



**CURLEW DEVELOPMENTS LONDON  
LIMITED  
PURPOSE BUILT STUDENT  
ACCOMMODATION  
BRITANNIA STREET, CAMDEN**

**FRAMEWORK DELIVERY AND  
SERVICING MANAGEMENT PLAN**

**DECEMBER 2024**



**the journey is the reward**

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<b>Project Code:</b>	<b>COBritanniaStreet.1</b>
<b>Prepared by:</b>	<b>CC</b>
<b>Approved by:</b>	<b>AJP</b>
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**Curlew Developments London Limited  
Purpose Built Student Accommodation  
Britannia Street, Camden  
Framework Delivery and Servicing Management Plan**

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# 1 Introduction

- 1.1 This Framework Delivery and Servicing Management Plan (DSMP) has been prepared by Mayer Brown Ltd on behalf of Curlew Developments London Limited relating to the construction of a proposed 121-bed Purpose Built Student Accommodation (PBSA) scheme with ancillary social, amenity and support space on Britannia Street, London.
- 1.2 The site is currently used as a car park, operated by Euro Car Parks which has been proposed to be replaced with high-quality, student accommodation.
- 1.3 Demonstrated in the Transport Assessment (TA), the scheme will only generate two daily service vehicle trips, which is not considered material or significant. Notwithstanding that, this DSMP has been prepared to demonstrate to LBC officers and members that the delivery strategy for the proposed development had been duly considered.
- 1.4 This plan details the number of proposed deliveries to the site and the expected route that deliveries would use for the PBSA.
- 1.5 This Framework Delivery and Servicing Management Plan accompanies a Transport Assessment and Travel Plan that will be submitted as a part of the planning application.
- 1.6 The DSMP endeavours to achieve that servicing freight at a development site is dealt with in an effective and efficient manner. This will be achieved by proposing a variety of tools, actions and interventions to reduce the quantity, managing the timing and frequency, of servicing movements at the associated site.

## Objectives

- 1.7 The main goal of the DSMP is to efficiently manage deliveries to and from the proposed site, ensuring a smooth transfer of goods which will not have any negative impacts on the local highway network. Additionally, the document will aim to oversee deliveries achieved without any conflict between vehicles or pedestrians.
- 1.8 The DSMP is set out to guarantee that both servicing and waste management is dealt with effectively.
- 1.9 This document is considered live which can be updated to meet the needs of new servicing plans or waste management proposals, as necessary.
- 1.10 As time progresses, where possible the DSMP will shape future deliveries and should align with current goals such as delivering with EV vehicles, cargo bikes or bicycles.

1.11 Deliveries and servicing organised via the DSMP will seek to:

- Where possible, check that deliveries are pre-arranged to avoid several deliveries at one period of time, effecting the health of the local highway network and access to the site.
- Use consolidation methods to reduce the total number of deliveries and emissions and to stop vehicles queuing or blocking the site, in order to deliver a parcel.
- Where possible, reduce the volume of waste and collections required.
- Utilise local suppliers or couriers where possible.

### **DSMP Structure**

1.12 Following this introduction, the remainder of this report shall be set out as follows:

- Section 2 describes the delivery and refuse collection information in which the proposed delivery and servicing strategy, in respect of the development proposals is set out
- Section 3 explains an estimation of the predicted servicing/deliveries trips generated by the proposed site, describes the proposed servicing and waste management strategy for the site, furthermore describes the move-in move-out strategy;
- Section 4 sets out the ongoing monitoring and review process associated with this DSMP document.

## 2 Delivery Vehicle Information

- 2.1 The purpose of this report is to consider the delivery and servicing related aspects of the proposed development in respect of the planning application for the redevelopment of a car park to purpose-built student accommodation, with ancillary social, amenity and support space.
- 2.2 The proposals comprise of re-developing the existing Euro Car Park to provide the new accommodation which contains a 121-bedroom PBSA.
- 2.3 Vehicular access for deliveries to the site shall take place from Britannia Street on from either the pay and display bays or by kerbside.

