

Address:	Land to the south of Murphy's Yard Highgate Road NW5 1TN		4
Application Number(s):	2025/3697/P	Officer: Kristina Smith	
Ward:	Kentish Town North		
Date Received:	21/08/2025		
Proposal:	Temporary permission for a 7-year period for the provision of a Padel sports club (Class F.2), with associated enclosures, structures, floodlighting and portacabin units (including ancillary food and beverage stalls and supporting facilities) with access from Greenwood Place; associated drainage and landscaping works		
Background Papers, Supporting Documents and Drawing Numbers: Existing Drawings: PL001_Rev F; PL002_Rev E Proposed Drawings: PL003_Rev N; PL010_Rev R; PL030_Rev F; PL050_Rev B; PL051_Rev B; PL052_Rev B; PL053_Rev B; PL031_Rev F; PL010_Rev S Documents: Planning Statement (prepared by DP9); Design & Access Statement (prepared by Zebra); Noise impact assessment (prepared by Spratt & Hammer); Waste Management Plan (prepared by LDS); Transport Assessment (prepared by Curtins); Sustainability Statement; Fire Strategy (prepared by JRA); Construction Management Plan (draft, prepared by Costcap); Glint & Glare Assessment (prepared by LDS); Delivery and Servicing (prepared by LDS); Social value offer (prepared by LDS); Statement of Community Involvements (prepared by ANDLondon); Drainage and Services Location Drawing (LDS008 PL100)			
RECOMMENDATION SUMMARY: Grant conditional Planning Permission subject to a Section 106 Legal Agreement			
Applicant:		Agent:	
Folgate Estates Ltd Hiview House, Highgate Road, London, NW5 1TN		DP9 Ltd. 100 Pall Mall, London, SW1Y 5NQ	

ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)

B2	Industrial yard	5,011	0	-5,011
F.2	Leisure use	0	5,011	+ 5,011
Total	All uses		+5,011	+5,011

Parking details				
Type	Existing spaces	Proposed long stay	Proposed short stay	Difference
Car parking	0	0	0	0
Cycle parking	0	2	46	+ 48

EXECUTIVE SUMMARY

- i) The proposal comprises the provision of a Padel Social Club consisting of 8 courts and an ancillary food and beverage offer on the southern part of Murphy's Yard, a currently vacant area of industrial land. It would be a 'Meanwhile Use' for a temporary period of 7 years whilst long terms proposals for the wider site are prepared.
- ii) Leisure and sport facilities are recognised as an important and beneficial use owing to their contributions to strong and healthy communities. Increasing provision of such facilities, particularly in highly accessible areas such as the application site, is consistent with the aims of the Development Plan. The draft site allocation for Murphy's Yard supports meanwhile use of the site to maintain activity whilst redevelopment proposals are progressed.
- iii) Officers have negotiated a community offer consisting of free hours for local education providers and charitable organisations which is to be worked up in a Community Use Plan. Furthermore, the development will secure various transport benefits, improving the pedestrian and cycling environment and promoting a shift to sustainable transport modes. The proposals would avoid harm to neighbouring amenity or surrounding heritage assets.
- iv) The scheme complies with the development plan as a whole and is recommended for approval.

OFFICER REPORT

Reason for Referral to Committee: Non-residential development involving a change of use resulting in provision of more than 1,000 sqm of non-residential floorspace (Clause 3(ii))

1. SITE AND BACKGROUND

Designations

1.1 The following are the most relevant designations or constraints:

Designation	Details
Neighbourhood Plan Area	Kentish Town
Local Plan Industry Area	Kentish Town Industrial Area
PTAL (Public transport accessibility)	5
Strategic View Cone	View from Kenwood to St Pauls
Contaminated Land Potential	Former Railway Lands
Flood Zone 1	Very low flood risk

Table 1 - Site designations and constraints

Description

1.2 The site refers to a 5,011 sqm area of land located within Murphy's Yard, at the southern end closest to Kentish Town Town Centre. The application refers to part of the site only, shown in red on Figure 1 below, and the remainder of the site would remain in its current industrial use.



Figure 1 – The existing site

1.3 The site is currently open yard space with no permanent buildings; only lightweight structures used for storage purposes related to the industrial use

of the wider site. The south of the site is bounded by the railway (St Pancras to Bedford Mainline).

- 1.4 The surrounding context includes a variety of uses including commercial and retail largely concentrated in nearby Kentish Town Town Centre together with residential uses across surrounding residential streets. Adjacent to the site is The Greenwood Centre to the north is home to a Centre for Independent Living and run by Camden voluntary sector disability organisations. It offers a range of services that support independence, inclusion, health and wellbeing. To the east of the site is Christ Apostolic Church, a Grade II listed building and to its south, the O2 Forum Kentish Town, also Grade II listed, an events venue hosting major live bands and club nights.
- 1.5 The site is located outside of a conservation area; however, there are a number of listed buildings nearby, including the aforementioned Church and Kentish Town Forum, No's 4-7 Highgate Road and The Bull and Gate Public House are also Grade II listed, located further southeast of the site along Kentish Town Road.
- 1.6 The site has a Public Transport Accessibility Level (PTAL) rating of 5 (where 1a is extremely poor and 6b is Excellent) and is close to Kentish Town Underground and National Rail Stations, as well as several bus services from nearby bus stops on Highgate Road and Kentish Town Road leading to Highgate and Archway to the north and Camden Town / Central London to the south.

2. THE PROPOSAL

- 2.1 The proposal is for the change of use of 5,011 sqm of industrial land to provide an 8-court Padel Club (Class F.2) together with an ancillary food and beverage offer.
- 2.2 The physical works involve:
 - 8 padel courts, 5 of which are fully covered and 2 of which are partially covered and 1 open exhibition court each with a floorspace of 200 sqm with 4m high glazed walls.
 - 64 floodlighting columns (8 per court) with a height of 6.1m.
 - 15 single storey shipping containers of various sizes between 6-12 sqm of 2.75m height comprising ancillary uses including reception, shop, changing rooms, wellness pod.
 - Cycle parking comprising 46 spaces
- 2.3 The application is a “meanwhile use” to activate the site whilst proposals for the wider site’s redevelopment comes forward. To this end, the application

seeks permission for a period of 7 years only which would be secured by a time limit condition on a permission (Condition 1).

3. RELEVANT HISTORY

The site

- 3.1 **2021/3225/P** - Outline planning permission with all matters reserved for the demolition of existing buildings and structures and redevelopment to be carried out in phases (with each phase being an independent act of development) comprising 18 development plots (for the purposes of consultation: including buildings with a maximum height of 113.45m AOD) for the following mix of uses: [750-825] residential units (Use Class C3), [up to 8,000sqm GEA] residential institution floorspace (Use Class C2), [a minimum of 40,461sqm GEA] industrial floorspace within Use Classes E(g)(iii), B2 and B8 and [up to 8,150sqm] general industrial and/or storage floorspace [Use Class B2 and/or B8], commercial floorspace (Class E) including [up to 36,043sqm GEA] light industrial floorspace (Class E(g)(iii)), [up to 34,500sqm GEA] office floorspace, [up to 36,000sqm GEA] research and development floorspace (Class E(g)(ii)), and [up to 16,000sqm] healthcare floorspace (Class E(e)), [1,300-3,650sqm GEA] flexible commercial and sui generis floorspace (Use Class E and/or Sui Generis Use), [300-1,300sqm GEA] community floorspace (F1 and/or F2), [up to 1,500sqm] flexible mixed-use space (Class Sui Generis), and cycle and vehicle parking, refuse and recycling storage, plant, highway and access improvements, amenity space, landscape and public realm improvements including new pedestrian and cycle routes, and all associated works [for the purposes of consultation]. **Withdrawn 19/05/2022**

4. CONSULTATION

Statutory consultees

Kentish Town Neighbourhood Forum

- 4.1 No comments to make on the application.

Councillors or MPs

- 4.2 No responses received.

Local groups

- 4.3 No responses received.

Adjoining occupiers

- 4.4 Four site notices were displayed, one near Kentish Town Station, one near Bull & Gate Pub (Kentish Town Road), one near the O2 Forum and one on Fortress Road. The notices were displayed on 27/08/25 until 20/09/25.

