

The O2 Centre Masterplan S73 Submission

HIA Addendum

Quod
January 2025



Landsec



Introduction

- 1.1 This HIA Addendum has been prepared by Quod on behalf of LS (Finchley Road) Limited (“the Applicant”), to support a Section 73 application which seeks to vary planning permission ref. 2022/0528/P, granted on 20 December 2023, in respect of the O2 Masterplan Site (“the Site”) within the London Borough of Camden (“LBC”). Whilst the Section 73 application will grant a new planning permission for the entire Site, amendments are only proposed to the Detailed Element. The Outline Elements will be unaffected by the proposed changes except for a reduction in the maximum residential floor area proposed.
- 1.2 The Site is subdivided into 10 Development Plots (N1, N2, N3, N3-E, N4, N5, N6, N7, S1 and S8). These are identified on Parameter Plan ref. 19066_X_(02)_102. The 10 plots sit within three indicative phases.
- 1.3 The proposed Section 73 amendments relate to Development Plots N3E, N4 and N5, and the associated landscaping, access roads and infrastructure. These plots are located in the centre of the Site and are approved in detail as they form the first phase of the development – the “Detailed Element”. The Detailed Element of the Site extends to 1.79ha.
- 1.4 Development Plots S8, N7 and N6 located in the west of the Site are approved in outline and form “Outline Element West”. Development Plots N3, N2, N1 and S1 located in the east of the Site are approved in outline and form “Outline Element East”. These plots together are referred to as the “Outline Elements.” The Outline Elements are not affected by the amendments proposed as part of this Section 73 application except for a reduction in the maximum residential floor area proposed.
- 1.5 The amendments proposed as part of this Section 73 application are herein referred to as the “Proposed Development”.
- 1.6 In summary, the Section 73 design amendments relate principally to the Detailed Element and involve adjustments to the height, massing and footprints of the buildings; the replacement of Block N4D with a two storey community centre; new landscaping and additional public realm; revisions to architecture; and revisions to unit mix and internal layouts. Overall, there is an increase in floorspace of 5,766 sqm (GIA) for the Detailed Element compared with the Approved Scheme, an increase of 43 residential units, an increase in the size of the community centre and a slight reduction in commercial floorspace (-8sqm GIA). The affordable housing provision remains the same at 36% of the floorspace (GIA).
- 1.7 While there is an increase in the floorspace proposed in the Detailed Element, there is a corresponding reduction in floorspace in the Outline Elements such that overall, there is no change proposed to the total floorspace permitted for the O2 Masterplan as a whole, apart from an 8sqm (GIA) reduction in commercial floorspace from the Detailed Element.
- 1.8 The Proposed Description of development is as follows:
“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 the relocated community centre; additional residential floorspace (and corresponding reduction in floorspace within Outline Elements); revisions to unit mix and internal layouts; additional community (Class F2) floorspace, reduction in retail (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".

- 1.9 Full details and scope of the Section 73 application are described in the submitted Planning Statement Addendum, prepared by Newmark and the Design and Access Statement prepared by GRID.
- 1.10 Quod prepared a Health Impact Assessment (HIA) in support of planning permission reference 2022/0528/P on behalf of the Applicant. This HIA included a detailed assessment of the potential health impacts associated with the proposals (positive, neutral and negative), and a summary of relevant mitigation and enhancement measures.
- 1.11 The HIA has been reviewed in light of the changes to the Proposed Development set out above. This Addendum presents the results of this review. It does not go into the detail of the specific changes as these are not considered to be of a nature or a scale to materially affect the potential health effects of the Proposed Development. The purpose of the Addendum is to confirm whether the conclusions of the HIA remain valid (which it does).

Implications of the amendments proposed as part of this Section 73 application

1.12 Whilst the changes affect some specific figures reported within the HIA they do not result in changes to the assessment of health impacts, or the mitigation identified. The changes relate to:

- the number of homes in the Detailed Element¹ inc. accessible or adaptable homes;
- more people living in the Detailed Element (and less living in the Outline Element);
- public realm;
- increase in open space provided in the Detailed Element;
- increase in playspace provided in the Detailed Element;
- an increase in the size of the community centre; and
- minor changes in commercial floorspace.

