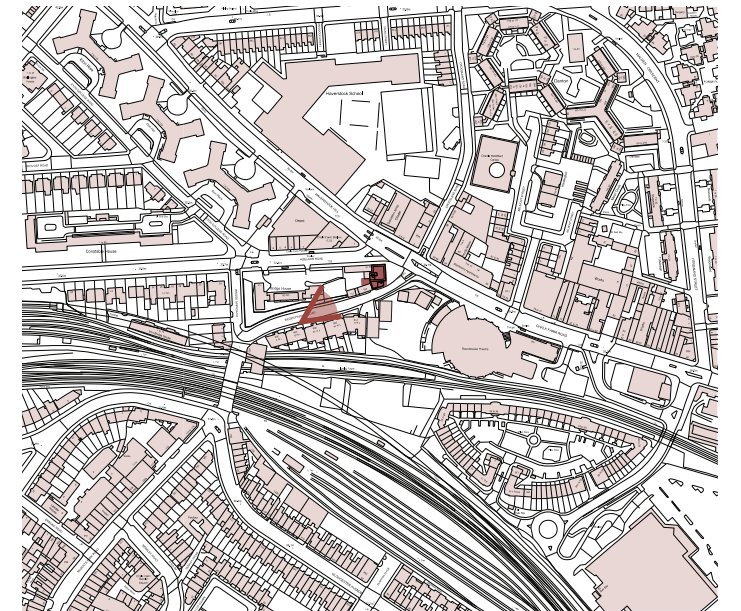








6.6  
VIEW FROM REGENT'S PARK ROAD









7.0  
TECHNICAL

- 7.1  
SITE MANAGEMENT
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SECURITY AND SAFETY
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- 7.6  
ENERGY AND SUSTAINABILITY



## 7.1 SITE MANAGEMENT

### 7.1.1

The Regent's Park Road Hotel will be operated by a hotel operator. There will be hotel staff on site 24/7 to ensure the security of the residents and provide support in the case of an emergency.

## 7.2 SECURITY AND SAFETY

### 7.2.1

In order for the development to provide a secure environment, it will follow the principles of the Crime Prevention Through Environment Design (CPTED) framework in order to incorporate crime precautions within design of the built environment, aiming to reduce the opportunity to commit crime and antisocial behaviour.

The four key principles to CPTED are:

- Surveillance - people are seen and can be seen.
- Access management - users of an area are passively directed to some places, whilst being restricted from others.
- Territoriality - ownership of spaces is defined by clear boundaries.
- Environment quality - well maintained and high-quality environments to attract users and aid surveillance.

### 7.2.2

Cundall Security Consultancy undertook a Crime Impact Assessment in support of the planning application for the Regent's Park Road Hotel. Please refer to Cundall's report for further information.

## 7.3 TRANSPORT STRATEGY AND VEHICLE SERVICING

### 7.3.1 TRANSPORT ASSESSMENT

The site benefits from excellent levels of public transport accessibility, pedestrian provision and cycle provision. The proposed number of all mode trips that could be generated by the proposals is predicted to be minimal; as such it can be concluded that the impact on the surrounding transport infrastructure will be negligible.

The proposed development is considered to meet the transport aspirations of LB Camden, and current Government guidance in respect of sustainable development and would encourage the use of sustainable modes of transport. It can therefore be concluded that the proposed development is acceptable in terms of highways and transportation.

Please refer to WSP's Transport Assessment document for further information.

### 7.3.2 TRAVEL PLAN

A Framework Travel Plan has been drafted by WSP Transport Consultancy to address the transport impacts arising from the development.

### 7.3.3 DELIVERY & SERVICING PLAN

Refuse collection for the existing site is currently undertaken on Regent's Park Road to the south of the site. The development proposes this is relocated to Adelaide Road as has been expressed as the preferred collection option by LBC.

Please refer to WSP's Delivery & Servicing Plan for further information.

### 7.3.4 CONSTRUCTION LOGISTICS

An Outline Construction Logistics Plan has been prepared by WSP. The plan is based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles.