4.5 No objections were received.

5. **POLICY**

National and regional policy and guidance

[National Planning Policy Framework 2024 \(NPPF\)](#)

[National Planning Practice Guidance \(NPPG\)](#)

[Written Ministerial Statement on First Homes \(May 2021\)](#)

London Plan 2021 (LP)

[GG1 Building strong and inclusive communities](#)

[GG2 Making the best use of land](#)

[GG3 Creating a healthy city](#)

[D1 London's form, character and capacity for growth](#)

[D4 Delivering good design](#)

[D5 Inclusive design](#)

[D12 Fire safety](#)

[D14 Noise](#)

[S1 Developing London's social infrastructure](#)

[S5 Sports and recreation facilities](#)

[E4 Land for industry, logistics and services to support London's economic function](#)

[E6 Locally Significant Industrial Sites](#)

[E7 Industrial intensification, co-location and substitution](#)

[SI 2 Minimising greenhouse gas emissions](#)

[SI 3 Energy infrastructure](#)

[SI 13 Sustainable drainage](#)

[T1 Strategic approach to transport](#)

[T3 Transport capacity, connectivity and safeguarding](#)

[T4 Assessing and mitigating transport impacts](#)

[T5 Cycling](#)

[T6 Car parking](#)

[T6.5 Non-residential disabled persons parking](#)

[T7 Deliveries, servicing and construction](#)

[T9 Funding transport infrastructure through planning](#)

[DF1 Delivery of the Plan and Planning Obligations](#)

[M1 Monitoring](#)

London Plan Guidance (LPG)

[Accessible London SPG](#)

[Social Infrastructure SPG](#)

[Urban greening factor LPG \(February 2023\)](#)

[Energy Planning Guidance](#)

[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

[Camden Local Plan \(2017\) \(CLP\)](#)

[Policy G1 Delivery and location of growth](#)

[Policy C1 Health and wellbeing](#)
[Policy C3 Cultural and leisure facilities](#)
[Policy C5 Safety and security](#)
[Policy C6 Access for all](#)
[Policy E1 Economic development](#)
[Policy A1 Managing the impact of development](#)
[Policy A3 Biodiversity](#)
[Policy A4 Noise and vibration](#)
[Policy D1 Design](#)
[Policy D2 Heritage](#)
[Policy CC1 Climate change mitigation](#)
[Policy CC2 Adapting to climate change](#)
[Policy CC3 Water](#)
[Policy CC5 Waste](#)
[Policy TC1 Quantity and location of retail development](#)
[Policy TC4 Town centre uses](#)
[Policy T1 Prioritising walking, cycling and public transport](#)
[Policy T2 Parking and car-free development](#)
[Policy T3 Transport infrastructure](#)
[Policy DM1 Delivery and monitoring](#)

Kentish Town Neighbourhood Plan (2016) (NP)

[Policy D2: Railway Lands](#)
[Policy D3: Design Principles](#)
[Policy CC1: Pre-Application Consultation](#)
[Policy CC2: Community Consultation and Neighbour Involvement](#)
[Policy SP2: Kentish Town Potential Development Area \(KTPDA\)](#)
[Policy SP2a: KTPDA – General Development Criteria](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Amenity - January 2021](#)
[Biodiversity CPG - March 2018](#)
[Community uses, leisure and pubs - January 2021](#)
[Design - January 2021](#)
[Developer Contribution CPG - March 2019](#)
[Energy efficiency and adaptation - January 2021](#)
[Planning for health and wellbeing - January 2021](#)
[Transport - January 2021](#)
[Water and Flooding – January 2019](#)

Draft Camden Local Plan (DCLP)

The Proposed Submission Draft Camden Local Plan was submitted to the Secretary of State for Housing, Communities and Local Government on the 3 October 2025 for independent examination, in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England)

Regulations 2012 (as amended). The Plan will now be examined by a Planning Inspector.

Previously, the Council published the draft new Camden Local Plan for consultation in January 2024 and published an updated Proposed Submission Draft Camden Local Plan for consultation from 1 May to 27 June 2025.

The Proposed Submission Draft Local Plan is a significant material consideration in the determination of planning applications but has limited weight at this stage. The weight that can be given to an emerging plan increases as it progresses towards adoption. In line with paragraph 49 of the National Planning Policy Framework (NPPF), the degree of weight to be given is a matter for the decision-maker, having regard to the stage of preparation, the extent of unresolved objections, and the consistency of the draft policies with the NPPF.

DCLP Draft Site Allocation – C3 (Murphy Site)

The DCLP identifies the site as a draft site allocation. It is allocated for employment-led development with opportunity for significant intensification of industrial and other employment uses alongside a substantial number of homes, open space and community uses. Principle no.27 states that development must explore the provision of temporary (meanwhile) uses on the site to maintain activity as a comprehensive scheme is progressed.

6. ASSESSMENT

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

7	LAND USE
8	IMPACT ON NEIGHBOURING AMENITY
9	DESIGN
10	HERITAGE
11	TRANSPORT
12	ENERGY & SUSTAINABILITY
13	WATER & FLOODING
14	TREES, GREENING & BIODIVERSITY
15	FIRE SAFETY
16	WASTE
17	CONTAMINATED LAND
18	SOCIAL VALUE

7. LAND USE

7.1 The lawful use of the land is an industrial employment site; however, most of the site is currently vacant since Murphy's business operation has relocated outside of the Borough. Part of the wider site (beyond the application boundary) continues to function as Murphy's headquarter offices.

7.2 The proposal involves a temporary change of use to an F.2 leisure and recreation use, specifically a Padel Court, with an ancillary food & beverage offer.

Provision of temporary leisure and recreation use

7.3 The proposed use is for an 8-court Padel club. Padel is a relatively new sport in the UK with increasing popularity. It is a racquet sport played in doubles on an enclosed court that is about a third the size of a tennis court. It is played with a solid (stringless) racquet and a ball similar to a tennis ball but slightly smaller and less bouncy. Like in squash, the walls of the court are integral to the game. It is commonly thought to be a more accessible game for beginners, or those with limited mobility, compared to tennis or squash.

7.4 Policy C1 promotes strong, vibrant and healthy communities whilst policy C3 seeks opportunities for new cultural and leisure facilities and also supports the use of vacant buildings for cultural and leisure activities to achieve this aim. It recognises that new facilities should be located where as many people as possible can enjoy their benefits and use public transport to get there.

7.5 It is also noted that 'improving access to healthcare and sports facilities' is a strategic objective of the 'We Make Camden' ambitions included within the Submission Draft of the new Camden Local Plan (Table 1).

7.6 London Plan Policy S5 recognises the importance of sport and recreation facilities to encourage physical activity and deliver social, health and wellbeing benefits to communities. It seeks to increase or enhance the provision of facilities in accessible locations.

7.7 Site allocation C3 in the Submission Draft of the Camden Local Plan allocates the site for employment-led mixed-use development, taking the opportunity for significant intensification of industrial and other employment uses alongside a substantial number of homes, open space and community uses. However, in the meantime whilst a comprehensive scheme is progressed, it encourages the exploration of providing temporary uses on the site to maintain activity, which is what this proposal represents.

- 7.8 London Plan Policy HC5 also encourages the use of vacant land for “*pop-ups or meanwhile uses for cultural and creative activities during the day and night to stimulate vibrancy and viability and promote diversity.*”
- 7.9 The principle of the temporary Padel Court use in this highly accessible, edge of town centre location is therefore supported.
- 7.10 Alongside the leisure use, ancillary Food and Beverage (F&B) uses would be provided which are intended to cater for Padel players, though there would be nothing to stop those who are not playing Padel from visiting only the F&B uses. The location of the pergola garden (where most F&B uses would be located) is at the entrance of the site with some, albeit limited, visibility from Highgate Road so a small degree of passing trade can be expected especially given its proximity to the O2 Forum.
- 7.11 To avoid competing with and harming town centres, policy TC1 requires retail and other town centre uses to be located in designated centres (of which Kentish Town is one). In this case, the F&B offer is a distinctly ancillary function of the Padel Court and it is highly unlikely it will become a destination in its own right, especially given the diverse existing offer in nearby Kentish Town which generally benefits from the same or longer opening hours. Furthermore, the Padel use will generate increased footfall to Kentish Town which is expected to translate to additional custom for existing local businesses.

Temporary loss of industrial land

- 7.12 The site is a designated LSIS and a proposal for a change of use from industrial land to a non-industrial or employment use would therefore not typically be supported. However, in this case the proposal is for a temporary period of 7 years whilst the landowner brings forward masterplan proposals to optimise the site and deliver on the Council’s strategic ambitions. The masterplan proposals will need to retain and intensify the existing industrial use alongside the provision of complementary and sought after uses including housing. Officers’ support for the temporary change of use is therefore not an indication that there is no longer a need for the industrial land; rather, it recognises this is a currently underused part of the wider site that could be brought forward for a value generating meanwhile use.
- 7.13 A condition would be attached to any future planning permission requiring the use to cease on or before a 7-year period from the date of determination to ensure there is not a long-term loss of industrial land and to incentivise the wider development to come forward in a timely manner. It is therefore not a requirement to assess the proposals against London Plan and Local Plan policies which seek to protect premises or sites that are suitable for continued business use.

8. IMPACT ON NEIGHBOURING AMENITY

- 8.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impacts from construction works are also relevant and are dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of neighbour should be protected and development which causes an unacceptable level of harm to amenity should be refused.
- 8.2 The proposed development is located around 40m away from the nearest residential properties which are situated on Highgate Road to the north and east (NSR1 and NSR2 on map below). The Greenwood Centre is closer, located directly to the north of the proposed pergola garden, and is considered a sensitive use owing to its users having mental ill-health and/or learning difficulties and autism. It is noted its hours of operation are limited to 9am to 5.30pm on Mondays to Fridays.



Figure 2 – location of sensitive receptors relative to proposals

Privacy, daylight/sunlight and outlook

- 8.3 With regards to privacy, daylight/sunlight levels and outlook, there are no implications for existing neighbouring developments. This is due to the nature of the development being a low-rise development that does not involve the introduction of new built form in close proximity to any neighbouring windows. Due to the relatively low heights of the structures, their location and the distance from neighbours, a Daylight, Sunlight and Overshadowing Assessment was not a requirement of the application.

