SUPPLEMENTARY NOTE – FEBRUARY 2014

AGAR GROVE TRANSPORT ASSESSMENT

Introduction

This supplementary note is submitted as part of the current planning application (Ref.: 2013/8088/P) for the regeneration of the Agar Grove Estate within the London Borough of Camden. A detailed 'Transport Assessment' (TA), considering the transport implications of the proposals, has been provided by Peter Brett Associates LLP (PBA) as part of the planning application.

This note addresses the technical queries raised by James Forrest, Transport for London (TfL) and Zoe Trower, London Borough of Camden (LBC). The quires raised relate to the following areas:

- Trip generation;
- Travel planning;
- Cycle parking;
- Cycle hire;
- Car parking;
- Car Club parking bays;
- Refuse and servicing;
- Highway works and public realm improvements;
- Pedestrian, cycling and environmental improvements; and
- Managing construction impacts on the public highway network.

This note should be read in conjunction with the submitted TA, as it provides a response to the clarifications sought by TfL and LBC.

Trip Generation

Within the associated TA a trip generation assessment, primarily based on outputs from the TRAVL database, has been undertaken in order to discuss the net impact of the development proposals. TfL has indicated that the multi-modal assessment was prepared in accordance with the London Plan Policy 6.3 '*Assessing effects of development on transport capacity*' and that the development proposals *"…would not have an unacceptable impact on the local highway and bus network"*. Although both, TfL and LBC, consider the methodology applied as acceptable, LBC required further information on the non-residential trip generation. LBC commented:

"It has […] been noted in section 1.4.2, of the TA, that no additional trips would be generated by either the retail uses or community uses proposed on-site. Unless the retail users and community use are staffed and accessible only to residents of Agar Grove this is not supported. For retail uses in particular customers tend to be drawn from a larger catchment area than just the residents of a housing estate. The supplementary transport note produced in January 2014, seeks to provide additional information that details a level of information in connection to trip generation for the retail. However, it is noted that the assessment continues to advise that the quantum of new trips is minimal. There are further concerns in context of the community use that these figures continue to be under estimated and it is unclear where the additional new 40 staff would be located and whether these trips have been considered within the supplementary trip generation assessments. Furth [sic] *clarification is requested that clearly details the trip generation for all users non-residential based."*

Response:

In response to the request, made by LBC, for further clarification on the trip generation of non-residential site users, PBA has undertaken further analysis regarding multi-modal trip generation for retail and community facility land uses.

As for the residential trip generation assessment, outlined in the TA, the TRAVL database has been used to identify comparable sites with similar characteristics to those of the proposed development. The development proposals, besides the residential units, are for 1,985m^2 (NIA) of car-free

commercial and community land uses, comprising of 697m^2 for office and 1,288m^2 for community land uses.

Therefore, when looking at similar sites for B1 (office) on the TRAVL database, car-free developments within inner and central London were initially considered. However, due to a limited choice of comparable sites, the search criteria were broadened to include sites with some parking provision.

When looking at similar sites for the community land uses of the proposed development, only D1 (other use) have initially been considered. However, for the two inner London sites available on the database, surveys did not commence prior to 09:00. Thus, no AM peak assessment could be undertaken with merely those two sites selected. As a result, other D1 land uses available on the TRAVL database have been considered. Apart from D1 (other use), there are a further three categories available; Day Nurseries, Health Service and Non-Residential School. Of those, health services and non-residential schools have been discounted. When looking at day nursery sites, only sites within inner London, with a PTAL of 3 and above, have been considered.

The selected sites as well as site details for the B1 (office) and D1 (other use and day nursery) land uses are summarised in the Table 1.

Table 1: TRAVL Site Selection

Site	Location in London	Gross Floor Area (m^2)	PTAL	Total Parking	Survey Hours
B1 - Office					
Agar Grove	Inner	697	4	0	-
Adshel Centre	Inner	498	6	12	08:00 - 18:00
Highbury House Communications	Inner	1,000	6	4	07:30 - 18:30
MVA Transport Consultancy	Central	509	6	0	06:00 - 22:00
Putney Wharf (Shared Offices)	Inner	1,021	6	240	07:00 - 22:00
Reed Employment	Central	390	6	0	07:30 - 18:00
D1 Land Uses					
Agar Grove	Inner	1,288	4	0	-
D1 – Other Use					
Bethnal Green Library	Inner	120	6	0	09:30 - 18:00
Catford Library	Inner	1,000	6	0	09:00 – 20:00
D1 – Day Nurseries					
Avenue Nursery	Inner	290	3	0	07:30 – 18:00
Fleet Street Nursery	Inner	550	6	0	07:30 – 20:00

In order to establish the likely trip generation of the B1 and D1 land uses of the proposed development, the trip rates, as derived from TRAVL, have been applied to the Gross Floor Areas (GFA) of the B1 (745.79m^2 GFA) and D1 (1,378.16m^2 GFA) land uses proposed on the application site. The trip rate for the community land uses has been derived from the average of D1 (other use) and D1 (day nursery). Table 2 shows resulting AM and PM peak hour trips by land use.

Table 2: Peak Hour Trips

Land Use	AM Peak Hour Trips		PM Peak Hour Trips	
	Arrival	Departure	Arrival	Departure
B1	24	3	2	32
D1	136	62	58	75
Sub-Total	**160**	**65**	**60**	**107**
Total	**225**		**167**	

In order to establish the mode of travel by which trips to and from the application site are likely to be generated, the mode share splits, as derived from the selected TRAVL sites, have been applied to the AM and PM peak hour trips. As mentioned above, due to a lack of comparable car-free sites within the TRAVL database for the B1 land uses, sites with some parking provision have been selected, as shown in Table 1. Thus, the TRAVL data include some car-driver trips which have been redistributed pro-rata amongst the other modes. It should be noted that car passenger trips have been retained as a separate mode. Table 3 shows the resultant mode split as well as AM and PM peak hour trips by mode for B1 land uses of the proposed development.

