



# The O2 Centre Masterplan Phase 1 S73 Submission

## Transport Assessment Addendum

Ove Arup & Partners Limited  
January 2025



**LS (Finchley Road) Limited**

## O2 Masterplan Site, Finchley Road, Camden

Section 73 Transport Assessment Addendum

Reference: 277813-03-TAA-P1-01

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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: 277813-03

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## Contents

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<b>Executive summary</b>	<b>1</b>
<b>1. Introduction</b>	<b>2</b>
1.1 Background	2
1.2 Site location	2
1.3 Consented development	3
1.4 Revised development proposals	3
1.5 Baseline transport review	5
1.6 Policy and guidance review	5
1.7 Report structure	6
<b>2. Revised development proposals</b>	<b>7</b>
2.1 Access	7
2.2 Cycle parking	8
2.3 Car parking	13
2.4 Vehicular access and delivery & servicing	14
<b>3. Revised travel demand</b>	<b>16</b>
3.1 Background	16
3.2 Consented Phase 1 – travel demand	16
3.3 Revised Phase 1 – travel demand	17
3.4 Net change	18
3.5 Summary	18
3.6 Severability	19
<b>4. Summary and conclusion</b>	<b>20</b>

## Tables

Table 1: Consented and revised development proposals summary	5
Table 2: Relevant London Plan (2021) Policy T5 cycle parking standards	8
Table 3: Proposed cycle parking provision	9
Table 4: Consented Phase 1 development – trip generation	16
Table 5: Revised Phase 1 development – trip generation	17
Table 6: Net change in trips for Phase 1 (consented vs revised)	18

## Figures

Figure 1: Site location	2
Figure 2: Development Plots and phasing	3
Figure 3: Proposed main pedestrian entrances to buildings	7
Figure 4: Long-stay cycle parking locations and access (ground floor)	10
Figure 5: Long-stay cycle parking locations and access (N3E basement)	11
Figure 6: Proposed short-stay cycle parking locations	12
Figure 7: Proposed car parking locations	13

**Drawings**

Drawing 1: Arup Drawing SK-127-H

21

Drawing 2: Arup Drawing SK-128-F

21

# Executive summary

This Transport Assessment Addendum has been prepared by Arup to support the 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 within the London Borough of Camden. 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.

An overview of this Section 73 application is provided in **Chapter 1**. 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 5,766sqm (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). 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.

The revised proposals related to transport are summarised in **Chapter 2**. The pedestrian access, cycle parking, car parking, delivery & servicing and vehicular access strategies all remain consistent with the principles agreed by Officers and approved as part of the consented development. Cycle parking and car parking provision have been updated to reflect the revised Phase 1 development proposals, to therefore remain policy compliant.

The revised travel demand associated with the changes to Phase 1 are outlined in **Chapter 3**. The revised proposal would result in a small increase in trips for Phase 1 compared to the consented development. When split across modes, the increase in trips for each mode would be negligible. Furthermore, the overall Masterplan development quantum is not proposed to change. Therefore, the total Masterplan trip generation forecasts and impact assessment undertaken in the January 2022 TA remain unchanged.

The summary and conclusion to this report is provided in **Chapter 4**. This report demonstrates that the revised Phase 1 proposals are consistent with the consented development and are considered to be acceptable and policy compliant from a transport perspective.

