

Date 6th February 2014
 Project No UN60073
 Subject 79 Camden Road. Delivery and Servicing Technical Note

1. Introduction

- 1.1.1 On the 5th December 2013, a planning application, with reference 2013/7646/P, was registered by the London Borough of Camden (LBC), for a residential development proposal at an application site that encompasses two existing buildings, 79 Camden Road and 86-100 St. Pancras Way (referred to forthwith as “the site”)
- 1.1.2 The development proposals are to demolish the existing buildings and replace them with a residential development of 166 flats, with accommodation schedule summarised below as Table 1.1.

Table 1.1: Proposed Accommodation Schedule

Unit Size (Bedrooms)	Total
1 Bed	50
2 Bed	99
3 Bed	14
4 Bed	3
Total	166

- 1.1.3 The planning application was supported by a Transport Assessment and Travel Plan, prepared by SKM Colin Buchanan (SKM).
- 1.1.4 Following the registration of the planning application, it is understood that as part of the formal consultation process some concerns have been expressed regarding the development proposal’s intended delivery and servicing strategy, in particular any perceived increase in traffic disruption from the units fronting Rochester Place. Further evidence has been requested on the anticipated number of delivery and service vehicle movements for this scale of car-free development, particularly with regards to supermarket and internet shopping deliveries.
- 1.1.5 This Technical Note has therefore been prepared to respond to these concerns, summarising the delivery and servicing strategy as currently proposed and providing additional quantitative analysis in terms of delivery and service movements to car-free residential developments within London.
- 1.1.6 In addition, the Technical Note identifies a minor change that has been made to the proposed site layout following concerns expressed regarding wheelchair access around the site perimeter.

2. Proposed Delivery and Servicing Strategy

2.1 Site Layout

- 2.1.1 Prior to identifying the delivery and servicing strategy as currently proposed, it is first necessary to outline the split in unit numbers that directly front either Rochester Place or St Pancras Way.
- 2.1.2 The development proposals encompass a total of 166 residential units, centred around 6 cores (A-F), with accommodation schedule detailed below as Table 2.1.

Table 2.1: Accommodation Schedule

Unit Size (Bedrooms)	Block A	Block B	Block C	Block D	Block E	Block F	Total
1 Bed	8	3	23	3	9	4	50
2 Bed	9	16	14	16	19	25	99
3 Bed	2	6		2	1	3	14
4 Bed	3						3
Total	22	25	37	21	29	32	166

- 2.1.3 The site layout is arranged so that only Blocks A, D and E have a core accessed directly from Rochester Place, although it is possible for residents of Block A to access the site via the St Pancras Way entrance adjacent Block B and similarly residents of Block D and Block E are able to access the site via the private concierge that fronts St Pancras Way. The remaining cores to Blocks B, C and F have direct access from St Pancras Way.
- 2.1.4 There are, therefore, a total of 72 units that have core access from Rochester Place, reflecting 43% of the development total. The remaining units will all rely on St Pancras Way.

2.2 Existing Traffic Flows

- 2.2.1 Having identified that there are only 72 units served from Rochester Place, it is now necessary to identify the volume of traffic that currently uses this route in order to address the suggestion that any reliance on Rochester Place will result in traffic disruption.
- 2.2.2 As part of the Transport Assessment that was submitted as part of the planning application, a traffic survey was undertaken along Rochester Place on Thursday 22nd August 2013 in order to quantify the number of existing vehicle movements. The results of the survey are reproduced below as Table 2.2.

Table 2.2: Rochester Place Traffic Count (including cyclists)

From	To	AM Peak Total/LGV /HGV	PM Peak Total/ LGV/ HGV	Daily (07.00- 19.00) Total/LGV/ HGV	24 Hour Total/LGV /HGV
Rochester Place (west of Rochester Mews)	Rochester Place (west)				
	Rochester Mews	0/0/0	0/0/0	7/4/1	9/4/1
	Rochester Place (east)	0/0/0	9/0/0	43/14/0	58/15/0
Rochester Mews	Rochester Place (west)	0/0/0	3/1/0	23/8/2	29/10/2
	Rochester Mews				
	Rochester Place (east)	3/1/0	4/3/0	31/13/2	38/14/2
Rochester Place (east of Rochester Mews)	Rochester Place (west)	0/0/0	0/0/0	4/0/0	4/0/0
	Rochester Mews	0/0/0	0/0/0	0/0/0	0/0/0
	Rochester Place (east)				

2.2.3 Table 2.2 therefore confirms that Rochester Place is very lightly trafficked, with a total of only 96 two-way daily movements along the section east of Rochester Mews and 100 two-way daily movements west of Rochester Mews, with a negligible number of movements during the traditional network peaks. Indeed the maximum hourly two-way flow along Rochester Place was observed to be only 12 movements, occurring between 17.00-18.00. Furthermore, the traffic survey revealed that the type of vehicles travelling along Rochester Place already includes both light goods vehicles and a negligible number of heavy goods vehicles.