### Local Highway Context

#### Britannia Street

- 2.4 Britannia Street is a two-way, single carriageway road subject to a 20mph speed limit and located in resident parking permit zone (RPZ) CA-D, which operates from Mon-Friday 8:30am to 6:30pm and 08:30am to 1:30pm on a Saturday. Pay & Display parking is also available on Britannia Street with a maximum permitted stay of 2 hours.
- 2.5 Britannia Street is within a Controlled Parking Zone, with single yellow parking restrictions in operation between Monday and Friday from 08:30am to 6:30pm and on Saturdays from 08:30 to 1:30pm.
- 2.6 A dedicated on-street blue badge parking space located on the northern side of Britannia Street approximately 90 metres to the west of the site.
- 2.7 There is also a dedicated on-street electric vehicle (EV) charging point and parking space located on the northern side of Britannia Street approximately 95 metres to the west of the site. The space operates with a maximum stay of 3 hours.
- 2.8 Loading/unloading can lawfully take place from Britannia Street.

#### Wicklow Street

- 2.9 Wicklow Street is a 20mph one-way (westbound only) road which also operates under RPZ zone CA-D. The RPZ operates from Mon-Friday 8:30am to 6:30pm and 08:30am to 1:30pm on a Saturday. Single yellow line restrictions are in place along the southern side of the carriageway.
- 2.10 Signage on Wicklow Street indicates that waiting by goods vehicles over a gross weight of 5t is prohibited between 6:30pm to midnight and from midnight to 8am.

- 2.11 A section of on-street parking for solo motorcycles measuring circa 14 metres in width, is provided adjacent to the rear of the site.
- 2.12 There are two dedicated on-street blue badge parking spaces located on the southern side of Wicklow Street approximately 80 metres to the west of the site.
- 2.13 Loading/unloading can lawfully take place from Britannia Street.

### Daily Servicing Movements

- 2.14 The information set out in **Table 2.1** relates to the approximate servicing/delivery vehicles estimated to visit the site per day. A trip generation assessment specifically for delivery and servicing trips has been obtained using the TRICS database, using surveys assessed at student accommodation sites in Greater London.

121 Units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Total Day	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	2	2

**Table 2.1: Predicted Number of Service/Deliveries to Site**

- 2.15 Based on the information in **Table 2.1**, the proposed 121-unit PBSA development would give rise to approximately two two-way delivery vehicle trips on a typical weekday.

### Types of vehicles

- 2.16 The types of vehicles that are likely to access Britannia Street, adjacent to the site include the following:
  - Small delivery vans (Amazon, DPD, Evri..)
  - Food delivery vans (Ocado, Sainsburys, Waitrose)
  - Motorbike/bicycle deliveries (Deliveroo, Just Eat, Uber eats)
  - Refuse vehicles
- 2.17 The anticipated modes of delivery and servicing will likely be of a normal sized vehicle and no oversized vehicles are likely to be accessing the site either from the parking bays or by kerbside. This will eliminate the concern of queues or blockages outside of the sites access.
- 2.18 For take aways or fast food deliveries for the most part will likely be transported via bike to the student accommodation. To meet the demands of these delivery types there will be sheffield stands for bikes located on Britannia Street, adjacent to the site. These will be in close proximity to the site entrance, for ease of delivery.

- 2.19 The facilities management team, where possible should use the following for resourcing delivery companies in order to supply cleaning products and consumables used on site:
- Use local couriers/companies to reduce travel costs and negative impacts upon the environment
  - Use sustainable ways to deliver packages and parcels such as by bicycle or cargo bike.
- 2.20 To ensure smooth delivery of consumables, servicing deliveries should be prearranged with details including the time and time scale which has been agreed with on site management company. Planning ahead will assist with minimising the influence of service trips on the local highway network on a daily basis.



## 3 Servicing

### Refuse Collection

- 3.1 A refuse store will be provided at ground level with access from Britannia Street for the PBSA units.



**Figure 3.1: Proposed Site Layout for Bin Store**

### **Refuse Collection**

- 3.2 It is expected that refuse collection will occur on street adjacent to the development, from either Britannia Street and managed by the on-site management team. Notably, the refuse collection vehicle will likely already be travelling on Britannia Street for existing collections.
- 3.3 The expected refuse collection point from Britannia Street is shown in **Figure 3.2**.

