

Appendix 4
Transport Assessment Addendum

ST GEORGE WEST LONDON LIMITED

**CAMDEN GOODS YARD:
JULY 2020 SECTION 73 APPLICATION**

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF. 196121-01
PROJECT NO. 196121
JULY 2020**

ST GEORGE WEST LONDON LIMITED

**CAMDEN GOODS YARD:
JULY 2020 SECTION 73 APPLICATION**

TRANSPORT ASSESSMENT ADDENDUM

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final Issue	PR	PR <i>PR</i>	ATB <i>ATB</i>	08.07.20

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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 (the 'application 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 1990 (hereafter 'the July 2020 S73 application') for the development site 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 'extant scheme', also referred to in the environmental implications letter (EIL) as the 'June 2018 consented scheme'). This was amended by 2019/0153/P dated 6 February 2019, 2019/2962/P dated 4 July 2019 and 2019/6301/P dated 24 December 2019. The description of the June 2018 consented scheme is 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. [the 'Petrol Filling Station (PFS) parcel']

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.[the 'Main Site parcel']"

- 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.
- 1.4 More recently, a S73 application was approved (application reference: 2020/0034/P) to amend the PFS parcel. The proposals for the PFS parcel sought to demolish the existing PFS, as approved under the June 2018 consented scheme, and construct a temporary structure for the temporary store, instead of the original proposals to construct 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. This S73 was approved resulting in the 'May 2020 consented scheme'.

Scope of Report

- 1.5 This current application is for an optimisation of the May 2020 consented scheme. The 'July 2020 amended proposed development makes amendments predominantly to Blocks A, B, C, F , including

inserting additional storeys as a result of reducing floor-to-ceiling heights to 2.5m, inserting extra storeys in addition, as well as alterations to floorplans and reconfiguration of internal layouts. The scheme will deliver 71 additional homes, for a total of 644 new homes. There is a slight reduction to the supermarket floor spaces, and also an uplift to the commercial floorspace, but this is relatively minor. The two main principal amendments are as follows:

- Delivery of 71 additional residential units to the 573 residential units consented. Predominantly accommodated through optimisation to massing of consented scheme with a small amount of additional height. 35% affordable by habitable rooms maintained.
- Changes to landscaping to ensure compliance in line with additional residential units which comprises:
 - 3 additional disabled car parking spaces;
 - Additional play and open space.
- Reduction in number of Morrisons Foodstore basement car parking spaces.
- All resident amenities and concierge moved to Block A.
- Redistribution of some commercial space between the blocks, mostly to accommodate resident amenity changes

1.6 Many of the fundamental conclusions of the previous Transport Assessment still apply to the July 2020 amended proposed development. Accordingly, the prime objective of this TAA is to ensure that the uplift associated with the Main Site parcel are suitable and in accordance with local, regional and national policy in transport terms.

1.7 This TAA will also provide LBC with the necessary level of detail to demonstrate that the application site can be accessed safely and sustainably by all people. Furthermore, a review of the proposed parking provision (vehicular and cycle) has been undertaken, as well as outlining the servicing arrangements.

- 1.8 Much of the detail regarding the existing conditions at the application site and within the surrounding area was included within the previous transport documents prepared by ACE for the full application, in particular the Transport Assessment (ACE Reference: 160630-06A). Hence, given that the existing conditions have not changed significantly since the time of the original Transport Assessment, it is considered unnecessary to re-provide this level of detail. No changes are proposed to the PFS parcel of the site and so the previous conclusions on this parcel remain valid.
- 1.9 For the avoidance of doubt, Blocks D and E remain largely unchanged in design terms and therefore the transport implications are negligible. Accordingly, consideration has been given to this element of the development, but not to any great level of detail.

Application Type

- 1.10 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 May 2020 Consented Scheme, as amended by 2019/0153/P dated 6 February 2019, 2019/2962/P dated 4 July 2019 and 2019/6301/P dated 24 December 2019.

Policy Context

- 1.11 In keeping with current government policy contained within National Planning Policy Framework [NPPF] (MHCLG, June 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.
- 1.12 In addition to national policy, consideration has been given to the current London Plan, as well as the upcoming draft New London Plan (Intend to Publish). Furthermore, due regard will be given to the

Camden Local Development Framework [Core Strategy and Development Policies], and also the Camden Local Plan.

- 1.13 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). Further to the above, due to the nature of the proposals, this report also refers to 'Design recommendations for multi-storey and underground car parks – 4th Edition' (The Institution of Structural Engineers, March 2011).

Report Layout

- 1.14 Following this introduction, this report is structured as follows:
- **Section 2.0** outlines the July 2020 amended proposed development and the associated improvements to transport infrastructure to be implemented. It also outlines the parking and servicing arrangements at the proposed development;
 - **Section 3.0** sets out the predicted weekday peak hour trip generation for the proposed use; and
 - **Section 4.0** provides a summary and conclusion.

2.0 JULY 2020 AMENDED PROPOSED DEVELOPMENT

- 2.1 The extant scheme proposed six new buildings at the application site. As mentioned previously and as illustrated at **Figure 2.1** below, the predominant changes to the scheme are at Blocks A, B, C and F. The changes to Blocks D and E are minor in that the concierge is moving from Block E to Block A and being replaced by retail. These changes to Blocks D and E have no significant transport implications beyond the layout of the site itself.
- 2.2 This TAA therefore focusses on the changes resulting from Blocks A, B, C and F, from here on referred to as the 'Optimisation Scheme', although due regard is provided to whole development and is referred to as the 'July 2020 amended proposed development'.

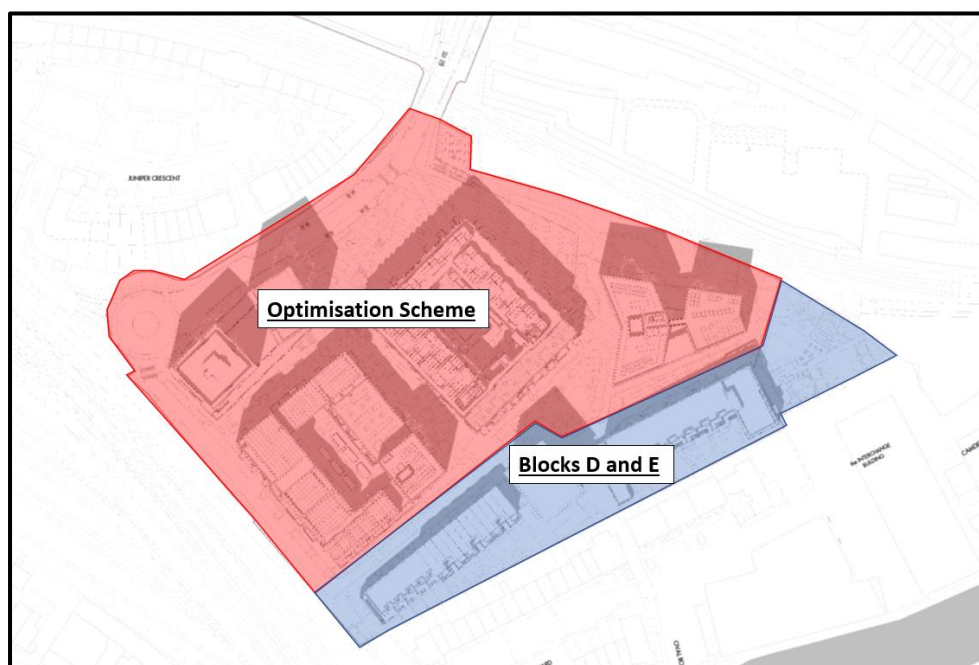


Figure 2.1: Optimisation Scheme

- 2.3 The July 2020 amended proposed development seek to demolish the existing Morrisons Store and surface level car park and construct four new buildings. The latest plans can be found at **Appendix A**. Across the Optimisation Scheme, this would comprise the following:

- Replacement Morrisons foodstore;
- 529 residential flats comprising:
 - 51 studio units
 - 193 1-bed units
 - 208 2-bed units
 - 74 3-bed units
 - 3 4-bed units
- 5,933sqm GIA (6,665sqm GEA) offices/workspace; and
- 681sqm GIA (757sqm GEA) retail.

