

LS (Finchley Road) Limited

O2 Masterplan Site, Finchley Road, Camden - Phase 1 (Detailed Element)

Draft Interim Bus Service and Infrastructure Strategy

Reference: 277183-00-S106-P1-01

Issue | 14 August 2024

DRAFT

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number: 277813-00

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1. Introduction

1.1 Background

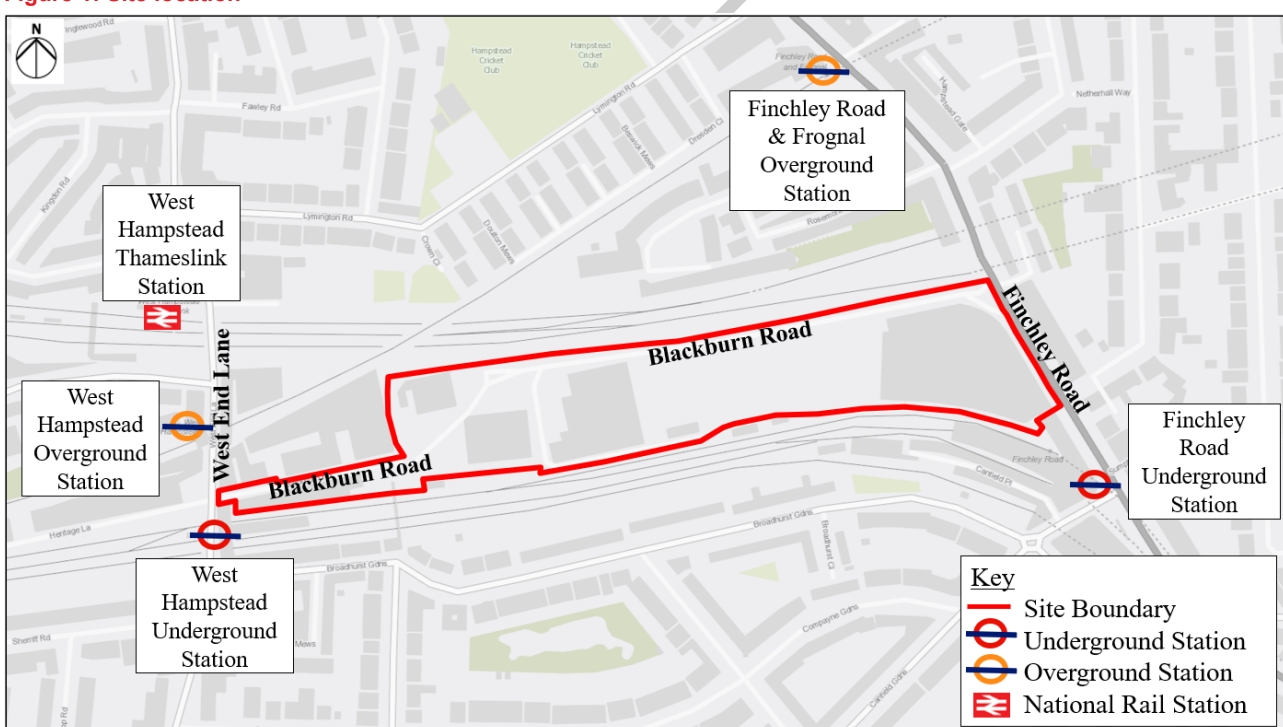
This Draft Interim Bus Service and Infrastructure Strategy has been prepared and submitted by Ove Arup & Partners Limited ('Arup') on behalf of LS (Finchley Road) Limited (the 'Applicant'), to support an application for a temporary car park and bus turning circle (the 'Application') in relation to the construction of Phase 1 (Detailed Element) of the consented O2 Centre Masterplan development (planning reference: 2022/0528/P), in the London Borough of Camden ('LBC'). This report should be read in conjunction with the Transport Statement (TS) (dated 14 August 2024), which has also been prepared and submitted by Arup in support of the aforementioned planning application.

1.2 Site location

The O2 Masterplan Site is located between Finchley Road and West Hampstead. It is bounded by Blackburn Road, which envelops the Site along its southern and northern edge, also extending to the west. Finchley Road (A41) bounds the Site to the east, with West End Lane to the west. The Thameslink Bedford – Brighton railway line runs along the northern edge of the Site, and the London Underground Jubilee and Metropolitan lines run above ground along the southern edge of the Site.

The location of the Site is shown in **Figure 1**. Five stations (two London Underground, two London Overground and a National Rail Station) are located in close proximity to the Site within a five minute walk.

Figure 1: Site location



1.3 Existing Masterplan Site

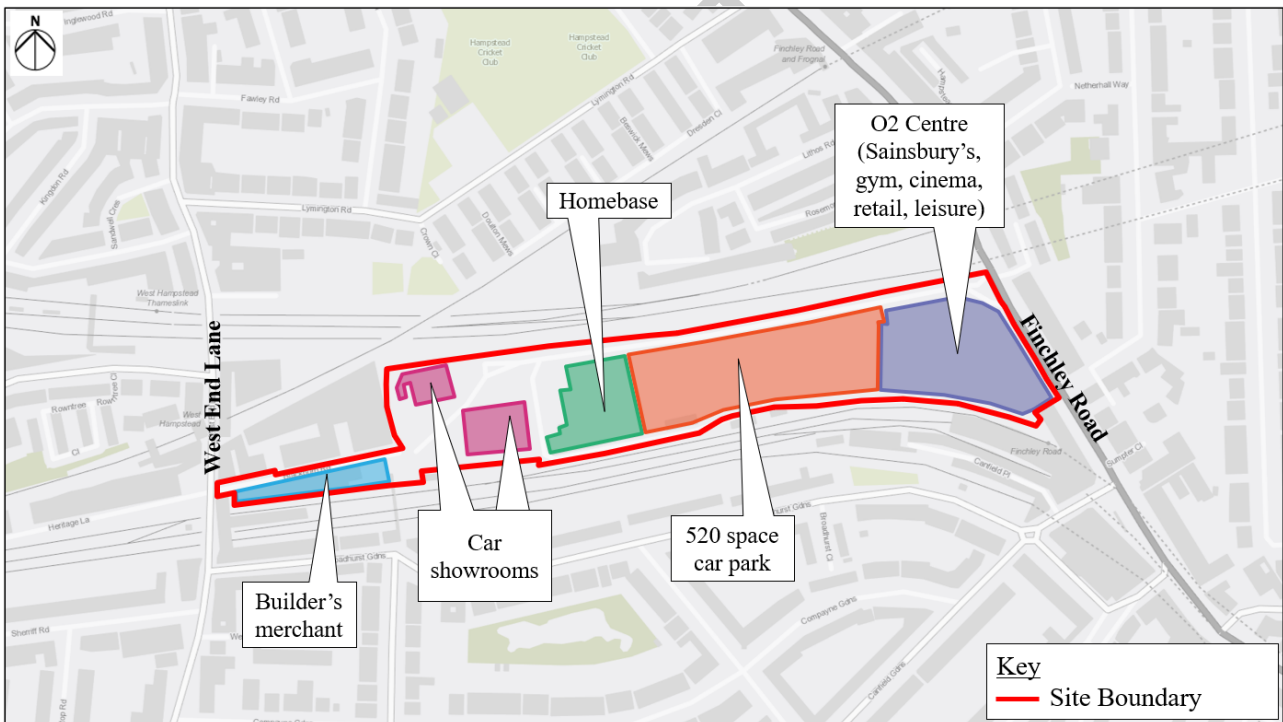
The Site is principally accessed from the east via the A41 Finchley Road. This forms a junction with Blackburn Road, which runs along the outside northern edge of the Site to the car showrooms, before routing southwards to create a road along the southern Site boundary that leads to the O2 Centre servicing yard. Two Transport for London (TfL) bus services (the 187 and 268) currently start / terminate and stand within the Site, anchored at the bus stop at the eastern end of Blackburn Road (O2 Centre Stop FC). These routes enter and exit the Site via the Blackburn Road / Finchley Road junction and use the western end of Blackburn Road as a turning area, before exiting the Site again via the Blackburn Road / Finchley Road junction. A second stop is provided at the western end of Blackburn Road adjacent to the Homebase (O2 Centre Homebase Stop FB).

