

Address:	Former Homebase Store 255 Finchley Road The O2 Centre London NW3 6LU		1
Application Number(s):	2026/0201/P	Officer: Connie Marinetto	
Ward:	West Hampstead		
Date Received:	19/01/2026		
Proposal:	Temporary installation of 10 no. padel courts with associated enclosures, erection of an all-weather canopy structure, and associated ancillary facilities (including a clubhouse, sauna building and golf pods) for use as outdoor padel centre (Class F2) for a period of up to 5-years, together with accessible car parking, cycle parking, hard landscaping and other associated works.		
Background Papers, Supporting Documents and Drawing Numbers:			
Existing Drawings:			
1682-101 (Rev A), 1682-102 (Rev A), 1682-103 (Rev A), 1682-104 (Rev A), 1682-105 (Rev A), 1682-106 (Rev A), 1682-107 (Rev A)			
Proposed Drawings:			
1682-207 (Rev B), 1682-208 (Rev C), 1682-209 (Rev A), 1682-210 (Rev B), 1682-301 (Rev A), 1682-302 (Rev A), 1682-303, 1682-304, 1682-305, 1682-204 (Rev D), 1682-205 (Rev C), 1682-206 (Rev D), 1682-203 (Rev H), 1682-401 (Rev E), 1682-402 (Rev A), 1682-202 (Rev D)			
Documents:			
Covering Letter prepared by Newmark (dated 19/01/2026), Design & Access Statement prepared by Kirkman Architects (dated 17/12/2025), Draft Construction Management Plan ("CMP") Proforma prepared by S3 Padel (dated 02/06/2025), Fire Strategy prepared by Jenson Hughes (dated 07/01/2026), Lighting Assessment prepared by Strenger, Noise Impact Assessment prepared by Noise Ltd (dated 22/12/2025), Sustainability Statement prepared by S3 Padel, Drainage Strategy Report prepared by Ridge (dated 24/03/2026), Transport Statement and Travel Plan prepared by Pulsar (dated 19/12/2025), and Planning Statement prepared by Newmark (dated 19/01/2025).			
RECOMMENDATION SUMMARY: Grant conditional Planning Permission subject to a Section 106 Legal Agreement			
Applicant:	Agent:		
S3 Padel – Social Sports Ltd	Newmark One Fitzroy 6 Mortimer Street London		

	W1T 3JJ United Kingdom
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ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Nil use	Cleared site	5,964	0	-5,964
F.2	Outdoor Leisure use	0	5,964	+ 5,964
Total	All uses		+5,964	+5,964

Parking details				
Type	Existing spaces	Proposed long stay	Proposed short stay	Difference
Car parking	0	0	4 (disabled spaces)	+4
Cycle parking	0	1	19	+ 20

EXECUTIVE SUMMARY

- i) The proposal seeks permission for the temporary provision of 10 padel courts and ancillary facilities including a clubhouse, sauna, and golf pods, on the land of the former Homebase store within the approved O2 Masterplan Site. This part of the site is now cleared, and development is proposed as a 'Meanwhile Use' for a temporary period of up to 5 years pending delivery of the approved redevelopment.
- ii) Leisure and sport facilities are recognised as an important and beneficial use owing to their contributions to strong and healthy communities. Increasing provision of such facilities, particularly in highly accessible areas such as the application site, is consistent with the aims of the development plan. The temporary use would ensure the site remains active whilst redevelopment proposals are progressed, and it would not prejudice delivery of the approved masterplan with appropriate contract break clauses. The masterplan supports meanwhile use of the site to maintain activity whilst development proposals are progressed.
- iii) The development would provide community benefits through a Community Use Plan to support access for local groups. The proposal would also secure transport-related obligations including a Travel Plan and micromobility contribution to support sustainable travel. The development would not result in harm to

neighbouring residential amenity, heritage assets or the character and appearance of the area.

- iv) The scheme complies with the development plan as a whole and is recommended for approval.

OFFICER REPORT

Reason for Referral to Committee: The construction of a building or extension 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
Neighbourhood Plan Area	Fortune Green and West Hampstead
Local Plan Town Centre	Finchley Road Town Centre
Local Plan Growth Area	West Hampstead
PTAL (Public transport accessibility)	6a
Contaminated Land Potential	Former Railway Lands / Gas Works / Cocoa Factory / Fry Depot
Flood Zone 1	Very low flood risk (rivers and sea)

Table 1 - Site designations and constraints

Description

1.2 The application site comprises a 5,964 sqm area of land located at the western end of the O2 centre car park. The site relates to the land outlined in red on Figure 1 below, and the remainder of the site would continue in its existing use.



Figure 1 – The existing site

1.3 The site is currently cleared following the demolition of the former Homebase store in 2024, as permitted under the approved O2 Masterplan. The cleared site contains no permanent buildings, is currently vacant, and is enclosed by hoarding.

- 1.4 The site is bounded by Blackburn Road to the north and the Thameslink railway line to the south (Bedford-Brighton line). Vehicular access to the site is from Blackburn Road, which connects to Finchley Road (A41) to the east.
- 1.5 The surrounding area comprises a mix of commercial and residential uses. To the east lies the O2 Centre and its associated 520 space car park. To the west are commercial uses including car showrooms, a builders' merchant, and student accommodation.
- 1.6 The site is located within Finchley Road Town Centre, which has a mix of retail, leisure and residential uses. The surrounding area also includes West Hampstead town centre further to the west.
- 1.7 To the south, beyond the railway, there are a number of residential properties.
- 1.8 The site is not in a Conservation Area. However, the South Hampstead Conservation Area and West End Green Conservation Area are located nearby.
- 1.9 The site has a Public Transport Accessibility Level (PTAL) rating of 6a (where 1a is extremely poor and 6b is Excellent). Therefore, it is considered to have a very good/excellent level of access to public transport. The site is located within walking distance of Finchley Road Underground Station, Finchley Road and Frognal Overground Station, and West Hampstead Underground, Overground and Thameslink stations. The site is also well served by local bus routes, including the 187 and 268 which stop adjacent to the site.

2. THE PROPOSAL

- 2.1 The proposal is for the change of use of 5,964 sqm of vacant land to provide a 10 court Padel Club (Class F.2) together with associated facilities, for a temporary period.
- 2.2 The development would comprise the following:
- 10 padel courts, comprising 4 courts which are covered by a shared canopy and 6 of which are open air
 - Sauna Building comprising 2 saunas, changing rooms, WC, and plunges
 - 2 Golf Pods
 - Clubhouse Building containing café servery, retail counter, changing rooms and WC's
 - External lighting, including integrated court lighting and low-level pathway lighting.
 - Cycle parking comprising 20 spaces located close to the entrance of the site

- Accessible car parking comprising 4 disabled spaces
- Refuse Storage to the rear (west) of the site

2.3 The application is a “meanwhile use” to activate this part of the site whilst the development of the O2 Masterplan site is progressed. The application seeks permission for a period of up to 5 years only which would be secured by a time limit condition (Condition 1).

3. RELEVANT HISTORY

The site

3.1 **2022/0528/P** - Detailed planning permission for Development Plots N3-E, N4, and N5 and Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8, including demolition of all existing structures and associated works, and redevelopment to include residential development (Class C3), commercial, business and service uses (Class E), local community uses (Class F2), and Sui Generis leisure uses (including cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots, in accordance with the Development Specification. For the avoidance of doubt, the Detailed and Outline planning permission are separate and severable for each of the Plots shown on plan P011 and the description of development on any decision notice issued pursuant to the application would reflect that.” **Hybrid Permission Granted 20/12/2023**

3.2 **2025/0484/P** – Re-consultation with revised application description January 2026:

Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary Conditions I4 (Severability Condition), AD1 (Approved Drawings - Masterplan), AD2 (Approved Drawings - Reserved Matters), AD3 (Approved Drawings - Phase 1), RM1 (Parameter Plans and Development Specification), RM6 (Phasing Plan), RM11 (Reserved Matters - Access Statement), RM21 (Reserved Matters - Total floorspace), D20 (Photo-voltaic Cells), D21 (Phase 1 Long Stay Cycle Parking), D22 (Phase 2 Short Stay Cycle Parking), D24 (Phase 1 Disabled Car Parking), D26 (Phase 1 Fire Safety Implementation of Approved Measures), and M28 (Phase-Wide Lighting Strategy) and the removal of Conditions M6 (Enabling Works) and M7 (Major Utilities Infrastructure) of planning permission ref. 2022/0528/P dated 20 December 2023 for 'Detailed planning permission for Development Plots N3-E, N4, and N5 and Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8, including demolition of all existing structures and associated works, and redevelopment to include residential development (Class C3), commercial, business and service uses (Class E), local community uses (Class F2), and Sui Generis leisure uses (including

cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots, in accordance with the Development Specification. For the avoidance of doubt, the Detailed and Outline planning permission are separate and severable for each of the Plots shown on plan P011 and the description of development on any decision notice issued pursuant to the application would reflect that', to allow for amendments to the Detailed Element (Plots N3-E, N4 and N5) including additional height, alterations to the design, massing and footprint of the buildings; the replacement of Block N4D with a pavilion building; additional residential floorspace (and corresponding reduction in floorspace within Outline Elements); revisions to affordable housing and unit mix and internal layouts; relocation and reduction in community (Class F2) floorspace, additional commercial (Class E(a)) floorspace, reduction in professional services (Class E(c)) floorspace, additional blue badge parking and cycle parking; revised landscaping and additional public realm; and associated works. **Application pending determination**

4. CONSULTATION

Statutory consultees

Fortune Green and West Hampstead Neighbourhood Forum

4.1 No response received.

Network Rail

4.2 No objection, subject to no interference from the lighting.

Officer response: This is secured by conditions requiring compliance with the submitted Lighting Assessment and controlling external lighting levels. An informative is also included regarding engagement with Network Rail's Asset Protection Team.

