

ST GEORGE WEST LONDON LIMITED

**CAMDEN GOODS YARD:
PHASE 1a TEMPORARY STORE
(SECTION 73 APPLICATION)**

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF. 196120-06
PROJECT NO. 196120
JANUARY 2020**

ST GEORGE WEST LONDON LIMITED

CAMDEN GOODS YARD: PHASE 1a TEMPORARY STORE
(SECTION 73 APPLICATION)

TRANSPORT ASSESSMENT ADDENDUM

Ardent Consulting Engineers
3rd Floor
The Hallmark Building
52-56 Leadenhall Street
LONDON
EC3M 5JE
Tel: 020 7680 4088
Fax: 020 7488 3736
enquiries@ardent-ce.co.uk

REPORT REF. 196120-06
PROJECT NO. 196120
JANUARY 2020

CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 THE PROPOSED DEVELOPMENT	5
3.0 TRIP GENERATION	10
4.0 SUMMARY AND CONCLUSIONS	12

DRAWINGS

196120-001A Temporary Store Swept Path Analysis

APPENDICES

- A. Temporary Store Plans**
- B. Plans from Original Consent Application**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final Issue	PR			03.01.20

DISTRIBUTION

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

1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by St George West London Limited to advise on the transport aspects of the proposed redevelopment of the Camden Goods Yard site. This Transport Assessment Addendum (TAA) has been prepared to accompany the submission of a planning application pursuant to Section 73 of the Town and Country Planning Act (hereafter 'the S73 application') for the development site known as Camden Goods Yard to the Local Planning Authority, the London Borough of Camden (LBC).

Background Information

- 1.2 Planning approval was granted for a mixed-use scheme at the application site in June 2018 under planning permission reference 2017/3847/P (the 'June 2018 Consented Scheme'). This was amended by 2019/0153/P dated 6th Feb 2019, 2019/2962/P dated 4th July 2019 and 2019/6301/P dated 24 December 2019. The description of the development was as follows:

"Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3 uses), Class B1 floorspace and a winter garden; with cycle parking, public space, public toilets and other associated works and highways works; all following demolition of existing petrol filling station. Use for a foodstore (Class A1 use) with associated car parking for a temporary period.

Redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D, E1, E2, F) of up to 14 storeys accommodating up to 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace comprising foodstore (class A1), flexible retail/food & drink (Class A1/A3), office and workshop (Class B1a and B1c), community centre (Class D2), roof level of 'Block B' for food and plant growing/ production facility including small scale brewing and distilling (Sui Generis use); with associated ancillary office, storage, education, training, cafe and restaurant activities; together with new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility and other associated works,

including removal of existing surface level car parking and retaining walls, road junction alterations; all following demolition of foodstore.”

- 1.3 A Transport Assessment (TA) was prepared by ACE in July 2017 (report reference: 160630-06A) in support of the planning application 2017/3847/P, as well as a Transport Assessment Addendum (TAA) in October 2017.

Scope of Report

- 1.4 This report accompanies the S73 application to amend Phase 1 of the original scheme by introducing a Phase 1a. The proposals for Phase 1a seek to demolish the existing Petrol Filling Station (PFS), as approved under the original consent, and construct a temporary structure for the temporary store, instead of constructing a 6-storey office building and locating the temporary foodstore within here. For the avoidance of doubt, the 6-storey office building as consented will still be built out, just in a latter phase. The previous scheme is consented and therefore many of the fundamental conclusions of the previous Transport Assessment still apply to the current proposals. The two main principal amendments are as follows:
- To increase the duration of the temporary foodstore from 30 months to 50 months; and
 - Provide a new 1,403sqm (GEA) temporary standalone building within which the foodstore will operate 25 car parking spaces and 48 cycle spaces are proposed.
- 1.5 The prime objective of this TAA is to ensure that the proposals for the temporary store are suitable and in accordance with local, regional and national policy. This TAA will also provide LBC with the necessary level of detail to demonstrate that the site can be accessed safely and sustainably by all people. Furthermore, a review of the proposed parking provision will be undertaken.