Access can also be gained from the west via West End Lane, which forms a junction with Blackburn Road. Blackburn Road leads eastwards towards the Homebase, but does not create a vehicular connection with the eastern sections of Blackburn Road. The eastern section of Blackburn Road is formally an unnamed service road, however it is commonly referred to as 'Blackburn Road', including in this report.

The Masterplan red line planning boundary of the existing Site comprises the O2 Centre (which includes a Sainsbury's supermarket, multiple retail tenants, a cinema and a gym), a Homebase, two car showrooms and a Builder's Merchant. A publicly accessible car park, which has 520 spaces, is located at the centre of the Site between the O2 Centre and the Homebase. The Applicant ownership boundary comprises the O2 Centre, the car park and Homebase. In preparation for the demolition and construction works of Phase 1 (Detailed Element), the Homebase was vacated in December 2023. The red line boundary of this planning application covers the extent of the proposed works, which includes the eastern part of the Site's car park.

The layout and boundaries of the existing Site are shown in **Figure 2**.

Figure 2: Existing Masterplan Site layout and boundaries



1.4 Planning context

Planning permission was granted by LBC on 20 December 2023 for the redevelopment of the O2 Centre Masterplan Site. The description of the development for which planning permission has been granted is:

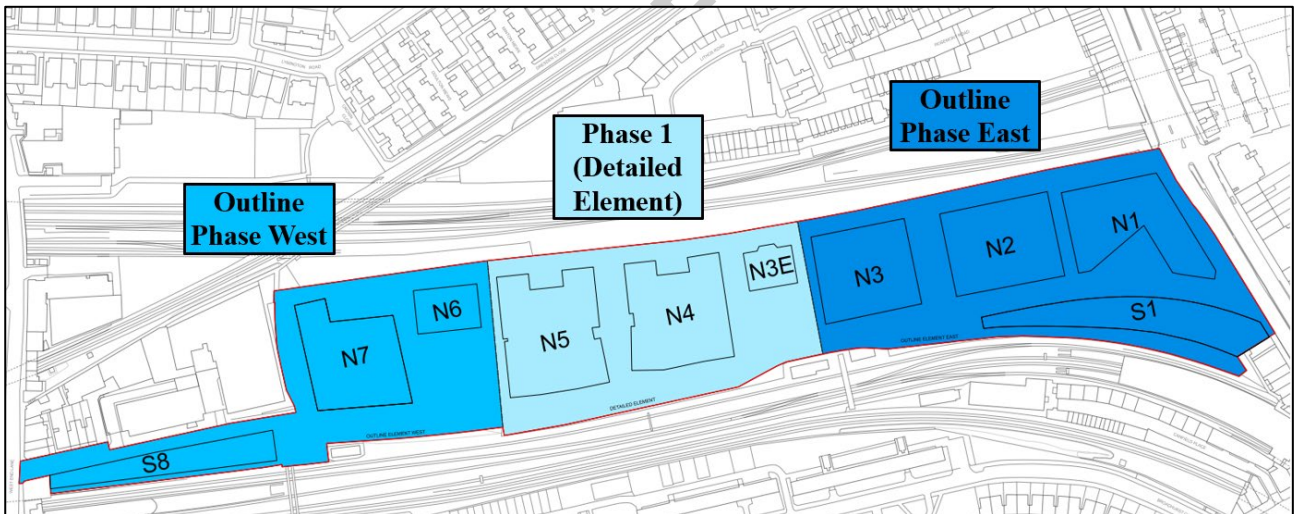
Detailed planning permission for Development Plots N3-E, N4, and N5 and Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8, including demolition of all existing structures and associated works, and redevelopment to include residential development (Class C3), commercial, business 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.

The Masterplan proposals involve the redevelopment of the entire Site to provide new residential dwellings and commercial floorspace. The Proposed Development will provide:

- Up to 170,180sqm GIA of residential floorspace (Use Class C3), envisaged to provide up to 1,796 residential dwellings.
- Up to 16,682sqm GIA of commercial floorspace (Use Classes E(a, b, c, d, e, f, g) and F2, and Sui Generis use), excluding the service yard.

The Proposed Development will be delivered in three phases; Phase 1 (Detailed Element) benefits from detailed planning permission and sits at the centre of the Site. The remaining two phases (Outline Phase West and Outline Phase East) both benefit from outline planning permission and sit to the west and east of Phase 1 (Detailed Element), respectively. A phasing plan is provided in **Figure 3**.

