

ST GEORGE WEST LONDON LIMITED

CAMDEN GOODS YARD: TEMPORARY STORE (PFS Site)

TECHNICAL ADDENDUM

**REPORT REF.
196128-ACE-XX-00-RP-C-0101B**

October 2024

HEAD OFFICE (LONDON): 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

NOTTINGHAM: Office 3, Garage Studios, 41-43 St Mary's Gate, Lace Market, Nottingham, NG1 1PU **T** | 0115 697 0940

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

BRISTOL: Temple Studios, Temple Gate, Bristol, BS1 6QA **T** | 0117 456 4994

EDINBURGH: 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

MANCHESTER: Chancery Place, 50 Brown Street, Manchester, M2 2JG **T** | 020 7680 4088

Contents

	Page
1. Introduction	1
2. Highways Review	3
3. Summary and Conclusion	7

TRANSPORT SCOPING NOTE**October 2024****Document Control Sheet**

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	JE	PR	DRAFT	30.09.2024
-	Final Issue	JE	JE	PR	02.10.2024
A	Revised to reflect comments from Project Team	PR	SL	PR	04.10.2024
B	Revised to reflect comments from Project Team	PR	SL	PR	04.10.2024

*SL**PR***Distribution**

This report has been prepared for the exclusive use of St George West London Limited. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1 This Technical Addendum (TA) has been produced by Ardent Consulting Engineers (ACE) on behalf of St George West London Limited, in respect of the Petrol Filling Station (PFS) site, which is part of the wider Camden Goods Yard redevelopment (hereafter known as 'the site'). The PFS site is part of and referred to as part of the existing Camden Goods Yard development permission (ref: 2022/3646/P) as Phase 1a which has been implemented and completed.
- 1.2 Phase 1a comprised the demolition of an existing PFS and construction of a temporary structure for the temporary retail store. Upon the temporary store for Morrisons ceasing, planning permission is in place for a 6-storey office building (Phase 1b). The temporary store was granted permission by the London Borough of Camden (LBC) on 5 May 2020 (application ref: 2020/0034/P) under the current CGY permission via a minor material amendment (MMA) pursuant to S73 of 1990 Act. This allowed Morrisons to vacate the existing store on the Camden Goods Yard main site without the Juniper Building having to be constructed. This enabled the acceleration of development on the main site with associated benefits including housing.
- 1.3 The 5May 2020 permission also inserted a new planning condition (Condition 70), which ensured the use was discontinued on or before 50 months from the date of occupation.
- 1.4 This document supports a full application extend the permitted duration of the temporary Morrisons store at the site by 25 months, from 50 months to 75 months only. There are no other changes proposed to the temporary store permitted 5 May 2024. The principle of the permission duration extension has been agreed through discussions with the LBC.
- 1.5 A Transport Assessment (TA) was prepared by ACE in July 2017 (**report reference: 160630-06A**) in support of the planning application 2017/3847/P, as well as Transport Assessment Addendums (TAAs) in October 2017 and January 2020 (**report reference: 196120-06**).
- 1.6 Since the submission and approval of the original application, the London Plan has been updated, although LBC's Adopted Local Plan remains the same. This TA seeks

TRANSPORT SCOPING NOTE

October 2024

to consider the findings of the January 2020 TAA in the updated policy context. The document will assess whether the previous findings are still valid. It should be noted that the January 2020 TAA made reference to the then draft version of the London Plan and this was considered as part of the previous submission. Full details of the planning policy background and context are provided in the Planning Statement accompanying this application.

2. Highways Review

2.1 The following section refers to the findings of the January 2020 TAA and confirms that these remain valid within the new policy context. Topics are addressed in line with the headings within the TAA for consistency.

Access

2.2 The store is served by a priority-controlled T-junction at the eastern edge of the site. The former two-lane egress to the northwest of the site was closed off and consolidated to a single lane egress point, to be utilised solely by delivery vehicles associated with the Morrisons store. The access was designed to accommodate all vehicles needed access. This remains unchanged.

2.3 A review of collision data available on Crashmap (<https://www.crashmap.co.uk/>) has been undertaken to assess the safety of the current arrangements. Data from 2021 to the most recent data available has been reviewed, which includes up to the end of 2022.