- 3.4 The waste operatives will be able to access the bin storage area on the ground floor with a direct transfer from storage to the waste collection vehicle. The drag distance is expected to be minimal

### Deliveries

- 3.5 The service vehicle trip generation table as presented in the Transport Assessment Scoping Report, indicates that the proposed student accommodation would give rise to a maximum of two vehicle trips during a weekday
- 3.6 Based on general requirements, the majority of items delivered to students accommodation units would be in the form of mail and small packages that can be posted into the mailboxes on the ground level of the building. Suppliers delivering mail and small packages will be allowed to access the ground floor of the foyer to access the post boxes by the site management.
- 3.7 In order to keep the building secure, access to the lifts, stairs and upper floors will not be permitted except for residents and accompanied guests. Deliveries of larger parcels, food and takeaways will be made to the ground floor reception area where the resident will collect their delivery at ground level.

### Waste and Recycling Strategy

- 3.8 The development proposals include a waste storage area adjacent to Britannia Street. Communications with the LBC waste team confirmed that student accommodation should be treated as a single room in a house/block when estimating storage requirements, with guidance stemming from BS5906.
- 3.9 Table 1 of BS5906 requires 70l of waste storage per bedroom, plus an additional 30l per dwelling (assuming an average 3 bed property). Essentially a total capacity of 80l per room is required by BS5906 resulting in a total volume of 9,280l for 121 units. BS5905 expects recycling and general waste to be split on an approximate 50/50 basis.
- 3.10 Camden guidance identifies that circa 8% of waste would be food and on that basis the following waste storage provisions can be expected:
- i) 4,453l general waste
  - ii) 4,453l recycling waste
  - iii) 774l food waste

### Student move – in move – out scheme

- 3.11 'Moving' days at the site, which will occur yearly when tenancies end for the preceding year and commence for the forthcoming year, will be busy at times with large numbers of students moving in or out over the space of several days.
- 3.12 The Building Manager will do a letter drop/inform local businesses and residents of move in and out weekends, so they are aware of potentially increased traffic movements.
- 3.13 As a part of the resident application process, students will be asked to select preferred times from a 30-minute time slots on set days, generally between 09:00 and 18:00 and these will be allocated individually.
- 3.14 The move in process will be spread over two weekends each academic year to stagger arrivals. Time slot management will be organised by the site management to ensure a physical spread through the buildings at each time to reduce pressure on staircases in addition to minimising impact to the surrounding road network at these times. Site management staff will be on site to assist and direct students as necessary.
- 3.15 Information packs relating to the loading arrangements and relevant public transport routes, as well as room location, will be distributed to students prior to the start of term. Students will then be required to provide their intended method of transport for move-in day. This allows time slots to be allocated to minimise impact on public transport services and the local highway network.
- 3.16 It is envisaged that any student arriving by vehicle will utilise pay and display parking spaces available on Britannia Street. It is likely that the majority who chose to arrive by vehicle will utilise taxis.
- 3.17 Agreed times will be non-negotiable with the site management who will reserve the right to refuse access to students or parents arriving at the wrong time, with these residents being given new time slots. The site management will use their judgement as to whether this is appropriate depending on how busy the site is. Information about this process will be provided as part of the application form, so potential residents are aware in advance of the process.
- 3.18 Residents will be asked to complete their move in and then relocate their vehicles away from the site within 30 minutes of arrival. Once a resident has completed moving all possessions from their vehicle to the property (or vice versa) or the 30 minute limit has been reached, they will be expected to move their vehicle away from Britannia Street.

- 3.19 Students moving out are likely to occur over a longer period as courses end at different times. All students will be advised prior to the end of their tenancy period of the move out procedure and dates on which they would be expected to finally vacate. Around two weeks before the end of tenancies, remaining students will be asked for their leaving date so that site management are able to control vehicles as necessary.
- 3.20 Should large numbers move out on the same day (for example Saturdays, or particular dates tying in with rental periods across the city), moving day procedures as detailed above will be followed, with departure slots for vehicles given to residents.
- 3.21 Students will not be required to empty rooms at the end of each term, only when their annual tenancy contract ends.