Figure 3: Phasing plan

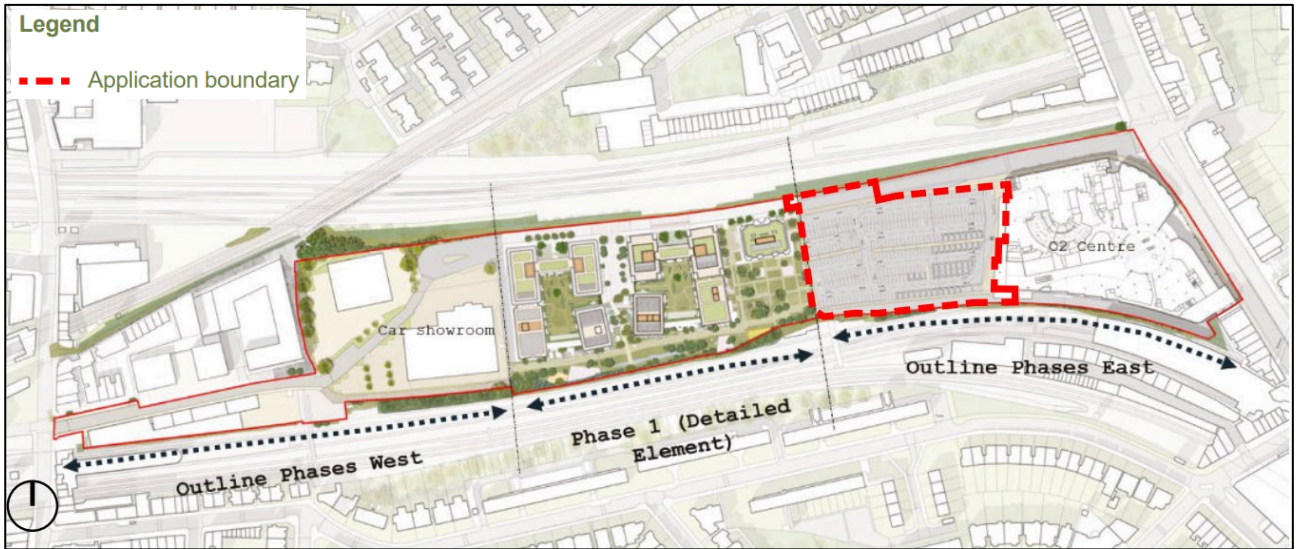


As shown on the figure above, Phase 1 (Detailed Element) consists of three Plots at the centre of the Site (N3(E), N4 and N5), which will contain the following:

- 608 residential dwellings (Use Class C3).
- 1,831sqm GIA of commercial floorspace (Use Classes E(a, b, c) and F2).

For context, **Figure 4** shows an overlay of the consented Phase 1 (Detailed Element) proposals within the context of the existing Site layout. As can be seen, Phase 1 (Detailed Element) sits at the centre of the Site, in the location of the current Homebase building and western part of the shared 520 space car park. The figure also shows the red line boundary of this planning application.

Figure 4: Phase 1 overlay



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1.5 Temporary planning application

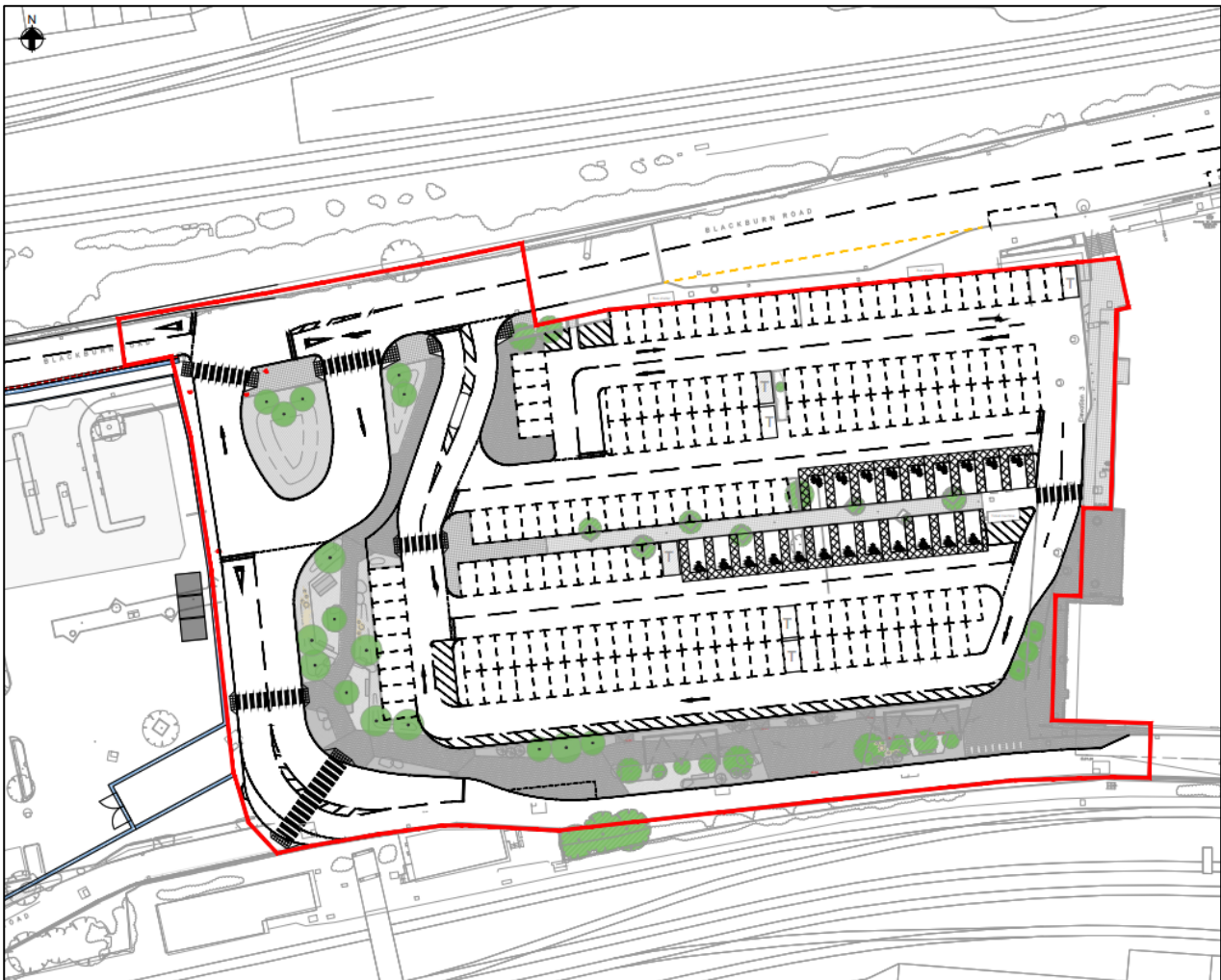
This report has been prepared to support a temporary planning application for a temporary car park and bus turning circle. The temporary car park and bus turning circle will be implemented ahead of construction of Phase 1 (Detailed Element), to unencumber the Site and facilitate the construction and delivery of Phase 1 (Detailed Element) of the consented O2 Masterplan development.