1.13 Therefore, the assessment of health impacts and identified mitigation set out for the approved scheme remains robust and valid. This is restated in full at Appendix A and summarised below.

Updated Summary

1.14 Quod assessed the Proposed Development's potential health impact based on the principles of the HUDU Guidance. The assessment found that the Proposed Development is likely to have an overall positive impact on health.

1.15 Positive health effects relate to:

- The delivery of around 1,800 new high-quality homes in a range of sizes and tenures, responding to local needs;
- Provision of affordable housing (Low Cost Rent and Intermediate Rent) across 35% of residential floorspace (GIA);
- A car-free development contributing to healthier streets and extensive connectivity improvements through new cycle and pedestrian routes, facilitating active travel;
- Strengthening east-west links between Finchley Road and West Hampstead;
- Provision of **increased** high-quality open space and public realm (within area of deficiency) with inclusive design at heart and informed by public consultation (compared with the December 2023 Permission);
- Provision for a new health centre (minimum floorspace of 1,000 sqm GIA) which has the potential to accommodate 11 GPs.
- Provision of new jobs associated with the non-residential uses on-site, supporting local employment through a diversity of jobs and roles;

¹ The increase in residential floorspace in the Detailed Element is accompanied by a reduction in the residential floorspace in the Outline Element. The total quantum of residential floorspace of the Masterplan will remain as per the approved scheme.

- Provision of **increased** community floorspace including community floorspace and a creche supporting the local community and promoting social cohesion (compared with the December 2023 Permission);
- Designing for community safety with principles of natural surveillance at heart and the promotion of community ownership;
- A fabric first approach to design exploring passive design optimisations and energy efficiency measures contributing to sustainable design;
- 150% increase in biodiversity net gain on-site; and
- Encouraging the reuse and recycling of all possible materials and exploring opportunities to implement renewable energy technologies.

1.16 The HIA submitted pursuant to the December 2023 Permission made a number of recommendations or mitigation measures which could be considered in order to minimise potential negative health impacts and maximise positive health outcomes for occupants of the Site and surrounding area.

1.17 The following have been secured through conditions as part of the Permission:

- Implementation of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) to minimise any construction environmental effects including dust and traffic;
- A Framework Travel Plan will set out the proposed modal shift objectives and targets to encourage increased use of public transport and active travel. The removal of the existing car parking and the delivery of a car free development (except for the required blue badge parking) will have associated health benefits; and
- Planning obligations have been secured within the Section 106 agreement to promote local employment opportunities (Employment and Training Strategy).

1.18 The following recommendations are yet to be delivered and remain relevant:

- Implementation of mechanical ventilation with ISO Epm2.5 filtration to reduce concentrations of PM2.5.
- If deemed necessary by the Council, CIL payments from the Proposed Development could be used to contribute towards funding, maintaining and/or expanding a broad range of infrastructure, including social, community and education provision.;

Conclusion

1.19 The HIA submitted with pursuant to the December 2023 Permission has been reviewed in light of the amendments proposed as part of this Section 73 application. These revisions do not make a material difference to the health impacts and mitigation identified. Therefore, the conclusions of the HIA submitted pursuant to the December 2023 Permission remain valid.

