

ST GEORGE WEST LONDON LTD

CAMDEN GOODS YARD (S106 PHASES 2B & 3)

BUS INFRASTRUCTURE SAFEGUARDING PLAN

**REPORT REF.
2108220-01**

October 2022

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
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-	2 nd Draft Issue	PR	PR	ATB	30.03.22
-	Final Issue	PR	PR	ATB	13.10.22

PR

ATB

Distribution

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1. Introduction and Section 106 Background

- 1.1. This report has been produced by Ardent Consulting Engineers (ACE) on behalf of St George West London Ltd (SGWL) in respect of development proposals at Camden Goods Yard (CGY). In accordance with the Section 106 Agreement (S106), dated 15th June 2018, Clause 38 to deliver and have approved a Bus Infrastructure Safeguarding Plan (BISP) prior to the implementation of each phase. This BISP has been produced to enable the discharge of the S106 obligation for Phases 2B and 3.

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 accompanied by the CGY S106 Agreement dated 15th June 2019.
- 1.3. This was amended by 2019/0153/P dated 6th February 2019, 2019/2962/P dated 4th July 2019 and 2019/6301/P dated 24th December 2019.
- 1.4. On 5th May 2020, a Section 73 application (ref: 2020/0034/P) was granted approval for variation of Condition 4 (approved drawings) for the redevelopment of the Petrol Filling Station (PFS) and main supermarket site; namely for a single storey temporary food store on the Petrol Filling Station site with associated parking, servicing, access and landscaping. The S106 Agreement was varied to clarify this S106 phase as being Phase 1A.
- 1.5. On 3rd December 2020, a Section 73 application (ref: 2020/3116/P) was granted for variation of Conditions 3 (approved drawings) and 73 (number and mix of residential units) of planning permission 2020/0034/P for 71 additional houses. The application was for an optimisation of the extant scheme and made amendments predominantly to Blocks A, B C and F.

- 1.6. This report follows the agreed Phase 2A BISP, dated 11th June 2021, with the Section 106 Agreement (S106) obligation for Phase 2A discharged on 15th June 2021.

Purpose of the BISP Report

- 1.7. Clause 38 of Part 3 of the First Schedule of the S106 Agreement requires a BISP to be submitted and agreed prior to the implementation of each phase:

"38. THE BUS INFRASTRUCTURE SAFEGUARDING PLAN

38.1 On or prior to Implementation of each Phase the Owner shall submit the Bus Infrastructure Safeguarding Plan relating to that Phase to the Council for approval.

38.2 The Owner shall not Implement nor permit Implementation of each Phase until such time as the Council has approved the Bus Infrastructure Safeguarding Plan relating to that Phase in writing.

38.3 Following approval of the Bus Infrastructure Safeguarding Plan the Owner shall carry out and Occupy each Phase in compliance with the terms and requirements of the approved Bus Infrastructure Safeguarding Plan (and for the avoidance of doubt the Owner may be liable for the reasonable legal costs of Transport for London in drafting negotiating and completing any legal agreements to secure the terms and requirements of the Bus Infrastructure Safeguarding Plan) relating to that Phase or such other Bus Infrastructure Safeguarding Plan as may be varied or substituted by agreement between the Parties from time to time.”

1.8. The S106 Agreement defines the BISP as follows:

'A plan to be submitted by the Owner and approved by the Council (as may be varied by agreement in writing between the Parties from time to time) prepared in consultation with Transport for London to:

(a) safeguard the land required to provide the stops and stands for Transport for London / London Buses during the Construction Phases and following completion of the Development;

(b) to identify locations for accommodating rail replacement bus services stops and stands during the Construction Phases and following completion of the Development;

(c) ensure that bus drivers of Transport for London/London buses are permitted to use the public washroom facilities in the Supermarket Development during the time that the café within the Supermarket Development is open for trading; and

(d) use reasonable endeavours to take into account and give effect to the outcomes of exploration with TfL of alternative locations for the bus infrastructure (which for the avoidance of doubt may also be located outside of the Site but remaining within the locality of the Site and subject to obtaining necessary third party consents)‘.

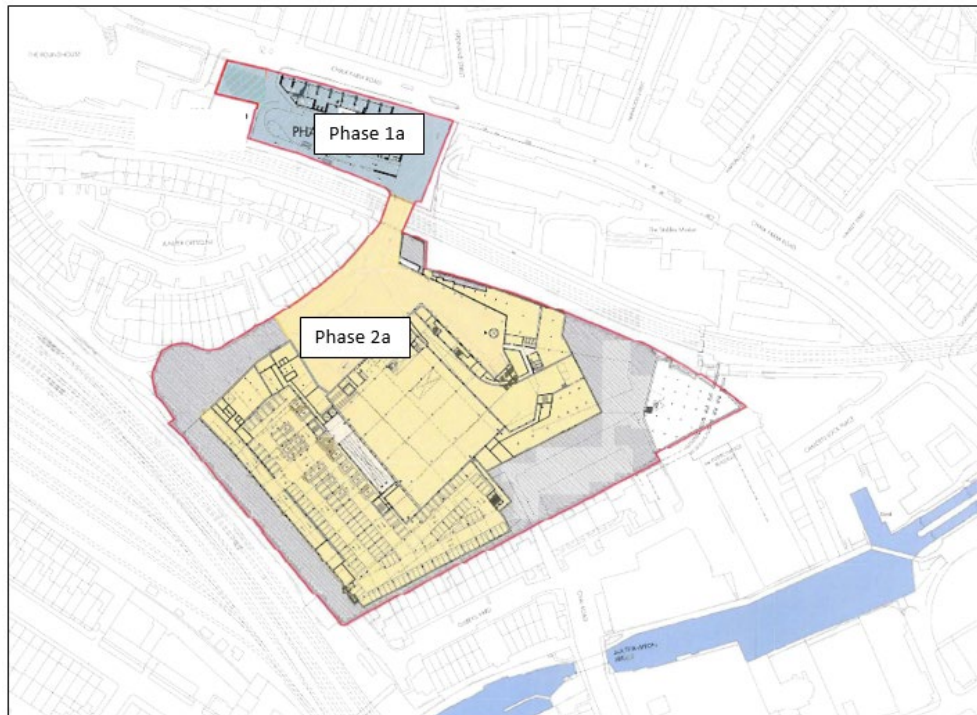
- 1.9. This BISP responds to the requirements defined in the S106 Agreement for Phases 2B and 3, the remaining S106 phases within the Main Site for approval.
- 1.10. Clause 38.1 of the S106 Agreement requires that *"on or prior to Implementation of each Phase, the owner shall submit the Bus Infrastructure Safeguarding Plan relating to that Phase to the Council for approval"*.
- 1.11. The S106 Agreement defines "Phase" to mean in each case a phase of the Development (or relevant part thereof) being either the Phase 1 Development, the Phase 2A Development, the Phase 2B Development or the Phase 3 Development (as the context permits) as shown on Plans 10a, 10b and 10c.
- 1.12. The definition of Phase 1, which relates to the PFS, has been amended via a Deed of Variation, dated 5th May 2020, to now form two sub phases as (i) Phase 1A (delivery of a Morrisons temporary store) and (ii) Phase 1B (final office building replacing the Morrisons temporary store) both on the PFS site. Phase 1A was approved 1st April 2020 under planning application reference 2017/3847/P. The definition and extent of Phases 2B and 3 to which this BISP relates remains unchanged.
- 1.13. **Table 1.1** below sets out the full approved S106 agreement phases, their scope of works and their estimated timelines:

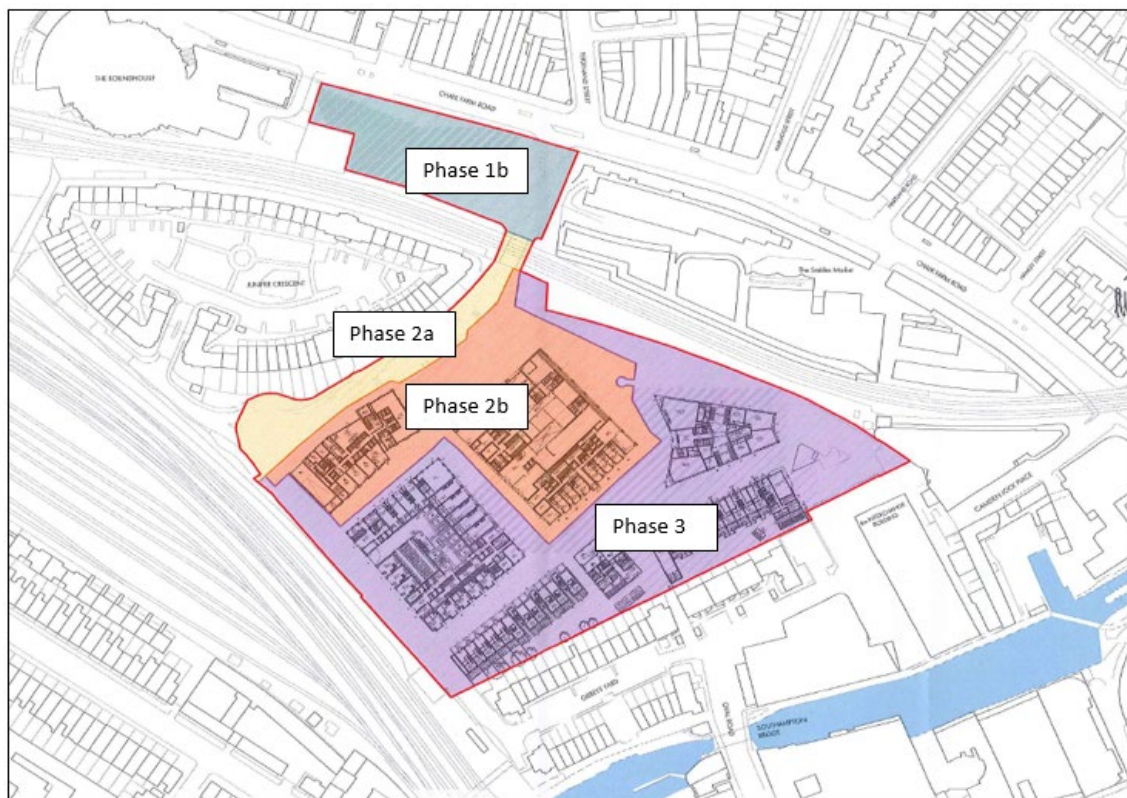
Phase	Key Construction Activities	Estimated Start	Estimated Finish
Phase 1A Petrol Filling Station site	<ul style="list-style-type: none"> Construction of Morrisons temporary store. 	May 2020	February 2021
Phase 2A Main site	<ul style="list-style-type: none"> Demolition of Morrisons main store. Basement construction. Access road (Stephenson Street) realignment. 	May 2021	July 2023
Phase 2B Main site (this BISP)	<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. 	Q4 2022	Q1 2025
Phase 3 Main site (this BISP)	<ul style="list-style-type: none"> All remaining construction work on the main site including Blocks F, C, D, E1 and E2. All external works within Phase 3. 	Q3 2024	Q3 2028
Phase 1B Petrol Filling Station site	<ul style="list-style-type: none"> Demolition of the Morrisons temporary store. 	2025	2027

- Construction of new office building and ground floor retail/food and drink.

Table 1.1: Camden Goods Yard S106 Agreement Phases and timings

1.14. The S106 Agreement phases are illustrated in the following plans:





1.15. The next phases of the Camden Goods Yard development to be implemented are Phases 2B and 3. As indicated in **Table 1.1**, the scope of works includes all construction works to the main site.

1.16. This Phase 2B and 3 Bus Infrastructure Safeguarding Plan has been prepared to satisfy the above requirements in relation to the S106 (as described above).

Consultation with TfL and LBC

1.17. Point (d) of the Bus Infrastructure Safeguarding Plan S106 Agreement definition requires SGWL to:

(d) "Use reasonable endeavours to take into account and give effect to the outcomes of exploration with TfL of alternative locations for the bus infrastructure (which for the avoidance of doubt may also be located outside of the Site but remaining within the locality of the Site and subject to obtaining necessary third party consents)"

1.18. The Phase 2A BISP was prepared in consultation with TfL and LBC with the primary aim of safeguarding the land required to provide the TfL bus service stops and stands during the construction phases (discussed later in this document) and completed

development, to ensure compliance with the BISP S106 requirements for Phase 2B and 3.

Previous Morrisons Store Bus Service Arrangement

- 1.19. The Morrisons site previously included bus stops / waiting areas adjacent to the store, which formed part of the access into the Morrisons car park. These stops immediately outside the store served Route Numbers 27/N27 and 393.
- 1.20. Route Number 27/N27 operates between the store and Hammersmith Station, with a weekday daytime service frequency of one service in each direction every 8 minutes, and services provided from 0525 to 0030 hours, 7 days a week. Outside of these times, a night service (the N27) operates on a 30-minute frequency. Route Number 393 operates between the store and Clapton Pond, with a weekday service frequency of 5 buses per hour with services provided between 0530 and 0020 hours, 7 days a week.
- 1.21. The bus stops at the Morrisons Store acted as a terminus for the above two routes, with separate stops for each route. Waiting times at the terminus vary throughout the day but based on current timetables are generally around 12 to 14 minutes, which allows time for drivers to take breaks and use toilet facilities in the Morrisons store if needed.
- 1.22. Slightly beyond the site, existing stops that serve both of the bus services are present in the vicinity of the site on Chalk Farm Road. There is currently a bus stop outside of the Roundhouse (Stop CF) that serves Route Number 393, located approximately 300 metres from the previous Morrisons car park bus terminus. The stop comprises bus cage markings that accommodate a minimum of one bus, a bus shelter and timetable information. There is an existing bus stop opposite the PFS site that serves Route Number 27, located approximately 250 metres from the current Morrisons bus terminus. The stop comprises bus cage markings that accommodate a minimum of one bus, a bus shelter and timetable information. Both of these stops are the first on each route after the Morrisons Terminus. The aforementioned stops are all identified in **Figure 1.1** below.