Councillors or MPs

4.3 No responses received.

Local groups

Belsize Conservation Area Advisory Committee (CAAC)

4.4 This temporary installation must not be allowed to delay the provision of the social housing on the O2 Masterplan Site.

Officer response: The proposal is for a temporary meanwhile use only and would not prejudice the delivery of the approved redevelopment of the wider O2 Masterplan site, including the delivery of residential development. A break clause means LandSec (the O2 developer) can release the site when

needed. The acceptability of the temporary use is assessed further in Section 7 (Land Use).

Adjoining occupiers

4.5 Four site notices were displayed, two either side of the former homebase site, one on Billy Fury Way, outside the IQ student accommodation, one outside the O2 centre on Finchley Road. The notices were displayed from 30/01/2026 until 23/02/26.

4.6 One comment of support was received:

"I am writing in reference to the revised planning application for the O2 Centre redevelopment near West Hampstead. I have noted the change in the proposal which asks the permission for padel courts in the site where Homebase was. I would like to go on record stating that I am in favour of this revised plan. Thank you for the opportunity to provide feedback".

5. POLICY

National and regional policy and guidance

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

[National Planning Policy Framework: draft 2025](#)

[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](#)

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

[D4 Delivering good design](#)

[D5 Inclusive design](#)

[D12 Fire safety](#)

[D14 Noise](#)

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

[S5 Sports and recreation facilities](#)

[SI 2 Minimising greenhouse gas emissions](#)

[SI 3 Energy infrastructure](#)

[SI 13 Sustainable drainage](#)

[T1 Strategic approach to transport](#)

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

[T4 Assessing and mitigating transport impacts](#)

[T5 Cycling](#)

[T6 Car parking](#)

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

[T7 Deliveries, servicing and construction](#)

[T9 Funding transport infrastructure through planning](#)

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

London Plan Guidance (LPG)

[Accessible London SPG](#)

[Social Infrastructure SPG](#)

[Energy Planning Guidance](#)

[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

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

[Policy C1 Health and wellbeing](#)

[Policy C3 Cultural and leisure facilities](#)

[Policy C5 Safety and security](#)

[Policy C6 Access for all](#)

[Policy E1 Economic development](#)

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

[Policy A3 Biodiversity](#)

[Policy A4 Noise and vibration](#)

[Policy D1 Design](#)

[Policy D2 Heritage](#)

[Policy CC1 Climate change mitigation](#)

[Policy CC2 Adapting to climate change](#)

[Policy CC3 Water](#)

[Policy CC5 Waste](#)

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

[Policy TC4 Town centre uses](#)

[Policy T1 Prioritising walking, cycling and public transport](#)

[Policy T2 Parking and car-free development](#)

[Policy T3 Transport infrastructure](#)

[Policy DM1 Delivery and monitoring](#)

Fortune Green and West Hampstead Neighbourhood Plan (2015) (NP)

[Policy 2: Design and Character](#)

[Policy 4: West Hampstead Growth Area](#)

[Policy 5: Public Transport](#)

[Policy 6: Public Transport Facilities](#)

[Policy 7: Sustainable Transport](#)

[Policy 8: Cycling](#)

[Policy 9: Pavements & Pedestrians](#)

[Policy 10: New & Improved Community Facilities](#)

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Amenity - January 2021](#)

[Biodiversity CPG - March 2018](#)

[Community uses, leisure and pubs - January 2021](#)

[Design - January 2021](#)

[Developer Contribution CPG - March 2019](#)

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

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

[Transport - January 2021](#)

[Water and Flooding – January 2019](#)

Area Guidance:

[West End Lane to Finchley Road Area Guidance \(2021\)](#)

Draft Camden Local Plan (DCLP)

The [Proposed Submission Draft Camden Local Plan](#) was submitted to the Secretary of State for Housing, Communities and Local Government on the 3 October 2025 for independent examination, in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan will now be examined by a Planning Inspector in Spring 2026.

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 (DCLP) 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.

Site Allocations

Adopted site allocation 2013: [Site 29: O2 Centre Car Park](#)

Draft site allocations 2021: [Policy WHI2: O2 Centre, carpark and car showrooms sites](#)

Draft Local Plan Site Allocation – [W2 \(O2 Centre, car park, car showrooms and 14 Blackburn Road\)](#)

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

7. LAND USE

7.1 The lawful use of the land is a cleared site and so it currently has a nil use pending the delivery of the O2 masterplan.

7.2 The proposal involves a temporary change of use to an F.2 leisure and recreation use, specifically a Padel Court, with associated ancillary facilities (including a clubhouse, sauna building and golf pods) for use as outdoor padel centre (Class F2) for a period of up to 5-years, together with accessible car parking, cycle parking, hard landscaping and other associated works.

Provision of temporary leisure and recreation use

7.3 The proposed use is for a 10 court Padel club with associated facilities. Padel is a relatively new sport in the UK with increasing popularity. It is a racquet sport played in doubles on an enclosed court that is about a third the size of a tennis court. It is played with a solid (stringless) racquet and a ball similar to a tennis ball but slightly smaller and less bouncy. Like in squash, the walls of the court are integral to the game. It is commonly thought to be a more accessible game for beginners, or those with limited mobility, compared to tennis or squash.

7.4 It is also noted that the operator (S3 Padel) already operates similar facilities across the UK and within London, including sites at Wembley, Brent Cross, and Sutton, which demonstrates the established nature of this particular use.

7.5 Policy C1 of the Camden Local Plan promotes strong, vibrant and healthy communities whilst policy C3 of the Camden Local Plan seeks opportunities for new cultural and leisure facilities and also supports the use of vacant buildings for cultural and leisure activities to achieve this aim. It recognises

that new facilities should be located where as many people as possible can enjoy their benefits and use public transport to get there.

- 7.6 Policy 10 of the Fortune Green and West Hampstead Neighbourhood Plan supports the provision of community facilities to meet the needs of a diverse and growing population.
- 7.7 It is also noted that ‘improving access to healthcare and sports facilities’ is a strategic objective of the ‘We Make Camden’ ambitions included within the Submission Draft of the new Camden Local Plan (Table 1).
- 7.8 London Plan Policy S5 recognises the importance of sport and recreation facilities to encourage physical activity and deliver social, health and wellbeing benefits to communities. It seeks to increase or enhance the provision of facilities in accessible locations.
- 7.9 London Plan Policy HC5 also encourages the use of vacant land for “*pop-ups or meanwhile uses for cultural and creative activities during the day and night to stimulate vibrancy and viability and promote diversity.*”
- 7.10 The proposal also includes ancillary facilities including a small café servery, changing rooms, toilets and seating areas within the clubhouse, together with supporting leisure facilities such as the sauna and golf pods. These elements are considered acceptable as they are subordinate to and support the primary padel use.
- 7.11 The more inclusive nature of padel, along with measures like an accessible space, helps to introduce a more inclusive and active environment for a wider range of users in the community in compliance with Local Plan Policy C6 (access for all).
- 7.12 Overall, the proposed temporary use is therefore supported and in accordance with the development plan.

Temporary impact on delivery of O2 Masterplan

- 7.13 The site is located within the Phase 1 boundary of the O2 Masterplan Site, which has hybrid planning permission (ref. 2022/0528/P) for a comprehensive, residential-led redevelopment. Phase 1 includes the delivery of new housing alongside commercial and community uses. The application site previously comprised the former Homebase store, which was demolished in 2024 to facilitate the approved redevelopment. The site therefore currently forms a cleared parcel within the wider Phase 1 area. The approved phasing plan is shown below.



Figure 2 – Approved O2 Masterplan Phasing Plan

- 7.14 The current proposal seeks temporary planning permission for a period of up to 5 years to allow a meanwhile leisure use on the cleared parcel of land pending delivery of the approved masterplan. The proposal would activate an underutilised part of the site and provide a value-generating meanwhile use whilst proposals for Phase 1 are progressed.
- 7.15 Officers are satisfied the proposal does not prejudice the long-term comprehensive redevelopment of the site, which will continue to deliver housing and a mix of complementary uses in accordance with the Council's strategic objectives. Meanwhile uses can play a positive role in bringing vacant sites pending redevelopment into productive short-term use and avoiding sites remaining vacant for extended periods.
- 7.16 The temporary nature of the proposal, together with its reversible design and limited operational period, would ensure that the long-term delivery of the O2 Masterplan would not be compromised. The development comprises lightweight and reversible structures which could be removed within a short timeframe to allow redevelopment to proceed.
- 7.17 Whilst permission is sought for up to 5 years, this is the maximum period and it would only be used until the area is required for construction. A use of this scale is very unlikely to delay progress on of the extant O2 scheme given the comparative values, scale, and length of construction. The site only occupies a third of the phase 1 area so would still allow works on the other parts of phase 1. The applicant has also confirmed that a rolling break clause has been agreed with Landsec (the owner and the developer of the O2 Masterplan), which would allow the temporary use to cease earlier if required, to facilitate Phase 1 works on the padel site. The modular and temporary nature of the padel structures also means the structures could potentially be moved around the phase 1 area if necessary, allowing works in other parts of phase 1. Officers consider these measures provide further assurance that the meanwhile use would not delay delivery of the approved development.

7.18 A condition (Condition 1) would also be attached requiring the use to cease on or before a 5-year period (or earlier if required) from the date of determination to ensure the site remains available for the wider O2 masterplan to be delivered and to avoid delay to housing delivery.

7.19 Overall, the proposal would facilitate the efficient temporary use of vacant land before redevelopment plans for the site are implemented. Officers are satisfied that the proposal would not prejudice the delivery of the approved masterplan and that the temporary use of the site is acceptable in principle.

8. IMPACT ON NEIGHBOURING AMENITY

8.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impacts from construction works are also relevant and are dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of neighbour should be protected and development which causes an unacceptable level of harm to amenity should be refused.

8.2 The proposed development is located around 65m away from the nearest residential properties which are situated on Lithos Road to the north-east, Broadhurst Gardens to the south, and on Billy Fury Way (student accommodation), to the west.