Appendix A: January 2022 HIA Table Summary

		Details/Evidence & Potential Health Impacts
Housing Design and Affordability		<p>Positive (+)</p> <p>The Proposed Development has been designed with inclusivity in mind to ensure all residents are able to use the site comfortably and independently. The design has incorporated design practice guidance and incorporated the principles for inclusive design which are detailed below.</p> <p>All residential units that form part of the Proposed Development would meet the minimum space standards contained within the London Plan, these being the most recent minimum space standards for residential development within London and to ensure high quality living environments for future residents. Where appropriate, and as encouraged by the Mayor, residential units would exceed these minimum standards.</p> <p>Homes across the Detailed Proposals will be designed to meet Building Regulations (2010) with 90% of dwellings designed to Building Regulation M4(2) and 10% meeting M4(3) in line with guidance. This will ensure that all dwellings are wheelchair-accessible or easily-adaptable as a minimum catering for needs of all. Wheelchair user dwellings will be distributed throughout the Proposed Development, across type, size and level to ensure that units are not clustered together and to provide housing choice.</p> <p>Homes across the Detailed Proposals will meet or exceed the regulations for space standards. The design of the Detailed Proposals offers many opportunities for dual aspect apartments which can be seen on the internal layouts shown on the submitted plans. The design has sought to ensure that the majority of larger apartments are dual aspect to ensure sufficient light and views in different directions. This adds flexibility and variety to the internal spaces as well as improving natural ventilation.</p> <p>Access to residential buildings across the Detailed Proposals will be designed in line with AD M Volume 1 Standards and all buildings, and parts of buildings, including balconies and roof terraces, will include step-free access. Circulation space and corridors will allow sufficient space for wheelchair users to easily manoeuvre and vertical circulation will include two passenger lifts. For full details please refer to the Design and Access Statement.</p> <p>The Design Codes submitted as part of this Application set rules and guidelines for the Outline Proposes to ensure the delivery of a coherent and high-quality neighbourhood. The Design Codes document sets out the Architectural and Landscape design recommendations for future design including building typologies.</p> <p>The Proposed Development includes a range of housing types including studios and 1 – 3 bed and tenure including affordable housing (Low Cost Rent and Intermediate Rent).</p>
	Response	

		<p>Energy efficiency and sustainability has been a key element of the masterplan design with the Applicant's ambition to deliver a future-proofed approach to energy efficiency and low carbon buildings as set out in the Energy Strategy and Sustainability Statement. The Energy Strategy approach is based on a fabric first approach with good levels of insulation, efficient systems and controls providing a development that is both comfortable for occupants and addresses issues such as fuel poverty through reduced running costs.</p> <p>The Proposed Development will employ the energy hierarchy as set out in the London Plan (2021) – Be Lean, Be Clean and Be Green – to reduce energy consumption and emissions across the Proposed Development.</p>
	Additional Mitigation and Recommendations	None required.
Access to Social Infrastructure	Response	<p>No social infrastructures is currently accommodated on-site. Existing uses on-site include the O2 Centre which offers a range of leisure uses (including private gym and cinema), car park, Homebase store, Car showrooms and Builder's merchant.</p> <p>ES Volume 1: Chapter 15, Socio-economics assesses the likely effect of the Proposed Development on health services. Population modelling estimates that the residents accommodated by the Proposed Development would equate to demand for 2 GPs. The baseline assessment identifies that there is currently surplus capacity within local GP surgeries (within 1km) in line with Healthy Urban Development Unit (HUDU) guidance. The Outline Proposals include provision for a health centre (minimum of 1,000 sqm GIA) which could accommodate up to 11 full time GPs. Therefore, the Proposed Development would deliver new infrastructure to support the population accommodated within the proposed residential floorspace (estimated to equate to around 1,800 homes) and serve the local area.</p> <p><u>Access to Healthcare Services (Positive (+))</u></p> <p>The Applicant has engaged with the NHS regarding provision and requirements of this floorspace. The applicant has been engaging with local healthcare providers and has included, in line with planning policy, capacity for a health centre within the Proposed Development. A centre of this size could accommodate up to 11 FTE GPs. As shown in the baseline assessment, there is some capacity in local provision and it is not certain that additional capacity on this scale will be required: that will be a decision for the NHS. However, if the centre is taken up this would meet the demand arising from the Proposed Development (two FTE GPs) and provide new capacity for the surrounding community.</p> <p>The detailed design of the health centre would be set out in future Reserved Matters Applications (RMAs) and would be subject to a consultation process and agreement with NHS. Initial discussions had to date suggest this could also act as a multi-disciplinary healthcare centre providing out-patient facilities for the Camden and Islington NHS trust.</p>

