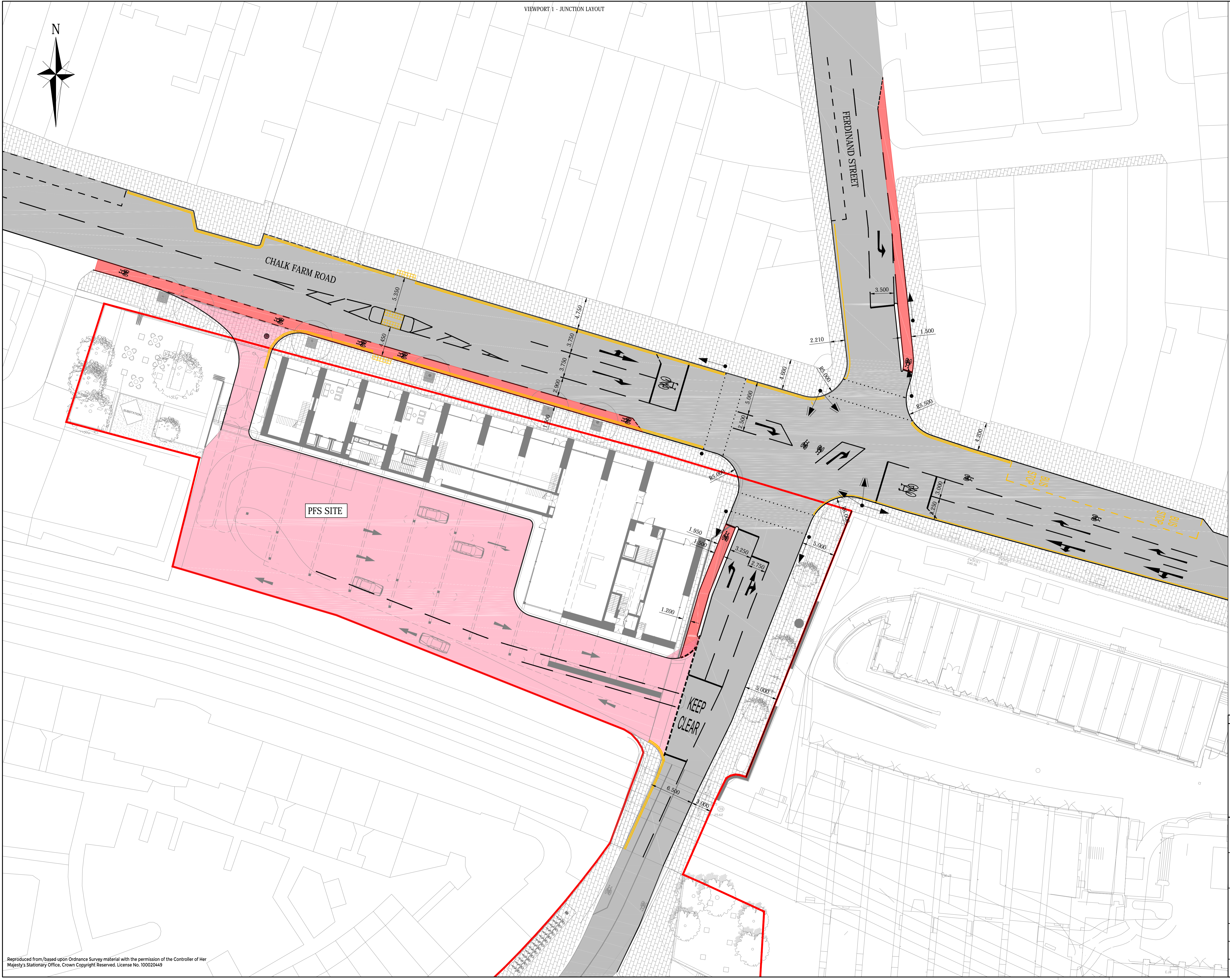


KEY:

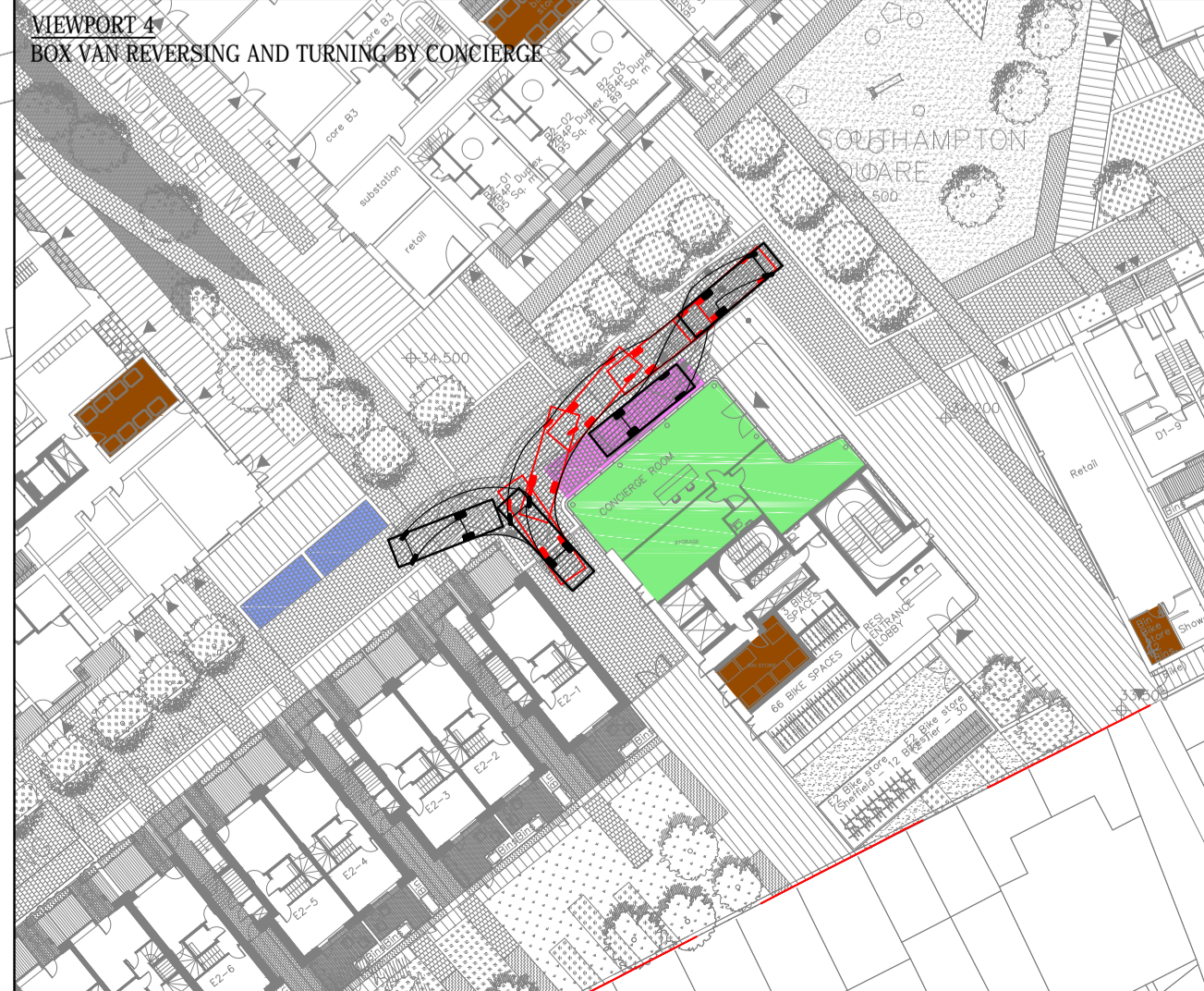
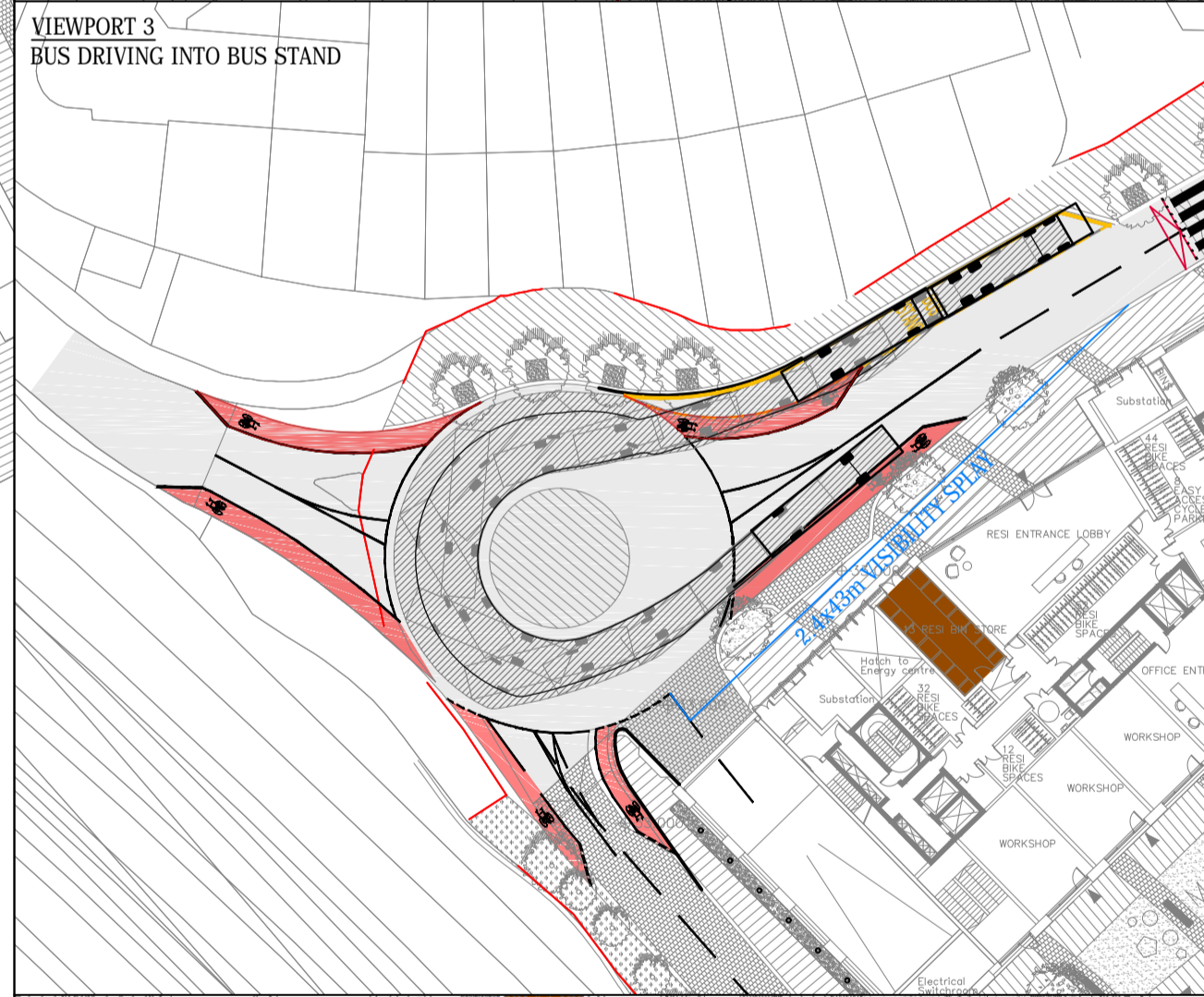
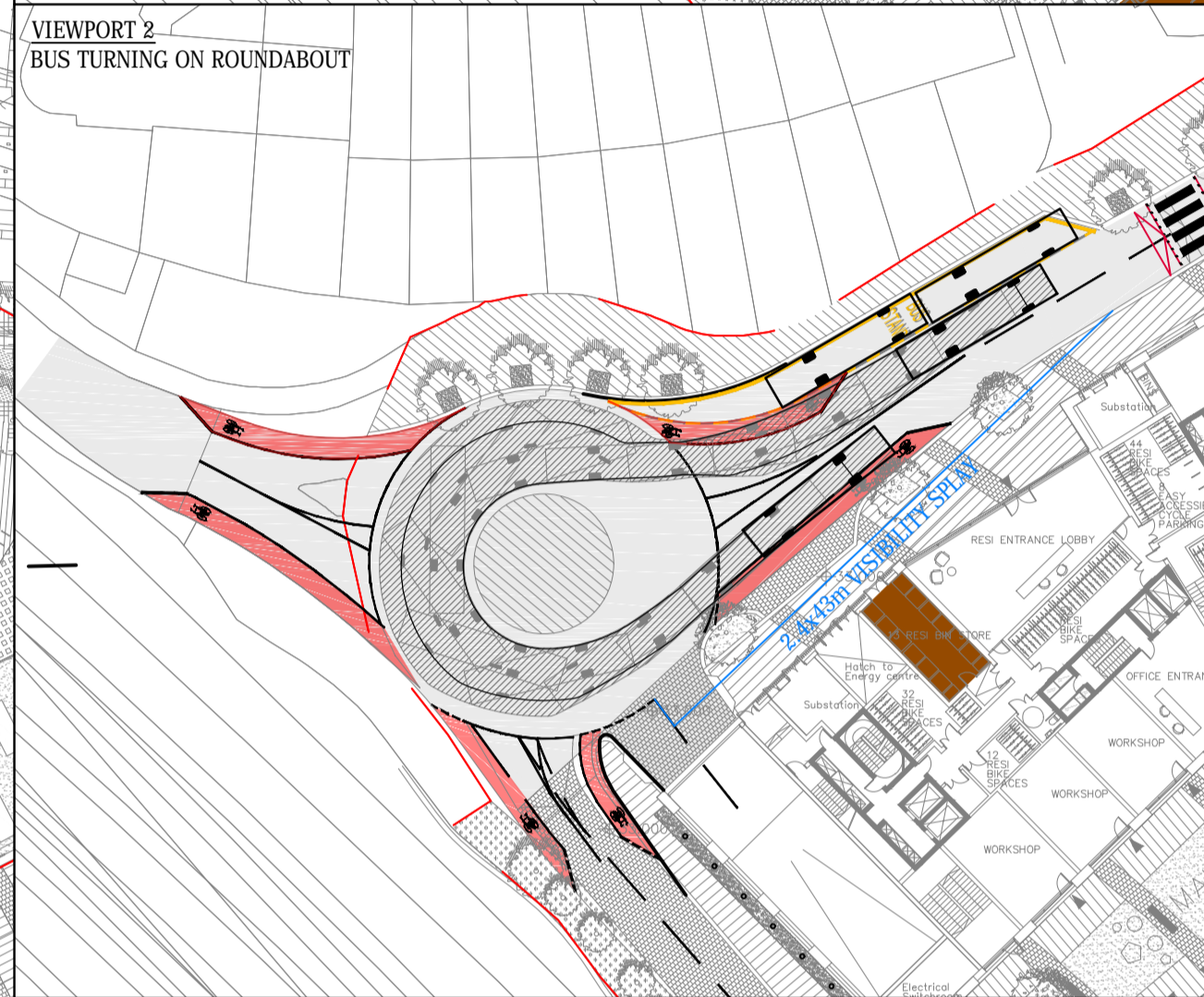
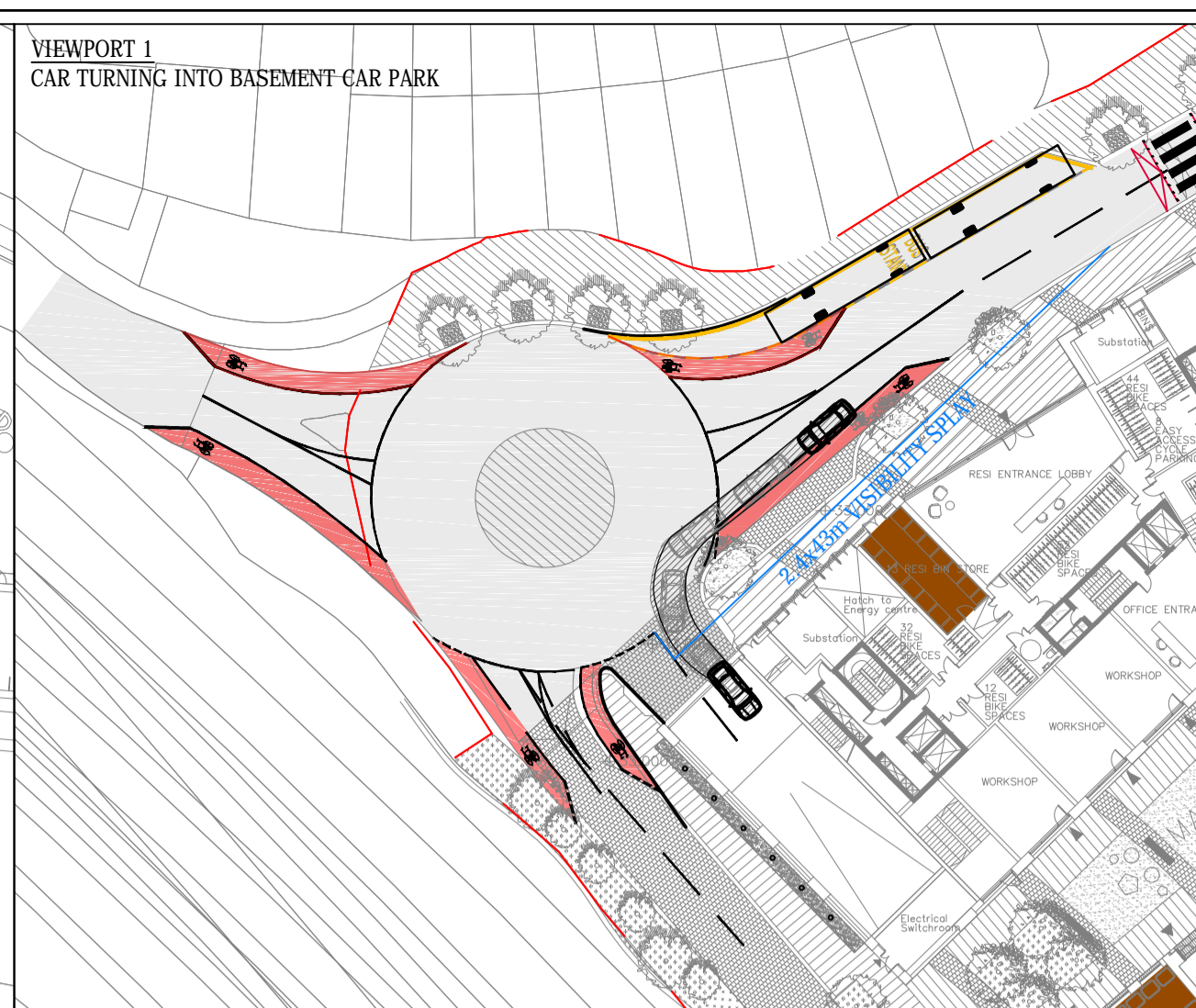
