

# O2 Masterplan Site, Finchley Road

## Transport Assessment Addendum – Revised Proposals

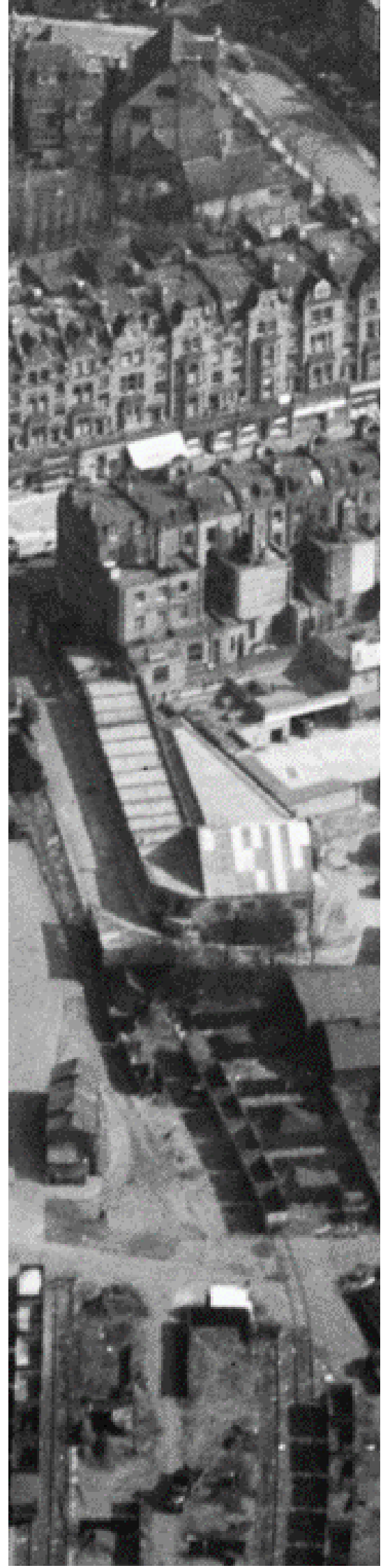
September 2022

Prepared for Landsec (Finchley Road) by

Ove Arup & Partners Ltd



**Landsec**



**Subject** O2 Masterplan Site, Finchley Road, Camden – Transport Assessment  
Addendum for Revised Proposals

**Job No/Ref** 277813-00

**Date** 14 September 2022

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## **Project Details**

**Client:** LS (Finchley Road) Limited.

**Project:** O2 Masterplan Site, Finchley Road, Camden.

**Document:** Transport Assessment Addendum – Revised Proposals.

## **1. Introduction**

This Transport Assessment Addendum (TAA) has been prepared by Ove Arup & Partners Ltd ('Arup') to review the revised proposals for redevelopment of land encompassing the O2 Centre and associated uses on Finchley Road (the 'Site') within the London Borough of Camden (LBC). This TAA considers the conclusions of the January 2022 Transport Assessment (TA) and whether these remain valid.

## **2. Revised Development Proposals**

The proposed changes relevant to the TAA are summarised below. Further detail is available in the Design and Access (DAS) Addendum, Updated Design Code and Updated Development Specification. These changes are limited to alterations within the Plots seeking detailed planning permission (N3(E), N4 and N5). No changes have been made to the parameter plans.

- Residential entrance and floor layouts reconfiguration.
- Reconfiguration of commercial spaces at ground floor.
- Reconfiguration of bin stores at ground floor.
- Changes to unit size mix.
- Changes to the cycle access and reconfiguration of the cycle stores.
- Amendment to layout of blue badge parking.

**Subject** O2 Masterplan Site, Finchley Road, Camden – Transport Assessment  
Addendum for Revised Proposals

**Job No/Ref** 277813-00

**Date** 14 September 2022

## 2.1 Area Schedule

**Table 1** summarises the changes proposed to the area and unit schedules for the Plots seeking detailed planning permission. As above, no changes are proposed to the Plots within outline elements of the application.

