affordable Housing Statement
 by CMA Planning, dated December 2013; Statement of Consultation dated
 December 2013; Construction Management Plan by EC Harris, dated December
 2013; Supplementary Note to Agar Grove Transport Assessment by Peter Brett
 Associates, dated January 2014;
 Daylight, Sunlight and overshadowing within the proposed development report by

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

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

Informative(s):

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

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

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

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

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

- 2 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 3 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.

- 4 Your attention is drawn to the need for compliance with the requirements of the Environmental Health regulations, Compliance and Enforcement team, [Regulatory Services] Camden Town Hall, Argyle Street, WC1H 8EQ, (tel: 020 7974 4444) particularly in respect of arrangements for ventilation and the extraction of cooking fumes and smells.
- 5 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 6 You are advised that condition 17 means that no customers shall be on the premises and no noise generating activities associated with the use, including preparation and clearing up, shall be carried out otherwise than within the permitted time.
- 7 You are reminded that filled refuse sacks shall not be deposited on the public footpath, or forecourt area until within half an hour of usual collection times. For further information please contact the Council's Environment Services (Rubbish Collection) on 020 7974 6914/5. or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-street-environment-services.en>.
- 8 This permission is granted without prejudice to the possibility of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email planning@camden.gov.uk.
- 9 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ.
- 10 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 11 Under Section 25 of the GLC (General Powers) Act 1983, the residential accommodation approved is not permitted for use as holiday lettings or any other form of temporary sleeping accommodation defined as being occupied by the same person(s) for a consecutive period of 90 nights or less. If any such use is

intended, then a new planning application will be required which may not be approved.

- 12 You are advised that if implemented, the alternative use permission hereby granted gives flexibility of use for 10 years from the date of this permission. After 10 years the lawful use would revert to whichever of the uses is taking place at the time.
- 13 The Council supports schemes for the recycling of bottles and cans and encourages all hotels, restaurants, wine bars and public houses to do so as well. Further information can be obtained by telephoning the Council's Environment Services (Recycling) on 0207 974 6914/5 or on the website <http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/twocolumn/new-recycling-rubbish-and-reuse-guide.en>.
- 14 In respect of condition 31 piling has the potential to impact on local underground sewerage and water utility infrastructure. You are advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
- 15 Thames Water requests for the proposal to incorporate protection to the properties by installing, for example, a non-return valve or other suitable device to avoid the risk of backflow waste at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 16 With regard to surface water drainage Thames Water advises that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that you ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Should you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 17 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
- 18 Thames Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. This is as failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 19 HS2 Ltd detail that the Applicant is advised that part of the application site falls within land that may potentially be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by the promotion of a hybrid Bill deposited in Parliament on 25th November 2013. As a

result the application site, or part of it, may be compulsorily purchased. More information can be found at www.hs2.org.uk.