Figure 3 – location of sensitive receptors relative to proposals

Privacy, daylight/sunlight and outlook

8.3 Given the limited height, lightweight form and separation distances, the proposal would not result in any loss of privacy, outlook, daylight or sunlight

to neighbouring occupiers. The development does not introduce substantial built form in close proximity to residential windows. On this basis, a Daylight and Sunlight Assessment was not considered necessary, and officers are satisfied that the proposal would not result in harm in these respects

Noise

- 8.4 Whilst padel can generate noise, the courts and the site is between two busy railway lines. A roof encloses the clubhouse and social space and some courts, helping to further contain noise. A Noise Impact Assessment has been submitted which demonstrates that predicted noise levels associated with the use of the padel courts would remain below existing background noise levels at the nearest sensitive receptors. The proposal has been reviewed by the Council's Environmental Health officer who considers noise from the use will be minimal given the location, and as such, considers the proposal to be acceptable in environmental health terms in noise terms.

Light pollution

- 8.5 A Lighting Assessment has also been undertaken which considers the potential impacts of lighting associated with the courts. The assessment concludes that the lighting would comply with relevant guidance and that light spill, glare and sky glow would remain within acceptable limits. The assessment also confirms that glare levels affecting the adjacent railway would comply with relevant railway lighting standards.
- 8.6 The proposal has been reviewed by Environmental Health. A compliance condition (Condition 8) has been added requiring external artificial lighting at the development to not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the CIE guidance 2003 & 2017 and the ILP Guidance Notes for the Reduction of Obtrusive Light (2021).
- 8.7 The proposal has also been reviewed by Network Rail. Network Rail note that artificial lighting associated with the development should not interfere with railway signalling or train drivers' visibility, and that appropriate boundary treatment should be maintained to prevent risks to the operational railway. A condition (Condition 8) has therefore been attached requiring compliance with the submitted Lighting Assessment and securing approval of any additional lighting. Network Rail also recommend that the applicant engages with their Asset Protection Team prior to finalising the design and commencing works, including entering into an Asset Protection Agreement where required. An informative (informative 6) has been added to advise the applicant accordingly.

9. DESIGN AND HERITAGE

Design approach



Figure 4 – site plan including uses

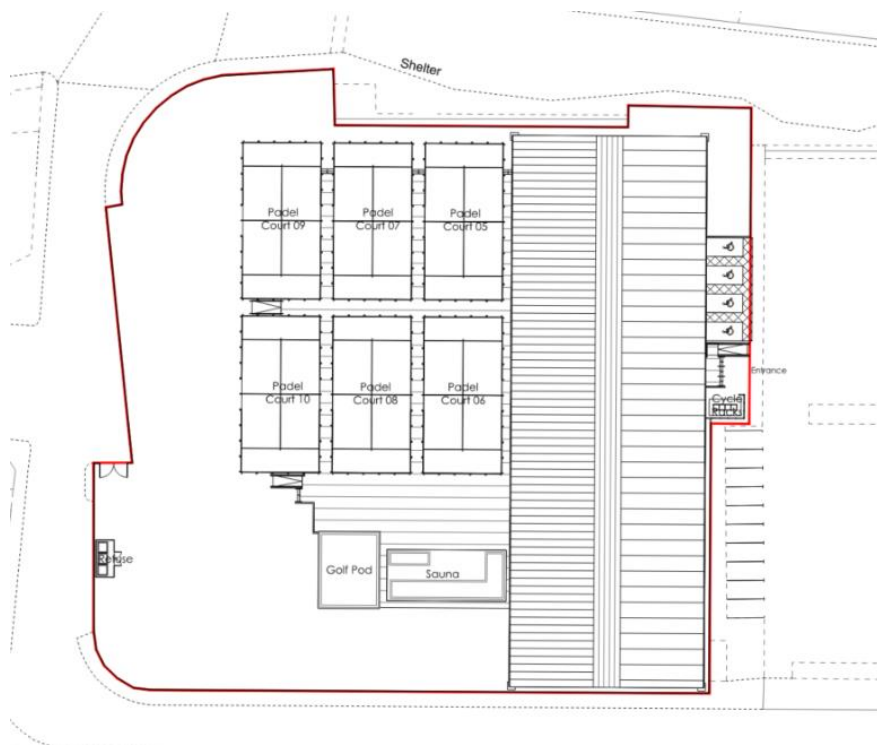


Figure 5 – roof plan

- 9.1 The proposed development comprises a series of 10 20m x 10m padel courts. Four of the padel courts will be grouped together and covered by a shared canopy with the clubhouse and social space, and six shall be open air, adjacent to the covered courts.
- 9.2 The canopy structure would have a maximum height of 10.9m. The lower sections would remain visually open, with the upper sections enclosed by lightweight panels. The open courts would be enclosed by typical padel court glazing and mesh fencing which would remain visually lightweight in appearance.
- 9.3 In terms of the ancillary amenities, the clubhouse building would be positioned beneath the canopy to the east of the site, near the entrance. The sauna and golf pods are positioned south of the open-air courts. The design and layout integrates appropriately within the existing site and is simple, proportionate and acceptable.
- 9.4 A continuous raised asphalt surface provides circulation across the site, sitting slightly above ground level. The padel courts shall be finished with blue artificial grass playing surfaces; the standard finish for padel courts in many venues across the UK.
- 9.5 The site is located at the western end of the wider O2 Centre site and is set well back from Finchley Road. Due to the size and depth of the O2 car park, the development would have limited visibility from the major public highways and would primarily be experienced within the context of the wider commercial site rather than in wider public views.
- 9.6 The main entrance would face towards the O2 Centre car park. The canopy would comprise a white tensile roof with green coloured side panels and associated signage, consistent with S3s branding.
- 9.7 The proposed structures are all limited to a single storey in height. The proposal comprises lightweight, structures, including repurposed shipping containers for the ancillary areas. Whilst the canopy reaches a greater height than the ancillary structures, the overall development would appear proportionate within the context of the wider O2 Centre site which is characterised by large commercial buildings and expansive areas of hardstanding.
- 9.8 Overall, the character and design would appear consistent with the temporary nature of the meanwhile use, and is appropriate given the nature of development and its surrounding context.

Heritage assets

- 9.9 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that where the development is in a conservation area, special

regard must be given to preserving or enhancing the character and appearance of that conservation area. Local Plan policy D2 protects the setting of conservation areas.

- 9.10 The site sits outside a conservation area but there are two Conservation Areas nearby to the site (South Hampstead and West End Green), and is not within sufficiently close proximity to any surrounding conservation area to affect its character or appearance.
- 9.11 The proposed structure would be barely visible from public views from the conservation areas, and when considered in the wider context, namely being separated from the conservation areas by railway lines to the north and south. As such there would be no impact to the setting or the character of these designated heritage assets.
- 9.12 Whilst there are listed buildings within the wider area, the proposal would not affect their setting given the distance from the site, the intervening built form and the contained location of the development within the O2 Centre site.
- 9.13 It is therefore concluded that there is no heritage harm associated with the proposal. Overall, the design is appropriate for its context and temporary nature and therefore complies with the development plan in terms of design and heritage.

10. TRANSPORT

- 10.1 The Mayor's Transport Strategy 2018 (MTS) sets a target for 80% of all Londoners' trips to be made by foot, cycle, or public transport by 2041. The MTS and the London Plan require new developments to promote sustainable transport, reduce congestion, improve air quality, and restrict car parking, especially in areas with good public transport access.
- 10.2 Policy T1 of the London Plan and Local Plan prioritise walking, cycling, and public transport, while Policy T2 mandates car-free developments. The scheme will be secured as car-free by S106 agreement. Policy T3 and T4 address infrastructure improvements and the sustainable movement of goods and materials.
- 10.3 The site is well connected by road, rail, and buses, with an excellent PTAL score. The site will be accessed by users from the existing O2 Centre Car Park, bounding the site to the east. Step free access will be provided for those with wheelchairs or mobility impairments.

Operational impact

- 10.4 The proposed operating hours are Monday to Sunday 07:00 to 23:00. There are ten courts with four people on each court. This means a maximum of 40 people using the courts at any one time, plus up to a further 40 people waiting

for the next booking slot. The courts are expected to be at 75% total capacity, but there will be 1 person using the golf pods at any one time and around 10 members of staff on site for peak times. Peak operational times are expected to be at lunch time (12:00-14:00), evenings (19:00-23:00) and weekends.

- 10.5 The resulting multimodal trip generation for the busiest operating day being Saturday is summarised below:

Mode	Mode Share	Estimated Peak Hourly Trip Generation		
		Arrivals	Departures	Two-Way
London Underground / DLR	18.2%	7	7	15*
London Overground / National Rail	8.6%	4	4	7*
Bus / Tram	10.3%	4	4	8
Walk	46.6%	19	19	38
Cycle	3.9%	2	2	3*
Car Related Modes (Driver, Passenger, etc.)	12.4%	5	5	10
Total	100.0%	41	41	82

*Discrepancies due to rounding errors

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

- 10.6 The proposal will result in a significant increase in person trips. However, the anticipated high volume of the walking trips is likely to be made from Finchley Road station, and nearby bus stops on Finchley Road.
- 10.7 The development will be car-free except for the provision of 4 disabled parking spaces within the site. The level of disabled parking provision is acceptable and exceeds the minimum requirements of the London Plan. However, staff and visitors will be able to use the adjacent O2 Centre car park to the east of the site, subject to restrictions and tariffs.
- 10.8 Given this, the number of trips it is expected to generate, and staff numbers, a Travel Plan is considered proportionate to promote active modes. Travel Plans are a tool to facilitate developments to reduce associated traffic, improve air quality and promote sustainable travel. They are a key mechanism for ensuring that sustainable travel is an integral part of development and includes targets to ensure improvements are achieved.
- 10.9 A Local Level Travel Plan including an associated Travel Plan Monitoring and Measures contribution of £5,674 will be secured by s106 agreement. The scheme would also be secured as car-free.
- 10.10 The proposal includes 20 cycle spaces in the form of Sheffield Stands - 10 spaces will be located at the front entrance of the site, and 10 spaces will be

provided through existing provision within the north-east corner of the site, previously used by Homebase customers.

