



# CAMDEN GOODS YARD

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2105801-R04

Transport Technical Note

March 2025

**ST GEORGE WEST LONDON LIMITED**

**CAMDEN GOODS YARD**

**TRANSPORT TECHNICAL NOTE**

**REPORT REF.  
2105801-R04**

**March 2025**

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## **Document Control Sheet**

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## **Distribution**

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## **1. Introduction**

1.1 This Transport Technical Note (TN) has been prepared by Ardent Consulting Engineers (ACE) on behalf of St George West London Limited ('the Applicant'), to assess highways and transportation aspects of the proposed Section 73 (S73) application to vary the extant planning permission for the Camden Goods Yard project (February 2025 Amended Proposed Development). The Planning Statement provides the full description of the proposal.

1.2 This S73 application comprises the proposed amendments in respect of Blocks C, D, E1, E2 and F of the Main Site (MS) Parcel, identified in the detail within the DAS Addendum and identified here for ease of reference:

- Insertion of secondary stairs to Blocks C, E1 and F in accordance with fire safety guidelines for residential buildings
- Reduction of affordable housing from 38% to 15% by habitable room (from 203 to 83 homes)
- Minor tenure and unit mix changes to approved plans
- Marginal increase to footprint of Block E1 (0.5m on the east, west and north elevations) to accommodate a secondary staircase
- Minor reduction in heights of Blocks C, D, E1, E2 and F.

### **Application Background**

1.3 In June 2017 a full planning application was submitted for the redevelopment of the Site. This application was accompanied an Environmental Statement (the '2017 ES') which reported on the outcomes of an Environmental Impact Assessment (EIA) of the proposed mixed-use development. Planning permission was granted for the mixed-use redevelopment of the Camden Goods Yard site in June 2018 under planning permission reference 2017/3847/P (the 'June 2018 Consented Scheme'). This was accompanied by a Section 106 Agreement dated 15 June 2018.

- 1.4 A Transport Assessment (TA) was prepared by ACE in July 2017 (report reference: 160630-06A) in support of the original planning application 2017/3847/P, as well as a Transport Assessment Addendum (TAA) in October 2017.
- 1.5 Following the June 2018 Consented Scheme, a number of amendments have been secured. The first was a S73 application related to the Petrol Filling Station (PFS) Parcel specifically (application reference: 2020/0034/P) and sought amendments which included the insertion of a new development phase (Phase 1a) to allow for a single storey temporary food store to be constructed enabling the development of the MS Parcel to come forward sooner. The approval of this first S73 is referred to as the 'the first minor material amendment'. An updated EIA was undertaken in January 2020 and reported in an Environmental Implications Letter (the 'January 2020 EIL').
- 1.6 The second S73 application related to amendments to the MS Parcel only, comprising an uplift of 71 new homes, taking the total from 573 to 644. This also included a reduction in floor-to-floor height and increase of storeys within Blocks A, B, C, D and E2. It was approved on 3 December 2020 and is referred to as the 'the second minor material amendment'. An updated EIA was undertaken in July 2020 and reported in an EIL (the 'July 2020 EIL').
- 1.7 A third S73 planning application related to the PFS only, with no alterations to the MS Parcel (application reference: 2022/3646/P) and was approved on 29<sup>th</sup> March 2023 (the March 2023 Consented Scheme). This application sought amendments to the consented building on the PFS Parcel including the removal of the petrol filling station provision, reconfiguration of the ground floor to incorporate an electric vehicle (EV) charging station (4 spaces), additional office and retail space, servicing and refuse space, widening of the building westward by circa 6 metres resulting in additional office floorspace (approximately 2,207 sqm (GIA) across all levels), internal reconfiguration of the Corner Building commercial uses by converting the retail floorspace on level 2 to office floorspace, and retaining retail on Levels 1, 3 and 4 including the Winter Garden. Again, an updated EIA was undertaken and reported in an EIL (the 'August 2022 EIL').
- 1.8 The 2017 EIA/ES as updated by the January 2020, July 2020 and August 2022 updated EIAs/EILs is hereafter referred to as the 2017 EIA/ES (as amended).

1.9 There have also been a series of non-material amendments to the extant planning permission and new applications at the site. The most recent application is currently awaiting decision (application reference: 2024/4323/P) to extend the operation of the temporary store on the PFS Parcel by 25 months, leading to a total duration of 75 months. This application does not affect the MS Parcel and therefore this assessment continues to refer to the March 2023 Consented Scheme.

1.10 The following conditions are attached to the Operative Permission control development and are the subject of the February 2025 Amended Proposed Development:-

- **Condition 3, 4 and 6** – approved drawings and documents – these contains drawings which identify affordable homes (references amended) and new drawings are submitted to comply with fire regulations including a second stair core introduced into Blocks C, E1 and F and associated changes.
- **Condition 5** – contains drawings which identify affordable homes (references amended). The condition also refers to the 'affordable housing statement (June 2017)' which is amended.
- **Condition 73** – refers to '203 affordable' homes. This will be revised to '83 affordable homes'. The condition also refers to a total of 27,983 sqm GEA of non-residential floorspace. This is revised to 28,792 sqm, a de minimis increase of 809 sqm following re-measurement of the scheme and marginal building footprint increase to building E1. We also note that the 2,769 sqm GEA of ancillary floorspace (gym, concierge, plant room, parking and energy centre) previously referred to in condition 73 (2020/3116/P, dated 3rd December 202) has unintentionally been omitted from the Operative Permission and is proposed for reinserted.

### **Scope of Report**

1.11 This February 2025 Amended Proposed Development comprises amendments to the consented Blocks C, D, E1, E2 and F of the MS Parcel. These changes lead to a change in the overall number of homes to be delivered, reducing the quantum of homes by seven from 644 to 637. For the avoidance of doubt there are no changes

proposed to Blocks A or B, non-residential floor areas and to the PFS Parcel as part of this application.

