

19 CHARTERHOUSE STREET

Framework Delivery and Servicing Plan

03/04/2025



DOCUMENT CONTROL ISSUE SHEET

Project & Document Details

Project Name	19 Charterhouse Street
Project Number	M001489
Document Title	Framework Delivery and Servicing Plan

Document History

Issue	Status	Reason for Issue	Issued to
V1	Draft	For Review	Design team
V2	Draft	For Review	Design team
V3	Final	For Issue	Design team

Issue Control

leeuo	Data	Author	Contributors	Authorisation	
ISSUE	Date	Autio	Contributors	Name	Signature
V1.0	28/02/2025	KP	MS / BH	АН	Aludicion.
V2.0	25/03/2025	KP	MS / BH	DH	Stellt.
V3.0	03/04/2025	KP	MS / BH	DH	Stroht.

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1. INTRODUCTION

1.1 Context

- 1.1.1 This Framework Delivery and Servicing Plan (DSP) has been prepared by Momentum Transport Consultancy on behalf of Farrview Limited ('the Applicant') to support the planning application for 19 Charterhouse Street (herein 'the Proposed Development' of 'the Site') in the London Borough of Camden ("LB Camden"). It is anticipated that a detailed DSP would be provided to the planning authority as a condition of permission being granted should the application be approved.
- 1.1.2 The Proposed Development includes the refurbishment and extension of the existing building to an office, and the provision of new retail and affordable jewellery space on the ground and basement floors.

1.2 The Site

- 1.2.1 The Proposed Development is located within the London Borough of Camden, on its southeastern border in close proximity to both the London Borough of Islington and the City of London.
- 1.2.2 The Site is situated at the corner of the junction between Farringdon Street (A201) to the east and Charterhouse Street to the south. To the north lies Greville Street, which is restricted to cycle access only. To the west, Saffron Hill runs behind the Proposed Development and has controlled vehicle access. There is no vehicular through access from Saffron Hill to Charterhouse Street at the southern end, although a stairway provides pedestrian access.
- 1.2.3 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, the highest rating based on a scale of 1 to 6b, indicating an excellent level of accessibility to public transport. Public transport options include numerous bus routes, as well as underground stations Farringdon, Chancery Lane, Barbican. These transport hubs allow the Site to link to areas across the whole of London.
- 1.2.4 The Site location is displayed below in Figure 1-1.



1.3 Scope of the Delivery and Servicing Plan

- 1.3.1 This chapter forms the introduction of the DSP. The remainder of this report is divided as follows:
 - Key policy guidance and standards
 - Outline of the development proposals
 - Existing and proposed management strategy for delivery and servicing
 - Existing and proposed Waste Management Strategy
 - DSP measures
 - DSP targets (including review and monitoring)
 - Conclusions

1.4 Policy Context

- 1.4.1 This DSP has been written in full consideration of the following national, regional and local policies: Section 1 introduces the CLP and outlines the objectives:
 - Waste Management Plan for England (DEFRA, 2021)
 - BREEAM UK New Construction: Non-Domestic Buildings, Technical Manual (2018)
 - Delivery and Servicing Plan Guidance (TfL, 2020)
 - The London Plan (2021)
 - The Mayor's Transport Strategy (GLA, 2018)
 - Freight and Servicing Action Plan (TfL, 2018)
 - Vision Zero Action Plan (2019)
- 1.4.2 These documents' relevance is described in more detail in Chapter 2.

2. POLICY CONTEXT

2.1 Introduction

- 2.1.1 This chapter outlines the national, regional, and local planning context in which this DSP has been written.
- 2.1.2 This DSP has been produced in compliance with the Environmental Targets (Residual Waste) Regulations (2023), National Planning Policy Framework (2024), DEFRA's 25 Year Environment Plan (2018) and DEFRA's Environmental Improvement Plan (2023).

2.2 National Planning Guidance

WASTE MANAGEMENT PLAN FOR ENGLAND (DEFRA, 2021)

- 2.2.1 The Waste Management Plan for England has been produced by the Department for Environment, Food and Rural Affairs, published in 2021.
- 2.2.2 The plan sets out how material resources will be preserved by minimising waste, promoting resource efficiency and moving towards a circular economy in England. It sets out how we will minimise the damage caused to our natural environment by reducing and managing waste safely and carefully, and by tackling waste crime.
- 2.2.3 The Plan outlines the objectives and scope, which include quantitative and qualitative indicators and targets to achieve compliance.