Table 3: Mode Share and Peak Hour Trips by Mode for B1 land uses

Mode	Mode Share	AM Peak Hour Trips			PM Peak Hour Trips		
		Arrival	Departure	Total	Arrival	Departure	Total
Bus	13%	3	0	3	0	4	4
Car Passenger	0%	0	0	0	0	0	0
Pedal Cycle	1%	0	0	0	0	0	0
Rail	9%	2	0	2	0	3	3
Taxi	1%	0	0	0	0	0	0
Underground	19%	5	1	6	1	6	7
Walk	57%	14	2	16	1	19	20
Total	**100%**	**24**	**3**	**27**	**2**	**32**	**34**

Table 3 illustrates that the vast majority of AM and PM peak hour trips to and from the site, as generated by B1 land uses, will be undertaken by walking. In the AM peak hour, a total of 11 trips to and from the application site will be made by public transport; including Underground, bus and rail. In the PM peak hour, public transport trips to and from the site total 14.

In order to establish the mode share split for D1 land uses of the proposed development, the average of D1 (other use) and D1 (day nurseries) mode shares, as derived from TRAVL, have been considered. Furthermore, although the selected TRAVL sites for D1 land uses, as shown in Table 1, are all car-free, the mode shares derived from TRAVL include car-driver trips. These have been redistributed per-rata amongst the remaining modes. Table 4 shows the resulting mode share as well as AM and PM peak hour trips by mode for community land uses of the proposed development.

Table 4: Mode Share and Peak Hour Trips by Mode for community land uses

Mode	Mode	AM Peak Hour Trips	PM Peak Hour Trips

	Share	Arrival	Departure	Total	Arrival	Departure	Total
Bus	22%	30	14	44	13	17	30
Car Passenger	13%	17	8	25	8	10	18
Pedal Cycle	2%	3	1	4	1	2	3
Rail	5%	7	3	10	3	3	6
Taxi	0%	0	0	0	0	0	0
Underground	4%	5	2	7	2	2	4
Walk	54%	74	34	108	31	41	72
Total	**100%**	**136**	**62**	**198**	**58**	**75**	**133**

Table 4 illustrates that the vast majority of AM and PM peak hour trips to and from the site, as generated by community land uses, will be undertaken by walking. In the AM peak hour, a total of 61 trips to and from the application site will be made by public transport; including bus, Underground and rail. In the PM peak hour, public transport trips to and from the site total 40.

The assessment undertaken has illustrated that the B1 and community land uses of the proposed development will generate trips as follows:

- A total of 225 two-way trips in the AM peak hour; of which
  - 124 will be two-way walking trips,
  - 47 two-way trips will be undertaken by bus,
  - 13 two-way trips will be undertaken by Underground, and
  - 12 two-way trips will be undertaken by rail.
- A total of 167 two-way trips in the PM peak hour; of which
  - 92 will be two-way walking trips,
  - 34 two-way trips will be undertaken by bus,
  - 11 two-way trips will be undertaken by Underground, and
  - 9 two-way trips will be undertaken by rail.

In order to determine the impact of the public transport trips of the proposed development on the public transport network, the public transport trips of the B1 and community land uses have to be considered in combination with the public transport trips generated by residents. Within chapter 7 of the associated TA, a public transport impact assessment for the residential uses of the proposed development can be found. Table 5 summarises the forecasted net increase of public transport trip generated by residents of the proposed development.

Table 5: Net Increase in Public Transport Trips - Residents

Mode	AM Peak Hour Trips			PM Peak Hour Trips		
	Arrival	Departure	Total	Arrival	Departure	Total
Bus, Minibus or Coach	12	62	75	42	30	72
Underground	13	64	76	43	31	74
Rail	3	17	21	12	8	20

Table 6 illustrates the combined peak hour public transport trip generation of B1, community and residential land uses on the site of the proposed development.

Table 6: Combined Public Transport Trips of the Proposed Development

Mode	AM Peak Hour Trips			PM Peak Hour Trips		
	Arrival	Departure	Total	Arrival	Departure	Total
Bus, Minibus or Coach	45	76	121	55	51	106
Underground	23	67	90	46	39	85
Rail	12	20	32	15	14	29

As outlined in chapter 2 of the associated TA, a total of 51 busses per hour stop within 640m of the site during the peak hour periods. Table 6 shows that the proposed development is forecasted to generate a total of 121 additional bus passenger trips during the AM peak hour and 106 additional trips during the PM peak hour. This equates to approximately 2 additional passengers per bus during the peak hour periods.

As stated within the associated TA, the nearest London Underground station to the site is Camden Town, which provides approximately 40 services per hour during the AM and PM peak periods. Table 6 illustrates that a total of 90 and 85 additional Underground passengers during the AM and PM peak hour respectively will be generated by the proposed development. This increase is the equivalent to approximately 2 additional Underground passengers per service during the peak hour periods.

As can be seen in Table 6, the proposed development will generate a total of 29 and 27 additional trips during the AM and PM peak hour respectively. The TA, chapter 2, states that there are approximately 16 trains per peak hour serving Camden Road Overground station. An increase of 29 and 27 trips during the AM and PM peak hour respectively will lead to approximately 1 to 2 additional passengers per service.

The overall impact of the proposed development on the public transport network is considered to be negligible as the above outlined increases in public transport trips are predicted to be dispersed into the normal daily variations experienced at stations during the weekday peak hours.

Travel Planning

A full Residential Travel Plan (RTP) was included as Appendix J within the associated TA. Although the RTP passed TfL's ATTrBuTE assessment, TfL *"…expected that car club membership for residents is included as a travel planning measure as this can discourage car ownership"*.

Furthermore, TfL's expectation is that Camden Council, once the above query has been addressed, will be coordinating the RTP through a 'shadow' legal agreement in order to ensure the RTP conforms with the London Plan Policy 6.3 '*Assessing effects of development on transport capacity'*.

LBC only considers the RTP as acceptable if the following comments are incorporated:

- A strategic level RTP for the residential element and a local level Commercial Travel Plan for the non-residential uses of the proposed development are required to comply with Policy DP16 of the Camden Planning Guidance. Once those comments have been incorporated, the Travel Plans (TPs) need to be secured by condition. Furthermore, the TPs need to be approved by Camden Council prior to the sites occupation.
- *"…a financial contribution of £5,729 to cover the costs of monitoring and reviewing the Residential Travel Plan and £2,864 for the commercial travel plan over a 5 year period. This would need to be secured through the shadow S106."*
- A TRAVL after survey of the completed development is required, with results to be provided to TfL and LBC. TfL will use those results to update the TRAVL database. The TRAVL after survey needs to be secured by condition.

