KINGSGATE LAND LTD

PROPOSED RESIDENTIAL DEVELOPMENT FORMING PART OF A MIXED-USE SITE: 146-162 KILBURN HIGH ROAD & 4-10 KINGSGATE ROAD, KILBURN, LONDON NW6

Servicing Management Plan

REPORT REF NO D330-02
PROJECT NO. D330
SEPTEMBER 2007

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Servicing Management Plan

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APPENDICES

1.0 Introduction

1.1 This document provides details of the arrangements for servicing vehicles and waste collection vehicles and should be read in conjunction with the Transport Statement.

1.2 The Service Management Plan (SMP) aims to manage deliveries and servicing of the scheme, with the objective of minimising the impact of service vehicle deliveries and mitigating environmental effects.

1.3 Currently, the arrangements are inconsistent with some retailers servicing from the rear (i.e. from Kingsgate Road and Kingsgate Place) and others directly from Kilburn High Road.

1.4 LBC's standard guidance states that: *The detail of the Servicing Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport it should include the following*:

a. Location and layout of servicing bays (drawings to be submitted).
b. Likely frequency and duration of serving movements.
c. The sizes of service vehicles proposed to enter the site.
d. Swept paths should be provided to ascertain manoeuvring within the site.
e. Delivery vehicles should have a sufficient turning area to be able to both enter and exit the site in a forward gear. This will need to be demonstrated by swept paths.
f. Nature of goods to be delivered.
g. Route to and from on-street servicing bays to the building/service access where relevant.
h. Statement setting out how pedestrian and highway safety will be maintained during servicing movements;

i. Statement setting out how servicing movement to the site can be combined and/or reduced to minimise traffic and service vehicle activity at the site.

j. A detailed statement outlining how on-site servicing bays will be organised and managed.

k. If on-street servicing is intended, a detailed statement giving reasons why this is necessary/reasonable and how it is expected to impact on safety and the operation of the public highway.

l. Details of arrangements for refuse storage and servicing.

m. Any other relevant information.

2.0 Servicing Trip Generation

2.1 We have used the TRICS 2007(b) database to predict the maximum total likely number of servicing trips that the retail element of the development could foreseeable generate. We have done this for the *food superstore* sub category, selecting sites between 4000m^2 and 6000m^2 GFA. The *food superstore* category gives a very robust estimate of servicing trips as this land use generally has a higher serving requirement than non-food retail uses. It should be noted that as most units are likely to be non-food, this approach is likely to over estimate service vehicle trips.

2.2 Assuming a total retail area of 5188m^2, we estimate that the site will generate a total of 40 two-way servicing trips (20 arrivals and 20 departures) over the course of an average day.

3.0 Duration of Stay

3.1 The duration of stay is not expected to exceed 30 minutes given the small size of units and of the service vehicles (see below).

4.0 Size of Vehicles

4.1 Due to difficulties with large articulated vehicles turning into Kingsgate Place it is proposed to constrain the size of vehicles servicing the site. The maximum vehicle size is proposed to be a small 10.7m articulated HGV. This would be a condition of planning consent.

5.0 Servicing Arrangement

5.1 It is proposed that all servicing of the retail and residential units will take place on-street from the rear of the site. The scale and type of retail uses confirms that on-street servicing is adequate and no provision needs to be made for on-site servicing.

5.2 Servicing the site from the rear is a much more desirable arrangement than servicing from Kilburn High Road due to the higher levels of pedestrian and vehicular traffic experienced along the High Road including obstruction of cyclists and buses. Conversely, Kingsgate Place has very low levels of traffic and pedestrian activity so no safety issues are envisaged to arise from this arrangement.

5.3 **Appendix A** and **B** show the proposed routing and tracking of a small articulated HGV and a refuse vehicle to and from the site. It can be seen that vehicles of this type will be able to turn into Kingsgate Place from Kingsgate Road, service the site and exit back onto Kilburn High Road in a forward gear and within the existing streetscape arrangements.

6.0 Location of Refuse Storage

6.1 Storage space for large waste containers will be provided for the residential and retail units as shown at **Figures 6** and **7** of the Transport Statement. The storage areas are provided at street level, adjacent to the footway of Kingsgate Road and Kingsgate Place. All external doors will be either sliding or inward-opening so as not to obstruct the carriageway.