- 1.6 Much of the detail regarding the existing conditions at the site and within the surrounding area was included within the previous TA prepared by ACE. Hence, in considering that the existing conditions have not changed significantly since the time of the original Transport Assessment then it considered unnecessary to re-provide this level of detail.

Application Type

- 1.7 The application is submitted pursuant to S73 of the Town and Country Planning Act 1990 (As Amended) – it seeks Minor Material amendments (MMA) to the 'June 2018 Consented Scheme', as amended by 2019/0153/P dated 6th February 2019, 2019/2962/P dated 4th July 2019 and 2019/6301/P dated 24th December 2019.
- 1.8 The S73 application includes details for Condition 25 (Cycle Parking) insofar as it relates to the temporary store. Details relating to existing commitments within the S106 (insofar as it relates to the temporary foodstore) will be submitted separately to the London Borough of Camden.

Policy Context

- 1.9 In keeping with current government policy contained within National Planning Policy Framework [NPPF] (MHCLG, February 2019), this report seeks to demonstrate that the proposals will continue to be served by a safe and suitable site access arrangement and also look to determine whether the development proposals should have any cumulative impact within the surrounding highway network.
- 1.10 In addition to national policy, consideration has been given to the current London Plan, as well as the upcoming draft New London Plan. Furthermore, due regard will be given to the Camden Local Development Framework [Core Strategy and Development Policies], and also the Camden Local Plan.

1.11 This TA also considers current best practice advice contained in the document 'Manual for Streets' (DfT, 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010).

Report Layout

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

- **Section 2.0** outlines the proposed development and the associated improvements to transport infrastructure to be implemented. It also outlines the parking and servicing arrangements at the proposed development;
- **Section 3.0** sets out the predicted weekday peak hour trip generation for the proposed use; and
- **Section 4.0** provides a summary and conclusion.

2.0 THE PROPOSED DEVELOPMENT

- 2.1 The proposals for Phase 1a seek to demolish the existing Petrol Filling Station (PFS) and construct a temporary Morrison store. The temporary store is to comprise 1,403sqm GEA floorspace, 25 car parking spaces (inc. 2 disabled) and 48 cycle parking spaces.
- 2.2 The latest plans can be found at **Appendix A**, with the car parking plans for the temporary store presented as part of the June 2018 Consented Scheme contained at **Appendix B** for reference. The previous scheme from the June 2018 Consented Scheme had a gross floor area of circa 1,450sqm with 61 car parking spaces, so essentially the amended scheme is slightly smaller in size with less car parking spaces. Details of the car and cycle parking provision are discussed later in this section.

Access

- 2.3 As part of the June 2018 Consented Scheme, improvements to the Chalk Farm Road / Ferdinand Street / Juniper Crescent junction were proposed, as shown in the plans contained at **Appendix B**. The proposed signal junction layout followed ongoing discussions with both LBC and TfL, with a view to incorporating their preferred requirements, in particular the need to prioritise the needs of pedestrians and cyclists over vehicular traffic. As per the requirements set out in the S106, LBC will be delivering these improvements.
- 2.4 In terms of direct access to the temporary store, the proposed access arrangement is shown at **Drawing Number 196120-001A**. As shown in the drawing, the store will be served by a priority-controlled T-junction at the eastern edge of the site. The existing two-lane egress to the northwest of the site is to be closed off and consolidated to a single lane egress point, to be utilised solely by delivery vehicles associated with the Morrisons store.

- 2.5 As detailed within the Servicing section below, all the relevant service vehicle manoeuvres can be accommodated at the access and egress.