Noise

- 8.4 The F&B area will be located at the upper level adjacent to the Greenwood Centre and is expected to introduce a level of new entertainment noise as there is no development currently in that location. The Greenwood Centre is open Monday to Friday from 9am through to 5.30pm and closed on weekends whilst the peak hours for the Padel Courts are expected to be during the evening after people finish work and on weekends. These are the times when the F&B element will be most popular and subsequently at its noisiest. Although the peak hours of the proposed use will avoid coinciding with the opening hours of the Greenwood Centre which helps mitigate the impact, site activity will be managed and controlled via an Operational Management Plan to avoid harm to the amenities of the local area. This will cover how comings and goings are managed, including servicing vehicles, as well as potential anti-social behaviour.
- 8.5 The submission mentions monthly event days where the levels of noise may be greater due to amplified noise and operating at full capacity (100 people on a weekend). Further detail and management arrangements of such event days will be addressed in the Operational Management Plan. A condition is also attached (Condition 8) to limit entertainment noise (amplified sounds and music) to 10dB below the background noise level (LA90) without the entertainment noise present at nearby sensitive receptors (which for the avoidance of doubt includes the Greenwood Centre).
- 8.6 Various items of plant are also proposed across the site. A noise impact assessment has been submitted with the application and reviewed by the Council's Environmental Health officer. He finds that the plant noise criteria have been adequately predicted taking into consideration distance losses, surface acoustic reflections and, where applicable, screening provided by surrounding buildings. He finds the proposal to be acceptable in environmental health terms subject to a number of conditions including plant and entertainment noise level limits (Conditions 7 and 8), and a requirement to fit plant with anti-vibration isolators (Condition 9).

Glare

- 8.7 A Glint and Glare Assessment has also been undertaken to assess the impact of the floodlights associated with the proposals upon railway infrastructure, operations and signal sighting from the reflective external surfaces. This concludes that no significant impacts are expected, and no mitigation is required.
- 8.8 The floodlights are located a sufficient distance away from residential neighbours to avoid an adverse impact from light spill.

9. DESIGN

- 9.1 The site is broadly split into two separate areas due to the topography of the site. The upper level (orange) which is accessible from the street, is located approx. 3.3m above the lower level (blue). An access route from Greenwood Place separates the upper and lower levels. This will be retained for servicing and emergency vehicle access, as well as to provide step-free access to the site. To overcome the level change and accommodate the access road, a raised pedestrian walkway is proposed.



Figure 3 – general site layout showing levels

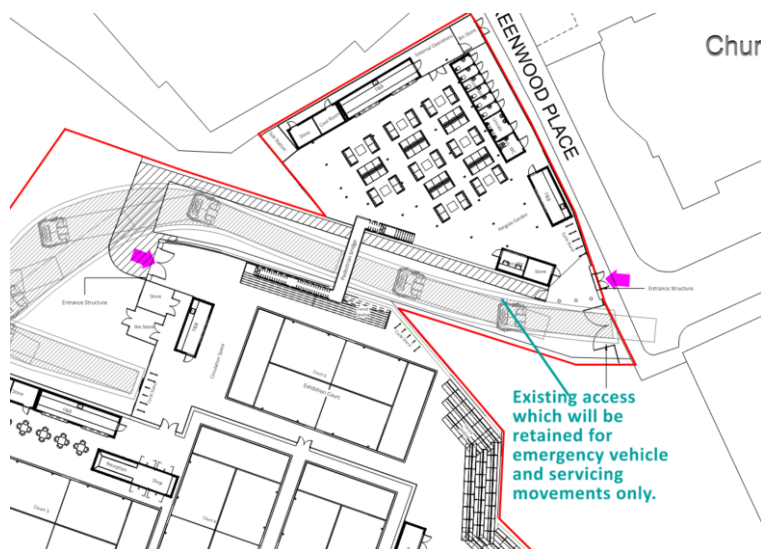


Figure 4 – site layout including uses and access

- 9.2 The site is largely concealed from public view due to its location away from the main public highway and largely set down at a lower level to street level. The proposed structures are all limited to a single storey in height. As such,

the proposals will be largely concealed in public views. To provide the Padel Club with some street presence, which is challenging given its location away from the main public thoroughfare, the access point will comprise a branded entrance portal that is designed to be visible from Highgate Road.



Image 1 – view from junction of Highgate Road and Greenwood Place

- 9.3 The development comprises a series of 20m x 10m courts that are partly enclosed by transparent 4m high walls; as well as a series of shipping container structures of various sizes distributed across the site that accommodate F&B uses, storage, reception area and shop. The character of the design would appear consistent with the temporary nature of the use and is appropriate given the nature of development and its surrounding context. Were a more permanent proposal sought, or were it development in a highly visible location, then further design work would be required to optimise the site and provide a more sensitive response to the local context.

10. HERITAGE

Designated and non-designated heritage assets

- 10.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out that where the development is in a conservation area, special regard must be given to preserving or enhancing the character and appearance of that conservation area.
- 10.2 The site sits outside a conservation area and is not within sufficiently close proximity to any surrounding conservation area to affect its character or appearance.

- 10.3 There are several listed buildings located close to the site (all to the east and south-east along Highgate Road and Kentish Town Road) and these include: Christ Apostolic Church; the O2 Forum Kentish Town; No's 4-7 Highgate Road; and The Bull and Gate Public House. All are listed at Grade II.
- 10.4 The proposed structures would be barely visible in public views owing to their single storey heights and sloping topography of the site, which would minimise the visual impact of the development alongside the listed buildings. The entrance to the site would be visible between the Church and O2 Forum from Highgate Road but the current industrial use and setting does not contribute to the heritage significance of these assets.
- 10.5 When the church was built in the late C19th the application site was a cul-de-sac of C19th terraced houses, However, these had been mostly demolished by 1911 and the land they occupied was taken into railway use which evolved into the current appearance of the site which is of a utilitarian and somewhat hostile character. When viewed from Greenwood Place and Highgate Road the proposal would read as single storey sheds behind a screening wall, and would therefore be of a similar character to the site as it has existed since 1911. While the proposal would not enhance the setting of the church, it does not cause any harm to its setting as it preserves the character and townscape context of its existing setting. A traditional brick screen wall to the application site would enhance the setting of the church, but this would not be a sustainable solution for a temporary use of the site, and given the proposed screening causes no harm to setting it is acceptable in a heritage context.
- 10.6 It is therefore concluded that there is no heritage harm associated with the proposal.

11. TRANSPORT CONSIDERATIONS

- 11.1 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.
- 11.2 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.
- 11.3 Policy C1 (Central Camden) of the [Camden Local Plan Proposed Submission Draft](#), includes details of several infrastructure schemes in the vicinity of the site. Of particular importance to this development are:

- the delivery of step-free access at Kentish Town Underground and Thameslink Stations; Camden Town Underground Station; and Chalk Farm Underground Station;
- public realm improvements in Kentish Town and Camden Town Centres and Queen's Crescent Neighbourhood Centre;
- the creation of attractive and safer pedestrian and cycling routes both into and through the area to deliver the priorities set out in the Council's Transport Strategy and Cycling Action Plan; and
- the roll-out of the Council's neighbourhood-based Safe and Healthy Streets schemes across this area, delivering through-traffic reduction and other Healthy Streets measures.

11.4 Camden's Transport Strategy (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets the Council's objectives, policies, and measures for achieving this goal. Priorities include:

- increasing walking and cycling
- improving public transport in the Borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all.

11.5 On 13th November 2024, Camden Council's Cabinet agreed to implement the next phase of the CTS (2025-2028), investing in more environmentally friendly, healthier forms of travel and creating more welcoming streets and neighbourhoods. The strategy includes commitments, all of which are pertinent to this application:

- to introduce segregated cycle route on Kentish Town Road segregated cycle corridor (primary route) between Royal College Street and Fortress Road, which forms part of a borough wide '*Healthy Routes - strategic cycling corridors*' programme of works;
- to introduce segregated cycle lanes, bus lanes and pedestrian/urban realm improvements along the full length of Fortress Road and Highgate Road, which form part of a borough wide '*Healthy Routes - strategic cycling corridors*' programme of works;
- deliver Better Bus Partnership which focuses on improving bus journey times and bus passenger experience by implementing upgrades to bus stop/shelter, including Countdown provision, better bus passenger information, and enhanced interchange via Healthy Streets measures to connect bus passengers to/from other public and shared transport services in local areas;
- provide Green Micromobility hubs across the Borough;
- develop a comprehensive network of electric vehicle charging points (EVCPs) that both responds to existing demand for EV infrastructure and provides for and accelerates the uptake of cleaner vehicles in the future, in line with our [Electric Vehicle Charging Point Action Plan](#);

- continue to expand our dockless bike and e-scooter hire network; and
 - to contribute towards the implementation of the CTS Cycling Action Plan and Walking and Accessibility Action Plan.
- 11.6 London Plan Policy T1 (Strategic approach to transport) states that Development Plans should support, and development proposals should facilitate, the delivery of the Mayor's strategic target of 95% per cent of all trips in central London to be made by foot, cycle, or public transport by 2041. The policy also states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Site location and access to public transport

- 11.7 The site is located on the southeast corner of Murphy's Yard, surrounded mostly by commercial businesses, and bounded by the rest of the Murphy site to the west, the Thameslink Railway line to the south and Greenwood Place to the east and north.
- 11.8 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 5 (very good).
- 11.9 Kentish Town Railway & Underground Station is located approximately 300m south of the site. The nearest bus stop is located on Highgate Road, approximately 150m south of the site. There are several other bus stops on Highgate Road, Fortess Road, Kentish Town Road and elsewhere in Kentish Town, within a few minutes walking distance from the site.

