

London Borough of Camden
Regeneration and Planning
Development Management
Town Hall
Judd Street
WC1H 9JE

Application Number 22/0562
Contact: Sarah Dilley
9 March, 2022

Dear Sir/Madam
TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

Location: **2022, Observation Applications, Not in Brent**

Proposal: Location: The O2 Masterplan Site, Finchley Road, London, NW3 6LU
Proposal: Detailed planning permission for Development Plots N3-E, N4, and N5 including demolition of existing above ground structures and associated works, and for residential development (Class C3) and commercial, business and service (Class E) uses in Development Plot N3-E, residential development (Class C3) and local community (Class F2) and commercial, business and service (Class E) uses in Development Plot N4, and residential development (Use Class C3) and commercial, business and service uses (Class E) uses in Development Plot N5 together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots.
Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8 including the demolition of all existing structures and redevelopment to include residential development (Class C3) commercial, business and service uses (Class E), 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.
Ref: 2022/0528/P

Brent Raise no objection to the proposed development.

Principle of Development

The potential main concerns prior to viewing the application in more detail given the size of the development area would have been the extent of the commercial offer being proposed and its impact on Brent town centres, particularly Kilburn High Road. Whilst there is a significant amount of commercial town centre uses proposed focusing on retail and leisure, overall there is a reduction in floorspace compared to the current space within the O2 centre, with units proposed generally being of a smaller scale, whilst the big box standalone retail units such as Homebase are not being re-provided for. Given the status of Finchley Road town centre in the London Plan town centre hierarchy, the level of commercial proposed raises no policy concerns from a Brent perspective.

Character and Appearance/Residential Amenity

The buildings generally reduce in height/bulk closer towards the west as they move closer to the borough. The tallest element of the scheme is 16 storeys, yet it is located over 1km from Brent's boundary at Kilburn High Road. Brent do not raise any concerns in regard to the design, bulk, mass nor any harm to any of



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Brent's Heritage assets. Given the distance to the closest Brent resident, no harm to residential amenity would arise.

Transport Considerations

The site lies approx. 1km east of Brent's boundary along Kilburn High Road Finchley Road is a Strategic Road maintained by TfL West End Road is a local distributor road & bus route. Surrounding streets lie within Controlled Parking Zones.

The scale of the proposal is such that it could have a significant impact on local transport networks, a Transport Assessment submitted with the application.

Due to the significant reduction in car parking on the site from the existing 500+ spaces, associated vehicular traffic movements to and from the site are expected to also fall considerably from their current levels, with the Transport Assessment estimating that peak hour vehicle movements will fall by 142 vehicles in the morning peak (8-9am) and 363 vehicles in the evening peak (5-6pm). This is welcomed and will have a positive impact on the capacity and operation of junctions along the A5 Kilburn High Road corridor. No further junction capacity analysis is therefore required on junctions within Brent to support the development

To complement the reduced car use from the site, improvements to walking and cycling routes are proposed, including an enhanced east-west route with gentler gradients across the site to improve general permeability through the site, the simplification of the site access junction onto Finchley Road to make it easier to cross and the widening of the footway along the Finchley Road site frontage. These enhancements have been assessed using TfL's Healthy Streets criteria and have scored well.

An Active Travel Zone assessment has also been undertaken for the surrounding streets along with a review of road accident statistics, but these do not affect any streets within Brent's remit

For public transport, there would be a net increase in trips during the morning and evening peak hours, with 196 additional trips in the morning peak and 83 trips in the evening peak hour predicted on rail and Underground services and 110 additional bus trips estimated in the morning peak hour (n.b. the evening peak hour is predicted to witness a fall in bus trips).

An analysis of current and future demand levels for rail services has been undertaken, both for train capacity and for station capacity. No issues have been identified with regard to train capacity through to 2031, with the development generally estimated to increase flows by less than 1% compared to existing demand. Nevertheless, the need for potential improvements to the gateline station has been identified, as well as a desire to provide step-free access.

To this end, the overall redevelopment site adjoins both stations, so there may be opportunities to provide new entrances into the stations to address the above issues. Both stations are therefore subject to further study in conjunction with TfL and Camden to identify preferred options and in the meantime, land for such is to be safeguarded from the site for Phases 2 and 3.

Any further funding towards feasibility studies and subsequent improvements to station capacity and step-free access that can be secured from this development for TfL would be welcomed.

For bus services, the development will retain the existing bus stopping and standing facilities within the site, which is welcomed. Otherwise, the development is estimated to generate no more than one additional passenger per bus passing the site, so no financial contribution towards enhanced bus service frequencies or routes has been offered. This is a matter that TfL will need to assess further, as the operator of services.

Finally, Travel Plans will be implemented for the development to help to reinforce a modal shift away from car use amongst future residents, staff and visitors, which are welcomed.

In terms of car parking, only disabled car parking for 3% of dwellings is proposed for the development (i.e. 18 spaces for the detailed Phase 1 proposals and a further 37 spaces for the future phases, plus three spaces

for the commercial uses). Electric vehicle charging points will be provided for 20% of spaces at the outset, with all spaces having passive provision. This would accord with Brent's Local Plan car parking policies if the site were located within Brent, so the low level of parking is welcomed, as long as it is backed by a 'car-free' agreement to remove the right of residents to on-street parking permits in the area.

The nearest residential streets in Brent to the site are about 1km away and are also subject to Controlled Parking Zone restrictions, so there are no concerns that the development would lead to overspill parking on Brent's streets.

Bike Provision

The application confirms that bicycle parking will be provided in line with London Plan standards, meaning that for the first detailed phase, a total of 1,064 long-stay and 100 short-stay spaces will be provided, with 5% of long-stay spaces being suitable for non-standard bikes. The remainder of the development is expected to deliver a further 2,129 long-stay and 324 short-stay spaces. This is welcomed.

Servicing

Space for servicing will be accommodated within the development, with a service yard proposed at the eastern end of the site for the major commercial uses and on-street bays to be used for servicing of the residential blocks. With a Delivery & Servicing Plan having also been submitted to manage deliveries, the servicing of the site is not considered likely to have any adverse impact on road capacity along Finchley Road and other adjoining streets.

Brent Transport Comments Summary

Subject to a range of mitigation measures, including a 'car-free' agreement, Travel Plan, Delivery & Servicing Plan, enhancements to walking and cycling routes within and around the site and the provision of funding and safeguarded land to assist in the delivery of public transport improvements, there would be no objections on transportation grounds to these redevelopment proposals insofar as they affect Brent.

Conclusion

Brent Raise no objection to the proposed development.

Yours faithfully

Sarah Dilley
REGENERATION & GROWTH

Further information about how we use your personal information throughout the planning application process, can be found on our privacy notice <https://www.brent.gov.uk/media/16410724/privacy-notice-planning.pdf>

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