Internal Layout

- 2.6 As shown in the plans, the footway along the southern edge of the access will be closed off. Hence, a crossing is proposed in the vicinity of the access that will accommodate any pedestrian desire line to Chalk Farm Road. The existing footways along the northern and eastern elevations are to be retained.
- 2.7 As agreed, as part of the June 2018 Consented Scheme, when the temporary store is operational and the 'main site' is being constructed, the existing bus terminus will not be able to be accessed. Accordingly, and as per the June 2018 Consented Scheme, there will be temporary provision located on Juniper Crescent to ensure that the suitable bus infrastructure is safeguarded.

Parking

Car Parking

- 2.8 The temporary foodstore for the consented scheme included 61 parking spaces served from the new Juniper Crescent access, however this was for a larger scheme (circa 1,450sqm GEA). As mentioned above, the scheme includes a temporary store which includes 25 car parking spaces (inc. 2 disabled) and is slightly smaller (1,403sqm GEA) compared to the June 2018 Consented Scheme.
- 2.9 The standard maximum provision in the London Plan for food stores up to 2500sqm is one space per 45-30sqm in PTAL 5/6 locations, which equates to a standard maximum of 29-44 spaces. With respect to the draft New London Plan, which should be a material consideration for any application, the car parking provision should

car-free. Policy T2 of the Camden Local Plan also requires new developments to be car-free.

- 2.10 The proposals are below the current London Plan maximum standards, and therefore acceptable. The proposals are contrary to the draft New London Plan standards, and also Policy T2 of the Camden Local Plan, as parking is provided. This provision is also supported by LBC following pre-application discussions with the Project Team. The two proposed disabled bays equate to 6% of the total capacity, as per the requirements of the current London Plan and draft New London Plan.
- 2.11 In addition to this document, a Car Parking Management Plan is to be provided to satisfy Section 106 obligations, setting out the management measures that will be in place at the car park to ensure that no overspill / illegal parking takes place. This is consistent with the requirement of the relevant Camden Planning Guidance document. A Travel Plan is also to be submitted prior to occupation of the temporary supermarket to satisfy the relevant Section 106 obligation, which will look to decrease the level of predicted single occupancy car travel to the site.
- 2.12 In line with draft New London Plan policy, developments should typically provide provision of rapid electric charging points for retail developments. Noting that the store is temporary, the practical implications of implementing the infrastructure for electric charging points is not considered reasonable relative to the time period the store will be open, and therefore in this instance should not be implemented. This was agreed during pre-application discussions with Officers.

Car Park Layout

- 2.13 The car park has been designed in accordance with best practice guidance, in particular Manual for Streets. The following provides a breakdown of the car parking spaces in the development:

- Eight perpendicular bays at the southern elevation are designed to a dimension of 2.5 by 4.8 metres, as the 12 bays to the west of the building. Disabled bays allow for an additional 1.2 metres clearance space on the carriageway side and also on either side.
 - Five are parallel bays designed to a dimension of 2.0 by 6.0 metres.
- 2.14 Swept path analysis has been undertaken to ensure that all the bays are acceptable, as illustrated at **Drawing Number 196120-001A**.

Cycle Parking

- 2.15 Local cycle parking standards for developments within LBC are stipulated within Table 6.3 of the current London Plan. The table stipulates that food retail units should provide 1 long-stay space per 175sqm. In terms of short-stay spaces, for the first 750sqm: 1 space per 40sqm should be provided; thereafter: one space per 300sqm. This equates to 7 long-stay spaces and 21 short-stay spaces.
- 2.16 Draft New London Plan stipulate that retail sites should provide a minimum of 1 long-stay spaces per 175sqm, and one short-stay space per 20sqm (first 750) and thereafter one short-stay space per 150sqm. This equates to 7 long-stay spaces and 41 short-stay spaces.
- 2.17 The scheme has been designed to accord with these standards, which is reflected on the latest plans providing Sheffield stands along the northern and eastern elevations. Hence, the cycle parking for the development is acceptable as it exceeds current policy and is in accordance with draft New London Plan standards.

