

<b>Address:</b>	9-12 New College Parade London NW3 5EX		<b>4</b>
<b>Application Number(s):</b>	2025/1534/P	<b>Officer:</b> Brendan Versluys	
<b>Ward:</b>	Belsize		
<b>Date Received:</b>	07/04/2025		
<b>Proposal:</b>	Demolition of existing retail units and ancillary offices (Class E) with part retention of existing facade and basement, extension of existing basement and erection of a five storey plus basement hotel (Class C1).		
<p><b>Background Papers, Supporting Documents and Drawing Numbers:</b></p> <p>Existing Drawings: 500; 501; 1000; 1001; 1002; 1100; 1101; 1102; 1103; 1200;</p> <p>Proposed Drawings: 1600; 1601; 1602; 1603; 1604; 1605; 1606; 1607; 1608; 2000, rev A; 2001, rev A; 2002; 2003; 2004; 2005; 2006a; 3000; 3001; 3002; 3003; 4000; 22020-SYM-XX-XX-SK-S-0006, rev P1; GMA Plan prepared by GEA, ref. J22390</p> <p>Documents: Air Quality Assessment prepared by Circle Sustainability, 30/07/2024; Arboricultural Report prepared by Marcus Foster, ref. AIA/MF/087/24, August 2024; Daylight and Sunlight Report prepared by Point 2 Surveyors Limited; ref. P3000, March 2025, rev 2; Design and Access Statement prepared by Studio Kyson, March 2025; Energy Statement prepared by Zenko Consulting, September 2025, rev 8; Fire Statement prepared by Maurice Johnson &amp; Partners, ref. UK24106, 17/03/2025, rev A; Flood Risk Assessment prepared by Symmetrys, 27/03/2025, ref. 22020-SYM-XX-XX-RPT-C-0001, rev 04; Noise Impact and Exposure Assessment prepared by Clement Acoustics, March 2025, ref. 17408-NEA-01, rev F; Operational Waste Management Plan prepared by Caneparo Associates Ltd., March 2025; Draft Delivery and Servicing Plan prepared by Caneparo Associates Ltd., March 2025, Pre-Demolition Audit prepared by Eight Versa, August 2025, ref. 7063-9-12 New College Parade-PDA-2408-08yp.docx, rev 3; Sustainability Statement prepared by Circle Sustainability, March 2025, ref. 9-12 New College Parade - Sustainability Statement, rev 2; Draft Travel Plan prepared by Caneparo Associates Ltd., March 2025; Structural Report including Basement Impact Assessment prepared by Symmetrys, 10/07/2025, ref. 22020-SYM-XX-XX-RPT-S-0001, rev P6; Transport Assessment prepared by Caneparo Associates Ltd., March 2025; Planning Statement prepared by DP9, April 2025; Statement of Community Involvement prepared by Kanda, April 2025; Whole Life Carbon Assessment Report prepared by Mainer Associates, rev C, 7/10/2025; Flood Risk Emergency Plan prepared by Symmetrys, ref. 22020-SYM-XX-XX-FEP-C-0001, rev P02, 12/09/2025; Thermal Comfort Analysis prepared by Zenko Consulting, rev 2, 03/07/2025; Urban Greening Factor prepared by Studio Kyson</p>			
<b>RECOMMENDATION SUMMARY:</b>			
<b>Grant conditional planning permission subject to a Section 106 Legal Agreement</b>			
<b>Applicant:</b>	<b>Agent:</b>		

New College Ltd.	DP9 100 Pall Mall London SW1Y 5NQ United Kingdom
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## ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Class E	Retail	786	-	-786
Class C1	Hotel	-	1,638	+ 1,638
<b>Total</b>	<b>All uses</b>	786	1,638	+ 852

Parking details			
Cycle Type	Existing spaces	Proposed spaces	Difference
Cycle – commercial long stay	0	6	+6
Cycle – short stay (all uses)	0	0	0

## EXECUTIVE SUMMARY

- i) The application relates to a two storey plus basement commercial building on the eastern side of Finchley Road. The building is occupied by a group of retail units at ground floor with ancillary retail space at the lower and upper floors. The site is not located in a Conservation area but the existing building dates from 1916 and is the only surviving section of a previously longer Edwardian shopping parade that was demolished in the 1960s. The quality of the Finchley Road elevation is poor and, while retaining some of the Edwardian design, is in need of refurbishment to improve both its appearance and energy efficiency. The rest of the original parade to the south was replaced in the 1960s with generic two storey shopfronts, which detract from the legibility of the parade and original design, isolating the site.
- ii) The proposal seeks to provide a new mid-rise hotel building. The hotel would provide 53 hotel bedrooms and would be positioned as a high quality and active mid-rise building within the New College Parade section of the Finchley Road/Swiss Cottage Town Centre. The principal construction works would involve retaining the original Edwardian baroque elements of the existing façade and demolishing the modern additions leaving a skeletal frame. The remainder of the building would be demolished, and the existing basement shell would be retained. Excavation would take place to deepen and extend the existing basement. A new five storey (plus basement) building would then be constructed behind the existing

façade to be partly retained and then refurbished and rebuilt. The upper floors of the building would be constructed in tinted soft bricks with tinted concrete.

- iii) A guest only restaurant would be located within the basement and an accompanying publicly accessible restaurant would be positioned adjacent to the site's ground floor Finchley Road frontage. Hotel bedrooms are located across first, second, third and fourth floors, with additional rooms at basement and ground floor. The hotel entrance and reception are located at ground floor. All servicing would take place directly from Finchley Road.
- iv) A hotel operator has not yet been identified but the hotel is described as providing a boutique offering.
- v) The applicant has undertaken extensive consultation and community engagement with LBC and other relevant stakeholders, prior to submitting the planning application.
- vi) To maintain adequate amenity to residents of properties to the rear, the hotel building would be setback from the rear boundary of the site to a similar line as, and have a building height which in between the existing adjoining buildings fronting Finchley Road.
- vii) The proposal would bring substantial benefits in terms of improving the character and appearance of this part of this streetscape by rebuilding and refurbishing the existing Edwardian baroque façade. It would provide a high-quality mid-rise building appropriately scaled and proportioned to this part of the Town Centre, and provide increased visitor accommodation to support the local economy and town centre. A range of other benefits and contributions to Camden would also be secured through a Section 106 Legal Agreement.
- viii) Overall, the proposals are acceptable in planning terms, comply with the development plan as a whole, and it is therefore recommended that planning permission be granted.

## OFFICER REPORT

**Reason for Referral to Committee:** Non-residential development involving the construction of a building resulting in an increase of more than 500sqm of non-residential floor-space (Clause 3(ii)).

### 1. SITE AND BACKGROUND

#### *Designations*

1.1 The following are the most relevant designations or constraints:

Designation	Details
Town Centre (TC)	Finchley Road
TLRN Road	TfL Red Route
PTAL (Public transport accessibility)	6a
Underground development constraints and considerations	<ul style="list-style-type: none"><li>- Historically flooded street (Finchley Rd)</li><li>- Surface water flow and flooding</li><li>- Slope stability</li><li>- TfL zone of interest (tunnel asset)</li></ul>

*Table 1 - Site designations and constraints*

#### *Description*

- 1.2 The site is on the north side of Finchley Road close to the junction with College Crescent. The site comprises two double fronted ornate two storey buildings dating from 1916 in commercial use. Together with Nos. 1-8, a more modern part-commercial, part-residential development of three storeys (in the same ownership as the application site), the building forms part of a noticeably lower section of the street with the established height in the wider area being in the range of 4-6 storeys.
- 1.3 The site is in the Finchley Road Town Centre. To the northeast of the application site, there is a Grade II Listed Victorian House, most recently in use as a backpackers' hostel.
- 1.4 The site has a Public Transport Accessibility Level (PTAL) rating of 6a (Excellent), and is close to Finchley Road and Swiss Cottage stations, as well as bus services on Finchley Road.
- 1.5 The site is not within a conservation area and does not include any listed buildings.

## 2. THE PROPOSAL

- 2.1 The proposal is for the part retention of existing two storey facade and basement shell, and demolition of the remainder of the building and redevelopment to provide a five storey (plus basement) 53 x room hotel building.
- 2.2 The building would be fully occupied by the hotel (C1) use, with accompanying restaurants and lounge space at ground floor and basement levels. The building would be accessed from Finchley Road.
- 2.3 Hotel rooms are located across first, second, third and fourth floors, with additional rooms at basement and ground floor. The upper floor rooms have outlook to either Finchley Road, or to the rear towards properties on New College Parade. The ground floor and basement hotel rooms would be windowless.
- 2.4 Bin storage and cycle storage (for guests) would be provided at ground floor level. Separate cycle storage for staff would be provided in the basement.
- 2.5 The hotel would have a total floor area of 1,629sqm (GIA) with a building height of 16.5m. The image below shows the proposed street elevation.



*Figure 1 - Proposed street elevation*

## 3. RELEVANT HISTORY

### *The site*

- 3.1 **2024/3454/P** – Retention of existing two storey facade and basement, and redevelopment to provide a seven storey (plus basement) building

comprising hotel and retail uses and 3 x residential units at first floor and associated bin/cycle stores. **Withdrawn** on 10/04/2025.

3.2 **2022/5568/P** – Retention of existing two storey facade and upwards extension to provide a 7 storey (plus basement) building with retail, bin / bike stores and lobby at basement / ground floor levels, hotel at first to fourth floor levels and 6 residential units at fifth and sixth floor levels. **Withdrawn** on 20/08/2024.

3.3 **2013/8191/P** – Erection of 5 storey mixed use building with basement floor to provide commercial uses (Classes A1/A3) at ground and basement floor levels and provision of 9 residential units on upper floors (4 x 1, 4 x 2, 1 x 3bed) including communal garden at 1st floor level and rear terraces at 1st-4th floor levels, following the demolition of existing two storey commercial building. **Granted** subject to a s106 agreement on 30/01/2015.

#### ***The area***

3.4 **2022/3553/P (104A Finchley Road)** – Demolition of existing petrol filling station and associated convenience store (sui generis), and erection of a six-storey building (plus plant) comprising ground floor commercial space (Class E) and flexible commercial/educational space for UCS Pre-Prep (Class E/F1), and 31 flats (Class C3) (15x 1-beds, 13x 2-beds and 3x 3-beds) above. **Resolved to grant** subject to a s106 agreement on 11/07/2024.

3.5 Additionally, the other significant relevant planning history for the wider area includes the hybrid (detail and outline) permission granted for the O2 Masterplan Site on 20 December 2023 (2022/0528/P).

3.6 This granted permission for around 1,800 homes and a range of other uses including healthcare, community, and commercial uses. The site is about 270m to the northwest, along Finchley Road. That site is in the West Hampstead Interchange which is identified as a growth area in the development plan.

## **4. CONSULTATION**

### ***Statutory consultees***

#### Lead Local Flood Authority (LLFA - Camden)

4.1 No objections subject to conditions in relation to green/blue roofs, Sustainable Drainage Systems, and flood resilience measures.

*Officer response: The requested conditions are attached.*

#### TFL (Infrastructure)

- 4.2 No objection in principle, providing there is no detrimental effect on tunnels and structures, subject to conditions and informatives.

Officer response: *The requested conditions requiring TfL infrastructure protection and the informatives are attached.*

Thames Water

- 4.3 No objection subject to a series of informatives, and condition requiring full details of piling in consultation with Thames Water.

Officer response: *The requested informatives are attached.*

***Adjoining occupiers, local residents and businesses***

- 4.4 Two sites notice were displayed, one on Finchley Road to the front of the property and one on New College Parade to the rear of the site. The notices were displayed on 16/04/2025 until 10/05/2025.

- 4.5 Comments were received from at least 62 parties, consisting of 38 objections and 24 comments in support of the application. The objections received are on the Council's website. The key issues raised are summarised as follows:

Amenity impact to residential properties to the rear

- Sense of enclosure.
- Reduced outlook.
- Hotel rooms would overlook and compromise privacy.
- Overshadowing and unacceptable loss of light.
- The Daylight/Sunlight information submitted by the applicant is limited and does not consider the cumulative impact of loss of light from the development approved at 104A Finchley Road (Ref. 2022/3553/P).

Officer response:

- *The current site is very low in its context which means properties to the rear benefit from a higher than expected level of amenity. The sense of enclosure is increased but is acceptable given the context of the site, the need to make efficient use of land and the Town Centre location.*
- *The current site is very low in its context which means properties to the rear benefit from a higher than expected level of amenity. The outlook is reduced but is acceptable given the context of the site, the need to make efficient use of land and the Town Centre location.*
- *Perceived overlooking will increase, but actual overlooking would be avoided as the windows to the rear facing elevation of the hotel would be constructed with obscure glazing. Condition 27 is attached requiring the hotel windows to the rear elevation to be constructed with obscure glazing and for the obscure glazing to be retained in perpetuity.*

- *The current site is very low in its context which means properties to the rear benefit from a higher than expected level of amenity and so light impacts are notable. However, the overall impact is considered acceptable.*
- *Additional information was provided by the applicant to look at cumulative impact.*
- *Issues in relation to neighbouring amenity are fully discussed within section 9 of the report covering topics of daylight/sunlight including any potential errors in the data, outlook and enclosure as well as overlooking and privacy.*

#### Lack of housing / affordable housing

- The proposal does not incorporate any affordable housing. The provision of housing is more important than providing additional visitor accommodation.

*Officer response: The proposed provision of visitor accommodation in the town centre complies with the development plan. The inclusion of housing as part of the scheme was explored extensively as part of pre-application discussions. Officers deemed the inclusion of housing within the scheme to not be practicable due to a mixed residential use impacting the viability of a hotel-led scheme and requiring a taller building height which would likely result in unacceptable amenity impacts to residential properties to the rear, and residents potentially being exposed to poor air quality at the lower floors of the building fronting Finchley Road. Issues in relation to land use, including the non-provision of housing and compliance with the Local Plan's Mixed use and Affordable housing policies are fully discussed in section 7 of the report.*

#### Noise

- The proposals would introduce additional noise to the area.

*Officer response: Noise mitigation measures would be installed for the proposed external plant. Hotels of such a nature and scale are generally anticipated in Town Centre locations and the hotel use itself, which would be accessed off the busy Finchley Road, is not considered to result in unacceptable noise impacts to neighbouring residents. Noise impacts of the proposed development are assessed in section 9 of the report.*

#### Security

- The proposals introduce security concerns.

*Officer response: The development is designed, and includes measures/features, to minimise and mitigate anti-social and criminal activity.*



*Crime and security impacts associated with the proposed development are assessed in section 16 of the report.*

### Trees

- The proposals would negatively impact an existing tree to the rear of the existing building and may cause the tree to decline.

*Officer response: The excavation and construction works for the hotel would be undertaken in a manner to avoid adverse impacts to existing trees to the rear of the site. Tree impacts associated with the proposed development are assessed in section 15 of the report.*

### Proposed hotel rear elevation planters

- The proposals do not include planters to the rear elevation of the proposed hotel.

*Officer response: Planters were explored as a feature of the rear façade to assist in breaking up the perceived mass of the building and softening it in views from the rear. However, they were not included in the final scheme as they were not considered to be practicable.*

### Hotel operator has not been selected

- The proposed operator has not been selected and despite the hotel being described as 'boutique', the hotel could be operated by a budget operator which would have lower staff levels and budget hotel guests would be more likely to cause noise nuisance effects to residential neighbours.

*Officer response: A hotel operator has not yet been selected for the proposed hotel however this is not considered necessary as whether the hotel is operated by one hotel operator or another is not considered to have any material impact. Planning does not and cannot control this, it is assessing the suitability of a use class. A Hotel Operational Management Plan would be secured in the s106 agreement which would include details of the selected Hotel operator and ensure it is operated in a way which minimises impacts on residents.*

### Loss of existing businesses and employment

- The proposal would result in a reduction in employment from the existing Class E uses at the site.

*Officer response: The loss of the existing retail units and their employment would be appropriately mitigated through the provision of the new hotel which includes a publicly accessible restaurant/lounge at ground floor. Issues in*

*relation to land use, including the loss of the existing Class retail units are assessed in section 7 of the report.*

#### Transportation

- The proposal does not include any necessary pick up and set down points for taxis and coaches.
- The proposal has inadequate provision of parking.

#### *Officer response:*

- *The s106 agreement would include a clause stating that no coach party bookings will be accepted and a ban on customers being picked up or dropped off by coach at any time directly outside the hotel.*
- *Taxis are permitted to drop-off/pick-up from single and double yellow and red lines, which includes from parking spaces located on New College Parade.*
- *Issues in relation to transportation are assessed in section 19 of the report.*

#### Light pollution

- The proposed hotel would cause unacceptable light pollution to residents to the rear of the site.

*Officer response: The proposed hotel is considered to be separated an adequate distance from residential properties to the rear such that light pollution from the proposed rear elevation hotel windows would have a negligible impact to amenity of adjacent residents.*

#### Proposed plant

- Details of the proposed plant, including the size, location and impact to neighbouring residents is not clear.

*Officer response: New plant would be located in both the basement and on roof of the building in a plant enclosure, these are detailed on the application plans. Conditions would be attached controlling noise and vibration. The impact of noise emanating from the plant is assessed in section 9 of the report.*

#### Lack of demand and oversupply of visitor accommodation in the nearby area

- The area already has a number of hotels, and it's not clear how much additional demand there is for this type of development.