		<p><u>Access to Education (Neutral (0))</u></p> <p>ES Volume 1: Chapter 15, Socio-economics models and assesses the likely effect of the Proposed Development on primary and secondary education. The modelling has been undertaken using the GLA Population Yield Calculator^[1] and assessed against the baseline informed latest Annual School Census data^[2]. For further detail regarding the methodology please refer to ES Volume 1: Chapter 15, Socio-economics.</p> <p>The modelling concludes that an estimated 317 children of school age would be accommodated by the Proposed Development – 200 at primary age and 117 at secondary age. There is currently surplus capacity within primary schools locally and limited capacity across borough secondary schools. School roll projections reviewed by LBC anticipate increasing capacity at both primary and secondary level over the next ten years. Accordingly, the effect of the Proposed Development would be adverse but not significant for primary schools at the local level and for secondary schools at the borough level.</p> <p>Any adverse effects would be mitigated via financial contributions, if required, secured through Community Infrastructure Levy (CIL) in line with LBC's adopted Developer Contributions Supplementary Planning Document.</p> <p>For full details please refer to the ES Volume 1: Chapter 15, Socio-economics.</p> <p>The Detailed Proposals include delivery of a community centre (270 sqm GIA). As part of the Detailed Proposals this community facility would be delivered in the first phase of the scheme. The proposed floorspace will include ancillary spaces including an office area, meeting room, sanitary accommodation and a kitchenette.</p> <p>[1] GLA, (2019). GLA Population Yield Calculator v3.2, [2] Department for Education, 2021. Schools, Pupils and their Characteristics. (Annual School Census Data, 2020)</p>
	Additional Mitigation and Recommendations	Financial contributions, if required, secured through Community Infrastructure Levy (CIL) in line with LBC's adopted Developer Contributions Supplementary Planning Document.
Air Quality, Noise and Neighbourhood Amenity	Response	<p>Neutral (0) at construction/ Positive (+) in end-use</p> <p>ES Volume 1: Chapter 7: Air Quality assesses the effects of construction on air quality including dust emissions and emissions from construction vehicle emissions.</p> <p>The assessment finds the predicted magnitude of dust emissions produced during the construction phase, before mitigation, to be large. The Proposed Development would implement a Construction Management Plan (CMP) outlining necessary mitigation measures to</p>

minimise dust emissions produced during construction activities. The CMP would be informed by the GLA Dust Guidance and will include mitigation measures for minimising effects from dust and particulate emissions. Following mitigation, the effects dust emissions on air quality are not projected to be significant.

The assessment notes that throughout construction there are no exceedances predicted in the relevant AQALs for NO₂ or PM₁₀. However, PM_{2.5} is expected to exceed annual mean concentrations therefore mitigation to reduce PM_{2.5} should be incorporated. This includes mechanical ventilation with ISO Epm_{2.5} filtration of over 50% at all air intakes for the Proposed Development. This is to reduce PM_{2.5} concentrations to below the WHO guideline. For plots that will be included in the Detailed Proposals, this mitigation will be embedded within the design.

The construction programme would result in an increase in heavy duty vehicle (HDV) movements to and from the site. These vehicle movements would be associated with an increase in traffic emissions. However, the baseline notes a high level of vehicle movements due to the uses on-site (including car park). Therefore, the increase in emissions from HDV movements is outweighed by the reduction in emissions from other vehicle movements.

ES Volume 1: Chapter 6: Noise and Vibration assesses the effects of construction on noise and vibration including construction traffic. Standard measures will be taken to minimise noise from construction traffic including electric and electro-hydraulic plant and equipment, plant to be operated at low speed, construction traffic to be parked away from sensitive uses and works to be limited to between 07:00-19:00 on weekdays and 07:00-13:00 on Saturdays. Vibration impacts from the construction process will be reduced through the use of non-percussive tools, rotary bore piling, regularly serviced plant and on-site vibration loggers to monitor noise levels.

The mitigation measures identified for managing noise and vibration effects from construction of the Proposed Development are the best practical measures (BPM) that can be implemented.

Furthermore, a Construction Logistics Plan (CLP) will be agreed with the LBC and implemented to noise contributions of construction traffic. The assessment of road traffic arising from the construction of the Proposed Development suggests that traffic noise levels will be unchanged or reduced and will not have a significant effect on high sensitivity receptors.