BREEAM UK NEW CONSTRUCTION: NON-DOMESTIC BUILDINGS-TECHNICAL MANUAL (2018)

- 2.2.4 The BREEAM document describes an environmental performance standard against which buildings in the UK can be assessed, rated and certified. A key metric BREEAM assesses is operational waste, for non-residential use only.
- 2.2.5 The aim of minimum standards regarding waste is to recognise and encourage the provision of dedicated storage facilities for a building's operational-related recyclable waste streams so that this waste is diverted from landfill or incineration.
- 2.2.6 The key parameters to achieve compliance include the segregation of stored waste, and an adequate and accessible waste storage area for each waste type.

2.3 Regional Planning Policy

THE LONDON PLAN (2021)

- 2.3.1 The London Plan was adopted in March 2021 and sets out the integration between housing, social, economic, cultural, environmental and transport policies for London over the next 25 years.
- 2.3.2 Policy T7 states, "Delivery and Servicing Plans should demonstrate how the requirements of the Site are met, including addressing missed deliveries." (10.7.5)
- 2.3.3 Policy T7 also states that, "Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening. Appropriate facilities

are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing".

2.3.4 Further, "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

THE MAYOR'S TRANSPORT STRATEGY (2018)

- 2.3.5 The Mayor's Transport Strategy was adopted in March 2018 includes targets to significantly reduce total traffic by 10-15% by 2041, and freight traffic in Central London by 10% by 2026.
- 2.3.6 Plans for delivery and servicing look to promote planning permissions to secure delivery and servicing plans in support of off-peak (including night-time) deliveries. Additionally, support is shown for waste consolidation implementation through the use of a formal commercial waste zone framework. Introduction of regional consolidation and distribution centres were proposed, potentially in conjunction with micro-distribution centres within inner and outer London.

THE FREIGHT AND SERVICING ACTION PLAN (TFL, 2019)

- 2.3.7 The Freight and Servicing Action Plan sets out the steps that need to be taken to address the increase in demand for freight and servicing. The plan contains proposals to deliver improvements to the operational efficiency, environmental impacts and safety of freight and logistics within Greater London, alongside other proposals designed to improve understanding of freight issues and contribute to the longer-term process of addressing London's transport needs. Key projects supporting the delivery of the plan are:
 - Efficient Deliveries Toolkit
 - Freight Operator Recognition Scheme (FORS)
 - HGV Safety Direct Vision Standards
 - Construction Logistics and Community Safety Standard (CLOCS)
 - Delivery and Servicing Plans
 - Construction and Logistics Plan
 - The Ultra-Low Emission Zone (ULEZ)
- 2.3.8 The efficient deliveries toolkit includes guidance for businesses on how to time deliveries outside the peak hours, reduce personal deliveries to the workplace and implement waste consolidation. The plan outlines different types of consolidation centres, including:
 - Micro-consolidation facilities facilitating efficient last-mile deliveries via zero-emissions vehicles such as electric vans and e-Cargo bikes, particularly within Central London.
 - Construction consolidation centres enabling the efficient and timely deliveries of bulky construction materials outside of the peak hours.
 - Waste consolidation centres making the use of river and rail servicing to transport bulky wastes by other means than road transport.
- 2.3.9 FORS employs a tiered set of membership levels to address fleet and freight vehicle operational efficiency, improving all areas of sustainable distribution to reduce CO2 emissions, congestion, collisions and operator costs.
- 2.3.10 FORS recognises legal compliance as the base 'bronze' level and promotes the uptake of best practice covering: fuel efficiency, alternative fuels and low carbon vehicles,

management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels.

- 2.3.11 FORS also recognises operator achievements with rewards that encourage operators to raise standards to reduce CO2 emissions and to improve vehicle facilities designed to improve HGV safety, primarily through reducing risks to cyclists.
- 2.3.12 The Direct Vision Standard (DVS) for HGVs was created by the Mayor of London to improve the safety of all road users. The DVS uses a star system to rate HGVs above 12 tonnes on the visibility available to the driver directly through the cab windows. The star rating system has the range zero to five.
- 2.3.13 The DVS came into force in March 2021. The DVS forms part of the proposed HGV Safety Permit, The DVS forms part of the proposed HGV Safety Permit which requires all HGVs over 12 tonnes, which enter or operate within Greater London to hold a safety permit.
- 2.3.14 All HGVs over 12 tonnes with a zero-star rating are banned from London unless they prove a Safe System. From 2024 all zero to two-star HGVs would be banned unless they prove a Progressive Safe System is in place. A Safe System is a series of measures which reduce the risks HGVs present to vulnerable road users. The core requirements are blind spot elimination and minimisation, warning of intended manoeuvre, minimising physical impact of a hazard. The Progressive Safe System would be the same as the Safe System, but it would take into account technological improvements and equipment available by 2024.
- 2.3.15 The CLOCS standard aims to ensure that clients ensure that construction Sites are suitable for vehicles fitted with enhanced safety features, including Direct Vision-enabled vehicles.
- 2.3.16 The Freight and Servicing Action Plan sets out how Delivery and Servicing Plans (DSPs) can improve freight and logistics efficiency.
- 2.3.17 The ULEZ aims to improve air quality within Central London through introducing stricter emissions limits to vehicles entering the congestion charging zone 24 hours a day, 7 days a week since April 2019. The ULEZ was expanded to cover the area within the north and south circular roads in October 2021. This requires freight operators to select cleaner vehicles, with an anticipated shift from the usage of diesel vehicles to cleaner alternatives.