7.0 Location of Loading Bays

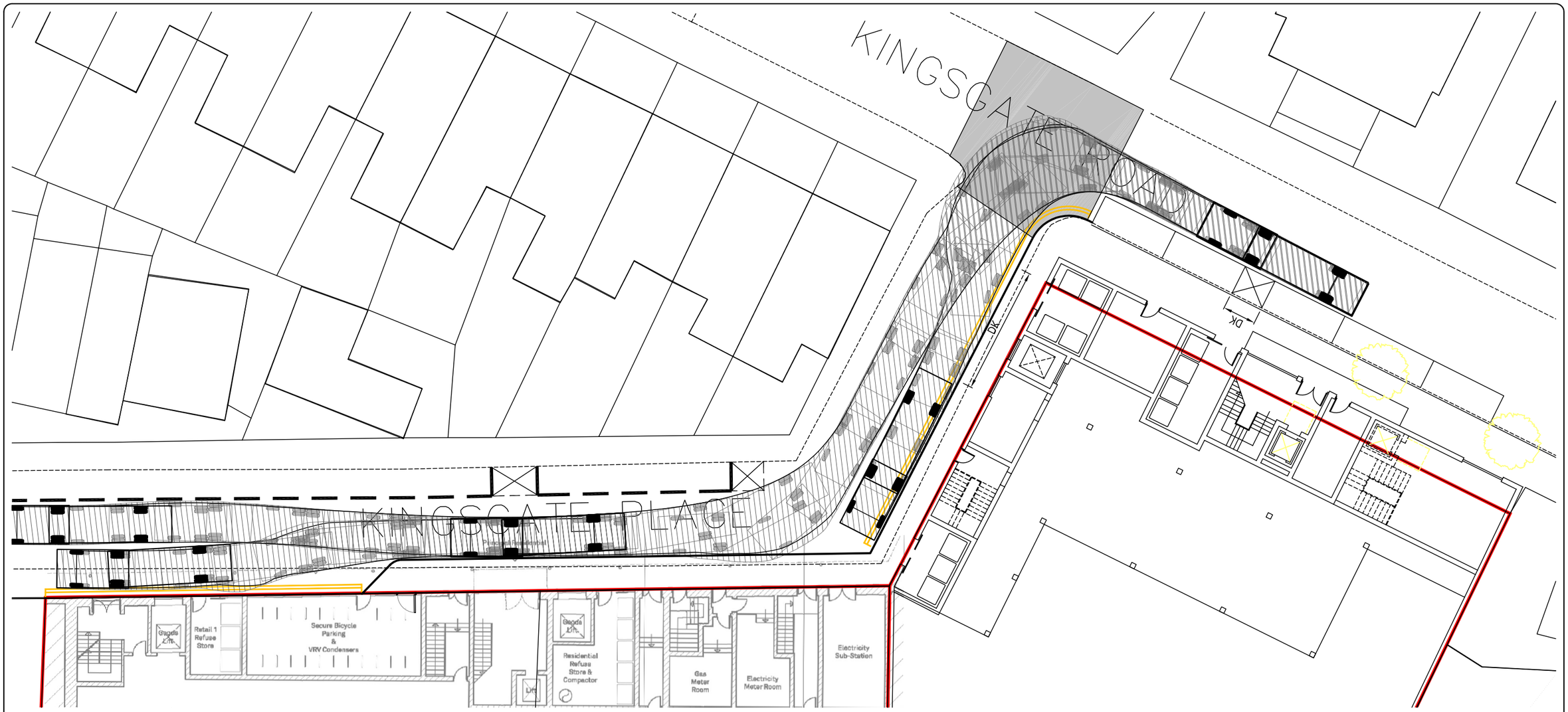
7.1 Two designated loading bays are proposed to serve the retail units. Both bays will be located on Kingsgate Place; one bay adjacent to Retail Unit 4 of nos. 4 – 10 Kingsgate Road and one bay adjacent to Retail Unit 1 of 146 – 162 Kilburn High Road. The locations of the bays are shown at **Appendix C**.

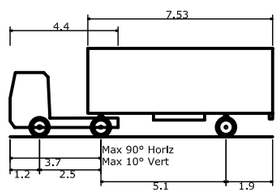
7.2 These bays have been designed so as not to block the flow of traffic along Kingsgate Place. This will necessitate the relocation of three residents' parking bays to Kingsgate Road (as indicated at **Appendix C**). The existing bollards adjacent to nos. 146 – 162 Kingsgate Place will also be removed to make way for the new footway and loading bay.