Once operational, the Proposed Development would generate less traffic than the existing site uses due to the removal of the car park. Once operational, the Proposed Development would generate significantly less traffic than the existing site uses due to the removal of the car park (over 75% reduction in two-way vehicle flow during peak hours)

The proposed energy strategy for the Proposed Development is all-electric, utilising zero-emission technologies. As no combustion sources

		<p>are proposed, the impacts of emissions from the energy plant will not give rise to significant effects.</p> <p>The Proposed Development will also minimise pollution levels through the use of air sourced heat pump technology, enhanced with PV panels on roof tops. The Detailed Proposals of the Proposed Development will result in an approximate 66.3% reduction in CO₂ emissions through the use of air sourced heat pump technology as part of the Be Lean, Be Clean, and Be Green approach. The Energy Strategy sets out these proposals in detail.</p>
	Additional Mitigation and Recommendations	Implementation of a CMP and CLP to manage and mitigate dust and traffic effects during construction. Additionally, implementation of mechanical ventilation with ISO Epm_{2.5} filtration to reduce concentrations of PM_{2.5}.
Accessibility and Active Travel	Response	<p>Positive (+)</p> <p>The Transport Assessment outlines compliance with the ten Healthy Streets indicators and how the Proposed Development aligns with TfL's core principles of healthy streets and active travel. The design of transport for the Proposed Development focuses on people - improving footpaths and landscaping, reducing vehicle flows and activating the street at all times of day to creating a safe and accessible place for users.</p> <p>The Transport Assessment provides a detailed assessment of the Proposed Development against the Healthy Streets Designer's Check (Appendix G). The Proposed Development improves the score under each of the ten indicators outlined across the Site including Finchley Road, Blackburn Road and the leisure route through the Site.</p> <p>The Proposed Development prioritises and encourages cycling with paths and parking proposed across the Proposed Development. The proposals will increase permeability for cyclists while enhancing east-west connectivity, which will in turn reduce vehicle dominance across the Site. The Proposed Development will provide a choice of east-west cycle routes, with the primary cycle route situated along Blackburn Road at the northern boundary of the Site. In addition to this, long-stay cycle parking will be provided across the Proposed Development and short-stay cycle parking will be provided within the proposed public realm.</p> <p>Cycle parking provision has been calculated using the London Plan (2021) methodology. The Proposed Development is set to provide 1,064 number of long stay and 100 short stay cycle spaces across the Detailed Proposals. Cycle provision in the Outline Proposals shall accord with the London Plan standards (March 2021).</p> <p>Vehicular access will be principally taken from Blackburn Road and Finchley Road, with a north-south route between Plots N2 and N3 to be provided to enable access to Plot S1, which includes disabled car parking, residential space and a commercial service yard. The reduced vehicle movement will create an opportunity to develop Blackburn Road into a low speed, low traffic environment that focuses on pedestrians and cyclists.</p>

		<p>Feedback from public consultation, as set out in the Statement of Community Involvement (SCI), noted the need to improve pedestrian experience, particularly along Finchley Road. The Proposed Development therefore proposed to widen the pavements setting back the buildings by around 10 metres to create a welcoming pedestrian entrance to the Site improving pedestrian experience while encouraging users to utilise new walking routes.</p> <p>The Proposed Development will be “car-free”, except for disabled parking, in accordance with London Plan (2021). Within the Detailed Proposals there will be a total of 18 disabled parking spaces. Disabled car parking provision will also be provided within the Outline Proposals (35 spaces). In addition, approximately three disabled places are provided to support the commercial floorspace - as the majority of the commercial floorspace falls within Outline Proposals, the disabled parking is located within the Outline element.</p> <p>The Site is well-connected to the wider public transport network with rail connections to the London Overground and Underground and Thameslink services. There are currently two bus services currently start and terminate within the Site. There are also a number of additional bus services accessible within the local area along Finchley Road, Broadhurst Gardens and West End Lanes. As stated above, the Site currently has a PTAL rating ranging from 6a to 6b, representing the highest level of transport accessibility. It is therefore an ideal location for intensification of development and the provision of new homes, due to its sustainable location, as reflected in planning policy.</p> <p>Access and approaches to building entrances across the Proposed Development will be designed to ensure access for all. All entrances will be level or gently sloping with suitable non-slip surfaces. All walking surfaces will be slip-resistant, paths well-lit and any gradients meeting or exceeding the requirements of Approved Document M.</p> <p>Further details are provided within the Transport Assessment, Statement of Community Involvement (SCI) and Design and Access Statement (DAS).</p>
	Additional Mitigation and Recommendations:	No mitigation required
Crime Reduction & Community Safety	Response	<p>Positive (+)</p> <p>The Proposed Development has been developed with key principles of the London Plan, Crime Prevention Through Environmental Design (CPTED) and the Police Service's Secured By Design initiative (noting that a Secure By Design Application will be submitted for this development). Safety and security is an integral part of the design process and has been considered from the outset.</p>