- 1.12 Many of the fundamental conclusions of transport work undertaken to support the previously consented applications still apply to the February 2025 Amended Proposed Development. Accordingly, the prime objective of this TN is to ensure that the proposals for the MS Parcel are suitable and in accordance with local, regional and national policy. This TN will also provide LBC with the necessary level of detail to demonstrate that the MS Parcel as varied by the upcoming application can continue be accessed safely and sustainably by all people. Furthermore, a review of the proposed parking provision (vehicular and cycle) has been undertaken, as well as outlining the servicing arrangements. Please note that, whilst the application covers the entire site (MS Parcel and PFS Parcel), no alterations are proposed to the PFS Parcel and so this document focuses on the MS Parcel only.
- 1.13 Much of the detail regarding the existing conditions at the application site and within the surrounding area was included within the previous transport documents prepared by ACE for the full application, in particular the Transport Assessment (ACE Reference: 160630-06A). Hence, given that the existing conditions have not changed significantly since the time of the original Transport Assessment, and the subsequent S73 applications, it is considered unnecessary to re-provide this level of detail. No changes are proposed to the PFS Parcel of the site and so the previous conclusions on this parcel remain valid also.

### **Policy Context**

- 1.14 Due regard has been given to the Camden Local Plan and the associated Supplementary Planning Documents (SPDs). Of particular note is the guidance contained in Camden's Planning Guidance (CPG): Transport (adopted in January 2021). It is worth noting that the Camden Local Plan and the CGY Planning Framework remains unchanged since the most recent S73 application, although it is noted that the MS Parcel is included within the Draft New Camden Local Plan as an allocation site for permanent self-contained homes, employment (offices and maker spaces), retail, food and drink, community and leisure use; and 644 additional homes. The emerging LBC Local Plan also includes the PFS Parcel as draft allocation C8 (CGY3) for offices, self-contained homes, retail, food and drink uses.



1.15 Furthermore, this report takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, December 2024), as well as Planning Practice Guidance (DCLG et al). Consideration will also be given to regional policy contained within the London Plan, which was adopted in March 2021, and therefore adopted after the original consent.

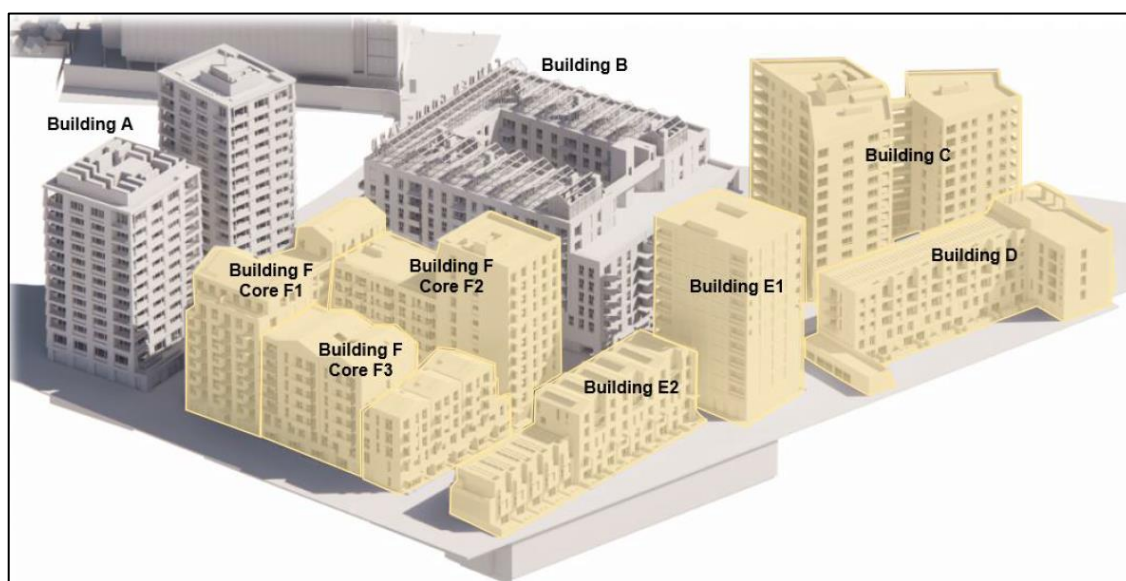
### **Report Layout**

1.16 Following this introduction, this report is structured as follows:

- **Section 2.0** outlines the February 2025 Amended Proposed Development and the associated improvements to transport infrastructure to be implemented. It also outlines the parking and servicing arrangements at the proposed development;
- **Section 3.0** sets out the predicted weekday vehicular trip generation for the February 2025 Amended Proposed Development, with a comparison against the March 2023 Consented Scheme also; and
- **Section 4.0** provides a summary and conclusion.

## 2. Proposed Development

2.1 Whilst this application covers both the MS Parcel and the PFS Parcel, particularly pertinent to transport, amendments are proposed to Blocks C, D, E1, E2 and F of the MS Parcel only. Blocks A and B, as well as the PFS Parcel, are not amended by this S73 application. The February 2025 Amended Proposed Development leads to an overall reduction in the number of homes on site from 644 to 637. The latest plans are contained at **Appendix A**. The buildings subject of this application are highlighted in **Figure 2.1**.



**Figure 2.1:** Buildings Subject of the February 2025 Amended Proposed Development Highlighted Yellow

2.2 **Table 2.1** below outlines the breakdown for the change of home numbers when compared to the March 2023 Consented Scheme.

Overall	Consented	Proposed	Change
Studio	61	57	-4
1-bed	248	247	-1
2-bed	238	239	+1
3-bed	89	89	-
4-bed	8	5	-3
<b>Summary</b>	<b>644</b>	<b>637</b>	<b>-7</b>

**Table 2.1:** February 2025 Amended Proposed Development Residential Comparison

2.3 Taking the above into account, the overall proposed development at the MS Parcel would comprise the following:

- Replacement Morrisons foodstore – the gross floor area will remain circa 17,709sqm (GIA) including parking and service bays.
- 637 residential flats comprising:
  - 57 studio homes
  - 247 1-bed homes
  - 239 2-bed homes
  - 89 3-bed homes
  - 5 4-bed homes
- 7,059 sqm GIA offices/workspace/urban farm/community.
- 900 sqm GIA retail space.