The temporary bus turning circle would ensure the uninterrupted operation of existing TfL bus services can be accommodated on-site during construction of Phase 1 (Detailed Element) of the development. The current eastern bus stop (Bus Stop FC) will be retained as existing during the works.

The temporary car park will provide 200 car parking spaces for the Sainsbury's and Shopping Centre. The provision of 200 car parking spaces has been agreed with Sainsbury's.

A General Arrangement plan of the temporary car park and temporary bus turning circle has been developed and presented to TfL and LBC in advance of submission of this planning application. The plan has been altered slightly since pre-application discussions with TfL and LBC, namely through the widening of the pedestrian route to the south of the car park and provision of one-way route (controlled by traffic signals) for access to the O2 Centre and Sainsbury's service yard. The proposed General Arrangement plan is shown in **Figure 5** and also provided as **Arup Drawing SK-120-C** at the rear. A wider drawing including Blackburn Road and the Phase 1 construction hoarding is provided in **Arup Drawing SK-075-E** at the rear.

Figure 5: Temporary car park and temporary bus turning circle General Arrangement plan



1.6 Section 106 obligation – Interim Bus Service and Infrastructure Strategy

The development's Section 106 agreement (dated 20 December 2023) has an obligation requiring the submission of an *Interim Bus Service and Infrastructure Strategy* which ensures the continued and uninterrupted operation of existing bus services during construction works. The exact wording of this obligation (from Part I Schedule 1 of the Section 106 agreement) is provided below:

“Interim Bus Service and Infrastructure Strategy” means a strategy to ensure the continued and uninterrupted operation of Existing Bus Services during relevant works of demolition and/or construction of the Development at no cost to TfL and such strategy shall include but not be limited to the following matters:

- a) the Temporary Bus Infrastructure and Arrangements to be put in place during the Construction Phase of the Development (as and when required) where construction or demolition works will result in a need to interfere with or interrupt the Existing Bus Infrastructure including a programme for delivery of the same;*
- b) mechanisms to secure a licence(s)/lease(s) from the Developer to TfL relating to Temporary Bus Infrastructure and Arrangements;*
- c) details of the measures to be carried out by the Developer to support and publicise any consultation carried out by TfL with local residents in relation to any changes to the provision of bus services within the Site; and*
- d) any other measures required to ensure the Existing Bus Services can continue to access the Site and all such measures shall be at no cost TfL;*

1.7 Report purpose

This report is the Draft Interim Bus Service and Infrastructure Strategy, which has been prepared to respond to Section 106 obligation outlined above. It is expected that a Final Interim Bus Service and Infrastructure Strategy will be prepared and submitted to Camden and TfL following consent of this Application. This Draft Interim Bus Service and Infrastructure Strategy includes the wider context and Section 106 agreement requirements. The Final Interim Bus Service and Infrastructure Strategy will focus on the intended strategy.

This Application and report have been prepared specifically for construction of Phase 1 (Detailed Element) of the development. It is expected that a separate Interim Bus Service and Infrastructure Strategy Report will be prepared and approved by TfL and Camden for future phases of the development, where arrangements for buses differs to those outlined in this report.

The remaining Chapters in this report provide responses to Paragraphs a to d (as set out above).

2. Paragraph a

2.1 Section 106 wording

Paragraph a of the Section 106 obligation relating to the Interim Bus Service and Infrastructure Strategy states the following:

a) the Temporary Bus Infrastructure and Arrangements to be put in place during the Construction Phase of the Development (as and when required) where construction or demolition works will result in a need to interfere with or interrupt the Existing Bus Infrastructure including a programme for delivery of the same;

2.2 Response

2.2.1 Indicative construction phasing

Various construction works will take place during the course of the build-out of the full Masterplan, which are summarised in **Table 1**. This Application and report have been prepared specifically for construction of Phase 1 (Detailed Element) of the development.

As shown in **Table 1**, buses are expected to remain on Blackburn Road in the current configuration until May 2025, during which various utilities works, the demolition of the Homebase and creation of the temporary bus turning circle will take place. Buses are expected to use the temporary bus turning circle (which is the subject of this Application) from June 2025 to March 2031 (approximately six years), during which Phase 1 (Detailed Element) and Outline Phase West will be constructed.

Table 1: Indicative construction phasing overview

Works	Indicative timings	Bus routing
First phase utilities works	August 2024 to February 2025	Blackburn Road – as per existing
Homebase demolition	End of 2024	Blackburn Road – as per existing
Car park remodelling and new bus route created	January 2025 to May 2025	Blackburn Road – as per existing
Sewer diversions	June 2025 to December 2025	Temporary bus turning circle
Phase 1 (Detailed Element) construction works and Outline Phase west enabling works	January 2026 to May 2029	Temporary bus turning circle
Outline Phase West construction works	June 2029 to March 2031	Temporary bus turning circle
Outline Phase East construction works	April 2031 to January 2036	Blackburn Road – final bus turning circle
Completion	February 2036	End-state Blackburn Road arrangement – final bus turning circle

It should be noted that the dates given in **Table 1** are indicative. There may be occasions when short-term alterations to bus arrangements are required. The Applicant and Principal Contractor will work closely with TfL and Camden to manage this and ensure that any short-term alterations to buses are agreed in advance with TfL and Camden.

2.2.2 Temporary bus infrastructure and arrangements

The Section 106 agreement provides the following definition of the temporary bus infrastructure arrangements:

“Temporary Bus Infrastructure and Arrangements” means temporary bus stops, stands, shelters or posts, to be provided, and any temporary arrangements for bus routes to serve the Site to ensure continuity of the bus services at the Site in accordance with an approved Interim Bus Service and Infrastructure Strategy;

Overview

The arrangements for buses within the Site follow the following key principles:

- The eastern bus stop (Bus Stop FC) will be retained as per the existing. Buses will therefore have the same end / start point for their journeys.
- A temporary bus turning circle will be provided to enable buses to turn within the Site. This will be provided closer to the eastern bus stop than the existing bus turning circle, thereby shortening the distance that buses travel within the Site.
- As a result of the shorter bus route within the Site, the existing western bus stop (Bus Stop FB) will be temporary suspended.

Full details of the arrangements for buses are provided below.

