

3.3 Revised Phase 1 – travel demand

Utilising the same trip generation methodology as set out in Chapter 5 of the January 2022 TA, the proposed increase in 43 dwellings for Phase 1 would result in the revised trip generation shown in **Table 5**. It should be noted that the non-residential uses proposed in Phase 1 were not included in the original trip generation assessment in the January 2022 TA, and the same approach has been applied to the revised Phase 1 travel demand shown below.

Table 5: Revised Phase 1 development – trip generation

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:30 – 18:30)		
	In	Out	Total	In	Out	Total
Underground / Overground	5	76	81	44	13	57
National Rail	2	24	26	14	4	18
Bus	9	66	75	51	18	69
Bicycle	4	23	27	15	7	22
Walking	30	106	136	68	50	118
Vehicle Passenger	0	1	1	1	0	1
Total Vehicles	9	10	19	10	6	16
<i>Car</i>	<i>1</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>3</i>
<i>Taxi</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>8</i>
<i>Motorcycle</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>LGV</i>	<i>5</i>	<i>4</i>	<i>9</i>	<i>3</i>	<i>2</i>	<i>5</i>
<i>OGV</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total	59	306	365	203	98	301

Note that figures may not sum due to rounding

3.4 Net change

The net change between the original Phase 1 travel demand (**Table 4**) and revised Phase 1 travel demand (**Table 5**) is provided in **Table 6** below.

Table 6: Net change in trips for Phase 1 (consented vs revised)

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:30 – 18:30)		
	In	Out	Total	In	Out	Total
Underground / Overground	0	+4	+4	+3	+1	+4
National Rail	0	+1	+1	+1	0	+1
Bus	0	+5	+5	+4	+1	+5
Bicycle	0	+2	+2	+1	0	+1
Walking	+2	+9	+11	+5	+4	+9
Vehicle Passenger	0	0	0	0	0	0
Total Vehicles	+1	0	+1	0	0	0
<i>Car</i>	0	0	0	0	0	0
<i>Taxi</i>	0	0	0	0	0	0
<i>Motorcycle</i>	0	0	0	0	0	0
<i>LGV</i>	+1	0	+1	0	0	0
<i>OGV</i>	0	0	0	0	0	0
Total	+3	+21	+24	+14	+6	+20

Note that figures may not sum due to rounding

3.5 Summary

As shown in **Table 6**, the revised Phase 1 proposals would lead to a small increase of 24 two-way trips in the AM peak hour and 20 two-way trips in the PM peak hour compared with the consented Phase 1 proposals. When split across modes, the largest increase would be walking trips (11 additional trips in the AM peak hour and nine additional trips in the PM peak hour). In the context of the excellent public transport and active travel connections that the Site benefits from, the increase in trips across each mode is considered to be negligible.

Given the negligible change in travel demand associated with the revised Phase 1 development proposals, and the fact that the overall Masterplan development quantum is unchanged, no further assessment of travel demand is considered necessary.

3.6 Severability

The updated severability plan shows the extent of the severable area within Plot S8 within the Outline Element West (Phase 2). It is the Applicants' firm intention to deliver this plot in accordance with the approved parameter plans through the submission of reserved matters pursuant to the hybrid planning permission. This will maximise the public benefits that will result from the development. However, it is recognised that an extant planning permission (ref PWX0202103), together with an extant Section 73 permission (ref. 2023/1292/P) (collectively the "Builder's Merchant Scheme"), exist in relation to this part of the Site, and as a consequence this area has been identified as severable. In order to ensure a robust approach, an assessment has been made of the transport impacts that would potentially arise in the event that the Builder's Merchant Scheme is brought forward under those existing extant planning permissions rather than pursuant to reserved matters under the O2 Masterplan development.

The Builder's Merchant Scheme comprises a builder's merchant (2,306sqm), office floorspace (4,934sqm), six flats and eight houses.

The total peak hour trips by mode for the Builder's Merchant Scheme have been considered in relation to the total peak hour trips by mode that would be generated by the O2 Masterplan's indicative development proposal for the relevant area of Plot S8.