Response:

We will work with LBC to determine the feasibility of Car Club. If they are required then the TP will be amended to include the car club details as per TfL's requests.

As LBC is requesting the submission of a local level commercial TP, it is proposed that the RTP will be updated and the TPs will be completed as part of discharging the planning condition.

As outlined within chapter 6 of the associated RTP, LBC will undertake the role of TP coordinator for the proposed development. The associated financial contribution will be subject to condition.

Furthermore, the requested TRAVL after survey of the proposed development in operation will be completed as part of the discharging the planning condition.

Cycle Parking

The associated TA, Chapter 3, provides a breakdown of the proposed cycle parking provision, by land use and type of residential unit, on the site of the proposed development. TfL commented that the proposed cycle parking provision is in accordance with the London Plan minimum standard, however, further clarification on the location of those proposed spaces is required in order to fully comply with the London Plan Policy 6.9 '*Cycling*'.

Regarding the cycle parking provision on the development site, LBC stated that it would need further details regarding the following:

- Type of cycle parking facilities, apart from the proposed Josta two-tier racks and Sheffield Stands, in order to determine their security;
- Level of cycle storage facilities in relation to the Camden Planning Guidance, especially CPG7 '*Transport*', and design of cycle storage areas to determine their accessibility; and
- Access for cycle storage in Block B, as it *"appears to be tucked around the back of the block away from the main access"*.

Response:

A figure detailing cycle parking provision is appended to this Supplementary Note (Appendix A).

The proposed development will provide 608 cycle parking spaces (584 resident spaces and 24 visitor spaces) in the form of Josta two-tier racks, Sheffield Stands and other types. The Josta and Sheffield cycle parking facilities are recommended within the Camden Planning Guidance, Policy CPG7 '*Transport*', due to their accessibility and security.

Apart from Josta and Sheffield Cycle stands, the proposed development will comprise a combination of Josta wall hooks and two-tier stands, for vertical bike parking in the basement of Lulworth. This is proposed primarily due to space constraint.

LBC' cycle parking standard for residential dwellings requires the following provision of cycle parking spaces:

- 1 storage or parking space per unit for residents; and
- 1 space per 10 units or part thereof for visitors (from threshold of 20 units).

In order to comply with LBC's cycle parking standard the development site would need to provide a minimum of 540 cycle parking spaces. As the development site will comprise a total of 608 cycle parking spaces, the provision proposed on site falls above the minimum requirement.

Cycle Hire

Comments received from TfL state the following regarding this matter:

"…in accordance with London Plan policy 6.9 'Cycling' TfL requests that land and a contribution of £189,000 to facilitate the introduction a 24 space docking point station is secured within the 'shadow' legal agreement."

However, LBC response regarding a contribution towards the cycle hire scheme states the following:

"…the Maiden Lane Council led development has already been secured with land and funding to provide a docking station for 24 bikes. On this basis, transport [Camden Council Transport Team] *do not consider that a contribution is necessary, the gap identified by TfL would be filled by the Maiden Lane development, this would have the added benefit of potentially being operational in a much shorter time frame."*

Nonetheless, through further discussions with James Forrest from TfL, it was established that the contribution of £189,000 and land would be required. This is due to the identified gap in the cycle hire network primarily between the Kings Cross masterplan area and Camden Town. This gap will not sufficiently be filled with the provision of the cycle hire scheme on the proposed Maiden Lane development.

Response:

The team will liaise with LBC and TfL to ensure that appropriate land, either on site or in the vicinity is made available for the cycle hire docking stations.

An indicative location has been proposed on Lulworth Avenue near the junction with Agar Grove. Figure showing the indicative location has been presented in Appendix A.

Car Parking

As outlined in Chapter 3 of the associated TA, the proposed development will be car-free for new residents, who will not be entitled to on-street parking permits in the future. The existing 50 car parking spaces used by existing residents will be re-provide as part of the new development. These spaces will, however, be phased out or converted to spaces for Blue Badge holders over time as no new tenants will be eligible for parking.

TfL welcomes the provision of 11 electrical vehicle charging points (EVCPs) which falls within the London Plan minimum standards. Although the quantum of car parking spaces proposed on site is deemed acceptable by TfL, it requests a car parking management plan, secured by condition, to manage the Blue Badge parking and EVCPs.

LBC welcomes TfL's comment regarding the requirement of a car parking management plan secured by shadow S106.

Furthermore, LBC requires an on-street parking survey to be undertaken in order to establish the impact of the displaced estate parking spaces to on-street.

Response:

In order to satisfy TfL and LBC's request, a car parking management plan will be prepared as part of the planning condition.

Furthermore, an on-street parking survey has been conducted on 13th February and 15th February to cover periods of residential peak parking demand. The survey covered both sides of Agar Grove from St Pancras Way to St Pauls Crescent and following time periods were surveyed on each surveyed day:

- 12.30am to 02.30am
- 10.00am to 12.00pm
- 18.00pm to 20.00pm.