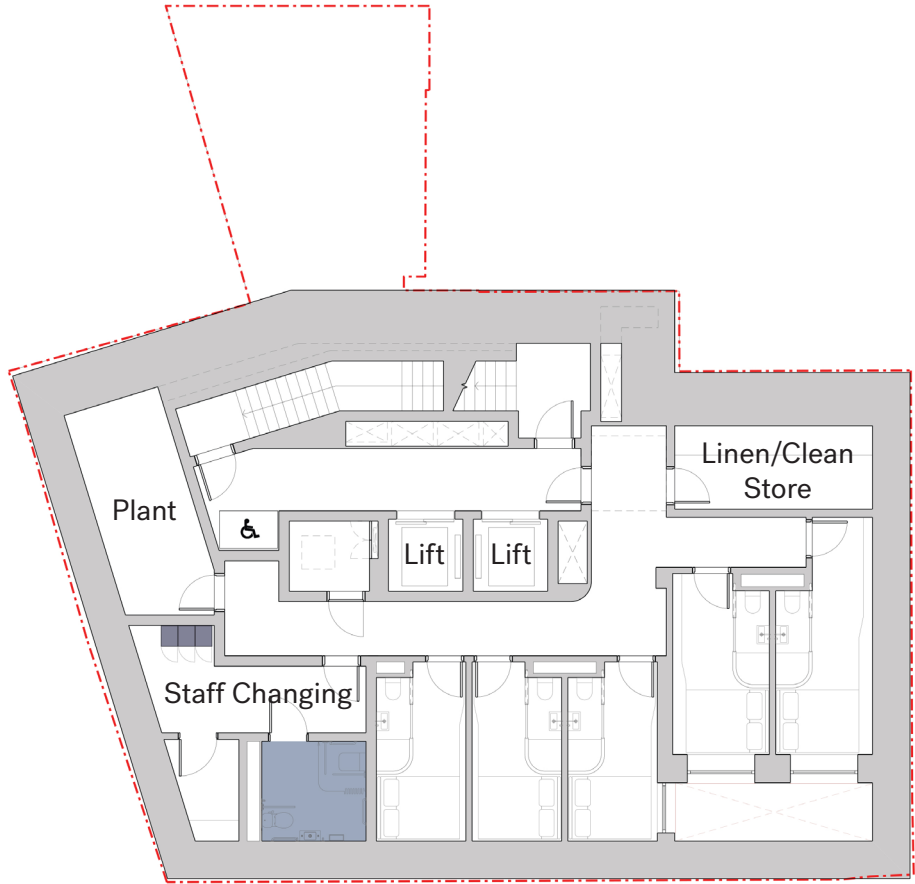
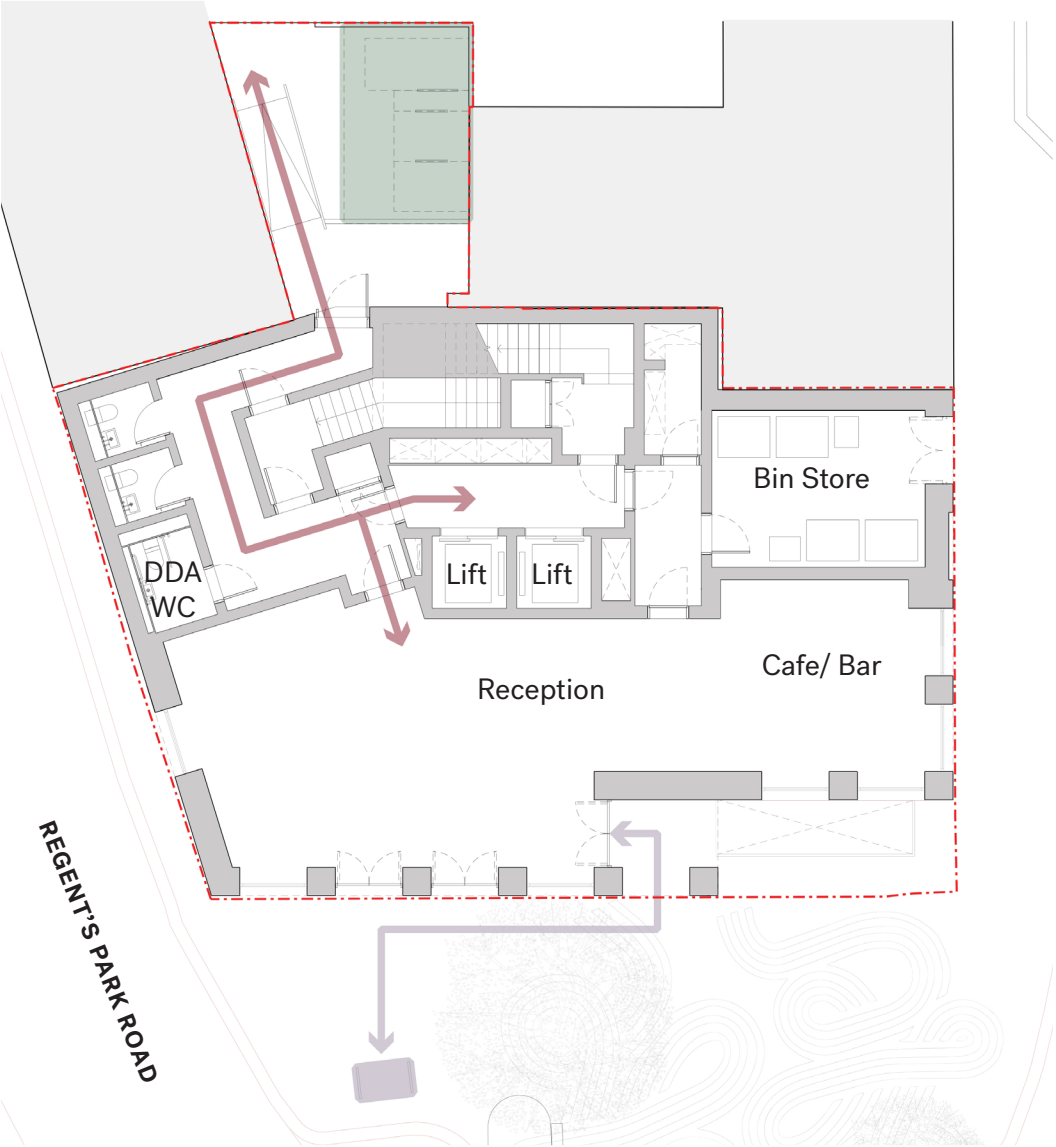
**7.4.1 HOTEL REFUSE STRATEGY**