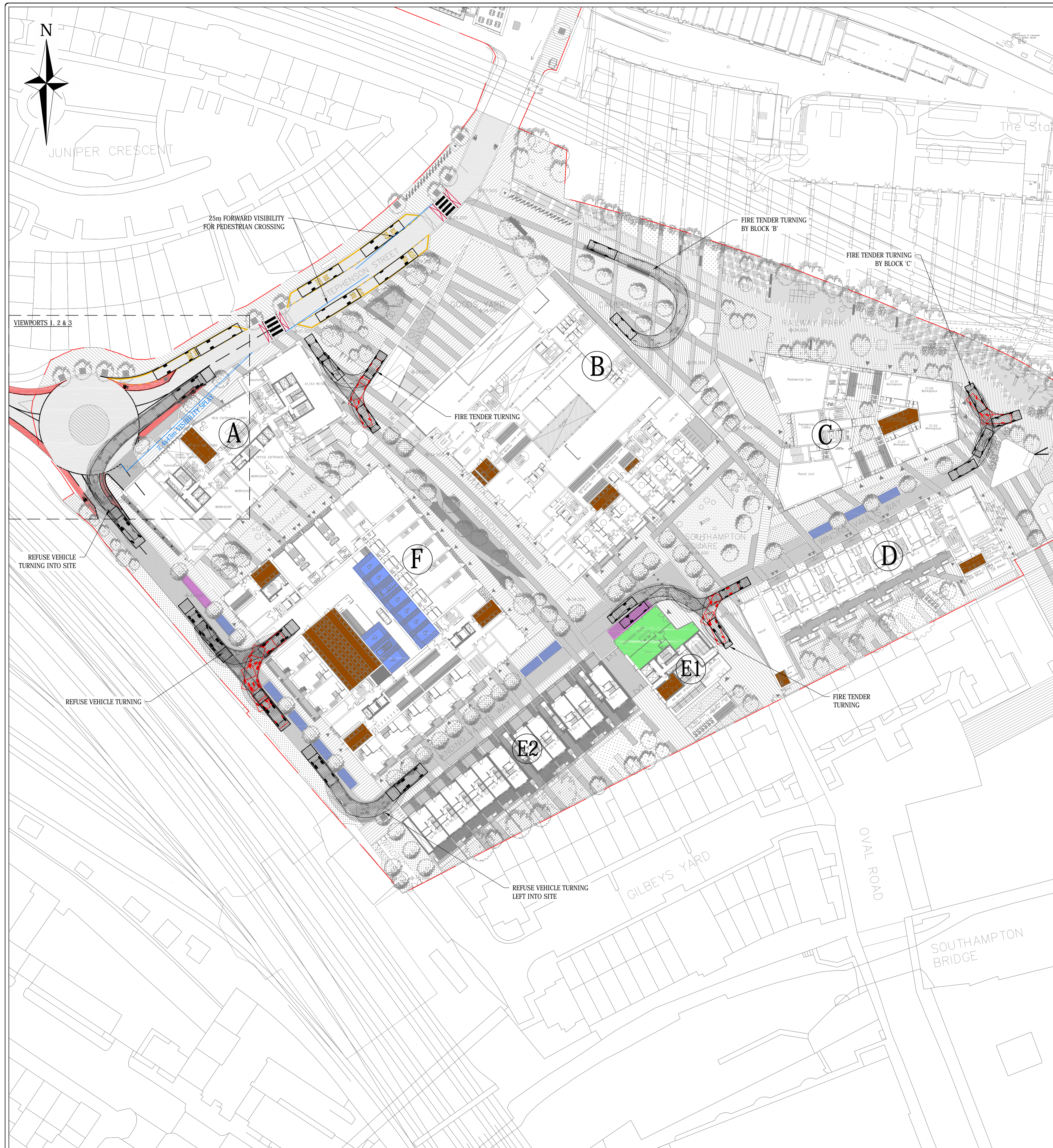
- SITE BOUNDARY
- ROAD MARKINGS
- PRIMARY TRAFFIC SIGNALS
- SECONDARY TRAFFIC SIGNALS