The review of trips indicates that the development proposals included in the Builder's Merchant Scheme for 14 Blackburn Road would generate a minor increase in the number of trips in the AM peak hour and a similar number of trips in the PM peak hour to those under the O2 Masterplan's indicative development proposal for the relevant area of Plot S8. It is not considered that this difference in trips would give rise to any additional transport impacts if that Builder's Merchant Scheme is brought forward under the existing extant planning permissions rather than the O2 Masterplan Proposed Development.

4. Summary and conclusion

This TAA 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 corresponding reduction in the maximum residential floor area proposed.

The Site is subdivided into 10 Development Plots (N1, N2, N3, N3-E, N4, N5, N6, N7, S1 and S8). 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”.

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 revised proposals related to transport have been 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 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 and impact assessment undertaken in the January 2022 TA remain unchanged.

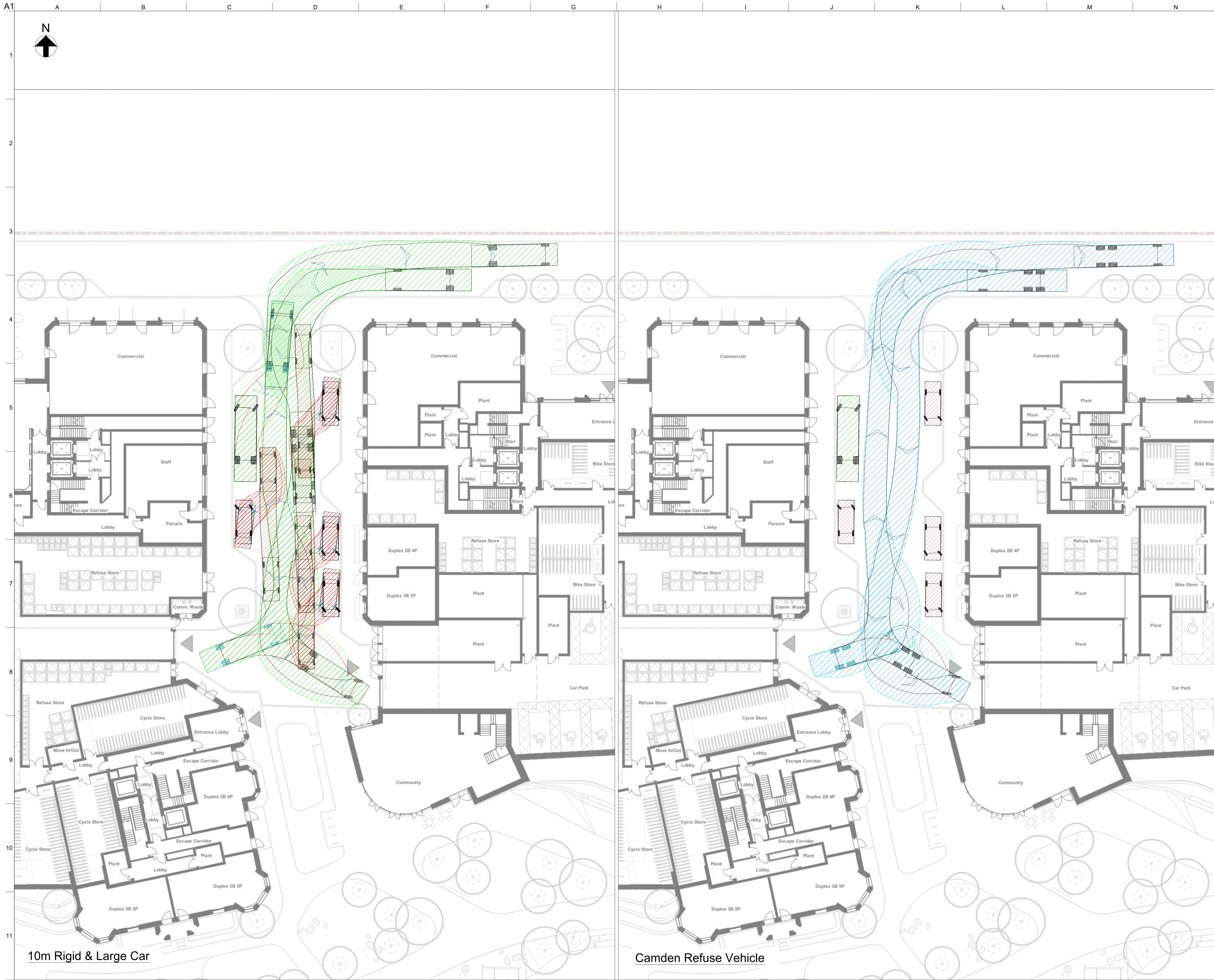
The updated severability plan shows the extent of the severable area within Plot S8 within the Outline Element West (Phase 2). It is the Applicants’ firm intention to deliver this plot in accordance with the approved parameter plans through the submission of reserved matters pursuant to the hybrid planning permission. However, the assessment of the bringing forward of the Builder’s Merchant Scheme has concluded on this area of Plot S88 does not consider the limited difference in trips that could arise from the Builder’s Merchant Scheme would give rise to any additional transport impacts rather than that area of land being developed pursuant to the O2 Masterplan Proposed Development.