2.2.4 It can be concluded therefore that Rochester Place is currently very lightly trafficked.

2.3 Delivery and Servicing Strategy

2.3.1 Having identified the proportion of the units that have core access from Rochester Place and the number of existing vehicle movements along the street, it is necessary to identify the proposed delivery and servicing strategy, encompassing refuse collection, which is reproduced from the Transport Assessment that was submitted as part of the development proposals.

Refuse

2.3.2 In terms of refuse collection, the development proposal includes dedicated bin storage for each core, as indicated on the project architect's revised site plan, attached as **Appendix A**, which front both Rochester Place and St. Pancras Way.



- 2.3.3 As part of the pre-application dialogue, TfL have confirmed that the GLA Side Order Variation permits refuse vehicles to stop on the existing St. Pancras Way Red Route. It is proposed therefore that a refuse vehicle will service each bin store along the St. Pancras Way frontage (Blocks A, B and C) from on-street. Given the proximity of Block F's bin store to the signalised junction stop line, a management strategy will be introduced to transfer bins to a dedicated holding area immediately south of Block B's bin store.
- 2.3.4 In terms of refuse collection from Rochester Place, it is again proposed to service each of the relevant Blocks (D and E) on-street, with Block A's refuse store being shared with Block B and accessed from St Pancras Way. Rochester Place forms part of an existing refuse collection route as confirmed by LBC's appointed waste contractor, detailed within correspondence that is attached as **Appendix B**. The development proposal will not therefore result in an intensification of refuse vehicle movements along Rochester Place, but will rather simply form part of an existing route.
- 2.3.5 As Rochester Place is so, lightly trafficked, refuse vehicle servicing of the two identified Blocks is unlikely to affect traffic movement. Indeed traffic surveys undertaken along Rochester Place recorded only 20 eastbound vehicles between 07.00-12.00, times when refuse collections typically occur.
- 2.3.6 Finally, it has been observed on-site that this on-street refuse strategy already occurs for adjacent land uses and in particular the occupied mixed-use development proposal opposite the site, located at the Rochester Place / Rochester Mews junction. For this adjacent site, the residential bin stores face Rochester Place, from where refuse is collected.
- 2.3.7 On-street refuse collection is not therefore likely to cause any noticeable inconvenience to existing road users. The proposed refuse collection strategy is indicated on drawing number **UN60073-ECC-0003 REV D**.
- 2.3.8 In terms of bulk waste collection, a dedicated store is located within the Block A/B bin store, with this waste collected from St Pancras Way via prior arrangement with LBC.
- 2.3.9 As part of the formal consultation process, TfL have not objected to this strategy.

Deliveries

- 2.3.10 In terms of general deliveries, immediately west of the existing Red Route controls along St. Pancras Way the parking restrictions revert to single yellow lines with no loading restrictions. It is proposed therefore that any delivery



vehicle accessing a block that fronts St. Pancras Way loads/unloads from this area.

- 2.3.11 In terms of general deliveries to blocks fronting the Rochester Place frontage (A, D and E), the significant majority of these movements to residential developments within London e.g. supermarket delivery, couriers etc., are undertaken using vehicle types such as box vans, light rigid and/or panel vans, which have width dimensions less than the existing refuse vehicles that access this route. These will therefore be readily accommodated within Rochester Place, following the same strategy as refuse vehicles described above, but using an existing 10m long section of single yellow line along the site frontage from which loading is permitted, as indicated on drawing **UN60073-ECC-DG-0001 REVA**.
- 2.3.12 Notwithstanding this proposed strategy, residents of Blocks D and E benefit from the private concierge that fronts St Pancras Way. As is typical with any residential development, deliveries such as post and couriers and any delivery occurring when a resident is away from their property, are likely to be collected and temporarily held by the concierge. Indeed, internet deliveries typically allow for special instructions to be left with the courier so that such an arrangement can be followed. This would leave just the residents of Block A to be reliant on deliveries from Rochester Place, amounting to 22 units.
- 2.3.13 However, for deliveries to those blocks that front Rochester Place that rely on larger vehicles delivering bulky goods and/or home removals etc., which are highly infrequent and typically preplanned, the servicing strategy will be for these vehicles to deliver to the site from St Pancras Way and access the building using the cores that front such (B and C). Goods will then be transferred internally within the building via the lifts, corridors and courtyards to the cores of Blocks A, D and E. As these movements are pre-planned, residents will be required to inform delivery companies of this strategy and this requirement will be detailed within the residential welcome pack that is detailed within the Travel Plan.
- 2.3.14 In summary therefore, waste collection from Rochester Place will only be for Blocks D and E, justified based on forming part of an existing, lightly trafficked, route that will not be intensified as a result of the proposals. In terms of delivery and servicing only Blocks B, D and E will be reliant on Rochester Place, although Blocks D and E will benefit from the private concierge that fronts St Pancras Way from which the majority of deliveries are likely to be made and temporarily held. Any delivery vehicle that accesses Rochester Place can use the existing section of highway that permits on-street loading.