A summary of the parking survey results is provided below and the complete analysis and data is appended to this note (Appendix B):

- North side of Agar Grove - There are a total of 31 permit holders spaces, no pay & display (P&D) spaces, approximately 21 spaces in the form of single yellow line (SYL), approximately 10 spaces in the form of double yellow line (DYL) and no disabled parking bays.
- South side of Agar Grove - There are a total of 18 permit holders only (PHO) spaces, five pay & display (P&D) spaces, approximately 30 spaces in the form of SYL, approximately 10 spaces in the form of DYL and one disabled parking bay.
- North side of Agar Grove - On the surveyed Thursday, there were a maximum of 28 vehicles parked in the permit holders' only bays and no other vehicles were parked on the northern side. This implies that there was a spare capacity of three vehicles.
  On the surveyed Saturday, there were a maximum of 30 vehicles parked in the permit holders' only bays and a maximum of two other vehicles were parked in the SYL and no other vehicles were parked on the northern side. This implies that there was a spare capacity of one vehicle in the PHO bays and a spare capacity of 19 in SYL.
- South side of Agar Grove - On the surveyed Thursday, there were a maximum of 18 vehicles parked in the PHO bays, four vehicles were parked in the P&D bays, one vehicle was parked in the SYL, and one vehicle was parked in the disabled parking bay. This implies that there is no spare capacity in the PHO bays.
  On the surveyed Saturday, there were a maximum of 17 vehicles parked in the PHO bays, four vehicles were parked in the P&D bays, six vehicles were parked in the SYL, and one vehicle was parked in the disabled parking bay. This implies that there was a spare capacity of one vehicle in the PHO bays.

Car Club Parking Bays

The development proposals, described in Chapter 3 of the associated TA, comprise the implementation of 2 car club parking bays at the junction of the new access to the application site and Agar Grove. Although TfL welcomes this proposal, it requested that a local car club operator is confirmed.

In contrast, LBC's planning policy has recently been reviewed in context of its current position regarding car clubs. As a result, LBC now aims to not further expand the car club programme, due to the following:

"…Camden have [sic] *identified that there are too many car clubs for the existing membership which has also not grown in recent years, and many sites are under-utilised. Camden has over 250 on-street car club cars, so there is more than enough to meet both the existing membership of 8,500, and even almost a doubling of membership to 15,000, two of which are located within a five minute walk of Agar Grove."*

Furthermore, LBC states that -

"…car clubs should not be considered in car free developments: they are not replacing parking as none would exist in car free, and they would enable access to a car where none would exist, i.e. car clubs undermine the car free policy".

As a result, LBC requests that the two proposed car club bays on the application site will be removed in order to apply with the updated policy.

Response:

As stated earlier, the feasibility of car Club bays at this site will be assessed in coordination with LBC and the Car Club operator. Following on from that, if needed, the two proposed Car Club bays on the site could be reassigned and the space for these could be reallocated to cycle hire docking stations, depending on further discussions with TfL and LBC. .

Refuse and Servicing

The associated TA, chapter 3 and in further detail chapter 8, sets out the proposed strategy for refuse collection as well as forecasted delivery and service activities on site. The swept path analysis for refuse as well as delivery and service vehicles is included within chapter 8 of the associated TA.

Although TfL considers the servicing and delivering arrangements proposed as acceptable, it requires the provision of a full delivery and servicing plan, to be secured by condition.

Regarding servicing and deliveries, LBC requires further information on the following:

- Where estate servicing will take place;
- Are the locations for servicing suitable or accessible;
- Details of the types of vehicle which are likely to service the site; and
- How the proposed controlled access points will be provided.

Furthermore, LBC raised concern regarding the following:

"…vehicles have the potential to pass the site for servicing purposes at the same time as children are entering or exiting the site."

LBC requested to receive further information regarding servicing in form of a Delivery and Servicing Management Plan.

Response:

As the development will not generate significant vehicle trips and therefore the roads will not be used for significant periods during the day, short terms servicing is proposed to occur on street. Refuse vehicles would start at one end of the street and work their way up collecting bins along the proposed one-way routes.

The vehicles passing during the time period when children will be access the site should not be an issue as the refuse collection service would be a managed operation and could potentially have staggered operation from the peak period of day car ingress time. Additionally the refuse collection will take place once a week.

As a refuse vehicle can make all the movements around the internal roads of the site a much smaller LGV will be able to do it fine. Details of the refuse collections vehicles specifications can be found on the swept path analysis drawings. All servicing will occur on street and for additional prolonged use we have included a loading bay, and a swept path analyses for that.

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In order to conform to the requests made by TfL and LBC, a Delivery and Servicing Management Plan will be prepared as part of the discharging the planning condition which will detail the proposed management operations.

The swept paths were also provided in larger scale to show the details of the route of the vehicle, which ensures that there is no conflict with the proposed landscape and the vehicle. These have been reprovided as an Appendix to this note (Appendix C).

Highway Works and Public Realm Improvements

With regard to the required highway works and public realm improvements, LBC requested further clarification on the following three areas:

- *"the landscaping on the corner of Agar Place and the boundary treatment along Agar Place are unclear,*
- *the impact of the new vehicle access points along Agar Grove and the interaction with the highway boundary with the residential access points; and*
- *the new cycle/pedestrian access onto Camley Street and the servicing of Block B adjacent to Camley Street."*

Response:

In order to satisfy the LBC's request for further information regarding the above listed areas, Drawing 28732-C-SK04 has been included as an appendix to this Supplementary Note (Appendix D). The Drawing show the site of the proposed development in relation to the existing public highway layout, including landscaping and parking bays located along Agar Grove;

With regard to the servicing arrangements for Block B, Camley Street is owned by LBC highways and will be used for servicing the proposed sub-station in Block B.

Pedestrian, Cycling and Environmental Improvements

The associated TA includes a Pedestrian Environment Review System (PERS) audit, which identified no major deficiencies in relation to the surrounding pedestrian and cycle network of the site. However, TfL requested a 'shadow' legal agreement for the *"introduction of a link from the site to Camley Street and a […] pedestrian crossing provision at the intersection of St Pancras Way, Agar Grove and Randolph Street."* In addition, TfL requires a contribution of £15,000 pair two signs for the implementation of the Legible London wayfinding initiative for pedestrians and cyclists. Furthermore, TfL suggests a 'shadow' legal agreement for the contribution towards cycle network provision within the vicinity of the application site. Finally, TfL seeks further clarification regarding the kerb heights at bus stops in the vicinity of the site. The kerbs need to meet the *"minimum threshold of 125mm to allow for mobility impaired users to utilise the bus ramps safely."*

Camden Planning Guidance, Policy CPG8 Planning Obligations, requires the financial contribution, secured by condition, due to the scale of the proposed development towards *"Pedestrian, Cycle and Environmental Improvements"*. This contribution aims to mitigate the impacts of the additional trips generated by the proposed development on the surrounding footways and public transport facilities and aims to encourage sustainable transport choices. Additionally, the financial contribution of £200,000 is required *"towards the Camley Street access improvement aspirations for a new pedestrian and cycle bridge over the canal."*

Response:

TfL and LBC have requested contributions as part of the improvements to the public realm and these are being dealt with separately.

