Appendix C – TfL Pre-Application Advice Letters

Transport for London

Transport for London
Group Planning

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20 December 2016

Andrew Braun
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Dear Andrew

Camden Goods Yard, Camden, - Pre Application Meeting with TfL on 9th December 2016

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA). Any views or opinions are given in good faith and relate solely to transport issues.

Firstly, I would like to take this opportunity to thank you for taking advantage of the TfL pre-application service, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. I hope you found the meeting useful. This letter aims to summarise the discussion and provide a record of points discussed, with any action points highlighted and further elaboration given where it may be beneficial.

By way of summary, the proposal is to re develop the site to comprise circa 12,000 sqm of commercial floor space (retail/leisure/commercial) and between 600 and 750 residential units. The commercial floor space will comprise a replacement foodstore (Morrisons) equating to 6,982 sqm which is a minor reduction compared to the current store. There is a replacement petrol station proposed on the Chalk Farm Road frontage of the development.

The pre-application meeting was held on 9th December and was attended by:

Tristan Gielen	TfL Borough Planning (Case Officer)
Elena Rys	TfL Cycle Hire
George Snape	TfL Borough Planning
Darren Canty	TfL Buses
Paul Lawley	TfL Buses
Graham Stump	TfL Buses
James Hammond	Camden Borough Council
Andrew Braun	Ardent
Simon Hall	Ardent
Chris Groves	Barratt London
Georgina French	Morrisons

Ian Fergusson	Turley
Attaz Rashid	Barratt London
Ulrich Van Eck	Barratt London
Marco Colaiacomo	Allies and Morrison
Tom Bradley	Allies and Morrison

A site visit was made by Tristan Gielen and George Snape on 8 December 2016.

TfL considered the following documents as part of its review:

- Camden Goods Yard, Chalk Farm Road, Camden, Transport Assessment Scoping Report for Barratt London dated October 2016

Site context

The site is split into two and is partitioned by a railway line. The southern block is the largest portion of the site and comprises the Morrisons foodstore, with associated car park, and is bordered by Juniper Crescent and the London Overground railway line, owned by Network Rail (NR) but operated by TfL. The Northern portion of the site comprises the existing Morrisons petrol station and is bordered by Chalk Farm Road as well as the London Overground line. London Underground infrastructure (Northern Line) lies beneath Chalk Farm Road.

Juniper Crescent is a private access road whilst Chalk Farm Road forms part of the local road network. The nearest part of the Strategic Road Network (SRN) is Kentish Town Road approximately 1km away and the nearest part of the Transport for London Road Network (TLRN) is approximately 0.6 km away (Camden High Street). Vehicle access to the development site is currently from Chalk Farm Road and Juniper Crescent.

There is an existing bus stand and turn around area on the site directly adjacent to the Morrisons store which serves 2 bus routes (393 and 27). There is also an existing bus stand on the Morrisons petrol station site, which is primarily used for curtailment of services. All these bus facilities, at least at their current capacity, will need to be retained in the new design, although an appropriate relocation within the site to be agreed with London Buses and at the developers cost may be possible.

There are 5 additional bus routes which stop nearby on Chalk Farm Road and Maiden Road. Camden Town (London Underground), Chalk Farm (London Underground) and Kentish Town West (London Overground) are within walking distance of the site. There is a entrance/exit to a stairwell which links the site to Camden Market and an existing pedestrian route which connects the site to Gilbeys Yard which is used as a more direct route between Camden Town Station to the existing Morrisons. Measured on a scale of 1a – 6b where 6b is the highest, the site has a PTAL of 6b, which is considered excellent.

The nearest cycle route is Cycle Superhighway 11 which is approximately 0.5 km from the site at Regent's Park and is currently under construction. The nearest cycle hire docking stations are located along Castlehaven Road (19 docking points) and Arlington Road (24 docking points). These docking stations are under significant stain due to increasing demand which will only be exacerbated by this development.

Trip generation and trip distribution
Surveys of the existing food store have been carried out for a weekday and a Saturday. However, TfL would query whether a Sunday should also be surveyed, as shorter shopping hours can result in a higher hourly trip rate for supermarkets.

As the proposed new food store would be approximately the same size as the existing, an assumption has been made that the number of trips would remain the same, which seems reasonable. However, the proposals also include smaller scale retail and leisure floorspace. The scoping note states that these uses will be ancillary and will not generate any additional trips, but further information on the intended uses and occupiers of these units will need to be provided to justify this.

For the proposed temporary store, the justification for using discount food retail sites in TRICS is accepted. However, trip generation is only provided for a weekday and a weekend assessment will also be required.

For the proposed residential units, the use of TRICS is supported. However, searching the TRICS database with the same parameters as outlined in the scoping note results in six sites being identified rather than the five used in the assessment, with an additional site in Richmond resulting in slightly higher trip rates. Census data has then been used to obtain a mode split, with adjustments to take account of the car free nature of the proposals.

Whilst this overall approach seems reasonable, it doesn't seem realistic to assume that every parking space provided for those parts of the scheme which are not car free results in a peak hour car trip being generated. A proportion of these trips should be allocated to public transport. Please also note that Tables 4.8 and 4.9 of the scoping note are not consistent, and if no car parking is to be provided for the flats above the petrol station then these should not generate car trips.

Again, trip generation for office use has been taken from TRICS. Whilst this is TfL's suggested methodology, the use of only two sites raises concerns about sample size, and the resultant trip rate appears relatively low. A first principles approach may be more robust in this case. The use of census data to determine modal share is again reasonable, although it should not be assumed that all rail trips use Kentish Town West as the nearest rail station. This will include trips into central London termini which will then subsequently use underground or buses to reach the site, as census data will only give you information on the main mode of travel.

Road network
At this stage, TfL considers there is unlikely to be any adverse highway impacts upon the TLRN or SRN when compared to the existing use of the site. There are however issues relating to the operation of Juniper Crescent and Juniper Crescent/Chalk Farm Road junction that should be addressed. An existing crossover (entry/egress) from Chalk Farm Road would be removed from the existing and proposed petrol station site, subject to a s278 agreement with Camden, and all access will be from Juniper Crescent/Chalk Farm Road junction. Changes are proposed to this junction which are detailed further below.

Public transport network
As stated above, there is an existing bus standing facility, with bus stops, adjacent to the existing Morrisons store and by the existing petrol station. There is a proposal by the developer to relocate the facility by the store to Juniper Crescent and TfL is concerned how this proposed new arrangement will operate. Detailed plans have not been submitted to TfL to demonstrate the intended arrangements. TfL requests that a concept design is submitted to TfL for comment, accompanied by a swept path analysis and road safety audit, prior to the planning application being lodged with the borough. TfL seeks that any existing standing and stopping capacity is retained and that there is nil detriment to buses. TfL would also expect that relocated bus stops are DDA compliant and funding is secured for London Landmark Model shelters to be installed.

It should also be confirmed to TfL that the existing bus stand, by the existing and proposed petrol station, is retained (with a stop post but not a shelter). The scheme should also incorporate drivers' toilets to be located in close proximity to the relocated bus stand. An appropriate lease arrangement will need to be agreed with TfL (London Buses) and the developer for the bus stands/stops and drivers toilets, securing 24/7 access. This should be secured in the s106 agreement.

Due to the anticipated trip generation from this development, TfL may consider that bus service capacity enhancements are required to mitigate the impact of this development. TfL would expect the TA to detail expected bus trips by route, direction of travel and time of day in order for TfL to make an informed assessment.

Any demolition, structural works, excavations, boreholes or piling within 25 metres of the Northern line tunnels under Chalk Farm Road would require the separate approval of London Underground (LU). LU will respond separately when an application is submitted to Council. Similarly there are infrastructure protection provisions in respect of the London Overground (LO) railway line which bisects the site – which would involve both NR and LO.

Walking and cycling
It is understood that Camden have raised concerns with the developer about the safety of cyclists to the junction of Chalk Farm Road and Juniper Crescent and have suggested a scheme to upgrade the junction for the betterment of cyclists and pedestrians. Subject to bus impacts mentioned below, these works are in principle welcomed by TfL, and should be undertaken via a s278 agreement with Camden, secured as a part of the S106 agreement. Any changes to the layout or signalling at the junction should be of nil detriment to the operation of buses and this should be demonstrated to TfL. TfL and Camden will need to agree on the type of modelling required and this modelling should include an analysis of the exiting junction environment and proposed.

A PERS (pedestrian) and CERS (cycling) audit should be undertaken to identify any improvements to the pedestrian and cycling environment locally, particularly addressing any improvements to improve cyclists safety along Juniper Crescent which connects to Chalk farm Road. There is a proposal by the developer to improve the pedestrian realm and effectively widen the pavement along Juniper

Crescent; these improvements are generally supported by TfL subject to there being no adverse impacts upon buses and cyclists.