- 10.11 The provision of 20 cycle parking spaces is considered acceptable. Whilst London Plan Policy T5 sets out cycle parking standards for D2 uses based on GEA, much of the floorspace in this case relates to open padel courts rather than enclosed built sports facilities and strict application would likely overestimate demand. The Transport Statement indicates that only a small number of trips are expected to be made by cycle during peak periods, and the proposed provision (equating to approximately 2 spaces per court) is considered proportionate. This level of provision would also comfortably accommodate the small number of staff expected on site, ensuring sufficient long-stay provision alongside short-stay visitor spaces. The 19 short stay and 1 long stay space will be secured by condition (Condition 6).
- 10.12 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby but coverage in the area is generally poor with significant opportunities for improvement. 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 shared and micro mobility vehicles.
- 10.13 A shared and micro mobility improvements contribution of £5,000 would be secured by s106 agreement. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters, and car club vehicles in the local area by expanding existing bays and providing additional bays).

Servicing

- 10.14 Deliveries and refuse collections will take place from the servicing road directly adjacent to the west side of the site as was the case for the former Homebase store. Refuse collections will be undertaken in conjunction with other commercial uses associated with the O2 Centre. The proposed use would typically generate approximately two refuse collection vehicles per week (one for general waste and one for recycling), together with up to two van deliveries per week.
- 10.15 Delivery and servicing would operate in the same manner as the previous Homebase use, with vehicles stopping at the site and utilising the existing service road to turn within the O2 Centre servicing area. It is not considered that the proposed development would result in any adverse impacts in relation to delivery and servicing.

Construction management

- 10.16 A Construction Management Plan (CMP) was submitted with the application, however, the document does not adhere to LB Camden guidance on

construction management. The applicant will need to submit a CMP using the Council's proforma, to ensure public safety, that construction traffic does not create (or add to existing) traffic congestion in the local area, and to minimise and manage amenity impacts.

- 10.17 The Council will expect construction vehicle movements to and from the site to be scheduled to avoid peak periods to minimise the impacts of construction on the transport network.
- 10.18 As such a Construction Management Plan (CMP) would be secured along with an implementation support contribution of £4,194 and an impact bond of £8,000, secured by s106 agreement in accordance with Local Plan Policy A1.

Conclusion

- 10.19 The proposal is acceptable in terms of transport implications subject to the planning obligations and conditions outlined above and is therefore in compliance with the development plan in terms of transport impacts.

11. ENERGY AND SUSTAINABILITY

- 11.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The council adopted the Camden Climate Action Plan 2020-2025 which aims to achieve a net zero carbon Camden by 2030.
- 11.2 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.
- 11.3 A Sustainability and Energy Statement has been submitted which confirms the use of pre-used padel courts and repurposed containers to improve resource efficiency, alongside the use of LED lighting to minimise energy consumption. The padel courts themselves are unheated and have low operational energy demand, with energy use primarily limited to lighting.
- 11.4 The submitted information confirms that the internal floorspace associated with the clubhouse, sauna and golf pods totals approximately 327.6 sqm GIA and therefore falls below the 500 sqm threshold at which BREEAM would normally be required. On this basis, BREEAM certification and the London Plan "Be Green" 20% on-site renewable energy requirement are not considered applicable in this instance. The applicant has confirmed that the saunas would be electrically heated and insulated to reduce heat loss and energy demand, which is welcomed.

- 11.5 PV panels are not proposed due to the temporary lifespan of up to five years and the limited opportunity for such systems to achieve meaningful carbon payback over this period. It is also noted that the proposed structures comprise lightweight and temporary forms of construction which limit the feasibility of roof-mounted PV. Officers note that given the temporary nature, limited built floorspace and relatively low energy demands of the proposal, this approach is proportionate in this instance.
- 11.6 Given the temporary lifespan of the development and the lightweight, demountable nature of the structures, officers consider that the use of reused padel courts and repurposed containers represents a proportionate circular economy approach. This would minimise waste and allow the courts and many of the structures to be reused on other sites.

12. WATER AND FLOODING

- 12.1 Policy CC3 of the Camden Local Plan seeks to ensure that development does not increase flood risk and reduces the risk of flooding where possible.
- 12.2 The site is located in Flood Zone 1, an area of low flood risk. Whilst the site is identified as being at risk of surface water flooding and lies within a Critical Drainage Area, a Drainage Strategy and supporting information have been submitted demonstrating that surface water can be appropriately managed.
- 12.3 The Council's Sustainability Officer has reviewed the submitted information and is satisfied that the proposals comply with Policy CC3 in terms of flood risk and water management. The assessment confirms that a Flood Risk Emergency Plan is not required.
- 12.4 A compliance condition (Condition 7) is attached, requiring the development to be carried out in accordance with the approved drainage strategy, including the provision of a below-ground attenuation tank and flow control measures, to ensure that surface water runoff is appropriately managed and does not increase flood risk.
- 12.5 A separate condition (Condition 4) will secure evidence of consultation with Thames Water regarding the proposed drainage connection.

13. TREES, GREENING, AND BIODIVERSITY

Impact on trees, greening and biodiversity

- 13.1 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.

- 13.2 There are existing small perimeter trees within the shared car park. These would not be affected by the proposal. Similarly, no areas of green space are affected by the works and no buildings are to be removed. It is therefore not expected that any protected or notable habitats will be affected and therefore no biodiversity survey is required.
- 13.3 No soft landscaping or greening is proposed as part of the development given the temporary nature of the scheme.
- 13.4 Given the unique circumstances and nature of the scheme, whilst the proposals do not enhance the existing situation, they are nonetheless considered acceptable.

Statutory Biodiversity Net Gain

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

14. FIRE SAFETY

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

14.2 This is considered acceptable and ensures a safe development in compliance with the development plan with respect to fire safety.

15. WASTE

15.1 Policy CC5 seeks to ensure that developments include facilities for the storage and collection of waste and recycling.

15.2 A bin store is proposed on the western side of the site, in close proximity to the servicing entrance. The proposed waste provisions are acceptable.

15.3 The proposed use would typically generate approximately two refuse collection vehicles per week (one for general waste and one for recycling), together with up to two van deliveries per week. The refuse collections will be undertaken in conjunction with other commercial uses associated with the O2 Centre. Delivery and servicing would operate in the same manner as the previous Homebase use, with vehicles stopping at the site and utilising the existing service road to turn within the O2 Centre servicing area. It is not considered that the proposed development would result in any adverse impacts in relation to delivery and servicing.

16. CONTAMINATED LAND

16.1 Policy A1 seeks to protect the quality of life of future users, occupiers and neighbours and one of the factors the Council considers is contaminated land where development is proposed on sites that are either known or have the potential to be contaminated.

16.2 Historic potentially contaminative land uses on site/in close proximity include a gas works depot, unknown industrial use, coal & coke merchants, cocoa factory, fry depot and railway lands.

16.3 Given the proposal is for padel courts with the site all hardstanding, the development is considered to pose a low risk to end users. A Land Contamination Risk Management (LCRM) report and remediation strategy has been submitted which sets out the mitigation measures required to make the site suitable for its proposed use.

16.4 A condition (Condition 3) is therefore recommended requiring the development to be carried out in accordance with the approved remediation strategy and for a verification report to be submitted following completion of any remediation works. Subject to this, the proposal is considered acceptable in contaminated land terms.

17. SOCIAL VALUE

17.1 The proposed development has limited scope to generate increased employment opportunities during the construction phase due to the low

construction costs and labour involved. This is due to the development consisting of a series of temporary, structures and shipping containers which are pre-fabricated and installed on site. Therefore, it is not considered that there is sufficient scope to secure construction phase opportunities through a legal agreement.

- 17.2 In terms of the operational phase, whilst the court space, golf pods, sauna and clubhouse amount to over 1,000 sqm floorspace, only a very small proportion of this is 'employment space' and less than the 1,000sqm (GIA) net increase stipulated by the CPG to justify securing an Employment Plan through legal agreement.
- 17.3 Nevertheless, the applicant, S3, has confirmed that the centre will employ 6-8 staff members, with a commitment to seek to recruit locally (target 70%). While the staffing number is modest, in support of this commitment, measures such as targeted local recruitment advertising, use of recruitment specialists where required, candidates' likely travel arrangements and commuting distances, will be taken into account.
- 17.4 Given the limited scale of the operation, the employment opportunities generated by the development will be relatively small in number. As such, it is not considered that an Employment Plan, secured via Section 106, is necessary for this development. However, the applicant has indicated a willingness to engage with local recruitment initiatives where possible.
- 17.5 The development would also deliver social value through the provision of accessible facilities with a community focus, through various programs and initiatives, including Family Classes, Senior's mornings, and Schools and community group projects. A Community Use Plan will be secured via legal agreement to set out the details of these community initiatives, including the types of activities to be provided, how they would be managed and publicised, how local groups could access the facilities, and details of any community discounts.

18. COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

19. CONCLUSION

- 19.1 The proposal would provide a temporary leisure use on a currently vacant parcel of land within the O2 Masterplan site. Leisure and sporting uses are recognised as contributing towards strong and healthy communities and the site's highly accessible town centre location makes it suitable for such a use.

- 19.2 The design of the proposal, comprising a series of lightweight and reversible court structures, re-purposed shipping containers, and associated structures, is acceptable given its location, commercial context and temporary nature. No harm is posed to surrounding heritage assets.
- 19.3 The proposal would not result in unacceptable impacts on neighbouring amenity in terms of noise, light or disturbance, subject to conditions. The temporary and reversible nature of the structures, together with the applicant's break clause with the developer, ensures the proposal would not prejudice delivery of the approved O2 Masterplan.
- 19.4 The development would also deliver social benefits through the provision of new sporting facilities and community initiatives, which would be secured through a Community Use Plan.
- 19.5 It would also provide a range of transport related benefits including contributions to micromobility infrastructure within the surrounding area.
- 19.6 Overall, the proposal complies with the development plan and conditional planning permission is recommended subject to a s106 legal agreement.