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Managing Construction Impacts on the Public Highway Network

As part of the planning application documents, a Construction and Logistic Plan (CLP) was submitted. TfL welcomes this provision and deems the CLP as acceptable; however it requires further details regarding the potential impact of the proposed development on the adjacent North London train line. TfL, therefore, suggests that:

"…the applicant liaises with Network Rail about the construction methodology to ensure that there is no impact on the railway's operation. As TfL London Overground services serve this alignment TfL has a particular interest in ensuring that the methodology is acceptable and therefore a condition is requested ensuring that construction does not commence until the CLP and construction methodology have been approved by Network Rail and TfL."

An outline Construction Management Plan (CMP) was submitted as part of the planning application documents. LBC has indicated that the submitted CMP does not fully comply with Camden Planning Guidance Policy CPG6 (Amenity)and they require detailed information regarding the following:

- Cumulative impacts of delivering the proposed development; and
- Construction impact along Agar Grove.

Therefore, LBC suggests that a more detailed CMP, secured by a 'shadow' S106 agreement, would be provided. This CMP requires consultation with *"Transport Strategy prior to the final CMP being submitted for approval and that the final CMP would need to be approved by Camden prior to any works commencing on site."*

Responds:

We will liaise with Network Rail and LBC to determine the cumulative impacts of the construction and prepare a detailed CMP. In order to fully comply with Camden Planning Guidance Policy CPG6 (Amenity), the submitted CMP will be amended and detailed as part of discharging the planning condition.

Summary

As a result of the above outlined comments received from TfL and LBC on the Agar Grove development, the following technical work has been undertaken and outlined in the relevant sections above:

- A multi-modal trip generation assessment has been carried out for non-residential land uses proposed on the application site.
- A figure showing the cycle parking provision on the site is included as an appendix to this note.
- Clarification regarding cycle parking types as well as their accessibility and security has been provided.
- Further work will be undertaken to determine the feasibility of the Car Cub bays and accordingly the spaces will be reallocated to cycle hire docking stations if required.
- Figure which are showing the site of the proposed development in relation to the existing public highway layout, including landscaping and parking bays located along Agar Grove and the proposed access arrangements along Agar Grove and Camley Street, have been produced and are appended to this Supplementary Note.

Appendix A – Locations for Cycle Parking and Cycle Hire Docking Stations

9.2 London Housing Design Guide

London Housing Design Guide 3.4.1

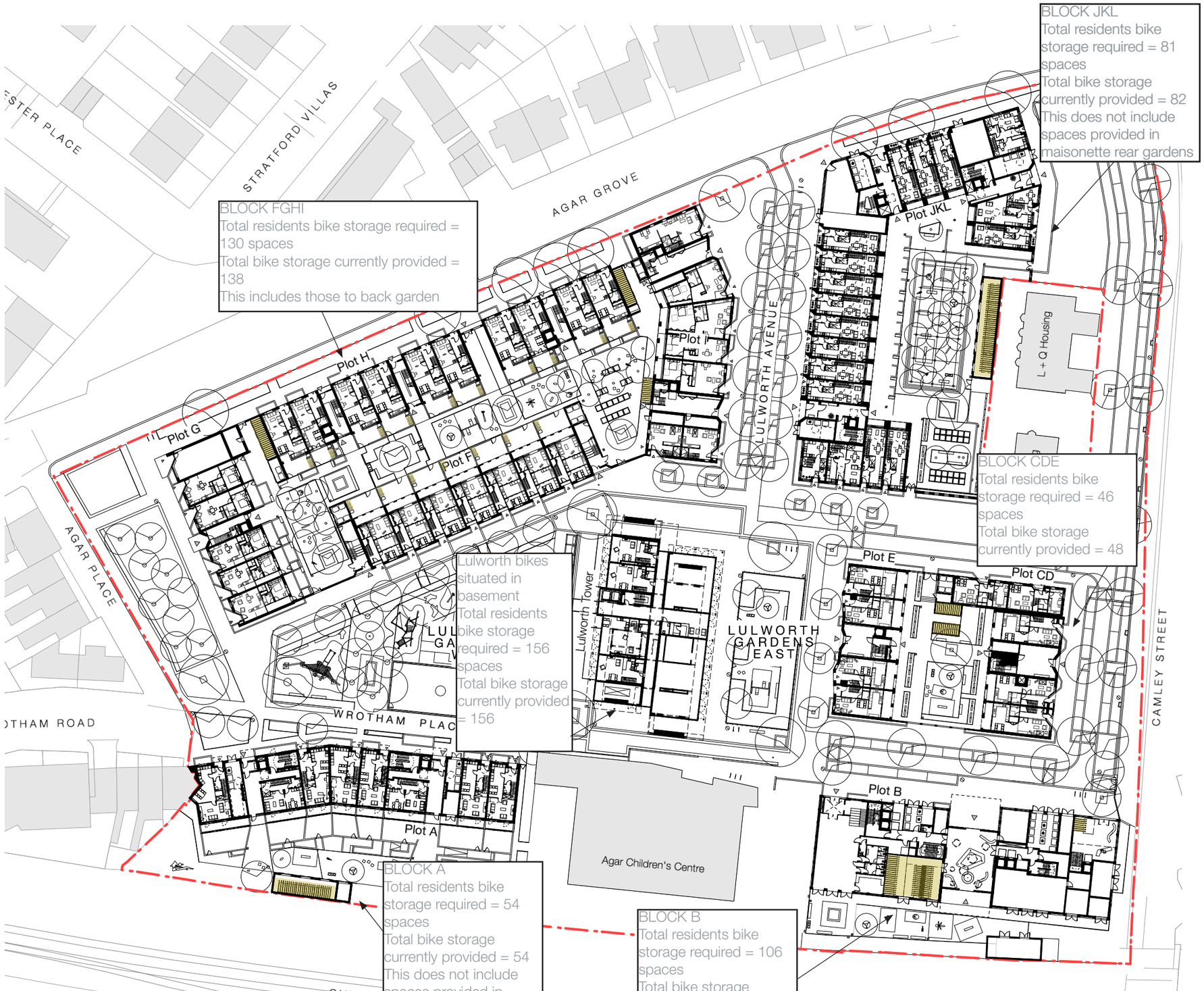
Cycle Storage

Criteria:

All developments should provide dedicated storage space for cycles at the following levels:
• 1 per 1 or 2 bedroom dwelling; or
• 2 per 3 or more bedroom dwelling
(Priority 1)

The design team has considered cycle storage carefully, this is generally located within the courtyard garden areas, close to communal areas.