VISION ZERO ACTION PLAN (2018)

- 2.3.18 The Vision Zero Action Plan published in July 2018 sets out Policy 3 of the Mayor's Transport Strategy. This document details the proposed strategies to adopt Vision Zero for road danger in London, being zero people killed in or by a London Bus by 2030 and all deaths and serious injuries from road collisions to be eliminated on London's roads by 2041.
- 2.3.19 Chapter five describes how reducing the dominance of motor vehicles includes both reducing their numbers and also the dangers that they pose to vulnerable road users. A focus is placed upon larger vehicles such as Buses and HGVs, of which Direct Vision standards have now been implemented to improve the safety of HGVs.
- 2.3.20 It further demonstrates the importance in reducing road mileage of large vehicles in particular via consolidating construction delivery and servicing vehicles which would further help to reduce the potential for conflicts between these types of vehicles and vulnerable road users.

2.4 Local Planning Policy

CAMDEN LOCAL PLAN (2017)

- 2.4.1 The Camden Local Plan is the overarching plan setting the policies to guide the future sustainable development of the borough. Policy A1: Managing the impact of development refers to how the council will manage the impact of traffic movements associated with new developments.
- 2.4.2 Policy A4 of the Local Plan sets out the council's policy in relation to noise and vibration and that it is appropriately considered at the design stage. Regarding deliveries, policy A4 states:

"We will also seek to minimise the impact on local amenity from deliveries and from the demolition and construction phases of development."

- 2.4.3 Camden's Local Plan (para. 6.104) acknowledges that deliveries should be managed and take place between the hours of 08:00 and 20:00 to manage potential disruption and noise disturbance to nearby residential properties. LB Camden also requires the provision of loading bays within a development site to reduce the impact of delivery vehicles.
- 2.4.4 A subsequent CPG in 2021, outlined below, expands on these delivery hours and specifies deliveries can take place outside of these hours providing there is a an out of hours agreement in place with the Council.
- 2.4.5 Freight consolidation is an approach promoted by the council whereby goods are grouped together so that fewer delivery journeys are required by road and therefore the number of vehicle trips is reduced.
- 2.4.6 Council policy acknowledges that the movement of goods and materials by road can have a significant impact on the environment and the health and wellbeing of residents. Therefore, LB Camden promotes more sustainable means of freight transport, including the use of cycle freight as an extension to cycle courier services and encourages developers to make provision for cycle freight as part of DSPs.
- 2.4.7 Policy T4: Sustainable movement of goods and materials states:

"The Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road. We will:

- a) encourage the movement of goods and materials by canal, rail and bicycle where possible
- b) protect existing facilities for waterborne and rail freight traffic and;
- c) promote the provision and use of freight consolidation facilities. "
- 2.4.8 Policy T4 of the Local Plan also requires goods vehicles to be accommodated on site and the preparation of Delivery and Servicing Management Plans where appropriate.

CAMDEN PLANNING GUIDANCE (CPG) TRANSPORT (JANUARY 2021)

- 2.4.9 LB Camden's CPG on Transport provides guidance on all transport issues within the borough and is consistent with and supports the policies in the Camden Local Plan. Chapter 4 of the guidance sets out the planning authority's guidance in relation to DSPs.
- 2.4.10 The guidance sets out the requirements of the planning authority for DSPs for all development proposals which, from a delivery and servicing perspective, are likely to have an impact on the amenity of occupiers, neighbours and road users in terms of noise and vibration, air quality, congestion and road safety.