- 20 You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Greenspace Information for Greater London [GIGL], the capital's environmental records centre. This will assist in building up the data base of up-to-date ecological information and this will help in future decision making.
- 21 Active bird nests are protected under Part 1 of the Wildlife and Countryside Act 1981 (as amended) which states that it is an offence to disturb, damage or destroy the nest of any wild bird while that nest be in use or being built. Active nests are highly likely to be present within the site during peak nesting season, considered by Natural England as between 1 March and 31 July. It should be noted that active nests are afforded legal protection at all times and can be encountered throughout a nesting season which may extend between mid February and October depending on bird species and weather conditions. Nesting habitats which includes trees, shrubs, climbing plants, grounds flora, buildings and other structures may be cleared at any time of year where survey (undertaken by a suitably experienced person) can establish active nests are absent. For further information contact Natural England on 0845 600 3078.
- 22 Bats and their roosts are protected under the Wildlife and Countryside Act 1981 (as amended), and the Conservation (Natural Habitats) Regulations 1994 which protect bats from intentional or deliberate actions which may kill, injure capture a bat and from actions that intentionally or recklessly damage, destroy or obstruct access to a bat roost (whether bats are present or not) or disturb a bat when occupying a roost. Actions such as demolition and renovation works to a building, and tree felling or significant tree surgery are likely to result in a breach of the above legislation if bats or bat roosts are present. For further information contact Natural England on 0845 600 3078.
- 23 In relation to condition 25 (bird and bat nesting boxes / bricks), it is clarified that a total of no less than 100 boxes / bricks are required across the seven phases of development ((a) phase 0; b) phase 1; c) phase 2; d) phase 3; e) phase 4; f) phase 5; g) phase 6) and not within each phase.
- 24 In relation to condition 24 (living roofs) it is recommended for the proposed substrate to be sourced from site (for example: soil and crushed brick) for sustainability reasons and to provide better conditions for local species.
- 25 In relation to condition 26 (hard and soft landscaping) it is advised that there may be scope to increase planting along Lulworth Avenue between the new tree planting to provide planting strips. This will enhance the quality of the streetscape, provide sustainable drainage and increase green infrastructure provision.
- 26 With regard to condition 32 (Surface water drainage scheme), the Environment Agency advises that the following information must be provided based on the agreed drainage strategy:
 - a) A clearly labelled drainage layout plan showing pipe networks and any

attenuation areas or storage locations. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

b) Confirmation of the critical storm duration.

c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

d) Where on site attenuation is achieved through ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required.

e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.

f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

- 27 Network Rail advises that prior to the commencement of any works on site, the developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.
- 28 Due to the nature of the development and its location adjacent to Network Rail's operational railway, Network Rail strongly recommends that the developer contacts Network Rail's Anglia Asset Protection team at AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site and agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can be obtained from the following website www.networkrail.co.uk/aspx/1538.aspx.
- 29 Network Rail advises that any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of the proposed works to the railway boundary you are advised to contact Network Rail's Asset Protection team before any works begin.
- 30 Network Rail advises that any future maintenance of the development should be designed to be conducted solely on the applicant's land, and not that of Network Rail. Any construction and any subsequent maintenance should be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space. Therefore Network Rail advises that all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. If it is necessary to close the railway and restrict rail traffic, "possession" of the railway must be booked via Network Rail's Territory Outside Parties Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

- 31 Network Rail advises that any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Outside Parties Engineer before the development can commence. Given the closest demolition to the boundary with Network Rail land is 16m away (Broadstone), the developer is advised to seek confirmation from Network Rail's Outside Parties Engineer as to whether a method statement is required in this instance.
- 32 Network Rail advises that no water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains. Furthermore, suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.
- 33 With regard to condition 23 (Lighting Strategy) Network Rail advises that any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. It is advised that this should be obtained in writing from Network Rail in advance of the relevant approval of details application, where appropriate.
- 34 Network Rail advises in respect of landscaping that any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted by Network Rail are: Permitted: Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Crataegus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebra". Not Permitted: Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).
- 35 The matters covered by conditions 33-58 above (also marked with an *) are matters which would usually be incorporated into a Section 106 Agreement. On Council own schemes because the Council cannot enter into an agreement with itself the usual practice would be for the permission to reference the Section 106

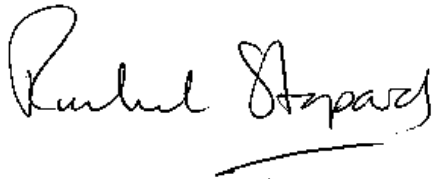
requirements for information. If the Council retains ownership of the application site although the reference to Section 106 requirements would not be legally binding they would act as a record of the requirements the Council as planning authority expects the Council as landowner to comply with. If the Council disposes of an interest in the Application Site the incoming owner will be required to enter into a Section 106 giving effect to those requirements which will then become a legally binding document. This reflects the terms of condition 59 on the planning permission.

