

Application ref: 2024/5753/P  
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**Development Management**  
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Rolfe Judd Planning Ltd  
Old Church Court  
Claylands Road  
London  
SW8 1NZ  
United Kingdom

Dear Sir/Madam

## DECISION

Town and Country Planning Act 1990 (as amended)

### Full Planning Permission Refused

Address:

**8-9 Spring Place**  
**London**  
**Camden**  
**NW5 3ER**

Proposal:

Change of use from office (Use Class E) to a hotel (Use Class C1) with plant and PV at roof level

Drawing Nos:

Existing: 1430 / LP / 001; 1430 / EX / 060; 1430 / EX / 061; 1430 / EX / 062; 1430 / EX / 063; 1430 / ELE / 060; 1430 / ELE / 061; 1430 / ELE / 062; 1430 / ELE / 063

Proposed: 1430 / 01 / 060; 1430 / 01 / 061; 1430 / 01 / 062; 1430 / 01 / 063; 1430 / 03 / 060; 1430 / 03 / 061; 1430 / 03 / 062; 1430 / 03 / 063

Design and Access Statement - prepared by Stamos Yeoh Architects; Transport Statement - prepared by Magna Transport Planning Ltd; BREEAM UK Refurbishment & Fit Out Pre-Assessment - prepared by Eteria; Energy Statement - prepared by Eteria; BREEAM Sustainability Statement - prepared by Eteria; Marketing Report - prepared by Allsopp LLP; Fire Statement - prepared by Semper.

The Council has considered your application and decided to **refuse** planning permission for the following reason(s):

## Reason(s) for Refusal

- 1 The proposed development, in the absence of any evidence to show that the property has been marketed for a suitable length of time, fails to demonstrate that the existing business use is no longer viable and capable of providing employment benefits to local residents and businesses contrary to policies E1 and E2 of the Camden Local Plan 2017 and policies E1 and E2 of the London Plan 2021.
- 2 The proposed development, which includes the provision of a hotel outside the Central London Area or a Town Centre, would fail to make the best use of its site and risks harm to local character contrary to policies G1 (Delivery and location of growth) and E3 (Tourism) of the Camden Local Plan 2017 and policy E10 (visitor infrastructure) of the London Plan 2021.
- 3 The proposed development, in the absence of a Hotel Management Plan, risks harm to residential amenity, the local transport network and public safety contrary to policies C5 (Safety and security), E3 (Tourism), T2 (Parking and car-free development) and T4 of the Camden Local Plan 2017 and policies E10 (visitor infrastructure), T4 (Assessing and mitigating transport impacts), T6.4 (Hotel and leisure uses parking), D11 (Safety, security and resilience to emergency) and D14 (Noise) of the London Plan 2021.
- 4 The proposed development, in the absence of a legal agreement to secure a financial contribution towards pedestrian, cyclist and environmental improvements in the area, would fail to mitigate the impact of the development created by increased trips, contrary to policies T1 (Prioritising walking, cycling and public transport), A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the Camden Local Plan 2017 and policy T4 (Assessing and mitigating transport impacts) of the London Plan 2021.
- 5 The proposed development, in the absence of a legal agreement to secure a financial contribution towards micro and shared mobility improvements, would fail to promote active and sustainable travel options contrary to policies T1 (Prioritising walking, cycling and public transport) and T3 (Transport infrastructure) of the Camden Local Plan 2017 and policy T4 (Assessing and mitigating transport impacts) of the London Plan 2021.
- 6 The proposed development, in the absence of a legal agreement to secure a financial contribution for a disabled parking space within 50m of the development, would fail to promote fair access and opportunity for all contrary to policy C6 (Access for all) of the Camden Local Plan 2017 and policy T6 (Car parking) and T6.4 (Hotel and leisure uses parking) of the London Plan 2021.
- 7 The proposed development, in the absence of a legal agreement to secure the details set out in the sustainability and energy plans and BREEAM pre-assessment, would be likely to contribute unacceptably to climate change, contrary to policies CC1 (Climate change mitigation) and CC2 (Adapting to climate change) of the Camden Local Plan 2017 and policies SI2 (Minimising greenhouse gas emissions) and SI3 (Energy infrastructure) of the London Plan 2021.
- 8 The proposal, in the absence of a legal agreement to secure a car-free development, would be likely to contribute unacceptably to parking stress, environmental impacts and congestion in the surrounding area, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and car-free development) and CC1 (Climate change mitigation) of the Camden Local Plan 2017.

Informative(s):

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with the National Planning Policy Framework. The council publishes its adopted policies online, along with detailed Camden Planning Guidance. It also provides advice on the website for submitting applications and offers a pre-application advice service.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-planning-decision>.

If you submit an appeal against this decision you are now eligible to use the new [submission form](#) (Before you start - Appeal a planning decision - GOV.UK).

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is written over a light grey rectangular background.

Daniel Pope  
Chief Planning Officer