

spaces are being used by electric vehicles, then one of the residential electric charging point spaces could be swapped with one of the standard community centre spaces).

As such, it is recommended that signing and location of spaces should be flexible as long as the number and type of spaces are in accordance with Table 3-1.

4. Summary and Conclusions

Atkins Transportation has been appointed by the London Borough of Camden (LBC) Housing and Adult Social Services (HASC) to provide transport planning services in support of the Abbey Area regeneration project.

An Addendum Transport Assessment was previously prepared in support of the hybrid planning application for the Abbey Area regeneration project (reference 2013/4678/P), which incorporated a detailed application for Phase 1 of the scheme and outline application for Phases 2 & 3. Planning permission was granted for this application on 16th May 2014 with a number of conditions as Reserved Matters.

This document has been prepared to satisfy Condition 46 (Phase 3 Parking Management) of planning permission 2013/4678/P and therefore contains the Phase 3 Basement Parking Management Plan for Phase 3.

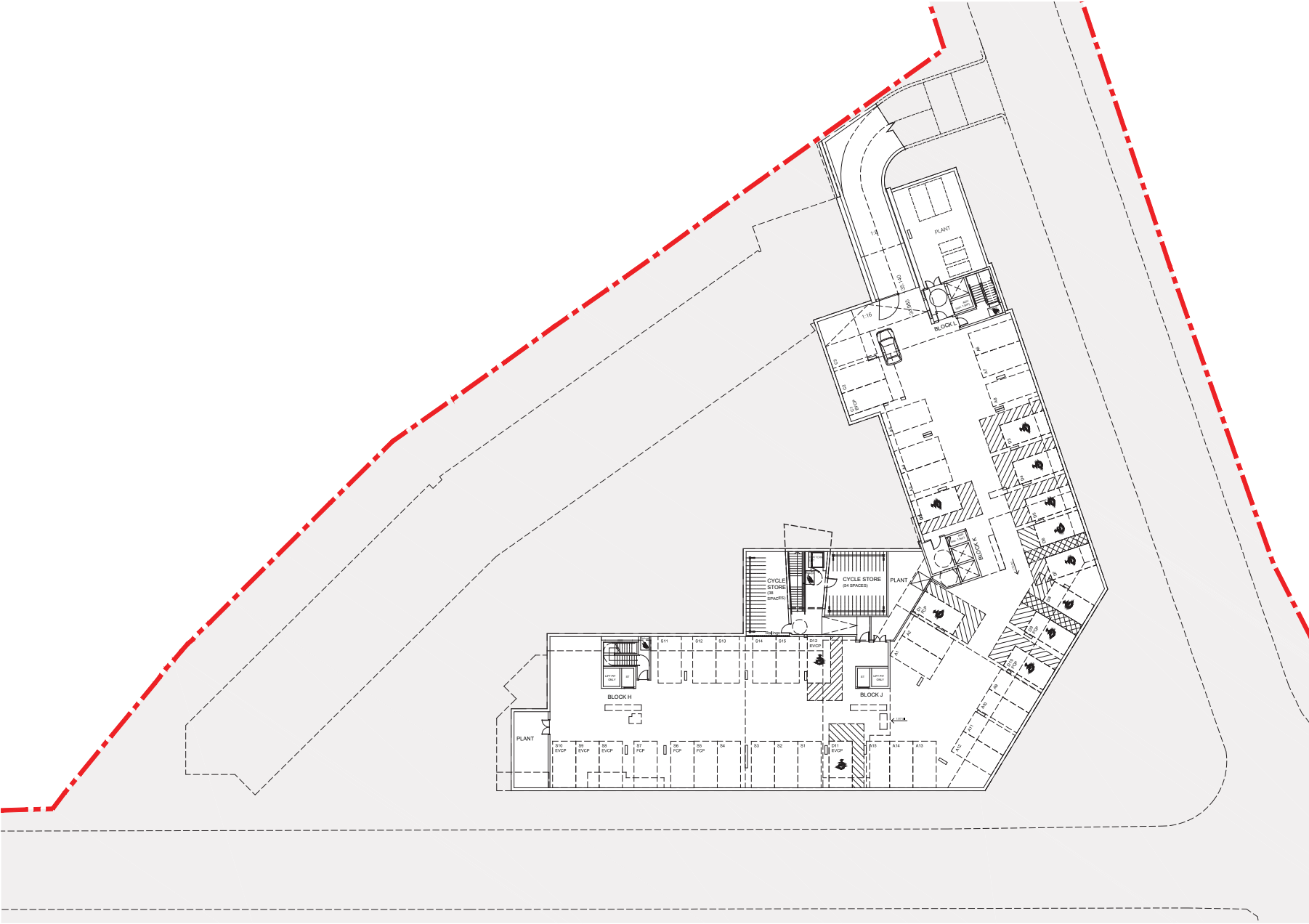
The Phase 3 basement includes 45 spaces as follows:

- 15 residential spaces for existing residents in Phase 2 re-provided from the redesign of the Phase 2 car park;
- 15 residential spaces for residents of the 15 mews houses in Phase 3;
- 12 disabled spaces for residents of the 12 wheelchair units in Phase 3; and
- Three staff community centre spaces.

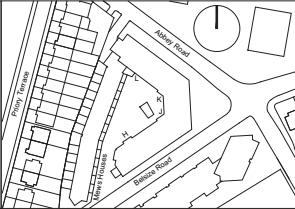
Appendices



Appendix A. Basement Plan

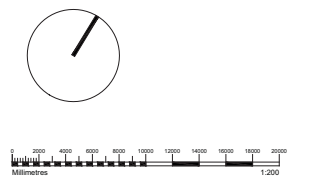
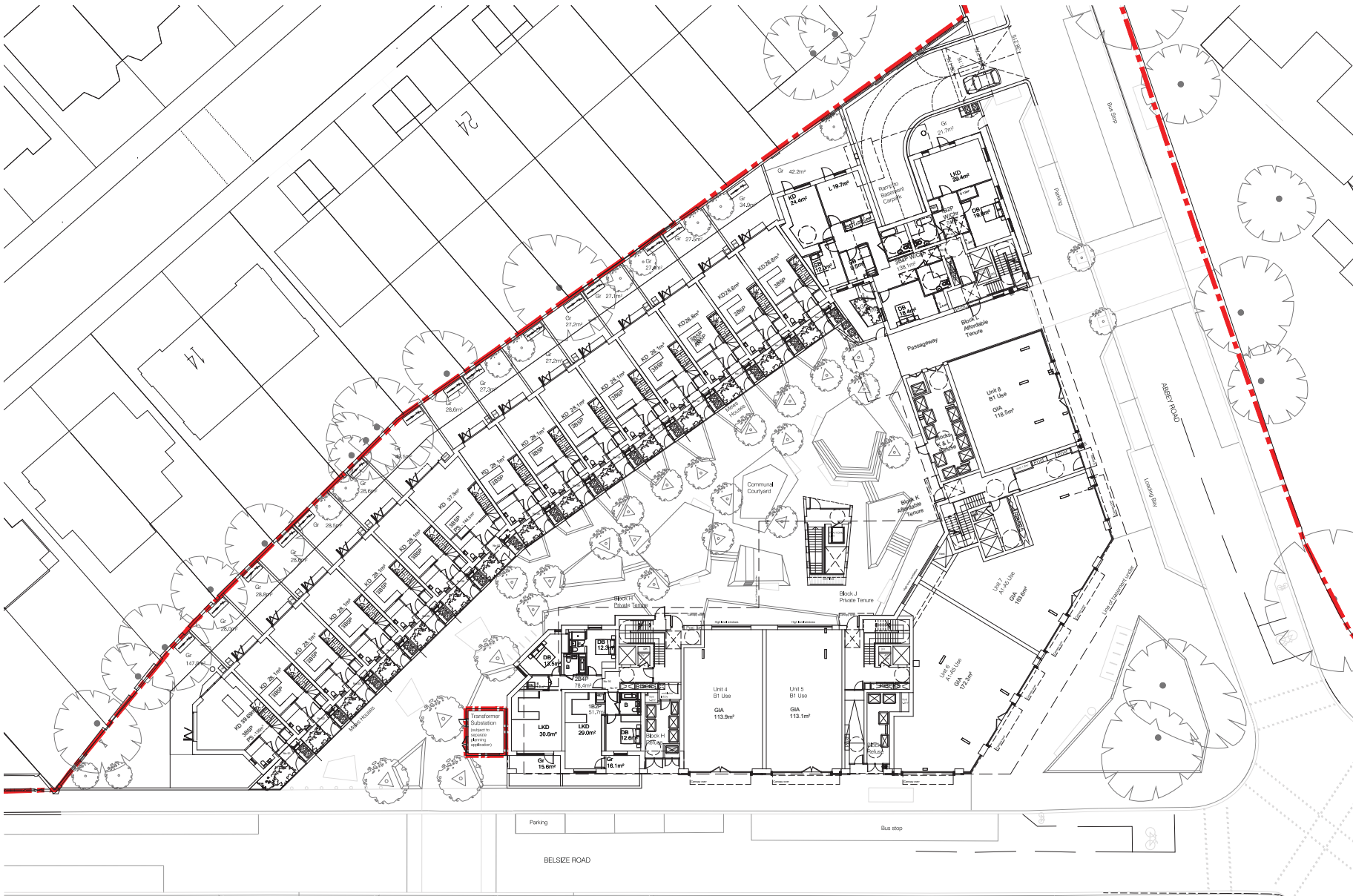