### **Access**

- 2.4 As part of the June 2018 Consented Scheme, improvements to the Chalk Farm Road / Ferdinand Street / Juniper Crescent junction were proposed, as shown in the plans contained at **Appendix B**. The proposed signal junction layout followed ongoing discussions with both LBC and TfL, with a view to incorporating their preferred requirements, in particular the need to prioritise the needs of pedestrians and cyclists over vehicular traffic. These improvements have since been implemented.
- 2.5 Beyond this junction, the proposed improvement scheme to Juniper Crescent (shown on **Walsh Construction Drawing Number CGY00-WAL-XXX-ZZ-DR-CV-6500/Rev. C08** contained at **Appendix B**) are being implemented. Full details are found within the Transport Assessment for the June 2018 Consented Scheme, but in summary the following key amendments are provided:
- Reconfigured roundabout comprising a 25 metres inscribed circle diameter.

- Access from reconfigured roundabout to basement parking areas, and also a surface level shared surface access leading to the disabled parking bays and loading bays within the MS Parcel. The roundabout would also continue to serve the Juniper Crescent Estate.
- A servicing access route for the Morrisons store would be provided off Juniper Crescent / Stephenson Street in the vicinity of the bridge (further details can be found in the Servicing section below).
- Replacement bus stops and stands would be provided in the form of laybys on Juniper Crescent / Stephenson Street. This would comprise laybys with space for two buses on either side of the carriageway, plus a fifth bay on the northbound exit from the roundabout to act as an overflow waiting area and for rail bus replacement services when required.

2.6 As detailed within the Servicing section below, all the relevant service vehicle manoeuvres can be accommodated for both access and egress.

### **Internal Layout**

2.7 The internal layout follows the principles set out as part of the June 2018 Consented Scheme masterplan, as well as the 2<sup>nd</sup> S73 application scheme (approved December 2020). As mentioned above though, there have been several changes to the layout over time that have resulted in minor amendments, as set out in this section.

2.8 The roads within the development remain unchanged. To summarise however, the roads have been designed with due regard to the advice contained within Manual for Streets. A minimum 4.1 metres carriageway width has been included which, as demonstrated within Figure 7.1 of Manual Streets, is suitable to accommodate two-way traffic.

2.9 The layout has also been designed to accommodate a fire tender such that the vehicle can get within 18 metres of any dry/wet riser inlets located at each block. This is illustrated within **Drawing Number 2105801-D004**, which confirms that a fire tender can be accommodated across the Proposed Development.

2.10 Bollards are located in between Blocks F and Block E2 on the access road to restrict vehicular access. The arrangement will be controlled by an intercom that links to the concierge.

### **Vehicle Parking**

2.11 As approved the February 2025 Amended Proposed Development will be car free, with the exception of 20 spaces comprising:

- 18 disabled car parking spaces split as follows:
  - 11 blue badge spaces found within the Block F car park;
  - 7 seven on-street blue badge bays;
- Two on-street car club bays.

2.12 The two car club spaces are located adjacent to the south-western frontage of Block A. Residents will benefit from free memberships to the car club to encourage their uptake. Car club vehicles help to supplement a car-free development by removing the need to own a private vehicle but allow occasional use of a car for certain purposes, as and when needed.

2.13 As part of the application for the second S73 application, the standards provided within Policy T6.1 of the London Plan were applied. It is stipulated that at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. This equates to 4 active spaces with the remaining fitted with passive provision. This provision, in line with London Plan guidance, has been retained in the latest scheme.

2.14 The car park has been designed in accordance with best practice guidance, in particular Manual for Streets. Each of the spaces within the bays below Block F are designed to a dimension of 2.4 by 4.8 metres with an additional 1.2 metres clearance space on the aisle side, as well as either side. The spaces that are located on-street measure 6.6 by 2.7 metres.

### **Overall Cycle Parking**

2.15 Cycle parking quantum was secured by Condition 25 of the June 2018 Consented Scheme, which makes specific reference to 'Appendix H' of the original Addendum to the TA. This set out the exact number of spaces that were to be provided. As summarised below, the cycle parking provision is to be updated and therefore the cycle parking document has also been updated. The updated version, reflecting the latest cycle parking provision, is included at **Appendix C** of this TN.

2.16 The following section summarises both the overall provision of long- and short-stay cycle parking spaces on site and the changes that have been made since the original application.

### **Long-Stay Cycle Parking**

#### Overall Long-Stay Provision

2.17 The February 2025 Amended Proposed Development, including both the MS and PFS Parcels now provides 1,355 long-stay cycle parking spaces, broken down by use as follows:

- MS Parcel (1,195 spaces):
  - Residential – 1,099 spaces
  - Supermarket – 18 spaces
  - Retail/office/workshops – 78 spaces
- PFS Parcel (160 spaces):
  - Retail – 5 spaces
  - Office – 151 spaces
  - Restaurant – 4 spaces

Long-Stay Provision Within Affected Blocks

2.18 No changes are proposed to cycle parking Blocks A and B and therefore the following information relates to Blocks C, D, E1, E2 and F only.

2.19 Cycle parking for these blocks will be provided in accordance with current policy. Local cycle parking standards for developments within LBC are currently stipulated within Table 10.2 of the London Plan. This stipulates that the standards within **Table 2.2** below should be provided.

Dwelling Type	Long-Stay
1B1P	1 space
1B2P	1.5 spaces
All other homes	2 spaces

**Table 2.2:** Long-Stay Cycle Parking Standards (Table 10.2 of the London Plan)

2.20 The previous quantum of cycle parking was based on the previous version of the London Plan and therefore the February 2025 Amended Proposed Development leads to an increase in cycle parking in each of the affected blocks. A total of 593 long-stay spaces were previously consented across the affected blocks, whereas the proposed long-stay spaces now total 638, reflecting an uplift of 45 spaces. The London Plan requires a total of at least 632 long-stay spaces to be provided and therefore the proposed provision is in excess of the London Plan minimum standards. The number of spaces to be provided per block is as follows:

- Block C – 167 spaces (167 required);
- Block D – 72 spaces (71 required);
- Block E1 – 76 spaces (76 required);
- Block E2 – 48 spaces (43 required); and
- Block F – 275 spaces (275 required).