**Table 1: Comparison of Proposed Development Detailed Application**

Plot	Land Use	January 2022 Application	September 2022 Application	Net Change
N3(E)				
	Residential (C3)	68 dwellings (18 studios, 16 x 1 bed, 34 x 2+ bed)	68 dwellings (16 studios, 18 x 1 bed, 34 x 2+ bed)	0 (-2 studios, +2 x 1 bed)
	Retail (E(a))	186sqm GIA	137sqm GIA	-49sqm GIA
	Food and Drink (E(b))	114sqm GIA	92sqm GIA	-22sqm GIA
N4				
	Residential (C3)	234 dwellings (1 studio, 91 x 1 bed, 142 x 2+ bed)	234 dwellings (79 x 1 bed, 155 x 2+ bed)	0 (-1 studio, -12 x 1 bed, +13 x 2+ bed)
	Community (F2)	270sqm GIA	268sqm GIA	-2sqm GIA
	Retail (E(a))	186 sqm GIA	91sqm GIA	-95sqm GIA
	Financial & Professional Services (E(c))	155sqm GIA	161sqm GIA	+6sqm GIA
N5				
	Residential (C3)	306 dwellings (40 studios, 112 x 1 bed, 154 x 2+ bed)	306 dwellings (45 studios, 109 x 1 bed, 152 x 2+ bed)	0 (+5 studios, -3 x 1 bed, -2 x 2+ bed)
	Retail (E(a))	1,361sqm GIA	1,073sqm GIA	-288sqm GIA

As shown, the total number of residential units proposed is unchanged in each Plot and the changes to non-residential floor areas are negligible. The changes to the unit mix are reflected in the cycle parking proposals set out in **Section 2.2** of this TAA.

**Subject** O2 Masterplan Site, Finchley Road, Camden – Transport Assessment  
Addendum for Revised Proposals

**Job No/Ref** 277813-00

**Date** 14 September 2022

## 2.2 Cycle Parking

Cycle parking will continue to be provided in accordance with London Plan 2021 standards. The provision has been updated to reflect the revised unit mix and floor areas as summarised in **Table 1**. The proposed long- and short-stay cycle parking provision is set out in **Table 2** for reference.

**Table 2: Cycle Parking Provision**

Plot	Land Use (Use Class)	London Plan (2021) standard for the purposes of cycle parking calculations	Proposal	Long-Stay Provision	Short-Stay Provision
N3€	Residential (C3)	Residential (C3)	68 dwellings (16 studios, 18 x 1 bed 2 person, 34 x 2+ bed)	111	11
	Retail (E(a))	Retail (A1) above 100qm – Food Retail	144sqm GEA		
	Food & drink (E(b))	Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	97sqm GEA	2	
N4	Residential (C3)	Residential (C3)	234 dwellings (79 x 1 bed 2 person, 155 x 2+ bed)	429	19
	Retail (E(a))	Retail (A1) above 100qm – Food Retail	96sqm GEA		
	Financial & professional services (E€)	Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	169sqm GEA	2	
	Community Use (F2)	Other (e.g. library, church, etc) (D1)	282sqm GEA (assumed two staff based on selection of TRICS sites)		
N5	Residential (C3)	Residential (C3)	306 dwellings (45 studios, 109 x 1 bed 2 person, 152 x 2+ bed)	513	50
	Retail (E(a))	Retail (A1) above 100qm – Food Retail	1,129sqm GEA	7	
<b>Total Short Stay</b>					<b>80</b>

<b>Subject</b>	O2 Masterplan Site, Finchley Road, Camden – Transport Assessment Addendum for Revised Proposals
<b>Job No/Ref</b>	277813-00
<b>Date</b>	14 September 2022