There is an existing pedestrian and cyclist link between Gibleys Yard and the Morrison's site that would benefit from enhancements to improve the public realm for pedestrians and cyclists. These improvements should tie into the public realm enhancements for the site and should be secured as part of a S106 agreement.

Cycle parking should be provided in accordance with the London Plan (2015) standards and TfL would not accept provision below these standards. All cycle parking should be located within suitable secure convenient and well lit spaces and, with the exception of short stay parking. In addition cyclist facilities (showers, lockers and changing areas) should be provided for staff of commercial uses, including the supermarket. A proportion of the spaces for each user group should be for larger bikes suitable for disabled cyclists, cargo bikes and carer/child ones.

In addition given the likely demand from this development especially in the context of an existing shortage of available docking points in the area; TfL considers that a site specific s106 contribution of £220,000 for a 32 dock cycle hire station is justified. TfL also requires that land is secured on site for a docking station both in physical terms and through an appropriate lease, these should be part of the s106 agreement. It is important to note that a docking station must be able to be serviced by a vehicle. These vehicles are approximately 7m long by 2m wide. The travel plan should also secure funding for cycle hire membership for each residential unit for five years (£270 per unit per year).

The site may be enhanced by the installation of Legible London signage to enable cyclists and pedestrians to identify local areas of interest. Consideration should also be given to altering existing signs in the vicinity to reflect the new development.

Car Parking

The residential and commercial (non supermarket) aspects of the development are car free, with the exception of blue badge parking. This approach is supported by TfL subject to the inclusion of resident exemption from parking permits (except blue badge holders) and policy complaint electric vehicle charge points and blue badge parking and on site car club provision. The level of blue badge parking should comply with the standards set out in the Accessible London SPG (2014) and Housing SPG and in the London Plan itself. If these standards cannot be met, justification should be given in the TA in terms of alternatives for disabled and others with less mobility to access the site. The Council may have a view on this matter also.

It is proposed to provide a foodstore car park comprising 300 spaces, a reduction of 125 spaces. Whilst TfL welcomes the reduction in car parking, this provision remains above London Plan standards and the developer should consider a further reduction to recognise the high PTAL of the site and location. London Plan maximum standards for a store of the size proposed are in the range between 184 and 279 spaces. TfL requests that a comparative analysis is undertaken to compare the site to recent examples of developments for supermarkets. The examples provided in the application material are predominantly pre 2015, prior to

the adoption of the London Plan (2015) and associated car parking standards. An example of a recent supermarket application in a comparable location with lower levels of parking is the Sainsbury's supermarket in Whitechapel. In any circumstance there should be appropriate policy compliant provision of Blue Badge parking, carer and child, car club and electric vehicle charging points. There should also be provision in the scheme for set down/pick for taxis and private hire vehicles, particularly for disabled people.

Travel planning
A travel plan for each element of the scheme will be required, to be agreed by the Council, prior to first occupation of the development. The travel plan should be secured, enforced, monitored and reviewed as part of the S106 agreement. Each travel plan should have ambitious targets, particularly with respect to increasing walking and cycling mode share, and contain measures to meet these targets.

Further information can be found on TfL's website at the following link:
http://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans

Delivery service plan
On site delivery and servicing is proposed which is acceptable to TfL in principle. However it is unclear how this will operate in relation to the location of the proposed relocated bus stand. This will become clearer when a concept plan is submitted to TfL showing the proposed relocation of the bus stand/stops. A Delivery and Servicing Plan (DSP) will be required, to be agreed by the Council prior to first occupation and secured through condition/s106 agreement.

Further information can be found on TfL's website at the following link:
https://www.tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans

Construction
Given the scale and location of the development, a Construction Logistics Plan (CLP), in line with TfL guidance, will also be required. The CLP will need to be agreed by the Council prior to commencement and secured by condition or by way of the s106 agreement. The TA should contain the outline of the CLP, including key information such as the objectives of the CLP, how construction (including site clearance) will be phased and how impacts will be dealt with, construction traffic routing and how the potential impact on the surrounding highway network, bus services and cyclists will be minimised. The CLP should also address potential impacts on LU and NR infrastructure and upon LO operations.

Further information can be found on TfL's website at the following link:
https://www.tfl.gov.uk/info-for/freight/planning/construction-logistics-plans.

S106 Contributions. Community Infrastructure Levy (CIL) and Supplementary Planning Guidance (SPG)
Within this letter, a number of elements have been identified for inclusion in the 'heads of terms' of the s106 agreement. Once the TA has been further advanced and has assessed the likely impacts of the proposals on the transport network, detailed mitigation measures can then be further discussed and subsequently agreed with TfL and the London Borough of Camden. TfL seeks that it is a signatory given the implications of this development on buses.

As alluded to previously, TfL would expect a clear statement, in the form of ‘Heads of Terms’, showing all the transport-related contributions that the development is expected to provide in the s106 agreement, to be included in the application material.

If you have any queries, have further questions or seek clarification please contact the case officer Tristan Gielen (0203 054 7027 or email tristangielen@tfl.gov.uk) in the first instance.

Yours sincerely

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Cc : Meeting attendees as advised above

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TfL Ref: 16/4753

Andrew Braun
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8th June 2017

Dear Andrew,

Camden Goods Yard, Camden: follow-up TfL Pre Application Meeting

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA). Any views or opinions are given in good faith and relate solely to transport issues.

A previous TfL Pre Application meeting for this site took place on 9th December 2016 and a letter summarising TfL advice from that meeting was issued to the applicant on 21st December 2016. This letter supplements the previous advice given by TfL rather than repeating or replacing it.

To discuss a number of outstanding strategic transport issues and scheme changes, a follow-up Pre Application meeting was advised by TfL and LB Camden as being potentially useful. We are pleased that you accepted this advice.

A site visit was also made by new TfL case officer Gavin McLaughlin on 11th April 2017 having been fully appraised of the previous discussions and the particulars of the proposals. The follow-up meeting was held from 10.30am to 12.30pm on 24th May 2017, and attended by, most of whom were at the previous meeting:

Gavin McLaughlin	TfL Borough Planning (Case Officer)
George Snape	TfL Borough Planning
Michal Miklasz	TfL Borough Planning/ Outcomes Delivery Modelling Liaison
Paul Murphy	TfL Bus Operations
Paul Lawley	TfL Bus Network Development
James Hammond	LB Camden Transport team
Raymond Cheng	LB Camden Transport team
Acacia Hasler	LB Camden Transport team
Gavin Sexton	LB Camden Planning (Case Officer)
Andrew Braun	Ardent
Simon Hall	Ardent
Chris Groves	Barratt London
Ian Fergusson	Turley
Attaz Rashid	Barratt London

This letter aims to summarise the discussion and provide a record of points discussed, with any action points highlighted and further explanation given where it may be beneficial.

Prior to the follow-up meeting, TfL considered the following additional information submitted on behalf of the developer:

- Email from Ardent to TfL Borough Planning of 18th May 2017 and attached:
  - Chalk Farm Base Model_v3.0 ACE Edit - ACE Scheme no CFR cycle lane (SK39B)
  - Chalk Farm Base Model_v3.0 ACE Edit - ACE Scheme no CFR cycle lane (SK39B)_MM
  - Chalk Farm Base Model_v3.0 ACE Edit - ACE Scheme no CFR cycle lane (SK48)
  - Clock diagram showing Bus service patterns at current Morrison's store during the AM peak hour [filename 'FIGURE 4']
  - Office trip rates [from TRICS database]
  - Resi Trip Rates [from TRICS database]
  - SK39B Chalk Farm Rd Signal Junction-Option 1 [drawing]
  - SK41 Roundabout Access & Bus Stops [drawing]
  - SK48 Chalk Farm Rd Signal Junction-Option 4 [drawing]

Please also find attached a *Planning Application Local Modelling Overview* by Michal Miklasz, with detailed technical advice on modelling for the proposed scheme, in particular a new junction onto Chalk Farm Road.

Development Proposal
The latest development proposals differ from those included in the original Scoping Note, and have been outlined to TfL as follows:

- Replacement foodstore with similar gross floor area (circa 7000sqm), served by 310 car parking spaces over two basement levels (inc. 14 Blue Badge bays)
- 555 Residential Flats, which will be car-free except for 20 Blue Badge spaces
- 7408sqm workspace/retail/offices (car-free)
- Whilst the new store is being developed, the current Petrol Filling Station (PFS) site will be used as a temporary store of c. xyz m2 floorspace with 61 parking spaces and offices above (car-free). This will then be converted back to the PFS (retaining offices) once the new permanent store is complete. The proposals include the temporary development of this store/offices as well as its conversion back to a PFS/offices with x car parking spaces/car free for the PFS

TfL seeks clarification as to whether 'circa 2000sq m of office space', referred to at section 3.10 of the original Scoping note as to be provided on floors above the petrol filling station, is in addition to or part of the 7408 sq m total provision of workspace/retail/offices quoted more recently. All quantums by land use in the development proposal should be clarified in the final application TA.