20. RECOMMENDATION

- 20.1 Grant conditional Planning Permission for a temporary period of 5 years subject to a Section 106 Legal Agreement with the following heads of terms:
- Travel Plan and associated monitoring and measures contribution of £5,674,
 - Construction management plan (CMP), implementation support contribution of £4,194, and CMP Impact Bond of £8,000,
 - Micromobility improvements contribution of £5,000,
 - Car-free development
 - Community Use Plan.
- 20.2 Members are referred to the note from the Legal Division at the start of the Agenda.

21. CONDITIONS

Standard conditions

1 Temporary Permission

The change of use and associated structures hereby permitted are for a temporary period only. The temporary structures shall be removed completely on, or before, the [date to be inserted prior to planning permission being granted] 2031.

Reason: The change of use and structures hereby approved are not such as the Council is prepared to approve, other than for a limited period, in view of the fact that they would prohibit progress of the O2 Masterplan contrary to the requirements of Policy G1 of the Camden Local Plan 2017.

2 Approved drawings

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

Existing Drawings:

1682-101 (Rev A), 1682-102 (Rev A), 1682-103 (Rev A), 1682-104 (Rev A), 1682-105 (Rev A), 1682-106 (Rev A), 1682-107 (Rev A)

Proposed Drawings:

1682-207 (Rev B), 1682-208 (Rev C), 1682-209 (Rev A), 1682-210 (Rev B), 1682-301 (Rev A), 1682-302 (Rev A), 1682-303, 1682-304, 1682-305, 1682-204 (Rev D), 1682-205 (Rev C), 1682-206 (Rev D), 1682-203 (Rev H), 1682-401 (Rev E), 1682-402 (Rev A), 1682-202 (Rev D)

Documents:

Covering Letter prepared by Newmark (dated 19/01/2026), Design & Access Statement prepared by Kirkman Architects (dated 17/12/2025), Draft Construction Management Plan ("CMP") Proforma prepared by S3 Padel (dated 02/06/2025), Fire Strategy prepared by Jenson Hughes (dated 07/01/2026), Lighting Assessment prepared by Strenger, Noise Impact Assessment prepared by Noise Ltd (dated 22/12/2025), Sustainability Statement prepared by S3 Padel, Drainage Strategy Report prepared by Ridge (dated 24/03/2026), Transport Statement and Travel Plan prepared by Pulsar (dated 19/12/2025), and Planning Statement prepared by Newmark (dated 19/01/2025).

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

Pre-start conditions (any works)

3 Land Contamination

The development shall be carried out in full accordance with the remediation measures set out within the approved Land Contamination Risk Management report prepared by Pell Frischmann. Any remediation works shall be implemented as approved. Within six weeks of completion of any remediation works, a verification report demonstrating that the remediation has been carried out in accordance with the approved strategy shall be submitted to and approved in writing by the local planning authority.

If during construction works, evidence of any previously unidentified potential contamination is encountered, works shall cease and an additional remediation strategy shall be submitted to and approved in writing by the local planning authority before works recommence

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

4 Thames Water consultation

Prior to commencement of above ground works, evidence of consultation with Thames Water regarding the proposed surface water and foul water drainage connections shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure adequate drainage infrastructure is available to serve the development and to prevent increased flood risk, in accordance with Policy CC3 of the London Borough of Camden Local Plan 2017 and Policy SI 13 of the London Plan 2021.

Compliance conditions

5 Use times (hours of operation)

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

07:00 Hours to 23:00 Hours – Mondays to Saturdays

07:00 Hours to 23:00 Hours – Sundays and Bank Holidays

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

6 Cycle parking

Prior to operation, the cycle parking shall be provided in accordance with the site plan hereby approved (drawing ref.1682-202 (Rev D)) and comprise 20 spaces. The cycle parking shall thereafter be retained solely for its designated use.

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

7 SuDS: Construction in accordance with details

The sustainable drainage system as approved (Drainage Strategy Report prepared by Ridge ref. 5032044-RDG-XX-XX-T-C-300001 rev, P05) 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 not more than 1.5l/ runoff rate. The system shall include a 472m³ below ground attenuation tank is proposed with a Hydroborate flow control unit, as stated in the approved drawings and shall thereafter 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 and Policy SI 13 of the London Plan 2021.

8 Lighting

All external lighting shall be installed and operated in full accordance with the Lighting Assessment prepared by Strenger Ltd. The lighting shall be designed to ensure that it does not interfere with railway signalling or train driver vision and shall be retained as such thereafter. Any additional lighting not shown within the approved details shall require written approval from the local planning authority prior to installation. The external artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the CIE guidance 2003 & 2017 and the ILP Guidance Notes for the Reduction of Obtrusive Light (2021). Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting and to ensure the safe operation of the railways, in compliance with Camden Local Plan 2017 policies A1 and T3.

22. INFORMATIVES

1	Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
2	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

3

Biodiversity Net Gain (BNG) Informative (1/3):

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.

The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.

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.

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. This is because it does not impact an onsite priority habitat and impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat.

4

Biodiversity Net Gain (BNG) Informative (2/3):

+ Summary of transitional arrangements and exemptions for biodiversity gain Condition.

The following are provided for information and may not apply to this permission:

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.
 - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).

	<ul style="list-style-type: none"> - The application is a Householder Application. - It is for development of a "Biodiversity Gain Site". - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding). - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).
5	<p>Biodiversity Net Gain (BNG) Informative (3/3):</p> <p>+ Irreplaceable habitat:</p> <p>If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat.</p> <p>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 & Country Planning Act 1990</p> <p>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</p> <p>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>

6

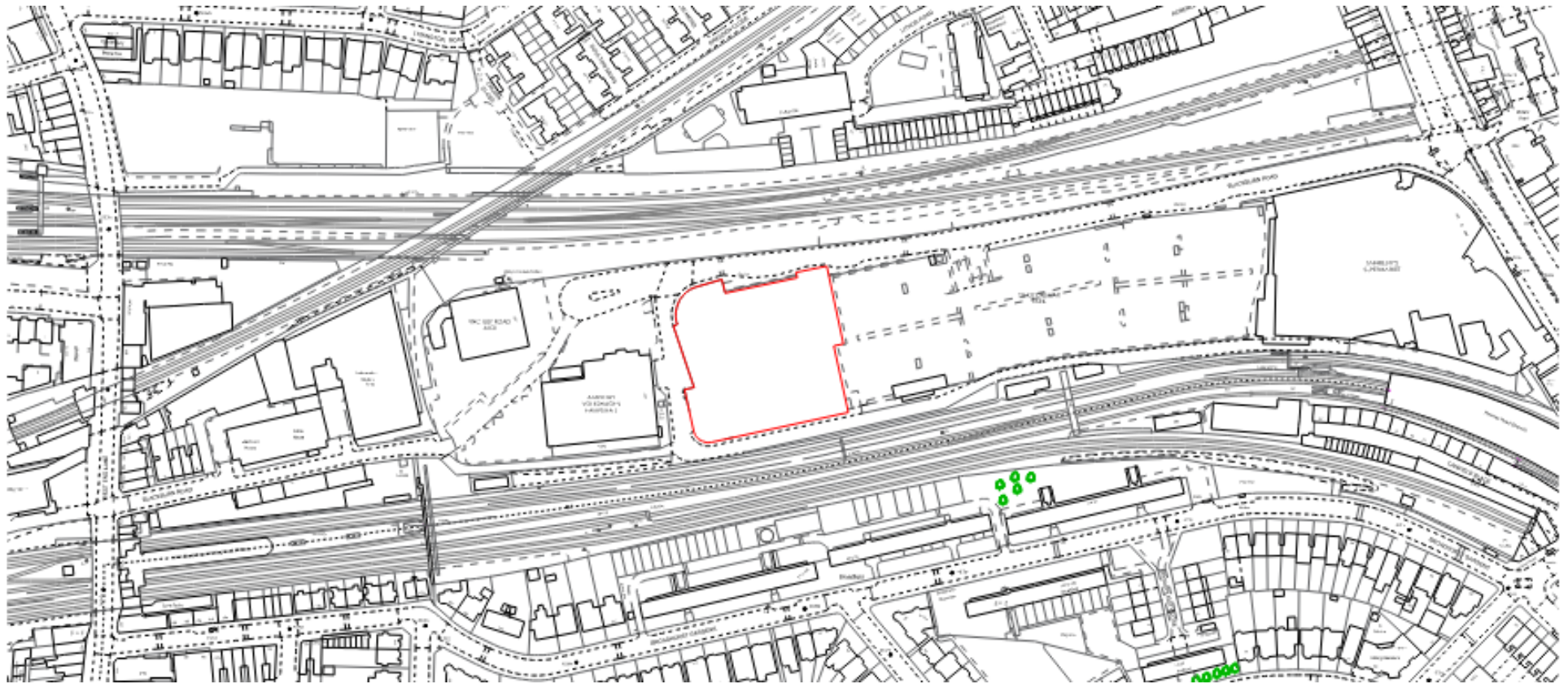
The applicant is advised that the site is located in close proximity to operational railway infrastructure. The applicant should contact Network Rail's Asset Protection Team (AssetProtectionAnglia@networkrail.co.uk) prior to the commencement of works to agree any necessary asset protection measures, including boundary treatment and lighting where relevant.