The specialist transport and building servicing consultant have provided a waste calculation based on the number of hotel keys in the scheme. The waste storage area will be located at ground floor and open out towards Adelaide Road. There will be internal access for the hotel staff to transport waste from the point of generation to the storage area.

**7.4.2**

Based on the building servicing consultants calculation, four 1,100L Eurobins are required for the hotel to have sufficient bins to store two days waste. Two will be for recycling and two for refuse. An additional two 240L wheeled bins are required for food waste. The hotel operator will appoint a licensed waste management contractor who will park on Adelaide Road and will collect the bins directly from the waste storage area.





- ↔ Hotel staff route
- ↔ Visitor route
- Hotel long stay cycle store
- Short stay cycle store

- Lockers
- DDA Shower/changing room

**7.5.1 CYCLE PARKING**  
The proposal makes provision for hotel staff and visitors with quantity and quality standards set out by both LBC and TfL's parking standards for new development.

The transport consultants report states 4 short-stay cycle parking spaces will be required for visitors in which 1 of them will be for non-standard cycles. These will be located as part of the public realm enhancements to the front of the building.

**7.5.2 CYCLE STORE**  
Based on the transport consultants specification, 4 long-stay cycle parking spaces will be provided for the hotel, one of which will be for a non-standard cycle. All long-stay cycle parking spaces will be located in a covered and secured space in the courtyard to the rear of the building. Direct step free access is available between the cycle store and the building.

**7.5.3 FACILITIES**  
One accessible shower and changing facility, including secure lockers for staff are available in the upper basement level.



A preliminary BREEAM assessment has been undertaken for the development, indicating that an “Excellent” rating is likely to be achieved under BREEAM New Construction 2014, thus complying with the London Borough of Camden planning policy.

In accordance with the Camden Local Plan and the Mayor’s Energy Hierarchy, the estimated energy consumption and resulting carbon emissions for the Regent’s Park Road Hotel development has been based on the National Calculation Methodology (NCM).

Policy SI 2 of the Publication London Plan (December 2020) requires that major non-domestic developments should achieve:

- Minimum on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations
- Minimum 15% reduction through energy efficiency measures (Be Lean)
- Maximise reduction in CO2 from on-site renewables (Be Green)

**7.6.1 BE LEAN SUMMARY**

Passive solar considerations have formed an integral part of the design for the proposed development. Extensive analysis has been carried out to optimise the façades so that heat losses are minimised whilst the size and position of openings has been optimised to maximise the use of natural light into hotel rooms. Energy efficient design measures are also employed to significantly reduce the lighting energy use.

The thermal envelope will go significantly beyond the Part L2A building regulation minimum standards. An improved air leakage rate of 3.0m3/(hr.m2) is being targeted for the proposed development, in comparison with the Building Regulation minimum standards of 10m3/(hr.m2) at 50Pa.

**7.6.2 BE CLEAN SUMMARY**

No decentralised energy networks are recommended for the energy strategy as the London Heat Map

indicates no existing or planned heat networks within a feasible connection distance of the hotel. CHP would cause air quality issues and does not provide the same level of carbon emissions savings as alternative technologies. Hence no changes are seen at the Be Clean stage.