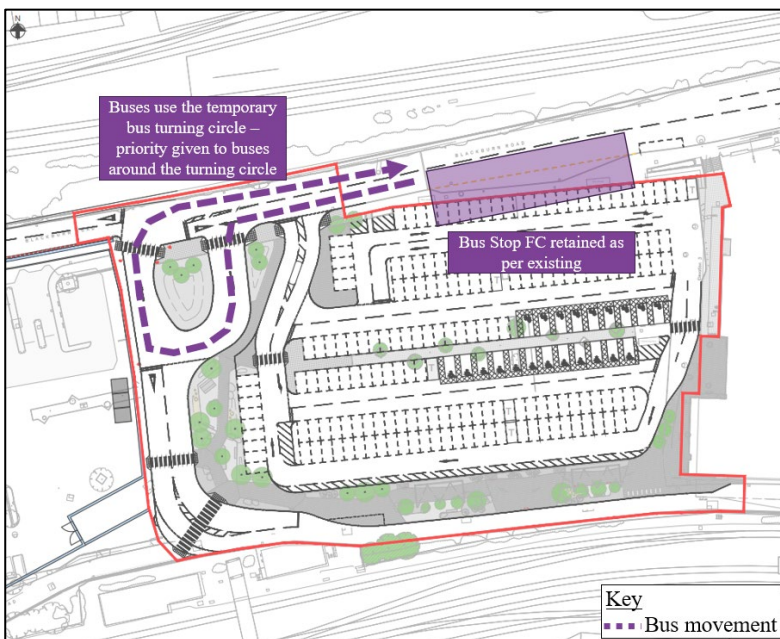
Temporary bus turning circle

The proposed arrangements for buses within the Site are illustrated in **Figure 6**.

Buses will use the temporary bus turning circle, which is located between the Phase 1 (Detailed Element) construction site and temporary car park. The turning circle has been designed such that priority is provided to buses the entire way round, therefore buses do not need to give way to other vehicles on the bus turning circle. The bus turning circle and north-south link will be re-constructed as necessary, in order to be suitable to accommodate buses and other vehicles that will use the route.

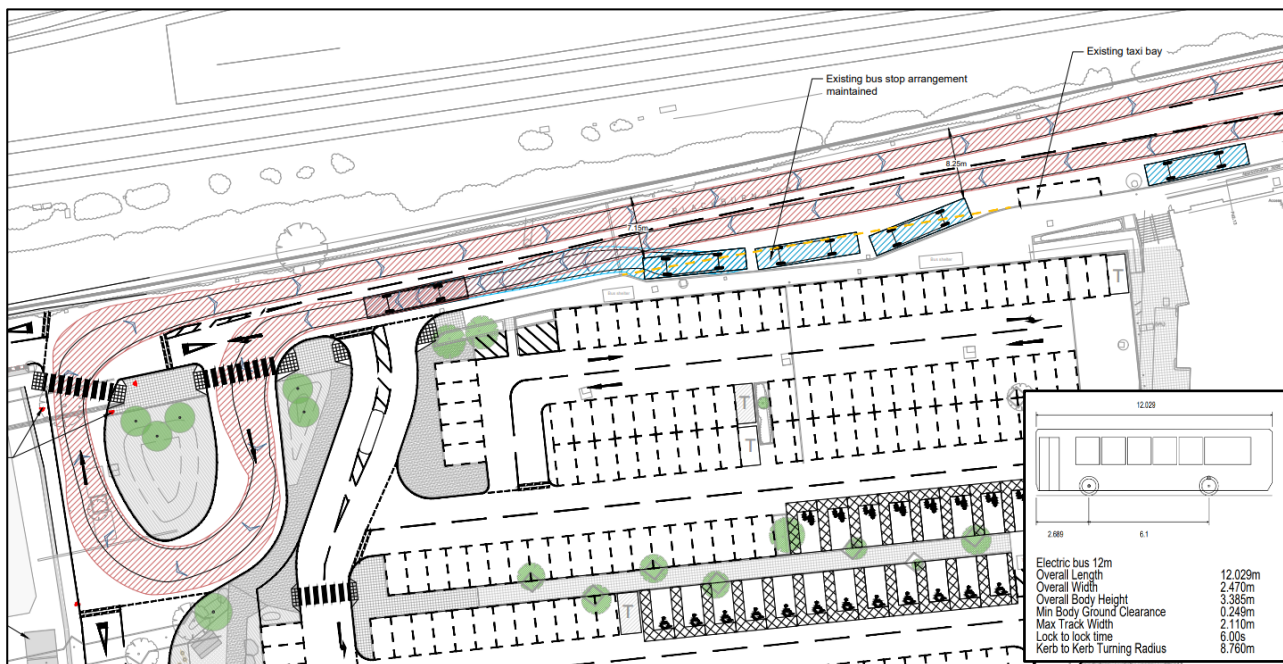
The total distance that buses will travel within the Site using the temporary bus turning circle is around 450m. This is around 430m shorter than the current distance buses travel within the Site. The short bus turning circle also minimises the potential for conflicts between buses and construction vehicles, which access the Phase 1 (Detailed Element) construction site further south, away from the temporary bus turning circle.

Figure 6: Proposed arrangements for buses



Tracking of the temporary bus turning circle using the profile of a TfL 12m electric bus is presented in **Figure 7**. This is also provided in **Arup Drawing SK-110-D** at the rear.

Figure 7: Temporary bus turning circle tracking



Bus stops

During construction of Phase 1 (Detailed Element), the eastern bus stop (Bus Stop FC) where buses terminate / start will be retained as per the existing.

The western bus stop (Bus Stop FB) will be temporarily suspended during the construction of Phase 1 (Detailed Element). Given the shortened bus route within the Site, the provision of an alternative bus stop is considered unnecessary as this would be in close proximity to the retained eastern bus stop. Direct pedestrian routes will be provided within the Site such that the retained eastern bus stop is easily accessible for users travelling to / from the west who are most likely to use the western bus stop at the moment.

A survey of the western bus stop (Bus Stop FB) was undertaken between 07:00 – 19:00 (12 hours) on Wednesday 19 July 2023, to understand its current usage. During the 12 hour survey period, a total of 25 passengers (21 boarding and four alighting) were observed to use the bus stop. This equates to approximately two passengers an hour using the bus stop. It should be noted that the survey was undertaken when the Homebase was still open. As of December 2023, the Homebase is no longer open and therefore usage of the western bus stop may have reduced. Given the very low demand experienced by the bus stop, the temporary suspension (with the retention of the eastern Bus Stop FC) is considered to be acceptable.