*Officer response: New visitor accommodation in Town Centres, including Swiss Cottage / Finchley Road, is supported by policies in the Local Plan.*

*Issues in relation to land use, including the provision of additional visitor accommodation, are assessed in section 7 of the report.*

#### Use of hotel for long-term stays

- Concern that the hotel would be used for long-term stays

*Officer response: If the hotel was used for permanent residential accommodation this would constitute a material change of use requiring planning permission, and would become an enforcement matter.*

#### Loss of existing building

- The proposal would demolish the existing period building and renovation of the existing building would be preferable.

*Officer response: The proposal does not seek to demolish the entirety of the existing building, part of the existing façade and basement would be retained and the proposals would rebuild and reinstate elements of the original façade.*

#### Sustainability

- The proposal includes a lack of detail of sustainable design features.

*Officer response: The new building is designed to include a number of energy and water saving elements and these would be secured by conditions. Issues in relation to energy efficiency and sustainability, are assessed in section 10 of the report.*

#### Air quality

- The proposals may negatively impact the air quality of a nearby local school

*Officer response: The proposals are not considered to impact the air quality of adjacent/nearby sites including any school uses. Air quality impacts are assessed in section 12 of the report.*

## **5. POLICY**

### ***National and regional policy and guidance***

[National Planning Policy Framework 2024 \(NPPF\)](#)  
[National Planning Policy Framework 2025 \(NPPF\) Draft](#)  
[National Planning Practice Guidance \(NPPG\)](#)

[London Plan 2021 \(LP\)](#)

[GG1 Building strong and inclusive communities](#)

[GG2 Making the best use of land](#)  
[GG3 Creating a healthy city](#)  
[GG5 Growing a good economy](#)  
[GG6 Increasing efficiency and resilience](#)  
[SD6 Town centres and high streets](#)  
[SD7 Town centres: development principles and Development Plan Documents](#)  
[SD8 Town centre network](#)  
[SD9 Town centres: Local partnerships and implementation](#)  
[SD10 Strategic and local regeneration](#)  
[D1 London's form, character and capacity for growth](#)  
[D3 Optimising site capacity through the design-led approach](#)  
[D4 Delivering good design](#)  
[D5 Inclusive design](#)  
[D8 Public realm](#)  
[D10 Basement development](#)  
[D11 Safety, security and resilience to emergency](#)  
[D12 Fire safety](#)  
[D14 Noise](#)  
[H2 Small sites](#)  
[H5 Threshold approach to applications](#)

[E9 Retail, markets and hot food takeaways](#)  
[E10 Visitor infrastructure](#)  
[E11 Skills and opportunities for all](#)  
[HC1 Heritage conservation and growth](#)  
[G5 Urban greening](#)  
[G6 Biodiversity and access to nature](#)  
[G7 Trees and woodlands](#)  
[SI 1 Improving air quality](#)  
[SI 2 Minimising greenhouse gas emissions](#)  
[SI 3 Energy infrastructure](#)  
[SI 4 Managing heat risk](#)  
[SI 7 Reducing waste and supporting the circular economy](#)  
[SI 8 Waste capacity and net waste self-sufficiency](#)  
[SI 12 Flood risk management](#)  
[SI 13 Sustainable drainage](#)  
[T1 Strategic approach to transport](#)  
[T2 Healthy Streets](#)  
[T3 Transport capacity, connectivity and safeguarding](#)  
[T4 Assessing and mitigating transport impacts](#)  
[T5 Cycling](#)  
[T6 Car parking](#)  
[T6.4 Hotel and leisure uses 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](#)

[Planning for Equality and Diversity in London SPG](#)

[Characterisation and Growth Strategy LPG](#)

[Small Site Design Codes LPG](#)

[Affordable Housing and Viability SPG](#)

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

[Air quality positive LPG](#)

[Air quality neutral LPG](#)

[Be Seen energy monitoring LPG](#)

[Circular economy statements LPG](#)

[Energy Planning Guidance](#)

[The control of dust and emissions in construction SPG](#)

[Whole life carbon LPG](#)

[Sustainable Transport, Walking and Cycling](#)

## ***Local policy and guidance***

### Camden Local Plan (2017) (CLP)

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

[Policy H1 Maximising housing supply](#)

[Policy H2 Maximising the supply of self-contained housing from mixed-use schemes](#)

[Policy C1 Health and wellbeing](#)

[Policy C5 Safety and security](#)

[Policy C6 Access for all](#)

[Policy E1 Economic development](#)

[Policy E2 Employment premises and sites](#)

[Policy E3 Tourism](#)

[Policy A1 Managing the impact of development](#)

[Policy A2 Open space](#)

[Policy A3 Biodiversity](#)

[Policy A4 Noise and vibration](#)

[Policy A5 Basements](#)

[Policy D1 Design](#)

[Policy D2 Heritage](#)

[Policy D3 Shopfronts](#)

[Policy CC1 Climate change mitigation](#)

[Policy CC2 Adapting to climate change](#)

[Policy CC3 Water and flooding](#)

[Policy CC4 Air quality](#)

[Policy CC5 Waste](#)

[Policy TC1 Quantity and location of retail development](#)

[Policy TC2 Camden's centres and other shopping areas](#)

[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 T4 Sustainable movement of goods and materials](#)

## [Policy DM1 Delivery and monitoring](#)

### [Supplementary Planning Documents and Guidance](#)

*Most relevant Camden Planning Guidance (CPGs):*

[Access for All CPG - March 2019](#)

[Air Quality - January 2021](#)

[Amenity - January 2021](#)

[Basements - January 2021](#)

[Biodiversity CPG - March 2018](#)

[Design - January 2021](#)

[Developer Contribution CPG - March 2019](#)

[Employment sites and business premises - January 2021](#)

[Energy efficiency and adaptation - January 2021](#)

[Housing - January 2021](#)

[Planning for health and wellbeing - January 2021](#)

[Public open space - January 2021](#)

[Town centres and retail - January 2021](#)

[Transport - January 2021](#)

[Trees CPG - March 2019](#)

[Water and flooding CPG - March 2019](#)

### [Draft Camden Local Plan \(DCLP\)](#)

The council has published a new Draft Camden Local Plan (incorporating Site Allocations) for consultation (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.

## 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	Design and Heritage
9	Impact on Neighbouring Amenity
10	Sustainability and Energy
11	Flood Risk and Drainage
12	Air Quality
14	Basements
15	Trees, Greening and Biodiversity
16	Safety and Security
17	Accessibility
18	Fire Safety
19	Transport
20	Employment and Training Opportunities
21	Refuse and Recycling
22	Community Infrastructure Levy (CIL)
23	Conclusion

## 7. LAND USE

### ***Loss of retail use***

7.1 Policy TC2 identifies that the Council will seek to protect and enhance the role and unique character of the Finchley Road Town Centre and will ensure that new development is of an appropriate scale and character for the Town Centre. Commercial development is expected to provide for and maintain a range of shops including independent shops, services, food, drink and entertainment and other suitable uses to provide variety, vibrancy and choice in the Town Centre.

7.2 The main shopping area of Finchley Road/ Swiss Cottage runs from the O2 Centre, with its concentration of food, drink and entertainment uses, to Swiss Cottage Underground Station. Finchley Road/Swiss Cottage provides a significant convenience goods role in the Borough, serving local needs and those from a wider catchment; however, the centre has a more limited comparison role. The main retail offer in this centre is provided in the O2

Centre. Finchley Road/ Swiss Cottage town centre generally serves the local population.

- 7.3 The application site is located on a part of Finchley Road Town Centre, identified as having a Secondary Frontage.
- 7.4 Camden's CPG Town Centres and retail, resists development which results in the proportion of ground floor premises falling below 50% in a secondary frontage.
- 7.5 The ground floor of the building comprises four commercial/retail (Class E) units, with ancillary retail space at the basement and first floor. This means that it falls under the requirements of policy TC2. The existing retail provision would be lost as part of the redevelopment of the site to accommodate the hotel.
- 7.6 While the site and the existing building are suitable for continued business use, the site accommodating a two storey plus basement building in a Town Centre does not optimise its full development potential. It would also unlikely be feasible to redevelop the site to provide a comparable retail use to the existing situation and as discussed below, the proposed hotel would provide employment opportunities and also include a F&B component. The ground floor of the hotel would include a restaurant adjacent to the Finchley Road frontage. This ground floor restaurant would be ancillary to the proposed basement restaurant (the basement restaurant being exclusively for hotel guests) with food and drinks being prepared in the basement kitchen and delivered to the ground floor via a service lift at the hotel reception. The ground floor restaurant would be operated by the hotel and be open to the general public.
- 7.7 It is also noted that the former Use Class A1 (Shops) in England was largely absorbed into the new, broader Class E (Commercial, Business and Service), introduced in September 2020, along with A2, A3, B1, and parts of D1/D2, allowing greater flexibility for mixed uses like retail, offices, cafes, gyms, and nurseries without needing new planning permission for internal changes. It is therefore possible that the existing retail units could be changed to an alternative commercial/business use, such as offices, under the broad flexibility enabled under Class E, and the existing retail function of the building could be lost under a permitted development scenario where the existing building was retained.
- 7.8 Lastly, Draft Local Plan policy W1(j) acknowledges that most of the new retail development in the area will be delivered through the O2. Therefore, while retaining a retail function along the Finchley Road stretch of the Town Centre is important, the loss of a small group of retail shops would not have a disproportionate impact on the Town Centre as a whole given the context of the planned O2 development.



7.9 Furthermore, the hotel use (Class C1) is an employment-generating use and therefore contributes to providing jobs that can benefit Camden residents and help support the local economy in a similar way to a retail/commercial use. While the proposal would retain a much smaller and simpler commercial element than the existing building, with it primarily being oriented towards hotel guests, the proposed ground floor would generally accommodate an active use and have clearly visible and active shopfront glazing, not dissimilar to the existing retail frontages, thereby mitigating the loss of the existing retail frontages / uses. The proposed hotel use may also support the viability of other existing retail by bringing visitors to the area.

7.10 Overall due to the proposals needing to demolish the existing commercial/retail units to optimise the site's potential, the hotel including a smaller publicly accessible F&B element at the ground floor, and the proposals support for the functions of the Town Centre on a site with a secondary frontage, and the significant provision of employment and training opportunities, the proposal complies with the principles of policy TC2 of the 2017 Local Plan.

***Proposed hotel use***

7.11 The proposed hotel is a boutique hotel which will provide 53 rooms representing a small-medium scale hotel. The ancillary facilities include hotel lobby, publicly accessible restaurant and hotel-guests only restaurant.

7.12 London Plan policy E10 recognises the importance of tourism to London's economy. It states that London needs to ensure that it is able to meet the accommodation demands of tourists who want to visit the capital. The London Plan seeks to deliver 58,000 visitor bedrooms across London by 2041, and the GLA projects that 1,595 net rooms will be required in Camden.

7.13 In terms of new hotels and visitor accommodation, Policy E3 of the Camden Local Plan recognises the importance of the visitor economy in Camden. It states that the Council will support tourism development and visitor accommodation. New, large-scale tourism development and visitor accommodation exceeding 1,000sqm are expected to be located in Central London. This can include serviced apartments that offer hotel-like amenities and services, but with more space and privacy like a traditional apartment. Smaller visitor accommodation should be directed to Town Centres.

7.14 Policy TC3 sets out the Council's position on the mix and balance of uses within Camden's centres and refers to hotels as being an example of an appropriate town centre use. Policy E3 states that all tourism and visitor accommodation must:

f. be easily reached by public transport;

- g. provide any necessary pickup and set down points for private hire cars and coaches and provide taxi ranks and coach parking where necessary;
  - h. not harm the balance and mix of uses in the area, local character, residential amenity, services for the local community, the environment or transport systems; and
  - i. not lead to the loss of permanent residential accommodation.
- 7.15 With regards to f), the site has a PTAL rating of 6a, which is the highest PTAL rating possible reflecting how easily it is reached by public transport. As well as this, a Hotel Operational Management Plan, would be secured via section 106 agreement to ensure residential amenity in the area is protected. The character of the area is that of a mix of uses, with residential, retail, public houses, offices and cafés/restaurants all within close proximity to the site. The proposal includes sufficient mitigation measures in terms of amenity of those living nearby and this is discussed fully in the amenity section (section 9) of the report. In relation to point i) there would be no loss of permanent residential accommodation as none is contained on the site presently. In terms of the set down and drop off (g) this will be discussed in the transport section below. It is therefore considered the proposals would accord with the wider aims and objectives of Policy E3 and would be a suitable location for a hotel use.
- 7.16 In terms of the proposed hotel it will have a GIA of 1,638sqm and provide 53 bedrooms. While the hotel's GIA area would have a floor area about a third larger than the 1,000sqm limit for hotels in Town Centres, the hotel provides a relatively small offering with only 53 rooms, and would be situated in a major and very well connected Town Centre on the edge of a growth area. To reflect this, Draft Plan policy IE5 (B) is proposing to change the threshold for new, large-scale hotels and visitor accommodation to 2500sqm to be located in Central London (current Local Plan is hotels exceeding 1,000sqm), with smaller ones directed to Town Centres like this one.
- 7.17 Additionally, the proposed hotel would be comparable in scale to other hotels along the wider stretch of Finchley Road and within the town centre (including the Holiday Inn Express at 152-156 Finchley Road and The Quarters Swiss Cottage at 120 Finchley Road).
- 7.18 As such, while the proposed hotel would be slightly larger than a new hotel envisaged in this Town Centre under the current Local Plan, given the characteristics of the hotel proposed, its well-connected location and the direction of relevant policy under the Draft Local Plan, the size/offering of the proposed hotel is considered acceptable.
- 7.19 A new hotel at this location would bring significant benefits in terms of attracting footfall, supporting local businesses in the service sector, and

maintaining a level of vibrancy, particularly outside of daytime hours. The hotel use includes a ground floor restaurant which is open to the public therefore adding to the vibrancy of the existing offer of retail shops and services at this part of Finchley Road.

7.20 The proposed use would also bring new jobs to the area with an employment and training benefits package secured as explained in section 20.

7.21 Overall, the provision of hotel use at the site is acceptable.

***Mixed use policy***

7.22 Policy H2 promotes the inclusion of self-contained homes as part of a mix of uses where non-residential development is proposed. It secures this by requiring development that involves additional floorspace of more than 200sqm (GIA) in town centres to provide 50% of all additional floorspace as self-contained housing. Policy H2 sets out a list of criteria (points a-e) to determine whether self-contained housing is required as part of a mix of uses in a development. These are:

- a. character of the development the site and area;
- b. site size, and any constraints on developing the site for a mix of uses;
- c. the priority the Local Plan gives to the jewellery section in the Hatton Garden area;
- d. whether self-contained housing would be compatible with the character and operational requirements of the proposed non-residential use and other nearby uses; and
- e. whether the development is publicly funded or serves a public purpose.

7.23 In light of points a, b and d, the character of the area contains residential and commercial uses alongside each other. The site has potential to accommodate a mix of uses given the potential for floorspace uplift as well as its Town Centre, accessible location. However, there are challenges in providing sufficient visitor accommodation and on-site housing as part of a redevelopment scheme at this site given the smaller number of rooms. A minimum number of hotel units are sought to make the hotel use viable whilst there are height constraints largely driven by the need to avoid an unacceptable harm to the amenity of residential properties to the rear, as well as being in-keeping with the surrounding townscape. Providing two cores, and potentially a secondary stair for the residential within a constrained building could result in an inefficient use of the site where both uses would be compromised. There are also concerns, particularly at lower floors, about residents of permanent residential accommodation fronting Finchley Road being exposed to a poor air quality environment, and overlooking to the rear from permanent residential accommodation (which in a hotel scheme can be overcome by partially obscured windows, see section 9 Amenity).

- 7.24 The site is not within the Hatton Garden jewellery area, nor would the development be publicly funded or serve a public purpose and therefore points c and e are not relevant to this application.
- 7.25 The inclusion of housing as part of the scheme was explored extensively as part of pre-application discussions. Officers deemed the inclusion of housing within the scheme to not be practicable due to the factors outlined under paragraph 7.23 above. Only a very small number of homes could be provided under a mixed use hotel and residential scheme, and these would have problematic layouts, and require a taller building which resulted in what Officers considered to be unacceptable amenity impacts.
- 7.26 In light of the above, notwithstanding the constraints in providing housing on-site as part of a mixed use hotel scheme, the development engages the policy to provide housing as part of proposals. Based on the uplift in floorspace of 852sqm, the 50% target for housing floorspace under policy H2, would be 426sqm, or around 4 homes. In this instance, on-site provision has not been possible due to the constraints of providing on-site housing while simultaneously delivering a viable hotel led scheme, as discussed above.
- 7.27 The Council expects developers to seek alternative sites to secure the delivery of affordable housing. As per policy H4 of the 2017 Local Plan, the Council will expect the planning obligation to ensure delivery of the affordable housing by specifying the anticipated delivery site (or sites). Given the competition for sites within Camden, this also remains difficult. In the context of the relatively low affordable housing being secured anyway securing offsite affordable housing as part of this scheme remains particularly difficult.
- 7.28 Overall the Council accepts that providing both uses would be difficult undermining the comprehensive and quality redevelopment of the building to a hotel use and provide substandard homes on site. Additionally, as the proposed floorspace uplift is less than 1,000sqm, a payment in lieu (instead of providing on-site or off-site housing) is considered appropriate.
- 7.29 Policy H4 seeks to maximise the provision of affordable housing. A sliding scale target applies to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes starting at 2% for one home and increasing by 2% for each home added to capacity. Capacity for one additional home is defined within the Local Plan as the creation of 100m<sup>2</sup> of additional residential floorspace (GIA). In assessing capacity, additional residential floorspace is rounded to the nearest 100m<sup>2</sup> (GIA). Where developments have capacity for fewer than 10 additional dwellings (or 1000sqm), the Council will accept a payment-in-lieu of affordable housing.