Figure 1.1 – Bus Stops in the Local Area

Overview of Phase 2A

- 1.23. The Morrisons main store on the main site was closed on 11th February 2021, and SGWL took vacant possession of the site on 1st March 2021. The bus operations continued as per the previous arrangement until July 2021 following the approval of the BISP.
- 1.24. From July 2021, the Route 393 terminus was relocated to a new, temporary lay-by located opposite the Morrisons temporary store and next to Camden Market to accommodate one bus at a time. Passengers are not able to alight or board at this stand and instead utilise Stop CF on Chalk Farm Road outside of the Roundhouse (for boarding at start of service) and the unnamed stop opposite the temporary Morrison store (for alighting at the end of service).
- 1.25. With respect to Route 27 / N27, a new temporary bus stand was delivered on Ferdinand Street. For clarity, this is utilised as a terminus for drivers to wait and services to be regulated, but not for passenger pick-ups and drops offs. Passengers continue to use existing stops on Chalk Farm Road.

Stephenson Street Road Realignment

- 1.26. As per Paragraphs 20.3 and 20.4 of Part 3 of the First Schedule of the S106, it was a requirement that the Access Road (Stephenson Street / Juniper Crescent) should be designed to an adoptable standard. The Juniper Crescent road realignment is discussed further on in this report, but the design of the road has been developed and finalised through close working between SGWL, TfL and LBC as part of a three-way design process. A letter from LBC confirming that the road realignment and upgrade has been designed to an adoptable standard is contained in **Appendix A** for reference.

2. Overview of Construction and Proposals

2.1. Due to the size of the CGY site, different parts will be at different construction stages but will run concurrently. Nevertheless, for the purposes of this report, the construction works fall into four key stages with indicative timescales. For the avoidance of doubt, **stages** relate to the construction works that have been identified for the purposes of this assessment, while **phases** relate to “phases” defined by the S106 Agreement. The stages relating to the construction works are summarised as follows, along with indicative timescales (noting some stages overlap):

- Stage 1 – main store structure demolition, retaining wall removal works, utilities upgrades and Juniper Crescent highway road realignment. Access road with single lane access: **May 2021 to July 2023.**
- Stage 2 (S106 Agreement Phase 2B and 3 and this BISP) – construction across site continues with Stage 1 works having been completed. **October 2022 to March 2025.**
- Stage 3 (S106 Agreement Phase 2B and 3 and this BISP) – Morrisons main store re-opens, with phased occupation of Blocks A, B, C, D, E1, E2 and F: **March 2025 to Q1 2028.**
- Stage 4 (S106 Agreement Phase 2B and 3 and this BISP) – All construction on Main Site (excluding PFS site) completed: **Q1 2028.**

2.2. All pedestrian, cycle and vehicular movements associated with residents from Juniper Crescent will continue to be accommodated as part of the programme. Full details of the construction procedures and arrangements for each phase will be provided within the Construction Management Plan including S106 Phase 2B & 3 / construction Stages 2-4.

2.3. In addition to the above, there will be an additional stage whereby the PFS site is built out. It is not anticipated that there will be any impact on bus infrastructure, however this will be reviewed prior to the implementation of the PFS site.

Section 106 Description

2.4. As mentioned previously in **Section 1.0**, the S106 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 and how these coincide with the construction stages with indicative timescales is clarified within the below table. Note some phases run concurrently and are subject to programme changes.

S106 Phase	Key Construction Activities	Estimated Start	Estimated Finish	CGY Main Site Construction Stage
Phase 1A: Petrol filling station site (PFS). COMPLETED	<ul style="list-style-type: none"> Construction of Morrisons temporary store. 	May 2020	February 2021	-
Phase 2A: Main site	<ul style="list-style-type: none"> Demolition of Morrisons main store Basement construction Access road (Stephenson Street) realignment 	May 2021	July 2023	1
Phase 2B: Main site (this BISP)	<ul style="list-style-type: none"> Return of buses to site (initially without passengers alighting)*. 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. 	Q3 2022	Q3 2024	1/2
Phase 3: Main site (this BISP)	<ul style="list-style-type: none"> All remaining construction work on the main site including Blocks F, C, D, E1 and E2. All external works within Phase 3 phase. 	Q3 2024	Q1 2028	2/3
Phase 1B: Petrol filling station site (PFS).	<ul style="list-style-type: none"> Demolition of the Morrisons Temporary store. Construction of new office building with associated retail and commercial space. 	2025	2027	4

Table 2.1: Camden Goods Yard S106 Phases and anticipated timings

*Please note that this will not occur until July 2023

2.5. Whilst the construction programme for other phases is discussed in **Section 1.0**, it is important to reemphasise that this BISP has been prepared to satisfy the S106 Agreement obligation relating to Phases 2B and 3 (all comprising all remaining S106 phases for the CGY Main Site).

3. Proposed Bus Safeguarding Strategy

Introduction

- 3.1. Under Clause 20 of the S106 agreement dated 15 June 2018, St George has a S106 obligation to deliver the upgraded road to Juniper Crescent (to be known as Stephenson Street) to an adoptable standard. This section of road in the S106 is referred to as "Access Road (Main Site)". The road is inspected both during works and upon completion. LBC Highways then sign off the works to enable discharge of the condition which must be prior to the occupation of Block A.
- 3.2. To de-risk the S106 approval process for Clause 20 and the Access Road (Main Site) and deliver the bus infrastructure to far as possible meet TfL operational requirements, St George went through an extensive detailed design process with TfL Buses and LBC Highways to collaboratively produce the road design layout. This was over the period of March 2021 until November 2021 leading to the road design being signed off by LBC Highways 16 November 2021.
- 3.3. As discussed previously in this document, Phase 2A included relocating buses off-site. As part of Phases 2B & 3, the buses move back onto site initially not receiving passengers until all public realm works are completed and the new Morrisons store opens. The below section reviews the bus safeguarding strategy for Stages 2, 3 and 4.
- 3.4. Pertinent to the below strategy is the Stephenson Street road realignment detailed design, which, as alluded to above, has been undertaken in 2021 through close working with LBC Highways and TfL Buses. Meetings between St George, LBC Highways and TfL Buses were held on the following dates:
- 26 March 2021 – St George and LBC Highways
 - 13 April 2021 – LBC Highways, St George, TfL Buses
 - 7 May 2021 - LBC Highways, St George, TfL Buses
 - 26 May 2021 - LBC Highways, St George, TfL Buses
 - 14 June 2021 - St George and TfL Buses
 - 29 June 2021 – St George-TfL Buses design workshop

3.5. The principle TfL Bus infrastructure delivered by St George comprises:

- i. 1 x westbound bus stand accommodating two buses directly outside the new Morrisons store.
- ii. 1 x eastbound bus stand accommodation two buses.
- iii. 1 x bus stand for either replacement bus services for one bus.
- iv. Bus signage and shelters as agreed with TfL.

