

Sustainable movement of goods and materials

- 10.25 The movement of goods and materials by road can have a significant impact on the environment and the health and wellbeing of residents, in terms of noise disturbance and its contribution to road congestion and air pollution. These impacts are particularly severe in an urban, densely populated borough such as Camden.
- 10.26 As Camden grows, demand for freight is also likely to increase. The number of vans in Central London, for example, is forecast to grow by 30 per cent between 2008 and 2031.
- 10.27 The flexibility that road freight offers means that this will remain the most commonly used means of transporting freight for some time. The Council will however seek to promote more sustainable means of freight transport and seek to minimise the movement of goods and materials by road.

Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

- a. encourage the movement of goods and materials by canal, rail and bicycle where possible;
- b. protect existing facilities for waterborne and rail freight traffic and;
- c. promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
- e. accommodate goods vehicles on site; and
- f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.

Cycle freight

- 10.28 The Council will promote the use of cycle freight as an extension to cycle courier services by encouraging developers to make provision for cycle freight as part of Delivery and Servicing Management Plans. This provides the potential to manage deliveries in a way that is zero carbon, has little or no noise or air pollution implications and has a minimal impact on congestion. Further information regarding Delivery and Servicing Management Plans is available within our supplementary planning document Camden Planning Guidance on transport.

Rail and water freight

- 10.29 The Council recognises the problems that are caused by long distance movement of goods by road and the potential advantages of using rail and water as alternatives.
- 10.30 The North London Line, the Gospel Oak to Barking Line and the West Coast Mainline are already used for significant volumes of rail freight. Rail freight is promoted as a real alternative to road as it contributes nearly 90% per tonne fewer emissions.
- 10.31 Regent's Canal is thought to be an economically viable route for some freight movements, notably the removal of demolition waste from canal-side sites. The Council will expect new developments along or close to the Canal to consider its use for the movement of goods and materials and to contribute to the improvement of the Canal towpath, where appropriate. The Canal is a Metropolitan Site of Importance for Nature Conservation (SINC) as it supports a range of aquatic flora, fish species, invertebrates, waterfowl and a variety of waterside plants growing on its brickwork and banks. Developments which generate freight movements via the Canal may be required to provide evidence that operations will not cause excessive disturbance to habitats in line with "Policy A3 Biodiversity".
- 10.32 The Council will seek to protect track side freight processing sites such as the existing aggregate handling facility at King's Cross, which is a modern facility re-engineered in association with works for the Channel Tunnel Rail Link. We will also seek to protect Canal-side freight facilities.

Freight consolidation

- 10.33 The Council will promote the use of freight consolidation centres within Delivery and Servicing Management Plans following the success of the London Boroughs Consolidation Centre (LBCC) pilot project. This resulted in over 80 of the Council's external suppliers delivering to a consolidation centre in Edmonton. Within consolidation centres, goods are grouped together so that fewer delivery journeys are required by road. This new approach helps reduce congestion, air pollution and noise on Camden's roads. The project resulted in a 46% reduction in the number of vehicle trips and 45% reduction in kilometres travelled from freight vehicles delivering goods to over 300 buildings covering 10% of London's geography. Further information regarding Delivery and Servicing Management Plans is available within our supplementary planning document Camden Planning Guidance on transport.

Moving goods and materials on appropriate roads

- 10.34 The roads considered to be most suitable for use by lorries and other heavy goods vehicles are those in the Transport for London Road Network and others designated as Major Roads. Heavy goods vehicles should therefore be routed to minimise the use of district and local roads for the movement of goods, particularly roads which provide primarily for access to residential properties.

Accommodating goods vehicles on site

- 10.35 The impact of goods vehicles can be reduced where a loading and unloading bay is included within a development, particularly where the bay can be enclosed. Developments should therefore incorporate space within the site for goods vehicles. The space required for service vehicles is set out within our supplementary planning document Camden Planning Guidance on transport.

Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments

- 10.36 For further information on the content and application of these documents please refer to “Policy A1 Managing the impact of development” and our Camden Planning Guidance supplementary planning documents on transport, amenity, and planning obligations.

11. Delivery and monitoring