- 7.30 Based on the uplift in floorspace of 852sqm, and in accordance with policy H2 and H4, using the rate of payment in lieu of £1,500 per sqm GIA, and 50% of the total additional floor space proposed (426sqm), the payment in lieu calculation is as follows:

$$426\text{sqm} \times \text{£}1500 = \text{£}639,000$$

- 7.31 This policy approach for mixed use schemes has been developed to include the appropriate mix of market and affordable provision. The housing contribution of £639,000 would be secured via a s106 legal agreement.

## **8. DESIGN AND HERITAGE**

- 8.1 The NPPF and development plan seeks to achieve the highest standard of design in all developments. CLP policy D1 requires development to be of the highest architectural and urban design quality. CLP policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and locally listed buildings.

### ***Layout***

- 8.2 The hotel is laid out with the lobby/reception area at ground floor along with a publicly accessible restaurant fronting Finchley Road, with access, service areas and a limited number of hotel rooms located to the rear.
- 8.3 The main entrance to the hotel will be via a recessed entranceway slightly offset from the centre at the northern end of the building frontage, with a secondary identical recessed entrance serving the ground floor restaurant only also offset from the centre at the southern end of the building frontage.
- 8.4 A further set of service doors is provided at the northern end of the building frontage, adjoining the hotel entrance, with another single service door positioned at the southern end of the frontage. Hotel rooms would be accommodated at the upper floors of the building.
- 8.5 As discussed above, the provision of the restaurant at the ground floor level fronting a large proportion of the Finchley Road frontage, will ensure this frontage remains active to the street and enlivens the street setting. The hotel entrance is clearly defined and in a rational location.
- 8.6 Both the hotel and separate restaurant entrances are accessible for a range of occupiers, including those with wheelchairs or pushchairs, ensuring an inclusive and active town centre environment.
- 8.7 The service entrances are largely consolidated in a single, discreet location, and would not dominate over the street setting. Refuse is provided close to

the entrance with the collection route via a separate access to the remainder of the hotel, providing for the efficiency of waste collection and avoiding conflicts with the rest of the hotel operations. Cycle storage is also conveniently located and is accessed either directly via the lobby or from the separate service access at the northern end of the building frontage, thereby making these easily accessible to encourage use from both guests and hotel staff.

- 8.8 Overall, the layout of the various uses on the site is effective and rational in accordance with policy D1.

### ***Massing***

- 8.9 The building scales vary along Finchley Road typically range between two to seven storeys in height in the immediate context and up to sixteen storeys further out. The streetscape typically consists mostly of residential mansion blocks with commercial and retail elements at street level.
- 8.10 The proposed building is five storeys with a basement floor, with the existing two storey Finchley Road façade being retained and refurbished, and an additional three floors being constructed above the existing two storey façade. A plant enclosure is set back on the roof. These heights sit comfortably within this context, and the relationship with the lower neighbour is typical of the pattern of development found further east along Finchley Road.
- 8.11 With the ground level rising on College Crescent, the relative height of the building reduces from this side. By the eastern, rear end, the ground has risen by approximately one storey, so that the upper ground floor entrances are at external ground level. Where it neighbours College Court, the proposal presents itself with a four-storey elevation. The height of this four-storey frontage aligns closely with the eaves level of the adjoining neighbour at 1-8 New College Parade.
- 8.12 At roof level, a plant enclosure screens the equipment located here to provide an integrated design, which is substantially set in from the edges of the roof to minimise visibility.
- 8.13 The proposed building has been progressively reduced in scale through pre-application discussions between the applicant and the Council and, compared to the earlier withdrawn planning application ref. 2024/3454/P, the proposed height has been reduced from 7 storeys (at a height of 22.5m) to 5 (at a height of 16.5m).
- 8.14 While a taller building to that proposed could reasonably be accommodated in terms of townscape height and massing, a taller building would likely result in unacceptable amenity impacts to existing residential properties to the rear. Notwithstanding, the height of the building proposed would comfortably

integrate between the existing building at New College Court (higher than the proposed building) and 9-10 College House.

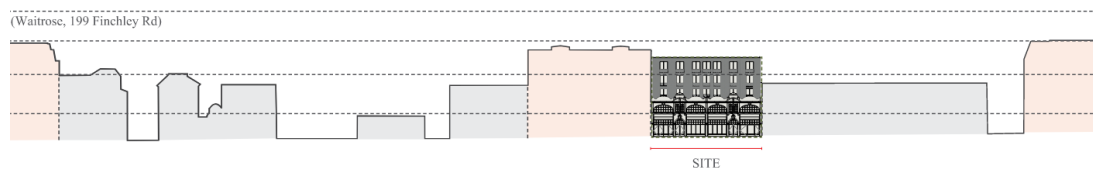


Figure 2 - North side of Finchley Road

- 8.15 Where amenity, daylight and overlooking impacts were most sensitive, a series of measures have been employed to minimise impact, including reducing the depth of the building which previously extended beyond the prevailing rear building line of the neighbouring properties. Together with the height reduction, these changes make for a more comfortable, contextual building on the high street.
- 8.16 Overall, the bulk and height combined means the scale of the building presents as a contextual mid-scale contemporary heritage building successfully integrating into the townscape in line with CLP policy D1.

### **Detailed design**

- 8.17 The Council requires that development comprises details and materials that are of high quality and complement the local character in accordance with Policy D1.
- 8.18 The architectural vernacular of the area is varied somewhat, from the present day to early 1900s. The materiality of the area is characterised by a mixture of red or brown brick, portland stone, stucco, concrete, and glazing.
- 8.19 With the exception of a part of the façade which would be retained and rebuilt (discussed below), the remainder of the building would be demolished, necessary to build the new hotel building. There are no concerns in terms of design regarding the demolition of the building behind the façade, as these are all later, modern additions which have little architectural merit nor significance. The existing façade is the main publicly visible and character contributing element of the building, and this is to be partly retained and refurbished as part of the works.
- 8.20 The facade is split into 2 sections - retained ground and first facade and stretcher bond brickwork which forms the identity of the new proposed upper second, third and fourth floors. The partly demolished façade would be modified to reintroduce elements at parapet level and new window arches. These elements were likely removed as part of mid-twentieth century alterations to the façade, and their reinstatement results in a symmetrical facade that far more closely reflects that of its original intentions. The remainder of the openings of the façade, following demolition of the modern

additions, then in-filled with new, high-performance fenestration delivered in a contemporary manner whilst retaining traditional elements such as stallrisers and fascia boards. The entrances are opened up with glazed double doors introduced with arched fanlights above. The removal of non-original and modern, low-quality additions enable a symmetrical elevation that reinstates the original design, by reintroducing the profiled and ornate parapet; the sprung arch and associated window cills, and the key stone. The ground and first floor expression adds visual interest and enhances the character of the street.

8.21 The facade design of the upper floors was developed in detail to comprise of vertical brick columns between horizontal concrete bands with brick infills around windows. The overall repetitive composition introduces articulation and rhythm across the facade.

8.22 While the architecture of the upper floors above is relatively simple in composition, the scheme's richness is derived from the careful detailing and reinstating of the original parade design at ground and first floor levels. Harmony between the two sections of the facade is achieved by continued lines of symmetry across the facade via primary and secondary brick columns, sat between horizontal tinted concrete bands which tie into the restored facade. Further articulation is introduced via vertical brick headers, decorative metal guarding and deep-set windows.



Figure 3 - Proposed building composition

8.23 Careful consideration has been made to how the development relates at street level to ensure the building has a clear street presence that engages with the public as they pass by. The first two storeys immediately take on a unique presence due to the retention of the existing Edwardian facade,



drawing attention at street level. The two original building entrances are arched and set back, providing clear hierarchy of building access.

- 8.24 Where service / fire escape doors are required on the front elevation, these are allocated to the outermost left hand bays where ventilation grilles are discretely introduced at high level and all glazing takes on a fluted finish to minimise the visual impact externally, whilst also ensuring there is no clear view into the service / fire escape route behind.
- 8.25 Typically, the material palette of the surrounding area is comprised of a lot of red/brown bricks and white render to the more modern buildings, and red brick / stonework / stucco-work to the more historic buildings. Generally, each building has two dominant materials, often with one more heavily used at ground floor (retail) level. Brickwork often acts as the primary of the two materials, with a lighter material (render / stonework) acting as the secondary.
- 8.26 Above ground and first floor levels, where tinted concrete is used to reinstate the original Edwardian facade, brick is proposed as the primary material, with metalwork to windows and ground floor openings, which is appropriate, tying into the prevailing material found in the immediate context.
- 8.27 The proposed textured hand-made bricks which have a soft and warm pink-orange hue sit in harmony with the smoother, tinted concrete found in the elevation as well as the retained and adapted facade which is proposed to be finished in mineral paint. The calm and warm material palette is contrasted and given richness through the dark metalwork found in the windows and openings.
- 8.28 The design relies on the quality and subtlety of materials and detailing to deliver a texturally rich, and robust building that will enhance the streetscape and sit comfortably in its context.
- 8.29 All the proposed materials are high quality and provide a considered response to those found locally. A condition is recommended requiring detailed drawings or samples where required of all windows, doors, facing materials, railings, balustrades and decorative features to be submitted, ensuring quality of the final build (condition 7).
- 8.30 Overall, the proposed development respects and responds to the local context and streetscape, providing a well-designed building on a constrained plot in accordance with CLP policy D1.

***Impact on heritage assets in the area***

- 8.31 The site is not in a conservation area, but it is in the setting of the nearby Fitzjohns/Netherhall Conservation Area which is on the northern side of

College Crescent. This is a designated heritage asset and is shown in hatched green/yellow in the image below.

- 8.32 The site is not in the setting of any listed buildings but is near to a Grade II listed building (Nurse's Building, 40 College Crescent), outlined in dark blue, and several locally listed buildings, outlined in light blue, which are non-designated heritage assets. Closest are College Court and 39 College Crescent Road, both to the rear of the site, and Fairfax Mansions, on the opposite side of Finchley Road.



*Figure 4 - Heritage assets in the area*

- 8.33 There are some other listed buildings and locally listed buildings slightly further away, but their settings, insofar as they contribute to any significance, are not impacted by the proposal on the site.
- 8.34 As discussed above, the existing façade is the key character contributing element of the building, which would be largely retained and refurbished. The remainder of the existing building has no merit in terms of townscape, or heritage. Therefore, the principle of removing the remainder of the building behind the façade and redeveloping the plot with a replacement building is acceptable, and the following assesses the impact of this redevelopment on nearby heritage assets.

Fitzjohns / Netherhall Conservation Area (CA) – no harm

8.35 The adjacent Fitzjohns / Netherhall Conservation Area (CA) is a different character to the high street area along Finchley Road. It has a more residential character and, whilst it has some very large buildings, they tend to be set in garden plots with the conservation area statement confirming that the spacing of built forms exhibits a suburban rather than urban townscape character. As such, the application site and this part of the CA's setting do not contribute to the significance of the CA.

8.36 This wider context of Finchley Road is characterised by large mansion blocks of flats over commercial ground floors. These vary in height up to around seven storeys, typically in red brick with stone detailing. This leads to a dense commercial and urban character at odds with the nearby CA, with some lower three-storey buildings tending to stand out as anomalies. The materials in the CA, like brick and tiles, and the architectural features, like bays, open porches, and varied roof forms, carries through into the High Street's townscape. Nonetheless, the relationship between the site and the CA, and the scale and design of the proposal, means that it has no impact on the setting of the CA (or that of Belsize CA further away to the east), preserving its significance.

Grade II listed building (Nurse's Building, 40 College Crescent) – no harm

8.37 The listed building to the northeast is visually separate from the subject site, sitting behind Finchley Road and instead addressing College Crescent. As such, other than presenting a backdrop to the listed building when viewed from the north, Finchley Road has very little impact on the setting of the listed building. The proposal would not impact the setting given its scale and location and would preserve the significance of the listed building.

Locally listed buildings – no harm

8.38 To the northeast, are College Court, and 39 College Crescent Road, shown in Figure 4, are visually linked by many features in common including materials, features, and scale. Together they form a high-quality pair which marks the turn in the road. Their settings contribute to their significance insofar as their relationship to one another, and the proposal will not interrupt this relationship, nor undermine their presence in the street. As such it will preserve their significance.

8.39 On the other side of Finchley Road, to the southwest of the site, Fairfax Mansions, a late 19th century mansion block in stone. The block contributes to the townscape by the continuity with which it edges this varied street and providing a high-quality presence in longer views. Its setting contributes by providing the high street context. The proposal repairs a gap in this high street, also providing a longer frontage of continuity opposite Fairfax Mansions and so somewhat enhancing the mansion block's significance.

8.40 Overall, the proposal preserves the significance of designated and non-designated heritage assets in the area, in accordance with the NPPF and CLP policy D2.

## 9. IMPACT ON NEIGHBOURING AMENITY

9.1 CLP policies A1 and A4 and the Amenity CPG are 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. Impact from construction works are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of current and occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.

9.2 The Amenity CPG, and the BRE Guidelines focus on impacts to residential properties with protection of their amenity being given greater weight. Paragraph 3.7 of the CPG states:

*“Although it is normally only residential uses that are assessed, there may also be non-residential uses, existing nearby or proposed as part of the application, that are particularly sensitive to light and so justify a report.”*

9.3 In this case, there are several buildings containing residential buildings in proximity to the site, including:

- Harrold House (1A/1B/1C)
- 9-10 College House
- New College Court
- College Court
- 39 College Crescent Road
- Palmers Lodge

9.4 An assessment of these properties was therefore undertaken. With the exception of the ground floor retail uses at 9-10 College House and New College Court, there are no non-sensitives uses in proximity to the site.

### ***Daylight and sunlight***

9.5 A Daylight and Sunlight Report has been submitted as part of the application which details any impacts upon neighbouring properties.

9.6 The leading industry guidelines on daylight and sunlight are published by the Building Research Establishment in BR209 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (third edition, 2022) (BRE). The development plan supports the use of the BRE guidance for assessment purposes, however, it should not be applied rigidly and should be used to quantify and understand impact when making a balanced judgement.

- 9.7 Paragraph 130 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating to daylight/sunlight where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

#### Methodology

- 9.8 The methodology and criteria used for the assessment is based on the approach set out by BRE guidance. The report makes use of several metrics in its assessment of surrounding buildings which are described in the BRE guidance:

- **Vertical Sky Component (VSC)** – The daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
- *The BRE considers daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (a reduction of more than 20%) its former value.*
- **No Sky Line (NSL)**, also known as **Daylight Distribution (DD)** – The daylight penetration into a room. It measures the area at desk level (“a working plane”) inside a room that will have a direct view of the sky.
- *The NSL figure can be reduced to 0.8 times its existing value (a reduction of more than 20%) before the daylight loss is noticeable.*
- **Annual Probable Sunlight Hours (APSH)** - The amount of sunlight that windows of main living spaces within 90 degrees of due south receive and a measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period. The main focus is on living rooms.
- *The BRE considers 25% to be acceptable APSH, including at least 5% during the winter months. If below this, impacts are noticeable if less than these targets, and sunlight hours are reduced by more than 4 percentage points, to less than 0.8 times their former value. It recommends testing living rooms and conservatories.*
- **Sun-hours on Ground (SoG)**, also known as **Overshadowing** – The amount of direct sunlight received by open spaces.
- *The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on 21 March (spring equinox), and the area which can receive some sun on 21 March is less than 0.8 times its former value.*

#### Relevant neighbours

- 9.9 Below details a map of the relevant neighbours that have been identified and then assessed within the daylight/sunlight assessment. The Council has confirmed that the identification of these neighbours is appropriate and reasonable.



Figure 5 - Map of site and buildings assessed in daylight/sunlight study

9.10 The properties identified on the map above are:

- 1A, 1B, and 1C** - Harrold House
- 2** - 9-10 College House
- 3** - New College Court
- 4** - College Court
- 5** - 39 College Crescent Road
- 6** - Palmers Lodge

Categorising impacts and alternative targets

9.11 The assessment has set significance criteria which is the approach recommended by BRE guidance in the case of EIAs. Officers endorse the approach, and the criteria used in the table below.

BRE compliant	20.1% to 30% reduction	30.1% to 40% reduction	More than 40.1% reduction
Negligible	Minor Negative	Moderate Negative	Major Negative

Table 2 - Impact criteria

9.12 The BRE guidance targets are based on a model which is meant to apply broadly across the whole country, so it does not tend to account for much denser urban settings like London or Growth Areas. As a result, it recommends setting alternative targets which take account of relevant local context.

9.13 In these relatively dense urban locations, a retained VSC value of 15-20% VSC can often be considered an acceptable level of retained daylight. Although this site is in a Town Centre, the area to the north is slightly lower density so a target in the upper middle of this range is more appropriate – a target of 18% VSC and 50% room area for NSL. The targets are also consistent with those that have been applied to other schemes in Camden.