# 1. Introduction

## 1.1 Background

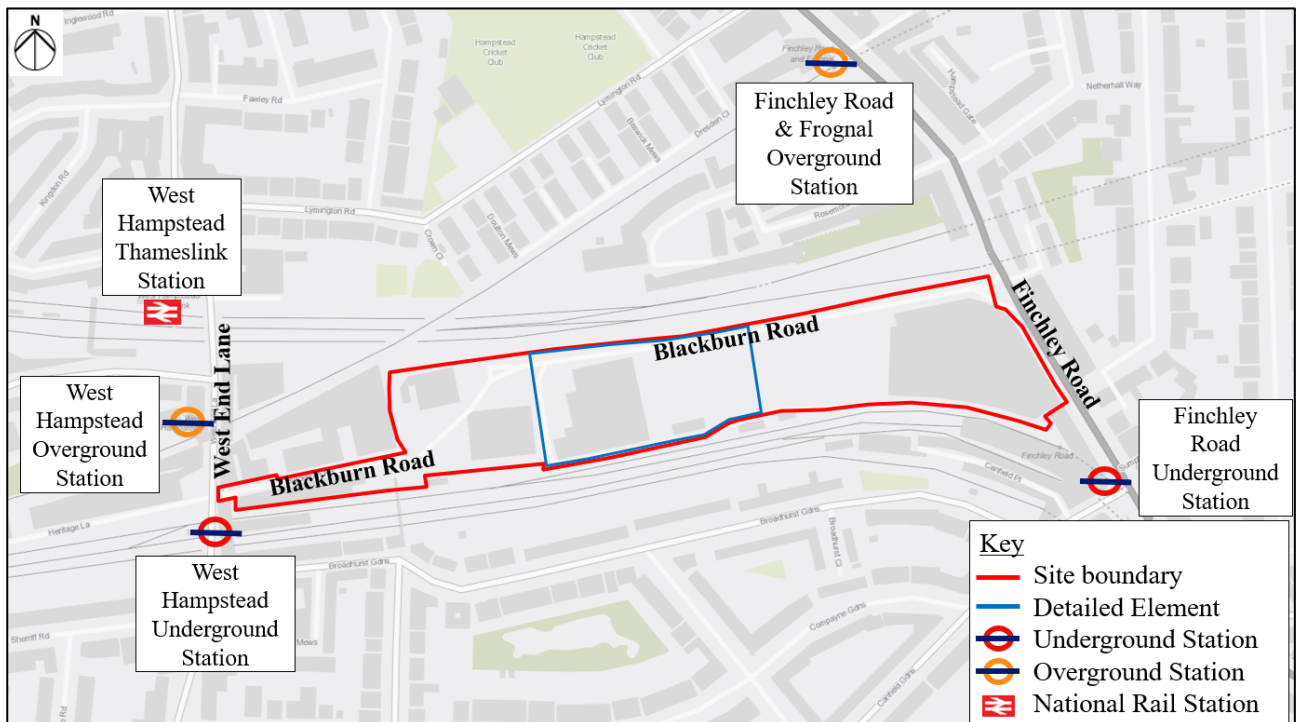
This Transport Assessment Addendum (“TAA”) has been prepared by Ove Arup & Partners Limited (“Arup”) on behalf of LS (Finchley Road) Limited (“the Applicant”), to support a Section 73 application which seeks to vary planning permission ref. 2022/0528/P, granted on 20 December 2023, in respect of the 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 Site location

The 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 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 Detailed Element (which this report relates to) lies within the centre of the Masterplan Site (as outlined in blue in **Figure 1** below).

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 Consented development

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 planning application for the consented development was supported by a Transport Assessment (“TA”), dated 31 January 2022 which was prepared by Arup. Subsequent TAAs (dated 14 September 2022 and 10 February 2023) were prepared during the determination period for the planning application to reflect minor design changes made to the Detailed Element (Phase 1). This TAA forms an addendum to the original TA (2022) and subsequent TAAs, and should be read in conjunction with them.

### 1.4 Revised development proposals

#### 1.4.1 Proposals summary

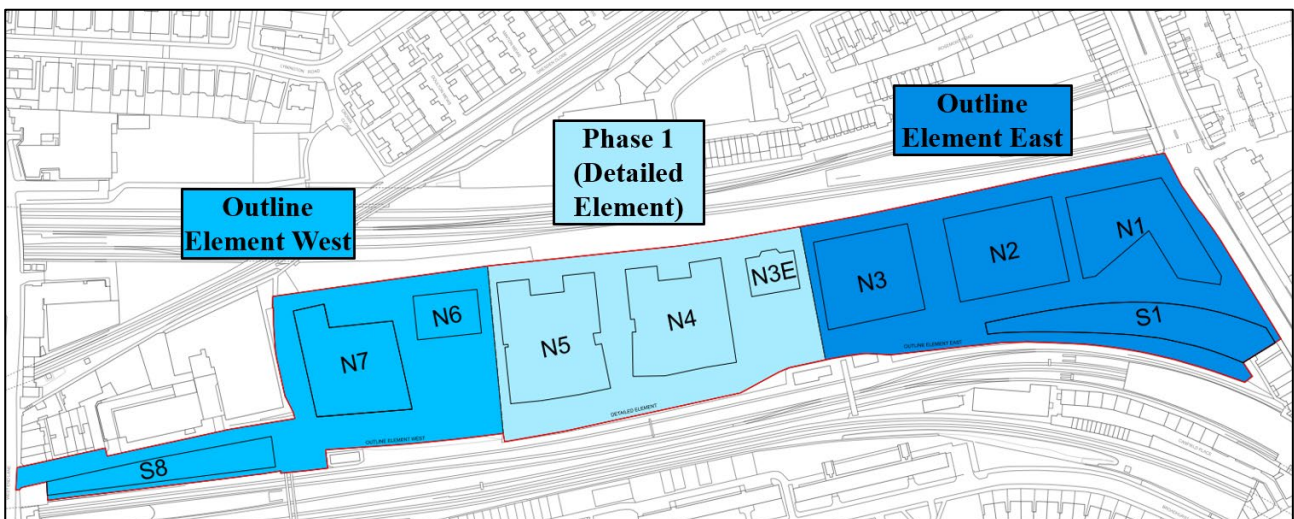
The Site is subdivided into 10 Development Plots (N1, N2, N3, N3-E, N4, N5, N6, N7, S1 and S8). These are identified on Parameter Plan ref. 19066\_X\_(02)\_102. The 10 plots sit within three indicative phases.