7.3 Swept paths of a small articulated HGV and a 7.5 tonne box van (produced using AutoTRACK) are illustrated at **Appendix D** and **E**. It can be seen that each of these vehicles will be able to pass the relocated residents' parking bays and new car club bays, round the corner into Kingsgate Place and manoeuvre into the marked bays without difficulty.

7.4 **Appendices D**, **E** and **F** demonstrate that a small articulated HGV (the largest vehicle that would serve the site) parked in either (or both) of the loading bays does not block the carriageway to through traffic with a small articulated HGV, a box van and a fire tender all able to pass unobstructed.

Appendices





SMALL ARTICULATED VEHICLE

Overall Length	10.700m
Overall Width	2.360m
Overall Body Height	3.604m
Min Body Ground Clearance	0.382m
Track Width	2.240m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	5.740m

ISO 9001 BUREAU VERITAS Certification

REV.	AMENDMENTS	DRN	CHK	APP	DATE
A	RAISED TABLE AND DROP KERBS ADDED, PARKING REMOVED	KGS	CB	ML	12.9.07

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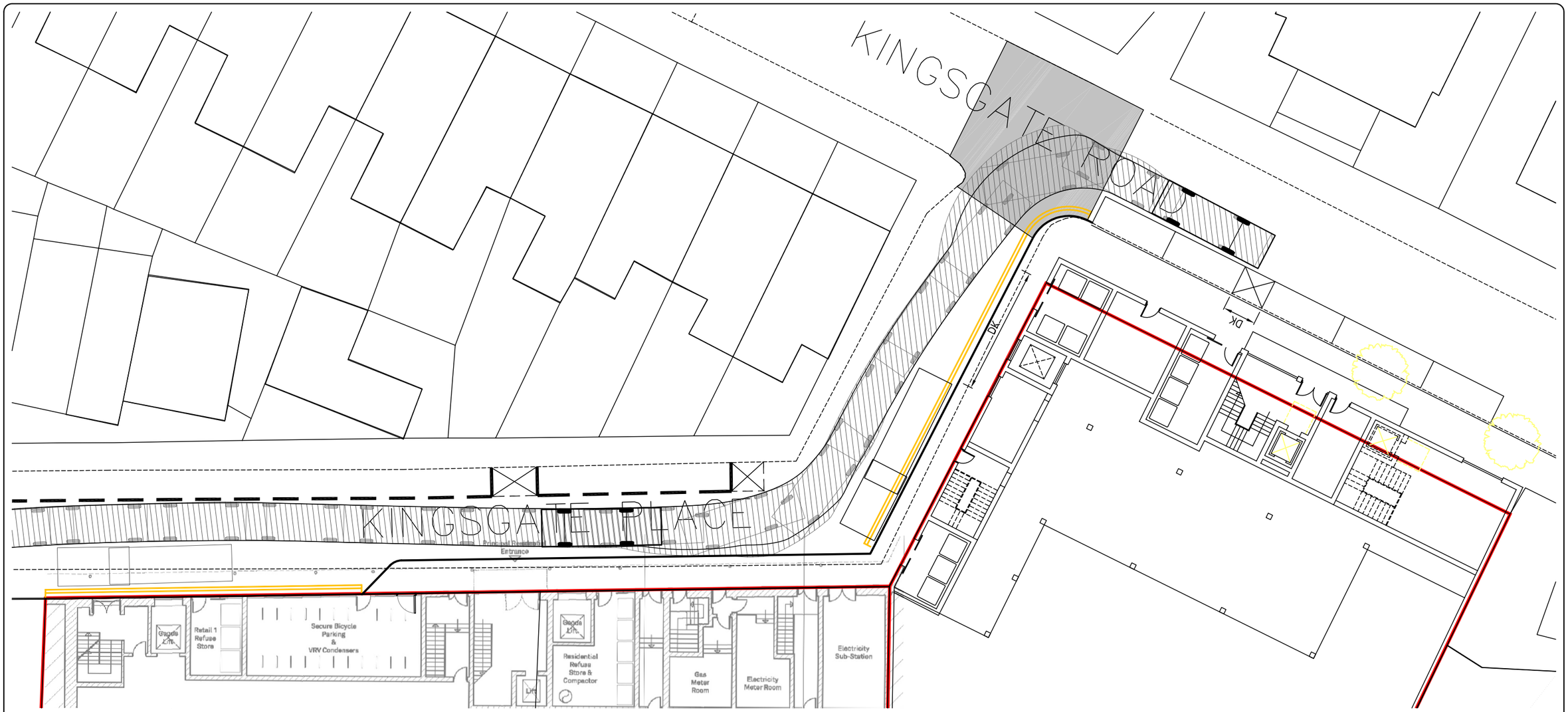
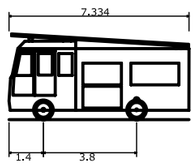
PROJECT TITLE:
KILBURN HIGH ROAD
LONDON