Each phase of the Outline Proposals will come forward a Reserved Matters Application (RMA) to approve the detailed design – each RMA will be subject to a consultation process allowing an opportunity to comment on each new application.

A formal security risk assessment (SRA) was undertaken to identify the security risks posed to the Proposed Development to inform the design process.

The design of the Proposed Development has evolved to ensure all vehicular and pedestrian routes are visually open, direct well used and do not undermine the defensible space of neighbourhoods. Key design measures include public access and movement through the site linking Finchley Road and West End Lane and building entrances being subject to controls and permissible access for clearly defined user groups (where necessary enforced via electronic or physical security points).

Natural surveillance across the landscape is a core feature within the design with building footprints shifted to increase surveillance over the linear park during the masterplan evolution and ground floor uses (including cafes and retail outlets) offering passive surveillance. Additionally positioning of windows and balconies has been considered to improve natural surveillance over children's play areas. The main movement networks across the proposals have been designed with clear visibility, lighting and good sight lines alongside the creation of active spaces.

Furthermore, video surveillance systems and CCTV will be installed to mitigate anti-social behaviour and provide a deterrent to crime.

For further details please refer to the **Crime Impact Assessment**.

Designing for community safety has been an integral aspect of the Proposed Development with specific concerns for the safety and security of residents, visitors, workers raised in public consultation. The security of the Proposed Development will benefit from continuous public presence in well-lit, monitored, non-threatening spaces and the provision of a high-quality, well-maintained environment which people respect and in which people behave appropriately.

The Proposed Development includes delivery of a variety of multi-use and attractive public spaces including the new town square. This square will provide a focus for dining, leisure and shopping in keeping with the urban character of the adjacent Finchley Road. Furthermore, the community pavilion proposed within the Detailed Proposals provides a space to meet within the liner park and is designed to host a range of uses throughout the day.

For further details please refer to the **Design and Access Statement**.

		As outlined previously, several phases of formal community consultation have taken place from June 2019 to November 2021 to inform the design of the Proposed Development. Top concerns raised by the public of relevance to this assessment include public space and green space; public realm; homes; safety and security; mix of uses and social infrastructure. Provision of community spaces and a mix of uses was raised throughout consultation with the proposals adding in provision of a community hall in early phases. Please refer to the Statement of Community Involvement (SCI) for further details.
	Additional Mitigation and Recommendations:	None required
Access to Healthy Food	Response	<p>Positive (+)</p> <p>The Proposed Development includes food growing opportunities within the community areas of the landscape design within the Outline Proposals for the eastern edge of the Site. This provision facilitates the supply of local food for the community.</p> <p>The Proposed Development proposes delivery of a variety of retail (Class E(a) and Class E(b)), service (Class E(c)) and community floorspace (including a health centre and community floorspace). The design goals of the Proposed Development include creating frontages to the buildings with a welcoming and symbiotic relationship between built form, functions and activities and landscape.</p> <p>For further detail please refer to the Design and Access Statement and Sustainability Statement.</p> <p>The proposed Class E(a) floorspace would allow for delivery of retail floorspace which could include supermarket uses. The Site currently accommodates a Sainsburys. The Applicant is in positive and proactive discussions with Sainsbury's about the re-provision of a new store to serve the current and new population. The removal of car parking from the site under existing planning policy will ultimately result in a smaller format but it is still envisioned to be a comprehensive neighbourhood offer.</p> <p>The proposed Class E(b) floorspace would allow for the sale of food and drink. This floorspace has not yet been allocated.</p> <p>Under the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 hot food takeaways now falls within the 'Sui Generis' class. While Sui Generis floorspace is proposed across the Proposed Development it is currently not intended for this use.</p>
	Additional Mitigation and Recommendations	None required

