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APPENDICES

- A. Temporary Store Technical Note (Prepared to Satisfy Condition 49A)**
- B. Chalk Farm Road S278 Works Design (Currently in Delivery)**
- C. Hoarding / Traffic Management / Access Plans**
- D. Consented Works to Juniper Crescent**

1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 This report has been produced by Ardent Consulting Engineers (ACE) in respect of development proposals at Camden Goods Yard. It sets out the proposed construction methodology and outlines how the relevant parties on Juniper Crescent, in particular the HS2 Work Compound, will not be impeded by the construction works in terms of access. For the avoidance of doubt, the road outside the Camden Goods Yard site and Juniper Crescent Estate will be renamed Stephenson Street in its final form.

Background Information

1.2 Planning approval was granted by the London Borough of Camden (LBC) for a mixed-use scheme at the application site in June 2018 under planning permission reference

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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 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.'

'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 More recently, a Section 73 application for Phase 2a of the scheme was approved on 3rd December 2020 (application reference 2020/3116/P). The application was for an optimisation of the extant scheme and made amendments predominantly to Blocks A, B, C, F. The amendments can be summarised as follows:

- Delivery of an 71 additional residential units from 573 to total 644 residential units consented. Predominantly accommodated through optimisation to massing of consented scheme.

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- 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.

1.4 For reference, the Ardent Technical Note dated 15 November 2019 contained at **Appendix A** was prepared to satisfy Condition 49A of Permission 2020/3116/P and was approved by LBC 16 January 2020 (ref: 2019/6175/P). This Transport Technical Note has been prepared to satisfy Condition 49B of the Decision Notice, which states that:

'Prior to the commencement of development on the Main Site land parcel detailed design and method statements (in consultation with HS2 Ltd) for that parcel of land shall be submitted to and approved in writing by the local planning authority.

The design and method statement/s to be submitted for each parcel of land shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted on the relevant parcel and of the HS2 works, the construction of the HS2 works are not impeded'.

Chalk Farm Road S278 Works

1.5 As part of the extant scheme, improvements to the Chalk Farm Road Signal Junction were proposed. The proposed signal junction layout followed ongoing discussions with both LBC and TfL. As per the requirements set out in the S106, LBC are currently delivering these improvements as Section 278 works. At the time of writing this report, the completion date of the Section 278 works improvement scheme at Chalk Farm Road is expected to be February 2021. The above improvements tie in with the wider Chalk Farm Road improvement scheme that LBC are implementing. The latest plans are contained at **Appendix B** for reference, along with the relevant swept path analysis that demonstrates all HS2 vehicles can be accommodated.

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2.0 OVERVIEW OF CONSTRUCTION AND PROPOSALS

2.1 Due to the size of the main site, the demolition / construction works will be ongoing and different parts of the site will be at different construction stages but will run concurrently. Nevertheless, for the purposes of this Technical Note, the construction works for the main site fall into four key stages with indicative timescales.

- Stage 1 – retaining wall removal works, utilities upgrades and Juniper Crescent highway road realignment. Access road with single lane access. (March 2021 to July 2022)
- Stage 2 – construction across site continues with Stage 1 works having been completed. Access road with single lane access. (August 2022 to March 2025)
- Stage 3– New Morrisons store opened, Blocks A, B, C and F open, construction to Blocks D, E1 and E2 continue until 2027. (March 2025 to 2027)
- Stage 4 – All stages completed and fully operational (March 2027 onwards).

2.2 During Stage 1 of the proposals, significant works to remove the retaining wall on the eastern edge of Juniper Crescent are required. This will require reducing Juniper Crescent to a single lane in order to achieve this, with suitable traffic management implemented. All pedestrian movements associated with residents from Juniper Crescent will be accommodated as part of the programme.

2.3 Details of the site access and egress for the first three stages of construction are shown at **Appendix C**. Throughout all stages there will be a temporary traffic light system in place along Juniper Crescent, as shown in the plans. The plans demonstrate that the largest anticipated construction and HS2 vehicles can be accommodated for each stage (i.e. large tipper and large mobile crane). Capacity modelling has been undertaken and demonstrates that there are no congestion issues with the traffic along Juniper Crescent during construction.

2.4 Full details of the construction procedures for each planning stage will be subject to the submission of a Construction Management Plan for approval by LBC.

2.5 To achieve required final levels for the double basement, buildings and the public realm within the site, the entirety of the site will need to be secured from public

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access and hoarded off until early 2025. At this point the new Morrisons store opens and the first residents will start to move in. Construction activity will remain ongoing in the second half of the site towards Gilbeys Yard, but allowing the extent of hoarding to reduce.

- 2.6 The consented highway works to Juniper Crescent that were agreed as part of the extant scheme is shown at the plans contained at **Appendix D**. This will form the completed stage road layout, referred to as Stage 4 above.