'Cycle storage outside the home should be located in a convenient and easily accessible storeroom, private garden or secure common space close to the street.'



Key

Cycle storage

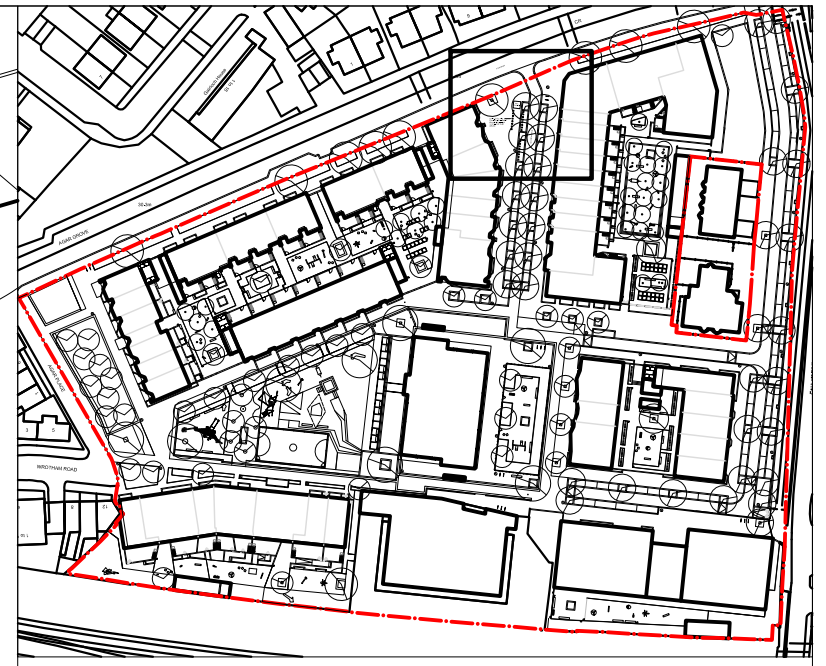
Basement cycle storage

AGAR GROVE

PAY STATION

24 NO. CYCLE HIRE STANDS WITHIN PUBLIC REALM. NOTE: IN LIEU OF 2 NO. CAR CLUB SPACES

LULWORTH AVENUE



LOCATION PLAN

AGAR GROVE