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

You can find advice about your rights of appeal at:

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

Yours faithfully

A handwritten signature in black ink, appearing to read 'Rachel Stopard', with a horizontal line underneath.

Rachel Stopard
Director of Culture & Environment

APPENDIX TWO

Agar Grove estate redevelopment – Phase 1c

Proposed amendments to planning permission

Consultation report – August 2019

Consultation event

A consultation event about the proposed amendments to the planning permission for Phase 1c of the redevelopment of Agar Grove estate was held on 16 and 17 July 2019. The venue was the Community Hall on the ground floor of Lulworth, the tower block in the centre of the Agar Grove estate. Each session lasted from 3pm until 7pm and was staffed by:

- Michelle Christensen, Senior Development Manager, Camden Council
- Ian Sumner, Consultation and Engagement Officer, Camden Council

- Michael Fox, Project Manager, Arcadis (part)
- Charles Moran, Director, CMA Planning (part)
- Marina Polycarpou, Architect, Mae
- Seth Rutt, Head of Residential and Mixed Use Sector, Hawkins\Brown (part)
- Sam Wheeler, Architectural Assistant, Hawkins\Brown (part)
- James Woodward, Architect / Certified Passivhaus Designer, Hawkins\Brown

Invites to consultation event

The estate's tenants and leaseholders

Invites to the event were by letter which summarised the main proposed amendments. These were hand-delivered to the estate's tenants and resident leaseholders and the occupants of non-resident leaseholder flats. Letters were posted to tenants who have moved away from the estate since the redevelopment started but who have retained their *option to return* to a new home with the redevelopment. Letters were posted to non-resident leaseholders and the Manager of the Agar Children's Centre. The total number of letters was 158.

These letters explained that, after the consultation, the exhibition boards explaining the proposed amendments would be delivered to each addressee along with a feedback form. The letter said that the exhibition boards would be on Camden Council's website, on the Agar Grove estate redevelopment webpage, from 18 July.

Local residents and businesses

701 letters to posted by Royal Mail to homes and businesses neighbouring the estate.

Further letters were posted (and emailed) to the Chairs of local stakeholder groups:

- Camden Square Conservation Area Advisory Committee
- Camden Square Neighbourhood Association.

The letter summarised the proposed amendments and explained that the exhibition boards would be on Camden Council's website, on the Agar Grove estate redevelopment webpage, from 18 July.

Local residents and businesses were asked to submit any comments they had, by emailing or writing to Ian Sumner, Consultation and Engagement Officer, by 2 August 2019.

The consultation event

Seven exhibition boards (printed at AO) explained the proposed amendments. Copies of the boards printed at A3 were available to take away, along with a feedback form and business reply envelope (no stamp needed).

30 people completed the sign-in sheets at the event; 13 were estate tenants, three were tenants who'd moved away and 12 were local residents. Six of the local residents lived in a block of flats across the road from the current construction site and attended to complain about construction noise, dust and related issues.

The other attendees were a Camden tenant living elsewhere who visited by chance, and a property guardian living in one of the flats vacated by a tenant. A couple of other people attended but didn't sign in.

After the event, the exhibition boards printed at A3 were delivered or posted to the estate's tenants and resident leaseholders, the occupants of non-resident leaseholder flats, tenants who have moved away from the estate but retained their option to return and non-resident leaseholders.

Only two attendees made any comments about the proposed amendments at the consultation event; both were estate tenants who thought the proposals were OK.

Responses

Two feedback forms were returned both from estate tenants. One tenant's comments were unrelated to the proposals, the other supported the proposed amendments.

Two emails were received, both from local residents concerned about possible vibration damage to their homes from future construction.

Two local residents phoned in response to the invite letters; one was mainly concerned about the height and the brick colours of the blocks currently under construction, the other was hoping for confirmation that Lulworth would be demolished as they thought a tower block was not in keeping with the surrounding lower-rise properties in the neighbourhood.