- 2.4.11 The guidance sets out the overarching aim of DSPs to minimise motorised freight movements, mitigating against the negative impacts of freight movement in general, in particular those of motorised freight traffic (Section 4.10, p.27).
- 2.4.12 In addition, the guidance sets out LB Camden's requirements for DSPs to be structured around the following themes/issues:
 - Location of loading
 - Delivery timing
 - Routing
 - Vehicular type and vehicular control measures
 - Freight consolidation
 - Other control measures
 - Specific consideration according to land use, where applicable
 - Monitoring.

3. EXISTING OPERATIONS

3.1 Existing Site

- 3.1.1 The Site is located in the southeastern part of the LB Camden, closely bordering both the City of London and the Borough of Islington.
- 3.1.2 The Site is situated on the corner of Farringdon Street and Charterhouse Street, both with high volumes of pedestrian and vehicular movement. It is also bordered by Saffron Hill to the West of the building, with Greville Street to the north.
- 3.1.3 The existing building is an office building, and the current occupiers of the Site are Anglia Ruskin University staff. The building is not currently fully occupied.
- 3.1.4 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, the highest rating based on a scale of 1 to 6b, indicating an excellent level of accessibility to public transport. Public transport options include numerous bus routes, and Elizabeth Line, London Underground and Thameslink services from Farringdon Station.

3.2 Existing Servicing and Waste Management

- 3.2.1 The existing building is not operating at full capacity and as such the number of deliveries is minimal.
- 3.2.2 Two off-street loading bays serve the existing building. Both of the bays are accessed from Saffron Hill, with the first being to the north of the building, and the second being to the south.
- 3.2.3 The loading bay to the north is currently used for storage only. All deliveries are therefore currently loaded and unloaded in the loading bay to the south.
- 3.2.4 Waste is collected on demand by a private collector when necessary and is approximately once a week. The waste vehicle pulls up on street outside the southern loading bay located on Saffron Hill. The waste collectors have their own key and are able to access the loading bay where the bins are stored.
- 3.2.5 The existing bay has space to accommodate two vans and has a turntable, although this is not currently operational.
- 3.2.6 Due to the smaller size of the private collection vehicle it is able to turn around at the southern end of Saffron Hill and exit in forward gear.
- 3.2.7 Saffron Hill has controlled bollards to limit access to the southern end. The bollards are controlled by the neighbouring 17 Charterhouse Street which is occupied by De Beers Group.

4. DEVELOPMENT PROPOSALS

4.1.1 This section of the report sets out the proposed delivery and servicing strategy for the Site.

4.2 **Proposed Land Uses and Floor Areas**

4.2.1 The Proposed Development is an office-led redevelopment of the existing building, increasing the total GIA across the Site to 12,846 m². This uplift in floorspace would be served by proposed additional high-quality cycle storage space and accompanying changing facilities.

4.1 Floor Areas and Land Uses

4.1.1 The proposed floor areas are presented in Table 4.1. Plant and BOH area has been proportionally split amongst the different land uses.

NIA (sqm)	GIA (sqm)	GEA (sqm)
7,861	12,016	13,385
293	310	342
486	520	592
8,640	12,846	14,319
	NIA (sqm) 7,861 293 486 8,640	NIA (sqm) GIA (sqm) 7,861 12,016 293 310 486 520 8,640 12,846

Table 4.1 Area schedule for the Proposed Development received 31/01/25

4.1.2 These floor areas have informed the transport-related elements of the proposals, including the deliveries and servicing and waste management.

5. PROPOSED DELIVERY AND SERVICING STRATEGY

5.1 Introduction

5.1.1 This section details the proposed delivery and servicing strategy for the Site.

5.2 Access Strategy

- 5.2.1 To service the proposed development, a single new loading bay is proposed to replace the two existing loading bays. Vehicles would access the loading bay from Saffron Hill.
- 5.2.2 Vehicles would approach the Site by travelling eastbound along Greville Street and then travel southbound along Saffron Hill.
- 5.2.3 When departing the Site vehicle would return northbound along Saffron Hill direction and continue along Saffron Hill before reaching Clerkenwell Road, where the vehicle would turn left or right to travel eastbound or westbound.
- 5.2.4 Existing structural elements result in a clearance height limit of 3.0 metres within the proposed loading bay. As such, the loading bay is designed to accommodate a 3.5 tonne panel van, with a length of up to 5.4 metres, as the largest vehicle.
- 5.2.5 The southern end of Saffron Hill is a private road, under the ownership of 17 Charterhouse Street, with public rights of way.