NOTE:
SEE DRAWINGS 160630-010 AND 160630-011 FOR TRACKING.



ISSUED FOR APPROVAL

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS					
Suite 207 One Ale Street London E1 8DE Tel: 020 7680 4088 Fax: 020 7488 3736 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
Client: SAFeway STORES LIMITED AND BDW TRADING LIMITED					
Project Title: CAMDEN MORRISONS					
Drawing Title: CHALK FARM RD SIGNALISED JUNCTION					
A1 Scale	Date	Designed by		KI	
1:250	JUNE 2017	KI		KI	
Drawn by	Checked by	Approved by		SJH	
KI	ATB	SJH		SJH	
Drawing Number: 160630-009					Rev: —



NOTES:

VEHICLES USED:

	Large Car	4.988m
	Overall Length	1.793m
	Overall Width	2.440m
	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	2.440m
	Overall Width	3.070m
	Min Body Ground Clearance	0.306m
	Track Width	2.322m
	Lock to Lock Time	6.50s
	Kerb to Kerb Turning Radius	10.368m
	Mercedes Eonic 6 x 2 RS	11.300m
	Overall Length	3.000m
	Overall Width	3.800m
	Min Body Ground Clearance	0.304m
	Track Width	2.400m
	Lock to Lock Time	4.00s
	Kerb to Kerb Turning Radius	6.350m
	Fire Tender	7.334m
	Overall Length	2.285m
	Overall Width	3.455m
	Min Body Ground Clearance	0.380m
	Track Width	2.284m
	Lock to Lock Time	5.00s
	Kerb to Kerb Turning Radius	8.000m
	7.5t Box Van	8.010m
	Overall Length	2.100m
	Overall Width	3.455m
	Min Body Ground Clearance	0.351m
	Track Width	2.084m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.400m

KEY:

- ▭ SITE BOUNDARY
- ▭ DISABLED PARKING SPACES (10+10=20 SPACES)
- ▭ CONCERGE
- ▭ BIN STORES
- ▭ LOADING BAY

ISSUED FOR APPROVAL

B LAYOUT AMENDED	KI	AB	SH	22/06/17
A LAYOUT AMENDED	KI	AB	SH	07/06/17
REV AMENDMENTS	DRS	CHK	APP	DATE

ARDENT CONSULTING ENGINEERS

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CLIENT: **SAFEBAY STORES LIMITED AND BDW TRADING LIMITED**

PROJECT TITLE: **CAMDEN MORRISONS**

DRAWING TITLE: **HIGHWAY LAYOUT**

SCALE: 1:500@A1	DATE: 19.04.17	DESIGNED: AA
DRAWN: AA	CHECKED: AB	APPROVED: SJH
DRAWING NO. 160630-006		REV: B

Appendix C
'Appendix H Cycle Parking Strategy'

Camden Goods Yard - Cycle Parking Strategy

The following note provides further information requested by the London Borough of Camden (LBC) regarding the Cycle Parking Strategy for the development as a whole, focussing on long-stay parking provision.

Block Breakdown: (all areas refer to GIA based upon the accommodation schedule)

Block A:

- 107 residential units (all private)
- 177sqm A1/A3 Retail
- 1,135sqm Office
- 145sqm Workshop

Block B:

- 128 residential units (88 private and 40 intermediate rented)
- 47sqm A1/A3 Retail
- 2,749sqm Office
- 104sqm Workshop
- 1,047sqm Urban Farm

Block C:

- 82 residential units (all private)
- 153sqm A1/A3 Retail
- 465sqm Affordable Workspaces
- 305sqm Workshop

Block D:

- 42 residential units (33 private and 9 affordable rented)
- 118sqm A1/A3 Retail

Block E1:

- 50 residential units (all private)

Block E2:

- 23 residential units (6 private, 8 affordable rented, 9 intermediate rented)

Block F:

- 141 residential units (56 private, 85 affordable rented)
- 177sqm A1/A3 Retail
- 639sqm Office
- 217sqm Workshop

Basement:

- 3,591sqm Morrisons store
- 637sqm Warehouse
- 89sqm Workspace
- 465sqm Affordable Workspace
- 339sqm Residential Sport Facility
- 13sqm Café/Kiosk

PFS:

- 6,873sqm Office
- 360sqm PFS Kiosk
- 801sqm Café/Restaurant
- 285sqm Retail
- 723sqm Other

Cycle Parking Summary:

RESIDENTIAL CYCLE PARKING PROVISION - BLOCK BY BLOCK				
	2-TIER STANDS	ACCESSIBLE STANDS (I.E. SHEFFIELD STANDS)	TOTAL STANDS	TOTAL PARKING
Block A	67	7	74 stands	148 parking
Block B	102	7	109 stands	218 parking
Block C	62	4	66 stands	132 parking
Block D	26	4	30 stands	60 parking
Block E1	33	0	33 stands	66 parking
Block E2	15	6	21 stands	42 parking
Block F	106	17	123 stands	246 parking
TOTAL	411	45	456 STANDS	912 PARKING

LONG STAY CYCLE PARKING PROVISION - OTHER USES					
	Office	Retail	Workspaces	Morrisons	Total block
Block A	10	2			12
Block B*	21			18	39
Block C*		2	6		8
Block D		2			2
Block E1					0
Block E2					0
Block F	10	2			12
PFS	46				46
TOTAL PARKING					119

The cycle parking for the office space of block B, Morrisons staff and for the affordable workspace is located on a "cycle hub" accessible from Camden Yard

- Cycle parking comprises a mix of 2-tier Josta cycle racks, along with accessible stands in the form of Sheffield Stands

Block A

- 148 residential cycle spaces (of which 14 are 'accessible' spaces)
- 10 office cycle spaces
- 2 Retail cycle spaces
- There are stairs located adjacent to the office spaces to the south of the block; however, these can also be reached via the road to the west.

Block B

- 218 residential cycle spaces (of which 14 are 'accessible' spaces)
- 21 office cycle spaces
- 18 morrisons cycle spaces
- There are stairs located adjacent to the Morrisons store to the southwest, as well as to the northeast of the block.

Block C

- 132 residential cycle spaces (8 are 'accessible' spaces).
- 6 cycle spaces in the workshop.
- 2 cycle spaces in the retail store.

- Bike users would walk through the units in order to reach the cycle stores for the residential gym and retail store.

Block D

- 60 cycle spaces (of which 8 are 'accessible' spaces)
- 2 cycle spaces in the retail unit.
- Inside bike stores are 2 tiered
- Outdoor bike spaces are provided in the form of Sheffield stands, and provide 8 bikes.
- 4 Stores (1 outside, 3 inside)

Block E1

- 66 cycle spaces (none are 'accessible' spaces)
- There are stairs located adjacent to the office spaces to the south of the block; however, it these spaces can also be reached via the road to the west.

Block E2

- There are no cycle spaces located in the block due to the limited footprint of the building. However, 42 cycle spaces are located adjacent to Block E1 that are dedicated for Block E2.
- 12 spaces are 'accessible', while 30 are two-tiered.