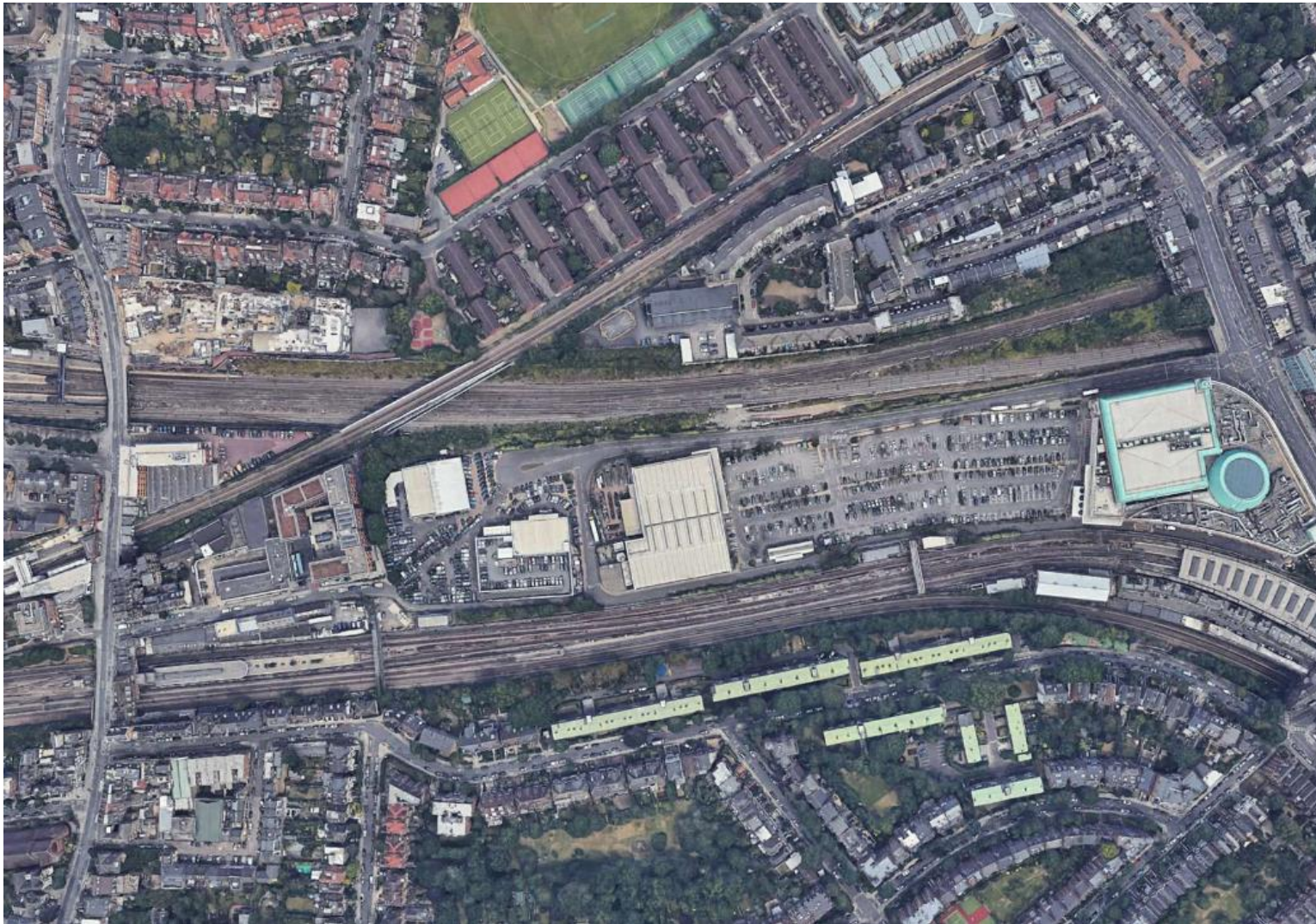
Planning Committee

13th April 2026

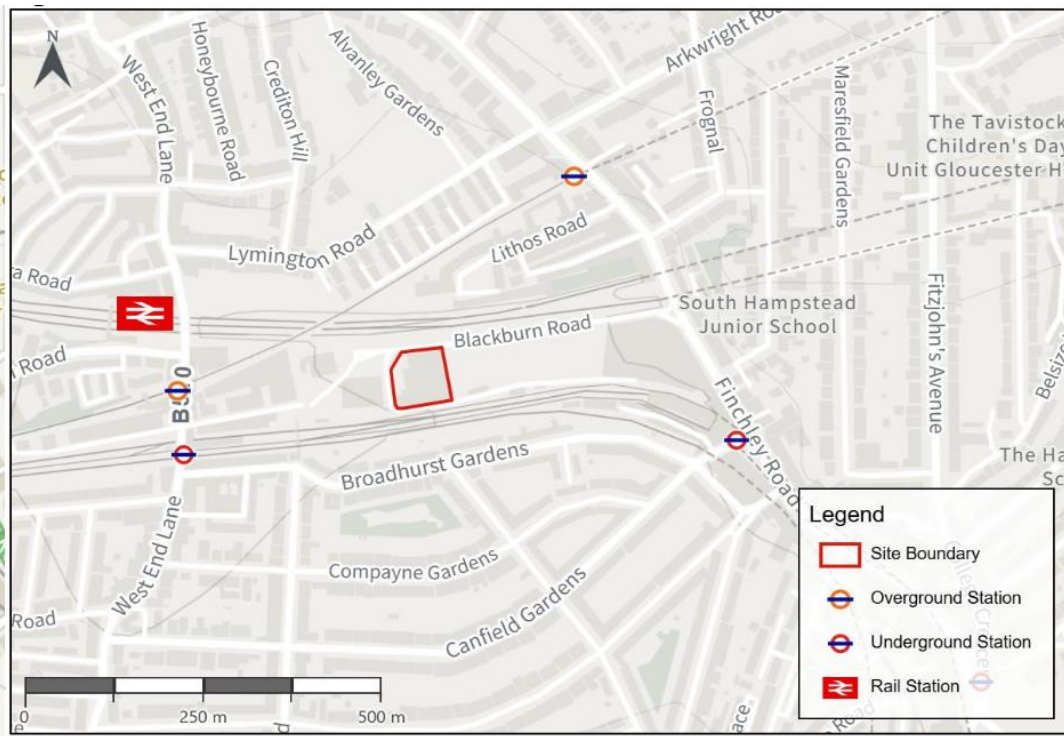
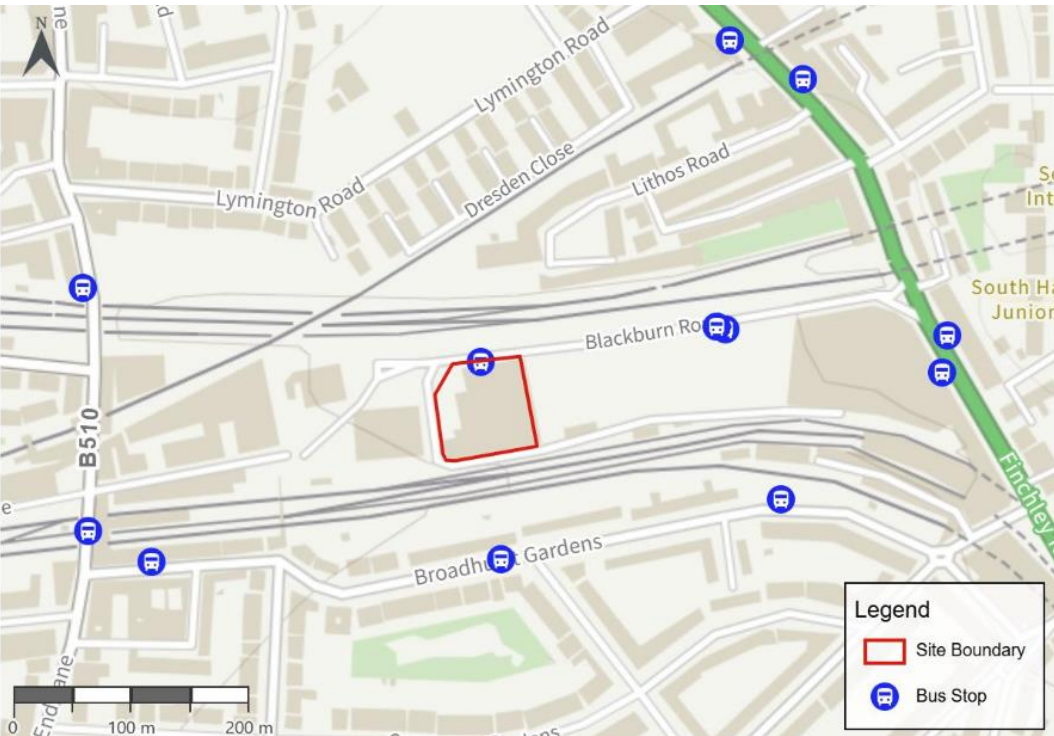
2026/0201/P