5.3 Delivery and Servicing Trips

- 5.3.1 Delivery and servicing trips have been calculated based on Momentum's delivery database, derived from a range of surveys carried out in central London developments.
- 5.3.2 The new loading bay is located south of the controlled bollards which are operated by De Beers at neighbouring 17 Charterhouse Street.
- 5.3.3 Vehicles would reverse into the loading bay and egress in forward gear north along of Saffron Hill.
- 5.3.4 An estimate of the number of delivery and servicing trips has been generated from the servicing trip rates presented in Table 5.1.

Land Use	Servicing Trip Rate (per 100m² NIA/ day)
Office	0.21
Food Retail	1.8
Non-food Retail	0.59
Affordable Jewellery	0.59

Table 5.1 Servicing Trip Rates for the Proposed Development

5.3.5 Based on the rates outlined in Table 5.1, the proposed number of delivery and servicing trips to the Site has been presented in Table 5.2.

l and llee	Cars / LGVs		
	per day	peak hour	
Office	16.52	2	
Non-food Retail	2.7	<=1	
Non-food Retail (incl.	3.8	1	
Affordable Jewellery)	5.0	~=1	
Total (Rounded)	23	4	

Table 5.2 Proposed Delivery and Servicing Trips

5.3.6 It is proposed that under a managed strategy, using primarily out-of-hours servicing, the Site will require a single loading bay. This is based on a daily estimate of **23 Car / Van arrivals**.

5.4 Management Strategy

- 5.4.1 To reduce the number of vehicles travelling to the Site on a daily basis and the impact on pedestrian movements surrounding the Site it is proposed to implement a management strategy.
- 5.4.2 The strategy would limit the number of hours in the day in which delivery vehicles can access the Site. Under current proposals, servicing hours would be restricted lie outside of the peak hours of 07:00-10:00 and 16:00-19:00.
- 5.4.3 To accommodate all 23 daily delivery and servicing vehicles, it is forecast that the loading bay would be in use for up to 10 hours, allowing up to 25 minutes for each vehicle to load or unload, although it is likely that for many deliveries vehicle dwell times would be less than this. This would require that servicing be carried out from 10:00-16:00, and then from 19:00 to 23:00 as a worst-case.
- 5.4.4 There are no immediately adjacent residences and the loading bay is internal. It is therefore considered that any disruption due to servicing up to 23:00 would be minimal.
- 5.4.5 LB Camden Transport SPD (2021) states that *"For deliveries made outside of the hours of 7am to 8:30pm, the Council expects that all operators will be subject to an out of hours delivery agreement."*
- 5.4.6 It is anticipated that this agreement would form part of the DSP, to be submitted prior to occupation of the Proposed Development.
- 5.4.7 Vehicles would be required to book their visit to the Site via a booking system. During peak hours, vehicles would not be able to access the Site.

BOOKING SYSTEM

- 5.4.8 A booking system is proposed to manage the number of vehicle arrivals throughout the operational hours of the servicing bays.
- 5.4.9 A booking system would ensure that vehicle arrivals are spread throughout the servicing period to avoid a peak in vehicle arrivals beyond the capacity of the loading bay. This will assist in ensuring that there are limited to no pedestrian or cyclist conflicts with the delivery and servicing vehicles.

5.5 Servicing Area Requirements

- 5.5.1 To accommodate the forecast servicing demand for the Site outlined above, a new off-street loading bay is proposed at the ground floor of the development on Saffron Hill.
- 5.5.2 The proposed off-street loading bay is shown in Figure 5-1. Swept path analysis has been undertaken to understand the spatial requirements for vehicles to enter and exit the loading bay and can be seen in Figure 5-1 and Figure 5-2.
- 5.5.3 This analysis shows that vehicles entering the loading bay would reverse in from Saffron Hill. This manoeuvre would be carried out under supervision of a banksperson.
- 5.5.4 Refuse vehicles would continue to collect bins as they do for the existing development. They would travel to the southern end of Saffron Hill before turning, and would collect bins from Saffron Hill without entering the loading bay, due to the height restriction. This is shown in Figure 5-2.



NOTES

- 1. Do not scale from this drawing, work to figured dimensions only.
- 2. Dimensions are in metres unless stated otherwise.
- 3. This drawing is for discussion purposes only.
- This drawing is based on the topographical survey "24/077/100-Overview", dated March 2024 from Maltby Surveys and the drawing "9CS-DSD-MB-LG-DR-A-20099_Proposed Lower Ground Floor", received on 18/03/2025 from DSDHA.
- 5. Swept path analysis based on following vehicle traveling at 10mph.