9.14 The approach is supported by the London Plan. The LP Housing SPG states:

*'The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.'*

#### Assessment

9.15 The report assessed a total of 160 windows serving 122 identified / assumed habitable rooms, across 6 properties.

9.16 Palmers Lodge and Harrold House will remain fully compliant with the BRE guidelines and these properties will not experience any noticeable daylight or sunlight impact and do not need to be considered further. The remaining properties are discussed in more detail below.

#### *9-10 College House*

9.17 This is a 3-storey property adjacent to the site on the southeast side and fronting Fichley Road. The ground floor of this property is in commercial use and the two upper floors contain residential apartments.

9.18 The VSC results show that 9 out of 11 windows tested will fully comply with the BRE guidelines. The two windows that fall short of their suggested targets are W2/201 and W1/202. These windows serve bedrooms, which are less sensitive in daylight terms, and they are accompanied by another fully compliant window within the same room, which will decrease the overall effect on these rooms. The affected ground floor window (W2/201) looks directly onto the site and already has a VSC below the recommended 27% (existing 17.2%), the daylight reduction to this window caused by the additional mass of the proposed hotel is not expected to result in a noticeable reduction in light because the same room has another compliant window.

9.19 When the NSL method is considered, 4 out of 5 rooms tested will fully comply with the BRE guidelines. The one room that falls short of its recommended targets (bedroom R2/201) does so only marginally, 23.9% against the BRE allowance of 20%. The retained NSL will be 54.3%. The means the impact

on light inside the actual room is likely to be less harmful than the VSC reduction would suggest.

- 9.20 The proposals would not impact sunlight access as none of the site-facing living rooms assessed has a window orientated within 90 degrees due south.
- 9.21 Overall, the impact would be minimal, limited to a few windows, and acceptable in the context.

*New College Court*

- 9.22 This is a 5-storey property adjacent to the Site on the northwest side and is in residential.
- 9.23 The VSC results show that 16 out of 20 windows tested will fully comply with the BRE guidelines. Out of 4 windows that fall short of their recommended targets, 1 does so only marginally, with the remaining 3 windows experiencing a greater reduction in their VSC. All affected windows serve galley kitchens that have an area of less than 7.5 m<sup>2</sup> so they are less likely to be used as habitable spaces with dwelltime, with cooking normally supported by task lighting anyway. Currently, the affected windows enjoy VSC levels between 11.13% to 20.03% which will reduce to between 6% and 15.4% post-development. However, all these rooms will remain NSL compliant with only negligible changes in their daylight distribution contours.
- 9.24 Moreover, the windows tested in the recessed centre part of the block which corresponds to the affected windows, serve similarly small kitchens and they were tested to demonstrate the typical VSC levels within the building. These windows experience VSC levels between 3.6% on the ground floor to 9.4% on the third floor and as they do not have an aspect of the application site, will remain at the same level post-development. The VSC values for these kitchen windows are lower than the retained VSC values for the affected kitchens close to the site, showing that the proposed hotel will not reduce the daylight levels below the ones already experienced elsewhere by the property.
- 9.25 When the NSL method is considered, the results show that all 20 rooms tested will fully comply with the BRE guidelines.
- 9.26 The proposals would not impact sunlight access as none of the site-facing living rooms assessed has a window orientated within 90 degrees due south.
- 9.27 Whilst there would be an impact, it would be focussed on small kitchen areas with results similar to other areas in the building. The impact on daylight distribution (NSL) inside the rooms would be negligible and as such, the impacts are considered acceptable in the context.



### *College Court*

- 9.28 This is a 4-storey residential block of flats located to the north of the site.
- 9.29 The VSC results show that 24 out of 26 windows tested will fully comply with the BRE guidelines. The two windows that fall short of their suggested targets do so only marginally. The retained VSC for these 2 windows are 17.4% and 18.1%, which are in line with what is typical in an urban environment.
- 9.30 When the NSL method is considered, the results show that 13 out of 15 rooms tested will fully comply with the BRE guidelines. The 2 rooms that transgress (R1/399 & R3/399) will experience a percentage reduction of 39.2% and 36.9%, respectively. These 2 rooms will achieve a retained NSL between 57.4% and 60% post-development, commensurate with an urban environment.
- 9.31 With regard to the cumulative effects of the recently consented proposal at 104A Finchley Road, ref. 2022/3553/P, dated 11/07/2025, when windows and rooms which experience losses beyond the BRE guidelines as a result of the proposed hotel at the application site are considered together, the absolute VSC loss to these windows is between 0.1% to 0.6% and between 0.67% and 1.42% for NSL. Such losses are minor and will not make any significant material difference to the results or conclusions discussed above.
- 9.32 The proposals would not impact sunlight access as none of the site-facing living rooms assessed has a window orientated within 90 degrees due south.
- 9.33 As such, the impacts are again limited and acceptable overall for this context.

### *39 College Crescent Road (Building 5)*

- 9.34 This is a series of 4-storey houses located to the east of the site.
- 9.35 The VSC results show that 21 out of 28 windows tested will fully comply with the BRE guidelines. Out of 7 windows that fall short of their suggested targets, 5 do so only marginally. All 7 windows are very large and retain VSC values of between 18.8% VSC and 26% VSC, which is a level typically considered good and acceptable in an urban environment.
- 9.36 When the NSL method is considered, the results show that 18 out of 20 rooms tested will fully comply with the BRE guidelines. The 2 rooms that transgress are R1/499 and R2/499 and they will experience a percentage reduction of 52% and 31.7%, respectively and will maintain an NSL coverage between 48% and 68%. It is understood the affected rooms are over 6.3m deep. The BRE guidelines recognise that in rooms deeper than 5m a greater movement of the no sky line may be unavoidable, which is the case here.
- 9.37 Overall, the existing property enjoys very high levels of daylight and sunlight. While post-development, a small number of windows and rooms will

experience relative reductions in VSC and NSL terms beyond the BRE guidelines but will retain levels generally considered a good level in an urban environment. Moreover, the 2 affected rooms are unusually deep, which contributes to a greater movement of the NSL, as discussed above.

9.38 The proposals would not impact sunlight access as none of the site-facing living rooms assessed has a window orientated within 90 degrees due south.

9.39 With regard to the objection concerning the cumulative effects of the recently consented proposal at 104A Finchley Road, ref. 2022/3553/P, dated 11/07/2025, there are no windows at New College Court that could have a simultaneous view of the proposed hotel and the consented scheme at 104A Finchley Road with 104A some distance away, on the opposite side of New College Court and at an oblique view (see image below with 104A tinted in purple). Only College Court can have a limited oblique view of the approved scheme at 104A Finchley Road and any potential effect on this property are already assessed above.



Figure 6 - 104A Finchley Road (purple) relationship to the application site

9.40 With regard to the objection that the applicant's Daylight/Sunlight report does not assess loss of light to the terraces and balconies at 39 College Crescent, the applicant has now assessed impacts on light access to these amenity spaces as part of an addendum to their Daylight/Sunlight report.

9.41 The addendum notes that the lower ground floor terraces are surrounded by significant obstructions, raised foliage and a mature tree. This could hide any impact from the Proposed Scheme if included; therefore, it was omitted for the purpose of the assessment to demonstrate any effect of the proposed hotel in isolation. The results show that all amenities assessed will fully comply with the BRE guidelines, achieving over 50% area adequately sunlit on March 21st. BRE Guidelines advise that 50% of the area achieving 2 hrs of direct sunlight on March 21st is adequate or less than 20% reduction.

Additionally, the addendum has tested the amenity spaces on June 21st, when amenities are more likely to be in use, and the results show that they will remain unaffected by the proposed hotel. Any reductions on March 21st occur in the house to the north which is compromised by the mature tree in real-life condition (tree not included in the assessment). While on March 21st the tree will cast only a partial shadow, the shadow will be material on June 21st, which is the existing condition in that area. In real-life conditions, the tree will limit any effect of the proposed hotel.

Conclusion:

- 9.42 Whilst there are some localised impacts, these are focussed on only a few windows and generally have very limited impact when considered in the round and looking at the affected properties as a whole. The reductions in height from previous schemes and through pre-application discussions have minimised impacts they are now consistent with an urban Town Centre location. As such, the impact on light would be acceptable overall.

***Outlook and sense of enclosure***

- 9.43 The outlook for most of the properties in the area, particularly the housing, is excellent with views out across Finchley Road and College Crescent, with good separation distances. Where there are smaller separation distances, they tend to be pre-existing situations with properties backing on to one another.
- 9.44 The proposed building is of a medium scale but is comparable in scale to other existing buildings fronting Finchley Road within the Town Centre. The building occupies the full-width of the site, in keeping with other existing development in proximity to the site, but is setback from the rear boundary, in keeping with the existing building and to assist in limiting the building's dominance and sense of enclosure to existing residential properties to the rear.
- 9.45 Of note, the building would sit slightly below the block of flats adjoining the site to the north at New College Court, but sit above the three storey commercial building at 9-10 College House adjoining to the south.



*Figure 7 - Rear elevation with adjacent building height marked*

- 9.46 The image above shows a view of the proposed building from the residential units from the rear. The neighbouring building height has been marked with a dashed line. as can clearly be seen the proposed mass is significantly lower than that of New College Court to the north.
- 9.47 The biggest impact on outlook and sense of enclosure are for the residential properties to the rear (including College Court, 39 College Crescent Road, and Palmers Lodge), they look out across the existing open and low scale two storey building. These impacts on outlook and privacy are reflected in the more notable impacts on light as discussed above.
- 9.48 These flats are accessed from New College Parade, but there are flats (including outdoor amenity spaces) which face onto the rear of the application site towards Finchley Road. The loss of outlook and impact on sense of enclosure to residents of College Court would certainly be noticeable, but would be of an acceptable level given the scale of the proposed building being broadly in keeping with the scale of development present on adjacent sites on the eastern side of Finchley Road, and the setback of the proposed building from the rear of the site.
- 9.49 Again, further refinement of the previous proposals shown below demonstrate how the reduction in height, and the set back of the rear building line have minimised and mitigated the impact. This was achieved by reducing the height from six to four storeys and extending the separation distances from around 9m (GF) and 12m (upper floors) to around 13m (GF) and 16m (upper floors) achieving a more comfortable and acceptable level of amenity.



Figure 8 - Reduction in height and increased separation.

**Overlooking and privacy**

9.50 Camden Planning Guidance (Amenity, January 2021) provides detailed advice on the protection of privacy and outlook, supporting Camden Local Plan Policy A1 – Managing the Impact of Development. The guidance emphasises that developments should be designed to protect the privacy of both existing and proposed dwellings, and that mitigation measures should be incorporated where necessary to reduce overlooking. Paragraph 2.4 recommends a minimum separation distance of 18 metres between directly facing habitable room windows, unless the historic character of the area dictates otherwise.

9.51 While compliance with the CPG Amenity recommended minimum separation distance of 18 metres between the proposed building and directly facing habitable room windows, this is not the current historical context which is an already tight relationship. The proposal achieves 13-16m from the rear facing flats windows to the flats which is contextual and appropriate.

9.52 To further mitigate the impact, all rear facing windows of the hotel would be constructed with obscure glazing above 1.7m from finished floor level, limiting views from the hotel windows to the rear facing windows of adjacent facing flats and minimising perceived overlooking (condition 27).

**Noise and vibration, and odour**

9.53 A noise assessment has been submitted by the applicant as part of the application submission. Appropriate noise guidelines have been followed within the report such as Noise Policy Statement for England, National Planning Policy Framework (NPPF), Planning Practice Guidance on Noise, BS 8233 Guidance on sound insulation and noise reduction for buildings, BS 4142:2014 “Methods for rating and assessing industrial and commercial sound”.

- 9.54 There is an existing level of noise and disturbance in this busy Town Centre on the A41, and the introduction of these new uses is not expected to contribute significantly towards this.
- 9.55 A Hotel Operational Management Plan would be secured by s106 agreement, which would include a code of conduct to be made available to neighbouring residents, setting out the standards by which the hotel guests and staff are expected to conduct themselves both within the hotel and the local area with a view to promote awareness of the need to ensure that both customer and staff behaviour both on and off the hotel causes minimum impact on or disruption to local residents (including signage/information to promote customer and staff awareness).
- 9.56 The proposals include the installation of plant both within the basement and within an enclosure on the building's roof. This means the plant can be enclosed inside the building or within the proposed plant enclosure on the roof of the building, mitigating any noise and vibration from the plant.
- 9.57 The plant noise criteria have been adequately predicted, taking into consideration distance losses, surface acoustic reflections and, where applicable, screening provided by the building.
- 9.58 The assessment indicates that the proposed plant should be capable of achieving the proposed environmental noise criteria at the nearest and potentially most affected noise sensitive receptors.
- 9.59 A Noise Officer has been consulted and is satisfied that the submitted acoustic submission meets the Council's local plan guidelines and therefore acceptable in environmental health terms, subject to conditions 29 and 30.
- 9.60 The application does not include details of extraction equipment for the hotel restaurant. A condition is therefore recommended for details of the odour abatement equipment and extract system (for the hotel restaurant) to be submitted and approved by Council (condition 19).

## **10. SUSTAINABILITY AND ENERGY**

- 10.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The current Camden Climate Action Plan 2026-2030 seeks to respond to the urgency of the climate crisis, enabling zero carbon and a climate resilient borough.
- 10.2 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.

***Redevelopment strategy***

- 10.3 The development plan promotes circular economy principles and local plan policy CC1 and London Plan policy SI7 require proposals involving substantial demolition to demonstrate that it is not possible to retain and improve the existing building and to optimise resource efficiency.
- 10.4 The proposal includes substantial demolition of the current structures on the site, rather than refurbishment or extension. That said, efforts have been made to retain elements of the structure including the front façade, which can feasibly be integrated into the larger proposed building. Providing a similar scale hotel as that proposed and optimising the site's development potential in a Town Centre location, would not be possible utilising the bulk of the existing two storey and basement building. As discussed in DESIGN AND HERITAGE above, the proposal would retain the existing building's façade and this would be integrated into the new building, along with part of the basement.
- 10.5 Substantial demolition and new build in this case is a sensible approach to optimising the development potential of the plot and contribute to the provision of additional visitor accommodation in this significant Town Centre, especially with the retention of the parts of the building that could be usefully integrated with a new structure. Nonetheless, the applicant submitted a Circular Economy Statement in line with the requirements in the CLP and guidance and this explored opportunities for material reuse.
- 10.6 The pre-demolition audit concluded that many elements of the existing building to be demolished would likely be suitable reuse, including elements of the external walls, floors and ceilings, doors and windows, lighting, M&E, and internal fixtures and fittings.
- 10.7 To ensure greater resource efficiency through recycling and reuse of materials, the council normally expects 95% of construction and demolition waste to be reused, recycled, or recovered, and 95% of excavation waste to be put to beneficial use. Conditions are therefore attached requiring the demolition to divert 95% of waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site (condition 18).
- 10.8 Where substantial demolition is justified, as in this case, a Whole Life Carbon (WLC) assessment is required to show that any replacement building (with the retained elements) has considered the carbon impact of the construction and use of the building over its lifetime. This should be in line with the GLA WLC assessment guidance and benchmarks.

### **Whole Life Carbon**

- 10.9 The Whole-Life Carbon (WLC) emissions are the total carbon emissions resulting from the construction and the use of a building over its entire life (this is assessed as 60 years), and it includes its demolition and disposal. This is split into modules that assess each stage of the building's life.
- 10.10 The A-Modules concentrate on the emissions from the building materials (A1-A3 extraction, supply, transport and manufacture) and the construction stages (A4-A5 transport, construction and installation).
- 10.11 The B-Modules concentrate on the use stage of the building (B1-B5 use, maintenance, repair, replacement, refurbishment), but the modules that deal with operational energy and water use are excluded (B6-B7). This is because they are "regulated emissions" and so are considered separately and in detail in relation to the zero-carbon target (see the "Energy and carbon reductions" section below).
- 10.12 The C-Modules deal with the end-of-life stage of the building (C1-C4 deconstruction demolition, transport to disposal, waste processing for reuse, recovery or recycling, disposal).
- 10.13 Carbon sequestration is when carbon dioxide is removed from the atmosphere and held in materials, for example the carbon absorbed by trees as they grow and locked in timber until the end of its life. It is important to consider this in the end-of-life phase because the carbon is released again at the end of its life (when it decomposes), so it is included in the total A-C-Modules.
- 10.14 The GLA WLC assessment guidance sets out minimum benchmarks for different building typologies per square metre of gross internal area in kilograms of carbon equivalent ( $\text{kgCO}_2\text{e/m}^2$  GIA). It also encourages development to aim for more ambitious aspirational benchmarks. The table below shows how the development performs against the benchmarks, as well as the aspirational targets. The office benchmark has been adopted for this assessment because hotels fall within commercial development and typically exhibit higher carbon and energy intensities. For this reason, the office benchmark is considered the most appropriate for this case. Based on the WLCA performance against GLA benchmarks, the initial WLC performance submitted by the applicant did not meet the benchmarks of the GLA London Planning Guidance.
- 10.15 Following comments from Council's Sustainability officer, the applicant has undertaken additional testing to identify further opportunities to reduce whole-life carbon. This work has identified measures capable of delivering an additional  $211 \text{ kgCO}_2\text{e/m}^2$  reduction, including the use of lower-carbon materials such as concrete with 40% cement replacement, alternative insulation products, and wood flooring instead of carpet.