2.21 The above uplift of 45 cycle parking spaces is being delivered notwithstanding the reduction of homes. This ensures that the February 2025 Amended Proposed

Development takes into account the thrust of the policies within the latest NPPF, the London Plan and LBC policy. This is particularly in regard to prioritisation of non-car modes and encouragement of active travel.

### **Short-Stay Cycle Parking**

2.22 Short-stay cycle parking standards are also stipulated within Table 10.2 of the London Plan. The guidance is summarised in **Table 2.3**.

Short-Stay
<ul style="list-style-type: none"><li>• 5 to 40 dwellings: 2 spaces</li><li>• Thereafter: 1 space per 40</li></ul>

**Table 2.3:** Short-Stay Cycle Parking Standards (Table 10.2 of the London Plan)

2.23 Regarding short-stay spaces, a total of 146 spaces are proposed throughout the February 2025 Amended Proposed Development, in line with London Plan guidance. These spaces are split as follows:

- MS Parcel (90 spaces):
  - Residential – 32 spaces
  - Supermarket – 38 spaces
  - Retail/office/workshops – 20 spaces
- PFS Parcel (56 spaces):
  - Retail – 25 spaces
  - Office – 11 spaces
  - Restaurant – 20 spaces



Layout

- 2.24 TfL guidance recommends that where cycle parking is inside a building (such as this), it should have step-free access, wide doorways and spacious corridors. The guidance goes on to state that accessing the parking area should involve passing through no more than two sets of doors, with a recommended minimum door width of 1.2 metres internally and 2 metres externally. According to the guidance, the remainder of the internal parking should not be entirely on two-tier racks since many people cannot use them even if they are power-assisted or have gas-lift
- 2.25 A summary of the dimensions adopted for cycle parking within the February 2025 Amended Proposed Development is outlined in **Table 2.4**, which accords with best practice guidance.

Type	Dimension
<b>Two-Tiered Cycle Parking</b>	
Aisle Width	2.5m
<b>Sheffield Stands</b>	
Aisle Width	1.8m min
Clearance	1.2m min between stands, and 0.6m if by wall
<b>Accessible Stands</b>	
Aisle Width	3.0m min
Clearance	1.8m min between stands, and 0.9m if by wall

**Table 2.4:** Cycle Parking Dimensions

- 2.26 Advice from TfL is cycle storage should be provided such that no more than 80% of the overall provision is made up of two-tier racks, no less than 15% is made up of Sheffield stands and no less than 5% is made up of accessible stands. Accordingly, the following breakdown is provided across the affected blocks (discrepancies due to rounding):
- Two-Tier Stands – 78%;
  - Sheffield Stands – 16%; and
  - Accessible Stands (wider Sheffield Stands) – 5%, does not drop below 5% in any one block.

## **Servicing**

2.27 As per the details presented as part of the June 2018 Consented Scheme, **Drawing Number 2105801-D004** includes a number of swept path manoeuvres demonstrating how the February 2025 Amended Proposed Development would be served in terms of deliveries and refuse collections. The key aspects of the servicing strategy for the February 2025 Amended Proposed Development are as follows.

- The MS Parcel includes a number of refuse storage areas, however, to avoid refuse vehicles having to enter the entirety of the February 2025 Amended Proposed Development a managed strategy will be adopted as per extant approval. The on-site management company/concierge will be responsible for transferring waste to a holding area at Block F on collection days, such that a refuse vehicle could park in the adjacent loading bay to collect waste, before turning adjacent to Block E2, as shown in **Drawing Number 2105801-D004**.
- The site concierge will be located at Block A and includes a delivery bay along the access road to the south of the block.
- A delivery bay is also located in the vicinity of Block E1 to accommodate bulky deliveries / taxis / food deliveries / etc for blocks located towards the northern and eastern extents of the February 2025 Amended Proposed Development. As mentioned previously, bollards are located on the access road between Blocks F and E2. Any vehicles wishing to travel past this point will be required to contact the concierge through an intercom facility.
- As per the June 2018 consented scheme, three delivery bays will be provided. Considering the proposals represent a slight decrease in dwelling numbers, it is considered that the same number of delivery bays as the June 2018 Consented Scheme is acceptable.
- Access for fire tenders will be provided at suitable locations throughout the layout, to ensure that this type of vehicle can manoeuvre to within 18 metres of dry/wet riser inlets. Swept path analysis is shown within **Drawing Number 2105801-D004**, which demonstrates that a fire tender can get within the maximum distance to inlets.

### 3. Trip Generation

- 3.1 The following section sets out the change to trip generation figures as a result of the February 2025 Amended Proposed Development, most notably the overall reduction of seven homes. The non-residential floor areas are proposed to remain the same and therefore no change in trip generation would be anticipated. Accordingly, the following section focuses on the residential aspects of the proposed development only.

#### Previously Consented

- 3.2 The latest alteration to the MS Parcel (the December 2020 Consented Scheme) increased the number of homes from 573 to 644. The trip generation methodology was set out in the TA provided in support of the original consent, with the uplift as a result of the previous increase of 71 homes provided in a TA Addendum prepared in July 2020 to support the December 2020 Consented Scheme. This was approved and therefore found to be acceptable by LBC **Table 3.1** provides the cumulative number of residential trips by mode for the consented total of 644 homes.