Servicing

- 2.18 The temporary store will be serviced at the western edge of the building. As shown on **Drawing Number 196120-001A**, servicing vehicle will pull into the lay-by, drops off the deliveries, and then pull

off out of the proposed egress to the north, with a left hand turn only onto Chalk Farm Road through a controlled barrier. Further details will be provided within the Servicing Management Plan (**ACE Report Ref: 196120-08**) that is to be prepared for the temporary store in accordance with the Section 106 Agreement.

Travel Plan

- 2.19 A Travel Plan (**ACE Report Ref: 196120-07**) for the temporary store has been prepared to satisfy the relevant S106 obligation. The document will include specific measures for the temporary store to encourage sustainable travel and outline relevant targets for the duration of the store being active.

3.0 TRIP GENERATION

- 3.1 The development site benefits from an existing use and a planning permission. The S73 application relates solely to the minor amendments to the temporary store, and therefore no further consideration is to be given to the main site or construction traffic for either parcel, noting that predicted traffic will remain consistent with the June 2018 Consented Scheme.
- 3.2 As part of the original application, the temporary food store that was proposed included 61 car parking spaces and was slightly larger in size (circa 1,450sqm GEA). Since this time, it is now proposed (under S73) that the temporary food store only includes 25 car parking spaces and is smaller in gross floor area. While a new TRICS search could be undertaken for the smaller temporary food store, for the sake of robustness, the same trip rates have been utilised.
- 3.3 The resulting weekday peak hour trips rates and resulting traffic generation for the 1,403sqm temporary food store are shown in **Table 3.1** below, with predicted HGV traffic shown in **Table 3.2** below.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100sqm)	1.467	0.800	-	5.933	5.067	-	61.732	61.733	123.465
Vehicle Trip Generation (1,403sqm GEA)	21	11	32	83	71	154	866	866	1732

Table 3.1: Temporary Food Store Vehicle Generation

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
HGV Trip Rates (per 100sqm)	0	0.067	-	0.000	0.000	-	0.801	0.801	1.602
HGV Trip Generation (1,403sqm GEA)	0	1	1	0	0	0	11	11	22

Table 3.2: Temporary Food Store HGV Generation

- 3.4 The temporary store that is currently proposed is smaller than the temporary store included in the June 2018 Consented Scheme, and also includes fewer car parking spaces. It was determined at that stage that the impact on the local highway network was acceptable, therefore the traffic generation outlined above will continue to be satisfactorily accommodated.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This TAA has been prepared on behalf of St George West London Limited to assist with a planning application for the redevelopment of the Camden Goods Yard site. This report has been prepared to accompany the S73 planning application submission to the Local Planning Authority, the London Borough of Camden (LBC).
- 4.2 Access to the temporary store will be in the form of a simple priority-controlled junction from Juniper Crescent. As shown in the latest plans, a separate egress arrangement is proposed to the northwest of the site for delivery and servicing vehicles only.
- 4.3 The proposed car park has been designed with due regard to the best practice principles reflected in Manual for Streets. The level car parking has been provided to ensure that Morrisons can maximise parking for customers in this interim period, so as to avoid existing customers having to use other competing stores, thereby ensure future custom for the replacement store once completed.
- 4.4 Cycle parking across the development exceeds the current London Plan's minimum standards, and meets the minimum requirements for the draft New London Plan.
- 4.5 This TAA has outlined that the scheme is smaller in size and also has less parking than the scheme put forward as part of the June 2018 Consented Scheme. As a result, the proposals would not result in any different impacts on the surrounding highway network to that originally consented, and would actually present an improvement as there will be less car parking. Hence, no mitigating improvements beyond those identified for the original full application scheme are required.

- 4.6 Based on the details presented in this TAA, the proposed development is compliant with both local and national policy, as agreed with Officers during pre-application discussions.

Drawings



Appendix A
Temporary Store Plans

Appendix B
Plans from Original Consent Application