10.16 The applicant also identified an anomaly in the initial assessment, where MEP materials were contributing 55% of total emissions. This figure, derived from the RICS methodology (industry standard guidance), was considered to be disproportionately skewing the results. In response, the applicant has submitted Revision C, which incorporates the additional 211 kgCO<sub>2</sub>e/m<sup>2</sup> reduction and applies a more typical MEP contribution of 15%. This assumption of 15% is considered acceptable by the Council officers, as London Plan Guidance indicates that MEP typically accounts for 14–21% of embodied carbon in office benchmarks. The results of the development's WLC performance (Revision C) are as follows:

<b>Modules</b>	<b>Min benchmark OFFICES (kgCO<sub>2</sub>e/m<sup>2</sup> GIA)</b>	<b>Aspirational Benchmark for RESIDENTIAL (kgCO<sub>2</sub>e/m<sup>2</sup> GIA)</b>	<b>Proposal (kgCO<sub>2</sub>e/m<sup>2</sup> GIA)</b>
A1-A5	<950	<600	782
B-C (excl B6 & B7)	<450	<370	362
Total A-C (excl B6&B7 but inc sequestration)	<1400	<970	1074

*Table 2 - Summary of Whole-Life Carbon results for residential development*

10.17 The WLC performance across all modules aligns with the GLA London Plan Guidance benchmarks, with modules B–C meeting the aspirational benchmark. It is noted that the GLA is expected to update its WLC guidance and associated benchmarks. Given the early-stage nature of WLC assumptions and the forthcoming updates by the GLA, a condition is recommended (condition 10) requiring the applicant to submit an updated Whole Life Carbon assessment that:

- is in line with the latest London Plan Guidance Whole Life-Cycle Carbon Assessments;
- reflects detailed design stage information, including manufacturer-specific data where available; and
- reassesses the Mechanical, Electrical and Plumbing (MEP) contribution using project-specific inputs.

***Energy and carbon reductions***

10.18 To minimise operational carbon, development should follow the energy hierarchy set out in the London Plan (2021) Chapter 9 (particularly Policy SI2 and Figure 9.2). The first stage of the energy hierarchy is to reduce demand (be lean), the second stage is to supply energy locally and efficiently (be

clean), and the third step is to use renewable energy (be green). The final step is to monitor, verify and report on energy performance (be seen).

- 10.19 After carbon has been reduced as much as possible on-site, an offset fund payment can be made to achieve net zero carbon.

Energy and carbon summary

- 10.20 The following summary table shows how the proposal performs against the policy targets for operational carbon reductions in major schemes, set out in the London Plan and Camden Local Plan.

Policy requirement (on site)	Min policy target	Proposal reductions
Be lean stage (low demand): LP policy SI2	15%	3.4 %
Be green stage (renewables): CLP policy CC1	20%	35.1 %
Total carbon reduction: LP policy SI2 and LP CC1	35%	37.3 %

*Table 3 - Carbon saving targets (for majors) and the scheme results*

- 10.21 The operational carbon savings and measures set out below will be secured under an **Energy and Sustainability Strategy secured by Section 106 legal agreement** which includes monitoring, in compliance with the development plan.

Total carbon reductions

- 10.22 Reductions are measured against the baseline which are the requirements set out in the Building Regulations. Major development should aim to achieve an on-site reduction of at least 35% in regulated carbon emissions below the minimums set out in the building regulations (Part L of the Building Regulations 2021). To achieve net zero carbon, a carbon offset payment will be secured that offsets the remaining carbon emissions caused by the development after the required on-site reductions, measured from the agreed baseline.
- 10.23 This is charged at £95/tonne CO<sub>2</sub>/yr (over a 30-year period) which is 12.33 tonnes x £95 x 30 years = £35,140.5. This amount will be spent on delivery of carbon reduction measures in the borough.
- 10.24 In this case, the development exceeds the policy target of 35% reductions, achieving an overall on-site reduction of 37.3% below Part L requirements as shown in the table above. The **carbon offset of £35,140.5 will be secured by Section 106 legal agreement** to bring it to zero carbon, in compliance with the development plan.

Be lean stage (reduce energy demand) -

- 10.25 London Plan policy SI 2 sets a policy target of at least a 15% (non-resi) reduction through reduced energy demand at the first stage of the energy hierarchy.
- 10.26 In this case, the development does not meet the policy target of 15% (non-resi), reducing emissions by 3.4% at this stage through energy efficient design. The reasons for the shortfall in compliance are led by the high cooling demand for the development and higher energy use in the proposed heat/ventilation/air conditioning system. The development is constrained in adding more passive energy saving measures, due to hotel rooms being located on the ground floor and, for security and noise reasons, it is not feasible to provide night-time ventilation. External shading has been discounted as this would compromising architectural integrity/design of the proposed building.
- 10.27 The proposals involve high performance insulation, low air permeability, efficient glazing, and addresses the requirements of the cooling hierarchy and overheating which can minimise the demand for active cooling in the development. Notwithstanding the cooling hierarchy being interrogated as part of the proposals, the hotel rooms were still found to overheat even with feasible passive cooling measures in place, and active cooling is proposed. The proposal includes energy efficient measures like MVHR, low energy light fittings, high-reflectance painted ceilings and insulated pipework.
- 10.28 To further address the shortfall in compliance with the reduction in energy demand target, a condition is proposed (condition 11) requiring the applicant to submit a revised Be Lean assessment with supporting modelling and robust justification that further fabric measures have been considered with the aim of exceeding the 15% reduction in carbon dioxide emissions beyond Part L 2021 Building Regulations.

Be clean stage (decentralised energy supply)

- 10.29 London Plan Policy SI3 requires developers to prioritise connection to existing or planned decentralised energy networks, where feasible, for the second stage of the energy hierarchy. Camden Local Plan policy CC1 requires all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.
- 10.30 In this case an assessment of the existing London heat map has been made and demonstrated that there are no existing local networks present within connectable range of the scheme. However, given its location, a s106 head of term is recommended requiring future connections to be safeguarded.

#### Be green stage (renewables)

- 10.31 Camden Local Plan policy CC1 requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (after savings at Be Lean and Be Clean), where feasible, for the third stage in the energy hierarchy.
- 10.32 In this case, the development significantly exceeds the policy target of 20%, reducing emissions by 35.1% at this stage through renewables, in compliance with the development plan. The proposal includes PV panels on the roof with full details secured by condition 24. The s106 agreement would secure a meter to monitor the energy output from the approved renewable energy systems. The proposal includes low carbon heating like Air Source Heat Pumps (ASHPs), which are proposed on the roof of the building.

#### Be seen (energy monitoring)

- 10.33 The London Plan policy SI 2 requires the monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. In this case, the development has committed to reporting. The proposal includes has proposed sub-metering throughout the building.
- 10.34 The **Energy and Sustainability Strategy secured by Section 106 legal agreement** will secure reporting to the GLA in line with their published guidance.
- 10.35 Overall, the building has been designed to ensure low operational energy for the hotel in compliance with the objectives of the development plan.

#### ***Climate change adaption and sustainable design***

- 10.36 Local Plan policy CC2 expects non-residential development, and encourages residential development arising from conversion, extension or change of use, to meet BREEAM Excellent.
- 10.37 Local Plan Policy CC2 point (h) expects all non-domestic developments of 500 sqm of floorspace or above to achieve “excellent” in BREEAM assessments. A BREEAM Pre-Assessment has been carried out, showing that all main targets are met and exceeded per Policies CC1 and CC2 of the Camden Local Plan 2017. The planning requirement for the proposed nondomestic development is an Excellent BREEAM rating (with a minimum of 70% required for an ‘Excellent’ rating). The proposal reviewed currently achieves a score of 73%, which equates to an ‘Excellent’ rating. The Pre-Assessment report shows that:
- Energy – 10 out of 15 credits are achieved, which equates to 66.6% with a target of 60%;
  - Water – 5 out of 8 credits are achieved, which equates to 75%, with the target being 60%,

- Materials – 10 out of 14 credits are achieved, which equates to 71.4%, with the target being 40%

- 10.38 The BREEAM Pre-Assessment scores are secured under the Energy and Sustainability obligation, which requires submitting a post-assessment report. A condition will be placed on the application to secure the diversion of at least 95% of demolition waste from landfill and comply with the Institute for Civil Engineer's Demolition Protocol and either reuse materials on-site or salvage appropriate materials to enable their reuse off-site. Evidence will be provided prior to occupation.
- 10.39 The proposal incorporates water-efficient design measures to minimise onsite water consumption which will be secured within the energy and sustainability plan via s106.
- 10.40 Local Plan Policy CC2 discourages active cooling (air conditioning). Air conditioning will only be permitted where thermal modelling demonstrates a clear need for it after all preferred measures are incorporated in line with the London Plan cooling hierarchy. As such, compliance with the Cooling Hierarchy and a Thermal Modelling Assessment will have to be demonstrated.
- 10.41 The applicant has demonstrated that due the location of the development and the placement of hotel rooms fronting a noisy, polluted major road, the use of openable windows for night-time ventilation is not considered feasible. The Noise Impact and Exposure Assessment prepared by Clement Acoustics recommended that a sealed façade be implemented to mitigate external noise intrusion and ensure compliance with internal noise level requirements. This is considered acceptable.
- 10.42 The applicant has provided adequate justification for not utilising external shading, or internal blinds, to mitigate overheating to the hotel. However, although internal blinds are not included in the dynamic thermal modelling to avoid relying on user-oriented shading, internal blinds should still be included as part of the development as an option and additional bonus regarding the reduction of solar gains. Regarding external shading, although the applicant claimed brise soleil or canopies to be not fitting to the architectural design, the current proposal does include a small window reveal which may be a good form of shading suitable for this development. The justification for not including external shading is acceptable but at later detailed design stage the applicant should explore any chance to increase the depth of window reveal (maintaining with the clean, minimalist aesthetic). Condition 26 is therefore recommended, to require the applicant to submit evidence to Council, demonstrating that measures to adapt to climate change have been implemented and that overheating risk has been managed. The condition requires the applicant to demonstrate that the development has reduced

cooling demand as far as possible and that the cooling hierarchy has been followed and any feasible measures implemented.

- 10.43 MVHR with air tempering has been included as a design scenario 2. Whilst the result shows significant improvements leading to passes for rooms, 19 rooms still fail including the hotel restaurants (ground and basement floors), and hotel reception. Hence, the use of MVHR and air conditioning is considered acceptable to mitigate overheating at the development.
- 10.44 The development plan (CLP policy CC3 and LP policy SI12 and SI13) also seeks to ensure development does not increase flood risk, reducing the risk of flooding where possible. Development should incorporate sustainable drainage systems (SUDS) and water efficiency measures.
- 10.45 In this case, the development incorporates SUDS and blue roofs. Furthermore, the proposal also includes the provision of a green / blue roof integrated with the solar panels, which would enhance the biodiversity of the site and reduce water runoff. Details of this system will be secured by condition 21. Flood risk is covered in the 'Flood risk and drainage' section of this report.

## **11. FLOOD RISK AND DRAINAGE**

- 11.1 The site is in Flood Zone 1 which is low risk from flooding, but parts of Finchley Road previously flooded in 2002, and there is a small area of lower risk surface flooding at the front of the site. CLP policy CC3 expects development to not increase flood risk and reduce it where possible.
- 11.2 Thames Water raised no objection to the proposal, but pointed out that sewer infrastructure is under the ground near the site. As result, their informatives would be attached to any permission. The current site is largely hard surface, so it has a high runoff rate with surface water and foul water unrestricted as it discharges into the combined public sewer within Finchley Road.
- 11.3 The proposal would reduce flood risk in line with the policy, lowering the runoff rate to 1 l/s, which is as close to greenfield runoff rate as practicably possible. This is achieved through a Sustainable Drainage System (SuDS) that consists of surface water attenuation within a network of Blue / Green Roofs and drainage blankets, restricting discharge to the public sewer. These attenuate and slow the discharge of the runoff into the sewer system.
- 11.4 The final technical details of the green and blue roofs and their maintenance would be secured by condition 16, and compliance with the proposed SuDS would be secured by condition 21. This SuDS condition also requires confirmation from Thames Water that there is sufficient capacity within their network to receive flows from the proposed development.

- 11.5 As well as minimising the impacts of the development on flooding, CLP policy CC3 also requires the development to incorporate flood resilience measures and water efficiency measures. The applicant provided information to demonstrate the risk of flooding to the development from surface water ponding (likely to be focused in the area to the front of the development on Finchley Road) should be minimal and has been mitigated, while exceedance routes mean water would flow away from the development.
- 11.6 The Environment Agency Risk of Flooding from Surface Water mapping indicates that the maximum predicted flood depth on the site occurs in the northern section during an extreme (Low risk) event, with a depth of approximately 0.20 m (200 mm). This depth is based on a national-scale model that does not account for local drainage or topographic features such as the existing 100 mm high kerb upstand along the site frontage or the crossfall over the footpath directing surface water away from the building line towards the carriageway. The road level along the site frontage is approximately 56.00m AOD, which is 0.40m below the proposed ground floor Finished Floor Level (FFL) of 56.40m AOD. When the kerb height and crossfall are considered, the effective floodwater depth at the building line in a 0.20 m event would be reduced to approximately 0.10 m (100 mm). To provide additional resilience, removable 500 mm high flood gates will be installed at each entrance, starting from the FFL of 56.40m AOD and extending to a top level of approximately 56.90m AOD. This will give around 0.90m of protection above road level and 0.50 m above the maximum predicted flood depth, ensuring substantial freeboard in even the most extreme events.
- 11.7 With these measures in place, together with the proposed drainage strategy, basement waterproofing in accordance with BS 8102:2022, and non-return flap valves on the final sewer connections, the risk of floodwater ingress to the building is considered negligible.
- 11.8 Considering the potential ponding to the north of the site and the nature of the site with habitable rooms in the basement and transient occupants, the applicant has submitted a Flood Risk Emergency Plan (FREP). The FREP sets out the procedures for managing residual flood risk and ensuring the safety of occupants in the event of a flood. This plan addresses the site-specific risks identified in this assessment, outlines warning and evacuation arrangements, and details roles, responsibilities, and post-flood recovery actions.
- 11.9 The FREP demonstrates that the development and its escape route to be safe. A finalised FREP would be secured by condition, to be submitted to and approved by the Council prior to occupation of the hotel (condition 20).
- 11.10 In accordance with the development plan, the proposal will not increase flood risk elsewhere; and will provide improvement to adjacent areas by managing

surface water from all rainfall events up to the 100-year plus climate change event. The development proposals will also incorporate resilience measures in accordance with CLP policy CC3.

## **12. AIR QUALITY**

- 12.1 The site is in a poor air quality area and the scheme with new visitor accommodation would introduce new receptors.
- 12.2 Policy CC4 of the Camden Local Plan means the scheme required a detailed Air Quality Assessment (AQA) including dispersion modelling predicting Air Quality (AQ) impacts. All developments are expected to meet the Mayor's Air Quality Neutral requirements. The applicant has submitted an AQA which reviews the existing air quality conditions in the vicinity of the proposed development site, and the likely air quality impacts resulting from the proposed development. The applicant has worked with council officers to provide updated and detailed information to assess the air quality impact.
- 12.3 The site will be car-free (see the TRANSPORT section) which will meet AQ neutral for transport emissions, as well as for building emission heat and hot water generated using ASHPs. As such, with regard to the operational impact of the development on the local area, the development is considered air quality neutral.
- 12.4 The annual mean concentration of NO<sub>2</sub> at the nearest air quality monitoring station in 2021 was recorded as 44 µg/m<sup>3</sup>, which exceeds the Air quality objectives for NO<sub>2</sub> of 40 µg/m<sup>3</sup>, set out in the Air Quality CPG. The applicant's AQA has undertaken dispersion modelling, which has found that the significance of effects from NO<sub>2</sub> concentrations on the proposed hotel is 'Substantial' at ground and first floor. The NO<sub>2</sub> annual mean concentrations at second floor are found to be 36.3µg/m<sup>3</sup> with dispersion, as such the second floor and floors are above and would meet the air quality objectives for NO<sub>2</sub> of 40 µg/m<sup>3</sup>.
- 12.5 Particulate matters PM<sub>10</sub> and PM<sub>2</sub> meet the UK legal limit but not the London Plan / World Health Organisation (WHO) standard of 20mg/3.
- 12.6 While meeting the UK legal limit, the particulate levels are also above the WHO standards because it is a busy road. As such, the site is located in an area of poor air quality.
- 12.7 To meet the requirements of policy SI 1 of the London Plan, to not create an unacceptable risk of high levels of exposure to poor air quality, the development would incorporate design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air pollution and provide appropriate mitigation.