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Vehicle Driver	1	6	7	3	2	5
Vehicle Passenger	1	2	3	1	1	2
Pedal Cycle	9	37	46	20	13	33
Train	3	15	18	8	5	13
Underground	27	112	139	61	39	100
Bus	11	49	60	27	17	44
Motorcycle	1	7	8	3	2	5
Taxi or Minicab	2	8	10	4	3	7
Walk	16	66	82	36	24	60
Other	1	6	7	3	2	5
<b>Total</b>	<b>73</b>	<b>307</b>	<b>380</b>	<b>166</b>	<b>108</b>	<b>274</b>

**Table 3.1:** Trip Generation of Consented Residential Development (644 Homes)

#### Proposed

- 3.3 The consented trip generation exercise, as set out above, was based on an adjusted modal split, initially derived from census data but adjusted to reflect the car-free nature of the development. As the February 2025 Amended Proposed Development is also proposed to be car-free (with the exception of blue badge and car club

parking) in line with the consented site, it is considered that the previously used methodology remains valid.

- 3.4 With respect to the February 2025 Amended Proposed Development, the number of homes is to be reduced by seven to give a new total of 637 homes. **Table 3.2** sets out the trip generation by mode associated with the latest number of homes, utilising the same methodology consented.

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Vehicle Driver	1	5	7	3	2	5
Vehicle Passenger	1	3	3	2	1	2
Pedal Cycle	9	36	45	20	13	33
Train	3	14	17	8	5	13
Underground	26	111	137	60	39	99
Bus	12	48	60	26	17	43
Motorcycle	2	7	8	4	2	6
Taxi or Minicab	2	8	10	4	3	7
Walk	15	65	81	35	23	58
Other	1	5	6	3	2	5
<b>Total</b>	<b>72</b>	<b>303</b>	<b>375</b>	<b>165</b>	<b>106</b>	<b>271</b>

**Table 3.2:** Trip Generation of Proposed Residential Development (637 Homes)

### Change in Trips

- 3.5 The change in residential trips as a result of this reduction in overall trips has been assessed and is set out in **Table 3.3**.

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Vehicle Driver	0	-1	0	0	0	0
Vehicle Passenger	0	1	0	1	0	0
Pedal Cycle	0	-1	-1	0	0	0
Train	0	-1	-1	0	0	0
Underground	-1	-1	-2	-1	0	-1
Bus	1	-1	0	-1	0	-1
Motorcycle	1	0	0	1	0	1
Taxi or Minicab	0	0	0	0	0	0
Walk	-1	-1	-1	-1	-1	-2
Other	0	-1	-1	0	0	0
<b>Total</b>	<b>-1</b>	<b>-4</b>	<b>-5</b>	<b>-1</b>	<b>-2</b>	<b>-3</b>

**Table 3.3:** Change in Trip Generation of Residential Development

- 3.6 **Table 3.3** shows that there is a slight reduction in trips as a result of the February 2025 Amended Proposed Development. It is therefore considered that the proposals will not have an adverse impact on the local highway network and in fact offer a slight betterment over the previously consented development as there is a small overall reduction in trips to and from the Site.

## **4. Summary and Conclusions**

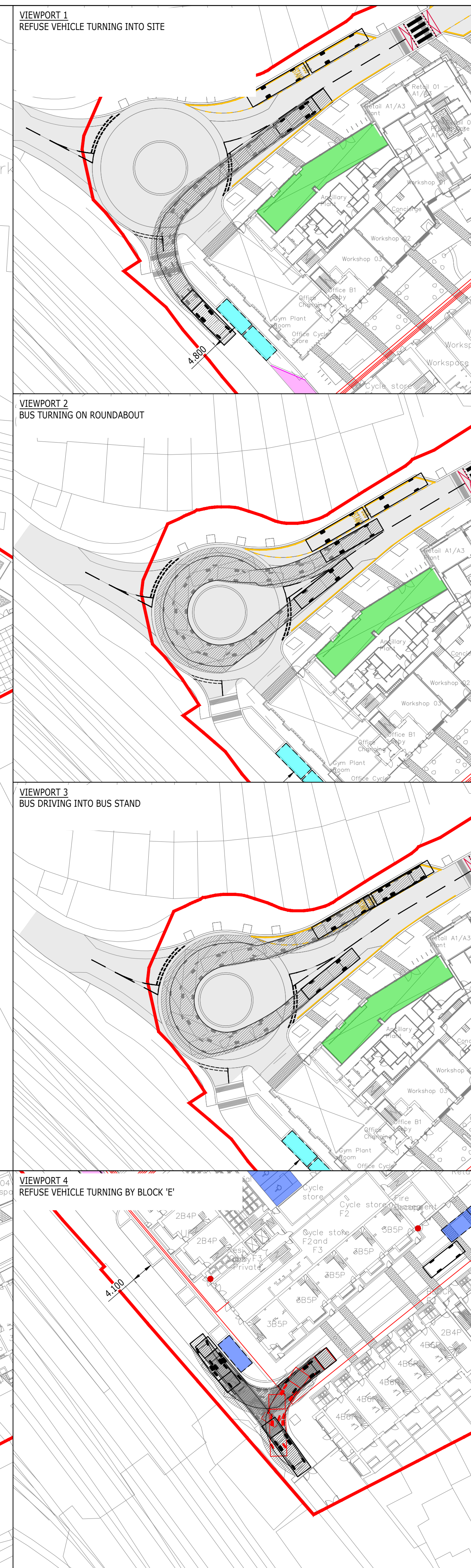
- 4.1 This TN has been produced by ACE on behalf of St George West London Limited in relation to the proposed development at the MS Parcel of the Camden Goods Yard scheme, Chalk Farm Road, Camden. This report has been prepared to accompany the fourth S73 planning application submission to the Local Planning Authority, LBC.
- 4.2 When compared to the third S73 scheme consented in March 2023, the proposed development comprises a reduction of seven homes across the February 2025 Amended Proposed Development. No changes to non-residential floor areas are proposed. This TN assess the highways and transportation impacts of the proposed amendments and of the February 2025 Amended Proposed Development as a whole.
- 4.3 Wider access will continue to be provided from Chalk Farm Road to the north of the Proposed Development via a signalised junction, which was modified as part of the 2018 Consented Scheme and delivered by LBC. Internally, the proposals are shown at **Drawing Number 2105801-D004** and reflect the agreed parameters from the June 2018 Consented Scheme and the second S73 application (December 2020).
- 4.4 The February 2025 Amended Proposed Development will be car-free, with the exception of 18 blue badge spaces and 2 car club spaces, in line with London Plan guidance. Long- and short-stay cycle parking across the MS Parcel proposals would exceed the London Plan's minimum standards and has been designed in accordance with Chapter 8 of 'London Cycling Design Standards'. An uplift in cycle parking is provided in spite of the overall decrease of homes to be provided. This ensures that sustainable travel is prioritised as part of the February 2025 Amended Proposed Development, in line with latest national, regional and local policies.
- 4.5 A managed refuse strategy is proposed, with refuse collection being undertaken through Block F. Loading bays are provided throughout the February 2025 Amended Proposed Development to ensure that delivery and servicing vehicles can be accommodated. The layout has been designed to ensure that emergency access is achievable across the Proposed Development in accordance with British Standards.
- 4.6 This TN has outlined that the proposed amendments to the consented buildings within the MS Parcel will generate fewer movements than the consented MS Parcel proposals secured by the March 2023 consented scheme. No changes are proposed