2.4 An extract from Crashmap is shown in **Figure 2.1**. This shows that there are no reported collisions that led to personal injuries at either the car park access or the servicing egress. It is therefore considered that there is no highway safety concerns with the temporary store access.

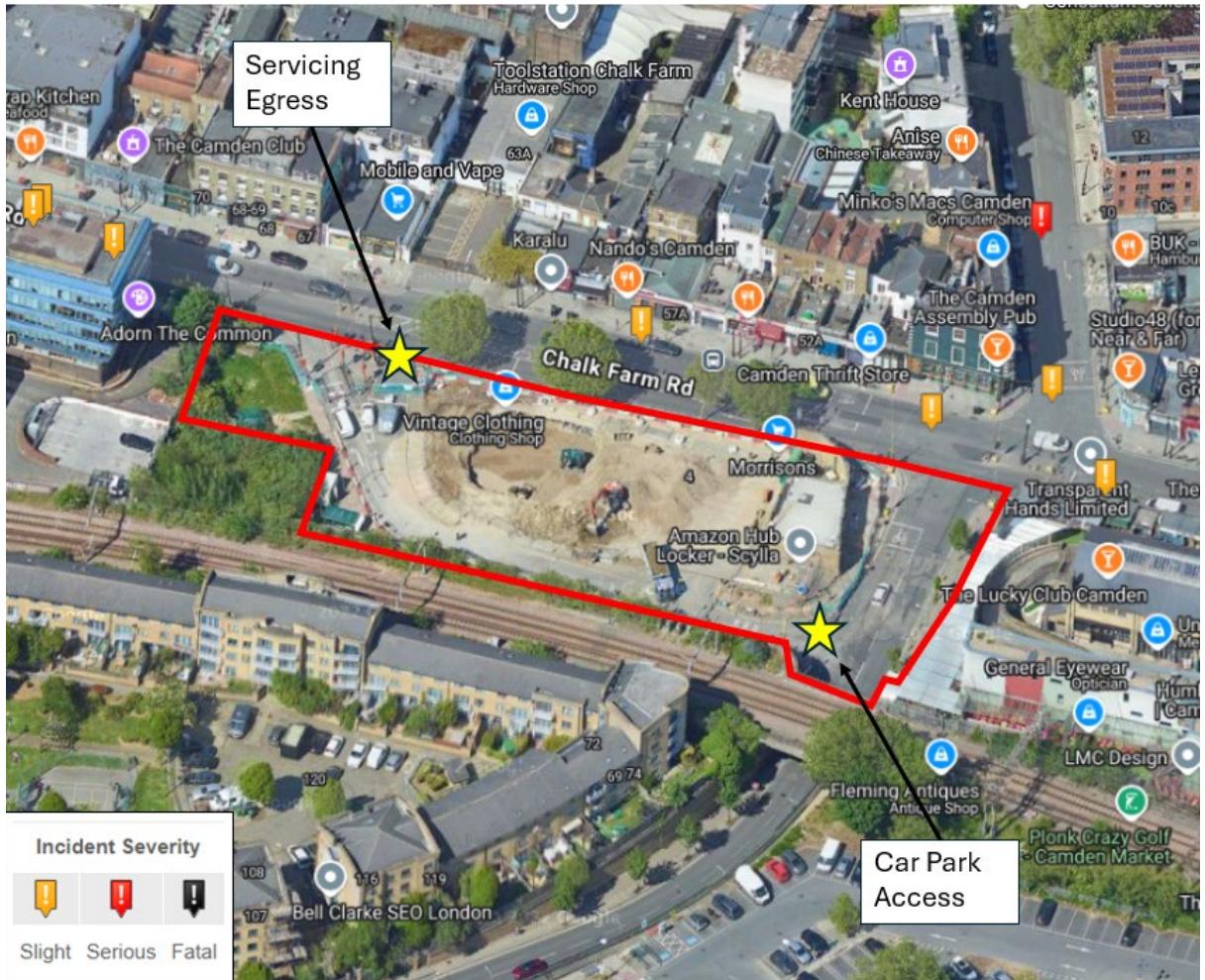


Figure 2.1: Collision Data in relation to Indicative Site Boundary (Source: Crashmap)