Block F

- 246 residential cycle spaces (34 of which are 'accessible' spaces)
- 10 spaces for Office (located within the car park)
- 2 spaces for Retail

PFS

- 46 cycle spaces for Offices/PFS

Summary

- The masterplan shows that 3 spaces are located within Block E1 that are accessible.
- Block E1 and E2 can use both stores.

Clarification on Specified Areas

As per Camden Council's feedback notes, the following section seeks to clarify the strategy for areas of the site which area unclear from the masterplan. All figures discussed below refer to the comments from LBCs Transport Assessment feedback form. Text in red is the query from LBC, while the text in blue provides further comment on the query.

Figure 1

- **The 10 offices spaces, unclear how much office this is to provide for, if it's step free access and where the show facilities are.** This caters for all of the office space in Block A; it can be step free if cyclists travel from the carriageway to the west. No shower facilities yet confirmed.

Figure 2

- **Which office spacer is this for?** It is envisaged that office staff will use the residential lobby in order to access the office spaces at the eastern edge of Block F
- **Is it secured, as it is a share space with the residential car parking.** Cycle store include door which could be used for restricted access.

- Where are the showers located and what is the method of access? Not yet confirmed

Figure 3

- 3 bike spaces: this appears to be wall hooks, but is unclear. Wall hooks do not meet Camden's design guidance. Accessible spaces (Sheffield Stands) – shown closer to wall than required.
- Which office is this for? Where are the showers? Not yet confirmed

Figure 4

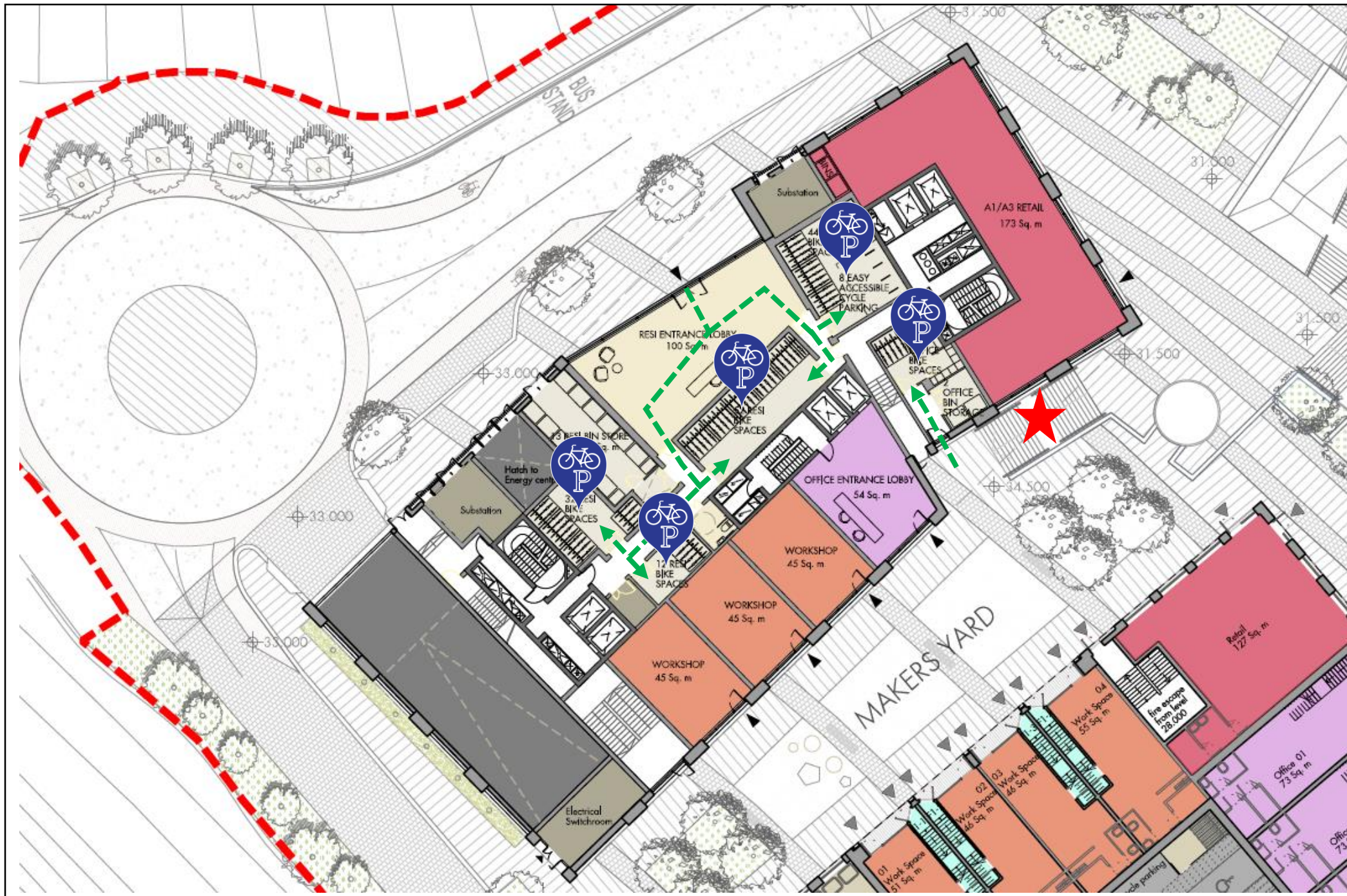
- Please include bins in the design, it is not considered good quality parking if people need to move bins out the way to get to their bike. Please find alternative. Bins would be positioned at side of Josta rack and so should not obstruct access.

Figure 5

- Are these covered and secured? If so how? We want to avoid people walking off the street and having access to the storage area. Access to the cycle parking would be within the building with controlled access.

Figure 6

- Details of storage not included. 21 office spaces in this store.