3.6. Constraints to the detailed design of the road highways and bus infrastructure included:

- Finite land space to accommodate the highway, bus infrastructure and public realm within a site abutted on either side by railway lines.
- Ensuring LBC Highways design standards were accommodated to ensure pedestrian, cyclist and driver safety.
- Maintaining Morrisons HGV entrance access via Goods Yard square public square to ensure store can be operated.
- Achieving DDA compliant levels to footpaths and tying in the consented landscape and bus stands.

3.7. The design process and discussions used tracking to ensure buses could manoeuvre to and from their bays unimpeded whilst being able to pass each other and fire tenders within the highway itself.

3.8. Road safety audits were carried out throughout the design process as follows and raised no concerns about the highway design in relation to the bus manoeuvring:

- Road Safety Audit (Stage 1) – June 2021
- Road Safety Audit (Stage 1) – August 2021
- Road Safety Audit (Stage 2) – September 2021

3.9. The approved highway design, including bus infrastructure proposals, can be found at **Appendix B**, and show how a 6m access road can be achieved with circa 3m inset bus stands on either side of the carriageway. Drawing Number CGY00-WAL-XXX-ZZ-

DR-CV-6511 Rev P10 (contained at **Appendix C**) demonstrates how two buses (single decker) or fire tenders can pass each other whilst buses are stopped in the bus stands. This will be discussed further in the approved Construction Management Plan, but for the purposes of the BISP it is important to note that there will not be any temporary construction management in place that restricts the movement of buses.

Stage 2 (October 2022 – March 2025)

Overview

3.10. As noted in **Table 2.1**, the Stephenson Street road realignment scheme is to be completed in July 2023. Up until this point, the strategy that was detailed within the BISP for Phase 2A will continue to be in place.

3.11. Post July 2023, the final Stephenson Street road realignment scheme will have been completed by this stage. The bus stops will operate as a terminus only and no passengers will be able to alight / get on at the stops, including the rail replacement bus stand which it is proposed will have passengers separately alighting from existing bus stops on Chalk Farm Road also.

Routing

3.12. The routing that currently exists for buses at the Morrison's terminus stop via Juniper Crescent will be resumed in this stage. In the consented Stephenson Street road realignment scheme, shown at **Appendix B**, buses are accommodated along both edges of Stephenson Street and would utilise the roundabout to the south to perform a U-turn. Accordingly, there is not anticipated to be any undue delay to the services.

Procedures / Operation

3.13. Given the buses are moving back onto Stephenson Street, the TfL routes previously in place will be reverted to. Nevertheless, services using these stands will only be utilising the stands for waiting in order to regulate services and during this stage will not be available for passengers to board nor alight from the bus at this stand. Drivers for Route Numbers 27 / N27 / 393 will then wait at their respective stops before commencing the route again and travelling towards the Chalk Farm Road stops. Details of the impact of existing passengers is picked up on later on this section.

Highway Safety

3.14. Considering the size of the site and stage in the project, there will be a large amount of ongoing construction activity along Stephenson Street. Therefore, passengers cannot utilise the stops on Stephenson Street, and they will only be utilised as a terminus for buses only. As the construction continues further (discussed in Stages 3 and 4), passengers will be permitted to alight and board on Stephenson Street from March 2025 once the new Morrisons store and surrounding public realm is opened to the public.

Passenger Experience

3.15. As the bus terminus on Stephenson Street will continue to be closed until Stage 3 this will require existing local users, namely Juniper Crescent residents and Gilbeys Yard residents, to continue utilising the bus nearest alternative stops in this location.

3.16. The walking distances for residents were presented within the previously approved BISP, and therefore it is considered that given the proposals continue to the approved position then it is acceptable.

Rail Replacement Stand

3.17. As part of the agreed Stephenson Street road realignment scheme, a rail replacement stand is provided. As part of the Phase 2A BISP, it was agreed with LBC and TfL that a temporary rail replacement stand would be provided along Ferdinand Street as and when required by suspending parking bays for a short duration of time. Given the extent of the construction works, it is proposed that this will then be utilised for rail replacement services and passengers will need to alight here rather than on Stephenson Street.

Driver Welfare

3.18. During the period when buses return to site but do not take passengers, drivers will continue to access toilet facilities during the daytime via the toilet facilities in Camden Market which is a 2 minute walk away. Outside of Camden Market opening hours bus drivers will utilise the nearby pop-up toilet facility in the evenings. Hours of operation between the Market toilets and pop-up toilet are aligned to provide continuity of service.

Stage 3 (March 2025 – Q1 2028)

- 3.19. Within this stage, whilst construction will still be taking place, this will be towards the rear of the site. Hence, a large portion of the site public realm will be open, i.e. Morrisons' new main store will be open from March 2025 at this stage, as well as residential Blocks A and B. Thus, passengers will now be able to alight / get on at the stops. Hence, all stops will be available for use of Juniper Crescent residents within a short walking distance and bus services will be operating normally. Within this stage, access for Gilbeys Yard will still be restricted, however it will be reduced when compared to Stage 2.
- 3.20. Once the store opens bus drivers will be able to access new toilet facilities during Morrisons store opening hours (07.00 to 22.00). Outside of Morrisons store opening hours bus drivers will continue to utilise the nearby pop-up toilet facility which is operated by the LB Camden.

Stage 4 (Q1 2028)

- 3.21. The CGY scheme on the main site will be completed and bus services fully operational within this stage in line with the final envisaged arrangements. Gilbeys Yard residents will be able to utilise the stops once more.
- 3.22. Bus drivers will access toilet facilities during Morrisons store opening hours. Outside of Morrisons store opening hours bus drivers will continue to utilise the nearby pop-up toilet facility.

4. Other Considerations

Construction of TfL Bus Assets

- 4.1. Discussions between St George and TfL will continue to take place regarding the construction of the bus stands and also the implementation of TfL infrastructure (e.g. bus shelters, flag and poles, etc). SGWL will oversee and manage the construction of the assets with input from TfL as required.

5. Summary and Conclusions

5.1. In accordance with the S106, St George and its consultant team have used all reasonable endeavours to work with TfL and LB Camden to prepare a Bus Infrastructure Safeguarding Plan.