Local cycling & walking conditions
The cycling network in this part of London is poor and underused in places. It therefore needs improvement, as noted in:

- Camden Transport Strategy 2011 (see 5.1.44 on poor cycle permeability in the borough's town centres)
- TfL International Cycling Infrastructure Best Practice Study (December 2014)
- TfL Analysis of Cycling Potential 2016 policy analysis report (March 2017)
- Camden Goods Yard SPD (draft) by LB Camden (published for consultation March 2017)

TfL also recently published Healthy Streets for London (February 2017), and Healthy Streets is expected to be a major set of objectives in the forthcoming London Plan and new Mayor's Transport Strategy (MTS), both due for publication later this year. Improving the health of Londoners through transport planning and urban design is now a key priority for the Mayor and TfL.

This includes being able to enjoy clean air and an environment that feels safe, relaxed, easy to move through and not too noisy. Developers, local planning authorities and other relevant stakeholders should prioritise active travel and look to balance user needs, creating inclusive environments that can be accessed and enjoyed by all, especially by bike or on foot.

Local transport improvement projects
Camden Town London Underground (LU) station upgrade
The number of people using Camden Town station is increasing; demand has risen by 45% over the last ten years. At peak times, congestion means it takes longer to enter, leave and change between trains. As a result TfL is currently consulting on construction of a new entrance on Buck Street, as well as three new escalators and two lifts for passengers and an over station development of new homes and commercial space. This project is currently expected to be completed by 2024 subject to the necessary consents and funding.

Chalk Farm & Primrose Hill
LB Camden is developing an area-based scheme to improve transport and the public realm in Chalk Farm and Primrose Hill, with the following objectives:

- simplified and safer junctions
- improved cycling links
- safer pedestrian crossing points
- better streets that reduce traffic congestion, delays and collisions
- improved air quality
- safe, attractive and less cluttered streets
- increased cycle parking
- a better place to live and do business

This project covers the application site and Chalk Farm Road. It is funded from Council budgets and is currently at design stage; LB Camden has engaged the engineers Jacobs who have produced proposals, inter alia, for a new highway arrangement at the junction between Chalk Farm Road and Juniper Crescent, serving the Camden Goods Yard site.

TfL supports the Council's objectives and our Outcomes Delivery Modelling team has begun working with Jacobs to ensure the new highway proposals can work within London's traffic signals network, which is maintained and managed by TfL. This work is at a relatively early stage as the designs so far produced are not detailed designs and have not yet been subject to strategic modelling. TfL understands the Council hopes to carry out a public consultation on the junction proposal later during the 2017/18 financial year.

However the applicant for this development proposal has put forward an alternative proposal for the Juniper Crescent/Chalk Farm Road junction. Their proposal simplifies it to two-way working and removes the slip road behind the petrol station at the temporary store stage. The access associated with the slip road around the back of the current petrol station is retained in the applicant's proposed highway arrangement for the permanent store and development, but as a servicing egress only, for tankers exiting after delivering fuel.

The applicant contends the part of the application site currently covered by the slip road is required by Morrison's for a temporary food store during construction of the development, and that without removal of the slip road the development proposal will be unable to proceed. TfL's view on this matter is discussed in the next section on 'Site access' and in the attached traffic modelling note.

Site access

Juniper Crescent/Chalk Farm Road junction

Please see the attached Modelling Note for comments on this aspect of the current development proposal, which includes a request to carry out a Road Safety Audit (RSA) of the current design options, and for the modelling data inputs to include all additional traffic which would be generated in the future temporary and permanent development flow scenarios, including cycling and construction traffic.

It should also be noted here that, as discussed at the meeting, Camden Council have consistently and clearly insisted that the junction should have a dedicated cycle signalling phase with a low wait time, and fully segregated cycle phases and lanes through the junction. At present TfL and Camden Council share concern that there could be conflict between car traffic and cyclists turning left off Ferdinand Street opposite Juniper Crescent, the main access to the development.

In order to avoid TfL objections to the application on these grounds prior to determination and Stage 2 of the GLA referral process we will need to feel reasonably confident that a safe and pleasant solution, balancing the needs of road users appropriately in accordance with London Plan policy, can be achieved at the Juniper Crescent/Chalk Farm Road junction to support the new development. However the detailed design can be reserved for agreement between TfL, the applicant and Camden Council prior to commencement of demolition for the development, as part of a S278 agreement.

Cycling

TfL may raise a strategic transport objection through the GLA planning application referral process on cycling safety grounds, depending on the findings of the requested RSA.

At the meeting, the Camden planning case officer Gavin Sexton raised the issue of potential conflict between cyclists and vehicles on Juniper Crescent further into the development, which is being discussed in detail at further landscaping meetings between the applicant and Council.

To inform these discussions TfL would encourage the applicant's design team to consult the London Cycling Design Standards (LCDS) to inform such discussions and designs, in particular Chapters 3 (Cycle-friendly streets & spaces) and 4 (Cycle lanes), both available from:

- https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit

Servicing
HGV and where relevant petrol tanker movements during all development phases including construction of the temporary store, the operational phase of the temporary store during demolition and redevelopment of the main site, and post-occupation must be clearly outlined in the TA with swept path analysis for a range of vehicle types and sizes rather than just the largest. Different vehicle types have different turning circles and thus the largest may not necessarily be the worse case scenario. The servicing access arrangement at every stage of the development should also be taken into consideration as part of the above mentioned RSA.

Walking
The recently published draft Camden Goods Yard SPD identifies and emphasises specific issues with the current walking and cycling environment at the application site:

- No sight lines [from Chalk Farm Road] through to what lies beyond, discouraging footfall and creating an unwelcoming environment for pedestrians and cyclists, that feels unsafe (p. 40)
- To accommodate a significant uplift in density and remove the isolation of the site, additional pedestrian and cycle links must be created linking to a network of legible routes that prioritise pedestrians and cyclists, and create a safe, pleasant and legible environment innovatively addressing level changes. (p. 41)

TfL supports these observations and requirements of the Council. It was discussed at the meeting that the Council would prefer all footway to be removed on the west side of Juniper Crescent under the rail bridge, to encourage pedestrians to use a footway on the other east side, which the Council have requested should be at least 5m wide. Creation of a raised table and shared space traffic arrangement stretching all the way from Chalk Farm Road to the new Morrison's was also discussed.

Although receptive to this suggestion, the applicant contends the bridge is already very low and the bridge structure, carriageway and footway under it are actually a solid reinforced concrete blog semi-buried underground, which Network Rail have advised cannot be altered for operational reasons.

As the Council is the highway authority for the relevant roads, TfL has no further formal comment on the pedestrian access arrangement discussions to date. However important information on bus carriageway width and height clearance requirements was discussed at the meeting and is included at the start of the next section, for the applicant's design team.

Buses
As discussed at the meeting, the minimum carriageway width for buses is 3.25m per lane, (which assumes that overtaking of cyclists is only possible by crossing the median white lines) and the minimum height clearance is 4.88m. For further information on bus stop and route design requirements, please consult the TfL Streetscape Guidance, also available from:

- https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit

The bus stopping and standing arrangement currently proposed by the applicant is satisfactory to TfL Bus Operations, as it would provide a good passenger experience with pick up/drop off at the main frontage of the new Morrison's store, and could accommodate two 27 and two 393 buses at any given time, with additional standing space for overspill use adjacent to the mini-roundabout on Juniper Crescent.

The application TA should demonstrate how rail replacement bus standing (currently on the slip road) will be reprovided in situ or elsewhere or can work using the new bus access arrangement. We will also need to discuss arrangements for all buses during the temporary store/construction phase.

TfL Planning will be happy to share further information on the exact operational needs of the rail replacement service in terms of standing duration, service pattern frequency, and how often it usually runs each year.

For all bus stopping and standing areas on site, TfL will seek appropriate property rights to ensure unhindered operational access 24 hours per day, 365 days per year, secured by appropriate legal agreements and/or planning obligations. TfL therefore seeks clarification as to the proposed highway adoption status of Juniper Crescent post-completion.

TfL Bus Operations also requests access to bus driver toilet facilities at the site, and appropriate management arrangements and access rights. TfL will be happy to discuss these matters further with the Council and applicant prior to determination.

London Underground (LU)
LU colleagues have expressed concern about any potential increase in people using Camden Town station, as it currently suffers from crowding and congestion with operational controls being enforced on a regular basis. This issue is particularly severe at weekends due to the large influx of visitors to Camden.

As a result the application must include a proper assessment of LU demand split by line/direction/ticket hall, and consider its impact on both station (e.g. gateline, escalator) and train capacity, as well as the public realm, including footways, in the vicinity of both Camden Town and Chalk Farm stations. We will then need to consider any necessary mitigation to be secured through the S106.

Taxis
Although it was not discussed at the meeting, facilities should be provided for taxi pick up/drop off at the new development, especially adjacent to the new Morrison's supermarket.