Bulkier deliveries to the blocks that front Rochester Place will be via St Pancras Way and internally within the site through prior arrangement.

2.4 Wheelchair Accessibility

- 2.4.1 Paragraph 2.3.2 of this Technical Note refers to the project architect's revised site layout, attached as **Appendix A**. The minor revision sees a reduction in the width of the lightwells around the Rochester Place frontage, which allows the adjacent footway to be widened to a minimum width of 900mm, the minimum needed for a wheelchair access.

3. Delivery and Service Vehicle Trip Generation

- 3.1.1 Whilst this Technical Note has considered the access strategy for delivery and service vehicles, additional concern has been expressed regarding the number of such movements. This concern was also expressed as part of initial pre-application meetings with LBC, where it was requested that the Transport Assessment presents service and delivery vehicle trip generation data.
- 3.1.2 The Transport Assessment therefore used the industry standard TRAVL database to establish an appropriate service vehicle trip generation profile. However, as the delivery vehicle data within the database is relatively limited, all residential sites with delivery data were considered, irrelevant of PTAL, location, year of survey or car parking provision. The delivery data was reviewed to establish average peak hour and daily service vehicle trip rates and the anticipated number of trips based on the scale of development, which is reproduced below as Table 3.1, with full data analysis included as **Appendix C**.

Table 3.1: Anticipated service vehicle trip generation

	AM Peak			PM Peak			Daily		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rate per unit	0.006	0.007	0.013	0.001	0.001	0.002	0.029	0.030	0.059
Trips (166 units)	1	1	2	0	0	0	5	5	10

- 3.1.3 Table 3.1 therefore confirms that the scale of development was anticipated to generate 5 daily arrival service and delivery vehicle movements. As the proportion of units fronting Rochester Place amounts to 47% of the total number, it would be reasonable to assume a pro-rata reduction in the number of movements, amounting to only 2-3 delivery vehicles a day accessing Rochester Place.
- 3.1.4 In terms of vehicle type, the TRAVL data confirms that the dominant types are transit vans.
- 3.1.5 Notwithstanding the results of this analysis, the concerns expressed regarding deliveries and servicing have also identified the reasonable assertion that reliance on internet deliveries is likely to be higher for car-free developments and that the practice of internet shopping is increasing. It is acknowledged therefore that the proxy sites used within the analysis above included sites with on-site car parking and that some of the surveys are slightly out of date. As such, to supplement the TRAVL data, additional surveys have been

undertaken at three occupied car-free residential developments within London all of which include a mix of unit sizes and ownership status. These sites are:

- 2-98 Plassy Road, LB Lewisham, 60 residential units
- Former Angel School, Ritchie Street/Liverpool Road/Batchelor Road, LB Islington, 73 residential units
- Hale Village, 542 units managed by Newlon Housing Trust

3.1.6 For the Plassy Road and Former Angel School sites, an independent survey company was undertaken on the 24th January 2014 to record all delivery and servicing movements to the sites between the hours of 07.00-22.00, recording the delivery arrival and departure time, mode of travel and type of delivery. For the Hale Village site, a centralised concierge, which serves all of the 542 units, recorded the same information but over a two day period (23rd/24th January 2014). Whilst full survey data is attached as **Appendix D** including daily profile and type of delivery, Table 3.2 below provides a summary in terms of the total number of daily delivery and survey movements to infer the daily delivery trip generation rate per unit.

Table 3.2: Daily Delivery and Servicing Survey Results

Site	Units	On Foot	Bike	Motorbike	Car/Van	Minibus	OGV1	Total	Vehicular deliveries per unit
Plassy Road	60	1			1	2		4	0.05
Former Angel School	73	4		1	5	2	1	13	0.12
Hale Village (23 rd Jan)	542			1	10				0.02
Hale Wharf (24 th Jan)	542				7				0.013

3.1.7 Table 3.2 confirms that the surveys revealed a low number of delivery and service vehicle movements for each of the sites. For the 60 unit Plassy Road site, there were a total of 3 vehicular movements, 2 of which were Lewisham School mini-bus runs. The daily trip rate amounted to 0.05 deliveries per unit, which exceeds the initial analysis. For the 73 unit Former Angel School site, there were a total of 9 vehicular movements, with an hourly peak of 3 occurring between 08:00-09:00, with the rest spread throughout the day. These movements consisted of a range of journey purpose, with Royal Mail and courier deliveries, utility services and a single supermarket delivery vehicle that arrived after 20:00. The daily trip rate amounted to 0.12 deliveries per unit, which exceeds the initial analysis. For the Hale Village site, given the



scale of the development, the delivery and service vehicle movements were very low, all of which were van deliveries or tradesmen, spread evenly throughout the day. The daily trip rate across the two days amounted to an average of 0.017 deliveries per unit, which is less than the initial analysis.