5.2. As evidenced in this report, it has been demonstrated that the proposed arrangements for safeguarding the bus infrastructure during S106 Agreement Phases 2B and 3 is acceptable and meets S106 Agreement Clause 38 obligation requirements. Therefore, the following has been achieved:

- a) Safeguarded the land for TfL Buses throughout construction and following completion;*
- b) Identified rail replacement bus services throughout construction and following completion;*
- c) Confirmed that bus drivers are permitted to use the public washroom facilities in the Supermarket Development during the time that the café within the Supermarket Development is open for trading;*
- d) Use reasonable endeavours to consult with TfL and explore alternative locations for the bus infrastructure where it cannot be achieved on-site (i.e. between July 2021 and October 2022).*

5.3. Accordingly, the above information is sufficient to satisfy the S106 BISP obligation for Phases 2B and 3.

5.4. St George and its consultant team will continue to liaise with LB Camden and TfL prior to and throughout the construction process to minimise disruption to services and Camden residents.

Appendix A

Letter from LBC Confirming Road Has Been Designed to an Adoptable Standard

Date: 16/11/21
Our reference: 2021/CFRGOODSYARD
Email: Anthony.christofi@camden.gov.uk

Team name
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE
Phone: 020 7974 7298
camden.gov.uk

St George West London Limited
St George House
16 The Boulevard
Imperial Wharf
London
SW6 2UB

Dear Sir/Madam,

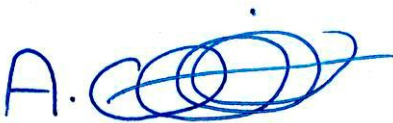
**GOODS YARD PROJECT
LONDON BOROUGH OF CAMDEN CONFIRMATION ACCESS ROAD DESIGN
IS TO ADOPTABLE STANDARD**

Ahead of delivery of the highway works, the London Borough of Camden confirms for the purposes of paragraphs 20.3 and 20.4 of Part 3 of the First Schedule of the Section 106 Agreement made between Safeway Stores Limited and the Mayor and Burgesses of the London Borough of Camden dated 15 June 2018 as varied (the S106 Agreement), that the Access Road (Main Site) has been designed to an Adoptable Standard.

For the avoidance of doubt the Access Road (Main Site) and Adoptable Standard are defined in the S106 Agreement.

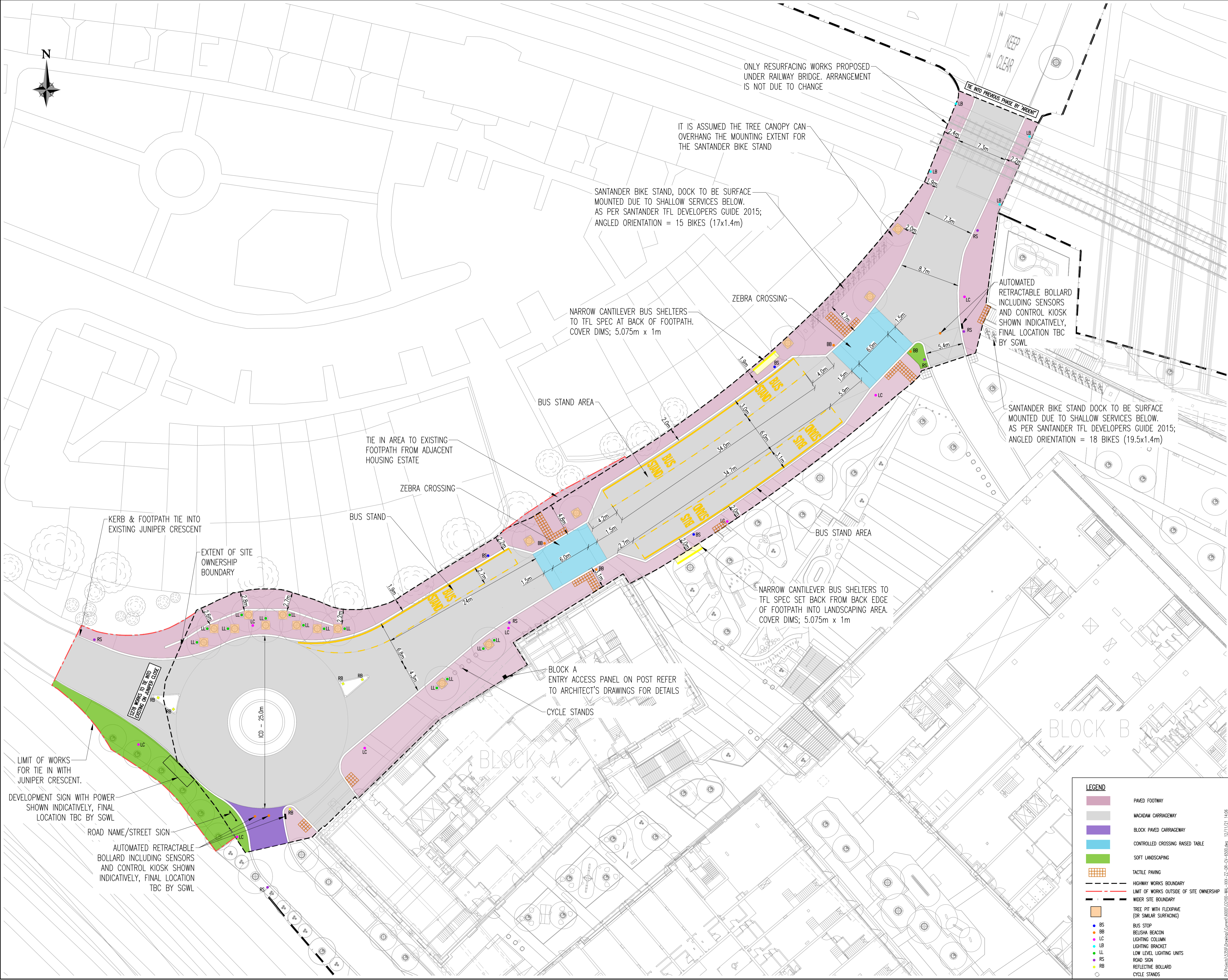
We trust the enclosed provides sufficient confirmation required that the Access Road (Main Site) has been designed to an adoptable standard ahead of works commencing however I can be contacted via my email anthony.christofi@camden.gov.uk if you have any further queries.

Yours sincerely.



Anthony Christofi
Transport Design Team Manager
London Borough of Camden

Appendix B
Approved Stephenson Street Road Realignment Scheme



Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES.

2. THIS DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND SPECIFICATIONS.

3. THIS DRAWING HAS BEEN PRODUCED ELECTRONICALLY AND MAY HAVE BEEN PHOTO REDUCED OR ENLARGED WHEN COPIED. HENCE, DO NOT RELY ON ANY SCALES QUOTED. WORK ONLY TO FIGURED DIMENSIONS (DO NOT SCALE). ALL DIMENSIONS TO BE CHECKED ON SITE. ANY ERRORS OR OMISSIONS TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

4. DRAWING TO BE READ IN FULL COLOUR

C.D.M.