KEY





 \Box

3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.986m
2.565m
0.338m
1.986m
4.00s
6400m
000

В	21/03/25	LAYOUT UPDATED	PCG	PS	BH
А	07/03/25	FIRST ISSUE	PCG	PS	BH
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY





19 CHARTERHOUSE

DRAWING TITLE:

JOB TITLE:

SWEPT PATH ANALYSIS 3.5T PANEL VAN

STATUS:

DRAWING NO:

FOR INFORMATION

MPP1489-1-1-TR-002



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- 5. Swept path analysis based on following vehicle traveling at 10mph.



6. WASTE MANAGEMENT STRATEGY

6.1 Introduction

- 6.1.1 This section of the report sets out the proposed operation waste management waste strategy, detail on the expected quantum of waste to be produced across the commercial and residential elements of the Site as well as setting out waste transfer routes and details on the proposed layout of waste storage areas.
- 6.1.2 The Proposed Development commits to prioritising the prevention of waste production through segregation of waste into different recycling waste streams at the source of each respective unit in line with the Waste Hierarchy.

6.2 Future Waste Requirements

OVERVIEW

- 6.2.1 The Waste Management Strategy has been developed in consideration of the following requirement:
 - All occupants of the development would have access and be required to use the waste storage facilities.
- 6.2.2 Waste generation rates have been calculated using rates supplied in WCC's 'Recycling and Waste Storage Requirements 2023' document, in the absence of specific rates provided by LB Camden.
- 6.2.3 These waste generation rates are presented in Table 6.1.

Table 6.1 Waste Generation Rates

Land Use	General (%)	Recycling (%)	Glass (%)	Food Waste (%)	Total rate (L per 1000 m ² GEA)
E(c) Office	30%	40%	20%	10%	2000
E(a) Retail	30%	60%	0%	10%	4000
E(b) Restaurant/café	30%	20%	10%	40%	3500

- 6.2.4 Table 6.2 outlines the forecast waste daily generation by waste stream for the Site, based these rates. The forecast is based on the floor areas provided in Table 4.1. Waste volumes have been split into streams and it is proposed that 80% of waste generated by volume, after compaction, be recycled.
- 6.2.5 Retail rates were applied to the Affordable Jewellery space in calculating forecast waste generation to provide a worst-case.

		Waste S	Stream		
Land Use	General (L)	Recycling (L)	Glass (L)	Food Waste (L)	Total
Office	764	1,018	1,527	764	4,072
Retail	37	51	17	88	115
Affordable Jewellery	68	135	0	68	353
Total*	869	1,206	1,544	921	4,541

Table 6.2 2023 WCC waste generation rates applied to the Proposed Development

*Differences due to rounding.

6.2.6 The use of a compactor for general and dry recyclable waste is proposed and has been accounted for in these figures. This assumes a 1 in 3 compaction ratio with a Eurobin compactor for general waste and for recycling.

WASTE STORAGE

- 6.2.7 It is proposed that waste associated with the Proposed Development is stored in bins at lower ground floor in a dedicated bin store. The route from the goods lift to the bin store, via the loading bay, is shown in Figure 6-1 below.
- 6.2.8 The proposed layout of the bin store is shown in Figure 6-2 overleaf.

Figure 6-1: Route from Goods Lift to Bin Store





NOTES

- This drawing is based on the architect layout "19CS-DSD-MB-LG-DR-A-20099_Proposed Lower Ground Floor", received on 18/03/25 provided by DSDHA.
- 2. Do not scale from this drawing, work to figured dimensions only.
- 3. Dimensions are in metres unless stated otherwise.
- 4. This drawing is for information only.



240l bin

360I bin

660I bin Eurobin

1,100l Eurobin

Compactor

В	21/03/25	LAYOUT UPDATED	PCG	PS	BH
А	10/03/25	FIRST ISSUE	PCG	PS	BH
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



CLIENT:



JOB TITLE:

19 CHARTERHOUSE

DRAWING TITLE:

BIN STORE LAYOUT

STATUS:

FOR INFORMATION

DRAWING NO: M001489-1-1-DR-001

- 6.2.9 It is proposed that the different land uses within the development would share bins. Based on this forecast waste generation, the required quantities of storage bins and their capacities is as follows:
 - 1 x 1,100l Eurobin for general waste
 - 2 x 660I Eurobin for paper and cardboard and dry recyclables
 - 5 x 360l Eurobin for glass
 - 4 x 240l Eurobin for food waste