BLOCK A

Bike Parking -



Route -



Stairs -




Showers -

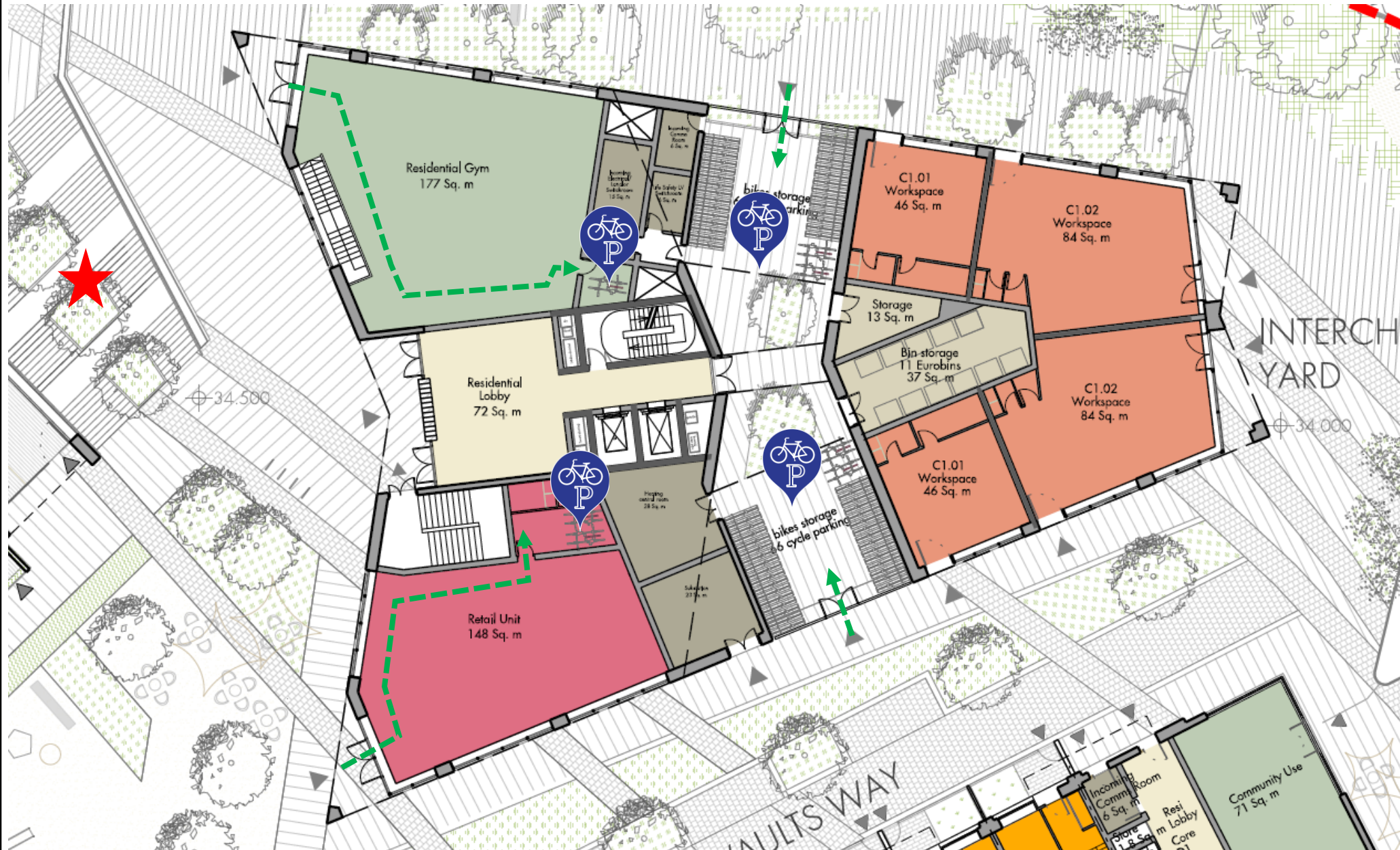








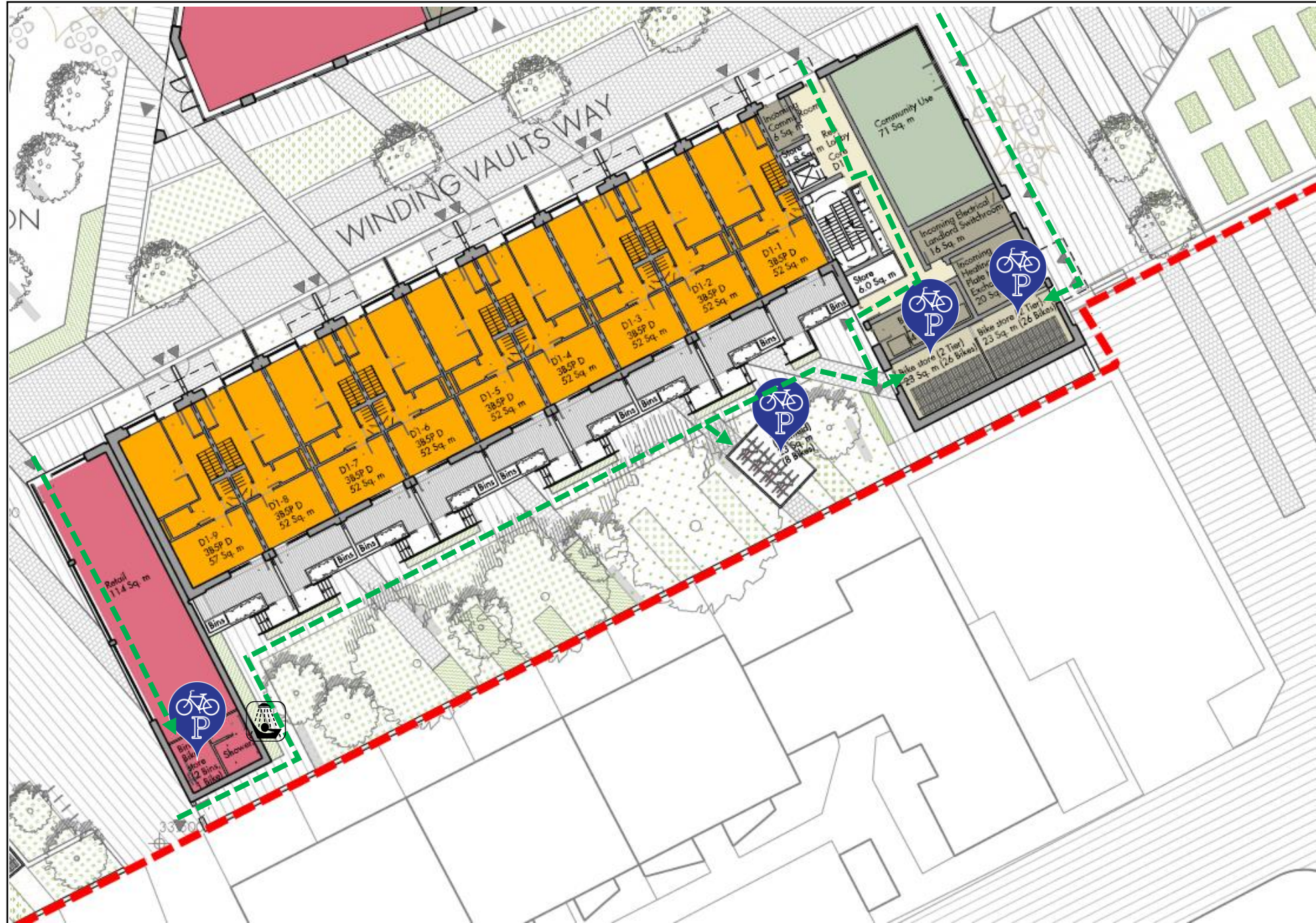
BLOCK B

- Bike Parking - 
- Route - 
- Stairs - 
- Showers - 

BLOCK C



- Bike Parking - 
- Route - 
- Stairs - 
- Showers - 



BLOCK D

Bike Parking -



Route -



Stairs -



Showers -









BLOCK E1


- Bike Parking -
- Route -
- Stairs -
- Showers -



BLOCK F


- Bike Parking - 
- Route - 
- Stairs - 
- Showers - 

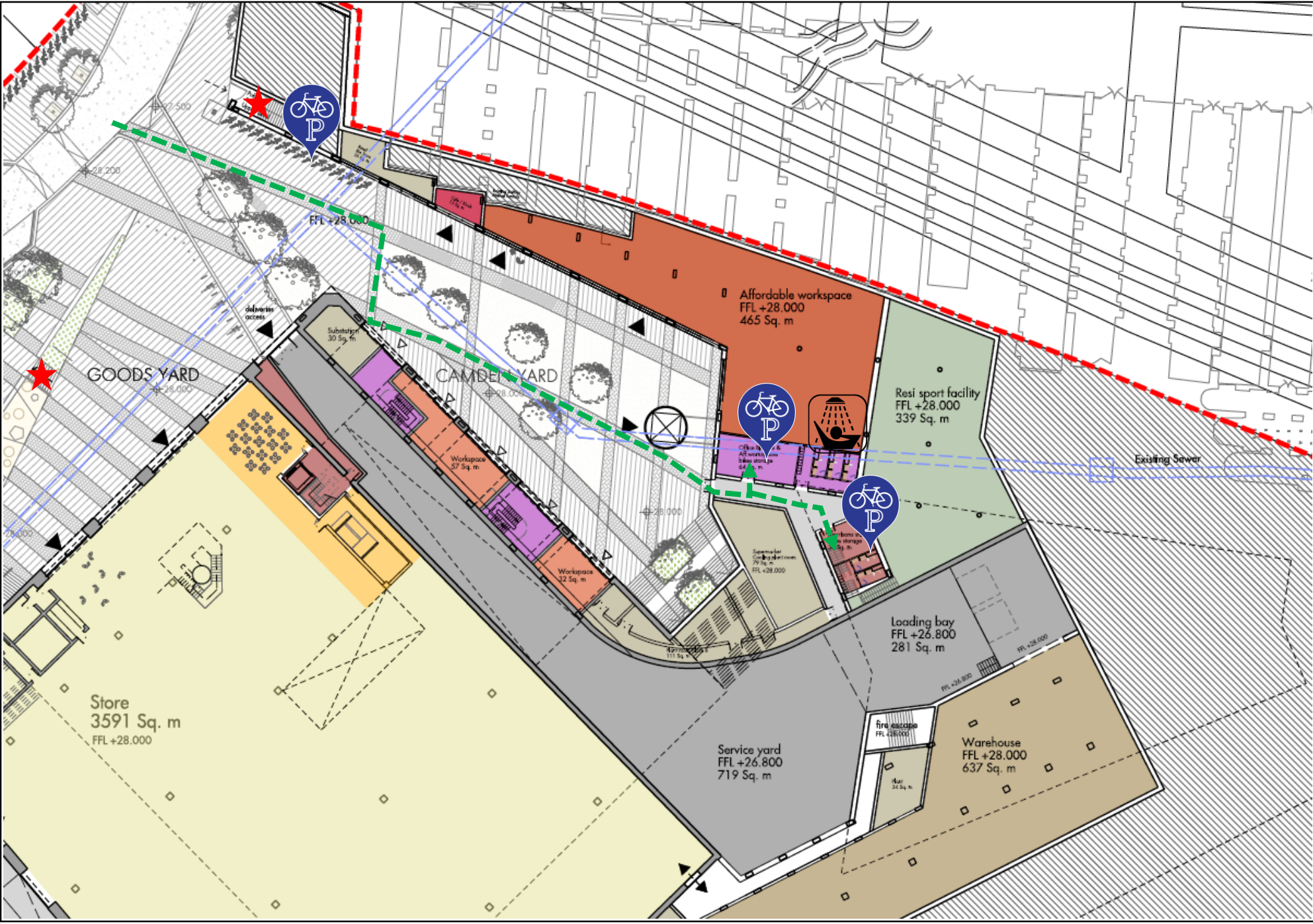
BASEMENT

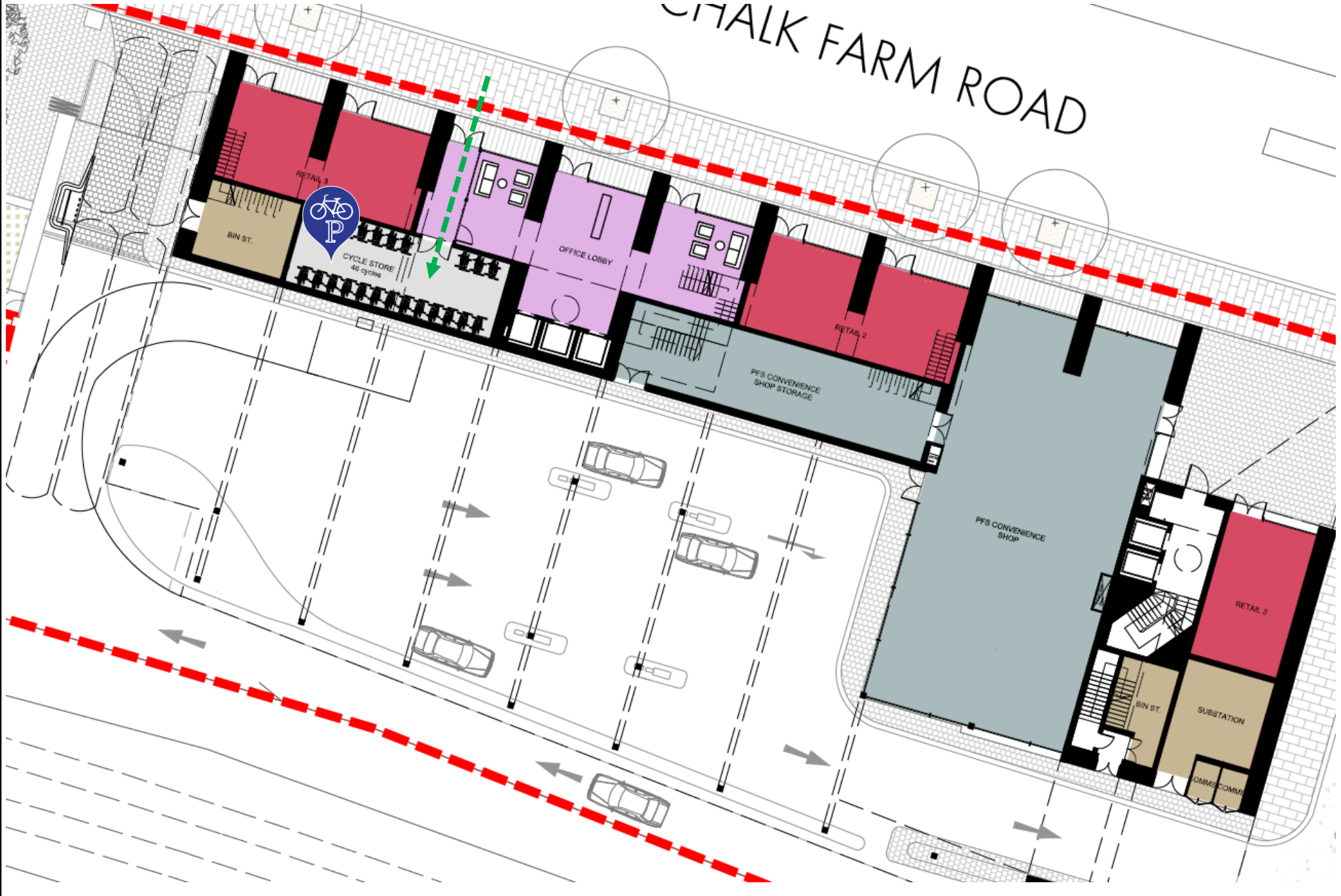
Bike Parking - 

Route - 

Stairs - 

Showers - 





PFS

Bike
Parking -



Route -



Stairs -



Showers -



Appendix D
Traffic Flow Information

Link	2024 Future Baseline				Demolition and Construction Phase								Completed Development															
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	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	-14.26%	-13.40%	-9.87%	-12.42%	1159	1191	8731	11569	23	19	223	224	2.02%	1.62%	2.62%	1.97%
Chalk Farm Road (west)	973	1031	7485	9981	821	896	7539	9523	-152	-135	54	-458	-15.62%	-13.09%	0.72%	-4.59%	996	1051	7728	10231	23	20	243	250	2.36%	1.94%	3.25%	2.50%
Juniper Crescent	242	374	2715	3621	73	69	1221	1388	-169	-305	-1494	-2233	-69.83%	-81.55%	-55.03%	-61.67%	276	400	3017	3922	34	26	302	301	14.05%	6.95%	11.12%	8.31%
Ferdinand St	259	256	1858	2478	258	254	1844	2459	-1	-2	-14	-19	-0.39%	-0.78%	-0.75%	-0.77%	259	256	1858	2478	0	0	0	0	0.00%	0.00%	0.00%	0.00%