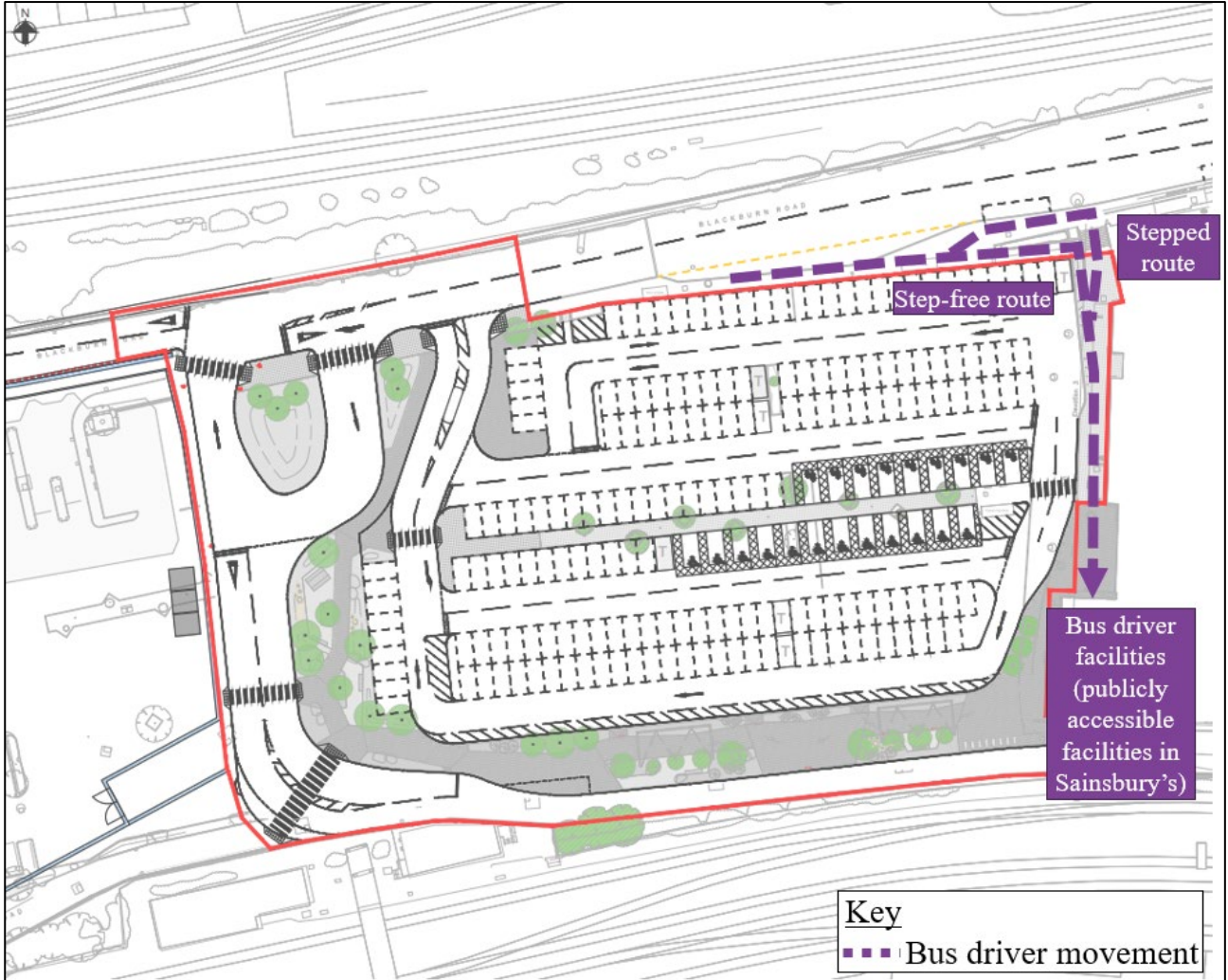
Kerbside controls

The part of Blackburn Road currently used by buses is designated as a GLA Side Road. This enables TfL the right to instigate and maintain parking and stopping controls on this private road. It is proposed that the GLA Side Road designation is revoked, with an equivalent private traffic management system (including privately enforced double yellow lines to prevent parking / stopping) in place on the temporary bus turning circle.

Bus driver facilities access

During construction of Phase 1 (Detailed Element), publicly accessible toilet facilities for use by bus drivers will continue to be available in the Sainsbury's, as per the existing arrangement. No alterations are proposed to this part of the Site during construction of Phase 1 (Detailed Element), therefore the route from Bus Stop FC to the Sainsbury's will remain the same as the existing. Alternative arrangements will be in place during the construction of other future Phases, which will be discussed with TfL at the relevant time. The proposed arrangements for bus driver facilities access are illustrated in **Figure 8**.

Figure 8: Proposed arrangements for bus driver facilities access



3. Paragraph b

3.1 Section 106 wording

Paragraph b of the Section 106 obligation relating to the Interim Bus Service and Infrastructure Strategy states the following:

b) mechanisms to secure a licence(s)/lease(s) from the Developer to TfL relating to Temporary Bus Infrastructure and Arrangements;

3.2 Response

A licence(s) / lease(s) will be entered into between LS (Finchley Road) Limited (the Developer and owner of Blackburn Road) and TfL, to ensure that TfL can appropriately continue to run bus services within the Site using the temporary bus loop and other arrangements summarised in **Chapter 2**. The terms of the licence / lease will be agreed between LS (Finchley Road) Limited and TfL prior to the implementation of the temporary bus turning circle.

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4. Paragraph c

4.1 Section 106 wording

Paragraph c of the Section 106 obligation relating to the Interim Bus Service and Infrastructure Strategy states the following:

c) details of the measures to be carried out by the Developer to support and publicise any consultation carried out by TfL with local residents in relation to any changes to the provision of bus services within the Site; and

4.2 Response

It is expected that TfL will be responsible for, and carry out, consultation in relation to proposed changes to bus services within the Site. It is expected that the consultation would include details of the proposed changes to bus routing and proposed changes to bus stopping arrangements within the Site. No changes to are anticipated to bus service frequencies or bus routes further afield than the Site. This is subject to whether TfL would change the contracted bus timetable for the relatively negligible reduction in the overall bus route length.

The Developer (LS (Finchley Road) Limited) will assist this process where possible, including supporting and publicising any consultation carried out by TfL with local residents.

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5. Paragraph d

5.1 Section 106 wording

Paragraph d of the Section 106 obligation relating to the Interim Bus Service and Infrastructure Strategy states the following:

d) any other measures required to ensure the Existing Bus Services can continue to access the Site and all such measures shall be at no cost TfL;

5.2 Response

At this stage, no other measures to ensure that existing bus services can continue to access the Site have been requested by TfL.