2.4 When compared to the June 2018 consented scheme, this results in an uplift of 71 residential units. The below outlines the breakdown for the uplift units compared to the consented scheme for each block (Optimisation Scheme only).

<u>Overall</u>	<u>Consented</u>	<u>Proposed</u>	<u>Change</u>
1B1P	52	51	-1
1B2P	154	193	+39
2-bed	181	208	+27
3-bed	68	74	+6
4-bed	3	3	0
Summary	458	529	+71

Table 2.1: Optimisation Scheme Residential Comparison (Units)

	<u>Consented</u>	<u>Proposed</u>	<u>Change</u>
Office/Workspace	6,211sqm	6,994sqm	+783sqm
Retail	647sqm	757sqm	+110sqm
Morrisons	19,963sqm	18,246sqm	-1,717sqm

Table 2.2: Optimisation Scheme Commercial Comparison (GEA)

2.5 Taking the above into account, the overall proposed development at the Main Site parcel would comprise the following:

- Replacement Morrisons foodstore – the gross floor area will be circa 18,200sqm (GEA) including parking and service bays. This is a slight reduction compared with the current and consented

store, however there will be the same full food offer owing to more efficient use of space within the store.

- 644 residential flats comprising:
 - 61 studio units
 - 248 1-bed units
 - 238 2-bed units
 - 89 3-bed units
 - 8 4-bed units
- 5,933sqm GIA (6,665sqm GEA) offices/workspace.
- 950sqm GIA (1,092sqm GEA) retail space.

Access

2.6 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. At the time of writing this report, the improvements have not been implemented, but it is understood they will commence in Summer 2020 and could change slightly to align with Camden's wider improvements to Chalk Farm Road.

2.7 Beyond this junction, the proposed improvement scheme to Juniper Crescent (shown at **Drawing Number 160630-006B** contained at **Appendix B**) will be implemented. Full details are found within the Transport Assessment for the outline consent, but in summary the following key amendments are provided:

- Reconfigured roundabout comprises a 25 metres inscribed circle diameter and incorporates an annular marked cycle lane around

its perimeter to make emerging vehicles more aware of cyclists manoeuvring through the junction.

- Access from reconfigured roundabout to basement parking areas, and also a surface level shared surface access leading to the disabled parking bays and loading bays within the Main Site parcel. The roundabout would also continue to serve Juniper Crescent.
- A servicing access route for the Morrisons store would be provided off Juniper Crescent in the vicinity of the bridge (further details can be found in the Servicing section below).
- Replacement bus stops and stands would be provided in the form of laybys on Juniper Crescent. This would comprise laybys with space for 2 buses on either side of the carriageway, plus a fifth bay on the northbound exit from the roundabout to act as an overflow waiting area when required.

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

Internal Layout

2.9 The internal layout follows the principles set out as part of the June 2018 consented scheme masterplan. As mentioned above though, there are several changes to the layout that have resulted in minor amendments to the layout as set out in this section.

2.10 The concierge has moved from Block E to Block A. Furthermore, all refuse from blocks are to be moved into the store within Block F on bin collection days (discussed further within the Servicing Section below). Accordingly, the location and dimensions of loading bays have been amended. The loading bays have been designed in accordance with the TfL document 'Kerbside Loading Guidance' (January 2017).

2.11 The roads within the development have been designed with due regard to the advice contained within Manual for Streets. A minimum

4.1 metres carriageway width has been included which, as demonstrated within Figure 7.1 of Manual Streets, is suitable to accommodate two-way traffic.

- 2.12 The layout has been designed to accommodate a fire tender such that the vehicle can get within 18 metres of any dry/wet riser inlets located at each block. This is illustrated within **Drawing Number 196121-006**, which confirms that a fire tender can be accommodated across the application site.
- 2.13 Bollards are located in between Blocks F and Block E2 on the access road to restrict vehicular access. Technical specifications will be provided at a later stage, but the arrangement will be controlled by an intercom that links to the concierge.
- 2.14 The June 2018 consented scheme comprised 20 disabled bays. In order to accommodate the proposed uplift of residential units, the proposals include 23 disabled bays spread across the application site. Further details on the quantum and dimensions of car parking can be found within the below Parking section.

Parking

Supermarket Car Parking

- 2.15 The foodstore for the June 2018 consented scheme included 300 car parking spaces served off the modified roundabout junction. The provision comprised 287 'standard' spaces and 13 short-stay spaces. As outlined within the Transport Assessment that accompanied the 2017 application, whilst the provision slightly exceeded the standard maximum requirement permitted by the London Plan, this was agreed with TfL given that it still represents a significant reduction from the current provision of 425 spaces.

- 2.16 Notwithstanding the above, it is noted that throughout the application process for the June 2018 consented scheme, TfL and LBC were keen to reduce the number of car parking spaces at the application site as much as possible. This was highlighted with the inclusion of the obligation within the S106 Agreement which incentivised the Applicant to reduce the level of parking at the application site from 287 "standard" spaces to 252 "standard" spaces over three years.
- 2.17 As part of this S73 application, the number of car parking spaces has been reduced compared to the June 2018 consented scheme to 250. This provision comprises the following breakdown.
- 226 standard spaces;
 - 12 disabled spaces; and
 - 12 parent and toddler spaces.
- 2.18 In light of the reduced number of car parking spaces, it is considered that this should be acceptable to both TfL and LBC as it aligns with their long-term aspirations for the application site.
- 2.19 Electric charging points for the supermarket have been provided as per the details contained within the S106 for the June 2018 consented development. Within the S106 it is stipulated that *"no less than 20% of the car parking spaces shall be equipped with EV charging points (prior to first Occupation of the Supermarket Development) as follows: a mix of 30% 3kW (slow) and 70% 22kW (fast)"*. Applying this to the proposed number of car parking spaces for the supermarket equates to 15 spaces fitted with 3kW EV charging points and 35 spaces fitted with 22kW EV charging points.
- 2.20 In addition to the car parking provisions for customers, there are also 10 home delivery bays shown in the south-eastern corner of the supermarket level car park. These are to only be utilised by Morrisons vehicles which will start deliveries from this point.

2.21 Management of the car park will be set out in the Supermarket Car Parking Management Plan which has been secured through the relevant S106 obligation. A Travel Plan is also to be submitted prior to occupation of the temporary supermarket to satisfy the relevant S106 obligation, which will look to decrease the level of predicted single occupancy car travel to the application site.

Residential Car Parking

2.22 As agreed with LBC / TfL for the extant scheme, the proposals were to be car-free with the exception of 20 disabled car parking spaces. These were spread out with 10 bays found within the Block F car park, and 10 on-street disabled bays spread across the application site. The car-free nature of the application site is still in accordance with current and emerging policy.

2.23 To allow for the uplift in units, the revised proposals show a total of 23 disabled car parking spaces. These are located in a similar manner to the consented scheme, with 11 found within the Block F car park and 12 on-street disabled bays across the application site.

2.24 The above increase in parking spaces was led by emerging policy contained in the draft New London Plan (Intend to Publish) which stipulates that disabled parking is provided for 3% of the number of units proposed. Accordingly, this equated in an additional 3 disabled parking spaces being required.