- 3.1.8 Therefore, if the average delivery vehicle trip rate per unit is taken by totalling the unit numbers and recorded deliveries for each of these sites, the delivery trip rate per unit is 0.025 trips per unit, which is reflective of the initial analysis. Applying this rate to the 72 units that front Rochester Place, results in only 2 anticipated delivery and service movements. However, if the robust position is adopted by applying the worst case observed delivery vehicle trip rate for the Former Ritchie School of 0.12 daily trips per unit, this amounts to an anticipated total only 9 delivery movements.
- 3.1.9 Given the very lightly trafficked nature of Rochester Place and the proportion of residential units served by such, it is therefore believed that this volume of delivery traffic, spread across the day, will not result in any material traffic disruption.



4. Summary and Conclusion

- 4.1.1 The proposed development introduces 72 units that front Rochester Place within three blocks (A, D, E) out of a total of 166 units, although Blocks D and E benefit from a private concierge that fronts St Pancras Way, through which they can be accessed.
- 4.1.2 Traffic surveys along Rochester Place confirm that it is very lightly trafficked, with just 100 two way movements across the day and a peak of 12 vehicles per hour.
- 4.1.3 In terms of the proposed waste and delivery strategy, waste collection from Rochester Place will only be for Blocks D and E. As this forms part of an existing waste route, there will be no increase in refuse vehicle movements. LBC's existing waste contractor has previously confirmed this is acceptable.
- 4.1.4 In terms of delivery and servicing only Blocks B, D and E will be reliant on Rochester Place, although Blocks D and E will benefit from the private concierge that fronts St Pancras Way from which the majority of deliveries are likely to be made and temporarily held. Any delivery vehicle such as a car/van/light goods vehicle that accesses Rochester Place can use the existing section of highway that permits on-street loading adjacent the site frontage. Bulkier deliveries to the blocks that front Rochester Place using larger vehicles will be via St Pancras Way and transferred internally within the site through prior arrangement.



- 4.1.5 In terms of delivery and vehicle movements, the initial analysis included as part of the original Transport Assessment has been supplemented by additional surveys at car free residential sites within London. Using this survey data, it is anticipated that the scale of development that fronts Rochester Place will generate a range of between 2-9 delivery and service vehicle movements per day. Given the lightly trafficked nature of Rochester Place, it is believed this can be readily accommodated without significant traffic disruption and without considering the ability of Blocks D and E to rely on the concierge to take collection of any deliveries.
- 4.1.6 Finally, it should also be acknowledged that the site benefits from being within close proximity of Camden Town and Kentish Town town centres, which includes supermarkets within walking distance. Indeed there is an existing Sainsbury's supermarket some 400m walk distance south of the site on Camden Road, which residents would pass on their route to Camden Town London Underground Station. Future residents are not therefore wholly reliant on vehicular movements for the transfer of goods to/from the site.
- 4.1.7 In, conclusion, it is anticipated that the development can be adequately serviced from Rochester Place without resulting in significant traffic disruption.

UN60073 TN140206



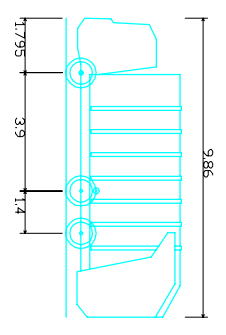
Drawings

UN60073-ECC-0003 REV D

UN60073-ECC-0001



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Large Refuse Vehicle (3 axle)
 Overall Length 9.860m
 Overall Width 3.814m
 Overall Body Height 0.365m
 Min. Body Ground Clearance 2.450m
 Track Width 1.005m
 Lock to Lock Turning Radius 9.500m

WASTE TRANSFER ROUTE

REV	DATE	DRAWN	REV'D	APP'D	REVISION
D	30-10-13	DB	AKS	AKS	SITE LAYOUT UPDATED
C	21-10-13	DB	AKS	AKS	WASTE TRANSFER ROUTES ADDED
B	02-10-13	DB	AKS	AKS	SITE LAYOUT UPDATED AND ADDITIONAL TRACK
A	05-09-13	DB	AKS	AKS	TRACKING AMENDED