DRAWING TITLE:
PROPOSED SERVICING ARRANGEMENT
- SMALL ARTICULATED VEHICLE

CLIENT:
GILBERT COMMERCIAL
PROPERTIES

SCALE:	DATE:	DESIGNED:
1:250@A3	8-8-07	KGS
DRAWN: KGS	CHECKED: CB	APPROVED: ML
DRAWING NO. D330-011 (Appendix D)		REV: A





Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to Lock Time	5.00 sec
Kerb to Kerb Turning Radius	8.000m

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PROJECT TITLE: KILBURN HIGH ROAD LONDON

DRAWING TITLE: PROPOSED SERVICING ARRANGEMENT - FIRE TENDER

CLIENT: GILBERT COMMERCIAL PROPERTIES

SCALE:	DATE:	DESIGNED:
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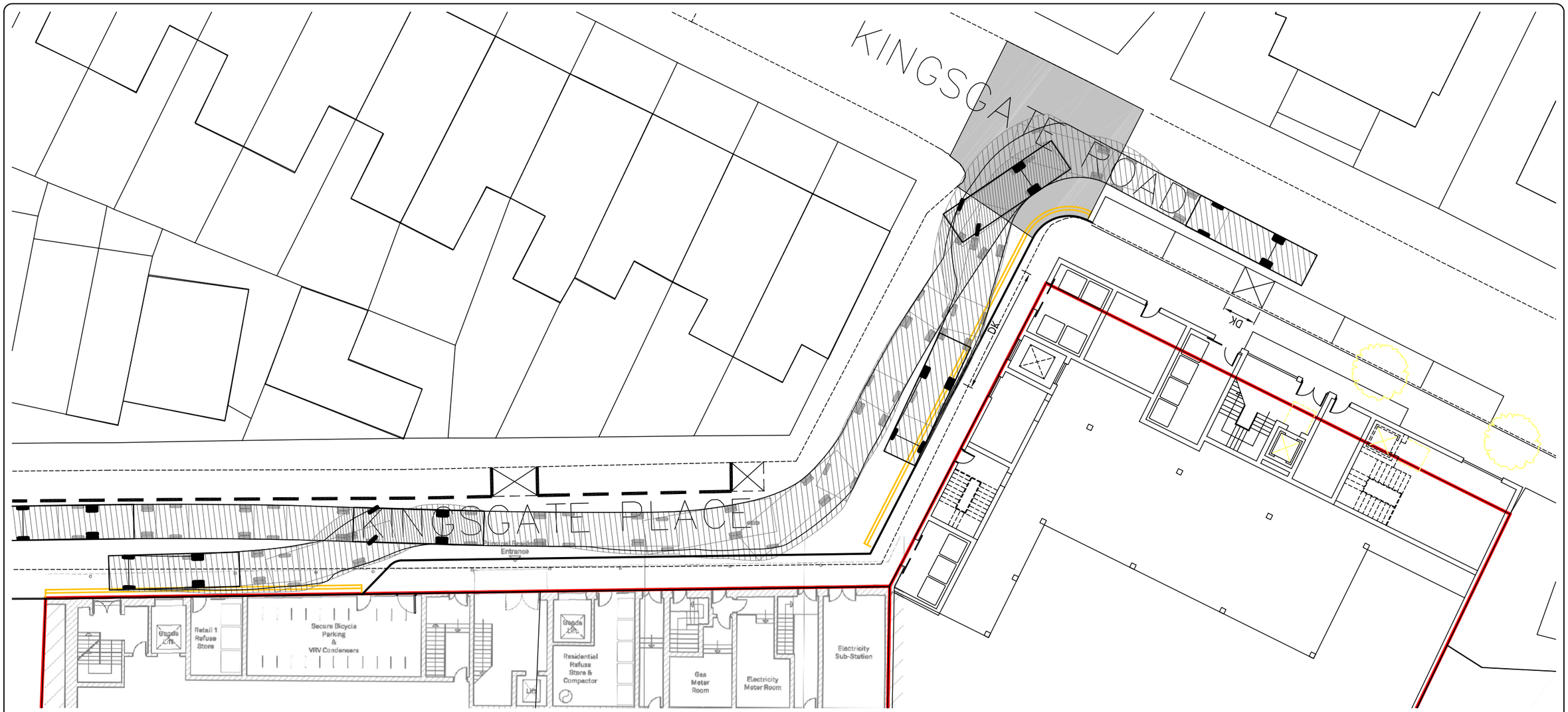
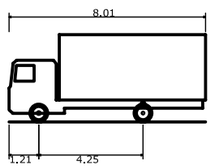
DRAWN: NGT	CHECKED: CB	APPROVED: ML
DRAWING NO. D330-012 (Appendix F)		REV: A