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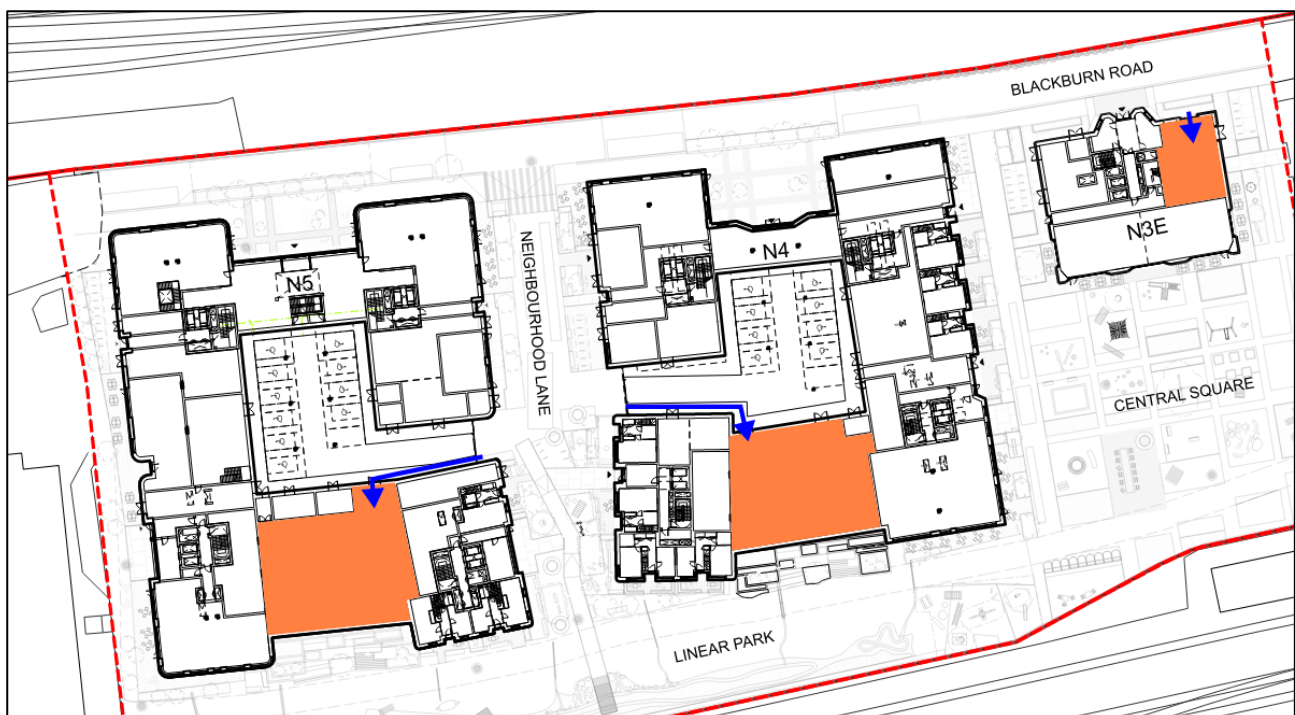
### *Long Stay Cycle Parking*

Residential long-stay cycle parking remains provided via dedicated cycle stores located internally within each Plot. The location of these stores is shown in orange in **Figure 1** along with access routes in blue. The proposals offer an improvement to the previous design of N3(E) with all cycle parking now provided at ground floor level.

A direct connection from the cycle parking stores to the residential cores is not possible due to health and safety regulations, however, routes have been designed to minimise the number of doors and to avoid lengthy internal corridors within each building.

Cycle parking has been designed in accordance with London Cycle Design Standards guidance including 5% of provision in the form of Sheffield type stands to accommodate adapted and non-standard cycles.

**Figure 1: Cycle Parking Locations**



Long-stay cycle parking for the commercial units also continues to be incorporated as part of internal fit-out within each Plot. This is appropriate given the low number of long-stay cycle parking spaces required for the proposed uses.

### *Short Stay Cycle Parking*

Short-stay cycle parking for all uses will continue to be provided in the form of Sheffield stands within the public realm.

<b>Subject</b>	O2 Masterplan Site, Finchley Road, Camden – Transport Assessment Addendum for Revised Proposals
<b>Job No/Ref</b>	277813-00
<b>Date</b>	14 September 2022