DRAWING STATUS
PRELIMINARY ISSUE

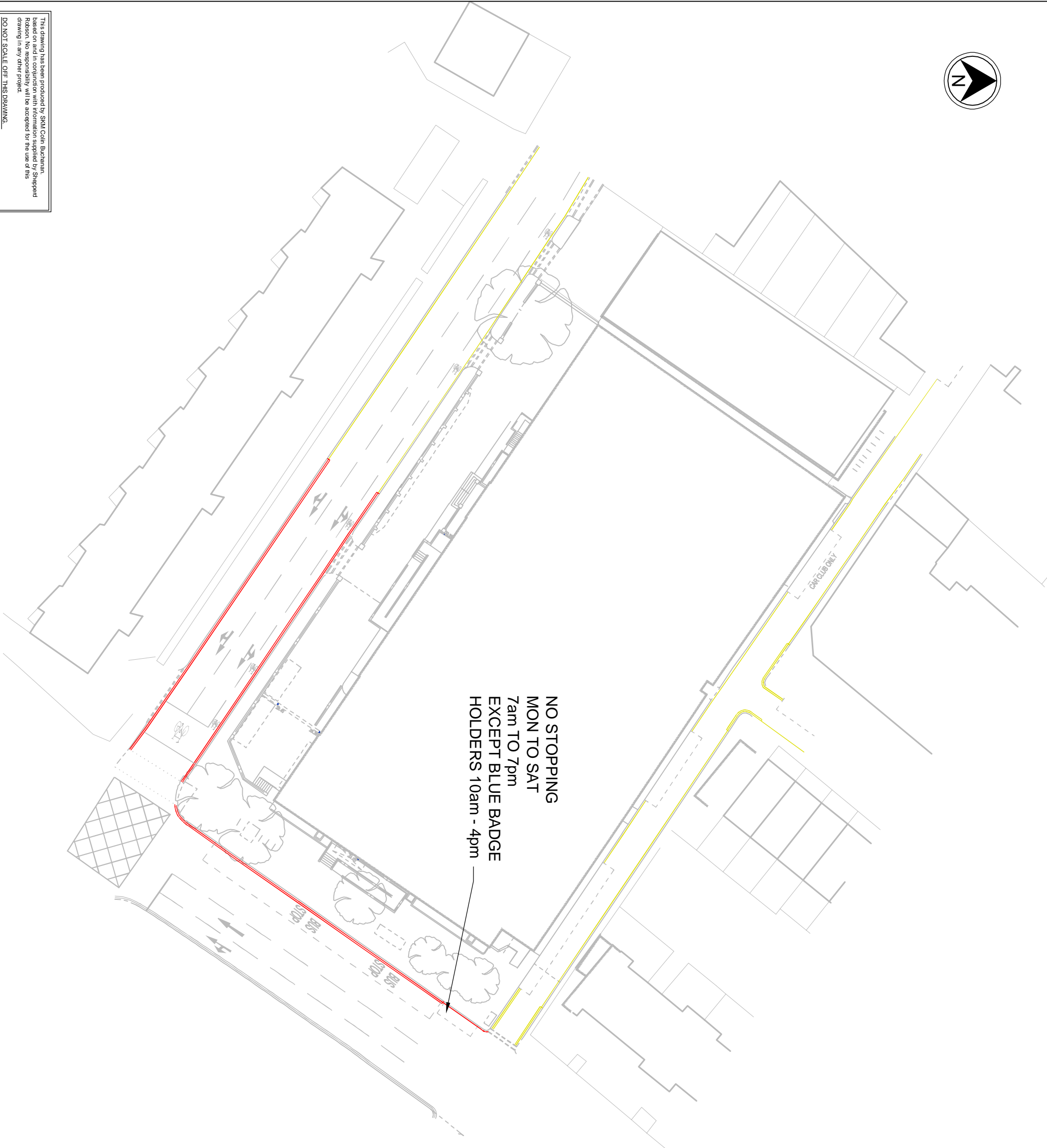
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CLIENT BARRATT HOMES			
PROJECT 79 CAMDEN ROAD			
DRAWN JL	DRAWING CHECK AKS	REVIEWED AKS	APPROVED AKS
DESIGNED AKS	DESIGN REVIEW AKS	DATE 21-08-13	DATE 21-08-13

TITLE DELIVERY, SERVICING AND WASTE COLLECTION STRATEGY	
OPTION 2 - ON-STREET SERVICING WITH EXISTING	
LOADING CONTROLS AND SHARED FOOTWAY / LOADING FACILITY	
SCALE 1:500	DRAWING No UN60073-ECC-DG-0003
	REV D