Access

- 11.10 Pedestrian, cycle, and motor vehicle access to the site is via Greenwood Place. The proposed upper-level seating area accommodates pedestrians and some cyclists, while vehicles and other cyclists use an internal access road at the lower level. There is a footpath proposed to enable safe access for pedestrians. A new pedestrian footbridge connects the upper and lower levels.

Trip generation

- 11.11 The proposed operating hours are Monday to Saturday from 06:00 to 23:00 and on Sundays and bank holidays from 06:00 to 22:00.
- 11.12 A first principles approach was used to estimate travel demand for the proposed development based on the following assumptions:
- 4 people playing per court.
 - 8 courts equate to a maximum of 32 people using the courts at one time, plus a further 32 waiting for the next booking slot.

- Across an average day, the courts will be at 75% total capacity.
- 10 members of staff on site at one time for peak times.
- Shift patterns will typically be split across two shifts: 06:00-14:00 and 14:00-00:00.
- Peak operational times are expected to be at lunch time (12:00-14:00), evenings (16:30-20:00) and weekends.
- Food and beverage area -
 - Users of the padel courts will be the main trip generators.
 - Maximum 100 people on Fridays and Saturdays from 17:00-20:00.
 - Maximum 50 people on Monday-Thursday from 17:00-20:00, all times on Sunday, and all times on Saturdays except 17:00-20:00.
 - At all other weekday times, occupancy will be around 10 people.
 - It is assumed all visitors will stay for two hours.

11.13 The resulting multimodal trip generation for the busiest operating day being Saturday is summarised in the Transport Assessment and reproduced here:

Mode	%	Peak Hours			Daily Total
		In	Out	Total	
Underground	4%	2	2	4	44
Train	9%	5	5	9	95
Bus	12%	6	6	12	122
Car	0%	0	0	0	0
Motorcycle	1%	1	1	1	11
Bicycle	9%	5	5	9	92
On foot	57%	29	29	57	582
Taxi	7%	3	3	7	66
Total	100%	50	50	100	1,012

Table 1 – trip generation for the busiest operating day (Saturday)

- 11.14 The proposal will result in a significant increase in person trips. The anticipated high volume of the walking trips is likely to be made from Kentish Town London Underground station, nearby bus stops and Kentish Town. Considering the increase in active travel trips to and from the site, the Council will seek to secure financial contributions towards the aforementioned commitments of the CTS delivery plan.
- 11.15 It is noted that Table 2 identifies that no trips will be made by car; however, this is not within the applicant's control, and it is expected that some visitors will travel by car and park on surrounding streets either outside of the CPZ operational hours or in the designated paid for bays.

Travel planning

- 11.16 Based on the scale of development, number of trips it is expected to generate and staff numbers, a Local Level Travel Plan is considered proportionate. Travel Plans are a tool to facilitate developments to reduce associated traffic, improve air quality and promote sustainable travel. They are a key

mechanism for ensuring that sustainable travel is an integral part of development and includes targets to ensure improvements are achieved.

- 11.17 A Local Level Travel Plan including an associated monitoring and measures contribution of £5,674 will be secured by legal agreement.

Cycle parking

- 11.18 The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, the London Cycling Design Standards (LCDS), and London Plan Policy T5 for:

Former D2 use (sports)

- 1 space per 8 FTE staff long-stay.
- 1 space per 100 sqm (GEA) short-stay.

- 11.19 46 cycle spaces will be provided in a form of Sheffield stands and accessed via step-free means. 36 spaces will be located at the lower level in three clusters spread across the site, and 10 spaces at the upper level adjacent to the entrance. A Sheffield stand providing two spaces for staff is included in a covered and secured store area at the lower level. The 46 short stay and two long stay spaces will be secured by condition (Condition 5).

Car parking and vehicle access

- 11.20 The site is located in controlled parking zones CA-M East Kentish Town and in CA-L Outer, which operate 08:30-18:30 Monday to Friday.
- 11.21 The development is proposed as car-free, which would be secured by legal agreement. However, the car-free obligation would only cover staff car parking and the applicant can only encourage, rather than control, visitors to not travel by car. It is therefore expected that during hours where the surrounding CPZs are not operational, that some visitors will travel by car and park on surrounding streets.
- 11.22 Regarding disabled parking, London Plan Policy T6.5 further states 'Non-residential disabled persons parking,' section A states: *'...all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.'* Furthermore, lower case text in the London Plan Clause 10.6.23 recommends: *'All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.'*
- 11.23 Paragraph 5.19 of the Camden Planning Guidance on Transport states: *'For all major developments the Council will expect that disabled car parking is accommodated on-site.'* Paragraph 5.20 further informs: *'...in any case the maximum distance Blue Badge holders should be expected to travel is 50 metres from the entrance to the site'.*

- 11.24 'National disability, accessibility and blue badge statistics: 2021 to 2022' published on 18 January 2023, report that on 31 March 2022, 4.3% of the population held a Blue Badge, an increase of 3.6% since March 2021.
- 11.25 Therefore, given the applicant cannot provide this on site, it is considered appropriate to seek an off-site contribution of £4,000 for one disabled parking space to be provided on the public highway in a suitable location within 50m from the site.

CPZ Review

- 11.26 Objective 2 of the CTS sets out to reduce car ownership and use, and motor traffic levels in Camden, and features several measures in support of achieving this objective. One of the measures is 2d, which states that the Council will 'undertake a study to provide a robust evidence base using all relevant data and local context to identify where amendments to Controlled Parking Zone (CPZ) hours of control or size will have an impact on car ownership and car use and use that study to help guide future reviews and decisions.'
- 11.27 In alignment with that action, Camden's Controlled Parking Zones (CPZ) Review final report, which was published in February 2023, independently appraised all of Camden CPZs using a multi-criteria assessment. The findings show that there is a greater need to manage parking demand in the borough through the hours of CPZ controls. The CPZ Assessment Results show that CA-M CPZ performed poorly in terms of the impact of its current hours of control in helping manage demand, and was attributed a "Amber" RAG status, which present the need and/or justification for increasing the regulation parking. The review recommends, amongst others, that the CA-L hours of operation are extended subject to consultation and decision-making processes.
- 11.28 In 2024 progress on the CTS was viewed and a delivery plan for the period covering 2025 - 2028 was agreed by Camden Council's Cabinet. It committed to the delivery of a package of Parking Management measures to reduce motor vehicle ownership and use, traffic levels and vehicle emissions in the Borough:
- Controlled Parking Zone (CPZ) hours extensions
 - Workplace Parking Levy
 - EVCP roll out.
- 11.29 At present, the CA-M CPZ control hours do not extend into the evening nor cover the weekend, which presents an opportunity for visitors to drive to the site and park on street outside of hours of control, or indeed within hours, using paid for parking spaces or visitor vouchers. This has a potential to increase on-street parking pressure which may drive demand for CPZ

reviews. Considering the scale and the location of the proposed development, it is appropriate to request a contribution of £20,000 towards the CA-M CPZ review, which is likely to take place in 2025/26.

Deliveries and servicing

- 11.30 The site is expected to receive 2-3 deliveries per week, with food, drink and merchandise ordered in bulk on a weekly and fortnightly basis to minimise the frequency of deliveries. Delivery schedules will be managed to avoid peak hours. Delivery vehicles will enter the site via Greenwood Place, unload upper-level deliveries at point A, then proceed to point B for lower-level deliveries. The largest vehicle size that will service the site is an articulated lorry (16.5m x 2.5m) and swept path analysis has been provided to demonstrate the vehicle size can be accommodated.
- 11.31 Details of servicing and deliveries will form part of the Operational Management Plan which will seek to limit deliveries to outside of peak hours, limit deliveries to 3 times per week and ensure unloading takes place at the specified drop off points.

Pedestrian, cycling and environmental improvements

- 11.32 Securing financial planning obligations from developments towards transport improvement schemes is necessary when it is considered that development will have significant impacts on the local area which cannot be mitigated by planning conditions. New developments place pressure on the existing infrastructure and services and benefit directly from new and improved safe and healthy street schemes we are delivering across the borough, as well as complementary initiatives (such as cycle training – covered through Travel Plan contributions). The delivery of these Safe & Healthy Streets schemes is based on the Council's ambitious Camden Transport Strategy Delivery Plan for 2025 - 2028, in which developer contributions have been identified as a source of funding.
- 11.33 The development proposal will result in a significant increase in pedestrian and cycle activity, which will be further promoted by the Travel Plan. Therefore, a financial contribution of £25,000 is sought towards the segregated cycle route improvements on Fortress Road, Kentish Town Road (between Royal College Street, Fortress Road, and Highgate Road. This contribution would be secured by legal agreement.

Micro and shared mobility improvements

- 11.34 There are dedicated parking bays for dockless rental e-bikes and rental e-scooters in the area, namely on Highgate Road and Islip Street, approximately 300m north and 400m south of the site, respectively. However, these bays are already showing signs of overcapacity and increasing demand.
- 11.35 Camden's Transport Strategy department has commissioned a project to identify Shared Transport Availability Level (STAL) which mirrors a PTAL rating, but in this case only including shared and micromobility transport

modes: Car Clubs, Santander hire bikes, and rental E-scooters and E-bikes. The STAL analysis shows a grade of 1b in the vicinity of the site against a target of 5, which indicates significant opportunities for improvement. To achieve this, the Council plans to expand the network of dockless rental e-bikes and rental e-scooter bays in the area and considering the demand arising for this transport mode from the proposal, it is appropriate that a contribution is made to additional bay provision.

