

**CHICHESTER HOUSE
278-282 HIGH HOLBORN**

Draft Service Management Plan

August 2007

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**Chichester House
278-282 High Holborn**

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1.0 INTRODUCTION

- 1.1** Mayer Brown has been commissioned by GMW Architects to prepare submission documents in respect of the proposed redevelopment of Chichester House, 278-282 High Holborn, London WC1.
- 1.2** As part of the pre-application discussions with the local planning authority, it was requested that a Service Management Plan be drafted and submitted alongside the application.
- 1.3** This management plan has therefore been produced in order to develop a strategy for the service yard, including refuse collection and servicing arrangements in addition to other operational matters.
- 1.4** There are three core uses within the proposed development, being:
- a) 6 Residential Units
 - b) 279sqm Retail
 - c) 5,867sqm B1(a) office
- 1.5** This development results in the following net increase in development on the site:
- d) 6 residential units
 - e) 8sqm Retail
 - f) 405sqm B1(a)
- 1.6** At present, the existing retail element is serviced wholly from High Holborn and the existing B1(a) use is serviced from street on Whetstone Park to the south of the site.

2.0 OPERATORS'/OCCUPIERS' ARRANGEMENTS

Residential – Refuse Collection

2.1 The residential development includes the provision of waste storage at basement level. Waste will be stored in either Chamberlin Bins or bags.

2.2 As part of the overall management plan of the site, residents will be responsible for bringing the waste to ground floor level on the morning of waste collection days.

Residential – General Servicing

2.3 It is anticipated that the general servicing of the residential units will be infrequent.

2.4 Residents will be advised to inform delivery companies to utilise Whetstone Park to the rear of the development site in order to minimise any impact on High Holborn.

Retail – Refuse Collection

2.5 At present, the existing retail developments place refuse sacks on High Holborn for collection.

2.6 It is understood that these bags are collected circa 4 times a day.

2.7 The proposals seek to maintain this arrangement.

Retail – General Servicing

2.8 Retail units are currently serviced from High Holborn, being mindful of the loading restrictions and pelican crossing.

2.9 It is proposed that this arrangement be maintained under the development proposals. This area of High Holborn has been highlighted for additional loading bays, which will benefit the development site.

Retail – Hours of Operation

2.10 Servicing of the retail units will be respectful of the loading restrictions imposed between 0700-1000 and 1600-1900 hours.

Commercial – Refuse Collection

- 2.11** At present, the existing commercial development has refuse collection from Whetstone Park.
- 2.12** As part of the proposals it is intended to maintain this arrangement, with a refuse area adjacent to the service yard.
- 2.13** It is proposed that the refuse vehicle stops on Whetstone Park itself, as it does at present.

Commercial – General Servicing

- 2.14** At present, the site currently requires delivery drivers to stop on Whetstone Park itself.
- 2.15** As part of the proposals, it is intended that a larger service are be provided to facilitate a 7.5T panel van to service off-street.
- 2.16** The service vehicle manoeuvre is illustrated at Figure 2.1 of this report.
- 2.17** Occupiers will be required to advise any potential delivery companies to service from the rear of the property using Whetstone Park.

Commercial – Hours of Operation

- 2.18** It is not anticipated that it will be necessary to impose any restrictions on the hours of servicing the commercial element of the scheme.

Storage in Service Yard

- 2.19** Operators shall not store goods or other materials within the service yard at any time that may impede manoeuvres within service yard.

Considerate Behaviour

- 2.20** Engines of vehicles shall be switched off wherever practicable when the vehicle is not in use to ensure unnecessary noise is kept to a minimum.

Car Parking Within Service Area

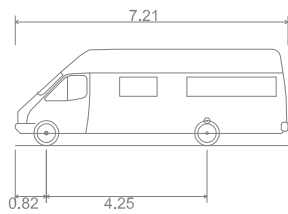
- 2.21** It is understood that there will be no requirement or provision made for car parking within the service yard for any Operator employees with the exception of a single disabled parking bay.



Princeton House

Disabled
Parking

WHETSTONE PARK



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00 sec
7.400m



Service Vehicle Maneuvering into Service Yard

Scale 1:200

Figure 2.1