for the PFS Parcel. As a result, it is concluded that the February 2025 Amended Proposed Development would provide a betterment to the operation of the surrounding highway network to that originally consented and found to be acceptable by LBC, and therefore would actually present an improvement. The position therefore remains acceptable and previous assessment work remains valid. Accordingly, no mitigating improvements beyond those identified for the March 2023 consented scheme are required.

- 4.7 Based on the details presented in this TN, the February 2025 Amended Proposed Development is compliant with both local and national policy, and is therefore acceptable in transport terms.

## Drawings



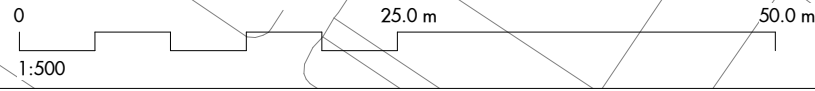


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**Appendix A**  
**Latest Plans**





N

0

25.0

50.0

1:500

Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

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REV	DATE	DESCRIPTION	CKD
P1	30/06/17	ISSUED FOR PLANNING	MC01
P2	03/10/17	ISSUED FOR PLANNING - AMENDMENTS	MC01
P3	11/10/17	ISSUED FOR PLANNING - AMENDMENTS	MC01
P4	07/20	ISSUED FOR PLANNING	HH1
P5	30/09/22	ISSUED FOR NMA APPLICATION	MC
P6	28/02/25	ISSUED FOR PLANNING	HH1