Section 106 Description

- 2.7 The Section 106 agreement describes that the development of the Camden Goods Yard main site is to be delivered in five planning phases. A summary of these phases, summary scope of works and timescales are summarised in **Table 2.1**. For the avoidance of doubt, how these coincide with the construction stages is clarified within the below table. Note some phases run concurrently and are subject to programme changes.

Phase	Key Construction Activities	Start	Finish	CGY Main Site Construction Stage
Phase 1A: Petrol filling station site (PFS).	<ul style="list-style-type: none"> Construction of Morrisons temporary store. 	May 2020	February 2021	-
Phase 2A: Main site (this CMP)	<ul style="list-style-type: none"> Demolition of Morrisons main store Basement construction Access road (Stephenson Street) realignment 	March 2021	July 2022	1
Phase 2B: Main site	<ul style="list-style-type: none"> Construction of new Morrisons store Construction of Block A to envelope Construction of Block B to envelope Phase 2B external access, public realm, landscaping works and utilities infrastructure. 	March 2022	September 2024	2
Phase 3: Main site	<ul style="list-style-type: none"> All remaining construction work on the main site including Blocks F, C, D, E1 and E2. 	July 2022	December 2026	2/3

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	<ul style="list-style-type: none"> All external works within Phase 3 phase. 			
Phase 1B: Petrol filling station site (PFS).	<ul style="list-style-type: none"> Demolition of the Morrisons Temporary store. Construction of new office building and ground floor retail/ food & drink. 	2025	2027	4

Table 2.1: Camden Goods Yard S106 Phases

2.8 This Technical Note relates to the development of the main site and therefore Phases 2A, 2B and 3 under the Section 106 agreement dated 15 June 2018.

3.0 EFFECTS UPON HS2

3.1 The findings outlined in **Section 2.0** and plans in **Appendix C** demonstrate that access to the HS2 Compound will not be impeded. The only changes for vehicles accessing the HS2 compound will be as follows:

Stage 1

- **Inbound** vehicles would turn into Juniper Crescent from Chalk Farm Road to a single lane shared by traffic accessing the temporary food store, residents of Juniper Crescent and the construction vehicles accessing the Main Site. There would be an overall reduction in traffic with the closure of the Main Site compared with previous traffic levels on this route. South of the railway bridge, there will be temporary traffic lights with a single lane one-way system which will be automated as well as managed by St George traffic marshalls.
- **Outbound** vehicles would travel back through the temporary traffic light one-way system, with the stop line located on the Juniper Crescent roundabout. Beyond the temporary traffic light system, they will exit to Chalk Farm Road in the left lane if travelling to the west and the right lane if travelling to the north or east.

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Stage 2

- **Inbound** vehicles would follow the same protocols as Stage 1 at Chalk Farm Road, albeit in this Stage there will be the addition of TfL buses. It will still present an overall reduction in traffic flows. Temporary traffic lights will still be in place.
- **Outbound** vehicles would travel back through the temporary traffic light one-way system, with the stop line located north of the Juniper Crescent roundabout. Beyond the temporary traffic light system, they will exit to Chalk Farm Road as per the details in Stage 1.

Stage 3

- **Inbound** vehicles would follow the same protocols as Stage 2 at Chalk Farm Road, albeit in this stage there will be the addition of Morrisons and residential traffic (Blocks A, B, C and F), as well as the reduction of temporary foodstore traffic. Temporary traffic lights will still be in place.
- **Outbound** vehicles would travel back through the temporary traffic light one-way system, as per Stage 2. Beyond the temporary traffic light system, they will exit to Chalk Farm Road as per the details in Stages 1 and 2.

Stage 4

- **Inbound** vehicles would follow the same protocols as the previous stages at Chalk Farm Road, albeit all development traffic will now be in place. No temporary traffic lights will now be in place, and the final scheme will be implemented (as shown at **Appendix D**).
- **Outbound** vehicles would travel along Juniper Crescent and they will exit to Chalk Farm Road as per the previous stage details.

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4.0 SUMMARY AND NEXT STEPS

4.1 The information outlined within this report demonstrates that with the proposed construction logistic measures in place, HS2's ability to access their construction compound will not be impeded. We would therefore be grateful for HS2's confirmation that HS2 access to their construction of HS2 works is not impeded and that they have no objection to the proposals, allowing Condition 49B to be discharged by LBC.

Appendix A

Temporary Store Technical Note (Prepared to Satisfy Condition 49A)

Appendix B
Chalk Farm Road S278 Works Design (Currently in Delivery)

Appendix C
Hoarding / Traffic Management / Access Plans

Appendix D
Consented Works to Juniper Crescent