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.

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.

For context, the Development Plots and phases are shown in **Figure 2**.

**Figure 2: Development Plots and phasing**



The amendments proposed as part of this Section 73 application are herein referred to as the “Proposed Development”.

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 5,766sqm (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).

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.

#### 1.4.2 Development description

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”.*

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.



### 1.4.3 Revised Phase 1 (Detailed Element) development quantum

A summary of the consented development quantum, revised development quantum and net change in development quantum for Phase 1 is provided in **Table 1**. As noted above, the proposals involve an increase in 43 dwellings, a small decrease in commercial floorspace and a small increase in community floorspace.

**Table 1: Consented and revised development proposals summary**

Plot	Land use	Consented development quantum	Revised development quantum	Net change
N3E	Residential	68 dwellings	76 dwellings	+8 dwellings
	Commercial	242sqm GIA	276sqm GIA	+34sqm GIA
N4	Residential	234 dwellings	212 dwellings	-22 dwellings
	Commercial	249sqm GIA	442sqm GIA	+193sqm GIA
	Community	268sqm GIA	314sqm GIA	+46sqm GIA
N5	Residential	306 dwellings	363 dwellings	+57 dwellings
	Commercial	1,072sqm GIA	791sqm GIA	-281sqm GIA
<b>Total</b>	<b>Residential</b>	<b>608 dwellings</b>	<b>651 dwellings</b>	<b>+43 dwellings</b>
	<b>Commercial</b>	<b>1,563sqm GIA</b>	<b>1,509sqm GIA</b>	<b>-54sqm GIA</b>
	<b>Community</b>	<b>268sqm GIA</b>	<b>314sqm GIA</b>	<b>+46sqm GIA</b>

### 1.5 Baseline transport review

There have been minor changes to public transport frequencies and the strategic cycling network in the vicinity of the Site since the preparation of the original planning application. Additionally, the speed limit on Finchley Road adjacent to the Site was reduced to 20mph in April 2023, in accordance with Transport for London’s (TfL) Vision Zero strategy. These changes do not materially alter the principles of the January 2022 TA and subsequent TAAs, or require updates to be made in this report.

### 1.6 Policy and guidance review

The key policy referred to in the January 2022 TA and subsequent TAAs (the London Plan 2021, the Camden Local Plan 2017 and the Mayor’s Transport Strategy 2018) and the key guidance referred to in the January 2022 TA and subsequent TAAs (the London Cycling Design Standards (LCDS) 2016 and LTN 1/20 2020) remain unchanged.

The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the government’s planning policies for England and how these are expected to be applied. The updated NPPF does not introduce any significant changes to national transport planning policy compared with the version of the NPPF which was adopted at the time of the determination of the consented development.

Camden Council is in the process of preparing a new Local Plan. The draft Camden Local Plan is currently in its consultation stage. The Regulation 18 consultation took place in early 2024. Further consultation is anticipated in 2025, with adoption currently anticipated in Spring 2026. At this stage in the plan preparation process, the draft Local Plan policies carry limited weight. Nevertheless, key transport policies in the draft Local Plan have been reviewed and are not considered to significantly change the assessments or conclusions of the original 2022 TA.

## 1.7 Report structure

Following this introductory chapter, the remainder of the TAA is structured as follows:

- **Chapter 2: Revised development proposals** – sets out details of the Section 73 application’s revised development proposals related to transport.
- **Chapter 3: Revised travel demand** – sets out details of the change in travel demand of the Phase 1 revised quantum compared to the consented Phase 1 development quantum.
- **Chapter 4: Summary and conclusion** – provides a summary and conclusion to this report.