RESIDENTIAL

Residential homes

28.4P 28.5P 28.6P 28.7P 28.8P 28.9P

Residential facilities

Residential parking

OTHER USES

Morrison Sales Area

Morrison Cafe

Morrison Staff

Morrison back of house

Morrison Parking

FFS bank

Retail

Office

Workshops

All workspace

Urban Farm Cafe

Urban Farm WC's

Energy Centre

Residential Ancillary

85 Southwark Street

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facsimile 020 7921 0101

email studio@alliesandmorrison.com

A&M JOB No: 1095

Camden Goods Yard : Master

GROUND FLOOR PLAN

MASTERPLAN DRAWINGS TENURE

1095\_00\_07\_100

SCALE 1 : 500 @A1 1 : 1000 @A3

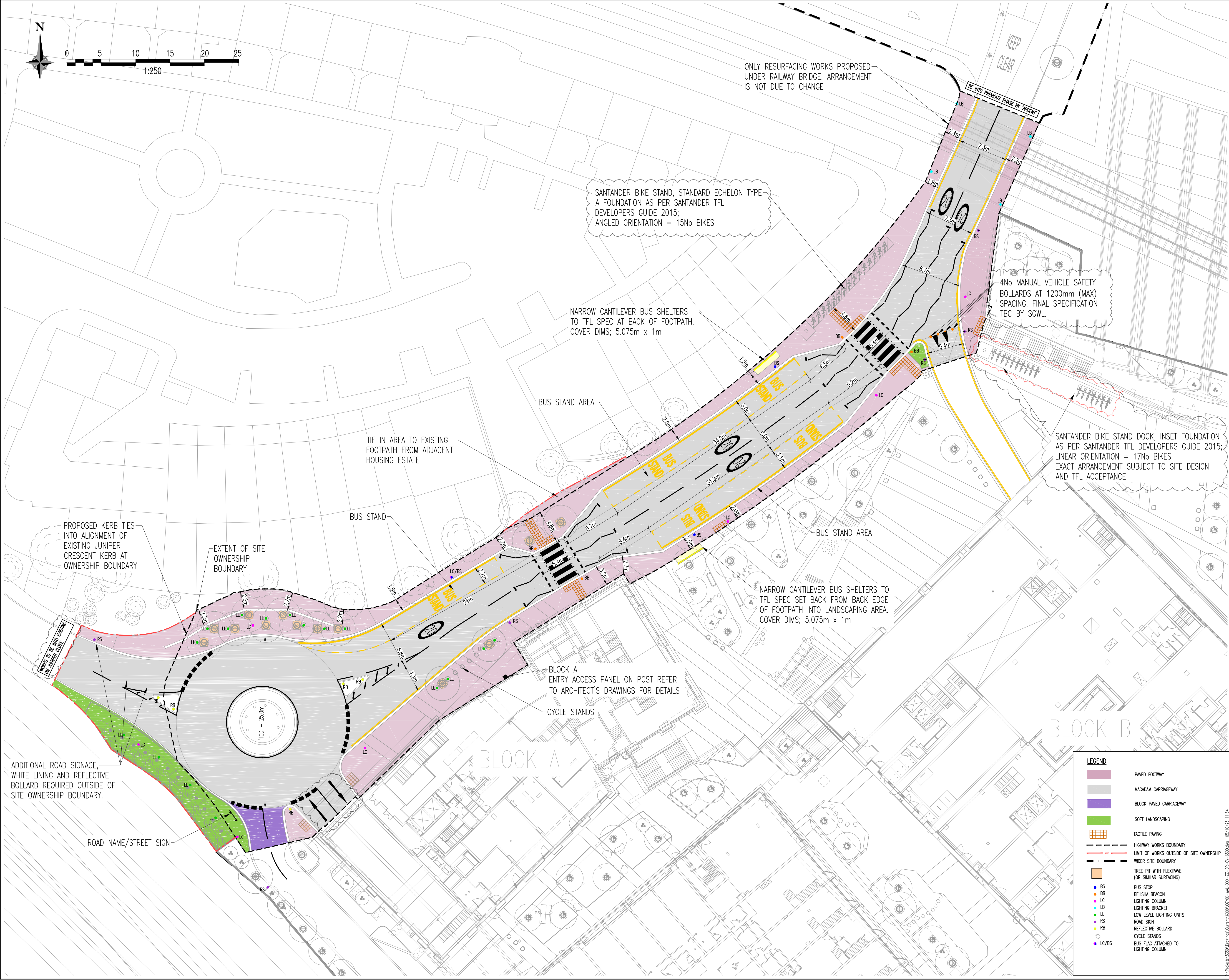
P6

Revision



**Appendix B**  
**Access Road General Arrangement Drawing**





- Notes**
1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES.
  2. THIS DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND SPECIFICATIONS.
  3. THIS DRAWING HAS BEEN PRODUCED ELECTRONICALLY AND MAY HAVE BEEN PHOTO REDUCED OR ENLARGED WHEN COPIED. HENCE, DO NOT RELY ON ANY SCALES QUOTED. WORK ONLY TO FIGURED DIMENSIONS (DO NOT SCALE). ALL DIMENSIONS TO BE CHECKED ON SITE. ANY ERRORS OR OMISSIONS TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
  4. DRAWING TO BE READ IN FULL COLOUR

**C.D.M.**

**SIGNIFICANT RISKS AND HAZARDS:**

1. WORKING BENEATH LIVE RAILWAY
2. EXISTING WATER TANK BENEATH EXISTING ROUNDABOUT

**KEY DESIGN DECISIONS TO REDUCE OR ELIMINATE HAZARDS:**

1. WORKS BENEATH RAILWAY KEPT TO A MINIMUM, EXISTING ROAD AND FOOTWAY TO BE RESURFACED ONLY. ALL WORKS SUBJECT TO APPROVAL BY NETWORK RAIL.
2. TRAIL PIT CONFIRMS DEPTH OF TANK IS LOWER THAN PROPOSED FORMATION LEVEL AND SHOULD NOT BE AFFECTED BY THE WORKS. TANK EXTENT IS UNKNOWN. IT IS PROPOSED TO DROP LEVELS OVER THE TANK UP TO 450mm FROM EXISTING. THE TANK IS BELIEVED TO BE REDUNDANT BUT FURTHER CONSIDERATION SHOULD BE GIVEN EITHER PROTECTION OR BACK FILLING OF THE TANK, TBC FOLLOWING FURTHER INVESTIGATION.

**THIS DRAWING IS BASED ON THE FOLLOWING CONSULTANTS FILES**

LANDSCAPE ARCHITECT – CGY00-PLA-XXX-XX-DR-LS-00600-00601 REV T01 (01-11-2021)

LIGHTING DESIGN – MMA16535/001R1 (23.09.21)

C08	06.10.23	JD	UPDATED IN LINE WITH SGWL COMMENTS 29.08.23
C07	25.08.23	JD	UPDATED WITH LATEST ROAD MARKINGS
C06	18.07.23	JD	UPDATED TO LATEST HIGHWAY DESIGN
C05	14.06.23	MDL	BUS LAY-BY TAPERS REVISED, RAISED TABLES OMITTED AND CROSSING POINT SHIFTED WHERE CLOUDED.
C04	24.05.22	JD	TREES ADJACENT TO MORRISONS SERVICE YARD ACCESS REMOVED. LIGHTING COLUMN WITH BUS FLAG RELOCATED WHERE CLOUDED.
C03	20.05.22	JK	ADDITIONAL BOLLARDS ADDED TO SERVICE YARD ROAD. LIGHTING COLUMN RELOCATED WHERE CLOUDED. LANDSCAPING TO ROUNDABOUT UPDATED WHERE CLOUDED
C02	17.05.22	HS	AUTOMATED RETRACTABLE ROAD BOLLARDS REMOVED AT THE ROUNDABOUT AND NOTES UPDATED WHERE CLOUDED
C01	12.11.21	JTM	ISSUED FOR CONSTRUCTION PROCUREMENT
P10	18.10.21	DS	BUS FLAG POLE ADDED
P09	04.10.21	JTM	UPDATED TO LATEST LIGHTING DESIGN LAYOUT AND REVISED WHERE CLOUDED
P08	07.09.21	MDL	UPDATED TO LATEST DESIGN LAYOUT AND REVISED WHERE CLOUDED
P07	04.08.21	MDL	REVISED WHERE CLOUDED
P06	29.07.21	MDL	UPDATED IN LINE WITH CLIENT COMMENTS 13/07/21
P05	29.06.21	DS	DRAWING UPDATED WITH HIGHWAY REALIGNMENT PROPOSALS & RSA 1/2 COMMENTS
P04	14.05.21	JD	VARIOUS UPDATES WHERE CLOUDED FOLLOWING TFL/LBC COMMENTS
P03	30.04.21	MDL	DIMENSIONS REVISED WHERE CLOUDED
P02	19.04.21	JD	MINOR KERB LINE ADJUSTMENT
P01	16.04.21	JD	FIRST ISSUE
Rev.	Date	By	Details Of Revision

**Client**


ST GEORGES WEST LONDON

**Project**

CAMDEN GOODS YARD  
PHASE 2

**Title**

STEPHENSON STREET  
RE-ALIGNMENT  
GENERAL ARRANGEMENT



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**Status**

**CONSTRUCTION**

DRAWING ISSUED FOR FINALISING THE PROCUREMENT PROCESS AND NOT FOR CONSTRUCTION

Drawn	JD	A1 Scales	1:250
Date	MARCH 21	Eng.	JD
WA Ref.	5359	Chk.	JK
		App'd.	JK
		Suitability.	