2.25 No details were provided as part of the June 2018 consented scheme on electric charging points for the residential parking spaces. Accordingly, the standards provided within Policy T6.1 were applied to the proposed developments provision. It is stipulated that at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. This equates to 5 active spaces with the remaining fitted with passive provision. Further

details on the monitoring process of the EV charging points will be supplied within the Car Parking Management Plan for the residential element of the application site.

Car Park Layout

Supermarket

2.26 The car park has been designed in accordance with best practice guidance, in particular Manual for Streets and 'Design recommendations for multi-storey and underground car parks'. The following provides a breakdown of the principles of the car park:

- Regular bays / Parent & Toddler bays are designed to a dimension of 2.5 x 5 metres.
- Disabled bays allow for an additional 1.2 metres clearance on either side, as well as on the carriageway side.
- A minimum aisle width of 6 metres has been adopted across the whole carriageway.
- Disabled and Parent & Toddler bays are all located on the supermarket level car park close to the supermarket entrance to allow ease of access.
- As required by Morrisons, the home delivery bays include 1.8 metres clearance to the rear and a 0.9 metres clearance on at least one edge.

2.27 Swept path analysis has been undertaken to ensure that all the bays are acceptable. This is shown at **Drawing Number 196121-007 and 008**.

Residential

2.28 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:

- A total of 23 residential disabled parking bays are proposed, comprising a mixture of 12 on-street bays within the application site and 11 bays below Block F.
- Each of the spaces within the bays below Block F are designed to a dimension of 2.4 by 4.8 metres with an additional 1.2 metres clearance space on the aisle side, as well as either side.
- The spaces that are located on-street measure 6.6 by 2.7 metres.

Cycle Parking

Supermarket

- 2.29 The level of long-stay and short-stay cycle parking, as secured by Condition 25 of the June 2018 consented scheme is to remain the same as part of the amendments. For note, this comprises 18 long-stay cycle spaces and 38 short-stay spaces.

Residential

- 2.30 Cycle parking for the application site is secured by Condition 25 of the June 2018 consented scheme which stated the below. For reference 'Appendix H Cycle Parking Strategy' has been appended to this report at **Appendix C** and we would suggest the following amended wording to the condition:

"Prior to first occupation of each building, secure and covered bicycle parking shall be provided for that building in accordance with the relevant schedule of cycle parking in 'Appendix H Cycle Parking Strategy' of the Addendum to the Transport Assessment, hereby approved"

- 2.31 It is understood the level of cycle parking for the consented scheme was acceptable to LBC / TfL. In light of the above, the proposals seek to provide the level of cycle parking that is outlined within 'Appendix

H Cycle Parking Strategy' for 573 residential units, and then providing additional spaces for the uplift.

- 2.32 In terms of the uplift, cycle parking for these units will provided in accordance with current policy. Local cycle parking standards for developments with LBC are currently stipulated within Table 6.3 of the current London Plan. The draft New London Plan (Intend to Publish) is a material consideration for LBC and therefore the standards contained within this document have been adopted for the uplift of residential units.
- 2.33 Table 10.2 of the draft New London Plan (Intend to Publish) stipulates the minimum cycle parking requirements for developments. It stipulates that residential developments should provide the following long-stay and short-stay cycle parking:

	Long-Stay	Short-Stay
1B1P	1 space	<ul style="list-style-type: none">• 5 to 40 dwellings: 2 spaces• Thereafter: 1 space per 40
1B2P	1.5 spaces	
All other	2 spaces	

- 2.34 Utilising the above information and the uplift of units breakdown outlined earlier within this section, it has been calculated that the proposals should provide a total of 142 additional long-stay and 9 short-stay spaces. Overall, the July 2020 amended proposed development now provides a total of 1067 long-stay spaces across the site, as well as 98 short-stay spaces.
- 2.35 In terms of the accessible cycle parking, as per TfL guidance, space must be provided for large cycles (e.g. cargo cycles, cycle trailers, tricycles) or those adapted for disabled riders, at least 5%. Accordingly, 5% of the total cycle provision for each building provides 5% accessible cycle parking.

Commercial

2.36 As for the other main uses at the application site, Table 10.2 of the draft New London Plan (Intend to Publish) stipulates the following minimum cycle parking requirements for the various land uses located on-site. For ease of reference, the standards are reproduced as below.

	Long-Stay	Short-Stay
Office / Workspaces	1 space per 75sqm	<ul style="list-style-type: none"> • 1 space per 500sqm • thereafter: 1 space per 5,000sqm (GEA)
Retail (non-food)	<ul style="list-style-type: none"> • first 1000 sqm: 1 space per 250 sqm • thereafter: 1 space per 1000 sqm (GEA) 	<ul style="list-style-type: none"> • first 1000 sqm: 1 space per 60 sqm; • thereafter: 1 space per 500 sqm (GEA)

2.37 Based on the above, the July 2020 amended proposed development are to provide an additional 19 long-stay cycle parking spaces for the office/workspace and 2 long-stay spaces for the retail uses. In addition, an additional 8 short-stay spaces are to be provided across the application site to accommodate the additional floor space.

Summary

2.38 In summary, the July 2020 amended proposed development is in accordance with Condition 25 of the June 2018 consented scheme, whilst the uplift of residential dwellings accords with the minimum standards set out in the draft New London Plan (Intend to Publish). Furthermore, the July 2020 amended proposed development provide a mixture of cycle parking and includes a suitable provision for accessible cycles.

Cycle Parking Dimensions

- 2.39 TfL guidance recommends that where cycle parking is inside a building (such as this), it should have step-free access, wide doorways and spacious corridors. Accessing the parking area should involve passing through no more than two sets of doors, with a recommended minimum door width of 1.2 metres internally and 2 metres externally. The remainder of internal parking should not be entirely on two-tier racks since many people cannot use them even if they are power-assisted or have gas-lift.
- 2.40 A summary of the dimensions adopted for cycle parking within the July 2020 amended proposed development is outlined below, which accords with best practice guidance.

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

Servicing

- 2.41 As per the details presented as part of the June 2018 consented scheme, **Drawing Number 196121-006** includes a number of swept path manoeuvres demonstrating how the application site would be served in terms of deliveries and refuse collections. The key aspects of the servicing strategy for the application site are as follows:

- The Main Site parcel would include a number of refuse storage areas, however to avoid refuse vehicles having to enter the entirety of the application site a managed strategy will be adopted. The on-site management company/concierge will be responsible for transferring waste to a holding area at Block F on collection days, such that a refuse vehicle could park in the adjacent loading bay to collect waste, before turning adjacent to Block E2, as shown in **Drawing Number 196121-006**.
- The site concierge will be located at Block A and includes a delivery bay along the access road to the south of the block.
- A delivery bay is also located in the vicinity of Block E1 to accommodate bulky deliveries / taxis / food deliveries / etc for blocks located towards the northern and eastern extents of the application site. As mentioned previously, bollards are located on the access road between Blocks F and E2. Any vehicles wishing to travel past this point will be required to contact the concierge through an intercom facility.
- As per the June 2018 consented scheme, three delivery bays will be provided. Considering the minor increase in dwelling numbers, it is considered that the same number of delivery bays as the June 2018 consented scheme should be acceptable.
- Access for fire tenders will be provided at suitable locations throughout the layout, to ensure that this type of vehicle can manoeuvre to within 18 metres of dry/wet riser inlets. Swept path analysis is shown within **Drawing Number 196121-006**, which demonstrates that a fire tender can get within the maximum distance to inlets.

2.42 In terms of the Supermarket component of the application site, the following key servicing points are pertinent to mention:

- A dedicated basement service yard for all deliveries and refuse collections for the foodstore would be provided. Access to this service yard is taken from Stephenson Street and is shown at **Drawing Number 196121-006**.

- Within the Supermarket car park (upper level), there would be 10 home delivery bays.

2.43 Further details will be provided within the respective Delivery and Servicing Management Plan that is to be prepared for each element of the Main Site parcel (i.e. residential, office and foodstore) in accordance with the S106 Agreement.