Pick up/drop off bays provided should also be accessible to pre-booked Private Hire Vehicles (PHV) and for general pick up/drop off, especially of disabled people. TfL would welcome further discussion on this matter with the applicant and Council and expects to see adequate appropriately located pick up/drop off provision for the different users in the application proposals with justification as to the capacity and general arrangements in the TA.

Car parking
The development would be car-free except for 310 replacement car parking spaces, including 14 for Blue Badge holders, for the store and 20 such spaces serving the residential element fo the scheme Whilst we would have preferred less car parking in the context of the existing 425 spaces and the overall development proposals the 310 spaces is accepted by TfL.

61 car parking spacesare proposed for the temporary store on the site of the petrol filling station, which exceeds London Plan standards of 1 space per 30 sq m for food stores up to 2500sqm. Policy compliant provision would be 48 spaces or less. However given the unique circumstances, overall reduction in car parking at the development post-completion, the continued provision for buses and active travel during this phase and the obvious need to continue serving an existing food shopping customer base, on balance this is acceptable to TfL. TfL reminds the applicant that the temporary store will also need Blue Badge parking and pick up/drop off areas.

TfL supports the car-free approach to the residential and non-supermarket commercial uses in the proposed development, in accordance with London Plan policies 6.11 (Smoothing traffic flow and tackling congestion), 6.12 (Road network capacity) and 6.13 (Parking).

Paragraph 6.44 of the London Plan endorses a local approach to deciding what is adequate parking for disabled people, and new London Plan policies on Blue Badge parking are currently evolving as part of the new MTS and London Plan.

At this stage in the development of new policy on this matter, all planning applications and local authorities should take into consideration current London Plan policy and guidance, notably:

- Development should have one on or off street blue badge parking space and, where general off-street parking is provided, at least two Blue Badge spaces are required and BS 8300:2009 should be taken into account when deciding any further provision (with local circumstances also still a consideration) (London Plan para 6A.2)

Cycle parking and cyclist facilities
End-of-trip facilities, showers and lockers should be provided for staff at all commercial uses (in accordance with London Plan para 6A.13). TfL will seek for these to be secured by condition.

The London Plan also advises that for both long-stay and short-stay cycle parking, consideration should be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers (para 6A.13), the larger spaces already proposed are welcome.

TfL recommends a 5% allocation for larger cycles and that the top of any 2-tier racks have some form of mechanical assistance to help less able cyclists. TfL also reminds the applicant and Council of the following additional cycle parking specifications at paragraph 6A.13 of the London Plan:

- Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.

A London Plan compliant amount of short-stay cycle parking must be provided in the public realm around the Site. TfL will seek for this to be secured by condition. Appropriate provision should also be made for the temporary phase of development, and for construction workers.

Trip generation and mode split
A Transport Assessment (TA) should be included in the application submission. It should follow TfL Transport Assessment Best Practice Guidance, available at:

- http://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance
- http://www.tfl.gov.uk/cdn/static/cms/documents/example-high-level-transport-assessment-structure.pdf

In particular, TfL reminds the applicant:

- Where sites are currently in use as here, TfL would expect to see surveys to ascertain current levels of trip generation rather than relying on data from alternative sources such as the trip generation database TRICS
- When using TRICS, sites more than five years old must be excluded unless otherwise agreed with TfL. The sites used should have comparable characteristics including use, scale, PTAL and car parking. The criteria used in selecting sites should be clearly stated and agreed by TfL in advance of the TA submission

The application TA must provide a detailed assessment of the impact of the development on London Underground (LU) and bus services and infrastructure. The current TA Scoping Note adopts acceptable mode splits based on those accepted by TfL and the Council for the neighbouring Stables Market development.

Due to the popularity of Camden as a destination for weekend shoppers and tourist visitors, the popularity of supermarkets at weekends, and known issues of pedestrian crowding at Camden Town station and on local footways, TfL requests that all trip generation provided also assesses weekend peak hours of 12 noon -2pm on both Saturday and Sunday.

TfL also seeks clarification as to why a person trip rate for the 2000 new employees at the proposed development has been used for the office trip generation rather than a per sq m trip rate based on appropriate comparison sites from the TRICS database.

TfL will use the trip generation and mode split assessment to consider whether a financial and/or other appropriate obligation is warranted to address the impacts of the development on any TfL assets, services and infrastructure, or for appropriate, proportionate and relevant public transport and active travel promotion measures.

LU trips generated by new development in the area may have an adverse impact on local services and Camden Town and Chalk Farm stations. It will therefore be essential for the application TA to include proper assessment of the new demand likely to be generated by development proposals, to enable LU to forecast and analyse impacts on ticket halls, gatelines, escalators/lifts, and train capacity and identify any necessary mitigation.

These assessments should split estimated demand by direction and identify common new journey destinations and origins on the Northern Line. They must also split new LU trips robustly and realistically between Chalk Farm and Camden Town, taking into account the availability, accessibility and quality of local walking routes at each phase/site in the SPD area as well as the capacity and nature of each station.

Due to busy bus corridors within vicinity of the development, the application TA should include trip generation figures split by bus route and direction for both AM and PM weekday peaks, and the 12noon-2pm Saturday and Sunday peaks requested for LU.

Cycling
The previous TfL Pre Application letter referred to inclusion of a Cycling Environment Review System (CERS) in the application TA. However an alternative assessment is now preferred by TfL, as explained in Chapter 2 of the London Cycling Design Standards (LCDS, 2014, available from https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit)

As a rule of thumb, the extent of a local area analysis should take in approximately 10 minutes' cycle from the site boundary, (i.e. 2 km at a cycling speed of 12kmph). TfL Planning has appended a supplementary advice note by TfL Cycling, 'Assessment of cycle infrastructure for planning applications', to this preapplication advice letter.

Cycle Hire
There are 2 Cycle Hire docking stations within walking distance of the Site:

- Arlington Road
- Castlehaven Road

The nearest, Castlehaven Road, is in the top 10% - 25% of all Docking Stations in London for number of hires. The local area has therefore been identified as a hotspot area for Cycle Hire redistribution and there is a strategic focus on increasing docking points via S106 funding.

This development will further stress our Cycle Hire network operationally. As a result, with the support of LB Camden, TfL Planning will seek a S106 contribution of £220k and land adjacent to the new creative workspace for a new Cycle Hire docking station. TfL will also seek appropriate property rights to ensure unhindered operational access to the docking station 24 hours per day, 365 days per year, secured by appropriate legal agreements and/or planning obligations.

At the meeting the applicant's team enquired as to the possibility of contributing a commuted sum to Cycle Hire infrastructure or installing groups of new docking points

in phases with demand monitoring triggers written into the S106 agreement, which would not be acceptable to TfL.

Please consult the attached Cycle Hire Developer Guidance for information on the land and accessibility required for a new docking station at the development.

Legible London
TfL will seek a S106 contribution for Legible London wayfinding signage (payable to Camden), to support pedestrian routes around the development, and updates to existing plinths nearby, including those adjacent to Cycle Hire docking stations.

Construction
TfL understands from discussions at the meeting that the developer is currently working to the following rough timetable:

- Commencement (spring 2018)
- Temporary store construction (18 months)
- Rest of development construction (at least 2 further years)
- Completion (in 4-5 years)

A neighbouring site on Juniper Crescent is designated to become a worksite for HS2, potentially during construction of this proposed development. As a result TfL would welcome further detail on construction traffic and routes in due course, as it becomes clear to the applicant's team from ongoing liaison with HS2 Ltd.

Stables Market development nearby
The nearby Stables Market site secured a planning consent from Camden Council (2012/4628/P) in 2012 for a mixed use development comprising 8 new buildings between 3 and 9 storeys in height and containing employment, housing, retail market, cinema, produce market, and a new primary school.

TfL is seeking financial support from both LB Camden and Market Tech, the new owners and developers of the Stables Market site, to help fund public realm improvements immediately adjacent to the new entrance of Camden Town LU station.

Improvements to the station exit/entrance and adjacent public realm will directly benefit the new development's owners, occupants and visitors. However when consent was granted, the station upgrade project was not confirmed within the TfL Business Plan, so a Section 106 or CIL contribution to public realm improvements could not be formally secured.

TfL wishes to encourage the Council to themselves lead and co-ordinate delivery of this public realm improvement project alongside other investments and interventions such as the Chalk Farm & Primrose Hill project, and provide CIL funding. Camden Town station capacity upgrade have highlighted this opportunity within the Camden Council Working Group meeting, led by Bethany Cullen and David Joyce and TfL would welcome further discussion with the Council on this matter.

Furthermore, should the application TA for this development proposal indicate that a large number of new trips will be generated at Camden Town station, TfL may seek an appropriate and proportionate S106 for the station upgrade works.