Internal Layout

2.5 The highway internal layout was considered acceptable previously and has not changed.

Parking

Car Parking

2.6 The car parking quantum at the temporary store was provided at a level lower than allowed within the previous London Plan, and the consent. Both the current London Plan and Camden Local Plan expect new development to be car-free. Nevertheless, robust evidence was presented throughout the application process on the business needs for parking for the temporary store and also the Morrisons main store. Hence,

it is considered that, given the temporary nature of the temporary store and short timeframe of the extension, that the parking should be retained.

- 2.7 The site is subject to a Travel Plan (referred to later in this TA) and a Car Parking Management Plan, both prepared as part of Section 106 obligations and discharged by LBC 23 December 2020 and 3 June 2020 respectively. These documents seek to reduce single-occupancy trips and ensure that no illegal or overspill parking takes place. It is therefore considered that, whilst some parking is provided, it is both of a low level and appropriately managed. Since completion of the store and discharge of the S106 obligations, no issues have been raised during the operation of the temporary store to suggest otherwise.
- 2.8 Due to the temporary nature of the scheme and the physical infrastructure concerns surrounding provision of temporary charging facilities, it was agreed that none would be provided, and this remains the case. This is considered to remain an acceptable solution for the same reasons as previously.

Car Park Layout

- 2.9 The car parking layout was assessed through the use of swept path analysis and remains unchanged. This was previously considered acceptable and remains appropriate.

Cycle Parking

- 2.10 The January 2020 TAA stated that cycle parking should be provided in line with guidance set out in the then emerging and now adopted London Plan. As this has since been adopted, the cycle parking standards referred to in the TAA remain valid.

Servicing

- 2.11 The temporary store is serviced at the western edge of the building. Servicing vehicles pull into the lay-by, drop off deliveries, and then pull off out of the proposed egress to the north, with a left hand turn only onto Chalk Farm Road through a controlled barrier. This was considered appropriate at the time, remains unchanged, and therefore should remain acceptable now.

Travel Plan

- 2.12 As mentioned previously, a Travel Plan was prepared (**ACE Report Ref: 196120-07**) for the temporary store has been prepared to satisfy the relevant S106 obligation.

Trip Generation

- 2.13 The TAA set out a trip generation exercise for the temporary store. It was stated that the store is smaller than the temporary store included in the June 2018 Consented Scheme, and also included fewer car parking spaces. It was determined at that stage that the impact on the local highway network was acceptable and therefore the current store was also acceptable. This is considered to remain valid.

Construction

- 2.14 Given the nature of the application, there will be no construction traffic associated with the temporary store development.
- 2.15 Nevertheless, it is worth noting that that there will be an overlap of the operational temporary store traffic with construction traffic associated with the Main Site of the wider Camden Goods Yard development, although the peak (worst-case) of construction traffic (as assessed in the 2017 Environmental Statement [ES]) is considered to have passed. Therefore, the findings of the 2017 ES remain valid.
- 2.16 In addition to the above, it is noted that the cumulative schemes in the area have changed to those previously assessed. The details of the additional cumulative schemes are covered in the Environmental Implications Letter (EIL) that is submitted as part of this application. Of particular note is the 100 Chalk Farm Road scheme adjacent that has recently been issued a resolution to grant planning permission at planning committee. The cumulative scheme's Construction Management Plan looks to manage the construction impacts, and, following review of the document, it is considered that the cumulative construction impacts would be *negligible*. Therefore, the findings of the 2017 ES remain valid.

3. Summary and Conclusion

- 3.1 This TA seeks to consider the findings of the approved January 2020 TAA to support a full planning application for the extension of the temporary food store duration from 50 months to 75 months.
- 3.2 In summary, in almost all aspects the proposals accord with the updated policy and is considered acceptable. Full justification of the provision of car parking was provided previously and the conclusions remain the same in this application.
- 3.3 It is therefore concluded that the extension of the store is acceptable in light of both current policy and the fact there are no ongoing concerns with the operation of the temporary store, and the application should also be considered acceptable on highways grounds.