6.3 Waste Management Measures and Targets

- 6.3.1 As part of the Waste Management Strategy, the measures presented in Table 6.1 would be implemented.
- 6.3.2 To ensure the strategy is effective and progressing in line with the Waste Hierarchy, all future users of the Proposed Development would be made aware of the waste strategy including the following:
 - What the Waste Strategy is;
 - Benefits of implementing the Waste Strategy;
 - What can be done to improve the Waste Strategy.
- 6.3.3 The review and monitoring of the Waste Strategy would be undertaken by Facilities Management (FM). FM would be responsible for monitoring waste generation and recycling levels which would be reviewed on a six month basis to monitor progress and identify future improvements

Table 6.3: Waste Management Measures

Measure	Description	Benefit	Timescale	Responsibility
Adoption of the Waste Strategy	Involvement of Facilities Management / Tenants at the earliest stage is important to ensure that the Waste Strategy is active and a living document	More policies can be implemented, and better results delivered	Upon occupation	Applicant
Assign responsibility of the Waste Strategy to relevant site employee	Relevant site employee to be responsible for managing the ongoing development, delivery and promotion of the Waste Strategy	To ensure that the Strategy is taken forward and delivered	Upon occupation	FM / Tenants
Bin volume surveys	FM team to log- in how full bins are on collection day in a dedicated spreadsheet (half empty, full, ½ full)	To monitor progress on waste generation reduction and recycling improvement	Upon occupation and ongoing	FM team
Tenant awareness	Ensure all tenants are made aware of the Waste Strategy and its requirements upon entering tenancy agreement	To ensure all tenants are aware of the Waste Strategy and its likely implications	Prior to tenant occupation	Landlord / FM
Increasing amount of waste recycled	Commit to working towards London Environment Strategy business waste recycling target of 75% (by weight/tonnage) by 2030	Increasing amount of waste recycled will reduce the quantum of waste being directed to landfill	Upon occupation and ongoing	FM / Tenants

7. DSP MEASURES

7.1 Introduction

7.1.1 This section outlines the DSP measures, the benefits they offer, implementation and timescales, and responsibility to take them forwards to encourage sustainable freight. The measures aim to achieve DSP objectives and minimise the impact of the servicing and delivery vehicles forecast to access the development.

7.2 DSP Measures

7.2.1 DSP measures have been outlined in Table 7.1.

Table 7.1: DSP Measures

Measure	Description	Benefit	Timescale	Responsibility
		Management of DSP		
Preparation and Submission of Full DSP	Involvement of LB Camden officers to finalise DSP strategies.	To ensure regulatory compliance and adhere to policy.	Prior to occupation	Applicant
Adoption of DSP	Involvement of Facilities Management / Tenants at the earliest stage is important to ensure that the DSP is active and a living document	More policies can be implemented, and better results delivered	Upon occupation	Applicant
Assign responsibility of DSP to the Cycling Promotion Plan Coordinator (CPPC) / member of facilities management team.	CPPC to be responsible for managing the ongoing development, delivery and promotion of the DSP	To ensure that the DSP is taken forward and delivered	Upon occupation	Facilities Management / Tenants
iTRACE/ TRAVEL compliant surveys	Surveys of all servicing and delivery movements occurring throughout a typical weekday (connected to booking schedule)	To inform the future development of the DSP and to quantify progress	Within 3 months of full occupation	Travel Plan Coordinator (TPC)
Raise awareness and promote DSP initiatives	Provide site information and promote the DSP to tenants, Facilities Management and other key stakeholders	To promote the measures and targets of the DSP to a wide audience	Upon occupation and ongoing	TPC
Training of Staff	All staff associated with the delivery and servicing of the development be required to	To ensure staff are aware of and understand the measures of the DSP in	Upon occupation	TPC

Measure	Description	Benefit	Timescale	Responsibility
	undertake appropriate training	order to implement them effectively		
Tenant Awareness	Ensure all tenants are made aware of the DSP and its requirements upon entering tenancy agreement	To ensure all tenants are aware of the DSP and its likely implications	Prior to tenant occupation	Landlord/ Facilities Management
	·	Vehicle Access Strategy	·	
Access routes for servicing and deliveries	Provide sufficient space for servicing vehicles to access and deliver to Site	To minimise the impact of the development on the public highway	To be implemented with design measures	Design team
	Redu	icing Delivery and Servicing	Trips	
Use of local resources / suppliers	Encourage the relevant purchasing departments and tenants to source items locally or from the same supplier where possible	To reduce the number of delivery vehicle trips to the development and encourage sustainable last- mile deliveries	Within one year of occupation	TPC
Last mile solutions	Encourage further use of last mile solutions such as cargo bikes to reduce the number of delivery vehicles	To reduce the number of delivery vehicle trips to the development	Upon occupation and ongoing	TPC / Facilities Management / Tenants
	De	livery and Servicing Operation	ons	
Site information	Produce information booklets showing suppliers delivery and servicing facilities, access arrangements and management procedures	To avoid any confusion regarding access, process, and to encourage deliveries to occur outside of peak hours where possible	Upon occupation	TPC
Freight Operator Recognition Scheme (FORS)Use of suppliers who are FORS members and encourage non-FORSBenefits towards driver behaviour training, fleet management, safety and reduced emissions		Within six months of occupation and ongoing	TPC	