S106 Contributions, Community Infrastructure Levy (CIL) and Supplementary Planning Guidance (SPG)
Within this letter, a number of elements have been identified for inclusion in the 'heads of terms' of the S106 agreement. Once the TA has been further advanced and has assessed the likely impacts of the proposals on the transport network, detailed mitigation measures can then be further discussed and subsequently agreed with TfL and LB Camden.

In accordance with London Plan policy 8.3 the Mayor commenced CIL charging for developments on 1st April 2012. Within the borough, the charge is £50 per square metre.

TfL will expect a clear statement, in the form of 'Heads of Terms', showing all the transport-related contributions and obligations that the development is expected to provide in the S106 agreement or by way of the S278, to be included in the application material.

If you have any queries, have further questions or seek clarification please contact the case office Gavin McLaughlin using gavinmclaughlin@tfl.gov.uk or 07711345112

Yours sincerely

Lucinda Turner
Acting Director of Borough Planning,
Email: Lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

Camden Goods Yard

Planning Application Local Modelling Overview

05/06/2017

EVERY JOURNEY MATTERS

Introduction

This document summarises responses on modelling expectations and operational constraints that are envisaged as a result of proposed development. All below is based on Scoping Note[1] *(Camden Goods Yard Transport Scoping Note FINAL.pdf) dated back to October 2016 as well as most recent discussions held since then especially recent meeting held on 09/05/2017 and 22/05/2017 and any associated correspondence (**mainly email from 18/05/2017***[2]*) as a result of those.*

Should any changes to below data is proposed, this document will be subject to review to ensure the addendum information is reflected in modelling analysis.

Scheme Summary

(…)The site comprises two main parcels of land, as shown in Plate 1 below. The main part of the site comprises the existing Morrisons Camden Foodstore, which is located to the south-west of Chalk Farm Road, towards the north-western end of Camden Town Centre. This includes the Morrisons store and associated car park, which are located to the south-west of the Northern Line underground rail line. The other part of the site comprises the Morrisons Petrol Filling Station (PFS), which is situated in between Chalk Farm Road and the Northern Line. The main part of the site (foodstore) is bound by the site access road to the north-west, the Northern Line to the north-east, residential properties to the south-east, and national rail lines to the south-west. The PFS site is bound by Chalk Farm Road to the north, and the site access road network to the south, east and west.

The site location is shown in figure below

[1] *Camden Goods Yard Transport Scoping Note FINAL.pdf*
[2] *Andrew Brown – Subject: Camden Goods Yard - Scoping Information for TfL Follow-Up Pre-App Meeting*

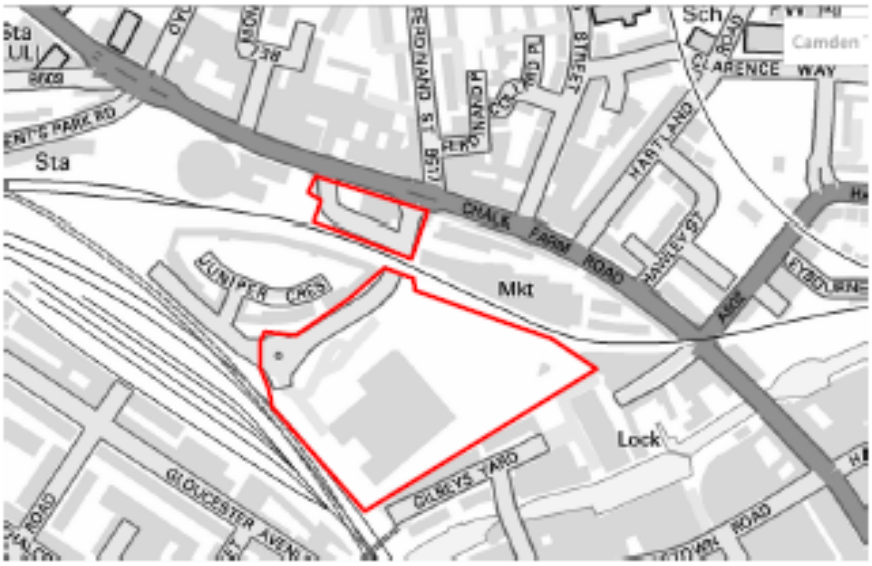


Plate 1: Site boundaries (image © OS Open Data)

Scheme purpose is to *"(…) provide a replacement foodstore, along with between 600 and 750 residential flats across the two parcels of land, plus ancillary retail/leisure/commercial uses. At present commercial floorspace of circa 12,000sqm is being considered within the proposals"*[1]

At this stage it is believed that the construction phases will include the temporary arrangements to accommodate temporary foodstore, residential flats and existing petrol filling station (PFS)

"(…)With respect to the existing Petrol Filling Station at the junction with Chalk Farm Road, this part of the site will be subject to two phases of development, which are summarised below.

The PFS would be removed during construction of the replacement store, so that a temporary foodstore can be provided in its place (current in progress layout plans indicate a gross floor area of circa 2,200sqm). This would ensure that existing customers are provided with an alternative store whilst construction of the replacement store takes place. For the purposes of this SN it is also assumed that up to 52 residential flats would also be provided above the temporary store (also 'car free'), based on current emerging plans (plus possible offices). The temporary store would be served by a car park providing circa 70 spaces, with justification to be provided in the TA following confirmation of the final proposals."[1]

Since the Scoping Note, the proposal was revisited and according to the latest the development is as follows:

(…) The latest development proposals differ from those included in the original Scoping Note, and can be broken down as follows:

- *Replacement foodstore with similar gross floor area (circa 7000sqm), served by 310 car parking spaces over two basement levels (inc. 14 disabled bays)*
- *555 Residential Flats, which will be car-free except for 20 wheelchair spaces*
- *7408sqm workspace/retail/offices (car-free)*

Whilst the new store is being developed, the current PFS will be converted to a temporary store with 61 parking spaces and offices above (car-free). This will then be converted back to the PFS (retaining offices) once the new permanent store is complete[2]*.*

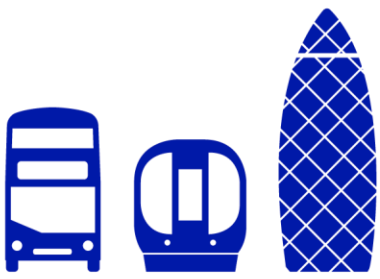
It summary the total floor space has gone up from12,000 to ca 14,400 m2 whilst number residential units is down from previously proposed 600-750 to currently planned 555 units.

Current Scenario

(…)The existing Morrisons Foodstore measures 7,203sqm gross floor area, of which 5,018sqm is retail store floor area. As well as retailing food and groceries the store also includes other services such as an in-store café, dry-cleaning, and a pharmacy. The store's current opening hours are 0800 to 2300 hours Monday to Friday, 0700 to 2300 hours on Saturday, and 1000 to 1600 hours on Sundays. The Morrisons store has been operating since 2005, prior to which it was a Safeway store. [1]

Car parking & Vehicle Access

(…)The foodstore is served by a surface level car park at the northeastern edge of the store, which currently provides a total of approximately 425 parking spaces, including 13 disabled bays adjacent to the store entrance. [1]



It is important to emphasise that Ardent Consulting Engineers (Transport Consultancy behind the applicant) presented parking stress surveys for existing car park which concluded with:

- *Weekday peak (Thursday)*

*(…)During the day, at its peak (1200 to 1215 hours) a maximum parking accumulation of **262** vehicles was recorded, which included 2 motorcycles and 28 light goods vehicles. This constitutes a maximum **62%** utilisation, based on a total of 425 spaces.*[1]

- *Weekend peak (Saturday)*

*Throughout the day, at its peak (1400 to 1415 hours) a maximum parking accumulation of **287** vehicles was recorded, which includes 2 motorcycles and 19 light goods vehicles. This constitutes a maximum **68%** utilisation based on a total of 425* spaces.

All vehicles entering the site do so via Camden Good Yard Chalk Farm Road (02/136) junction and exit the site via slip road junction (02/186) located west of the sit entrance. Current layout of those is shown below.