SIGNIFICANT RISKS AND HAZARDS:

1. WORKING BENEATH LIVE RAILWAY

2. EXISTING WATER TANK BENEATH EXISTING ROUNDABOUT

KEY DESIGN DECISIONS TO REDUCE OR ELIMINATE HAZARDS:

1. WORKS BENEATH RAILWAY KEPT TO A MINIMUM, EXISTING ROAD AND FOOTWAY TO BE RESURFACED ONLY. ALL WORKS SUBJECT TO APPROVAL BY NETWORK RAIL.

2. TRAIL PIT CONFIRMS DEPTH OF TANK IS LOWER THAN PROPOSED FORMATION LEVEL AND SHOULD NOT BE AFFECTED BY THE WORKS. TANK EXTENT IS UNKNOWN. IT IS PROPOSED TO DROP LEVELS OVER THE TANK UP TO 450mm FROM EXISTING. THE TANK IS BELIEVED TO BE REDUNDANT BUT FURTHER CONSIDERATION SHOULD BE GIVEN EITHER PROTECTION OR BACK FILLING OF THE TANK, TBC FOLLOWING FURTHER INVESTIGATION.

THIS DRAWING IS BASED ON THE FOLLOWING CONSULTANTS FILES

LANDSCAPE ARCHITECT – CGY00-PLA-XXX-ZZ-DR-LS-00600-00601 REV T01 (01-11-2021)

LIGHTING DESIGN – MMA16535/001R1 (23.09.21)

C01	12.11.21	JTM	ISSUED FOR CONSTRUCTION PROCUREMENT
P10	18.10.21	DS	BUS FLAG POLE ADDED
P09	04.10.21	JTM	UPDATED TO LATEST LIGHTING DESIGN LAYOUT AND REVISED WHERE CLOUDED
P08	07.09.21	MDL	UPDATED TO LATEST DESIGN LAYOUT AND REVISED WHERE CLOUDED
P07	04.08.21	MDL	REVISED WHERE CLOUDED
P06	29.07.21	MDL	UPDATED INLINE WITH CLIENT COMMENTS 13/07/21
P05	29.06.21	DS	DRAWING UPDATED WITH HIGHWAY REALIGNMENT PROPOSALS & RSA 1/2 COMMENTS
P04	14.05.21	JD	VARIOUS UPDATES WHERE CLOUDED FOLLOWING TFL/LBC COMMENTS
P03	30.04.21	MDL	DIMENSIONS REVISED WHERE CLOUDED
P02	19.04.21	JD	MINOR KERB LINE ADJUSTMENT
P01	16.04.21	JD	FIRST ISSUE

Rev.	Date	By	Details Of Revision
Client			

ST GEORGES WEST LONDON

Project
CAMDEN GOODS YARD
PHASE 2

Title
STEPHENSON STREET
RE-ALIGNMENT
GENERAL ARRANGEMENT

LEGEND

- PAVED FOOTWAY
- MACADAM CARRIAGEWAY
- BLOCK PAVED CARRIAGEWAY
- CONTROLLED CROSSING RAISED TABLE
- SOFT LANDSCAPING
- TACTILE PAVING
- HIGHWAY WORKS BOUNDARY
- LIMIT OF WORKS OUTSIDE OF SITE OWNERSHIP
- WIDER SITE BOUNDARY
- TREE PIT WITH FLEXIPAPE (OR SIMILAR SURFACING)
- BUS STOP
- BELISHA BEACON
- LIGHTING COLUMN
- LIGHTING BRACKET
- LOW LEVEL LIGHTING UNITS
- ROAD SIGN
- REFLECTIVE BOLLARD
- CYCLE STANDS

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Status
CONSTRUCTION
DRAWING ISSUED FOR FINALISING THE PROCUREMENT PROCESS AND NOT FOR CONSTRUCTION

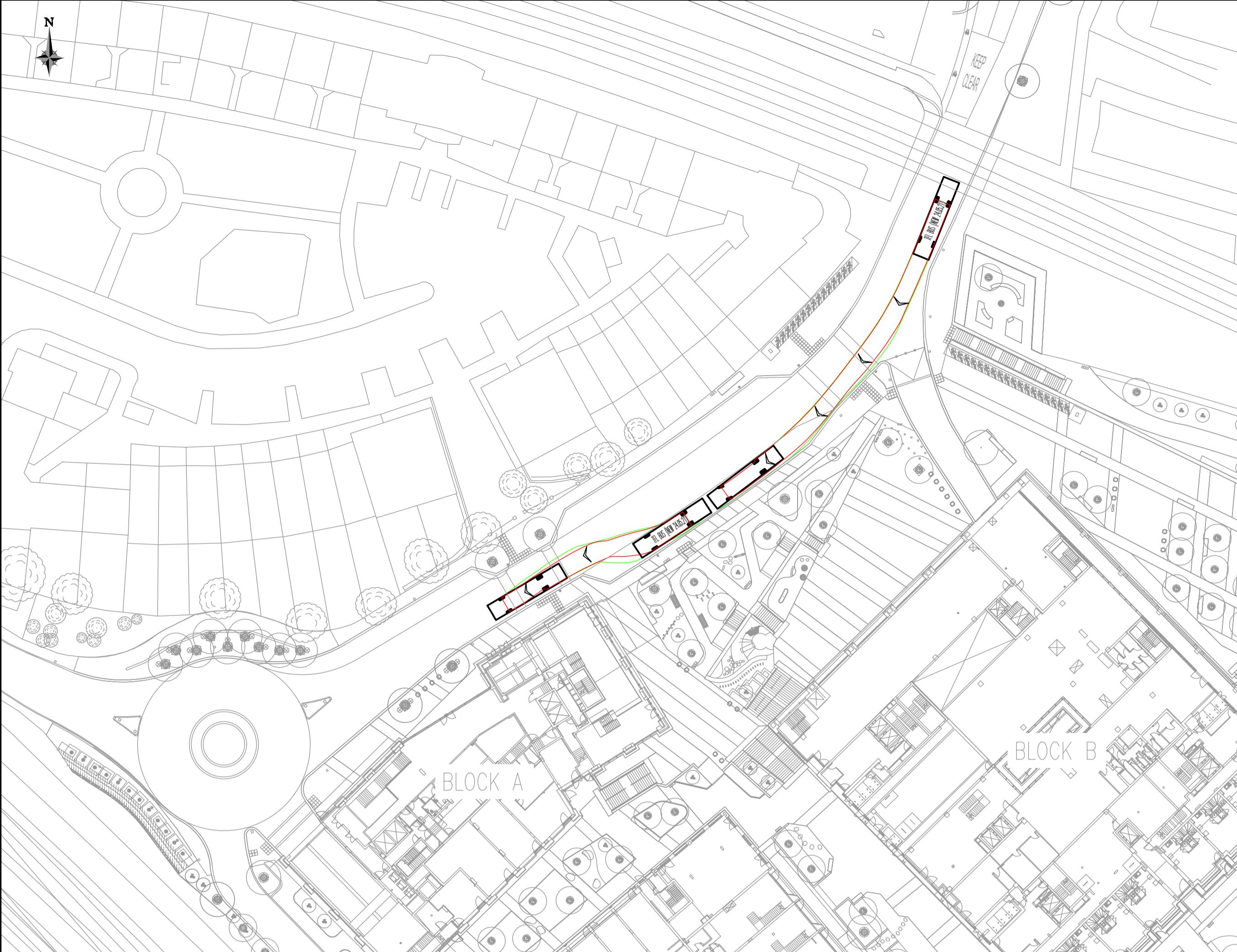
Drawn	JD	A1 Scales	1:250
Date	MARCH 21	Eng.	JD
WA Ref.	5359	Chk.	JK
		App'd.	JK
		Suitbty.	