Travel Plan

2.44 A Travel Plan for each of the respective elements of the Main Site parcel have been prepared in accordance with the S106 Agreement. These documents will include specific measures for the temporary store to encourage sustainable travel and outline relevant targets for the duration of the store being active. For ease of reference, these are outlined below:

- Residential Travel Plan (**ACE Reference: 196121-04**)
- Supermarket Travel Plan (**ACE Reference: 196121-07**)
- Office Travel Plan (**ACE Reference: 196121-10**)

3.0 TRIP GENERATION

Introduction

- 3.1 The application site benefits from an existing use and a planning permission. The July 2020 amended proposed development S73 application relates solely to the minor amendments to Blocks A-C and F, and therefore no further consideration is to be given to the other elements of the Main Site parcel noting that predicted traffic will remain consistent with the June 2018 consented development scheme. With respect to construction traffic, the developer has provided current predicted peak daily traffic figures, which are assessed in the Environmental Implications letter that is to be submitted as part of the S73 application. The detailed flows on the surrounding roads for both the demolition and construction and completed development stages can be **Appendix D**.
- 3.2 As outlined in **Table 2.2**, the revised proposals show a minor net reduction in the floor area for the Morrisons foodstore compared to that of the June 2018 consented scheme. While it is noted that the proposals provide a lower provision of car parking (250 spaces rather than 300 spaces), and therefore the level of car trip generation could be slightly lower, it is considered that to ensure a robust assessment the numbers previously agreed with TfL / Camden will continue to be adopted for this assessment. This also reflects the fact that the replacement store will provide the same level of food and other goods as the current store, and so predicted trips should still be consistent with those presented in the original TA.
- 3.3 Similarly, the increase in retail floor area is marginal and therefore the additional level of person trip generation associated with the proposals will be negligible. Thus, no further assessment is considered to be required. This follows the approach taken in the TA for the June 2018 consented scheme, which did not provide details of trip

generation for the smaller retail units on the basis these would primarily be linked trips.

June 2018 Consented Scheme

3.4 The TA provided in support of the full application presented details of the likely trip generation of the consented use. **Table 3.1** shows the trip generation for 573 residential units and the commercial space. This includes all phases of the Main Site parcel and also the PFS parcel.

	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Vehicle Driver	8	5	13	3	9	12
Vehicle Passenger	6	2	8	1	6	7
Pedal Cycle	25	33	58	20	28	48
Train	72	15	87	12	67	79
Underground	167	105	272	65	165	230
Bus	54	46	100	27	56	83
Motorcycle	8	6	14	3	9	12
Taxi or Minicab	5	7	12	4	6	10
Walk	61	61	122	35	63	98
Other	3	5	8	3	4	7
Total	410	285	695	174	411	585

Table 3.1: June 2018 Consented Scheme Net Increase in Person Trips by Mode

July 2020 Amended Proposed Development

Residential – 71 Additional Units

3.5 In order to calculate the proposed trip generation associated with the latest proposals, the person trip rates and modal split established as part of the original TA has been utilised. **Table 3.2** demonstrates the modal split for the additional dwellings associated with the July 2020 amended proposed development.

	%	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		In	Out	Total	In	Out	Total
Vehicle Driver	1.80%	0	1	1	0	0	0
Vehicle Passenger	0.91%	0	0	0	0	0	0
Pedal Cycle	12.00%	1	4	5	2	1	3
Train	4.62%	0	2	2	1	1	2
Underground	36.62%	3	12	15	7	4	11
Bus	15.99%	1	5	6	3	2	5
Motorcycle	2.16%	0	1	1	0	0	0
Taxi or Minicab	2.70%	0	1	1	0	0	0
Walk	21.48%	2	7	9	4	3	7
Other	1.73%	0	1	1	0	0	0
Total	100.0%	8	34	42	18	12	30

Table 3.2: Uplift Units Person Trips by Mode (Residential)Commercial

- 3.6 In order to calculate the proposed trip generation associated with the latest proposals, the person trip rates and modal split established as part of the original TA has been utilised. **Table 3.3** demonstrates the modal split for the additional commercial floor area.

	%	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		In	Out	Total	In	Out	Total
Vehicle Driver	2.00%	0	0	0	0	0	0
Vehicle Passenger	1.47%	0	1	1	1	0	1
Pedal Cycle	4.98%	1	0	1	0	0	0
Train	19.91%	2	0	2	1	3	4
Underground	41.49%	6	0	6	0	7	7
Bus	12.97%	3	0	3	1	1	2
Motorcycle	2.24%	2	0	2	1	0	1
Taxi or Minicab	0.84%	0	0	0	1	0	1
Walk	13.55%	2	0	2	1	1	2
Other	0.55%	0	0	0	0	0	0
Total	100.0%	14	1	15	3	13	16

Table 3.3: Uplift Units Person Trips by Mode (Commercial)Total Uplift

- 3.7 In light of the above, the below table demonstrates the additional movements that the Optimisation Scheme proposals would generate

over and above the June 2018 consented scheme (any discrepancies due to rounding).

	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Vehicle Driver	0	1	1	0	0	0
Vehicle Passenger	0	1	1	1	0	1
Pedal Cycle	2	4	6	2	1	3
Train	2	1	3	2	4	6
Underground	9	12	21	7	11	18
Bus	4	5	9	4	3	7
Motorcycle	2	1	3	1	0	1
Taxi or Minicab	0	1	1	1	0	1
Walk	4	7	11	5	4	9
Other	0	1	1	0	0	0
Total	22	35	57	21	25	46

Table 3.4: Uplift Units Person Trips by Mode (Total)

- 3.8 The above table indicates that there will be a maximum increase of 1 car driver movement in the morning peak hour (two-way), or 5 movements including motorcycles and taxis. Accordingly, no further assessment of the impact of the proposals is required, in terms of car driver trips, on the local highway network as the increase is so negligible.
- 3.9 An increase of 44 two-way pedestrian movements (including modes which require walking to, i.e. underground, train and buses) is predicted in the busiest peak hour. The consented scheme was considered to actively promote travel by pedestrians, providing a safe environment and suitable infrastructure to accommodate the pedestrian flow. The assessment of the consented scheme included a Pedestrian Comfort Assessment, which concluded that the surrounding area is sufficient to accommodate the proposed development. Hence, it is considered that a minor increase of 44 two-way movements can adequately be accommodated within the application site and on the local highway network.

- 3.10 The proposed uplift in units provide a maximum additional 6 two-way cycle movements in the busiest peak hour. As outlined in the previous assessment, the local highway network, along with the proposed improvements to the local area, is satisfactory to accommodate the increase in cyclists associated with the development. Therefore, a negligible increase of 6 two-way cyclist movements is considered to be sufficiently accommodated.
- 3.11 With respect to the impact of the proposals on public transport, **Table 3.4** shows a marginal increase in movements across public transport (i.e. bus, train and tube). The largest impact would be on underground which would result in an additional 21 two-way movements in the busiest peak hour. Therefore, it is considered that the existing services would have capacity to accommodate this negligible increase of movements. Nevertheless, as agreed within email correspondence prior to this application, TfL will review the impact on underground and bus services as part of the application consultation process.

July 2020 Amended Proposed Development

- 3.12 In light of the above, the July 2020 amended proposed development would now generate the following weekday peak hour movements as set out in **Table 3.5**.