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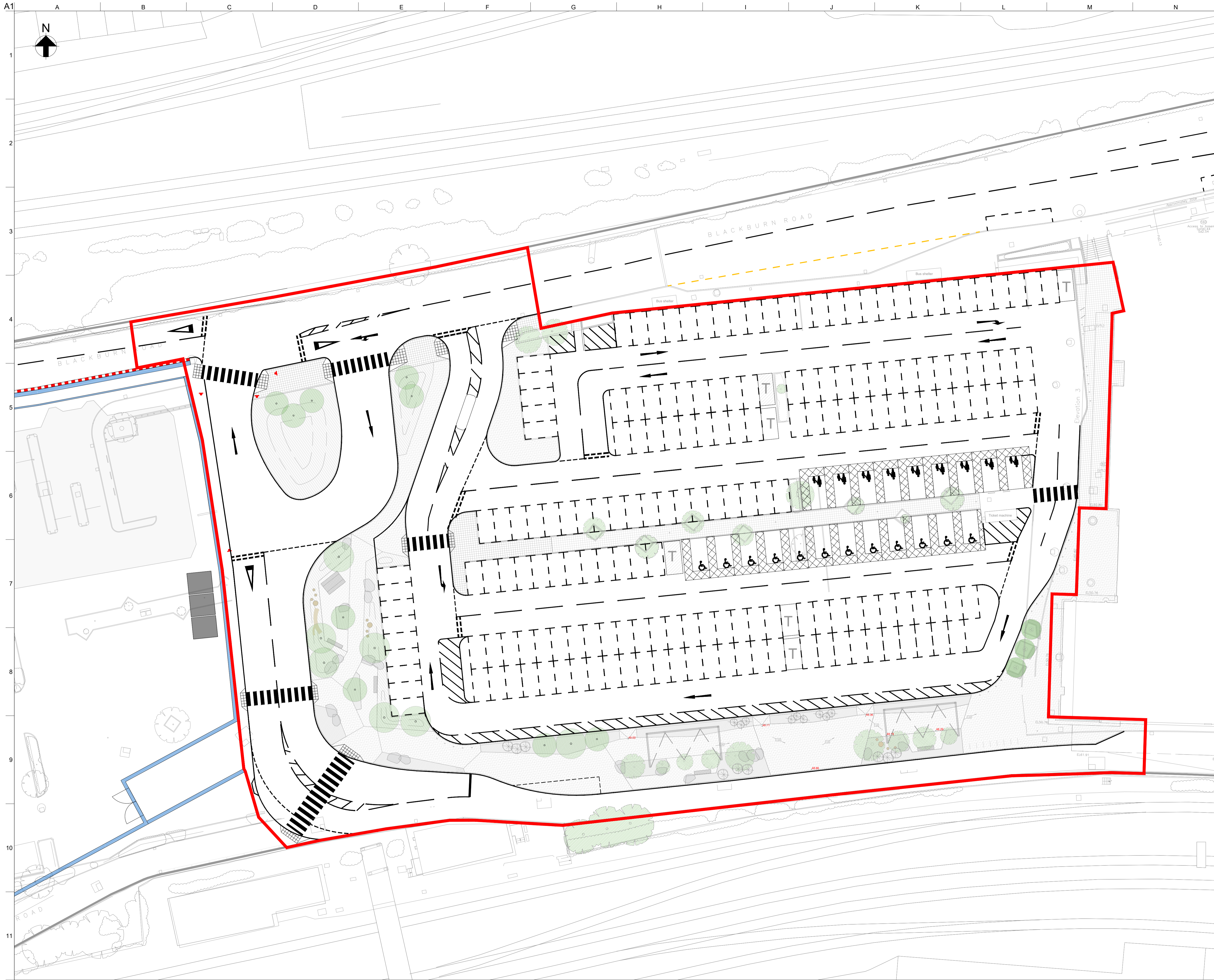
Drawings

Drawing 1: Arup Drawing SK-120-C

Drawing 2: Arup Drawing SK-075-E

Drawing 3: Arup Drawing SK-110-D

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Notes
 Working draft subject to detailed construction logistic plans and TfL agreement on bus routes etc.

Key
 — Site area (9710m²)

C	09/08/24	RJM	DL	AF
B	17/07/24	RJM	DL	AF
A	10/07/24	RJM	DL	AF

Rev	Date	By	Chkd	Appd
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Client
Landsec