- 12.8 The development would be incorporate mechanical ventilation full and the air inlets for the building's mechanical ventilation, would be taken from roof level to reduce occupiers' exposure to airborne pollutants (which are more prevalent closer to ground level on Finchley Road). Condition 8 secures details of the location of air inlets to the buildings to protect internal air quality. Additionally, condition 32 secures the first-floor windows on the front elevation of the hotel as being non-opening and fitted with fixed glazing, to protect the health of hotel guests staying in these first floor, front elevation rooms which would otherwise be exposed to poor air quality from Finchley Road.
- 12.9 The proposed development is Low Risk for demolition and construction dust. Suitable mitigation has been recommended at this stage. However, the full details of mitigation measures to control construction-related air quality impacts would be secured within the Construction Management Plan as per the standard Construction Management Plan (CMP) Pro-Forma. The applicant will be required to complete the checklist and demonstrate that all mitigation measures relevant to the level of identified risk are being included. A condition is recommended to ensure that Non Road-Mobile Machinery (NRMM) used on the site complies with the relevant air quality criteria (condition 28).
- 12.10 In summary, the proposal complies with the requirements of the development plan in relation to air quality, subject to the recommended conditions and the Construction Management Plan secured by s106 agreement.

### **13. BASEMENTS**

- 13.1 Policy A5 states that the siting, location, scale and design of basements must have minimal impact on, and be subordinate to, the host building and property. Specific criteria f-m against which to assess basement development is provided. The proposed basement accords with the requirements of Policy A5 in terms of its impact on the character and appearance of the host building, the wider area, and the significance of heritage assets. The basement also complies with the criteria laid out in parts (f) to (m) of the policy and is consequently considered to be acceptable in terms of siting, location, scale, design and its subordination.
- 13.2 Policy A5 of the Local Plan notes that the Council will only permit basement development where it is demonstrated to its satisfaction that the proposal would not cause harm to:

*c) neighbouring properties;*

*d) the structural, ground, or water conditions of the area;*

13.3 The policy goes on to note that applicants will need to demonstrate that proposals for basements:

*(n) do not harm neighbouring properties, including requiring the provision of a Basement Impact Assessment which shows that the scheme poses a risk of damage to neighbouring properties no higher than Burland Scale 1 'very slight';*

*(o) avoid adversely affecting drainage and run-off or causing other damage to the water environment;*

*(p) avoid cumulative impacts;*

13.4 Paragraph 6.117 of the Local Plan states that "In order to provide the Council with greater certainty over the potential impacts of proposed basement development, we will generally expect an independent verification of Basement Impact Assessments to be funded by the applicant".

13.5 The application is accompanied by a Basement Impact Assessment (BIA), which has been independently audited by Campbell Reith. The screening and scoping stages within the report are in accordance with the requirements of CPG Basements. The basement would not harm the structural, ground, or water conditions of the area. The basement would also not have any adverse effect on adjacent properties. As discussed in section 5 Transportation of this report, the applicant is required to submit a construction management plan (CMP) which will be secured by S106 agreement to ensure the development takes measures to minimise the impact of construction 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 0.4 for mainly residential schemes, and 0.3 for mainly commercial schemes.

14.2 No trees are proposed for removal in order to facilitate development.

14.3 There are 3 x trees (T1-T3) located to the rear of the property as follows:

- T1: rear of 39 College Crescent Road; and
- T2 & T3: rear of College Court

- 14.4 Council's Tree Officer has reviewed the applicant's Arboricultural Assessment Report and considers the impact of the scheme on the trees to the rear of the site to be of an acceptable level.
- 14.5 The tree protection measures are considered sufficient to demonstrate the trees to be retained will be adequately protected in accordance with BS5837:2012.
- 14.6 Conditions 3 would require these trees to be retained and secure the implementation of tree protection measures and working practices in accordance with the recommendations of the Arboricultural Assessment Report.
- 14.7 The London Plan uses the UGF scores to help objectively evaluate the quality and quantity of urban greening. Given this is a commercial-led scheme, a 0.3 value is an appropriate target. The proposals achieve an UGF of 0.43 which exceeds the target for non-residential development. Conditions are proposed to ensure the green infrastructure contributing to the UGF, notably the green and blue roofs, are secured. Given the above, the proposals are considered acceptable in nature conservation, landscape and biodiversity terms in line with the development plan.

***Statutory Biodiversity Net Gain***

- 14.8 As well as the requirements of the development plan, there are statutory requirements for 10% Biodiversity Net Gain (BNG).
- 14.9 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.
- 14.10 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains (for example, on other land or developments owned by the applicant), or by purchasing statutory biodiversity credits.
- 14.11 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 there is very little biodiversity value of the current site and as such 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. It would therefore comply with the statutory provisions.

## **15. SAFETY AND SECURITY**

- 15.1 CLP policy C5 requires that development incorporate design principles which contribute to community safety and security. LP policy D8 requires public realm to be well-designed, safe, accessible and inclusive. LP policy D11 requires schemes to design and maintain a safe and secure environment that reduces fear of crime. Fearing crime or the chances of being a victim of crime vary notably across age, gender, and race and these discrepancies mean that if the environment is not perceived as a safe public space for all users, certain groups are likely to be excluded or suffer greater impact, contrary therefore not only to CLP policy C5 but also CLP policy C6 which aims to secure access for all.
- 15.2 The current site has an active frontage with retail units, and the proposals seek to retain an active frontage through the provision of a ground floor restaurant and reception occupying the majority of the length of the frontage with large areas of glazing at street level.
- 15.3 Additionally with regard to the frontage, two existing set-back entrance doors within the recessed Edwardian facade openings will receive an additional set of doors to the front line of the facade to prevent risk associated with sheltered insets which can have limited visibility.
- 15.4 CCTV will cover all building entry points including the reception, internal bike / bin stores and to the rear. All fire escape exit doors will have no external ironmongery. This means access to the building can be carefully controlled and monitored which is important in minimising risk of crime with hotels.
- 15.5 The nature of the hotel of use would provide natural surveillance day and night over Finchley Road. Condition 9 would require the developer to provide confirmation the plans are in line with the standards required for Secured by Design accreditation. This gives greater assurance of the security of the building without committing the developer to a particular accreditation system.
- 15.6 Given the above, the proposals will provide a safe and secure environment in accordance with the policies of the development plan.

## **16. ACCESSIBILITY**

- 16.1 Policy C6 of the Local Plan seeks to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities by expecting all buildings and places to meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all.

- 16.2 The proposed building is designed to ensure users benefit from step-free access at the main entrance to the reception off Finchley Road. The scheme will introduce internal wheelchair lifts and wheelchair accessible circulation to ensure all spaces are accessible. The proposed development would meet the standards of accessible and inclusive design as required by Policy C6 of the Local Plan and therefore would accord with the development plan in this regard.
- 16.3 A condition requiring the provision of 4 (7.5%) fully wheelchair-accessible rooms will be placed on the application. This ensures that the internal layout of the building ensures sufficient provision for the needs of people with disabilities in accordance with the requirements of Policy D5 of the London Plan 2021 and Policy C6 of the Local Plan 2017.

## **17. FIRE SAFETY**

- 17.1 London Plan policy D12 Fire Safety requires all development proposals to achieve the highest standards of fire safety and incorporate the necessary measures to ensure the safety of occupants. All major development proposals should be accompanied by a Fire Statement produced by a suitably qualified assessor detailing how the development proposal will function in terms of 1) construction methods, products and materials; 2) means of escape; 3) features reducing risk to life; 4) access for fire services and equipment; 5) provision within the site curtilage for fire appliances to access the building; 6) ensuring any potential future modifications to the building will not compromise the base build fire safety/protection. Policy D5 (Inclusive Design) is also relevant regarding providing safe and dignified emergency evacuation for all building users.
- 17.2 The Mayor introduced the London Plan policy to ensure fire safety is addressed at the outset when planning permission is applied for, instead of the issue being first considered at the Building Control stage. The Fire Safety London Plan Guidance accompanies the London Plan policy. The guidance states that the onus is on the applicant to demonstrate compliance with D12 and D5 through its use of fire safety professionals and that the planning officer must ensure the information has been provided. The review of the fire safety measures and their compliance with building regulations and standards will still take place at the Building Control stage. It shall not be undertaken by planning officers.
- 17.3 The application is accompanied by a "Fire Safety Statement" document outlining the critical fire safety features incorporated within the development. The submitted document has been prepared by Maurice Johnson and Partners, a firm of qualified fire engineering consultants. It provides information on means of escape (including disabled refuge spaces), fire resistance to building structure elements, smoke clearance vents, fire-fighting staircase core provision, alarm systems and fire suppression

measures. The Council's Building Control officer has reviewed the proposals and have raised no concerns.

- 17.4 Given the above, the proposals are considered to comply with London Plan policies D12 and D5.

## **18. TRANSPORT**

- 18.1 Policies T1 and T2 of the CLP promote a move away from dependency on private motor vehicles, and a move to more sustainable modes of transport, supported by the right infrastructure and healthier environments. CLP policy T3 protects transport infrastructure which is also a critical objective of the London Plan.

- 18.2 With a PTAL of 6a and located in a major Town Centre, the site has excellent access to public transport and wider transport infrastructure. The closest tube stations are Finchley Road at 240m and Swiss Cottage at 280m away, with several bus stops close by. It is a sustainable location for additional visitor accommodation and growth.

- 18.3 Finchley Road is a Red Route with predominantly double red line road markings, which prohibit stopping at any time. The Red Route parking regulations generally extend out laterally from the main route along the side roads to around 20m. Along the Red Route, there are occasional loading bays where typically loading can take place between 10 am and 4 pm, Monday to Saturday, the nearest being in College Crescent.

### ***Trip generation***

- 18.4 Over a typical 12-hour weekday, the hotel is expected to generate around 348 trips (167 in, 181 out) with an AM peak of 24 (5 in, 19 out) and a PM peak of 24 (12 in, 12 out). Given the location, most of the trips would be made by tube, and walking.

- 18.5 Based on other developments in the area, the anticipated high volume of walking trips is likely to be made from the London Underground station at Swiss Cottage, the nearby bus stops, and from the many restaurants, shops, leisure, and entertainment venues on Finchley Road, in Swiss Cottage and Hampstead.

- 18.6 The proposal is expected to generate an increase in the number of trips given the introduction of a hotel to the site. However, the actual increase in multi-modal trip generation is unlikely to be discernible in reality owing to the central and accessible location of the site within the context of the local high street. Also account has been taken of the loss of the retail units and ancillary office floorspace (226sqm GIA).

- 18.7 Considering the increase in active travel to and from the site, a financial contribution of **£93,200** towards pedestrian and cycle improvements is sought and would be secured by S106 agreement. This could be used towards delivery of the segregated cycle lane on Fitzjohn's Avenue, and the introduction of traffic reducing measures in the local area including a Healthy School Streets scheme on College Crescent.

### ***Travel planning***

- 18.8 A draft Travel Plan was submitted with the planning application. The draft Travel Plan demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. Modal share projections for walking and cycling are acceptable.
- 18.9 A Travel Plan covering an associated monitoring and measures contribution of **£11,348** would be secured by legal agreement if planning permission is granted.

### ***Cycle parking***

- 18.10 The development will provide a total of 6 cycle parking spaces for the hotel, with 4 spaces in the hotel basement and 2 spaces in the ground floor adjacent to the restaurant and hotel reception. This exceeds the London Plan requirement for 3 spaces for the hotel and 1 space for the restaurant. The cycle facilities comprise dedicated cycle stores with 2 Sheffield stands in the basement store and a single Sheffield stand in the ground floor store.
- 18.11 10 visitor cycle spaces are also required for the hotel including the ground floor restaurant. Due to the spatial constraints of the site, it would not be possible to provide the short-stay cycle parking on-site. Considering it is not possible to provide the required short-stay cycle parking within the development, an off-site contribution of £1,500 towards five Sheffield stands would be secured via a Section 106 planning obligation if planning permission is granted. Officers would determine the most appropriate location(s) for these cycle parking spaces when the applicant sought to discharge this planning obligation.

### ***Car parking***

- 18.12 No parking is proposed on site and the whole development would need to be car-free in accordance with Policy T2 of the Local Plan. The hotel would be car-free secured by s106 agreement.
- 18.13 Regarding disabled parking, London Plan Policy T6.5 '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, the London Plan recommends: '*All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.*'

- 18.14 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.'*
- 18.15 Therefore, an off-site contribution of **£4,000** for one disabled parking space to be provided on the public highway in a suitable location ideally within 50m from the site, would be secured by s106 agreement. In line with standard practice, Transport officers will determine the most suitable location for the disabled parking bay.
- 18.16 Officers expect the large majority of guests and staff to travel to the site by sustainable modes of transport. However, there is potential for some visitors with electric vehicles to drive to the site with a view to parking in an 'Electric Vehicles Only' parking bay in the controlled parking zone. The uptake of electric vehicles is increasing significantly, and there are many EV resident permit holders in the vicinity of the site. This would put pressure on infrastructure which has been provided primarily for local stakeholders. Officers therefore suggest that an additional electric vehicle charging point (fast charger) be provided on the public highway in the general vicinity of the site. A financial contribution of **£20,000** would therefore be secured by s106 agreement.

### **CPZ Review**

- 18.17 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.'*
- 18.18 Controlled Parking Zones Review final report published in February 2023 appraised all Camden CPZs using a multi-criteria assessment. The findings show that there is a greater need to manage parking demand in the borough. The CPZ Assessment Results identified CA-B CPZ to be of medium/high priority for review, which will look at potentially expanding the hours of control and reviewing the size of the CPZ.
- 18.19 At present, the CA-B CPZ control hours do not extend into the evening, nor do they cover much of 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/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, a contribution of **£10,000** towards the CA-B CPZ review, would be secured under the s106 agreement.

### ***Coach parking***

- 18.20 There is the possibility of the hotel attracting the arrival of coach parties (which may be outside the applicant's control) causing delays and safety issues on the streets in the vicinity of the site. A s106 planning obligation would therefore be attached, stating that no coach party bookings will be accepted and a ban on customers being picked up or dropped off by coach at any time directly outside the hotel, in accordance with Camden Local Plan Policy E3.
- 18.21 Taxis are permitted to drop-off/pick-up from single and double yellow and red lines, which includes parking spaces located on New College Parade.

### ***Servicing and Refuse/Recycling Collections***

- 18.22 A Draft Delivery and Servicing Management Plan was submitted with the application. The proposal has a potential to attract 4-6 daily servicing trips. The servicing will continue in line with the existing arrangements, with vehicles using the loading bay located along the site frontage. A more detailed Delivery and Servicing Management Plan will be secured by s106 agreement.

### ***Construction Management***

- 18.23 The proposal will generate a notable volume of construction traffic on a day-to-day basis. Although the site is highly accessible, the council needs to ensure that the development can be implemented without unacceptable harm to amenity or the safe and efficient operation of the highway network in the local area. The site is located on Finchley Road, which forms part of TfL's TLRN. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday.
- 18.24 A Construction Management Plan (CMP), a CMP implementation support contribution of £10,116, and a Construction Impact Bond of £16,000 for the demolition and construction phases of the development, would be secured to ensure the impacts of demolition and construction works on the transport network can be mitigated and managed. These CMP measures would be secured by s106 agreement.
- 18.25 A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction would also be secured by s106 agreement.

### ***Highways Works***

- 18.26 The footway directly adjacent to the site on College Crescent may sustain damage because of the proposed demolition, excavation and construction works required. The Council would need to undertake remedial works to repair any such damage following completion of the proposed development.
- 18.27 A highways contribution would need to allow the Council to repave the footway adjacent to the site and remediate any other damage to the public highway following completion of works on-site. The highway works would be implemented by the Council's highways contractor on completion of the development. This would require a Highways payment of **£20,000** secured by s106 agreement.

### ***Pedestrian, Cycling and Environmental Improvements (PCE)***

- 18.28 The proposals at the site will introduce some new pedestrian and cycling trips. The applicant is required to help mitigate and manage the safe travel of the future occupiers to the site. As mentioned above, in line with the increase in walking and cycle trips which would be generated by the proposed development and further promoted by the requested Travel Plan, and the need for pedestrian, road safety and public realm enhancements, a contribution of £93,200 towards implementation of the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions, which form part of a borough-wide 'Healthy Routes - strategic cycling corridors' programme of works, would be secured by s106 agreement. The contribution would also be used towards the introduction of traffic reducing measures in the local area including a Healthy School Streets scheme on College Crescent, which is part of Camden's ambition to deliver such schemes at all feasible schools in the Borough.

### ***Micro and shared mobility improvements***

- 18.29 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby. However, these merely provide capacity for existing usage by residents and people who work in or visit the area.
- 18.30 The Council has plans to expand the network of dockless rental e-bikes and rental e-scooter bays, car club bays, and electric vehicle bays in the area. Considering the STAL grades and the demand arising for this transport mode from the proposal, it is appropriate that additional bays are provided in the future via developer contributions.
- 18.31 A cycle/e-scooter hire improvements contribution of **£10,000** would therefore be secured as a Section 106 planning obligation. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially

when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

### **Summary**

- 18.32 Overall, the proposal is acceptable in terms of transport implications, being car-free and located in a highly sustainable and accessible location in line with planning policy. The existing public highway network has sufficient provision for ancillary transport requirements including taxi pick-up and drop-off. The proposal will not generate a significant level of vehicular traffic and as such, would not have a significant impact on the capacity of the surrounding highway network. Conveniently accessible long-stay and short-stay cycle parking would be provided.