ACTUAL DIMENSION = 80mm

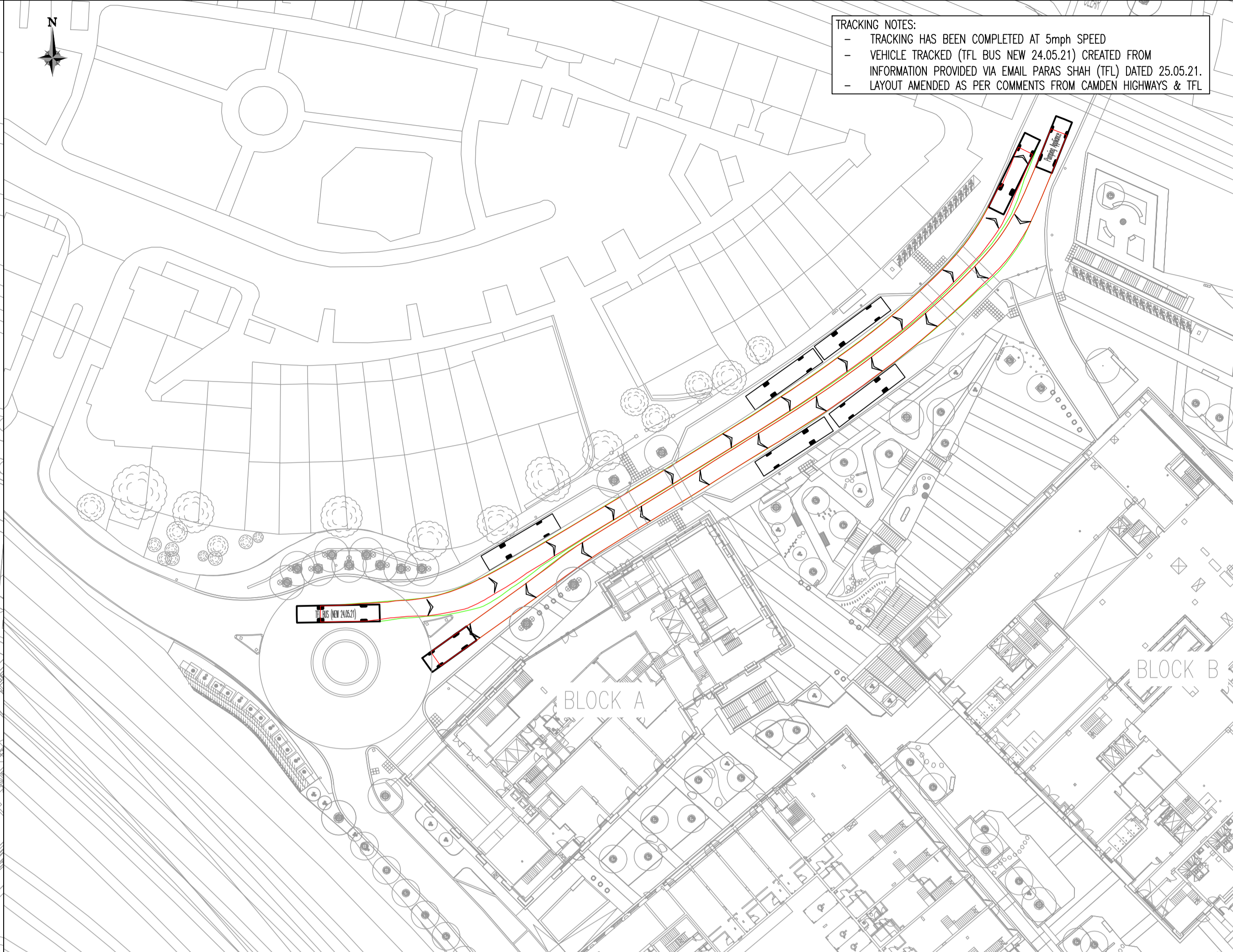
Drawing No. CGY00-WAL-XXX-ZZ-DR-CV-6500

Rev. C01

Appendix C
Stephenson Street Swept Path Analysis



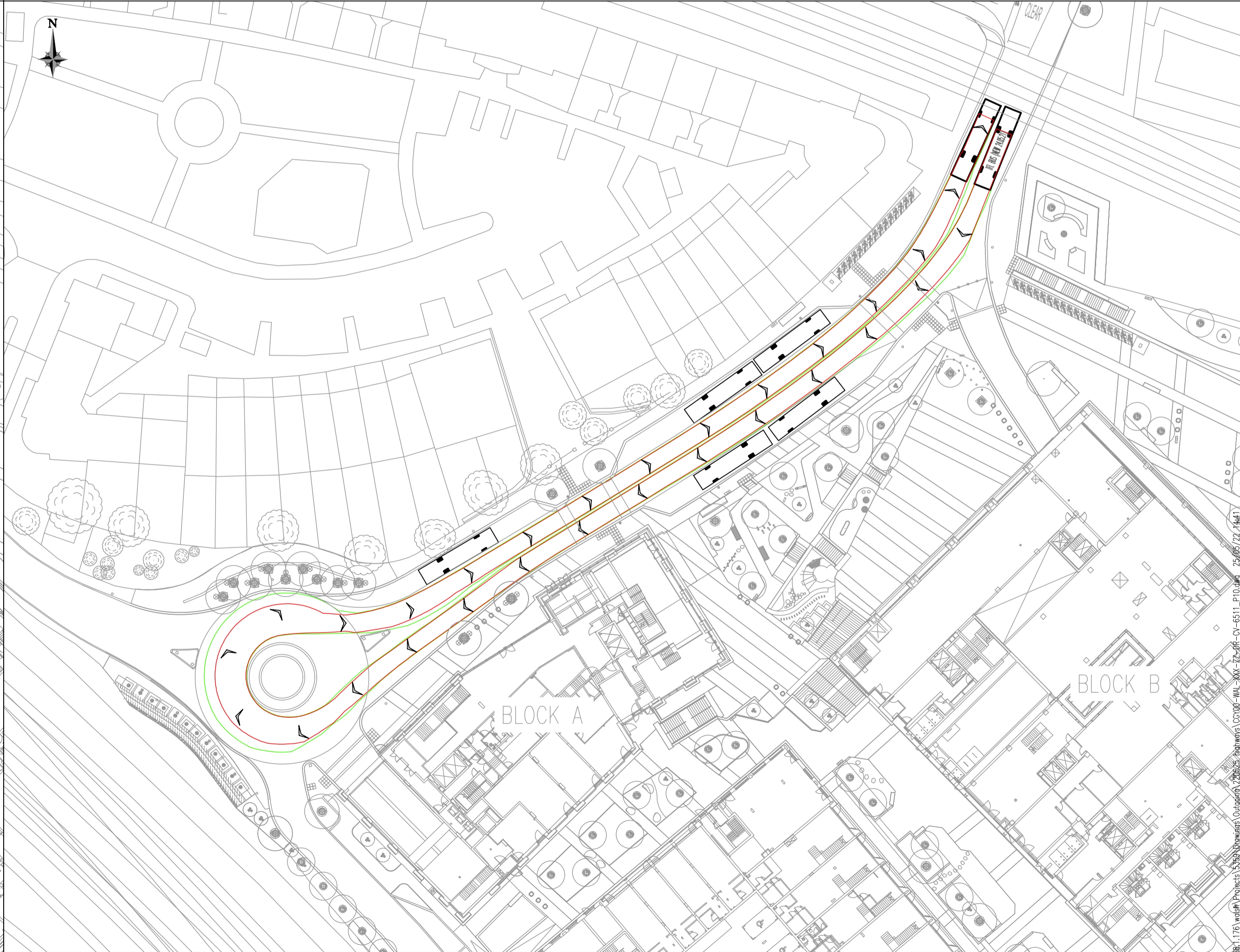
BUS DRIVING SOUTHBOUND THROUGH SITE SCALE 1:500



LONDON FIRE BRIGADE SOUTHBOUND AND NORTHBOUND BUS PASS SCALE 1:500



BUS DRIVING NORTHBOUND THROUGH SITE SCALE 1:500

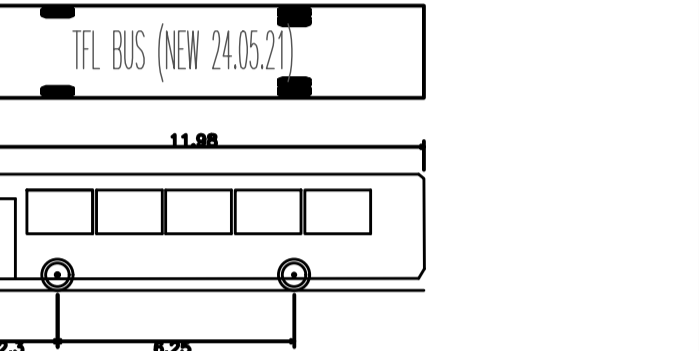


BUS GOING SOUTHBOUND THEN TURNING AROUND ROUNDABOUT AND HEADING NORTHBOUND SCALE 1:500

TRACKING NOTES:
- TRACKING HAS BEEN COMPLETED AT 5mph SPEED
- VEHICLE TRACKED (TFL BUS NEW 24.05.21) CREATED FROM INFORMATION PROVIDED VIA EMAIL PARAS SHAH (TFL) DATED 25.05.21.
- LAYOUT AMENDED AS PER COMMENTS FROM CAMDEN HIGHWAYS & TFL

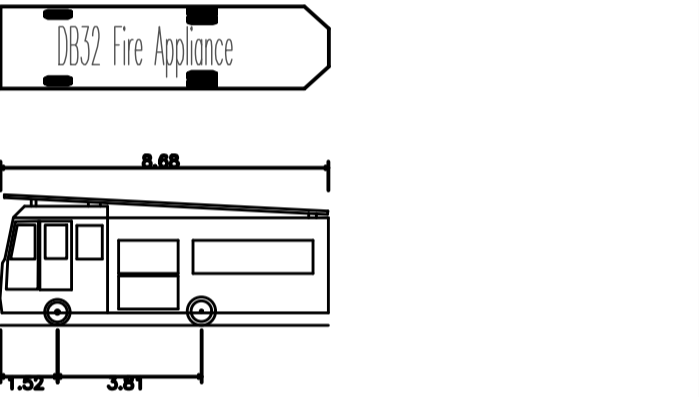
- Notes
1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES.
 2. THIS DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND SPECIFICATIONS.
 3. THIS DRAWING HAS BEEN PRODUCED ELECTRONICALLY AND MAY HAVE BEEN PHOTO REDUCED OR ENLARGED WHEN COPIED. HENCE, DO NOT RELY ON ANY SCALES QUOTED. WORK ONLY TO FIGURED DIMENSIONS (DO NOT SCALE). ALL DIMENSIONS TO BE CHECKED ON SITE. ANY ERRORS OR OMISSIONS TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
 4. DRAWING TO BE READ IN FULL COLOUR

- KEY
- VEHICLE BODY OUTLINE
 - EXTENT OF VEHICLE BODY DURING MOVEMENTS