Former Homebase Store
255 Finchley Road
The O2 Centre
London
NW3 6LU

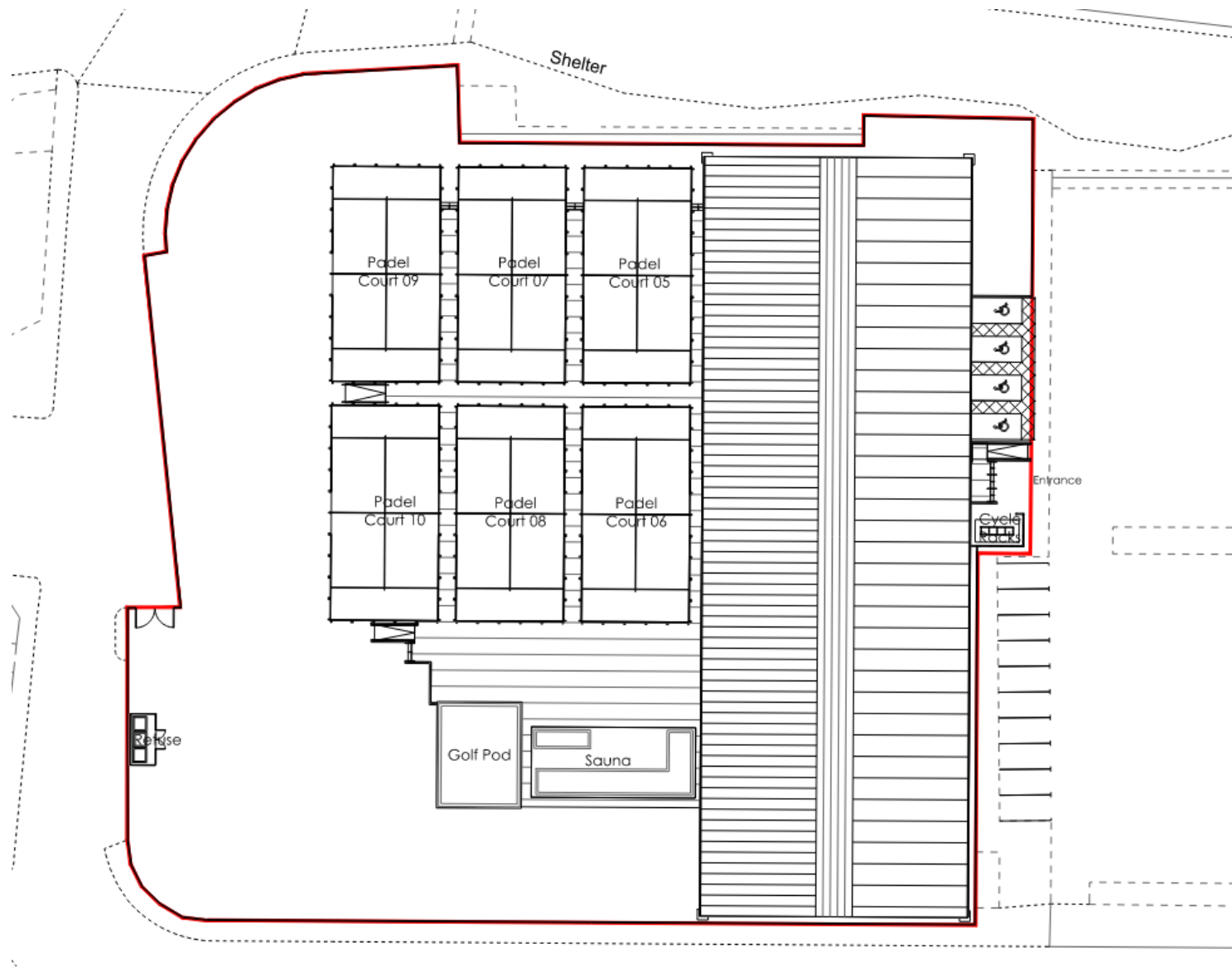




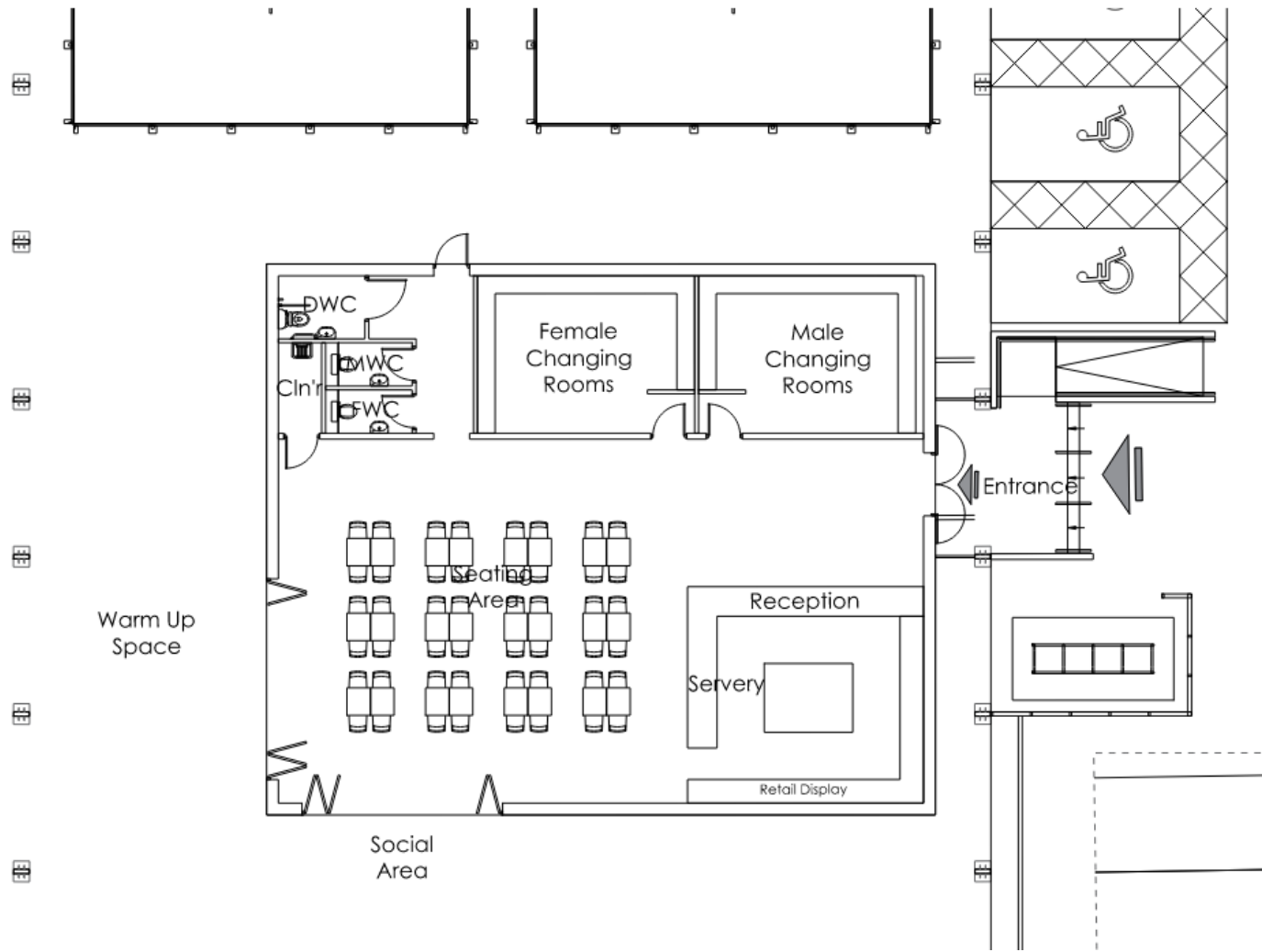


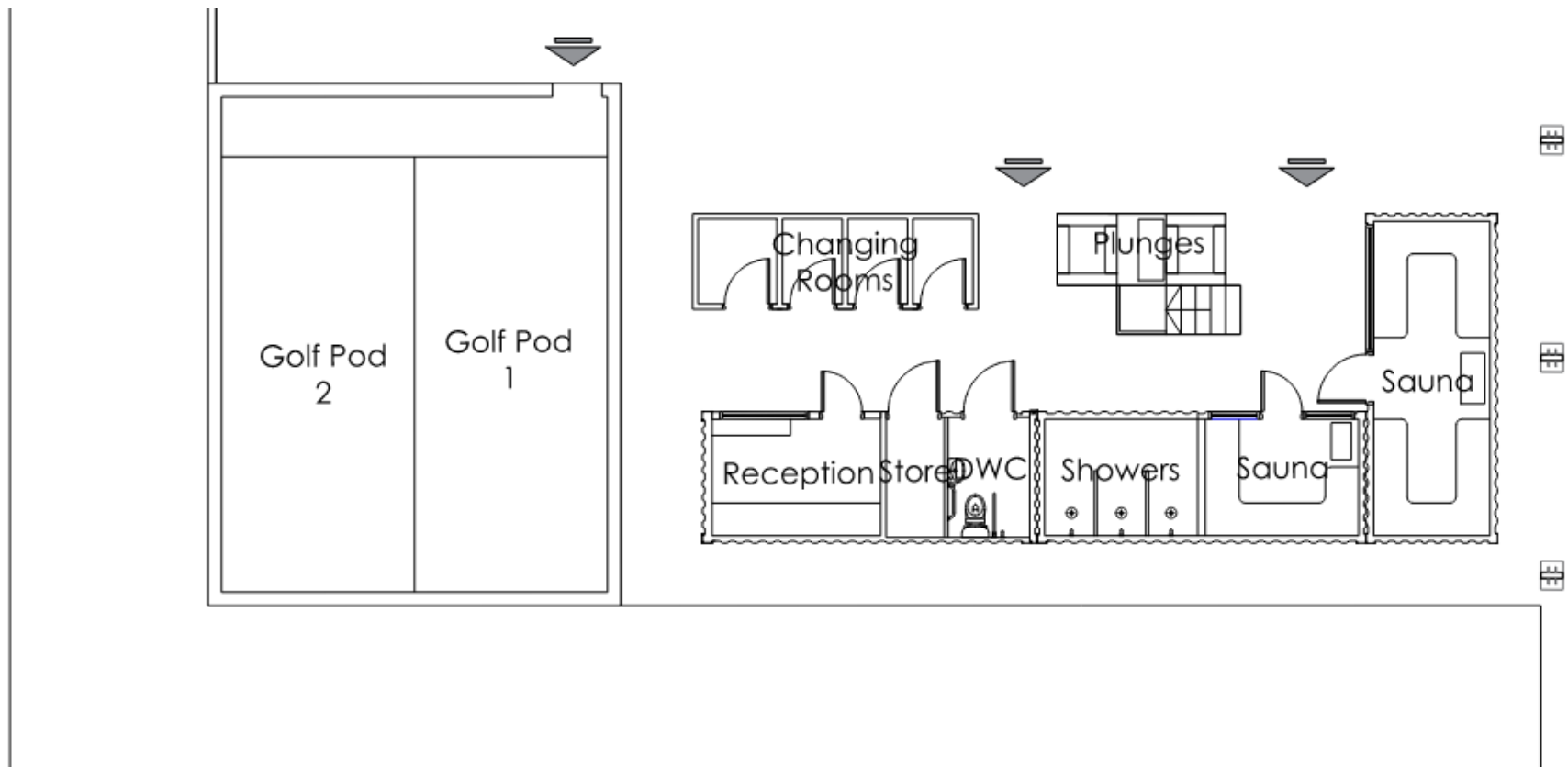


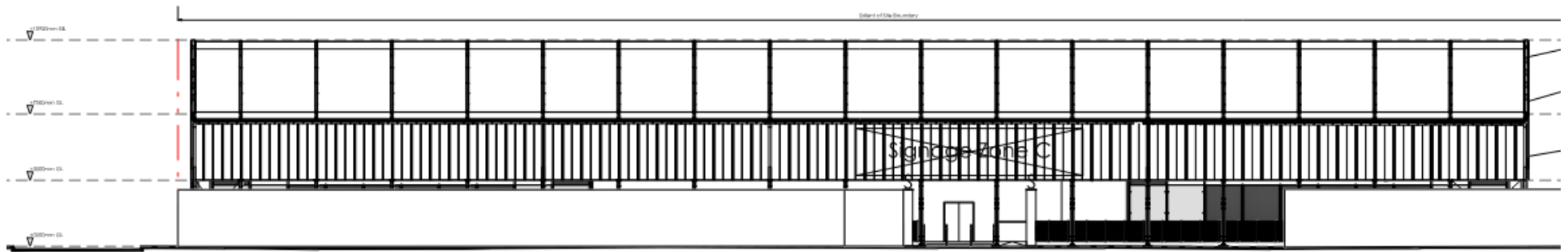




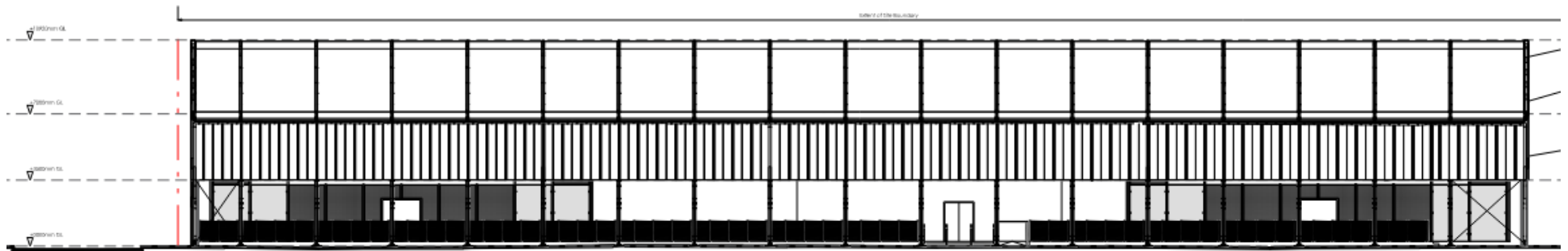






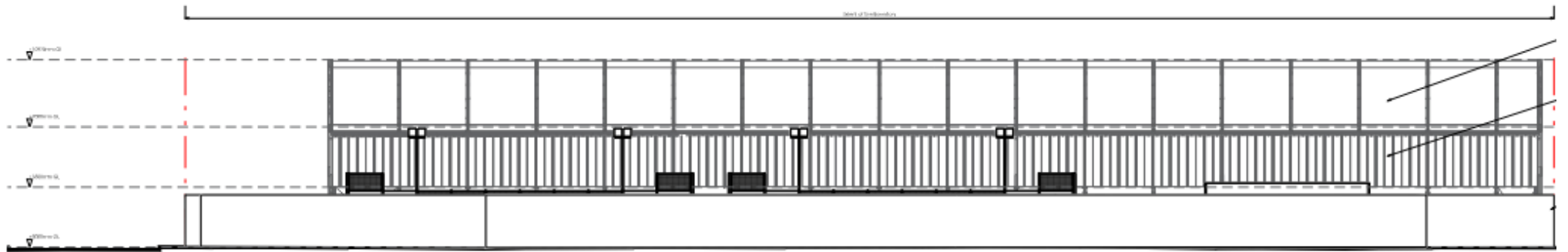


Proposed East Elevation with Hoarding
scale 1:125 @ A1



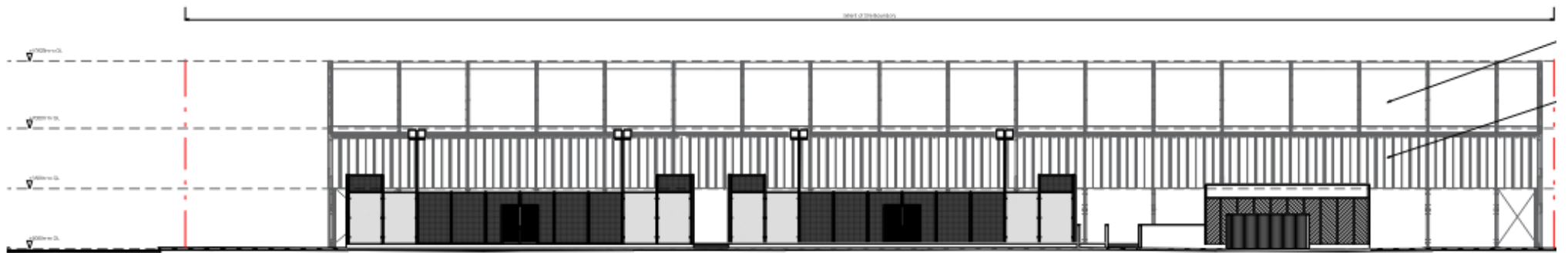
Proposed East Elevation without Hoarding
scale 1:125 @ A1

Rev A
Rev B



Proposed West Elevation with Hoarding

Scale 1:125 @ A1

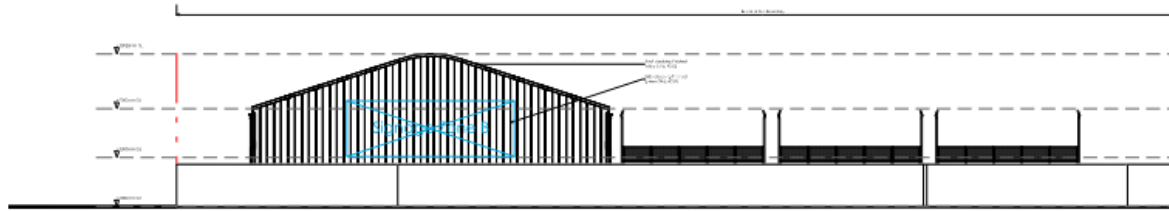