Access to Work and Training	Response	<p>Positive (+)</p> <p>The Proposed Development will provide temporary demolition and construction employment opportunities over the 15 year construction programme. It is estimated using the Construction Industry Training Board (CITB) Labour Forecasting Tool that there will be an average of 380 full time equivalent (FTEs) jobs over the duration of the 15-year construction period for this Proposed Development.</p> <p>In end-use the Proposed Development would accommodate 545 to 758 gross jobs as estimated by ES Volume 1: Chapter 15: Socio-Economics. Taking into consideration the existing employment on-site (estimated at 465 FTE employees) this would result in a net gain on-site of 80 to 221 net jobs.</p> <p>These jobs will provide opportunities across a variety of industries across a broad spectrum of skills with a balance between entry level and higher skilled jobs to meet the varied needs of the local labour market. The Applicant will seek to work with businesses and local groups to ensure that local people are able to access these jobs.</p> <p>The Proposed Development will provide 250sqm sqm of affordable workspace for local businesses and start-ups.</p> <p>The Applicant has submitted an Employment, Skills and Supply Plan to maximise opportunities arising from the Proposed Development for the local community and measures in this regard will be secured via Planning Obligations in the Section 106 Agreement.</p> <p>The Outline Proposals include provision for delivery of a creche – 300 sqm (GIA). This floorspace would provide childcare facilities for the local community including employees accommodated on-site.</p>
	Additional Mitigation and Recommendations	<p>Employment and Training Strategy secured via Planning Obligations in the Section 106 Agreement</p>
Social Cohesion and Inclusive Design	Response	<p>Positive (+)</p> <p>Community engagement has been a key focus of the planning process for the Proposed Development. Extensive public consultation has taken place to engage stakeholders and the community on the proposals for the redevelopment of the Site. Following each phase of consultation, the Applicant carefully analysed and considered feedback to shape future design.</p> <p>The need for more public open space locally, particularly green space, was a key concern throughout consultation with 72% of Phase 1 respondents highlighting more green spaces as the key priority for improvement in the Finchley Road/West Hampstead area. Phase 2 consultation responses noted that a key priority for these spaces would be places to sit and socialise accounting for 15% of the votes.</p>

		<p>Provision of open space and public realm are key to the masterplan design with 50% of the Site being delivered as public realm helping to meet local priorities and address local deficiencies. For further detail please refer to the Statement of Community Involvement and Design and Access Statement.</p> <p>The Proposed Development will improve and enhance connections for the local areas through the creation of a network of public realm east-west links improving the permeability of the site and including pedestrian and cycle links. This includes a dedicated route along the southern ends of the site connecting the two existing communities at Finchley Road and West Hampstead. The proposals will therefore increase permeability for site users and enhance east-west connectivity integrating the scheme into the wider spatial network.</p> <p>The Proposed Development includes a mix of uses including residential and non-residential floorspace. The proposed non-residential floorspace provides a wide variety of spaces including community space, leisure, workspace, recreations spaces and retail. This mix of uses will provide opportunities for social interaction and spaces for people to meet and enjoy.</p> <p>The Detailed Proposals includes delivery of a community hall (270 sqm GIA) providing opportunities for the voluntary and community sectors.</p> <p>The Design and Access Statement describes how the Proposed Development has been progressed with consideration of the principles of inclusive design including residents, visitors, staff and the wider community. This includes legibility and wayfinding design to facilitate access for those who are blind or partially sighted; step-free or gently-sloped routes; accessible cycling parking; and clearly distinguished entrances with easy entry.</p> <p>Accessibility and inclusion form part of the Design Codes which will guide development for future Reserved Matters Applications (RMAs) for the Outline Proposals securing principles of inclusive design.</p> <p>For further detail please refer to the Design and Access Statement & Design Codes</p>
	Additional Mitigation and Recommendations	None required
Minimising Use of Resources	Response	<p>Positive (+)</p> <p>Currently the Site comprises of the O2 Centre, Homebase, Car Showrooms and Builders Merchants alongside hardstanding. The Site is allocated within LBC's adopted Site Allocations Development Plan</p>

Document (2013) for a housing-led re-development and revitalise the centre.