POST SUBMISSION PLANNING ILLUSTRATION
CYCLE HIRE STATION - ILLUSTRATIVE
POSITION FOR 24 NO. BICYCLES

SKETCH FOR INFORMATION
AGC377-AL-SK-0056 REV00
GRANT ASSOCIATES
19.02.2014 SCALE 1:125@ A3

SUPPLEMENTARY NOTE – FEBRUARY 2014

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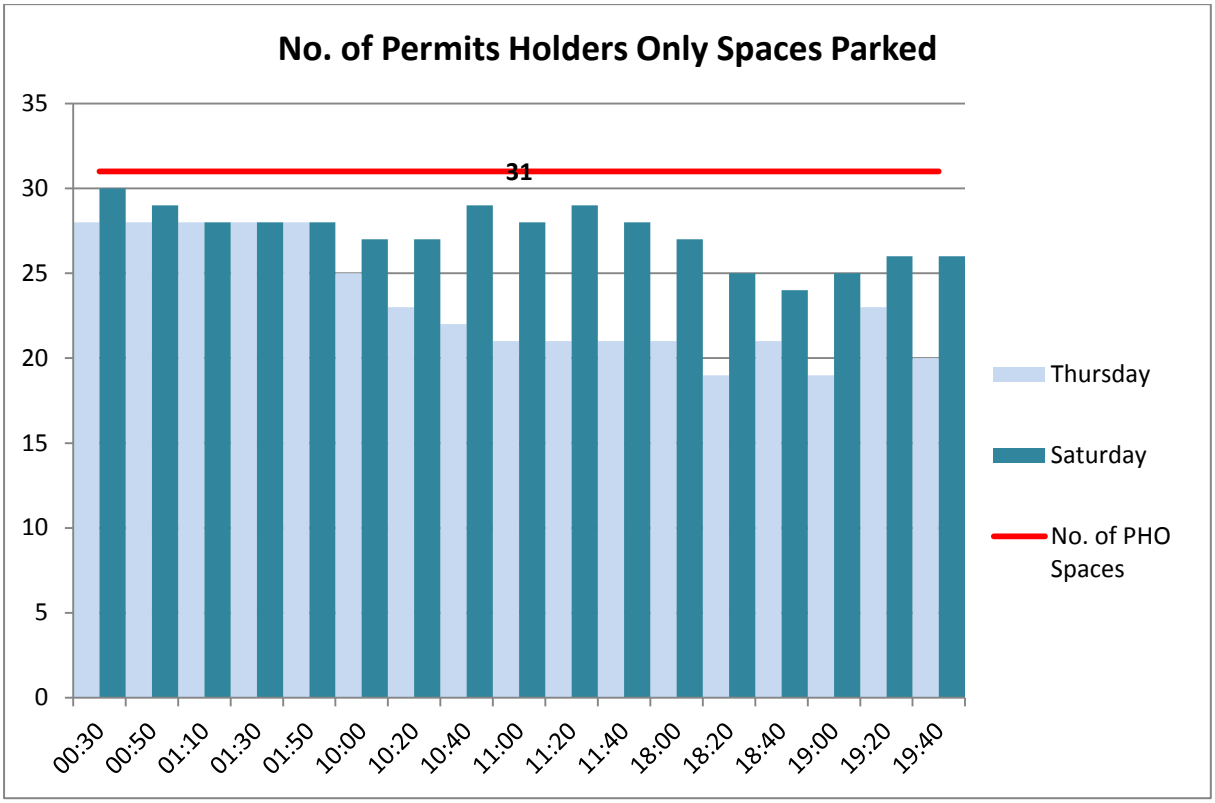
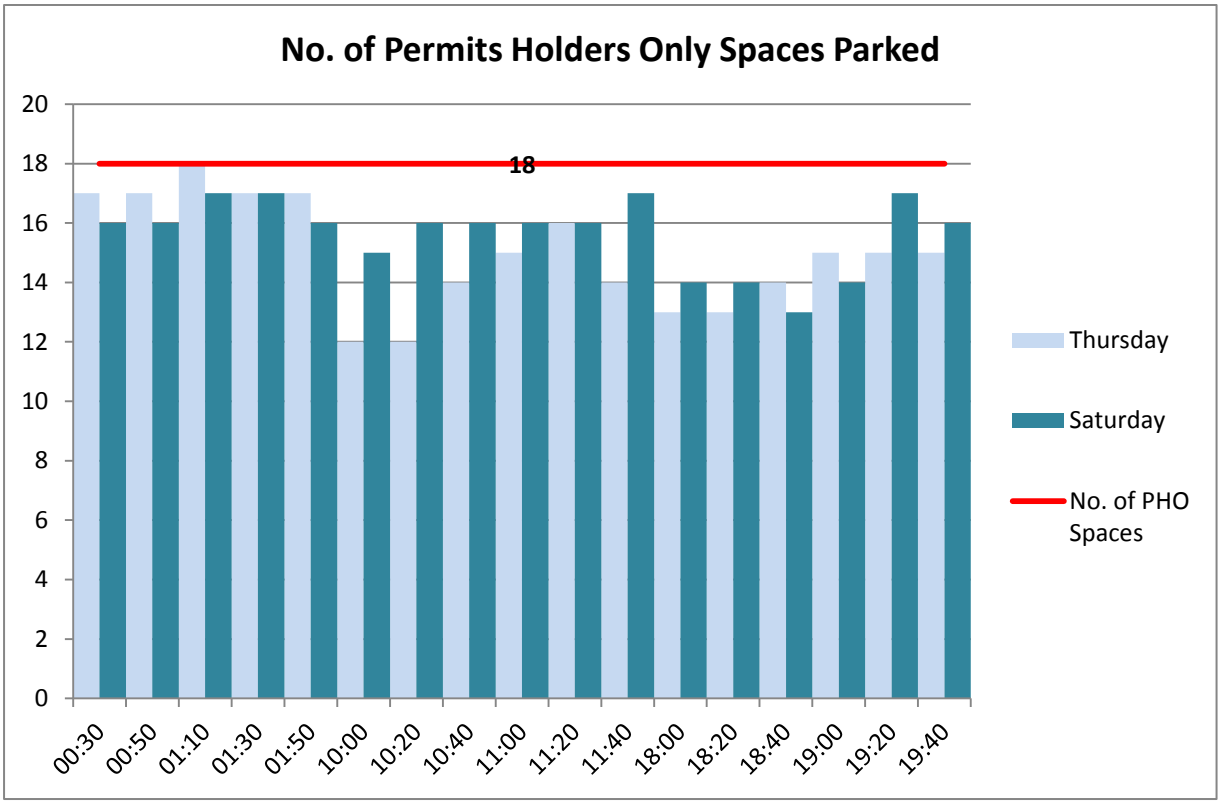
Appendix B – Car Parking Survey and Analysis