The revised proposals to Phase 1 that have been outlined in this report are consistent with the consented development and are considered to be acceptable and policy compliant from a transport perspective.

Drawings

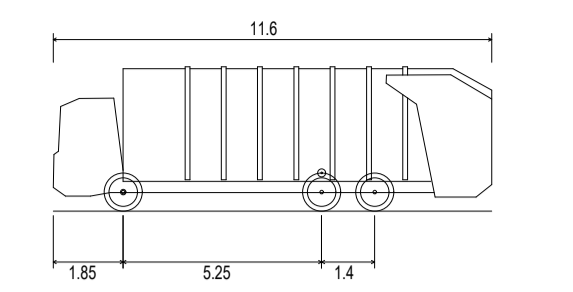
Drawing 1: Arup Drawing SK-127-H

Drawing 2: Arup Drawing SK-128-F

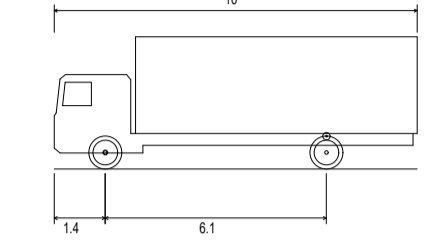


10m Rigid & Large Car

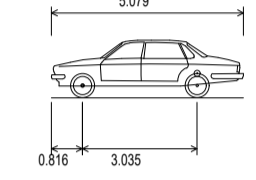
Camden Refuse Vehicle



Camden Refuse Vehicle
 Overall Length 11.600m
 Overall Width 2.500m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.150m



FTA Design HG Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to Lock Time 3.00 sec
 Kerb to Kerb Turning Radius 11.000m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to Lock Time 4.00 sec
 Kerb to Kerb Turning Radius 5.900m

H	31/01/25	RJM	DL	AF
G	30/01/25	RJM	DL	AF
F	29/01/25	RJM	DL	AF
E	21/01/25	RJM	DL	AF
D	20/12/24	RJM	DL	AF
C	12/12/24	RJM	DL	AF
B	04/11/24	RJM	DL	AF
A	28/08/24	RJM	DL	AF