The need for revitalisation is noted in current vacancy rates. According to the LBC's Retail Survey (2018)[1] the O2 Centre has a vacancy rate of 5%. More recent data from Experian (May 2021) reports an increased vacancy rate of nearly 12%. As set out in the Regeneration & Town Centre Statement there is currently vacancy across retail floorspace (approximately 33% vacancy including former Habitat unit) and food and drink floorspace (approximately 76% vacancy by total sqm with eight vacant units).

Therefore, the Proposed Development would meet the principles of this allocation providing much needed homes alongside community and commercial uses including reprovision of retail and leisure floorspace. Furthermore, the Site experiences a high PTAL rating (6a to 6b) - it is therefore an ideal location for intensification of development reflected in planning policy

The Proposed Development aims to retain or reuse materials that accounts for 50% of the embodied carbon associated with the existing O2 Centre. This includes (inter alia) the retention of below ground elements (e.g. foundations, access ramps, retaining walls) and reuse of façade and above ground superstructure for repurposing the landscape areas or off site reuse.

In end-use, the Proposed Development includes 140L mixed dry recycling space to encourage and maximise recycling by site uses.

The central theme of the design strategy is to deliver a sustainable development as outlined by the Key Sustainability Measures set out in the **Design and Access Statement**. These include:

- Building design: a fabric first approach exploring passive design optimisations and energy efficiency measures, optimised solar photovoltaics, all-electric strategy, and BREEAM Certification New Construction 2018 to an 'Excellent' standard for commercial spaces;
- Water use and Sustainable Urban Drainage: water efficient fittings, rainwater harvesting, and holistic storm water management strategy;
- Biodiversity and landscape design: maximising daylight to public realm, 150% increase in biodiversity net gain; circular economy principles built into landscape design; and community gardens in public realm;
- Sustainable transport: site-wide sustainable transport strategy, improved pedestrian and cycle transport routes.

		<p>For further information please refer to the Design and Access Statement and Sustainability Statement.</p> <p>[1] London Borough of Camden, 2018. Retail Survey</p>
	Additional Mitigation and Recommendations	None required
Climate Change	Response	<p>Positive (+)</p> <p>The Proposed Development has been designed to incorporate renewable energy, with the Applicant committed to procuring 100% renewable energy for all areas under control. Renewables that are reliant on solar energy will also be placed on unshaded roof tops and air source heat pumps (ASHP) will be provided on-site as the primary heat generating technology. The use of this technology will act to minimise both running costs and carbon emissions.</p> <p>The Proposed Development is set to achieve a 6.8% reduction in regulated carbon from passive measures and a 67% site wide carbon reduction through addressing issues such as fuel poverty and maximising, where possible PV provision on the roofs of buildings.</p> <p>The Proposed Development will aim to meet optimum indoor acoustic requirements across acoustics, ventilation and overheating. Massing will also allow for provision of dual aspect dwellings which will maximise daylight and passive ventilation opportunities. Across the Detailed Proposals 90% of social rented units, 38% of intermediate rent units and 50% of private units provided will be dual aspect.</p> <p>Approaches to improve pedestrian comfort and local microclimate temperatures by providing shading but allowing through winter sun through the use of deciduous trees.</p> <p>The Proposed Development would enhance biodiversity across the site through diverse planting and carefully established ecosystems across the new open spaces. The design of site massing has evolved to best enhance biodiversity and landscaping, with advice being provided from London Wildlife Trust to maximise biodiversity and Urban Greening wherever possible and maximising daylight to public realm, contributing to a 150% increase in biodiversity net gain on-site.</p> <p>The Proposed Development will implement a sustainable urban drainage strategy based on the installation of water efficient fittings to reduce internal water consumption, rainwater harvesting for irrigation to be considered into stormwater drainage system and holistic storm water management.</p> <p>For further details please refer to the Energy Strategy and Sustainability Statement.</p>

	Additional Mitigation and Recommendations	None required
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