Agar Grove Northern Side

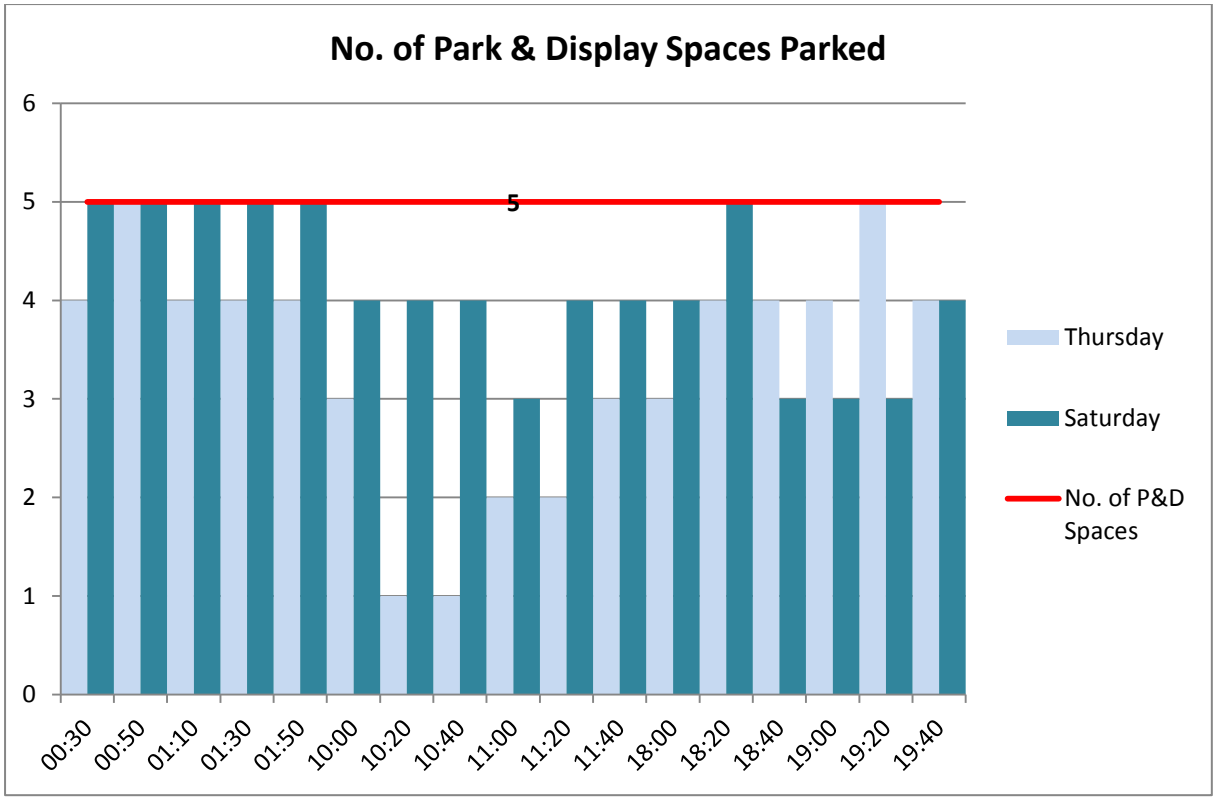


Time	No. of Spaces Parked		No. of PHO Spaces
	Thursday	Saturday	
00:30	28	30	31
00:50	28	29	31
01:10	28	28	31
01:30	28	28	31
01:50	28	28	31
10:00	25	27	31
10:20	23	27	31
10:40	22	29	31
11:00	21	28	31
11:20	21	29	31
11:40	21	28	31
18:00	21	27	31
18:20	19	25	31
18:40	21	24	31
19:00	19	25	31
19:20	23	26	31
19:40	20	26	31

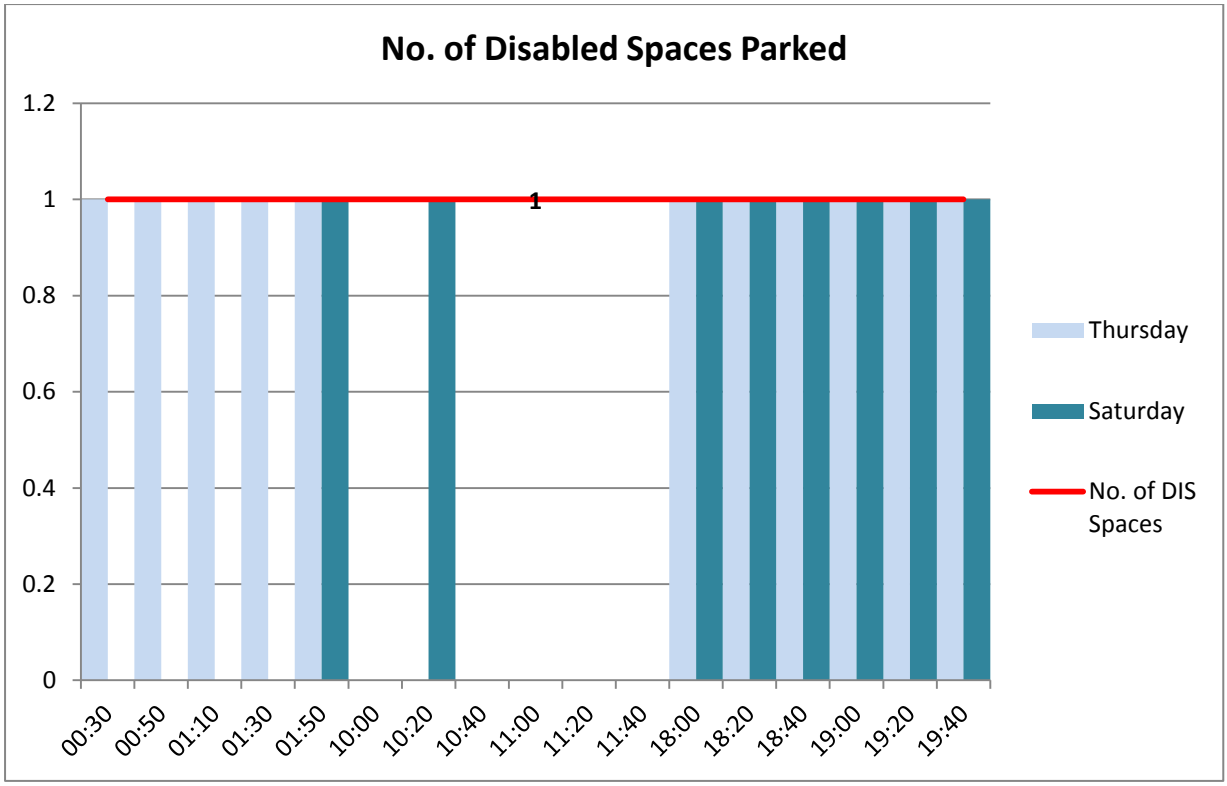
Agar Grove Southern Side



Time	No. of Spaces Parked		No. of PHO Spaces
	Thursday	Saturday	
00:30	17	16	18
00:50	17	16	18
01:10	18	17	18
01:30	17	17	18
01:50	17	16	18
10:00	12	15	18
10:20	12	16	18
10:40	14	16	18
11:00	15	16	18
11:20	16	16	18
11:40	14	17	18
18:00	13	14	18
18:20	13	14	18
18:40	14	13	18
19:00	15	14	18
19:20	15	17	18
19:40	15	16	18



Time	No. of Spaces Parked		No. of P&D Spaces
	Thursday	Saturday	
00:30	4	5	5
00:50	5	5	5
01:10	4	5	5
01:30	4	5	5
01:50	4	5	5
10:00	3	4	5
10:20	1	4	5
10:40	1	4	5
11:00	2	3	5
11:20	2	4	5
11:40	3	4	5
18:00	3	4	5
18:20	4	5	5
18:40	4	3	5
19:00	4	3	5
19:20	5	3	5
19:40	4	4	5



Time	No. of Spaces Parked		No. of DIS Spaces
	Thursday	Saturday	
00:30	1	0	1
00:50	1	0	1
01:10	1	0	1
01:30	1	0	1
01:50	1	1	1
10:00	0	0	1
10:20	0	1	1
10:40	0	0	1
11:00	0	0	1
11:20	0	0	1
11:40	0	0	1
18:00	1	1	1
18:20	1	1	1
18:40	1	1	1
19:00	1	1	1
19:20	1	1	1
19:40	1	1	1