Summary of responses

Two tenants commented on the proposed amendments at the consultation event simply saying they were OK. One response by feedback form supporting the proposals was received. No responses opposing the proposals were received.

Ian Sumner
Consultation and Engagement Officer
August 2019

APPENDIX THREE

TECHNICAL NOTE

Job Name: Agar Grove Estate Phase 1C
Job No: 28732
Note No: 001
Date: August 2019
Prepared By: Mark Loveridge
Reviewed By: Manu Dwivedi
Subject: Transport Technical Note

Introduction

Peter Brett Associates, now part of Stantec, has been commissioned to provide a technical note to support a minor material amendment to the planning application of Agar Grove Estate seeking to increase the number of units proposed for Phase 1C. The consented scheme proposed a total of 111 units for Phase 1C. The current proposals are for 125 units for Phase 1C and therefore an uplift of 14 units in total.

The purpose of this note is to demonstrate that the uplift of 14 units is unlikely to lead to any additional impact when compared to the consented scheme. The note will compare the consented trip generation with the proposed trip generation and presents a net impact between the two proposals. The methodology used for the Transport Assessment submitted in 2013 as part of the consented scheme is still considered valid and will be used for the assessment of the latest proposals.

Consented Scheme Trip Generation

The trip rates from the TRICS and TRAVL databases were compared for the 2013 Transport Assessment; and it was concluded that the trip rates generated by the TRAVL database were the more contextual and were based on more relevant sites. Further the mode splits from the Census and TRAVL were also compared and it was concluded that the Census data was more specific as it related to the ward containing the site.

The trip rates used in the 2013 are shown in Table 1 below. These trip rates are for total trips by all modes.

Table 1 Consented Scheme Trip Rates - Total Persons

Time Period	Arrival	Departure	Total
AM Peak (08:00-09:00)	0.17	0.86	1.03
PM Peak (17:00-18:00)	0.59	0.41	1.00

As part of the proposals in the consented scheme a total of 111 units were proposed for Phase 1C. The trip rates shown in Table 1 have been applied to the total number of proposed units in Phase 1C (111), to show the total number of trips expected to be generated in the consented scheme.

Table 2 Consented Scheme Proposed Trips – Total Persons (111 Units)

Time Period	In	Out	Total
AM Peak (08:00-09:00)	19	95	114
PM Peak (17:00-18:00)	65	46	111

During the scope of works discussions with LBC and TfL, it was agreed that the Census 2011 mode split for Travel to Work should be used to assess the mode share of the proposed development. The site is located in the Canteloves ward. The 2011 Census gives vehicle ownership for this ward as 0.44 vehicles per residential unit. Table 3 gives the mode split for those who travel to work according to the 2011 Census.

TECHNICAL NOTE

Table 3 Mode Split

Mode of Travel to Work	Mode Share
Underground, Metro, Light Rail, Tram	30.3%
Train	8.2%
Bus, Mini Bus, Coach	29.7%
Taxi	0.6%
Motorcycle, Scooter or Moped	1.2%
Driving a Car or Van	0%
Passenger in a Car or Van	0.7%
Bicycle	12.0%
On Foot	16.7%
Other method of travel to work	0.7%
Total	100%

The mode splits shown in Table 3 have then been applied to the total number of trips shown Table 2 to give the total number of trips by mode.

Table 4 Proposed Trips by Mode (111 Units) - Consented Scheme (2013)

Mode	AM Peak			PM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground, metro, light rail, tram, train	7	37	44	25	18	43
Bus, minibus or coach	6	28	34	19	14	33
Taxi	0	1	1	0	0	1
Motorcycle, scooter or moped	0	1	1	1	1	1
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	1	1	0	0	1
Bicycle	2	11	14	8	5	13
On foot	3	16	19	11	8	19
Other method of travel to work	0	1	1	0	0	1

TECHNICAL NOTE

Mode	AM Peak			PM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Total	19	96	114	66	46	111

MMA Proposals Trip Generation

The current proposals are for a total of 125 units in Phase 1C. The trip rates shown in Table 1 have been applied to the 125 units to show the number of expected trips to be generated by the proposed development shown in Table 5.