	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Vehicle Driver	8	6	14	3	9	12
Vehicle Passenger	6	3	9	2	6	8
Pedal Cycle	27	37	64	22	29	51
Train	74	16	90	14	71	85
Underground	176	117	293	72	176	248
Bus	58	51	109	31	59	90
Motorcycle	10	7	17	4	9	13
Taxi or Minicab	5	8	13	5	6	11
Walk	65	68	133	40	67	107
Other	3	5	8	3	4	7
Total	432	320	752	195	436	631

Table 3.5: Total Proposed Development Net Increase in Person Trips by Mode

3.13 Based on all of the traffic generation calculations above, **Tables 3.6 to 3.9** below set out the overall change in all traffic flows (PCUs) and HGV flows on the surrounding roads compared with the baseline (full details included at **Appendix D**, including cumulative flows for nearby committed developments). These flows are in a format consistent with those used in the 2017 Environmental Impact Assessment.

Link	2024 Future Baseline				Demolition and Construction Phase							
	Two-Way Flow				Two-Way Flow				Difference			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	1136	1172	8508	11345	974	1015	7668	9936	-162	-157	-840	-1409
Chalk Farm Road (west)	973	1031	7485	9981	821	896	7539	9523	-152	-135	54	-458
Juniper Crescent	242	374	2715	3621	73	69	1221	1388	-169	-305	-1494	-2233
Ferdinand St	259	256	1858	2478	258	254	1844	2459	-1	-2	-14	-19

Table 3.6: 2024 Baseline vs. Demolition and Construction Phase PCU Flows

Link	2024 Future Baseline				Completed Development							
	Two-Way Flow				Two-Way Flow				Difference			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	1136	1172	8508	11345	1159	1191	8731	11569	23	19	223	224
Chalk Farm Road (west)	973	1031	7485	9981	996	1051	7728	10231	23	20	243	250
Juniper Crescent	242	374	2715	3621	276	400	3017	3922	34	26	302	301
Ferdinand St	259	256	1858	2478	259	256	1858	2478	0	0	0	0

Table 3.7: 2024 Baseline vs. Total Completed Development PCU Flows

Link	2024 Future Baseline				Demolition and Construction Phase							
	Two-Way Flow				Two-Way Flow				Difference			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	185	99	719	958	187	99	731	971	2	0	12	13
Chalk Farm Road (west)	147	71	515	686	156	75	915	1096	9	4	400	410
Juniper Crescent	36	28	203	271	28	28	564	632	-8	0	361	361
Ferdinand St	38	28	203	271	38	28	203	271	0	0	0	0

Table 3.8: 2024 Baseline vs. Demolition and Construction Phase HGV Flows

Link	2024 Future Baseline				Completed Development							
	Two-Way Flow				Two-Way Flow				Difference			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	185	99	719	958	189	101	733	972	4	2	14	14
Chalk Farm Road (west)	147	71	515	686	149	71	528	698	2	0	13	12
Juniper Crescent	36	28	203	271	32	29	225	293	-4	1	22	22
Ferdinand St	38	28	203	271	38	28	203	271	0	0	0	0

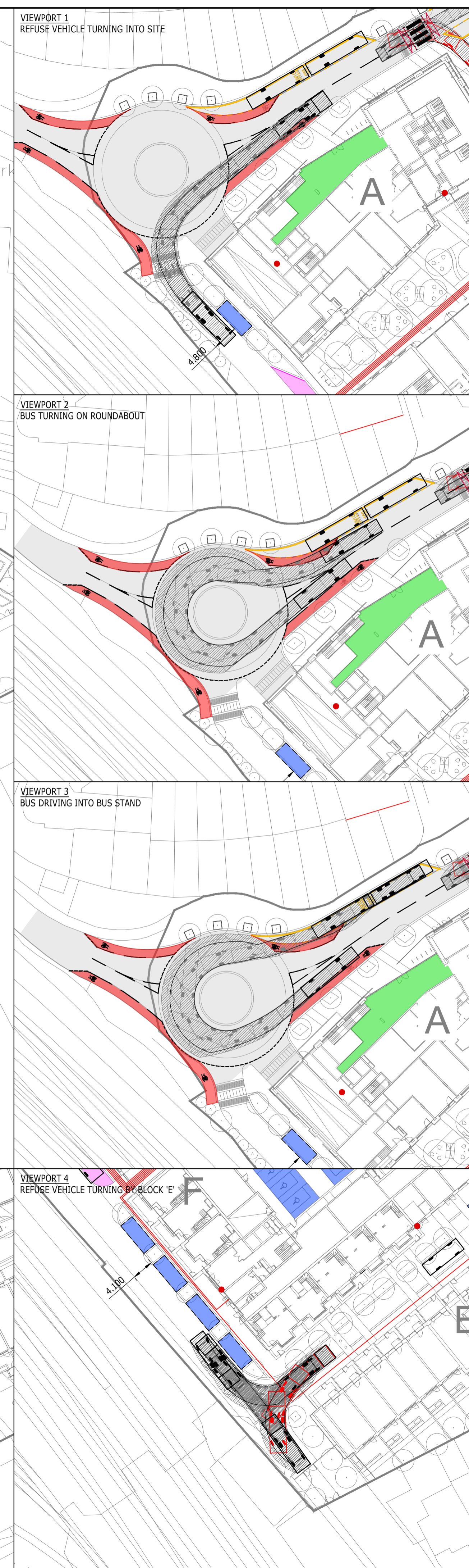
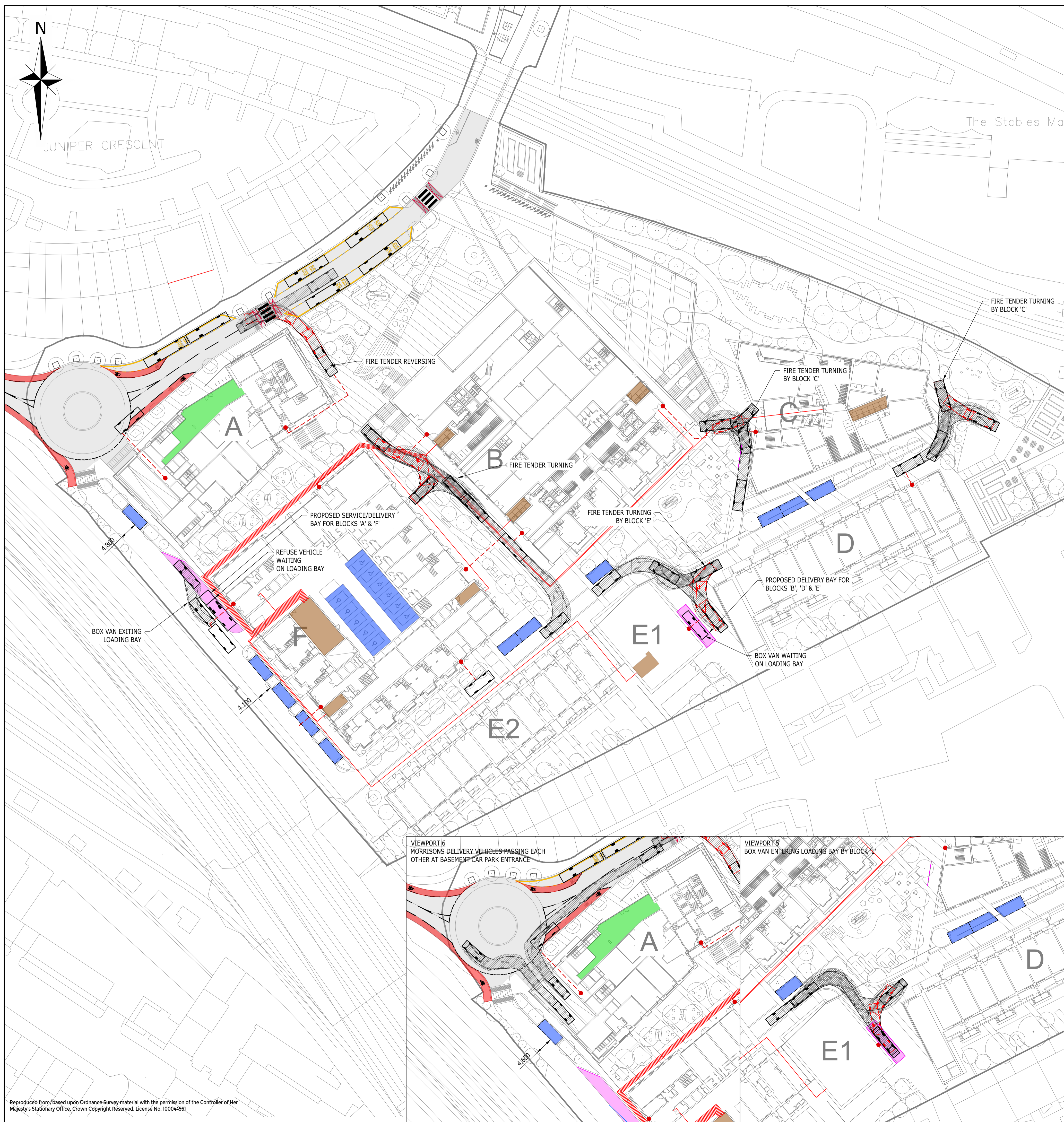
Table 3.9: 2024 Baseline vs. Total Completed Development HGV Flows