7.5TONNE BOX VAN

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

ISO 9001 BUREAU VERITAS Certification

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PROJECT TITLE: KILBURN HIGH ROAD LONDON

DRAWING TITLE: PROPOSED SERVICING ARRANGEMENT - 7.5 TONNE BOX VAN

CLIENT: GILBERT COMMERCIAL PROPERTIES

SCALE:	DATE:	DESIGNED:
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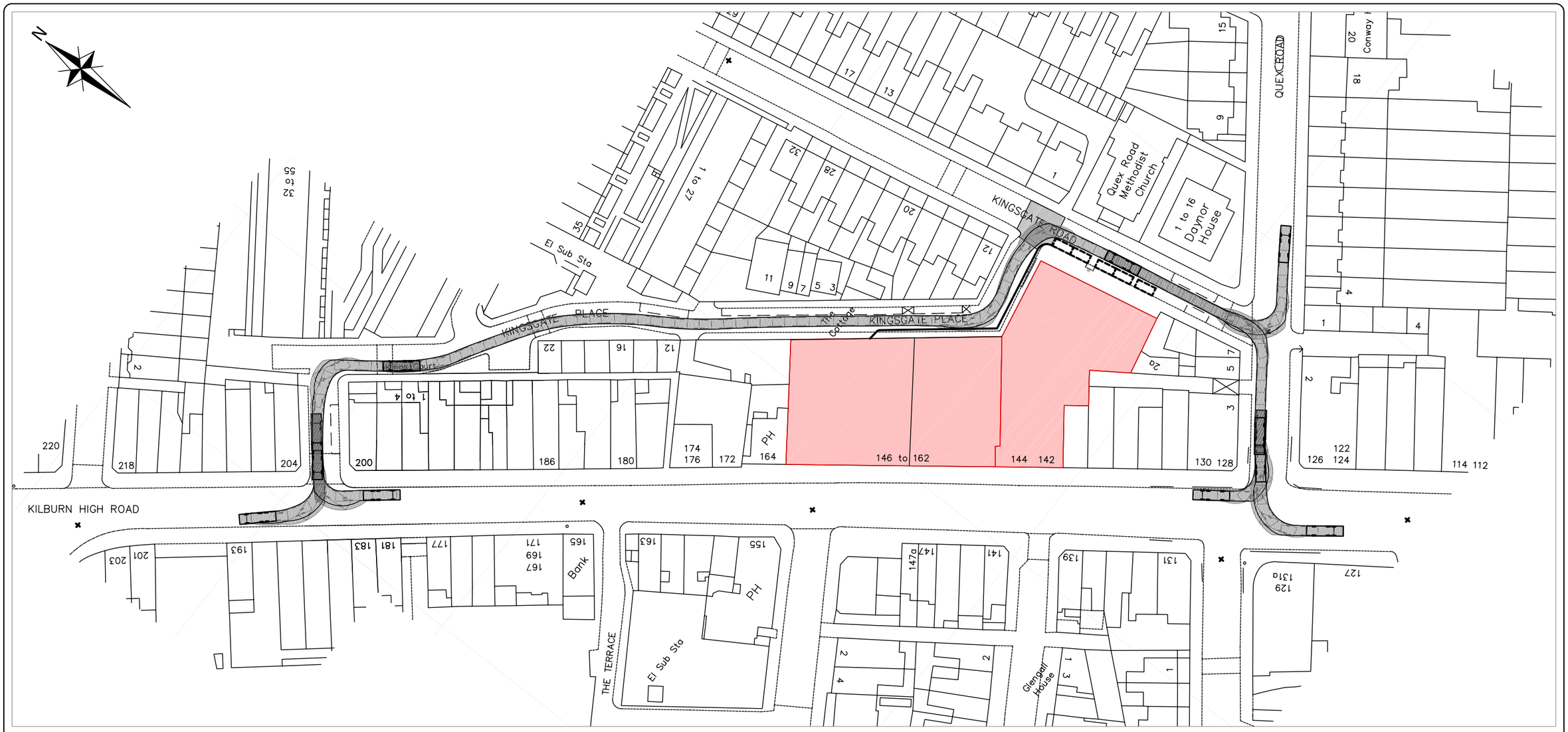
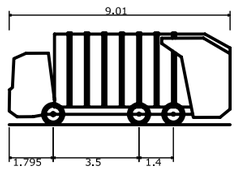
DRAWN: KGS	CHECKED: CB	APPROVED: ML
DRAWING NO. D330-13 (Appendix E)		REV: A