- 11.36 A shared and micro mobility improvements contribution of £5,000 would therefore be secured as a Section 106 planning obligation.

Transport conclusion

- 11.37 The proposal is acceptable in terms of transport implications subject to the following planning obligations being secured by legal agreement:
- Travel Plan and associated monitoring and measures contribution of £5,674.
 - Car-free development.
 - CA-M CPZ review contribution of £20,000.
 - Pedestrian, Cycling and Environmental Improvements contribution of £25,000.
 - Micromobility improvements contribution of £5,000.

12. ENERGY AND SUSTAINABILITY

- 12.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The council adopted the Camden Climate Action Plan 2020-2025 which aims to achieve a net zero carbon Camden by 2030.
- 12.2 In line with London Plan (LP) policies, SI1, SI2, SI3, SI4, SI5 and SI7 and Camden Local Plan (CLP) policies CC1, CC2, CC3, and CC4, development should follow the core principles of sustainable development and circular economy, make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.
- 12.3 Although the proposed development involves a change of use exceeding the 'major development' threshold of 1,000 sqm, the fully enclosed floorspace is only around 280 sqm, less than the 500sqm floorspace that triggers the need for an energy statement. Furthermore, the shipping containers are all less than 50 sqm in size and have minimal energy requirements. The proposals are therefore not classified as a 'building structure' by building regulations and are not assessed under Part L. The BREEAM methodology also stipulates that it is unsuitable to carry out a BREEAM Assessment on a building where Part L is not applicable as a significant number of credits would be inapplicable or unobtainable.

- 12.4 Nonetheless, officers have sought clarity around the energy usage involved. In term of the courts, these are a combination of ‘open to the air’ courts and courts under an unheated canopy, with the main energy usage being the LED floodlighting, which will be mains powered. No gas or oil will be used, and renewable energy sources will be prioritised, though the precise type of renewable technology is not confirmed and will be subject to later specification. It is understood that Air Sourced Hot water cylinders are being explored whilst PV panels have been discounted on the basis they cannot be supported by the roofs proposed, which are either lightweight aluminium (shipping containers) or tensile fabric (court canopy). In terms of ASHP, the applicant argues that the 7-year temporary period would not cover the energy payback period that would allow it to be cost efficient.

13. WATER AND FLOODING

- 13.1 Policy CC3 of the Camden Local Plan seeks to ensure that development does not increase flood risk and reduces the risk of flooding where possible.
- 13.2 The site is located in an area of low flood risk and the proposals do not represent vulnerable development. Nonetheless, the Council would want to ensure that the proposed development does not increase the risk of flooding elsewhere through the creation of additional impermeable surfaces compared to the existing situation. Ideally, proposals should aim to improve the drainage credentials of the site.
- 13.3 A drainage plan has been submitted with the application which demonstrates that the existing hard standing will be retained around the courts, and a permeable surface will be provided for the pergola garden. The enclosing canopies will be drained via surface water drainage via rainwater pipes that will connect to drainage connection points. To ensure the surface water drainage does not result in flood issues off site, a SuDS strategy will need to be developed.
- 13.4 The submission did not include any details of Flood Risk or a Sustainable Urban Drainage Systems and therefore a condition (Condition 3) will require the submission of details prior to the commencement of above ground works.

14. TREES, GREENING, AND BIODIVERSITY

Impact on trees, greening and biodiversity

- 14.1 Local Plan policy A3 deals with biodiversity and expects development to protect and enhance nature conservation and biodiversity, securing benefits and enhancements where possible. It resists the removal of trees and vegetation of significant value and expects developments to incorporate additional trees and vegetation. This approach is supported by LP policy G5 which uses Urban Greening Factor (UGF) targets to evaluate the quality and

quantity of urban greening. The policy applies a target of 0.3 for mainly commercial schemes.

- 14.2 There is a line of mature trees that border the railway line on the southern edge of the site. These would not be affected by the proposal. Similarly, no areas of green space are affected by the works and no buildings are to be removed. It is therefore not expected that any protected or notable habitats will be affected and therefore no biodiversity survey is required.
- 14.3 No soft landscaping or greening is proposed as part of the development given the temporary nature of the scheme. A UGF target of 0.3 is therefore not achieved in this instance.
- 14.4 Given the unique circumstances and nature of the scheme, whilst the proposals do not enhance the existing situation, they are nonetheless considered acceptable.

Statutory Biodiversity Net Gain

- 14.5 As well as the requirements of the development plan, there are statutory requirements for 10% Biodiversity Net Gain (BNG).
- 14.6 BNG is a way of creating and improving natural habitats with a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. Every grant of planning permission is deemed to have been granted subject to a condition which requires the submission of a Biodiversity Net Gain Plan (BGP) before development can commence, showing how the 10% gain will be met.
- 14.7 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains, or by purchasing statutory biodiversity credits.
- 14.8 There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information provided, this scheme will not require the approval of a BGP because it is below the *de minimis* threshold. This is because it does not impact an onsite priority habitat and impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat.

15. FIRE SAFETY

- 15.1 Policy D12 of the London Plan requires all development proposals to achieve the highest standards of fire safety. A fire strategy report has been submitted with the application which assesses how the proposal performs against all the criteria within the policy wording. It identifies outside space for fire appliance access and assembly point; refers to features including fire alarm systems which reduce the risk to life in the event of a fire; explains the

construction approach with regards to combustibility; and sets out the evacuation strategy.

16. WASTE

- 16.1 Policy CC5 seeks to ensure that developments include facilities for the storage and collection of waste and recycling.
- 16.2 A waste management plan has been submitted with the application. Two waste storage areas will be created on the premises: one at the upper level with doors opening onto Greenwood Place; and the other on the lower level adjacent to the servicing yard with doors opening on to it. The capacity for both storage areas is as follows:
- 2 x 1100 Euro Bins for general waste
 - 1 x 1100 Euro Bin for mixed recycling
 - 2 x 120ltr bins for glass recycling
- 16.3 The refuse collection will be carried out by a private waste collection service that will enter from Greenwood Place, drive down the ramp and park adjacent to the lower level bin store before turning around and collecting the waste from the upper store. Waste servicing will occur three times a week. The proposed waste provisions are acceptable.

17. CONTAMINATED LAND

- 17.1 Policy A1 seeks to protect the quality of life of future users, occupiers and neighbours and one of the factors the Council considers is contaminated land where development is proposed on sites that are either known or have the potential to be contaminated.
- 17.2 Based on Council records, the site was historically railway land and a chemical works was mapped immediately west. As such, there is considered to be a potential risk to end users from contamination, with the introduction of a potential pathway of contaminants in the ground to end users via landscaping works including as part of the SuDS design, for which details remain outstanding.
- 17.3 A four-part condition (Condition 4) is therefore attached to ensure the risks from land contamination to the future users of the land and neighbouring land are minimised and the development can be carried out safely.

18. SOCIAL VALUE

- 18.1 The proposed development has limited scope to generate increased employment opportunities during the construction phase due to the low construction costs and labour involved. This is due to the development consisting of a series of temporary, lightweight shipping containers which are

pre-fabricated and lifted onto site. Therefore, it is not considered that there is sufficient scope to secure construction phase opportunities through a legal agreement.

18.2 In terms of the end use phase, whilst the court space and shipping containers amount to c. 1,900 sqm floorspace, only a very small proportion of this is 'employment space' and significantly less than the 1,000sqm (GIA) net increase stipulated by the CPG to justify securing opportunities through a legal agreement.

18.3 Officers have negotiated the provision of four hours free court hire time per fortnight for local schools and colleges, charitable organisations and other local groups with a community focus. A Community Use Plan will be secured via legal agreement which will need to set out the eligibility criteria for the free hours in addition to when the hours are, how they will be publicised and accessed, as well as any additional services that will be included, for instance free training and equipment hire.

19. COMMUNITY INFRASTRUCTURE LEVY (CIL)

19.1 The CIL applies to all proposals which add 100m² of new floorspace or an extra dwelling; however, given the permission is for a temporary period of time, it is not chargeable development and is not liable for CIL.

20. CONCLUSION

20.1 The proposal would deliver a meanwhile use, specifically a leisure use, on a presently underused industrial site allocated for future growth. Leisure uses are recognised for their contribution to strong and healthy communities and policy directs new facilities to highly accessible areas, such as the application site which is proximate to Kentish Town Station and a Town Centre.

20.2 The design of the proposal, comprising a series of lightweight and reversible court structures and shipping containers, is acceptable bearing in mind its location and temporary nature. No harm is posed to surrounding designated heritage assets.

20.3 Amenity impact in terms of noise and disturbance to local residents would be mitigated through an Operational Management Plan. A Glare assessment has demonstrated that the floodlighting would avoid an adverse impact on train drivers and nearby residential.

20.4 The proposal represents social value insofar that it would provide four free hours of court time per fortnight for local educational and charitable/ community organisations, secured through a Community Use Plan.

20.5 It would also provide a range of transport related benefits including contributions to the pedestrian and cycling environment within the surrounding area.

20.6 Overall, the proposal complies with the Development Plan and conditional planning permission is recommended subject to a Section 106 legal agreement.