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 When compared to the June 2018 consented scheme, this results in an uplift of 71 residential units across the application site. The proposals also look to provide an increase of 783sqm (GEA) to the office / workspace floor areas provided at the application site, and 110sqm (GEA) to the non-food retail floor areas. A full breakdown can be found at **Section 2.0**.
- 4.3 Wider access will continue to be provided from Chalk Farm Road to the north of the application site via a modified signalised junction (currently being progressed and subsequently delivered by Camden). Internally, the access proposals are shown at **Drawing Number 196121-006**, as per the June 2018 consented scheme.
- 4.4 As per the June 2018 consented scheme, the commercial elements of the scheme will not have any access to car parking and will be car-free. In terms of the residential units, the consented scheme provided 20 disabled parking spaces. To allow for the uplift, an additional 3 disabled car parking bays have been provided on-street or within Block F. Within the June 2018 consented scheme, 300 car parking spaces were provided for the Morrisons foodstore within the basement car park. An obligation within the S106 stipulated that the number of 'standard' spaces should be reduced to 252 over three years. Within the latest scheme, it is proposed that 250 standard car parking spaces are provided for the Morrisons store, and therefore aligns with the Council's long-term aspirations for the level of car parking with the scheme.

- 4.5 Cycle parking has been provided as per Condition 25 of the June 2018 consented scheme, with any uplift provided in accordance with the draft New London Plan (Intend to Publish).
- 4.6 A managed refuse strategy is proposed, with refuse collection being undertaken through Block F. Loading bays are provided throughout the application site to ensure that delivery and servicing vehicles can be accommodated. The layout has been designed to ensure that emergency access is achievable across the application site in accordance with British Standards.
- 4.7 This TAA has outlined the trip generation associated with the additional residential units associated with the proposals. It is concluded that the increase in person trip generation would not have an adverse impact on the local highway network. The Morrisons foodstore will provide a reduced number of car parking than the scheme put forward as part of the June 2018 consented scheme. As a result, this report has not considered the impacts of the foodstore and has assumed the impact would be as per the consented, agreed position. This is considered to be a robust assessment as less parking spaces could translate as lower trip generation.
- 4.8 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



	Large Car	4.988m
	Overall Length	1.793m
	Overall Width	2.443m
	Min Body Ground Clearance	0.287m
	Track Width	1.700m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	6.200m
	Single Deck Bus	11.980m
	Overall Length	2.443m
	Overall Width	3.070m
	Min Body Ground Clearance	0.305m
	Track Width	2.322m
	Lock to lock time	6.00s
	Kerb to Kerb Turning Radius	10.368m
	Mercedes Econic 6 x 2 RS	11.300m
	Overall Length	3.800m
	Overall Width	3.800m
	Min Body Ground Clearance	0.304m
	Track Width	2.500m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	9.350m
	Pumping Appliance	7.900m
	Overall Length	2.500m
	Overall Width	3.300m
	Min Body Ground Clearance	0.140m
	Track Width	2.054m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.750m
	7.5t Box Van	8.010m
	Overall Length	2.100m
	Overall Width	3.500m
	Min Body Ground Clearance	0.351m
	Track Width	2.054m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.400m

	SITE BOUNDARY
	DISABLED PARKING SPACES
	CONCIERGE
	BIN STORES
	LOADING BAY
	MAIN ACCESS ROAD
	BIN DRAGGING DISTANCE
	FIRE INLETS & FIRE APPLIANCE ACCESS WITHIN 18m

ON-STREET DISABLED BAY DIMENSIONS:	
	6.600m
	3.700m

Rev	Description	Dn	Chk	App	Date

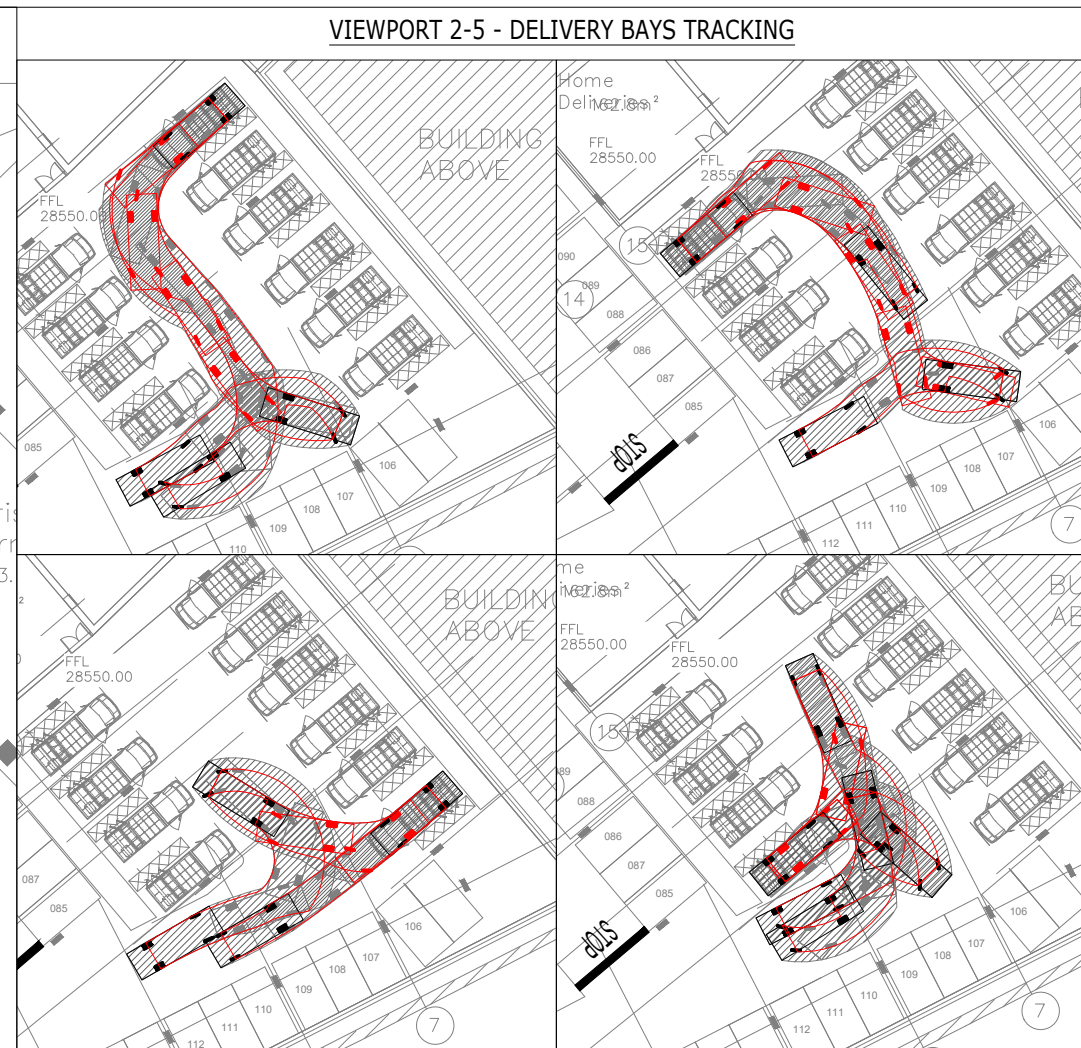
ARDENT CONSULTING ENGINEERS		
Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE		
Tel: 020 7680 4088, Web: www.ardent-ce.co.uk, E-mail: enquiries@ardent-ce.co.uk		
Client: ST GEORGE WEST LONDON LIMITED		
Project Title: CAMDEN GOODS YARD		
Drawing Title: SITE OVERVIEW		
A1 Scale: 1:500	Date: 06.07.20	Designed by: KI
Drawn by: KI	Checked by: PR	Approved by: ATB
Drawing Number: 196121-006		Rev: -