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NOTES

- All on-street parking spaces subject to following control, unless otherwise stated.
 - Resident permit holders only. CA-G Mon-Fri 8.30am - 6.30pm

REV	DATE	DRAWN	REV'D	APP'D	REVISION

DRAWING STATUS
PRELIMINARY ISSUE

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CLIENT BARRATT HOMES					
PROJECT 79 CAMDEN ROAD					
DRAWN	JL	DRAWING CHECK	AS	REVIEWED	AS
DESIGNED	AS	DESIGN REVIEW	AS	DATE	11-10-13
APPROVED	AS	DATE	11-10-13	DATE	11-10-13

TITLE EXISTING ARRANGEMENT		
SCALE	DRAWING No	REV
1:500	UN60073-ECC-DG-0001	

UN60073 TN140206



Appendix A – Proposed Layout

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NOTES

- PRIVATE
- INTERMEDIATE
- AFFORDABLE

REV.	DATE	AMENDMENT
A	06/02/2014	Lightwell wall amended to provide min 900mm pavement

KEYPLAN

CLIENT



SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: london@sheppardrobson.com

PROJECT
79 CAMDEN ROAD

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:200	22.11.2013	AP	TK	DB

TITLE
PROPOSED GROUND FLOOR PLAN

STATUS
PLANNING

DRAWING NO.
4998-20-102

REV.
A

UN60073 TN140206



Appendix B – Waste Correspondence

Scarratt, Alexander (SKM)

From: Griffiths, Russell <Russell.Griffiths@veolia.co.uk>
Sent: 09 October 2013 08:14
To: Scarratt, Alexander (SKM); Baker, Ann
Subject: RE: Rochester Place

Dear Alexander,

From the plan provide I can see no major problems with collections taking place as described below.

Regards
Russ

From: Scarratt, Alexander (SKM) [mailto:AScarratt@globalskm.com]
Sent: 08 October 2013 14:21
To: Griffiths, Russell; Baker, Ann
Cc: AScarratt@globalskm.com
Subject: RE: Rochester Place

Dear Ann/Russell,

Hope you are well.

Further to our recent discussions, we have developed our scheme option for the development site to the south of Rochester Place and I attach the ground floor layout as it currently stands. The application is some way from being submitted but we thought it prudent to run this past you for comment prior to submission.

The proposals include a number of cores that front either St Pancras Way or Rochester Place, with associated ground floor bin stores.

There are 3 cores (A, D, E) that front Rochester Place and we are proposing for the bins to be collected from these stores using the existing route as described below. Rochester Place is very lightly trafficked and so we envisage the vehicles sitting within the carriageway, with the waste collection team dragging the bins from the store to the rear of the vehicle.

We would be grateful therefore to receive any comments you may have on this access strategy?

Many thanks

From: Griffiths, Russell [mailto:Russell.Griffiths@veolia.co.uk]
Sent: 28 August 2013 12:59
To: Baker, Ann
Cc: AScarratt@globalskm.com
Subject: RE: Rochester Place

Ann,

Please find attached RCV dimensions.

We currently service Rochester Place by travelling south towards Camden Road, however we do have access issues here usually due to poorly parked vehicles or larger parked vehicles.

The current properties in this area, 2 – 12 Rochester Mews & 81 – 83 Camden Road are all serviced from Rochester Mews; we carry out no collections along the section of Camden Road from St Pancras Way to Rochester Road.

Regards
Russ

From: Baker, Ann [<mailto:Ann.Baker@Camden.gov.uk>]
Sent: 22 August 2013 11:02
To: Griffiths, Russell; Taylor, Bob
Cc: Tillyer, Matthew; 'AScarratt@globalskm.com'
Subject: FW: Rochester Place

Hi,

Please see below.

Would you be able to advise on this query below?

Thanks

Ann Baker
Principal Environmental Services Officer

Telephone: 020 7974 8998

From: Scarratt, Alexander (SKM) [<mailto:AScarratt@globalskm.com>]
Sent: 22 August 2013 10:58
To: Baker, Ann
Cc: Baker, Jennifer (SKM)
Subject: Rochester Place

Dear Ann,

Thanks for speaking with me earlier.

As discussed, we are looking at a redevelopment proposal at the old council offices bound between Camden Road to the east, St Pancras Way to the south and Rochester Place to the north.

We are investigating the potential for refuse collections from the Camden Road and Rochester Place frontages.

We just wanted to check existing routeings therefore and in particular routings along Rochester Place to serve the residential properties that front Rochester Mews.

I would be grateful if you could therefore liaise with your contractors to see if they already access this area.

It would be also useful if we could get some dimensions of the vehicles that are currently used on this route.

Look forward to hearing from you.