21. RECOMMENDATION

21.1 Grant conditional Planning Permission for a temporary period of 7 years subject to a Section 106 Legal Agreement with the following heads of terms:

- Travel Plan and associated monitoring and measures contribution of £5,674.
- Disabled parking space contribution of £4,000
- CA-M CPZ review contribution of £20,000.
- Pedestrian, Cycling and Environmental Improvements contribution of £25,000.
- Micromobility improvements contribution of £5,000.
- Car-free development.
- Operational Management Plan (including servicing and deliveries management).
- Community Use Plan.

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

22. CONDITIONS

Standard conditions

1 Temporary Permission

The change of use and associated structures hereby permitted are for a temporary period only. The temporary structures shall be removed completely on, or before, the [date to be inserted prior to planning permission being granted] 2032.

Reason: The change of use and structures hereby approved are not such as the Council is prepared to approve, other than for a limited period, in view of the fact that they would prohibit progress of the on-going redevelopment plans for Murphy's Yard contrary to the requirements of Policy G1 of the Camden Local Plan 2017.

2 Approved drawings

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

Existing Drawings:

PL001_Rev F; PL002_Rev E

Proposed Drawings:

PL003_Rev N; PL010_Rev R; PL030_Rev F; PL050_Rev B; PL051_Rev B; PL052_Rev B; PL053_Rev B; PL031_Rev F; PL010_Rev S

Documents:

Planning Statement (prepared by DP9); Design & Access Statement (prepared by Zebra); Noise impact assessment (prepared by Spratt & Hammer); Waste Management Plan (prepared by LDS); Transport Assessment (prepared by Curtins); Sustainability Statement; Fire Strategy (prepared by JRA); Construction Management Plan (draft, prepared by Costcap); Glint & Glare Assessment (prepared by LDS); Delivery and Servicing (prepared by LDS); Social value offer (prepared by LDS); Statement of Community Involvements (prepared by ANDLondon); Drainage and Services Location Drawing (LDS008 PL100)

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

Pre-start conditions (any works)

3 Sustainable Urban Drainage Strategy

Prior to commencement of development, full details of the sustainable drainage system shall be submitted to and approved in writing by the local planning authority. Such a system should be designed to accommodate all storms up to and including a 1:100 year storm with a 40% provision for climate change such that flooding does not occur in any part of a building or in any utility plant susceptible to water, or on any part of the entire development site for up to and including a 1:30 year storm. The details shall demonstrate a site run-off rate as close to the greenfield run-off rate as feasible. An up-to-date drainage statement, SuDS pro-forma, a lifetime maintenance plan and supporting evidence should be provided including:

- The proposed SuDS or drainage measures including storage capacities
- The proposed surface water discharge rates or volumes

- Systems shall thereafter be retained and maintained in accordance with the approved details.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies and Policy SI 13 of the London Plan 2021.

4 Land Contamination

Part A:

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the local planning authority. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses. A conceptual site model should be produced indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks to identified receptors. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Subsequent parts are subject to the findings of the desk study:

Part B:

No development shall commence until a site investigation is undertaken and the findings are submitted to and approved in writing by the local planning authority.

The site investigation should assess all potential risks identified by the desktop study and should include a generic quantitative risk assessment and a revised conceptual site model. The assessment must encompass an assessment of risks posed by radon and by ground gas. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Part C:

No development shall commence until a remediation method statement (RMS) is submitted to and approved in writing by the local planning authority. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. This document should include a strategy for dealing with previously undiscovered contamination. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Part D:

Following the completion of any remediation, a verification report demonstrating that the remediation as outlined in the RMS have been completed should be submitted to, and approved in writing, by the local planning authority. This report shall include (but may not be limited to): details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil and waste management documentation. All works must be carried out in compliance with LCRM (2020) and by a competent person.

Reason: To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policies G1, D1, A1, and DM1 of the London Borough of Camden Local Plan 2017.

Compliance conditions

5 Cycle parking

Prior to operation, the cycle parking shall be provided in accordance with the ground floor plan hereby approved (drawing ref.PL010 (Rev S)) and comprise 46 short stay space and 2 long stay spaces. The cycle parking shall thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site, to promote sustainable modes of transport, and so safeguard the visual amenity of the area in accordance with policies A1 and T1 of the Camden Local Plan 2017.

6 Use times (hours of operation)

The use of the premises hereby permitted shall not operate other than within the following times:

06:00 Hours to 23:00 Hours – Mondays to Saturdays

06:00 Hours to 22:00 Hours – Sundays and Bank Holidays

Reason: To safeguard the amenity of the adjoining premises and the area generally in accordance with policies A1 and of the London Borough of Camden Local Plan 2017.

7 Noise limits for plant

The external noise level emitted from plant, machinery or equipment at the development, with any specified noise mitigation hereby approved, shall be lower than the typical existing background noise level by at least 10dBA, or by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest or most affected noise sensitive premises, with machinery operating at maximum capacity and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the site and surrounding properties is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

8 Entertainment noise

Amplified sound and music (LAeq) should be controlled to 10dB below the background noise level (LA90) without the entertainment noise present, in each octave band at the nearest noise sensitive location, which for the avoidance of doubt includes the Greenwood Centre during operational hours.

Reason: To ensure that the amenity of occupiers of the site and surrounding properties is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017

9 Anti-vibration isolators for plant

Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

23. INFORMATIVES

1	Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that 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, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
2	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 Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website 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.
3	<p>Biodiversity Net Gain (BNG) Informative (1/3):</p> <p>The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless:</p> <p>(a) a Biodiversity Gain Plan has been submitted to the planning authority, and</p> <p>(b) the planning authority has approved the plan.</p> <p>The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.</p>

	<p>There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below, but you should check the legislation yourself and ensure you meet the statutory requirements.</p> <p>Based on the information provided, this will not require the approval of a BGP before development is begun because it is de minimis development.</p>
4	<p>Biodiversity Net Gain (BNG) Informative (2/3):</p> <p>+ Summary of transitional arrangements and exemptions for biodiversity gain Condition.</p> <p>The following are provided for information and may not apply to this permission:</p> <ol style="list-style-type: none"> 1. The planning application was made before 12 February 2024. 2. The planning permission is retrospective. 3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024. 4. The permission is exempt because of one or more of the reasons below: <ul style="list-style-type: none"> - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024. - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat). - The application is a Householder Application. - It is for development of a "Biodiversity Gain Site". - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding). - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).
5	<p>Biodiversity Net Gain (BNG) Informative (3/3):</p> <p>+ Irreplaceable habitat:</p>

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat.