ACTUAL DIMENSION = 80mm

**Drawing No.** CGY00-WAL-XXX-ZZ-DR-CV-6500

**Rev.** C08

- LEGEND**
- PAVED FOOTWAY
  - MACADAM CARRIAGEWAY
  - BLOCK PAVED CARRIAGEWAY
  - SOFT LANDSCAPING
  - TACTILE PAVING
  - HIGHWAY WORKS BOUNDARY
  - LIMIT OF WORKS OUTSIDE OF SITE OWNERSHIP
  - WIDER SITE BOUNDARY
  - TREE PIT WITH FLEXPAVE (OR SIMILAR SURFACING)
  - BUS STOP
  - BELUSHA BEACON
  - LIGHTING COLUMN
  - LIGHTING BRACKET
  - LOW LEVEL LIGHTING UNITS
  - ROAD SIGN
  - REFLECTIVE BOLLARD
  - CYCLE STANDS
  - BUS FLAG ATTACHED TO LIGHTING COLUMN
- BS
  - BB
  - LC
  - LB
  - LL
  - RS
  - RB
  - LC/BS



**Appendix C**  
**Cycle Parking Strategy**

## **Camden Goods Yard - Cycle Parking Strategy**

The following note provides information regarding the Cycle Parking Strategy for the development as a whole, focusing on long-stay parking provision.

**Block Breakdown:** (all areas refer to GIA based upon the accommodation schedule)

### **Block A:**

- 110 residential units (all private)
- 277sqm A1/A3 Retail
- 744sqm Office
- 179sqm Workshop

### **Block B:**

- 168 residential units (108 private and 60 intermediate rented)
- 49sqm A1/A3 Retail
- 2,495sqm Office
- 77sqm Affordable Workspace
- 1,304sqm Urban Farm
- 17,709sqm Morrisons store (includes cafe, staff area & cores, servicing and 250 parking spaces)

### **Block C:**

- 92 residential units (all private)
- 165sqm A1/A3 Retail
- 190sqm Office
- 864sqm Affordable Workspaces
- 315sqm Workshop

### **Block D:**

- 42 residential units (all private)
- 122sqm A1/A3 Retail
- 74sqm Community Space

### **Block E1:**

- 46 residential units (all private)
- 114sqm A1/A3 Retail

### **Block E2:**

- 23 residential units (23 affordable rented)

### **Block F:**

- 156 residential units (all private)
- 177sqm A1/A3 Retail
- 648sqm Office
- 223sqm Workshop

### **PFS:**

- 9,080sqm Office
- 376sqm PFS Kiosk

- 374sqm Café/Restaurant
- 263sqm Retail
- 800sqm Other

### **Cycle Parking Summary:**

LONG-STAY CYCLE PARKING PROVISION - OTHER USERS					
	Two-Tier Stands	Standard Sheffield Stands	Accessible Stands (i.e. wider Sheffield Stands)	Total Stands	Total Parking
Block A	79.5	0	7	86.5	173
Block B	137	0	7	144	288
Block C	64	15	4.5	83.5	167
Block D	25	9	2	36	72
Block E1	36	0	2	38	76
Block E2	8	14	2	24	48
Block F	116	14.5	7	137.5	275
<b>TOTAL PARKING</b>					<b>1099</b>

LONG-STAY CYCLE PARKING PROVISION - OTHER USERS						
	Office	Retail	Workspaces	Morrisons	Restaurant	Total Block
Block A	12	2				14
Block B	25			18		43
Block C	14	2	6			22
Block D		2				2
Block E1						0
Block E2						0
Block F	11	4				15
PFS	151	5			4	160
<b>TOTAL PARKING</b>						<b>256</b>

The cycle parking for the office space of Block B, Morrisons staff and for affordable workplace is located in a 'cycle hub' accessible from Camden Yard

- Cycle parking comprises a mix of 2-tier Josta cycle racks and standard width Sheffield stands, along with accessible stands in the form of wider Sheffield Stands

### **MS Parcel**

#### **Block A**

- 173 residential cycle spaces (of which 14 are 'accessible' spaces)
- 12 office cycle spaces
- 2 Retail cycle spaces
- There are stairs located adjacent to the office spaces to the south of the block; however, these can also be reached via the road to the west.

#### **Block B**

- 288 residential cycle spaces (of which 14 are 'accessible' spaces)
- 25 office cycle spaces
- 18 Morrisons cycle spaces
- There are stairs located adjacent to the Morrisons store to the southwest, as well as to the northeast of the block.



#### Block C

- 167 residential cycle spaces (9 are 'accessible' spaces).
- 6 cycle spaces in the workshop.
- 16 cycle spaces Commercial.
- Bike users would walk through the units in order to reach the cycle stores for the residential gym and retail store.

#### Block D

- 72 cycle spaces (of which 4 are 'accessible' spaces)
- 2 cycle spaces in the retail unit.
- Inside bike stores are 2 tiered
- Outdoor bike spaces are provided in the form of Sheffield stands and provide space for 22 cycles.
- 4 cycle stores are provided (1 outdoor, 3 indoor)

#### Block E1

- 76 cycle spaces (4 are 'accessible' spaces)
- There are stairs located adjacent to the office spaces to the south of the block; however, it these spaces can also be reached via the road to the west.

#### Block E2

- There are no cycle spaces located in the block due to the limited footprint of the building. However, 48 cycle spaces are located adjacent to Block E1 that are dedicated for Block E2.
- 4 spaces are 'accessible', served by 2 wider Sheffield stands.

#### Block F

- 275 residential cycle spaces (14 of which are 'accessible' spaces)
- 11 spaces for Office (located within the car park)
- 4 spaces for Retail

#### PFS Parcel

- 151 long-stay cycle spaces for Offices
- 5 long-stay cycle spaces for Retail
- 4 long-stay cycle spaces for Restaurant

#### Summary

- The masterplan shows that 4 wider Sheffield stands (8 spaces) are located within Block E1 that are accessible.
- Block E1 and E2 can use both stores.