

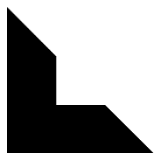
O2 Masterplan Site, Finchley Road

Transport Assessment Addendum

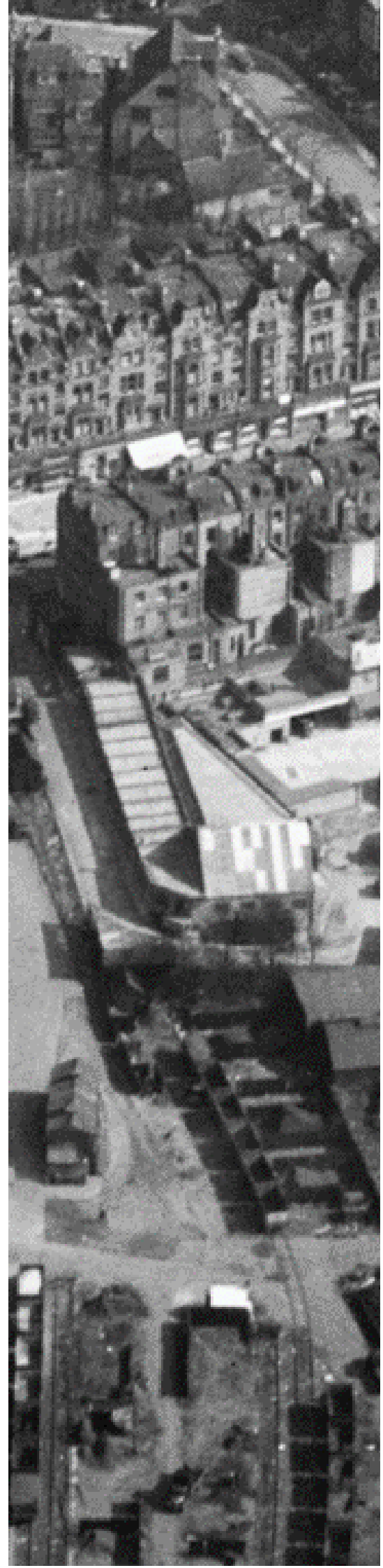
Issue, February 2023

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 10 February 2023

Project Details

Client: LS (Finchley Road) Limited.

Project: O2 Masterplan Site, Finchley Road, Camden.

Document: Transport Assessment Addendum.

1. Introduction

This Transport Assessment Addendum (TAA) has been prepared by Ove Arup & Partners Ltd ('Arup') to review the revised proposals for the redevelopment of land encompassing the O2 Centre and associated uses on Finchley Road (the 'Site') within the London Borough of Camden (LBC). The original planning application for the development was submitted to LBC in February 2022 (LBC planning reference 2022/0528/P), and revised proposals for the Detailed Plots were submitted in December 2022. This TAA considers the original Transport Assessment (dated 31 January 2022) and subsequent TAA for the December 2022 revised proposals (dated 14 September 2022) and whether the conclusions in these two reports remain valid.

2. Revised Development Proposals

The proposed changes relevant to this TAA are summarised below. Further detail is available in the Design and Access Statement (DAS) Addendum, the updated Design Code and the application Cover Letter. Detailed drawings of the three Plots have also been submitted by the project architect (AHMM).

The changes are limited to alterations within the Plots seeking detailed planning permission (N3(E), N4 and N5). No changes are proposed to the Plots seeking outline planning permission or the Parameter Plans. In summary, the changes involve:

- All buildings updated to include two staircases within each core.
- Alternations to internal access arrangements within buildings.
- Reconfiguration of cycle stores, waste stores and other uses at ground floor level.
- Changes to the residential unit mix in Plot N5.
- Minor changes to non-residential areas.

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2.1 Unit and Area Schedule

Table 1 summarises the proposed area and unit scheduled for the three Detailed Plots, and provides a comparison with the original (January 2022) and revised (December 2022) proposals.

Table 1: Comparison of Proposed Development Detailed Application

Plot	Land Use (Use Class)	January 2022 Application	December 2022 proposals	February 2023 Application (Current)	Net Change from Dec 2022
N3(E)	Residential (C3)	68 dwellings (18 x studios, 16 x 1 bed, 34 x 2+ bed)	68 dwellings (16 x studios, 18 x 1 bed, 34 x 2+ bed)	68 dwellings (16 x studios, 18 x 1 bed, 34 x 2+ bed)	-
	Retail (E(a))	186sqm GIA	137sqm GIA	145sqm GIA	+8sqm GIA
	Food and Drink (E(b))	114sqm GIA	92sqm GIA	97sqm GIA	+5sqm 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)	234 dwellings (79 x 1 bed, 155 x 2+ bed)	-
	Community (F2)	270sqm GIA	268sqm GIA	268sqm GIA	-
	Retail (E(a))	186sqm GIA	91sqm GIA	91sqm GIA	-
	Financial & Professional Services (E(c))	155sqm GIA	161sqm GIA	158sqm GIA	-3sqm 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)	306 dwellings (55 x studios, 99 x 1 bed, 152 x 2+ bed)	0 dwellings (+10 x studios, -10 x 1 bed)
	Retail (E(a))	1,361sqm GIA	1,073sqm GIA	1,072sqm GIA	-1sqm GIA

As can be seen, the total number of residential units proposed is unchanged, with only minor changes to the unit mix in Plot N5. Changes to the non-residential floor areas are negligible.