The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

+ The effect of section 73(2D) of the Town & Country Planning Act 1990

If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

+ Phased development

In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

Planning Committee

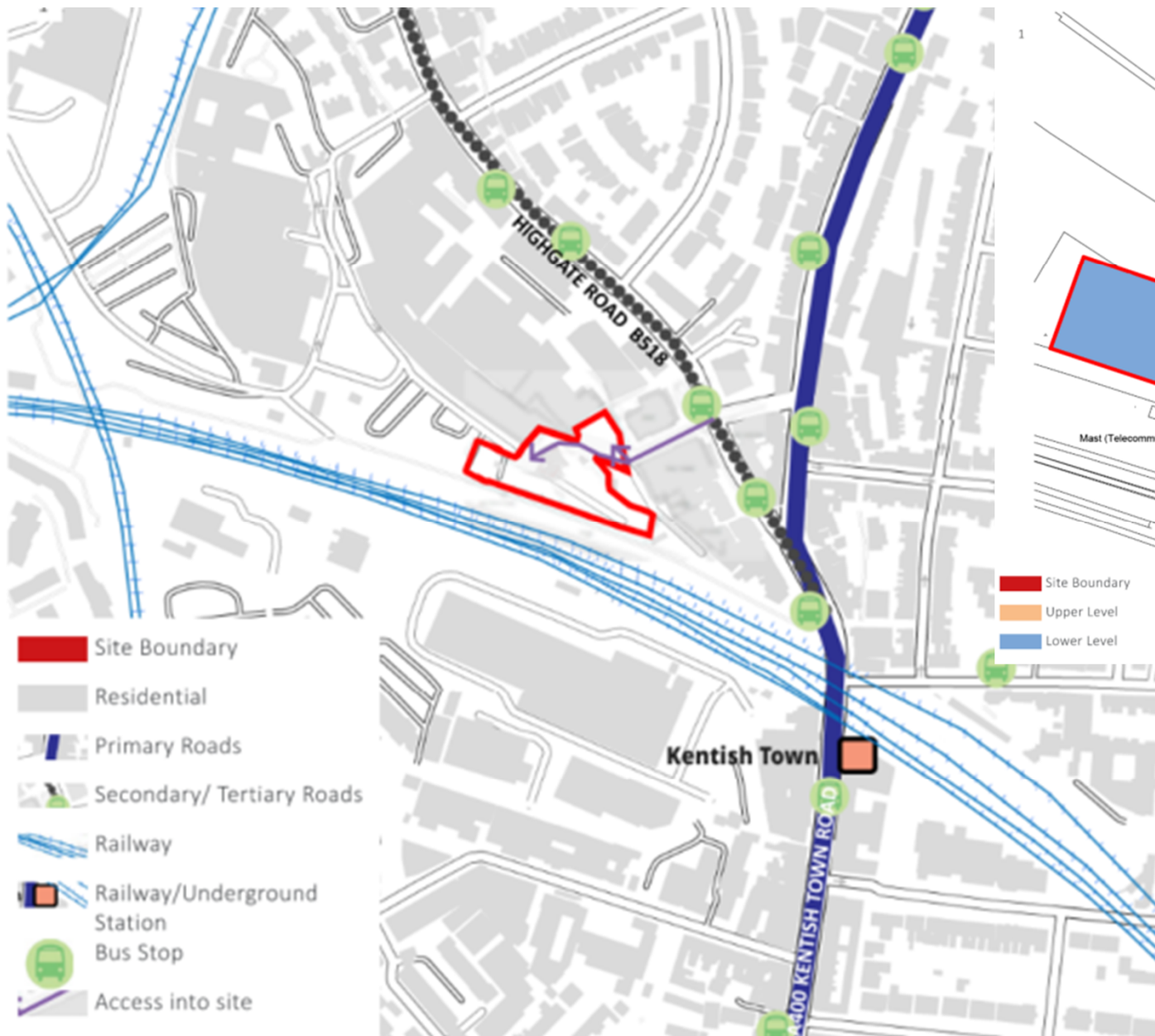
3rd November 2025

2025/3697/P

Land to the south of
Murphy's Yard
Highgate Road
NW5 1TN







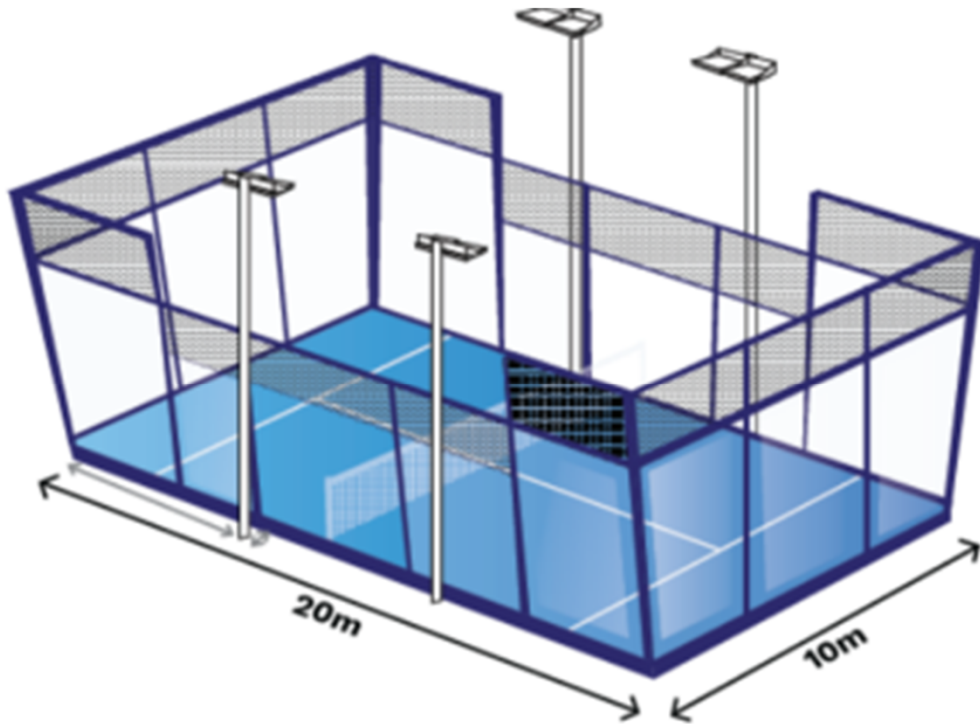


3.7 Design

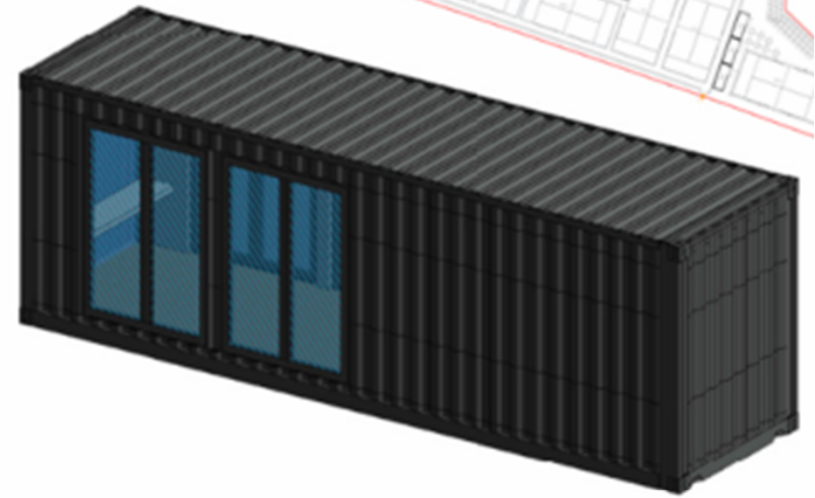
Colour	Name
	5 x Fully Covered Padel Courts
	2x Partially Covered Padel Courts
	1x Exhibition Padel Court
	Open Social Zone
	Sanitary Zone
	Reception / Shop
	Security
	Stores
	Food and Beverage stalls
	Pergola Garden
	Bin Store
	Bike
	Indoor Lounge