**7.6.3 BE GREEN SUMMARY**

The preferred means of providing heat energy to the development is through heat pumps. This will be in the form of VRF air source heat pumps, which will provide both space heating, and cooling. Domestic hot water will be provided via centralised air source heat pumps. CO<sub>2</sub> emissions of the site at each stage of the energy hierarchy according to the GLA methodology can be found in Cundall’s Energy and Sustainability Statement Rev P02.

**7.6.4 PART L RESULTS**

The development achieves an overall improvement of 59% over the Part L2A (2013) baseline TER. The proposed energy strategy therefore exceeds the GLA 35% emissions savings requirements.

**7.6.5 MATERIALS**

Materials with low overall environmental impact will be chosen and advice from the Green Guide to Specification will be taken into consideration for the selection. Where practical, materials would be sourced from local suppliers, reducing the environment impacts and CO<sub>2</sub> emissions associated with transportation to the site.

Scope for increased recycling will be incorporated by specifying recycled materials where possible and ensuring that even where new materials are used, as much as possible can be recycled at the end of the building’s life.

All insulation materials specified for the Regent’s Park Road Hotel will have zero Ozone Depleting Potential and low Global Warming Potential, (GWP<5) in manufacture and composition.



#### 7.6.6 WATER CONSERVATION

The following water saving measures are considered for a range of areas in line with the BREEAM requirements.

- Dual Flush Cisterns on WC's
- Flow Restrictors to Taps
- Low Flow Showers
- Water Meters
- Water leak detection
- The need for irrigation will be minimised through appropriate landscaping which are adapted to the UK's conditions

#### 7.6.7 SUSTAINABLE URBAN DRAINAGE

A flood risk assessment (FRA) and SUDS statement have been prepared. The assessment classifies an overall risk of flooding to be low.

A blue roof system is proposed to attenuate and manage storm-water on a flat roof.

#### 7.6.8 WASTE MANAGEMENT

Prior to commencement on site a Resource Management Plan (RMP) that complies with the requirements of current legislation and BREEAM will be prepared. This plan will identify the local waste haulers and recyclers, determine the local salvage material market, identify and clearly label side spaces for various waste material storage and require a reporting system that will quantify the results and set targets.

The detail design phase will identify the potential waste streams that the development will produce. As a minimum, plans will be formulated to handle the separation, collection, and storage of common recyclable materials such as paper, glass, plastics and metals. The collection point will be easily accessible to all users. Dedicated storage space for recyclable materials generated by the site during occupation will include the following:

- Be clearly labelled for recycling
- Be placed within accessible reach of the buildings

- Be in a location with good vehicular access to facilitate collections.

#### 7.6.9 CONSTRUCTION ENVIRONMENTAL MANAGEMENT

There will be a commitment to comply with the Considerate Constructors Scheme and achieve formal certification under the scheme in line with the BREEAM requirements. As a minimum a score of greater than 35 out of 50 will be achieved with an aspiration to exceed 40, with no individual section achieving a score of less than 7.

#### 7.6.10 POLLUTION

Where refrigerants are used for air-conditioning and comfort cooling, they will be CFC and HCFC-free. The design team will also seek to select internal finishes and fittings with low or no emissions of VOCs and comply with European best practice levels as a minimum. The site will feature no on-site combustion for heating and hot water which would be detrimental to local air quality.

The lighting will be designed on a site wide basis to meet the mandatory requirements and aesthetic considerations. The strategy is to provide a balance between adequate external lighting for safe and secure operation of the site without unnecessary illumination or power consumption. The external lighting design will take into consideration the relevant guidance from the British Standards and other recommended documents.

External lighting will be designed to minimise the impact of light pollution. Light fittings will be specified with a reduced light spill and controlled using photocells and time-clocks to limit unnecessary operation.

Limits to noise emitting plant to prevent impacts on its surroundings.

Responsible construction practices to minimise resource use and the impact of noise, dust and pollution.

#### 7.6.11 TRANSPORT

Secure cycle storage will be provided for non-domestic development to encourage the occupants to use this carbon-free mode of transport. To maximise uptake of low carbon transport options a travel plan is recommended. This can also be rewarded in the BREEAM submission.

#### 7.6.12 LAND USE & ECOLOGY

The development will use the 4th floor terrace and roof area to integrate biodiversity and create a micro-climate for planting, green walls and rainwater gardens. Diversity of planting will create valuable habitat throughout the seasons.

Please refer to Cundall's Energy and Sustainability Statement Rev P02 for further information.



8.0  
ACCESS

8.0  
EXECUTIVE SUMMARY

8.1  
INTRODUCTION

8.2  
SITE SPECIFIC ITEMS

8.3  
BUILDING SPECIFIC ITEMS

8.4  
CONCLUSION