Table 5 Proposed Trips – Total Persons (125 Units)

Time Period	In	Out	Total
AM Peak (08:00-09:00)	21	108	129
PM Peak (17:00-18:00)	74	51	125

As above, the mode splits in Table 3 have been applied to these trips to give the total number of trips by mode. These are shown in Table 6 below.

Table 6 Trips by Mode (125 Units) – MMA Proposals (2019)

Mode	AM Peak			PM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground, metro, light rail, tram, train	8	41	50	28	20	48
Bus, minibus or coach	6	32	38	22	15	37
Taxi	0	1	1	0	0	1
Motorcycle, scooter or moped	0	1	2	1	1	2
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	1	1	1	0	1
Bicycle	3	13	15	9	6	15
On foot	4	18	22	12	9	21
Other method of travel to work	0	1	1	1	0	1
Total	21	108	129	74	51	125

Net Trip Generation

To assess the net impact of the additional 14 units now proposed as part of Phase 1C the net difference has been calculated between the two trip generation assessments outlined above. Table 7 shows the net difference of the total trips.

TECHNICAL NOTE

Table 7 Net Difference (2019 MMA Proposals and 2013 Consented Scheme) - Total Person Trips

Time Period	In	Out	Total
AM Peak (08:00-09:00)	2	12	14
PM Peak (17:00-18:00)	8	6	14

Table 7 shows that the uplift of 14 units is likely to generate an additional 14 trips in the morning and evening peak hours. Table 8 below shows the net difference of the total trips by mode.

Table 8 Net Difference - Trips by Mode

Mode	AM Peak			PM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground, metro, light rail, tram, train	1	5	6	3	2	5
Bus, minibus or coach	1	4	4	2	2	4
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	0	1	2	1	1	2
On foot	0	2	2	1	1	2
Other method of travel to work	0	0	0	0	0	0
Total	2	12	14	8	6	14

Net Impact

The trip generation assessment presented in the 2013 Transport Assessment shows the Net Trip Generation by Mode for the net increase of 244 units across all phases of the development when compared to the previous number of units on the site. Table 9 shows the total trip generation presented in the 2013 Transport Assessment. The additional trips generated by the additional 14 units shown in Table 8 have then been added to show a percentage change between the consented scheme and the MMA proposals.

Table 9 Percentage Change Between Consented Scheme and MMA Proposals

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Consented Scheme	42	210	252	143	101	244
With MMA Uplift	44	222	266	151	107	258
Percentage Change	5%	6%	6%	6%	6%	6%

Table 9 shows that the additional 14 trips in the morning and evening peak hours will only increase the total development flows by 6% in both the morning and evening peak hours.

TECHNICAL NOTE

As part of the 2013 Transport Assessment the site access junction was modelled using the priority intersection module of Junctions 8. The modelling results showed that with the addition of the consented scheme development trips, the capacity would have remained the same as it would be prior to the development.

The 2013 Transport Assessment concluded that the access junction would continue to operate 'particularly well' following the proposed development. Based on the percentage changes shown in Table 9, an increase of 6% in the morning and evening peak hours is unlikely to cause any impact on the operation of the site access junction.

Summary and Conclusion

The assessment above shows that the uplift of 14 units from the consented scheme is likely to generate an additional 14 person trips in the morning peak and evening peak hours. When distributing these 14 additional trips across all modes, the impact of these trips is likely to be negligible.

The net impact also shows that the uplift of 14 units would generate an increase in traffic at the site access by 6%, which based on the conclusions made in the 2013 TA, is unlikely to cause any additional impact on the operation of this junction.