Link	2024 Future Baseline				Demolition and Construction Phase (inc. cumulative impact of HS2 and committed development construction traffic)								Completed Development (inc. cumulative impact of HS2 and committed development construction traffic)															
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	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	8064	10332	-162	-157	-444	-1013	-14.26%	-13.40%	-5.22%	-8.93%	1159	1191	9011	11849	23	19	503	504	2.02%	1.62%	5.91%	4.44%
Chalk Farm Road (west)	973	1031	7485	9981	821	896	7795	9779	-152	-135	310	-202	-15.62%	-13.09%	4.14%	-2.02%	996	1051	7868	10371	23	20	383	390	2.36%	1.94%	5.12%	3.91%
Juniper Crescent	242	374	2715	3621	73	69	1641	1808	-169	-305	-1074	-1813	-69.83%	-81.55%	-39.56%	-50.07%	276	400	3437	4342	34	26	722	721	14.05%	6.95%	26.59%	19.91%
Ferdinand St	259	256	1858	2478	258	254	1844	2459	-1	-2	-14	-19	-0.39%	-0.78%	-0.75%	-0.77%	259	256	1858	2478	0	0	0	0	0.00%	0.00%	0.00%	0.00%

CAMDEN GOODS YARD NET CHANGE IN PCU VEHICLE MOVEMENTS

Link	2024 Future Baseline				Demolition and Construction Phase								Completed Development															
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	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	1.08%	0.00%	1.67%	1.36%	189	101	733	972	4	2	14	14	2.16%	2.02%	1.95%	1.46%
Chalk Farm Road (west)	147	71	515	686	156	75	915	1096	9	4	400	410	6.12%	5.63%	77.67%	59.77%	149	71	528	698	2	0	13	12	1.36%	0.00%	2.52%	1.75%
Juniper Crescent	36	28	203	271	28	28	564	632	-8	0	361	361	-22.22%	0.00%	177.83%	133.21%	32	29	225	293	-4	1	22	22	-11.11%	3.57%	10.84%	8.12%
Ferdinand St	38	28	203	271	38	28	203	271	0	0	0	0	0.00%	0.00%	0.00%	0.00%	38	28	203	271	0	0	0	0	0.00%	0.00%	0.00%	0.00%

Link	2024 Future Baseline				Demolition and Construction Phase (inc. cumulative impact of HS2 and committed development construction traffic)								Completed Development (inc. cumulative impact of HS2 and committed development construction traffic)															
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	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	929	1169	2	0	210	211	1.08%	0.00%	29.21%	22.03%	189	101	873	1112	4	2	154	154	2.16%	2.02%	21.42%	16.08%
Chalk Farm Road (west)	147	71	515	686	156	75	1043	1224	9	4	528	538	6.12%	5.63%	102.52%	78.43%	149	71	598	768	2	0	83	82	1.36%	0.00%	16.12%	11.95%
Juniper Crescent	36	28	203	271	28	28	774	842	-8	0	571	571	-22.22%	0.00%	281.28%	210.70%	32	29	435	503	-4	1	232	232	-11.11%	3.57%	114.29%	85.61%
Ferdinand St	38	28	203	271	38	28	203	271	0	0	0	0	0.00%	0.00%	0.00%	0.00%	38	28	203	271	0	0	0	0	0.00%	0.00%	0.00%	0.00%

CAMDEN GOODS YARD NET CHANGE IN HGV VEHICLE MOVEMENTS (+3.5t vehicle weight)

Link	2024 Future Baseline				Demolition and Construction Phase												Completed Development											
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	0	0	0	0	-5	-7	-94	-94	-5	-7	-94	-94	-0.44%	-0.60%	-1.10%	-0.83%	3	1	15	15	3	1	15	15	0.26%	0.09%	0.18%	0.13%
Chalk Farm Road (west)	0	0	0	0	-6	-7	286	286	-6	-7	286	286	-0.62%	-0.68%	3.82%	2.87%	2	1	17	17	2	1	17	17	0.21%	0.10%	0.23%	0.17%
Juniper Crescent	0	0	0	0	0	0	380	380	0	0	380	380	0.00%	0.00%	14.00%	10.49%	5	2	32	32	5	2	32	32	2.07%	0.53%	1.18%	0.88%
Ferdinand St	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%

Link	2024 Future Baseline				Demolition and Construction Phase (inc. cumulative impact of HS2 and committed development construction traffic)												Completed Development (inc. cumulative impact of HS2 and committed development construction traffic)											
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	0	0	0	0	-5	-7	-94	-94	-5	-7	-94	-94	-0.44%	-0.60%	-1.10%	-0.83%	3	1	15	15	3	1	15	15	0.26%	0.09%	0.18%	0.13%
Chalk Farm Road (west)	0	0	0	0	-6	-7	286	286	-6	-7	286	286	-0.62%	-0.68%	3.82%	2.87%	2	1	17	17	2	1	17	17	0.21%	0.10%	0.23%	0.17%
Juniper Crescent	0	0	0	0	0	0	380	380	0	0	380	380	0.00%	0.00%	14.00%	10.49%	5	2	32	32	5	2	32	32	2.07%	0.53%	1.18%	0.88%
Ferdinand St	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%

CAMDEN GOODS YARD NET CHANGE IN PCU VEHICLE MOVEMENTS - CHANGES COMPARED WITH 2018 CONSENTED SCHEME

Link	2024 Future Baseline				Demolition and Construction Phase												Completed Development											
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	0	0	0	0	-1	-1	-2	-2	-1	-1	-2	-2	-0.54%	-1.01%	-0.28%	-0.21%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%
Chalk Farm Road (west)	0	0	0	0	0	0	186	186	0	0	186	186	0.00%	0.00%	36.12%	27.11%	2	0	0	0	2	0	0	0	1.36%	0.00%	0.00%	0.00%
Juniper Crescent	0	0	0	0	0	0	190	190	0	0	190	190	0.00%	0.00%	93.60%	70.11%	2	0	0	0	2	0	0	0	5.56%	0.00%	0.00%	0.00%
Ferdinand St	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%

Link	2024 Future Baseline				Demolition and Construction Phase (inc. cumulative impact of HS2 and committed development construction traffic)												Completed Development (inc. cumulative impact of HS2 and committed development construction traffic)											
	Two-Way Flow				Two-Way Flow				Difference				Percentage Change				Two-Way Flow				Difference				Percentage Change			
	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour	AM	PM	18 hour	24 hour
Chalk Farm Road (east)	0	0	0	0	-1	-1	-2	-2	-1	-1	-2	-2	-0.54%	-1.01%	-0.28%	-0.21%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%
Chalk Farm Road (west)	0	0	0	0	0	0	186	186	0	0	186	186	0.00%	0.00%	36.12%	27.11%	2	0	0	0	2	0	0	0	1.36%	0.00%	0.00%	0.00%
Juniper Crescent	0	0	0	0	0	0	190	190	0	0	190	190	0.00%	0.00%	93.60%	70.11%	2	0	0	0	2	0	0	0	5.56%	0.00%	0.00%	0.00%
Ferdinand St	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%

CAMDEN GOODS YARD NET CHANGE IN HGV VEHICLE MOVEMENTS (+3.5t vehicle weight) - CHANGES COMPARED WITH 2018 CONSENTED SCHEME