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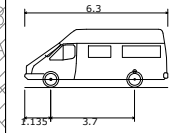
VIEWPORT 1 - CAR PARK TRACKING



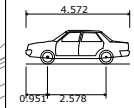
VIEWPORT 2-5 - DELIVERY BAYS TRACKING



VEHICLE USED:



Morrisons Delivery Van
 Overall Length 6.300m
 Overall Width 2.000m
 Overall Body Height 2.567m
 Min Body Ground Clearance 0.340m
 Track Width 2.000m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m

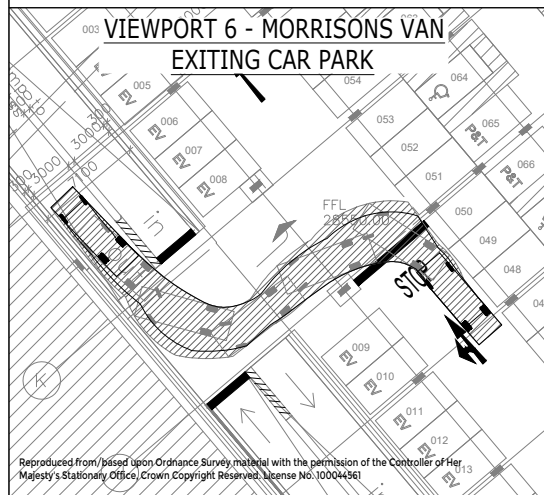


Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

NOTES:

1. SIGNAGE TO BE CONFIRMED AT LATER STAGE.
2. INDICATIVE ROAD MARKINGS - SUBJECT TO CONFIRMATION AT DETAIL DESIGN.

DRAFT



Rev	Description	Drn	Chk	App	Date
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 E-mail: enquiries@ardent-ce.co.uk



Client

ST GEORGE WEST LONDON LIMITED

Project Title:

CAMDEN GOODS YARD

Drawing Title:

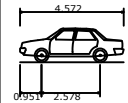
CAR PARK LAYOUT REVIEW
 - BASEMENT SUPERMARKET LEVEL

A3 Scale	Date	Designed by
1:500	06.07.20	KI
Drawn by	Checked by	Approved by
KI	PR	ATB
Drawing Number	196121-007	
	Rev -	

VIEWPORT 1 - CAR PARK TRACKING



VEHICLE USED:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.757m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

NOTES:

1. SIGNAGE TO BE CONFIRMED AT LATER STAGE.
2. INDICATIVE ROAD MARKINGS - SUBJECT TO CONFIRMATION AT DETAIL DESIGN.

DRAFT

Rev	Description	Drn	Chk	App	Date
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Client

ST GEORGE WEST LONDON LIMITED

Project Title:

CAMDEN GOODS YARD

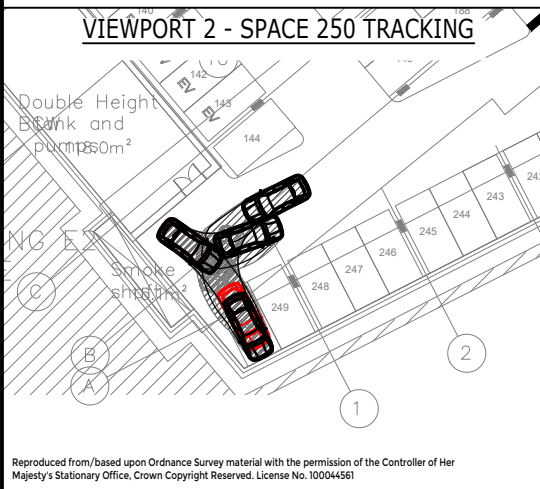
Drawing Title:

**CAR PARK LAYOUT REVIEW
 - LOWER BASEMENT LEVEL**

A3 Scale	Date	Designed by
1:500	06.07.20	KI

Drawn by	Checked by	Approved by
KI	PR	ATB

Drawing Number	Rev
196121-008	-



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Appendix A
Latest Plans



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

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P2	07/20	ISSUED FOR PLANNING	TH1

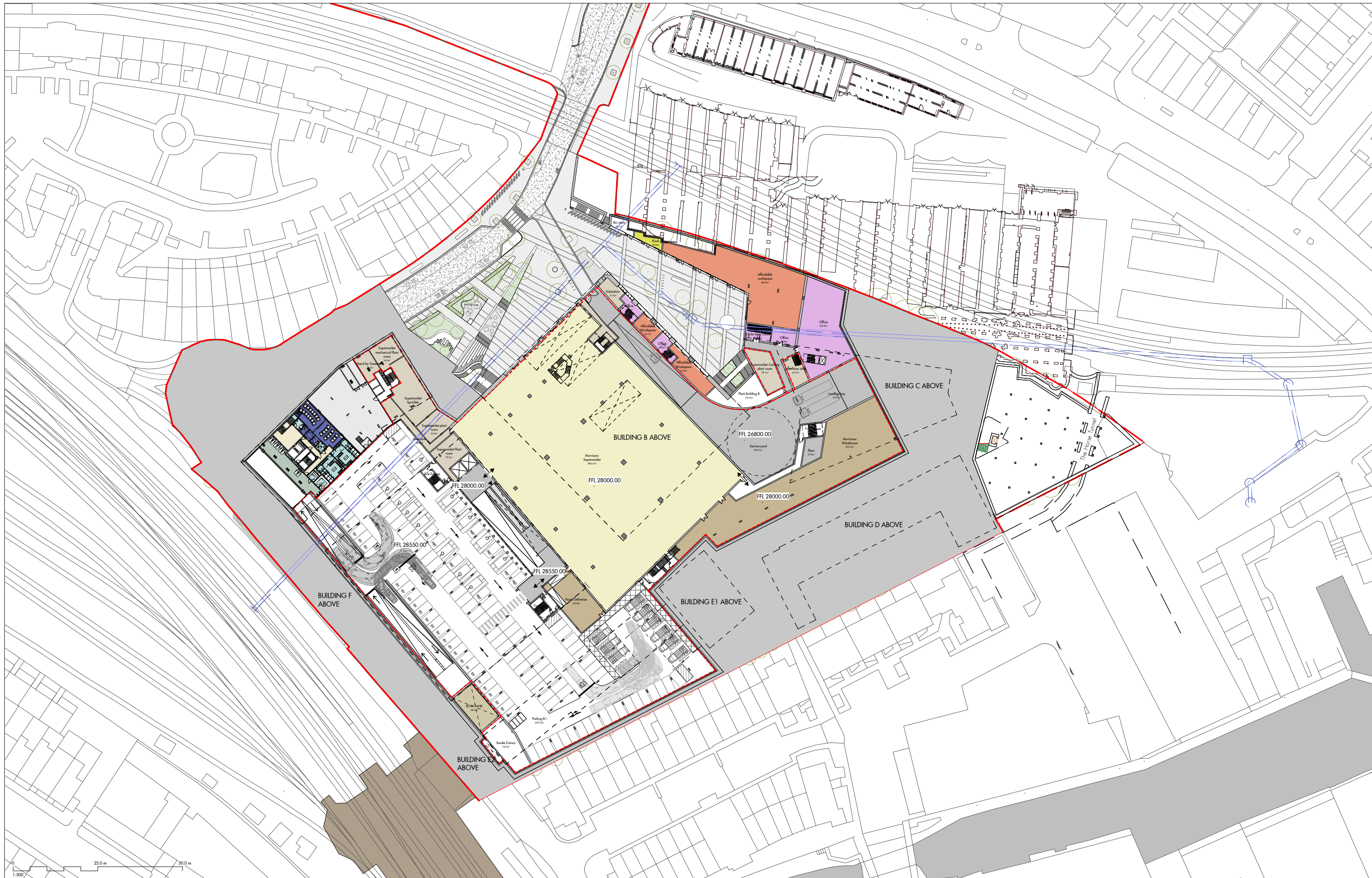
RESIDENTIAL	OTHER USES
Affordable rental	Minimum Side Area
Intermediate and	Minimum Core
Residential	Minimum Shell
Residential Parking	Minimum back of house
Residential Office	Minimum Parking