Rev	Date	By	Chkd	Appd
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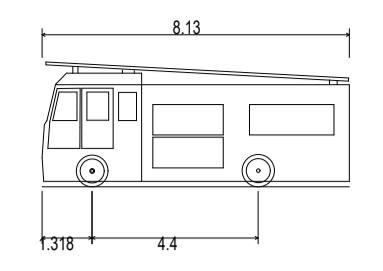
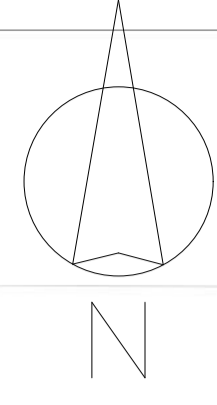
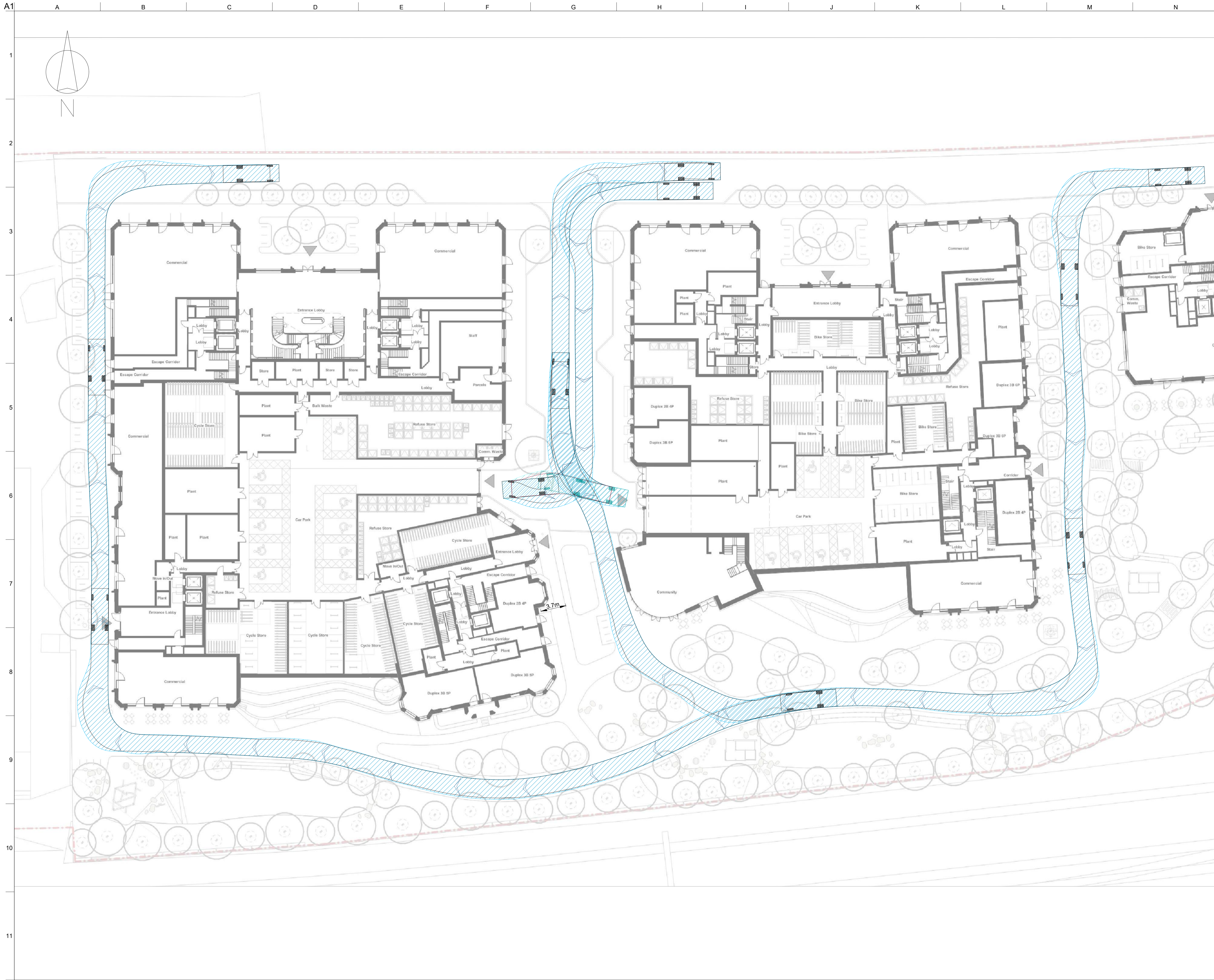
Project Title
**O2 Masterplan Site
 Finchley Road**

Drawing Title
**Access Road
 Swept Path Analysis**

Scale at A1 1:200

Role Transport
 Suitability - For Information -

Arup Job No	277813	Rev	H
Name	SK-127		



Fire Appliance (ZEP)	8.130m
Overall Length	2.500m
Overall Width	3.304m
Overall Body Height	0.144m
Min Body Ground Clearance	2.450m
Max Track Width	6.00s
Lock to lock time	8.500m
Wall to Wall Turning Radius	

F	31/01/25	RJM	DL	AF
E	30/01/25	RJM	DL	AF
D	29/01/25	RJM	DL	AF
C	29/01/25	RJM	DL	AF
B	20/11/24	RJM	DL	AF
A	04/11/24	RJM	DL	AF

Rev	Date	By	Chkd	Appd

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Landsec

Project Title
O2 Centre

Drawing Title
Fire Access Swept Path Analysis

Scale at A1
1:200

Role
Transport

Suitability
- For Information -

Arup Job No
277813

Name
SK-128

Rev
F