Proposed West Elevation without Hoarding

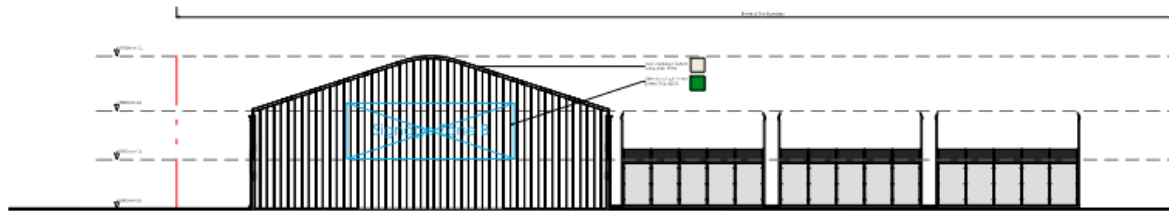
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Revisions:
 Rev A: General amendments to elevations
 Rev B: Amendments to consultation and client comment
 Rev C: Refuse store added to plan

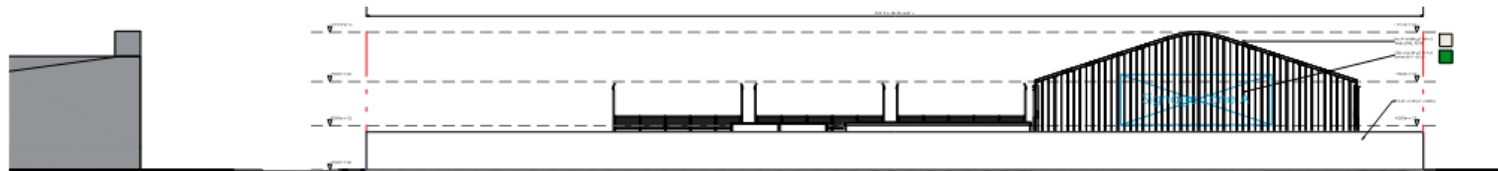




Proposed North Elevation with Hoarding
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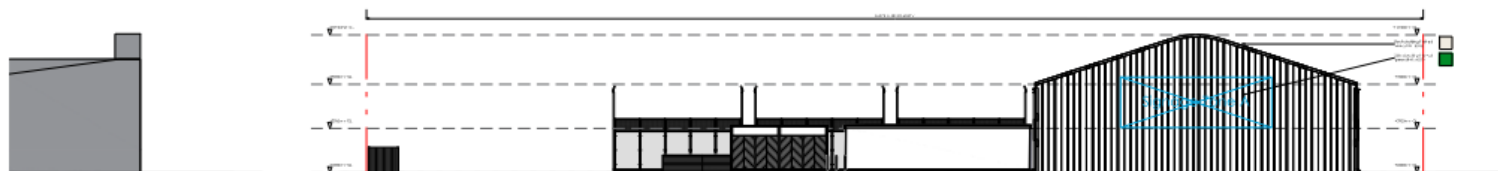


Proposed North Elevation without Hoarding
Scale 1:200 @ A1



Proposed South Elevation with Hoarding

Scale 1:200 @ A1



Proposed South Elevation without Hoarding

Scale 1:200 @ A1