Project Title
**O2 Masterplan Site
 Finchley Road**

Drawing Title
**Car Park & Bus Loop
 General Arrangement**

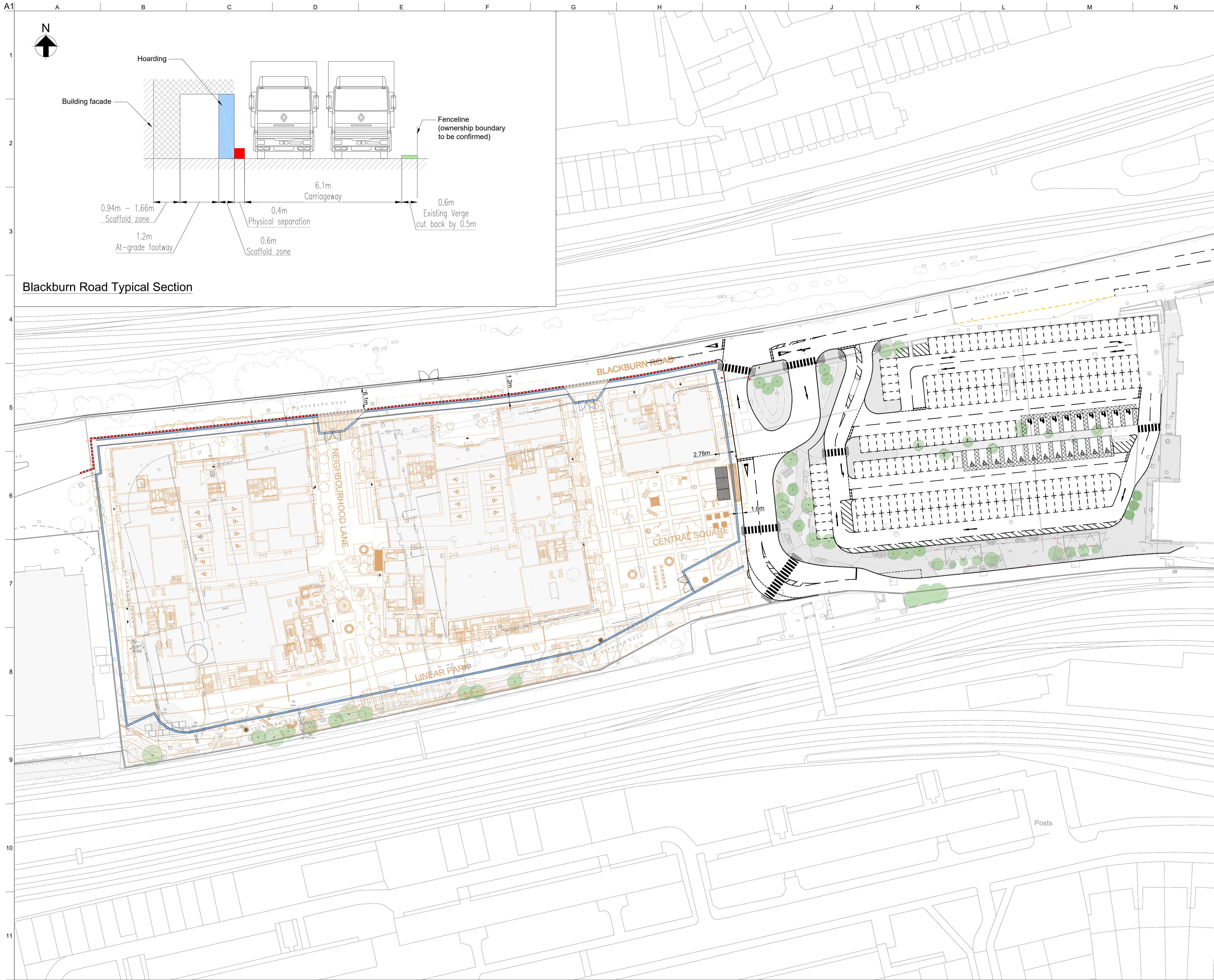
Scale at A1
1:250

Role
Transport

Suitability
- For Information -

Arup Job No 277813	Rev C
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Name
SK-120



Blackburn Road Typical Section

- Key**
- 400mm Physical separation (Kentledge blocks, water filled barriers, red/white timber or similar)
 - Hoarding line

E	09/08/24	RJM	DL	AF
D	27/06/24	RJM	DL	AF
C	12/06/24	RJM	DL	AF
B	03/06/24	RJM	DL	AF
A	23/06/23	RJM	DL	AF

Rev	Date	By	Chkd	Appd
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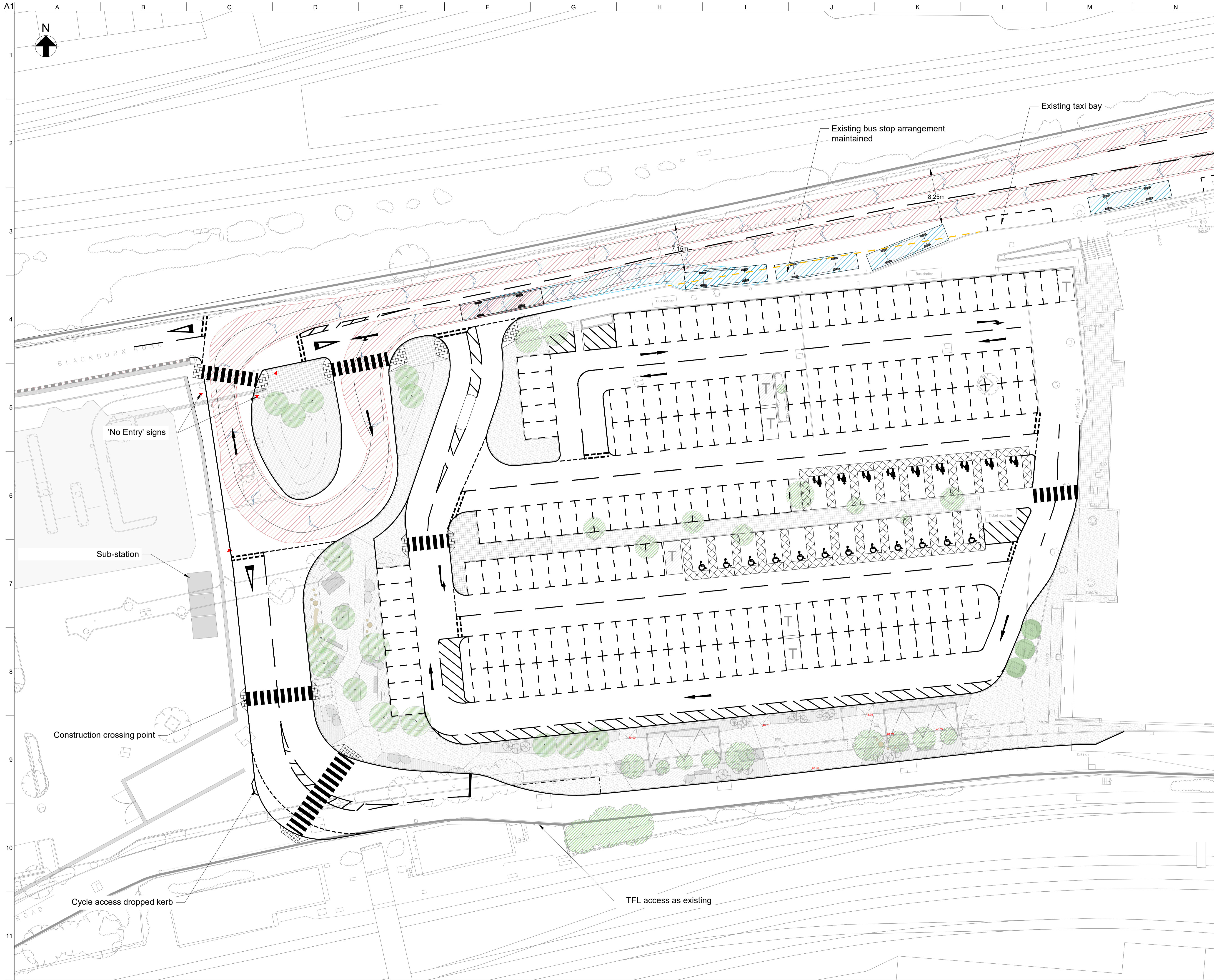
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Client
Landsec

Project Title
**O2 Masterplan Site
 Finchley Road**

Drawing Title
Hoarding General Arrangement

Scale at A1 1:500
 Role Transport
 Suitability - For Information -
 Arup Job No **277813** Rev **E**
 Name **SK-075**



12.029	
Electric bus 12m	12.029m
Overall Length	2.470m
Overall Width	3.385m
Overall Body Height	0.249m
Min Body Ground Clearance	2.110m
Max Track Width	6.00m
Lock to lock time	8.760m
Kerb to Kerb Turning Radius	

Notes
 Working draft subject to detailed construction logistic plans and TfL agreement on bus routes etc.

D	09/08/24	RJM	DL	AF
C	11/07/24	RJM	DL	AF
B	01/07/24	RJM	DL	AF
A	17/06/24	RJM	DL	AF

Rev	Date	By	Chkd	Appd
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Client
Landsec

Project Title
**O2 Masterplan Site
 Finchley Road**

Drawing Title
**Bus Loop
 Swept Path Analysis
 12m Electric Bus**

Scale at A1	1:250
Role	Transport
Suitability	- For Information -
Arup Job No	277813
Name	SK-110
Rev	D