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2.2 Cycle Parking

Cycle parking will continue to be provided in accordance with *London Plan (2021)* Policy T5 standards. The provision has been updated to reflect the revised unit mix and floor areas summarised in **Table 1**. The proposed long-stay and short-stay cycle parking provision is set out in **Table 2** for reference. The difference in provision compared with the December 2022 application are also shown. Details of access arrangements are set out below the table.

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 (difference compared to Dec 22 application)	Short-stay Provision (difference compared to Dec 22 application)
N3(E)	Residential (C3)	Residential (C3)	68 dwellings (16 x studios, 18 x 1 bed, 34 x 2+ bed)	111 (-)	17 (+6)
	Retail (E(a))	Retail (A1) above 100sqm – Food Retail	153sqm GEA	2 (-)	
	Food and Drink (E(b))	Financial / professions services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	102sqm GEA		
N4	Residential (C3)	Residential (C3)	234 dwellings (79 x 1 bed, 155 x 2+ bed)	429 (-)	19 (-)
	Retail (E(a))	Retail (A1) above 100sqm – Food Retail	96sqm GEA	2 (-)	
	Financial and professional services (E(c))	Financial / professions services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	166sqm GEA		
	Community (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 (55 x studios, 99 x 1 bed, 152 x 2+ bed)	508 (-5)	50 (-)
	Retail (E(a))	Retail (A1) above 100sqm – Food Retail	1,128sqm GEA	7 (-)	
Total				1,059 (-5)	86 (+6)

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2.2.1 Long-stay Cycle Parking

Cyclists will access each of the individual buildings at the street level building entrances located in the Neighbourhood Lanes that route between Blackburn Road and the east-west leisure route.

Residential long-stay cycle parking is accommodated in cycle stores located internally within each Plot in the same location as previously. The location of these stores is shown in red in **Figure 1**, along with access routes to stores (in blue) and access routes from stores to cores (in pink). As with the previous design, all cycle parking is provided at ground floor / street level.

Direct connections from cycle stores to the southern cores within Plots N4 and N5 will be provided. Direct walkway connections to the northern cores within Plots N4 and N5 are provided through the car park, with routes provided at the rear of car parking spaces. This represents an improvement compared to the December 2022 proposals, which could not accommodate direct connections, meaning walking longer routes from the cycle stores to cores.

Access from the N3(E) cycle store to the residential core will continue to be provided externally through the public realm due to space constraints.

Cycle parking has been designed in accordance with London Cycle Design Standards (LCDS) guidance. Consistent with the previous proposals, 5% of long-stay provision are in the form of Sheffield type stands to accommodate adapted and non-standard cycles. The remainder of the spaces will be two-tier racks in an echelon-style layout.

Figure 1: Long-stay Cycle Parking Locations



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Long-stay cycle parking for the commercial units also continues to be proposed 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.

2.2.2 Short-stay Cycle Parking

Short-stay cycle parking for all land uses will continue to be provided in the form of Sheffield stands within the public realm in the same location as previous applications.

2.3 Car Parking

Consistent with the original and previous revised proposals, a total of 18 disabled car parking bays will be available for the three Detailed Plots. This is equivalent to 1 space per 3% of dwellings in accordance with the *London Plan (2021)* Policy T6. Direct connections for the car parking areas to surrounding cores are now provided from the car parking in Plots N4 and N5.

The number of spaces is split between Plots based on the location of wheelchair accessible dwellings. Based on the proportions, 10 car parking spaces are provided for Plot N5, and eight spaces in Plot N4, which will also be used by residents in Plot N3(E).

A direct, internal, step-free connection is available from the Plot N4 car parking for N3(E) residents eligible for a parking permit within Plot N4 to use. This is shown in **Figure 3**.

Figure 2: N3(E) Car Parking Access Route



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2.4 Delivery and Servicing

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

3. Impact Assessment

The site-wide trip generation provided in the original TA is not affected by the changes proposed (which relate to a negligible change in the commercial area and no changes to the number of residential dwellings). The network impact assessments and conclusions in the original TA therefore also remain valid.

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 established within the original TA. Access from cycle parking stores to cores within Plots N4 and N5 has been improved compared with the previous revised proposals, through the provision of new shorter and direct connections.

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