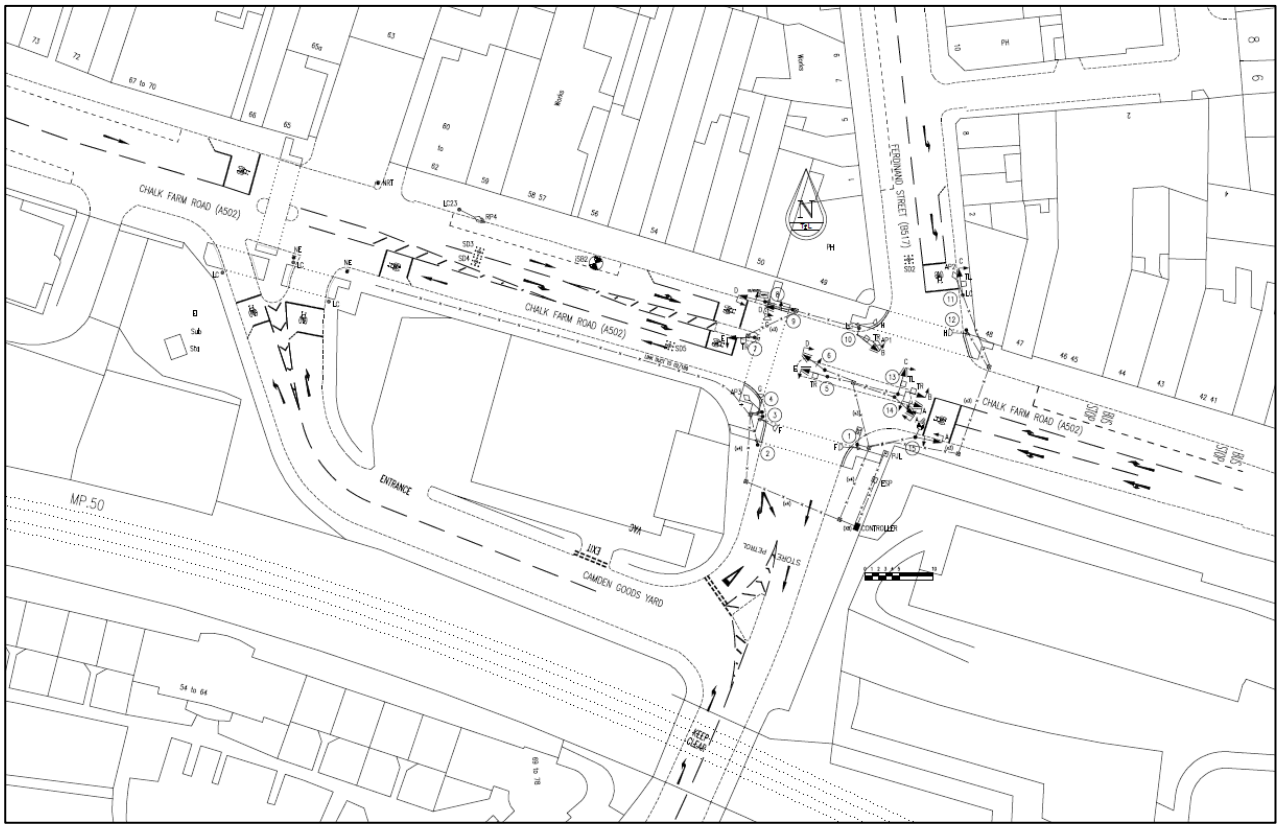


Figure 1: Existing junction layout - Chalk Farm Road / Camden Goods Yard junction

Trip Rates

Existing travel demand was summarised in Table 4.1 and 4.2 of Scoping note and are shown below. These were taken directly from traffic surveys which were carried out on between 19th and 21st of May 2016

Table 4.1: Existing foodstore vehicular trip generation – weekday peak hours

Foodstore Vehicle Trip Generation/Trip Rates	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Observed traffic flows	110	51	161	162	189	351
Vehicle trip rates (per 100sqm gfa)	1.527	0.708	2.235	2.249	2.624	4.873

Table 4.2: Existing foodstore vehicular trip generation – Saturday peak hour

Foodstore Vehicle Trip Generation/Trip Rates	Saturday inter-peak hour (12:00-13:00)		
	Arrive	Depart	Total
Observed traffic flows	229	220	449
Vehicle trip rates (per 100sqm gfa)	3.179	3.054	6.234

Proposed Scenario

The proposed development is planned to accommodate additional up to 750 residential spaces, and around 12,000 m² of commercial floor space including ca 7,000 m² of replacement food store.

(…)At present the precise development proposals are not fixed, as there are a number of options being considered by the Project Team. However, for the purposes of this report the proposals include the redevelopment of the main part of the site to provide a replacement foodstore, along with between 600 and 750 residential flats across the two parcels of land, plus ancillary retail/leisure/commercial uses. At present commercial floorspace of circa 12,000sqm is being considered within the proposals, which would be likely to create in the region of 1000 to 2000 jobs. The retail floorspace in the current proposals is 450sqm, with 600sqm leisure use.

As part of the current proposals the size of the replacement foodstore will be 6,982sqm, which is a very slight reduction compared to the current store.[1]

Given proposed phasing to building programme with interim temporary arrangement in place, as part of trip generator analysis, Ardent has presented number of computations related to construction phases. Details on phasing the development are described below.

- ***Interim development phase – temporary foodstore/residential flats***

The PFS would be removed during construction of the replacement store, so that a temporary foodstore can be provided in its place (current in progress layout plans indicate a gross floor area of circa 2,200sqm). This would ensure that existing customers are provided with an alternative store whilst construction of the replacement store takes place. For the purposes of this SN it is also assumed that up to 52 residential flats would also be provided above the temporary store (also 'car free'), based on current emerging plans (plus possible offices). The temporary store would be served by a car park providing circa 70 spaces, with justification to be provided in the TA following confirmation of the final proposals.

The precise access arrangements for the temporary store development phase, including service vehicle provision, will be presented in the TA, however this is likely to include a reconfigured 'all movements' signal junction at Chalk Farm Road, with the western signal junction closed, and a T-junction provided to serve the store from the site access road.

It is currently expected that the temporary shop will be approximately 1439 m² (reduction from previously proposed 2,200 m²) with provision for 61 spaces.

(…)For the temporary foodstore, the proposed gfa of 1439sqm would result in a maximum parking provision of 48 spaces based on the London Plan standard of 1 space per 30sqm for stores up to 2500sqm. The current layout for the temporary store shows 61 spaces, which slightly exceeds this requirement (…)[2]

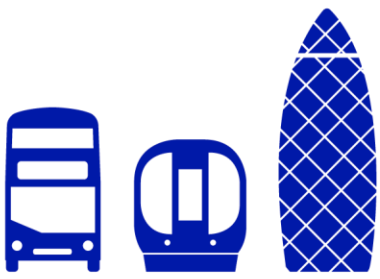
- ***Final development phase – PFS/residential flats***

Once the replacement store is complete, the PFS would be reinstated to replace the temporary store. The replacement PFS would include a 450sqm convenience store, whilst the upper storeys would comprise circa 2000sqm of office space. It is currently intended that the upper floor uses will essentially be car-free (save for potential disabled parking). Access arrangements will be confirmed in the TA, but are likely to remain as per the temporary store, albeit with differing provision for service vehicles including a service-vehicle only egress onto Chalk Farm Road as the western end of the site frontage.[1]

Car parking & Vehicle Access

According to applicant's note it is proposed that out of existing 425 car park spaces, 300 will be maintained – that's 30% reduction in comparison to the exiting allowance. It is also in line with current trends reflected in parking surveys which indicated that only 68% of the provided spaces are used on at the peak times.

Update: Since the Scoping note release, according to the latest email[2], the total number of car park spaces increased slightly from 300 to 310 spaces



(…)This equates to a standard maximum provision of 280 spaces. However, as set out in the parking technical notes appended to the Scoping Note, slightly higher provision (currently 310 spaces) is sought based on current parking demand recorded during a neutral month (…)[2]

In terms of proposed vehicular access, there has been ongoing debate between LB Camden (LBC) and the applicant about future shape of Camden Goods Yard junction. It was acknowledged that Camden is actively seeking improvements along Chalk Farm Road with transport consultancy currently working on behalf of LBC on new designs. Despite that Ardent have proposed alternative design which could accommodate some of Camden objectives. At the time this note is produced the latest designs presented on behalf of developer are Option 1 & 4 as per figures below:

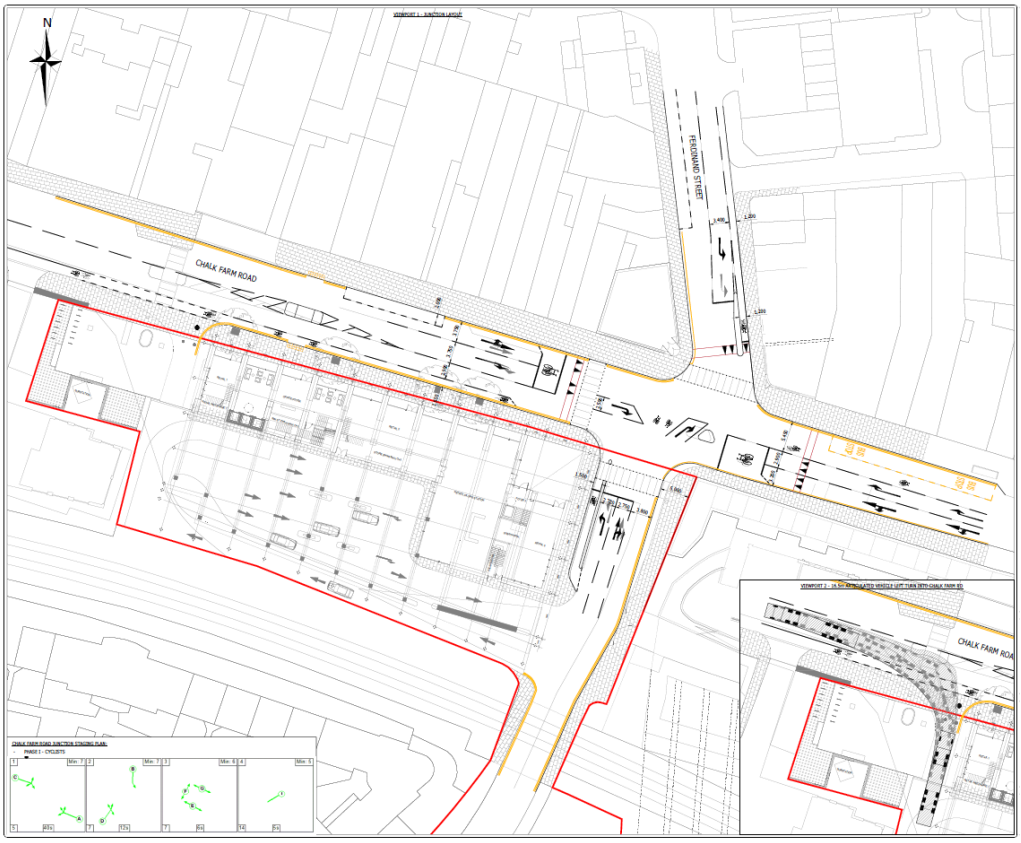


Figure 2 – SK39B Chalk Farm Rd Signal Junction – Option 1.pdf

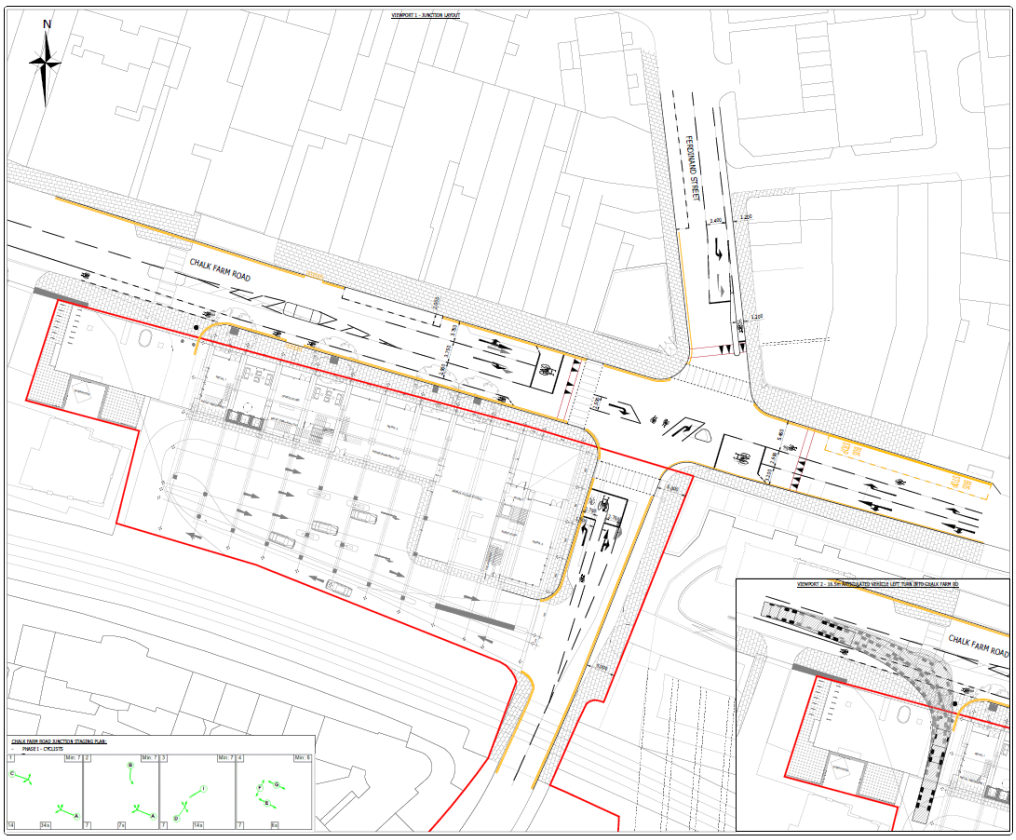


Figure 3 – SK48 Chalk Farm Rd Signal Junction – Option 4.pdf

It is worth noting that during recent meetings with the applicant there have been further discussions about viability of the proposed designs including checks that were performed on developed models for both junctions. More details on this analysis is summarised further in this note.

Proposed Trip rates

According to information obtained from the Scoping Note, it is expected that current level of car trips related to the retail will be maintained (decrease of retails car parking spaces are in reality removal of spaces that are currently not used and potentially given similar size of the "new" store will not be needed in the future). The current values were already mentioned when existing scenario was discussed but for reader's convenience they are also repeated below:

Table 4.1: Existing foodstore vehicular trip generation – weekday peak hours

Foodstore Vehicle Trip Generation/Trip Rates	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Observed traffic flows	110	51	161	162	189	351
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Table 4.2: Existing foodstore vehicular trip generation – Saturday peak hour

Foodstore Vehicle Trip Generation/Trip Rates	Saturday inter-peak hour (12:00-13:00)		
	Arrive	Depart	Total
Observed traffic flows	229	220	449
Vehicle trip rates (per 100sqm gfa)	3.179	3.054	6.234

(…) As described above, the replacement foodstore will offer the same full food-offer as the existing store, and so the level of peak hour traffic movements would continue to be as per the results of the recent traffic count surveys"[1]

It is also expected that proposed development for circa 700 units will be "car free" with only additional (60) spaces for "blue badge" holder will be provided on site.

(…) Given the 'car-free' nature of the proposals, these percentages were subsequently adjusted to reflect the limited accessibility by car for the flats, with the current proposals including 60 disabled parking bays only. The figures were therefore adjusted to reduce vehicle drivers to a percentage that reflects this parking provision"[1]

Proposed trip rates related to this are shown in figure below.

Table 4.5: Residential Multi-Modal Residential Trip Generation

Proposed Residential	Weekday am peak hour			Weekday pm peak hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Person trip rates (per unit)	**0.113**	**0.469**	**-**	**0.252**	**0.161**	**-**
Person trips (700 units)	**79**	**328**	**407**	**176**	**113**	**289**
Vehicle Driver (8.57%)	7	28	35	15	10	25
Vehicle Passenger (0.91%)	1	3	4	2	1	3
Pedal Cycle (11.15%)	9	37	46	20	13	33
Train (4.29%)	3	14	17	8	5	13
Underground (34.03%)	27	112	139	60	38	98
Bus (14.85%)	12	49	61	26	17	43
Motorcycle (2.01%)	2	7	9	4	2	6
Taxi or Minicab (2.51%)	2	8	10	4	3	7
Walk (19.95%)	16	65	81	35	23	58
Other (1.73%)	1	6	7	3	2	5

As mentioned before the latest figures for residential part of develpment shows decrease in no of units from 600-750 to 555. The below calculation for revised residential split is considering revised wheelchair bay usage (1.8%)

Residential Development Trip Generation

Proposed Residential	Weekday am peak hour			Weekday pm peak hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Person trip rates (per unit)	**0.113**	**0.476**	**-**	**0.259**	**0.167**	**-**
Person trips (555 units)	**63**	**264**	**327**	**144**	**93**	**237**
Vehicle Driver (1.80%)	1	5	6	3	2	5
Vehicle Passenger (0.91%)	1	2	3	1	1	2
Pedal Cycle (12.00%)	8	32	40	17	11	28
Train (4.62%)	3	12	15	7	4	11
Underground (36.62%)	23	97	120	53	34	87
Bus (15.99%)	10	42	52	23	15	38
Motorcycle (2.16%)	1	6	7	3	2	5
Taxi or Minicab (2.70%)	2	7	9	4	3	7
Walk (21.48%)	14	57	71	31	20	51
Other (1.73%)	1	5	6	2	2	4

In terms of Petrol Filling Station (PFS), this is expected to attract same level of traffic as per current trend.

Table 4.10: Existing/Proposed PFS vehicular trip generation – weekday peak hours

Vehicle Trip Generation	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Traffic flows	79	71	150	101	94	195

Details on trips generator related to interim scheme and temporary store can be found in consultant's Scoping note [1]

It has to be also mentioned that proposal for office space of 2,000m² of which there is no reference to when it comes to proposed trip generator. It is believed though that instead calculation based on type of development, the applicant has provided estimates for "non –foodstore" commercial space which is believed to generate additional 1000-2000 extra jobs. Should more precise split be available, the applicant is requested to update their figures based on more accurate split.