 Site Boundary

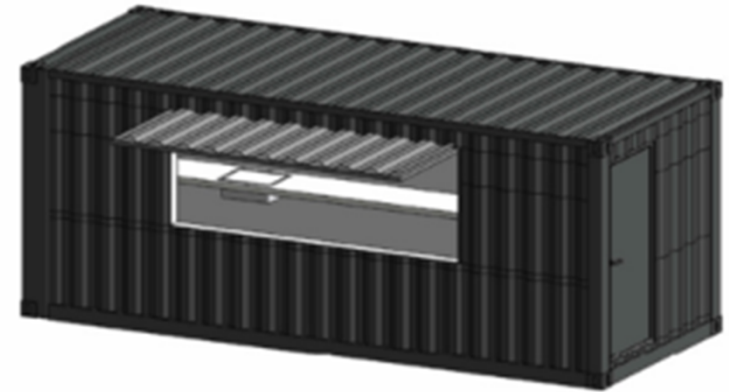


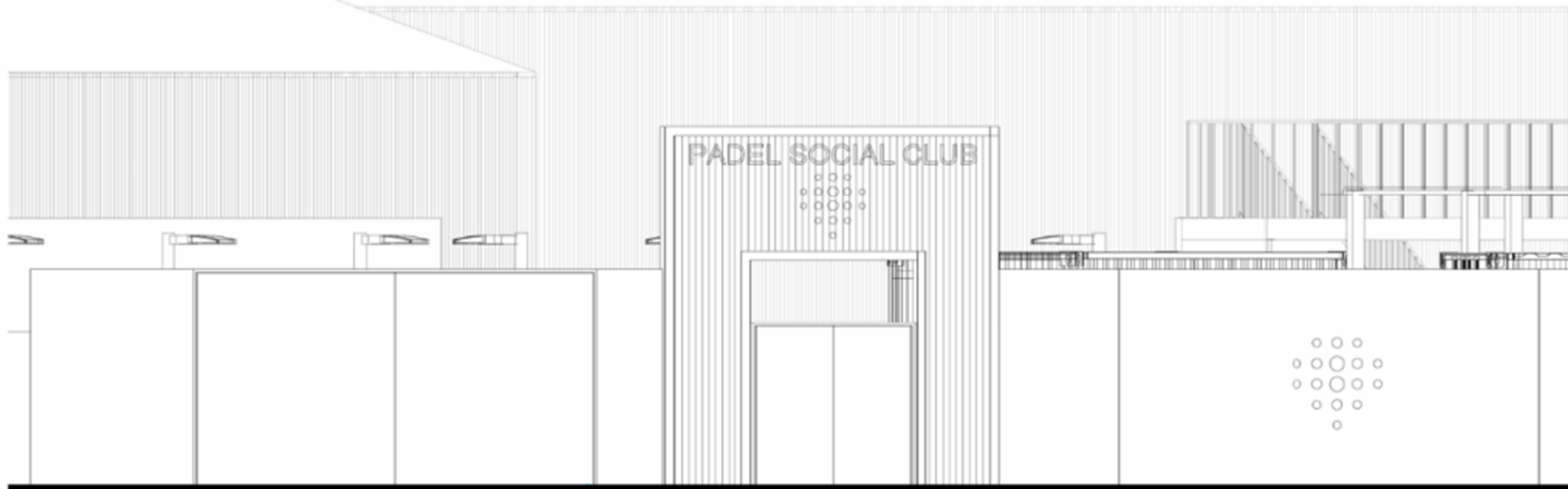


Reception and Shop Container

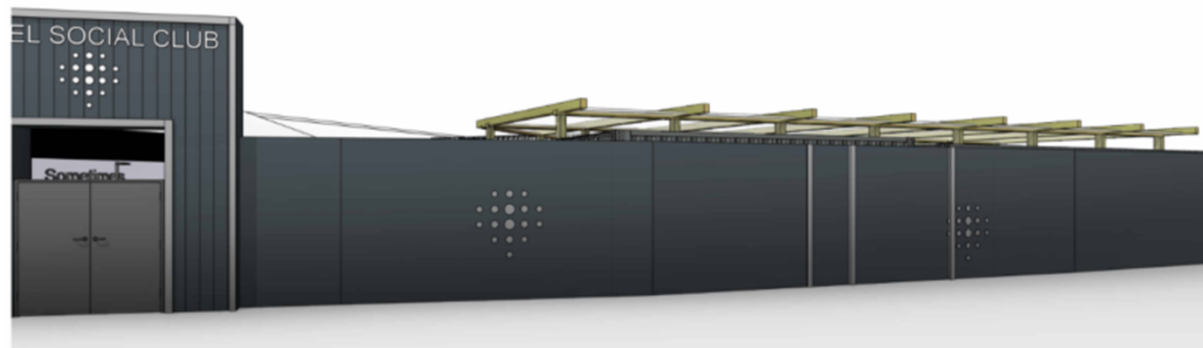
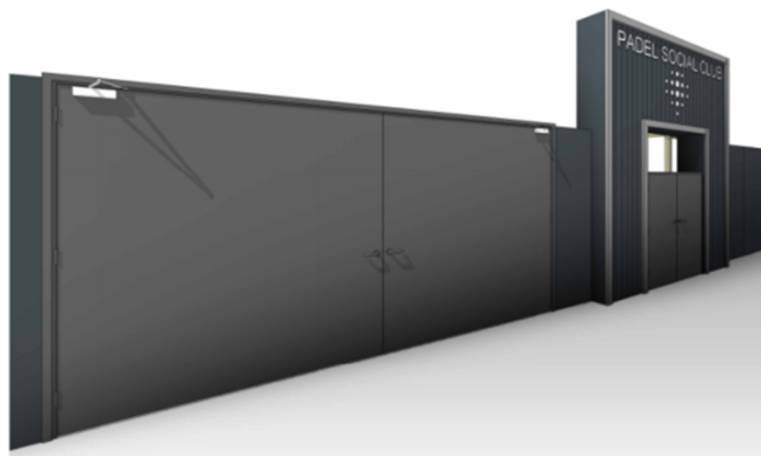


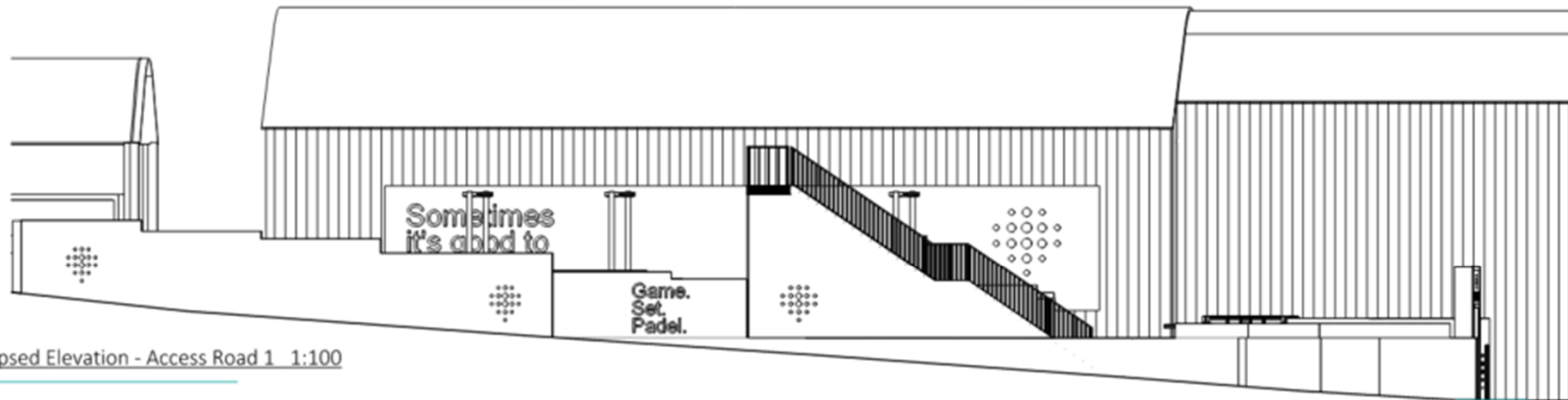
Food & Beverage Container



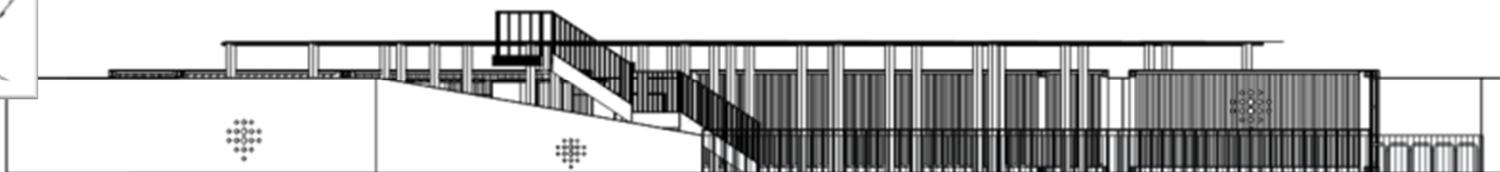


Proposed Elevation -Main Entrance Gate Front Elevation

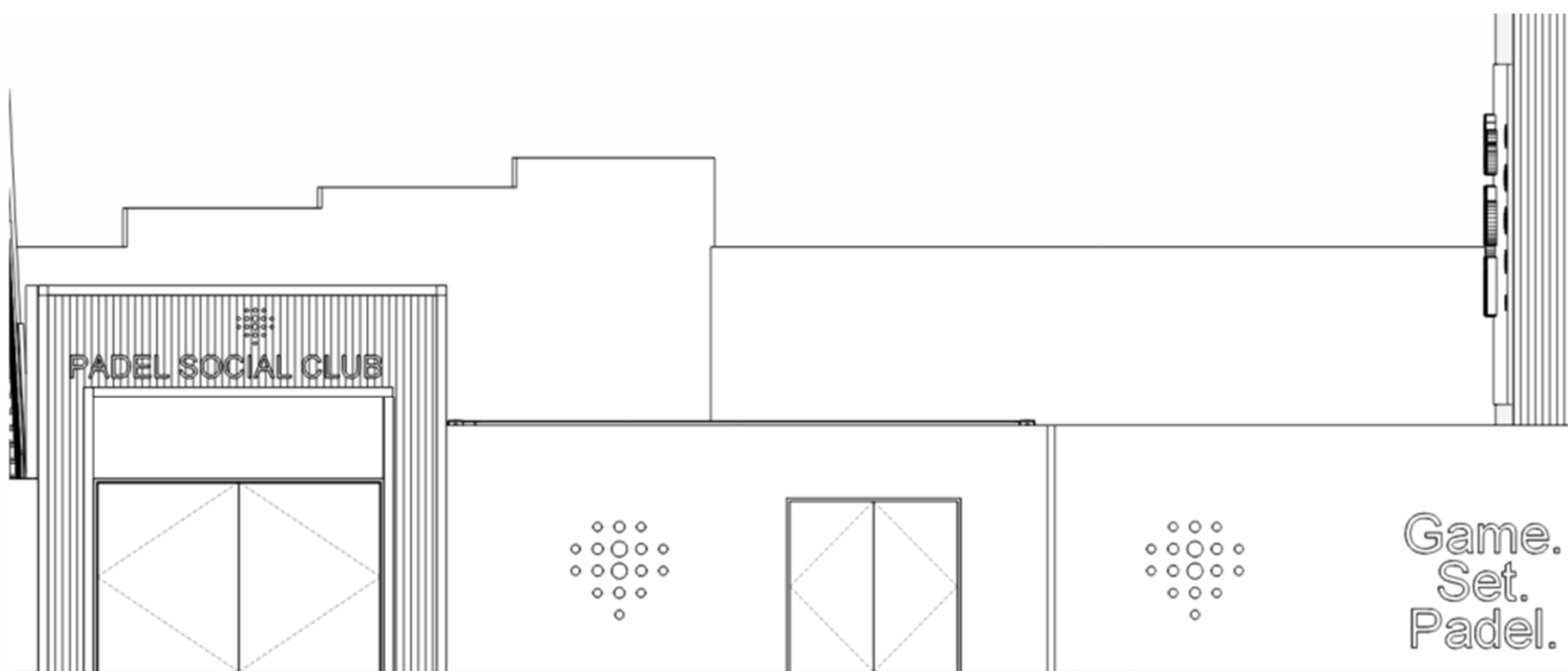




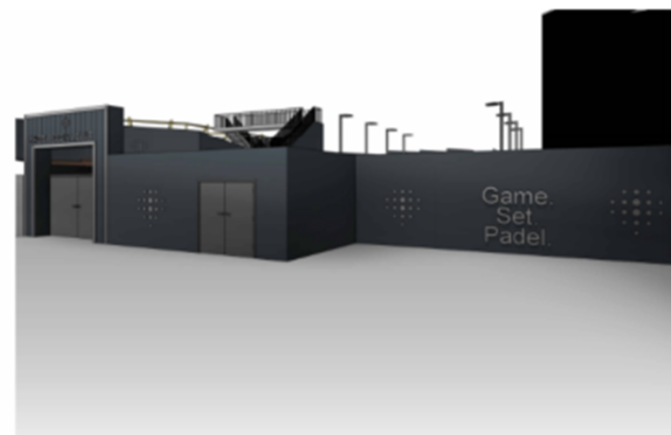
Proposed Elevation - Access Road 1 1:100



Proposed Elevation- Access Road 2 1:100



Proposed Elevation- Secondary Entrance Gate Front Elevation 1:25



Black Tensile Fabric
Side Panels

White Tensile Fabric Roof



Section A-A 1:200