Many thanks

Alex Scarratt
Traffic Engineer

SKM Colin Buchanan

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Appendix C – Delivery and Service TRAVL Analysis

Site	Albion Wharf (Affordable)		Bed Zed		Exeter Road / Edison Close		Great West Quarter				Merryweather Place		Parliament View Apts		Pavillion Way		TOTAL		Trip Rate		Trip Generation		Per hour					
	Dwellings		45		101		84		616				226		190		269		1531		1531		167		Trip Rate		Trip Generation	
Vehicle Type Deliveries	Rigid 3 Axles		Rigid 3 Axles		Artic 3-4 axes		Transit		Motorbike		Transit (Single rear tyre)		Rigid 3 Axles		Rigid 3 Axles													
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
07:00-07:30			1	1									2	2			3	3	0.002	0.002	0	0	0.005	0.005	0.8	0.8		
07:30-08:00			3	3											1	1	4	4	0.003	0.003	0	0						
08:00-08:30			3	3									1	0	0	1	4	4	0.003	0.003	0	0						
08:30-09:00	1	1	2	2								0	1	2	2	5	6	0.003	0.004	1	1	0.006	0.007	1.0	1.1			
09:00-09:30			1	1							1	1			0	1	2	3	0.001	0.002	0	0	0.004	0.005	0.7	0.8		
09:30-10:00	1	1	1	1	0	1									2	1	4	4	0.003	0.003	0	0						
10:00-10:30	1	1	1	1											2	2	4	4	0.003	0.003	0	0	0.005	0.005	0.9	0.8		
10:30-11:00			1	1											3	2	4	3	0.003	0.002	0	0						
11:00-11:30								2								2	0	0.001	0.000	0	0	0.001	0.001	0.2	0.2			
11:30-12:00							0	2								0	2	0.000	0.001	0	0	0.001	0.001	0.2	0.2			
12:00-12:30							1									1	0	0.001	0.000	0	0	0.001	0.001	0.1	0.1			
12:30-13:00							0	1								0	1	0.000	0.001	0	0							
13:00-13:30																0	0	0.000	0.000	0	0	0.001	0.002	0.1	0.3			
13:30-14:00							1	1							0	2	1	3	0.001	0.002	0	0	0.001	0.002	0.1	0.3		
14:00-14:30							1	1								0	1	1	0.001	0.001	0	0	0.001	0.001	0.2	0.1		
14:30-15:00															1	1	0	0.001	0.000	0	0							
15:00-15:30			1	1			1								0	1	2	2	0.001	0.001	0	0	0.002	0.002	0.3	0.3		
15:30-16:00							1	1								1	1	0.001	0.001	0	0							
16:00-16:30								1	1	1	1					1	2	0.001	0.001	0	0	0.002	0.002	0.3	0.3			
16:30-17:00							1	1							1		2	1	0.001	0.001	0	0						
17:00-17:30															1	1	1	1	0.001	0.001	0	0	0.001	0.001	0.2	0.1		
17:30-18:00															1		1	0	0.001	0.000	0	0						
18:00-18:30																0	0	0.000	0.000	0	0	0.000	0.000	0.0	0.0			
18:30-19:00																0	0	0.000	0.000	0	0							
19:00-19:30									1	0						1	0	0.001	0.000	0	0	0.001	0.001	0.1	0.1			
19:30-20:00									0	1						0	1	0.000	0.001	0	0							
20:00-20:30																0	0	0.000	0.000	0	0	0.000	0.000	0.0	0.0			
20:30-21:00																0	0	0.000	0.000	0	0							
21:00-21:30																0	0	0.000	0.000	0	0	0.000	0.000	0.0	0.0			
21:30-22:00																0	0	0.000	0.000	0	0							
22:00-22:30																0	0	0.000	0.000	0	0	0.000	0.000	0.0	0.0			
22:30-23:00																0	0	0.000	0.000	0	0							
23:00-23:30																0	0	0.000	0.000	0	0	0.000	0.000	0.0	0.0			
23:30-24:00																0	0	0.000	0.000	0	0							
	3	3	14	14	0	1	8	8	2	2	1	1	3	3	14	14			0.029	0.030	5	5						

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Appendix D – Delivery and Service Surveys

Delivery and Service Movement Survey. De Havilland Court.