Measure	Description	Benefit	Timescale	Responsibility
	members to sign up to the			
	scheme			

8. **DSP TARGETS**

8.1 Introduction

8.1.1 This section of the report sets out the proposed management strategy for the DSP, including raising awareness and the review and monitoring programme.

8.2 Management of DSP

- 8.2.1 Following completion of the Proposed Development, the DSP would be implemented prior to occupation. A full DSP would be produced within one year of occupation and after the completion of appropriate travel surveys.
- 8.2.2 The applicant would work with the delivery and servicing suppliers to ensure that the DSP is implemented successfully with a view to ongoing improvements in sustainable practices.
- 8.2.3 The Travel Plan and DSP are interlinked and therefore the management of both strategy documents would form part of the same role for the TPC.

8.3 Raising Awareness

- 8.3.1 To ensure that the DSP is effective, staff would need to be made aware of the DSP strategy, including the following:
 - What the DSP is
 - The benefits of implementing the DSP
 - What they can do to improve the DSP
 - How service vehicle movements impact the local community and transport networks
- 8.3.2 A freight vehicle survey would also be required which would inform the Facilities Management team about the vehicle movements to and from the site and would provide them with data to use to develop the DSP.
- 8.3.3 The review and monitoring of the DSP would be undertaken by the Travel Plan Coordinator (TPC). This person would be responsible for organising the required surveys, monitoring and reviewing of the delivery and servicing information recorded and disseminating this to and liaising with the LB Camden.

8.4 Review and Monitoring Program

- 8.4.1 The DSP would be reviewed and monitored one, three and five years after commencement of operations to measure performance and identify improvements where possible.
- 8.4.2 The first stage of this process would be to undertake a detailed vehicle survey for all delivery and servicing vehicles coming to the Site during the first six months of occupation.
- 8.4.3 The surveys would be based on TfL guidelines and would include questions regarding the frequency of visits; vehicle type; supplier information; type of goods/material delivered; capacity of vehicle used; frequency of deliveries arriving outside delivery slots; quantity and size; access; and arrival and departure routes.

8.4.4 Following implementation of the DSP, it should remain a live document, and should be continuously monitored and updated. This would be the responsibility of the Travel Plan Coordinator (TPC).

Table 8.1: Review and Monitoring Activities

Action	Timescales
Produce and implement the DSP	Within three months of commencement of operations
Delivery and servicing vehicle survey	Within six months of commencement of operations
Establish baseline times for delivery and servicing completion at the goods yard	Within six months of commencement of operations
Future surveys completed to update the DSP	Within the first and second years
Feedback information to the stakeholders and LB Camden regarding the servicing and delivery arrangements and other related issues	Quarterly, following meetings with stakeholders
Review of delivery and servicing contractor's performance in terms of sustainability and efficiency, and if necessary, consider other options	Within first year
Strategic review of the DSP	Within six months of commencement of operations, then annually thereafter

9. CONCLUSION

- 9.1.1 This DSP outlines the proposed delivery and servicing and waste management strategies for the redevelopment of the existing site at 19 Charterhouse Street. The strategy set out in this DSP is in line with all current and relevant policies, as outlined in Chapter 2.
- 9.1.2 The 23 daily forecast delivery and servicing trips would be accommodated in the proposed servicing bay located on the lower ground floor, as shown in Figure 5-1.
- 9.1.3 As well as consolidating deliveries, the timing of delivery and servicing vehicle trips made to the Site would be limited to occur between 10:00-16:00, and 19:00-23:00.
- 9.1.4 For 19 Charterhouse Street, the expected levels of waste generated would be accommodated at the lower ground floor, from which refuse vehicles would collect waste.
- 9.1.5 The targets and measures proposed are intended to raise awareness of the DSP, ensure it is well implemented, and continuously mitigate against any impacts of the forecast servicing movements of the Site.
- 9.1.6 The preparation of the Full DSP should be completed in consultation with the London Borough of Camden, who will ultimately be responsible for approving the final document.