#### **Additional Measures**

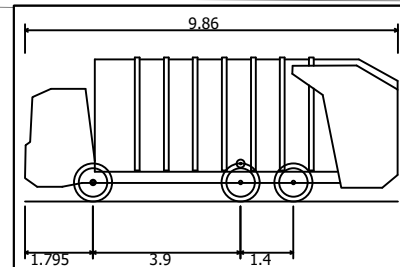
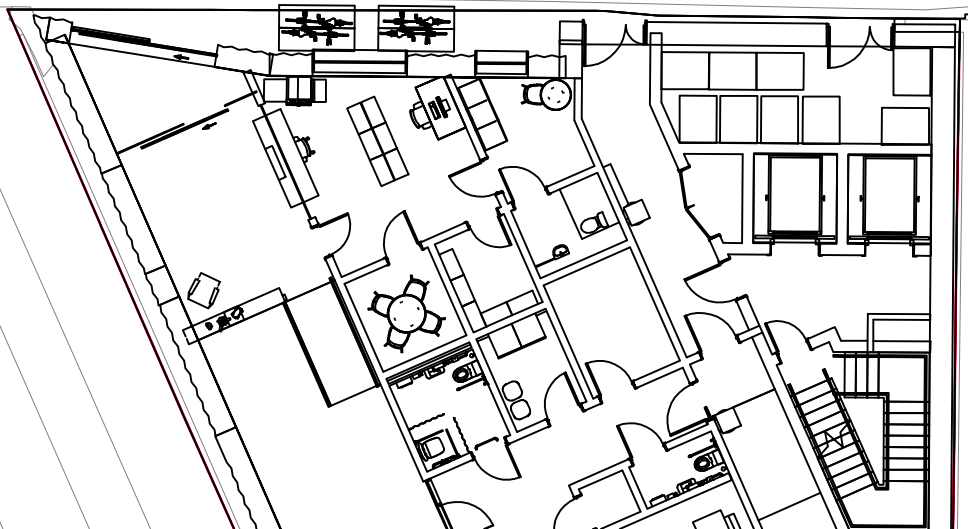
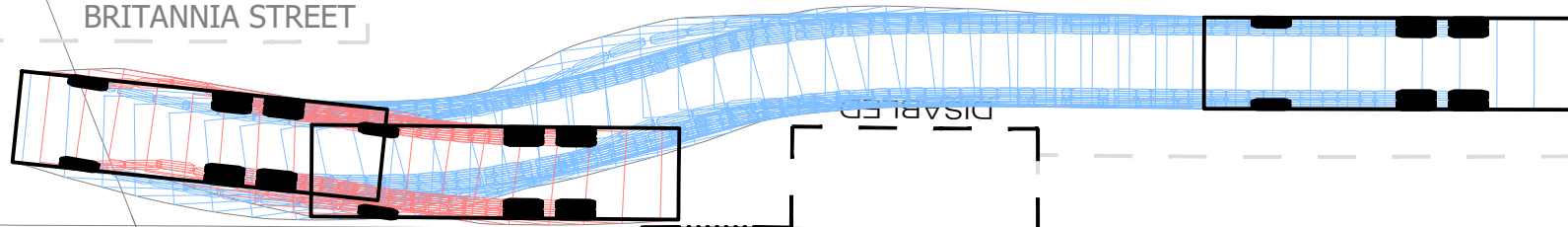
- 3.22 This DSMP is accompanied by the following documents:
- Travel Plan
  - Transport Assessment
  - Construction Management Plan

## 4 Monitoring and Review

- 4.1 The DSMP is considered to be a live document, to be reviewed if problems or issues that lead to an unsafe or unsatisfactory situation arise, examples of this may be a reported obstruction or a change to the delivery process.
- 4.2 The on-site management will be responsible for the monitoring and review of the document and they shall consider local developments which could influence the servicing to the student accommodation.



BRITANNIA STREET



Large Refuse Vehicle (3 axle)  
 Overall Length 9.860m  
 Overall Width 2.450m  
 Overall Body Height 3.814m  
 Min Body Ground Clearance 0.366m  
 Track Width 2.450m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

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Mayer Brown Limited  
 Lion House Oriental Road Woking Surrey GU22 8AR  
 Telephone 01483 750 508 Fax 01483 750 437  
 enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client  
 CURLEW DEVELOPMENTS LONDON LIMITED

project  
 BRITANNIA STREET, CAMDEN

title  
 SWEPT PATH ANALYSIS  
 LARGE REFUSE VEHICLE PULLING UP OUTSIDE SITE

scale 1:200 @ A4	drawn by JME	checked by CC
date NOVEMBER 2024	cad file FIGURE 3.2	suitability -
drawing number		rev. P1

FIGURE 3.2