## **19. EMPLOYMENT AND TRAINING OPPORTUNITIES**

### **Construction phase**

- 19.1 The proposed development would be likely to generate increased employment opportunities during the construction phase as it is more than 1,000sqm or £3mill construction costs. To ensure local people benefit from these opportunities in line with CLP policy E1, the Economic Development Team will work with the developer to deliver several benefits from the development.
- 19.2 Regarding Local Procurement, the applicant would also sign up for the Camden Local Procurement Code (to be secured as part of the section 106 legal agreement), as per section 61 of the Employment Sites and Business Premises CPG. Camden's local procurement code sets a target of 10% of the total value of the construction contract. Spending a significant proportion of the total construction build cost on supplies/suppliers and sub-contractors within the Camden borough area will support local businesses and the overall functioning of the local economy.
- 19.3 The following measures would be secured to mitigate the impact of the construction phase:
- **Apprenticeships** - the applicant will be expected to recruit a construction apprentice, paid at least London Living Wage, for every £3million of build costs (or every 1,000sqm GIA newbuild) with a support fee of £1,700 per apprentice as per section 63 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the council's Euston Skills Centre (moved to a new location hence a new name). With an estimated build cost of £6.6 million, this would mean 2 construction apprentices and a £3,400 support fee.
  - **Construction Work Experience Placements** - the applicant should provide 1 construction work placement opportunity of not less than 2 weeks, to be undertaken over the course of the development construction.

This would be recruited through the council's King's Cross Construction Skills Centre, as per section 69 of the Employment sites and business premises CPG.

- **Local Recruitment** - the applicant will work with the Euston Skills Centre to recruit to vacancies, targeting 20% local recruitment, advertising with Camden for no less than a week before the roles are advertised more widely.
- **Local Procurement** - the applicant will also sign up to the Camden Local Procurement Code, as per section 61 of the Employment sites and business premises CPG. This sets a target of 10% of the total value of the construction contract, which aligns with the applicant's Employment and Training Strategy and its focus on the local area. The Economic Development Team will liaise and assist with the developer to provide details of local suppliers and subcontractors.

### ***Post construction***

19.4 Policy E2 of the CLP also encourages end uses to support employment opportunities through apprenticeships and training placements. The CPG advises this and applies to major commercial developments which will result in a net increase of 1,000sq m (GIA) or more of employment space including office, hotel and leisure developments.

19.5 The proposed hotel including the F&B component would deliver a similar number of jobs as the existing retail uses at the site (to be lost through redevelopment of the site). Nonetheless, the applicant has proposed one end use apprenticeship to be provided as part of the new hotel operations, which would be secured through the s106 legal agreement. An Employment and training contribution of £7,990, to be used by the Council's Inclusive Economy service to support employment and training activities and local procurement initiatives, would also be secured through the s106 legal agreement.

19.6 Lastly, the applicant has also agreed to the following local recruitment provisions, encouraging the applicant to work further with Council to secure additional local recruitment benefits as part of the new hotel operations:

- Local Employment Commitments (Network) – Joining the Council's Inclusive Business Network and promoting this and good employment practice to occupiers.
- Local Employment Commitments (Work Experience) – Working with the Council to deliver work experience placements through the hotel.
- Local Employment Commitments (Recruitment) - Working with Good Work Camden/the Council's Inclusive Economy Service to recruit to vacancies locally Work with Good Work Camden/the Council's Inclusive

Economy Service to offer specific opportunities to those furthest from the labour market possibly through supported employment initiatives.

19.7 The above measures would be included in a package of Employment and Training measures secured by s106 agreement in accordance with CLP policy E1 and the CPG.

## **20. REFUSE AND RECYLING**

20.1 Policy CC3 (Waste) states that the Council will seek to make Camden a low waste borough. Part (d) of the policy states that we will ensure that developments include facilities for storing and collecting waste and recycling.

20.2 An Operational Waste Management Plan was submitted with the application.

20.3 The hotel would be expected to generate in the order of 13,250 litres of waste per week, equivalent to 5,300 litres of waste that would be needed to be stored and collected daily, however sufficient provision is made for two days' waste in the event of a missed collection and to align with best practice.

20.4 Waste is proposed to be segregated between general waste; dry mixed recyclables and food waste on a 40:50:10 ratio.

20.5 The proposed waste provides 6,220 litres of waste provides an overprovision of waste storage whilst ensuring an appropriate ratio is provided between general waste and dry mixed recyclables with a daily collection regime.

20.6 The proposed provision of waste storage is considered appropriate to accommodate the needs of the development.

20.7 Waste collection for the hotel will continue in line with the existing arrangements for the retail units, with vehicles using the loading bay located along the site frontage.

20.8 The waste stores have been located at ground floor level where waste collection operatives can gain direct access to the building and segregated waste stores to collect waste from the specific store. The location of waste stores at ground level with clear, navigable external access will ensure that waste is not stored on the public highway at any time.

20.9 Condition 15 secures finalised details of the storage and collection of refuse and recycling for the hotel. As discussed in 'Transport' above, a detailed Delivery and Servicing Management Plan will be secured by legal agreement if planning permission is granted.

## **21. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 21.1 The CIL applies to all proposals which add 100m<sup>2</sup> of new floorspace or an extra dwelling. The amount to pay is the increase in floorspace (m<sup>2</sup>) multiplied by the rate in the CIL charging schedule. The final CIL liability will be determined by the CIL team.
- 21.2 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (MCIL2) with an estimated liability of **£142,051.64**.
- 21.3 The proposal will also be liable for the Camden Community Infrastructure Levy (CIL). The site lies in Zones B and C where CIL is calculated using rates based on the relevant proposed uses. The estimated Camden CIL liability is **£38,095.11**.

## **22. CONCLUSION**

- 22.1 The scheme is a positive development of an underused site, providing a hotel with ancillary facilities, which is considered appropriate for the site's Town Centre Location and aligns with both the London Plan and Camden Local Plan policies supporting visitor infrastructure and development supporting the local economy. The building would enhance the townscape with a well-designed building, refurbishing the characterful Edwardian façade, that activates the spaces around it and would not have a significant adverse impact on the amenity of neighbouring residents.

## **23. RECOMMENDATION**

- 23.1 Grant conditional Planning Permission subject to a Section 106 Agreement with the following heads of terms:
- Housing payment-in-lieu contribution of £639,000
  - Travel Plan and associated monitoring and measures contribution of £11,348
  - Car-free development.
  - Off-site contribution of £1,500 towards visitor cycle parking stands
  - Off-site contribution of £4,000 for a disabled parking space
  - Electric vehicle charging infrastructure (fast charger) contribution of £20,000
  - Controlled Parking Zone Belsize (CA-B CPZ) review contribution of £10,000
  - No coach party bookings and a ban on customers being picked up or dropped off by coach at any time outside the hotel.
  - Construction management plan (CMP), CMP implementation support contribution of £10,116, and CMP Impact Bond of 16,000.
  - Requirement to form a construction working group consisting of representatives from the local community.

- Highway works contribution of £20,000
- Pedestrian, Cycling and Environmental Improvements contribution of £93,200
- Micromobility improvements contribution of £10,000
- Construction Apprenticeships – 2 x Apprentice paid London Living Wage + £3,400 in support fees
- Construction Work Experience Placement – 1 x work experience placement
- End Use Apprenticeships – 1 x end use apprenticeship
- Employment and training contribution of £7,990
- Local Construction Recruitment (20%)
- Local Construction Procurement (10%)
- Local Employment Commitments (Network, Recruitment, and Work Experience)
- Sustainability plan (BREEAM compliance) – secure BREEAM Excellent rating.
- Energy Efficiency and Renewable Energy Plan
- District Heat Network future proofing details
- Carbon offset payment of £35,140.50
- 'Be Seen' Energy monitoring
- Hotel Operational Management Plan
- Delivery and Servicing Management Plan

## **24. LEGAL COMMENTS**

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

## 25. CONDITIONS

### ***Standard conditions***

#### **1 Time limit**

The development hereby permitted must be begun not later than 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 Approved drawings**

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

Plans: 500; 501; 1000; 1001; 1002; 1100; 1101; 1102; 1103; 1200; 1600; 1601; 1602; 1603; 1604; 1605; 1606; 1607; 1608; 2000, rev A; 2001, rev A; 2002; 2003; 2004; 2005; 2006a; 3000; 3001; 3002; 3003; 4000; 22020-SYM-XX-XX-SK-S-0006, rev P1; GMA Plan prepared by GEA, ref. J22390

Supporting information: Cover letter prepared by DP9, 4/05/2025; Air Quality Assessment prepared by Circle Sustainability, 30/07/2024; Arboricultural Report prepared by Marcus Foster, ref. AIA/MF/087/24, August 2024; Daylight and Sunlight Report prepared by Point 2 Surveyors Limited; ref. P3000, March 2025, rev 2; Design and Access Statement prepared by Studio Kyson, March 2025; Energy Statement prepared by Zenko Consulting, September 2025, rev 8; Fire Statement prepared by Maurice Johnson & Partners, ref. UK24106, 17/03/2025, rev A; Flood Risk Assessment prepared by Symmetrys, 27/03/2025, ref. 22020-SYM-XX-XX-RPT-C-0001, rev 04; Noise Impact and Exposure Assessment prepared by Clement Acoustics, March 2025, ref. 17408-NEA-01, rev F; Operational Waste Management Plan prepared by Caneparo Associates Ltd., March 2025; Draft Delivery and Servicing Plan prepared by Caneparo Associates Ltd., March 2025, Pre-Demolition Audit prepared by Eight Versa, August 2025, ref. 7063-9-12 New College Parade-PDA-2408-08yp.docx, rev 3; Sustainability Statement prepared by Circle Sustainability, March 2025, ref. 9-12 New College Parade - Sustainability Statement, rev 2; Draft Travel Plan prepared by Caneparo Associates Ltd., March 2025; Structural Report including Basement Impact Assessment prepared by Symmetrys, 10/07/2025, ref. 22020-SYM-XX-XX-RPT-S-0001, rev P6; Transport Assessment prepared by Caneparo Associates Ltd., March 2025; Planning Statement prepared by DP9, April 2025; Statement of Community Involvement prepared by Kanda, April 2025; Whole Life Carbon Assessment Report prepared by Mainer Associates, rev C, 7/10/2025; Flood Risk Emergency Plan prepared by Symmetrys, ref. 22020-SYM-XX-XX-FEP-C-0001, rev P02, 12/09/2025; Thermal Comfort Analysis prepared by Zenko Consulting, rev 2, 03/07/2025; Urban Greening Factor prepared by Studio Kyson

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



## ***Pre-start conditions (any works)***

### **3 Tree protection**

Prior to the commencement of works on site, tree protection measures shall be installed and working practices adopted in accordance with the document entitled Arboricultural Report prepared by Marcus Foster, ref. AIA/MF/087/24, August 2024. All trees on the site, or parts of trees grow from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with BS5837:2012 and with the approved protection details. The development shall be monitored by the project arboriculturalist in accordance with the approved report.

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 policies A2 and A3 of the Camden Local Plan.

### **4 London Underground**

Prior to the commencement of works on site, in consultation with TfL Infrastructure Protection, the following information shall be submitted and to and approved in writing by the local planning authority:

- a) Provide detailed design of commencement works (temporary and permanent).
- b) Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU). Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- c) Identify and accommodate the location of the existing LU tunnels.
- d) Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works. Dependent upon the changes in loading and the works, ground movement impact assessment and asset monitoring may be required.
- e) Written confirmation will be required from Thames Water that any increased drainage or sewage from the site will not be discharged directly or indirectly into LU's drainage system.
- f) Mitigate the effects of noise and vibration on and arising from the adjoining railway operations and maintenance within their structures and land.
- g) No claims to be made against TfL or LU by the Local Authority, purchasers, tenants, occupants or lessees of the development for any noise or vibration resulting from LU running, operating and maintaining the adjacent railway.
- h) Provide technical specifications related to the proposed plant machinery and UKPN plant. Upon review of the technical specifications, an independent EMC impact assessment may be required to be submitted for TfL Engineers' approvals. This is to ensure any EMC issues emanating from the plant or equipment to be used on the site or in the finished structure will not adversely affect London Underground electrical equipment or signalling systems.

- i) For abnormal load vehicles to use the A41, provide an assessment on the affected tunnel structures. If this is not completed, then no abnormal loads will be permitted to use the A41 and must access site by other means.

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works shall be completed in accordance with the approved details in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

## **5 London Underground**

Prior to the commencement of demolition works on site, in consultation with TfL Infrastructure Protection, the following information shall be submitted and to and approved in writing by the local planning authority:

- a. Provide detailed design of demolition works.
- b. Provide detailed design of associated temporary works.
- c. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to LU. These activities includes but not limited to the use of scaffolding, tall plant and demolition plant. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- d. Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works.
- e. A ground movement impact assessment will be required for demolition considering short term and long term effects.
- f. Tunnel monitoring and track monitoring for the duration of works if required.
- g. Full consultation with TfL Infrastructure Protection to agree works, and site remedial methodologies.
- h. No support to be taken from LU's land or structures.
- i. An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
- j. For abnormal load vehicles to use the A41, provide an assessment on the affected tunnel structures. If this is not completed, then no abnormal loads will be permitted to use the A41 and must access site by other means.

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works shall be completed in accordance with the approved details in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

### ***Pre-start conditions (other than demolition or site clearance)***

#### **6 Piling method statement**

No piling shall commence until a Piling Method Statement has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. The Piling Method Statement shall include all the following:

- a) the depth and type of piling to be undertaken
- b) the location of the piling in relation to all underground utility assets
- c) the methodology by which such piling will be carried out
- d) measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and
- e) the programme for the works.

Any piling must be undertaken in accordance with the terms of the approved Piling Method Statement.

Reason: To protect and minimise risk of damage to underground sewerage utility infrastructure, minimising impact on infrastructure, flooding, and water environment, in accordance with policy CC3 and DM1 of the London Borough of Camden Local Plan 2017.

#### **7 Detailed design drawings and samples**

Notwithstanding the details shown on the approved plans, prior to commencement of works (other than demolition and site clearance), 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 before the relevant part of the work is begun:

- a) Detailed drawings including plans, coloured elevations and sections of all windows (including jambs, head and cill), external doors, screening, balconies, balustrades, parapets, planters and associated elements at a scale of 1:20;
- b) Plan, coloured elevation and section drawings of the new shopfronts at a scale of 1:20;
- c) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site). Sample bay panel of materials to be provided at a suitable size (provided on site / at agreed location for review) to include typical window with all neighbouring materials and details; and
- d) Typical details of railings and balustrades at a scale of 1:20, including method of fixing.
- e) Details of integrated bird and bat boxes, and insect habitats.

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 D1 of the Camden Local Plan 2017.

## **8 Mechanical ventilation**

Prior to commencement of works (other than demolition and site clearance), full details of the mechanical ventilation system including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from busy roads and any boiler/ CHP stack or any other emission sources and as close to roof level as possible, to protect internal air quality. The development shall thereafter be constructed and maintained in accordance with the approved details.

Reason: To protect the amenity of residents in accordance with London Borough of Camden Local Plan Policy CC4 and London Plan policy SI 1.

## **9 Secured by Design standards**

Prior to commencement of works (other than demolition and site clearance), proof that the plans are in line with Secured by Design standards and accreditation must be submitted to and approved by the local planning authority.

Reason: To ensure that the development mitigates the risk of crime and antisocial behaviour in accordance with policy C5 of the London Borough of Camden Local Plan 2017.

## **10 Whole Life Carbon Assessment**

Prior to commencement of works (other than demolition and site clearance), an updated Whole Life Carbon (WLC) assessment shall be submitted to and approved in writing by the local planning authority. The updated assessment shall:

- Be in line with the latest London Plan Guidance Whole Life-Cycle Carbon Assessments;
- Reflect detailed design stage information, including manufacturer-specific data where available;
- Reassess the Mechanical, Electrical and Plumbing (MEP) contribution using project-specific inputs;

The development shall be carried out in accordance with the approved WLC assessment.

Reason: To ensure the development minimises carbon emissions throughout its whole life cycle and optimises resource efficiency in accordance with Policy SI2 in the London Plan 2021 and Policy CC1 of the Camden Local Plan.

## **11 Revised Be Lean Modelling**

Prior to commencement of works (other than demolition and site clearance), the development hereby approved shall submit revised Be Lean assessment with supporting modelling and robust justification that further fabric measures have been

considered with the aim of exceeding the 15% reduction in carbon dioxide emissions beyond Part L 2021 Building Regulations in line with the energy hierarchy to the Local Planning Authority to be approved in writing. Prior to occupation, evidence demonstrating that the approved measures have been implemented shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the effects of and can adapt to a changing climate in accordance with policies CC1 and CC2 of the London Borough of Camden Local Plan Policies and Policy SI 2 of the London Plan.

## **12 Basement Engineer**

Prior to commencement of works (other than demolition and site clearance) a suitably qualified chartered engineer with membership of the appropriate professional body shall be appointed to inspect, check for compliance with the design (as approved by the local planning authority and building control body) and monitor the critical elements of both permanent and temporary basement construction works throughout their duration. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of works (other than demolition and site clearance). Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To ensure proper consideration of the structural stability of neighbouring buildings and to safeguard the appearance and character of the immediate area in accordance with the requirements of policies D1, D2 and A5 of the London Borough of Camden Local Plan 2017.

### ***Prior to above ground works***

## **13 London Underground**

Prior to the commencement of sub-structure construction works on site, in consultation with TfL Infrastructure Protection, the following information shall be submitted and to and approved in writing by the local planning authority:

- a) Provide detailed design of demolition, excavation and associated temporary works.
- b) Provide detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).
- c) Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- d) Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works.
- e) A ground movement impact assessment will be required for sub-structure construction considering short term and long term effects.
- f) Tunnel monitoring and track monitoring for the duration of works if required.