 - EDGE OF WHEEL LINE DURING MOVEMENTS



TFL BUS (NEW 24.05.21)

Overall Length	11.980m
Overall Width	2.3180m
Overall Body Height	2.700m
Min Body Ground Clearance	0.304m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.368m



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.3180m
Overall Body Height	2.700m
Min Body Ground Clearance	0.304m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

P10	25.05.22	JD	BACKGROUND UPDATED TO LATEST DESIGN
P09	29.07.21	MDL	UPDATED INLINE WITH CLIENT COMMENTS 13.07.21
P08	19.07.21	MDL	UPDATED TO SUIT REVISED LAYOUT
P07	09.07.21	DS	DRAWING UPDATED WITH HIGHWAY RE-ALIGNMENT PROPOSALS & RSA1/2 COMMENTS
P06	02.06.21	JD	BUS TRACKING REVISED TO SUIT BUS SPEC PROVIDED BY TFL 25-05-2021
P05	21.05.21	JD	TRACKING REVISED WHERE CLOUDED
P04	14.05.21	JD	TRACKING REVISED WHERE CLOUDED
P03	04.05.21	JD	ADJUSTED FOR REVISED RAISED TABLES
P02	19.04.21	JD	KERBLINE NOTE REMOVED
P01	16.04.21	AT	FIRST ISSUE
Rev.	Date	By	Details Of Revision

Client

ST GEORGES WEST LONDON

Project

CAMDEN GOODS YARD
PHASE 2

Title

STEPHENSON STREET
RE-ALIGNMENT
SWEPH PATH ANALYSIS

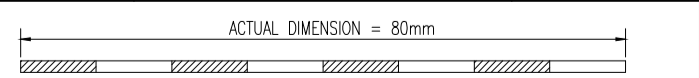
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Status

INFORMATION

Drawn	AT	A1 Scales	1:250
Date	APRIL 2021	Eng.	JD
WA Ref	5359	Chk.	JK
		App'd.	JK
		Suitability.	



Drawing No.	Rev.
CGY00-WAL-XXX-ZZ-DR-CV-6511	P10