Date: 23/01/14

Start of Survey 07:00
End of Survey 22:00

Servicing Trip / Delivery	Time of Arrival	Time of Departure	Type of Service Trip / Delivery e.g. supermarket delivery, Amazon, Royal Mail, Refuse, Plumber	Method of Travel e.g. on-foot, motor-bike, car, transit van, HGV, refuse vehicle	Parking Location (if vehicle delivery)
1	08:00	09:05	Builder.	VAN	PARKING BAY
2	09:00	09:10	TRADES	VAN.	PARKING BAY
3	10:30	10:35	PARCEL DELIVERY.	VAN.	PARKING BAY.
4	12:00	12:20	PARCEL DELIVERY	VAN	PARKING BAY.
5	13:08	13:12	TRADES	VAN	PARKING BAY.
6	15:28	15:34	PARCELS DELIVERY	VAN	PARKING BAY.
7	16:02	16:05	PARCEL DELIVERY	VAN	PARKING BAY.
8	16:38	16:42	PARCEL DELIVERY	BIKE-MOTOR	PARKING BAY.
9	17:10	17:16	PARCEL DELIVERY	VAN	PARKING BAY.
10	18:00	18:05	PARCEL DELIVERY	VAN	PARKING BAY.
11	18:40	18:50	DELIVERY	VAN.	PARKING BAY.
12					
13					
14					
15					
16					
17					
18					
19					
20					

Delivery and Service Movement Survey, De Havilland Court.

Date: 24/6/14.

Start of Survey	07:00
End of Survey	22:00

Servicing Trip / Delivery	Time of Arrival	Time of Departure	Type of Service Trip / Delivery e.g. supermarket delivery, Amazon, Royal Mail, Refuse, Plumber	Method of Travel e.g. on-foot, motor-bike, car, transit van, HGV, refuse vehicle	Parking Location (if vehicle delivery)
1	08:12	08:13	DELIVERY PARCEL	VAN	PARKING SPACE
2	10:40	10:42	DELIVERY PARCEL	VAN	PARKING SPACE
3	11:12	11:14	PARCEL DELIVERY	VAN	PARKING SPACE
4	12:00	12:03	DELIVERY PARCEL	VAN	PARKING SPACE
5	12:10	12:11	DELIVERY PARCEL	VAN	PARKING SPACE
6	13:10	13:12	DELIVERY PARCEL	VAN	PARKING SPACE
7	14:38	14:41	PARCEL DELIVERY	VAN	PARKING SPACE
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					



SITE: 1

DATE: 24th January 2014

LOCATION: 2-98 Plassy Road, LB Lewisham

DAY: Friday

	Delivery arrival time <i>hh:mm</i>	Delivery departure time <i>hh:mm</i>	Duration <i>hh:mm</i>	Mode of Travel <i>e.g on-foot, bike/motor-bike/car / van</i>	Type of delivery/Serviceing <i>plumber, refuse, courier, supermarket delivery, post</i>	Street of delivery/Serviceing	Vehicle parked
1	08:35	08:36	00:01	Minibus	Lewisham School pick-up	Plassey Road	Plassey Road
2	10:00	10:52	00:52	on-foot	Royal mail - Postman	Plassey Road	Plassey Road
3	14:55	15:30	00:35	Van	Handyman	Plassey Road	Plassey Road - Driveway
4	16:03	16:03	00:00	Minibus	Lewisham School drop off	Plassey Road	Plassey Road

2

DATE: 24th January 2014

Angel School, Ritchie Street/Liverpool Road and Batchelor Road, LB Islington

DAY: Friday

Delivery arrival time <i>hh:mm</i>	Delivery departure time <i>hh:mm</i>	Duration <i>hh:mm</i>	Mode of Travel <i>e.g on-foot, bike/motor-bike/car / van</i>	Type of delivery/Serviceing <i>plumber, refuse, courier, supermarket delivery, post</i>	Street of delivery/Serviceing	Vehicle parked
08:00	08:20	00:20	Van	Plumber	Batchelor Street	Ritchie Street
08:21	08:25	00:04	Minibus	Disabled Bus Service	Batchelor Street	Batchelor Street
08:21	08:23	00:02	Van	Royal mail - Postman	Ritchie Street	Ritchie Street
09:08	10:05	00:57	Van	Virgin Media - Telecom Service	Batchelor Street	Ritchie Street
09:23	09:28	00:05	on-foot	Flyer Delivery	Batchelor Street & Ritchie Street	NA
11:03	11:15	00:12	on-foot	Royal mail - Postman	Liverpool Road & Ritchie Street	NA
12:32	12:38	00:06	on-foot	Royal mail - Postman	Batchelor Street	NA
12:44	12:52	00:08	Van	Courier	Batchelor Street	Batchelor Street
13:27	13:36	00:09	Van	Locksmith	Batchelor Street	Batchelor Street
15:53	16:14	00:21	on-foot	Gas Readings	Ritchie Street	Bromfield Street
16:32	16:35	00:03	Minibus	Disabled Bus Service	Batchelor Street	Batchelor Street
19:38	19:42	00:04	Motorbike	Pizza Delivery	Batchelor Street	Batchelor Street
20:15	20:35	00:20	OGV1	Supermarket Delivery	Ritchie Street	Ritchie Street