- g) Full consultation with TfL Infrastructure Protection to agree works, and site remedial methodologies.
- h) No support to be taken from LU's land or structures.
- i) An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
- j) For abnormal load vehicles to use the A41, provide an assessment on the affected tunnel structures. If this is not completed, then no abnormal loads will be permitted to use the A41 and must access site by other means.

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works shall be completed in accordance with the approved details in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

#### **14 London Underground**

Prior to the commencement of super-structure construction works on site, in consultation with TfL Infrastructure Protection, the following information shall be submitted and to and approved in writing by the local planning authority:

- a) Provide detailed design for all superstructure works.
- b) Provide detailed design of associated temporary works.
- c) Provide details on the erection and use of tall plant (e.g. tower cranes, mobile cranes) and scaffolding prior to commencement of works.
- d) Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.
- e) Site specific Risk Assessments and Method Statements (RAMS) for any activities (superstructure works, craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- f) Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works.
- g) A ground movement impact assessment will be required for superstructure construction considering short term and long term effects.
- h) Tunnel monitoring and track monitoring for the duration of works if required.

- i) Full consultation with TfL Infrastructure Protection to agree works, and site remedial methodologies.
- j) No support to be taken from LU's land or structures.
- k) An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
- l) For abnormal load vehicles to use the A41, provide an assessment on the affected tunnel structures. If this is not completed, then no abnormal loads will be permitted to use the A41 and must access site by other means.

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works shall be completed in accordance with the approved details in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

## **15 Waste and recycling**

Prior to commencement of above ground works, details of the storage and collection of refuse and recycling for the hotel shall be submitted to and approved in writing by the local planning authority.

The development shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of the hotel and shall be retained thereafter.

Reason: To ensure the hotel includes adequate facilities for the storage and collection of waste and recycling, and to avoid obstruction of the surrounding streets and ensure the safety of pedestrians, cyclist and other road users, in accordance with policies CC5, T1 and T3 of the London Borough of Camden Local Plan 2017.

## **16 Details of blue / green roof**

Prior to commencement of above ground works, full details in respect of the blue / green roof in the area indicated on the approved roof plan shall be submitted to and approved by the local planning authority. Details of the blue/green roof provided shall include: catchment area, storage volume (minimum of 20.54m<sup>3</sup>), drainage rate, species, planting density, substrate and a section at scale 1:20 showing that adequate depth (expected to be at least 150mm for substrate) is available in terms of the construction and long term viability of the green roof, as well as details of the maintenance programme for blue / green roof. The buildings shall not be occupied until the approved details have been implemented and these works shall be permanently retained and maintained thereafter.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies G1, CC1, CC2, CC3, CC4, D1, D2 and A3 of the London Borough of Camden Local Plan 2017.

**17 Details of flood resilience measures**

Notwithstanding the details shown on the approved plans or supporting documents, prior to commencement of above ground works, full details of flood doors (or other resilience measures) for the ground and basement floors only shall be submitted to the Local Planning Authority and approved in writing. The development shall thereafter be completed in full accordance with the approved details and mitigation measures.

Reason: To protect the occupants and property in the event of a flood, and minimise and manage the risk to local flooding, in accordance with policy CC3 of the London Borough of Camden Local Plan.

***Prior to occupation or use***

**18 Diversion of waste from landfill**

Prior to occupation of the development, evidence demonstrating that a minimum of 95% of the demolition waste has been diverted from landfill, and compliance with the Institute for Civil Engineer's Demolition Protocol and either reuse of materials on-site or salvage appropriate materials to enable their reuse off-site has been achieved, shall be submitted to and approved by the local planning authority.

Reason: To ensure the development contributes to reducing waste and supporting the circular economy in accordance with the requirements of Policy CC1 of the London Borough of Camden Local Plan 2017.

**19 Odour abatement equipment and extract system**

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'EMAQ+Control of Odour and Noise from Commercial Kitchen Exhaust Systems. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour in accordance with the requirements of policy A1 of the London Borough of Camden Local Plan 2017

**20 Flood Risk Emergency Plan:**

Prior to occupation of the development, a final Flood Risk Emergency Plan shall be submitted to and approved in writing by the Council. The Flood Risk Emergency Plan should be prepared in accordance with the aims and objectives of the ADEPT/Environment Agency Flood Risk Emergency Plans for New Development guidance. The Flood Emergency Plan should also:

- clearly reflect suitable routes for emergency vehicle access with suitable mapping and figures



- provide details that the emergency services have been consulted on the plan, with details on infrastructure that may be required for them,
- provide details of alarm system if proposed,
- provide details of signage required along the main emergency egress route, which is not predicted to be dry in extreme rainfall events.

The development shall thereafter be carried out in accordance with the approved Flood Risk Emergency Plan.

Reason: To protect the occupants in the event of a flood in accordance with policy CC3 of the London Borough of Camden Local Plan.

**21 Sustainable Urban Drainage Systems (Evidence of installation):**

Prior to occupation of the development, evidence that the system has been implemented in accordance with the approved details as part of the development shall be submitted to the local planning authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the approved maintenance plan.

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.

**22 Cycle parking (long-stay)**

Prior to the occupation of the development, the approved long-stay cycle parking facility comprising 2 x Sheffield stands within the basement hotel cycle store and 1 x Sheffield stand within the ground floor restaurant cycle store, shall be provided as shown on plans 2000 and 2001, and shall thereafter be permanently maintained and retained.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.

**23 Wheelchair accessible rooms**

Prior to first occupation of the development, there shall be the provision of 4 fully wheelchair accessible rooms.

Reason: To ensure that the internal layout of the building makes sufficient provision for the needs of people with disabilities in accordance with the requirements of policy D5 of the London Plan 2021 and Policy C6 of the London Borough of Camden Local Plan 2017

**24 Solar PV – Evidence of Installation**

Prior to occupation of the development, evidence showing the location, extent (no.97 panels) and predicted energy generation capacity of at least 38.93kWp and associated equipment installed on the building in accordance with the approved details as part of the development as well as details of the maintenance programme shall be submitted to the local planning authority and approved in writing. The systems shall thereafter be retained and maintained in accordance with the

approved maintenance plan. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CC1 of the London Borough of Camden Local Plan 2017.

**25 Air Source Heat Pump with Active Cooling (Non-residential)**

Prior to occupation of the development, details, drawings and data sheets showing the location, Seasonal Performance Factor of at least 2.5 (or COP of 4 or more or SCOP of 3.4 or more), the refrigerants used in the system is of global warming potential at or lower than 675, SEER of at least 5.1, and associated equipment to be installed on the building, shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the details approved by the local planning authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities, and to ensure that all development reduces the impact of urban and dwelling overheating, including application of the cooling hierarchy in accordance with the requirements of policies CC1 and CC2 of the London Borough of Camden Local Plan 2017.

**26 Active Cooling**

Prior to occupation, evidence shall be submitted and approved in writing by the Local Planning Authority, demonstrating that measures to adapt to climate change have been implemented and that overheating risk has been managed. It needs to demonstrate that the development has reduced cooling demand as far as possible and that the cooling hierarchy has been followed and any feasible measures implemented. The measures to be implemented should at the minimum include internal blinds.

Reason: To ensure the development reduces the impact of urban and dwelling overheating, including application of the cooling hierarchy in accordance with the requirements of policies CC1 and CC2 of the London Borough of Camden Local Plan 2017.

**27 Privacy measures**

Prior to first occupation of the development, the hotel room windows to the rear (east) facing hotel room windows on the approved plans shall be fitted with obscured glazing to at least 1.7m from finished floor level. The obscured glazing shall be maintained and retained as such in perpetuity.

Reason: To prevent unreasonable overlooking and impact on privacy of occupiers of neighbouring properties, in accordance with policy A1 of the Camden Local Plan 2017.

## ***Compliance conditions***

### **28 Non-road mobile machinery (NRMM)**

No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.

### **29 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 ensure that the rating level of the noise emitted from the proposed installation located at the site shall not exceed the existing background level at any noise sensitive premises when measured and corrected in accordance with BS4142:2014 +A1:2019 "Methods for rating and assessing industrial and commercial sound."

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.

### **30 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

### **31 Basement construction works**

The development shall not be carried out other than in strict accordance with the methodologies, recommendations and requirements of the Basement Impact Assessment (Structural Report including Basement Impact Assessment prepared by Symmetrys, 10/07/2025, ref. 22020-SYM-XX-XX-RPT-S-0001, rev P6, audited 10/09/2025) hereby approved, and the confirmation at the detailed design stage that the damage impact assessment would be limited to Burland Category 1.

Reason: To ensure proper consideration of the structural stability of neighbouring buildings and to safeguard the appearance and character of the immediate area in accordance with the requirements of policies D1, and A5 of the London Borough of Camden Local Plan 2017.

### **32 Front elevation – First Floor windows**

The first-floor windows on the front elevation of the hotel shall be non-opening and fitted with fixed glazing, to be thereafter maintained retained as such for the lifetime of the development.

Reason: To protect visitors from poor air quality in accordance with London Borough of Camden Local Plan Policy CC4.

**33 Urban Greening Factor**

The development shall achieve an Urban Greening Factor Score of at least 0.43 prior to first occupation and shall thereafter be maintained and retained to achieve this score in perpetuity in accordance with approved document: Urban Greening Factor prepared by Studio Kyson.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity, character and biodiversity of the area in accordance with the requirements of policies A2, A3 and D1 of the Camden Local Plan 2017 and policy G5 of the London Plan 2021.

**34 Sustainable Urban Drainage Systems:**

The sustainable drainage system as approved in the Symmetry's 22020-SYM-XX-XX-RPT-C-0001 Flood Risk Assessment dated 15/08/2025 shall be installed as part of the development 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 and to achieve 1 l/s runoff rate. The system shall include 20.54m<sup>3</sup> attenuation from the proposed green roof, as stated in the approved documentation and shall thereafter be retained and maintained in accordance with the approved maintenance plan.

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.

**35 Number of hotel bedrooms**

The development hereby permitted shall not comprise more than 53 hotel bedrooms upon completion and shall be delivered in accordance with the approved plans set out in Condition 2 of this planning permission.

Reason: In order to ensure that the amenities of the surrounding area are protected in accordance with policies A1, A4 and D1 of the London Borough of Camden Local Plan (2017).

**36 No additional external fixtures**

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent or superseding orders, no lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the building, 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 policies D1 of the London Borough of Camden Local Plan 2017.

**37 Water use (building control optional requirements)**

The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 of the London Borough of Camden Local Plan 2017.

**38 Fire Safety**

The development shall at all times be occupied and managed in strict compliance with the Fire Statement prepared by Maurice Johnson & Partners, ref. UK24106, 17/03/2025, rev A.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with policies D5 and D12 of the London Plan.

## 26. INFORMATIVES

1	<p><b>Building Control:</b> 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).</p>
2	<p><b>Biodiversity Net Gain (BNG) Informative (1/3):</b> 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: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (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 below the de minimis threshold (because it does not impact on 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).</p>
3	<p><b>Biodiversity Net Gain (BNG) Informative (2/3):</b> + 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"><li>1. The planning application was made before 12 February 2024.</li><li>2. The planning permission is retrospective.</li><li>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.</li><li>4. The permission is exempt because of one or more of the reasons below:<ul style="list-style-type: none"><li>- 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.</li><li>- 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).</li><li>- The application is a Householder Application.</li><li>- It is for development of a "Biodiversity Gain Site".</li><li>- 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).</li></ul></li></ol>

	<p>- It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).</p>
4	<p><b>Biodiversity Net Gain (BNG) Informative (3/3):</b></p> <p>+ Irreplaceable habitat:  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.</p> <p>+ The effect of section 73(2D) of the Town &amp; 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.</p> <p>+ 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.</p>
5	<p><b>Community Infrastructure Levy:</b></p> <p>This proposal may be liable for the Mayor of London's Community Infrastructure Levy (CIL) and the Camden CIL. Both CILs are collected by Camden Council after a liable scheme has started, and could be subject to surcharges for failure to assume liability or submit a commencement notice PRIOR to commencement. We issue formal CIL liability notices setting out how much you may have to pay once a liable party has been established. CIL payments will be subject to indexation in line with construction costs index. You can visit our planning website at <a href="http://www.camden.gov.uk/cil">www.camden.gov.uk/cil</a> for more information, including guidance on your liability, charges, how to pay and who to contact for more advice. Camden adopted new CIL rates in October 2020 which can be viewed at the above link.</p>
6	<p><b>Construction Management Plans:</b></p> <p>You are advised the developer and appointed / potential contractors should take the Council's guidance on Construction Management Plans (CMP) into consideration prior to finalising work programmes and must submit the plan using the Council's CMP pro-forma; this is available on the Council's website at <a href="https://beta.camden.gov.uk/web/guest/construction-management-plans">https://beta.camden.gov.uk/web/guest/construction-management-plans</a> or contact the Council's Planning Obligations Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444). No development works can start on site until the CMP obligation has been discharged by the Council and</p>

	<p>failure to supply the relevant information may mean the council cannot accept the submission as valid, causing delays to scheme implementation. Sufficient time should be afforded in work plans to allow for public liaison, revisions of CMPs and approval by the Council.</p>
7	<p><b>Highways:</b>  This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations &amp; Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.</p>
8	<p><b>Party Wall:</b>  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.</p>
9	<p><b>Environmental Health:</b>  All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at <a href="http://www.camden.gov.uk">www.camden.gov.uk</a>) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)</p> <p>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 must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.</p>
10	<p><b>Adverts:</b>  This permission is granted without prejudice to the necessity 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, <a href="http://www.camden.gov.uk/planning">www.camden.gov.uk/planning</a> or the Camden Contact Centre on Tel: 020 7974 4444 or email <a href="mailto:env.devcon@camden.gov.uk">env.devcon@camden.gov.uk</a>).</p>
11	<p><b>Groundwater discharge to public sewer:</b>  A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> .</p>



	<p>Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>
12	<p><b>Thames Water underground waste water assets:</b>  The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a>  Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
13	<p><b>Use of Thames Water water mains for construction purposes</b>  Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
14	<p><b>Legal Agreement:</b>  Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.</p>





Application site



No excavation zone due to tree RPA  
(refer to tree consultant drawings for further information)

Existing Building Line

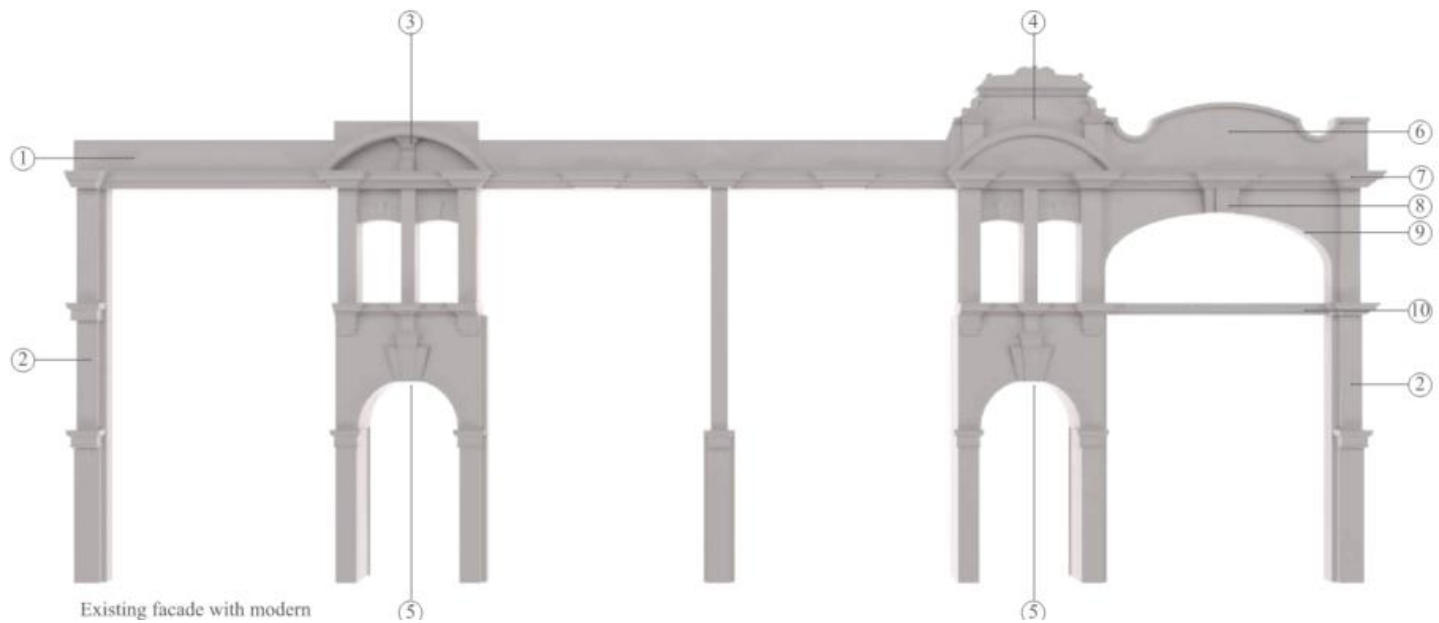








Existing facade



Existing facade with modern elements removed