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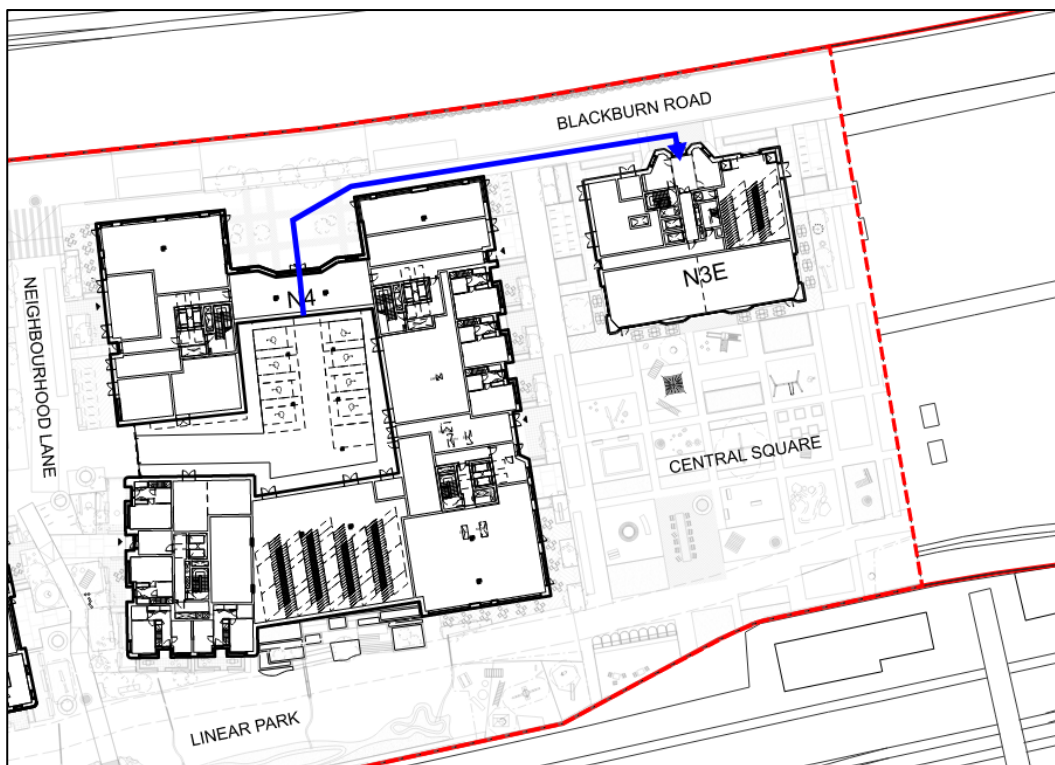
## 2.3 Car Parking

The TA proposed a total of 18 wheelchair accessible bays across the Plots seeking detailed permission. This is equivalent to 1 space per 3% of units in accordance with the London Plan (2021).

The number of spaces is split between Plots based on the location of wheelchair accessible dwellings (35 wheelchair accessible spaces in N5 and 26 wheelchair accessible dwellings in N3E / N4). Applying these proportions to the parking equates to 10 spaces in N5 and 8 spaces in N4. N3E will continue to be provided access to the parking within Plot N4.

As noted in **Section 2.2**, a direct connection from the parking areas to the residential cores is not possible due to health and safety regulations, however, alternative routes have been provided where possible and seating is to be available every 50m or less along the step free route. **Figure 2** shows the route for N3(E) residents eligible for a parking permit to parking within N4.

**Figure 2: N3(E) Parking Access Route**



## 2.4 Delivery and Servicing

The changes proposed to the layout of Plots N3(E), N4 and N5 do not alter the activity or access strategies for delivery and servicing activity. Vehicles will continue to access the site via Blackburn Road and use the kerbside loading locations available. A shared concierge facility is also maintained within Plot N5 for residents of Plots N3(E) and N5.

**Subject** O2 Masterplan Site, Finchley Road, Camden – Transport Assessment  
Addendum for Revised Proposals  
**Job No/Ref** 277813-00  
**Date** 14 September 2022

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### **3. Impact Assessment**

The site wide trip generation is not affected by changes proposed. The network assessments therefore remain valid for the revised scheme also.

### **4. Conclusion**

The reviews within this TAA conclude that the proposed changes do not alter the forecast trip generation associated with the proposed development or result in any additional impacts on network operation.

Cycle parking and car parking is provided within the revised plot layouts following the principles as established previously. The cycle parking store within Plot N3E has also been improved with all spaces now located at ground floor instead of split between ground floor and first floor.

The previous conclusion that the development is policy compliant and in keeping with the TfL Healthy Streets agenda remains valid.

END.