MEDIUM REFUSE VEHICLE - ACCESS TO AND EXIT FROM SITE



Medium Refuse Vehicle (3 axle)	
Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	8.200m

ISO 9001 BUREAU VERITAS Certification

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PROJECT TITLE: KILBURN HIGH ROAD LONDON

DRAWING TITLE: VEHICULAR TRACKING- MEDIUM REFUSE VEHICLE

CLIENT: GILBERT COMMERCIAL PROPERTIES

SCALE:	DATE:	DESIGNED:
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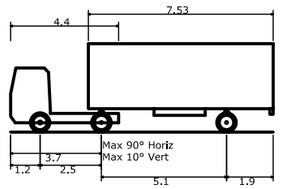
DRAWN: KGS	CHECKED: CB	APPROVED: ML

DRAWING NO. D330-08 (Appendix A) REV: A



SMALL ARTICULATED VEHICLE - ACCESS TO AND EXIT FROM SITE

SMALL ARTICULATED VEHICLE	
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PROJECT TITLE: KILBURN HIGH ROAD LONDON

DRAWING TITLE: VEHICULAR TRACKING- - SMALL ARTICULATED TRUCK

CLIENT: GILBERT COMMERCIAL PROPERTIES

SCALE:	DATE:	DESIGNED:
1:1000@A3	8-8-07	KGS
DRAWN: KGS	CHECKED: CB	APPROVED: ML
DRAWING NO. D330-09 (Appendix B)		REV: A

NEW RAISED TABLE AT JUNCTION TO CAMDEN COUNCIL CONSTRUCTION STANDARDS

NEW LOADING BAY AREA AND DOUBLE YELLOW LINES

NEW REPLACEMENT PARKING SPACES

NEW CAR CLUB PARKING SPACES

NEW LOADING BAY AREA AND DOUBLE YELLOW LINES

2.8m LENGTH OF PARKING REMOVED TO PERMIT PEDESTRIAN ACCESS

2.0m LENGTH OF PARKING REMOVED

DK

EXISTING PARKING

EXISTING PARKING

DK

DK

2.000

Principal Residential Entrance

KINGSGATE PLACE

Retail Service Access

DK

R2.500

KINGSGATE ROAD

2.000

Existing Parking Spaces Removed from Kingsgate Place

Existing Parking Spaces Removed from Kingsgate Place

Tree Pit

DK

Existing Parking Spaces Removed from Kingsgate Place

New Car Club Parking Space

New Parking Space

Retail Refuse Store

Secure Cycle Parking

Goods Lift

Residential Refuse Store

Residential Entrance

Tree Pit

Meter Room

Location of entrance & access to basement development

Location of entrance & access to basement development

Retail 1 Refuse Store

Secure Bicycle Parking & VRV Condensers

Goods Lift

Residential Refuse Store & Compactor

Lift

Gas Meter Room

Electricity Meter Room

Electricity Sub-Station

9No. BOLLARDS TO BE REMOVED

Retail 4

2A

Retail Fire Escape

LEITH

Leith Ya

ISO 9001 BUREAU VERITAS Certification

REV.	AMENDMENTS	DRN	CHK	APP	DATE
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DRAWING NO. D330-10 (Appendix C) REV: A