PS bank	Bank
Office	Workshops
All workspaces	

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 facsimile 020 7921 0101
 email studio@alliesandmorrison.com

A&M JOB No: 1095

Camden Goods Yard : Master
LOWER CAR PARKING PLAN
 MASTERPLAN DRAWINGS TENURE
 1095_00_07_098
 SCALE 1 : 500 @A1 1 : 1000 @A3



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

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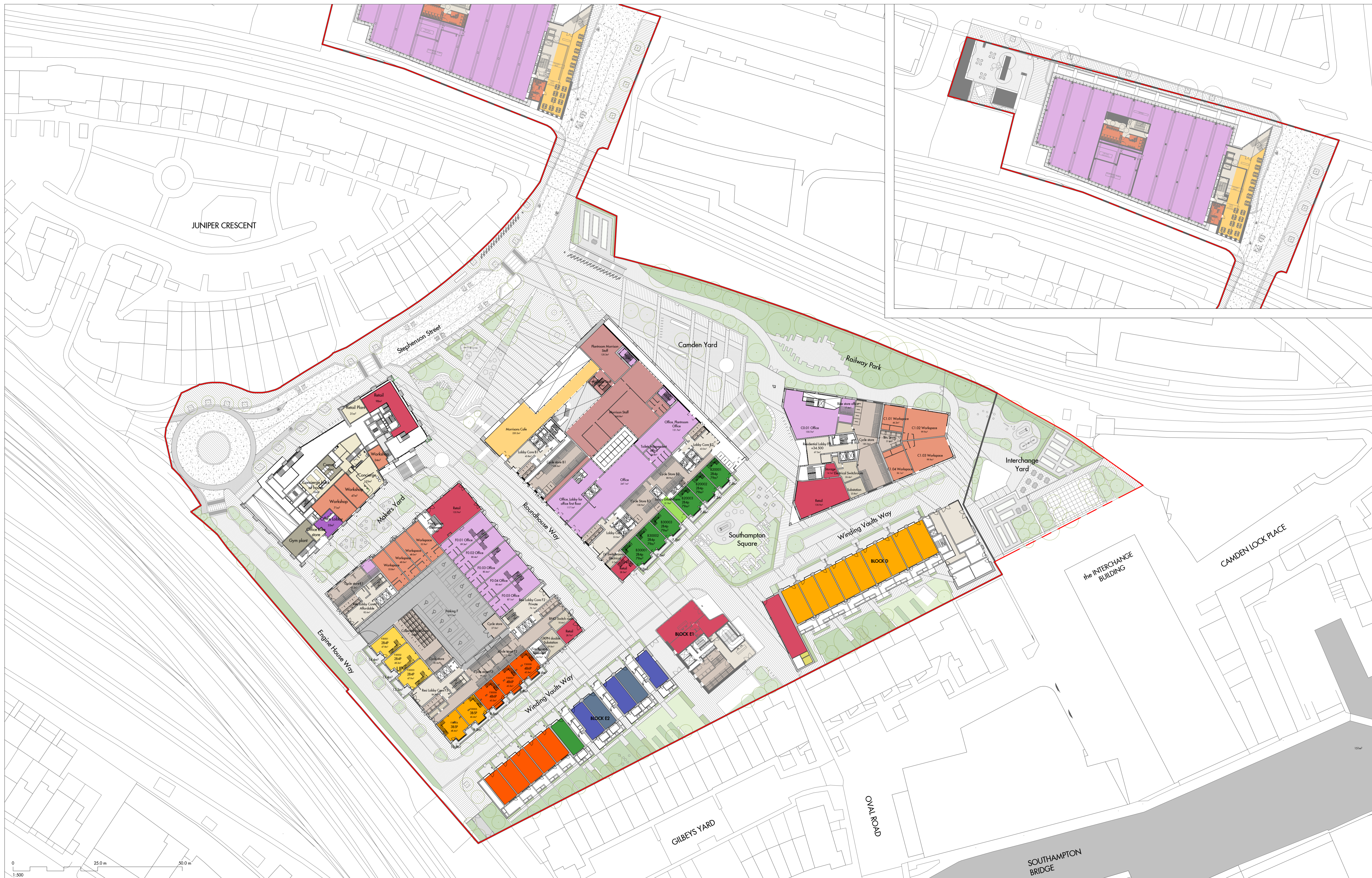
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P2	03/10/17	ISSUED FOR PLANNING AMENDMENTS	MCGJ
P3	11/10/17	ISSUED FOR PLANNING AMENDMENTS	MCGJ
P4	07/20	ISSUED FOR PLANNING	HBI

RESIDENTIAL		OTHER USES	
Accessible	Yellow	Minimum Side Area	Light Yellow
Workshop	Orange	Minimum Core	Light Orange
Intermediate	Green	Minimum Cell	Light Green
Accidental	Light Green	Minimum Shaft	Light Purple
Residential Parking	Dark Green	Minimum Back of House	Light Blue
Residential Office	Light Blue	Minimum Parking	Light Brown

FFS tank	Red
Basin	Purple
Office	Pink
Workshop	Orange
All workshop	Dark Orange

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Camden Goods Yard : Master
LOWER GROUND FLOOR PLAN
MASTERPLAN DRAWINGS TENURE
 1095_00_07_099
 SCALE 1 : 500 @A1 1 : 1000 @A3



REV	DATE	DESCRIPTION	CKD
P1	30/06/17	ISSUED FOR PLANNING	MCJ
P2	03/10/17	ISSUED FOR PLANNING - AMENDMENTS	MCJ
P3	11/10/17	ISSUED FOR PLANNING - AMENDMENTS	MCJ
P4	07/20	ISSUED FOR PLANNING	FH1

RESIDENTIAL	OTHER USES
Attractive residential	Attractive Office
Intermediate residential	Attractive Office
Residential	Attractive Office
Residential Parking	Attractive Office
Residential Office	Attractive Office

PSB look	Retail
Office	Workshop
All-workspace	

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

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Camden Goods Yard : Master
GROUND FLOOR PLAN
 MASTERPLAN DRAWINGS TENURE
 1095_00_07_100
 SCALE 1 : 500 @A1 1 : 1000 @A3

Appendix B
Plans from Original Consent Application