(…) With respect to the proposed employment use, the precise scale of development across both land parcels is not yet fixed, with the potential for between 1000 and 2000 jobs"[1]

Analysis on those additional trips was concluded with "car free" outcome owing to lack on long term car park in vicinity of the site which would account for additional trips as obtained from TRICS
(…)The TRICS survey sites include an element of car-based trips, owing to long-stay public parking in the vicinity of these sites. There would be no such comparable parking near the proposed development site, and so for the purposes of these calculations it is assumed that all trips would be made by non-car modes[1]

Table 7.4: Employment Use Multi-Modal Trip Generation/ Attraction

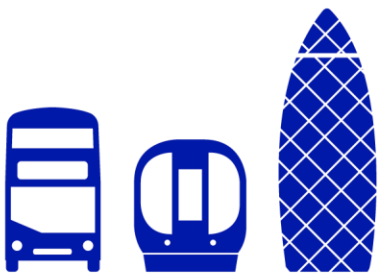
Proposed Employment	Weekday am peak hour			Weekday pm peak hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Person trip rates (per employee)	**0.260**	**0.011**	**-**	**0.032**	**0.307**	**-**
Person trips (2000 employees)	**520**	**22**	**542**	**64**	**614**	**678**
Train/Underground/Light Rail (74.90%)	389	16	405	48	460	508
Pedal Cycle (7.33%)	38	2	40	5	45	50
Walk (13.46%)	70	3	73	9	83	92
Other (4.30%)	22	1	23	3	26	29

It is worth stating that the above data although easing pressure on highway network will increase significance of public realm as it will major increase umber of on foot trips if consider that all train/ underground/ light rail trips will also be "on foot" until reached (at least) Chalk Farm Road.

The above figures were revised in the recent calculation provided by the applicant. At present instead of calculations based on employment figures, the latest are based on 2011 Census "travel to work" database for "Office Person Trip Rates". These are significantly different from previously assumed 2,000 new employment calculations (decrease in no of trips by more than 60% from 542 in AM to 211 two-way trips). The latest calculations as presented in Andrew Braun email[2] are shown below.

Office Development Trip Generation

Proposed Residential	Weekday am peak hour			Weekday pm peak hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Person trip rates (per 100sqm)	**2.749**	**0.093**	**-**	**0.212**	**2.511**	**-**
Person trips (7408sqm)	**204**	**7**	**211**	**16**	**186**	**202**
Vehicle Driver (2.00%)	4	0	4	0	4	4
Vehicle Passenger (1.47%)	3	0	3	0	3	3
Pedal Cycle (4.98%)	10	0	10	1	9	10
Train (19.91%)	41	1	42	3	37	40
Underground (41.49%)	85	3	88	7	77	84
Bus (12.97%	26	1	27	2	24	26
Motorcycle (2.24%)	5	0	5	0	4	4
Taxi or Minicab (0.84%)	2	0	2	0	2	2
Walk (13.55%)	28	1	29	2	25	27
Other (0.55%)	1	0	1	0	1	1



Pedestrian Accesses

Details on pedestrian access will be confirmed in TA with proposed PERS audit being carried out for the following locations:

- *Both sides of the access road extending between the roundabout at the site and Chalk Farm Road.*
- *Both sides of the access road link past the existing PFS.*
  Chalk Farm Road between Regent's Park Road and Castlehaven Road.
- *Both sides of Oval Road up to the canal towpath, and the links to the towpath.*

It is believed that the pedestrian access point will not differ from current arrangement. Should this assumption be incorrect, the applicant is asked to present proposed access points as part of their TA.

Trip Generation Net Change

There is no detailed analysis on net change figures but assuming that both PFS and retail are expected to generate same amount of traffic as per existing pattern, the net change in flows will be linked up with proposed residential units and proposed increase in employment. A summary of total trip calculations showing combined trips (as well as current breakdown per function) for the development as whole (retail + PFS + office + residential) would be preferable way to summarise trip generator.

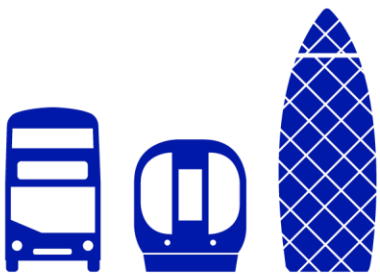
It is acknowledged that during the latest discussion it was agreed that growth factor for this site should be set as 0%. In terms of future year scenarios, although it is accepted that consultancy states that there is a limited impact of any other developments in vicinity of the site when considering "committed develpment" scenario, it would be desirable to get confirmation from LBC that the analysis done by the applicant is robust.

Deliveries & Taxi

There is little evidence about Deliveries and Taxi arrangement provided in the Scoping note for retail / PFS and residential deliveries (routes, bays, trips rates). It is though unclear what impact is predicted from those in future year scenarios.

Walking & Cycling

At present there is little information about proposed cycle facilities within the site and proposed enhancement to increase site suitability. It is then proposed to provide more details on those especially in light of Camden aspiration of increased importance of cycling within the area (as listed din Camden Goods Yard Planning Framework document) as well as high interest from cycle campaign groups with regards to Chalk Farm Road / Ferdinand Street junction.



Highway Impact Analysis

(Modelling recommendations are formed based on discussion with Outcomes Management Area Team representatives well as Modelling Specialists and should be considered as best guess scenario using data provided by consultant at the time when the document is being submitted.)

Study area

A present it is believed that study area is currently limited to assessment of Chalk Farm Road/ Camden Good Yard junctions (TfL site ref02/136 & 02/186). Should any additional information arise to contradict low impact of proposed developments, this should be review to ensure that the study area reflect that latest data.

It is understood that the applicant used base models developed by Jacobs on behalf of LBC which were approved by TfL. TfL urges the applicant to continue using those models (incl VISSIM if necessary) to ensure that the impact analysis is appropriately conducted using models that both TfL and LBC agreed.

Peak Periods

Peak period should follow traffic peaks agreed in LBC models, although due to the nature of existing and proposed development and based on parking survey data which suggested higher level of occupancy of Morrison car park during Saturday peak than weekday (68% vs 62%), we would like consultant to include Weekend peak in their highway analysis as well.

Overview of Modelling Requirements

- *2016 Base Scenario*
- *Opening Year 'Baseline'*
- *Opening Year 'Baseline + Development'*

By comparing future year scenarios the applicant can isolate level of impact that may be related to traffic generated by that the new development.

Additional Comments

Below is a summary of recommendations and suggestions from TfL as a result of performed audit on provided models & junction designs. These were sent to the applicant prior to the meeting on 24/05/2017. It is understood the the applicant will consider those recommendations to ensure that proposed designs are safe and viable whilst modelling analysis meets TfL standards:

General comments:

- *Recommendation to provide Road Safety Audit of your preferable option in order to identify possible safety implications of new layout.*
- *Issue with cycle desire and propose traveling paths*
- *Potential conflict between cyclists and large vehicles (freight, buses) due to limited lane widths*

Flow Scenario:

- *Recommendation to consider "base", and "future year" scenarios to fully appreciate impact of proposed development*

Modelling:

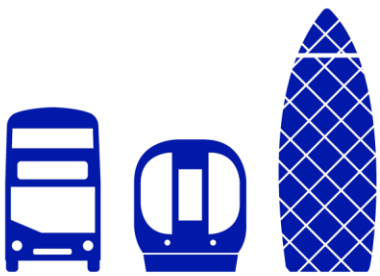
- *Recommendation to revise some modelling values to incorporate localised highway friction on theoretical values used in future year assessment models;*
- *Confirm proposed parking restriction on Chalk Farm Road eastbound approach;*
- *Non-blocking values to be revisited to ensure they match designs;*
- *Revision of proposed method of control (stage sequence, phase coding) to ensure optimal results for proposed options;*
- *Separate cycle flows to ensure more accurate modelling analysis;*

Quality Assurance

When models are provided by TfL the consultant is urged to do a sense check to ensure that they are satisfied with its operational performance before moving on to future year analysis. Should any further amendments to the models are needed, they must be checked calibrated and validated as normal. In this case it is recommended that the consultant seek advice from TfL to establish agreed approach before concludes on Base modelling.

Models are expected to be developed to MAP standards which will guarantee quality of modelling assessment. It should include all validation and calibration data as well as supporting technical note describing any modelling assumptions and caveats including those carried over to proposed modelling.

All models should also be available for checks and submitted in advance before the planning application is due for submission. Should you have any questions please refer to TfL Modelling & MAP guidelines for more information.



Timescales

In order to ensure smooth modelling audit process the consultant is asked to provide modelling programme with expected modelling submission dates as well as forecasted planning application submission. Once received the timescales will be subject to discussion to ensure that the resources can be secured in advance and proposed programme is achievable considering proposed modelling expectations.

Documentation

This note does not supersede TfL Modelling Expectation Document, TfL Modelling Guidelines Version 3.5 or VMAP process guidelines. These guideline documents should be used for model build, calibration and validation. Please consult TfL for any issues during modelling process.

Contact Details

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EVERY JOURNEY MATTERS