GENERAL NOTES	PARKING SUMMARY (Positions indicative only)
<p>This drawing is © 2014 PTE architects</p> <p>Use figured dimensions only. DO NOT SCALE.</p> <p>All dimensions are in millimetres unless noted otherwise</p> <p>All levels are in metres above ordnance datum unless noted otherwise</p> <p>This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants</p> <p>If in doubt, ask</p>	<p>CAR PARK: A – RE PROVISION OF EXISTING BAYS FOR SNOWMAN/ CASTERBRIDGE (15 no.) C – COMMUNITY CENTRE STAFF BAYS (3 no.) D – DISABLED RESIDENTIAL BAYS (12 no.) S – STANDARD RESIDENTIAL BAYS (15 no.) TOTAL: 45</p> <p>EVCP – ELECTRIC VEHICLE CHARGING POINT – 6 no. (20% OF NEW COMMUNITY CENTRE STAFF/DISABLED RESIDENTIAL/ STANDARD RESIDENTIAL BAYS) FOP – FUTURE ELECTRIC VEHICLE CHARGING POINT – 6 no. (20% OF NEW COMMUNITY CENTRE STAFF/DISABLED RESIDENTIAL/ STANDARD RESIDENTIAL BAYS) TOTAL: 12 (40%)</p> <p>BICYCLE PROVISION: 92 x BICYCLE SPACES (PROVIDED IN 2-TIER CYCLE RACKS)</p>



1	14.08.15	ISSUED FOR PLANNING	EA	TP
Rev	Date	Description	Drawn	Checked
Planning notes				
PLANNING				
Diagrams: 3D/2D/1/2/3/4/5/6/7/8/9/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1219/1220/1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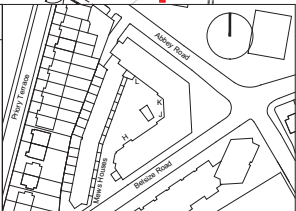
Appendix B. Ground Floor Plan



GENERAL NOTES

This drawing is © 2014 PTE architects
Use figured dimensions only. DO NOT SCALE.
All dimensions are in millimetres unless noted otherwise
All levels are in metres above Ordnance datum unless noted otherwise
This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants
If in doubt, ask

KEY:					
LKD	Combined living/kitchen/diner	B	Bathroom	CYL	Domestic hot water cylinder (to M.E. specification)
L	Living room	ES	En suite	Bo	Boiler (to M.E. specification)
K	Kitchen	WC	Part M WC	Bal	Balcony
D	Dining room	WR	Wet room	Ter	Terrace
DB	Double Bedroom	S	Storage	Gr	Garden
SB	Single Bedroom	HU	Heat Interface Unit/ Hot Water Supply (to M.E. specification)		



14.08.15 ISSUED FOR PLANNING

EA TP

12-510-3 EA TP 1:200@A1 JUL'15

PLANNING

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Pollard Thomas Edwards

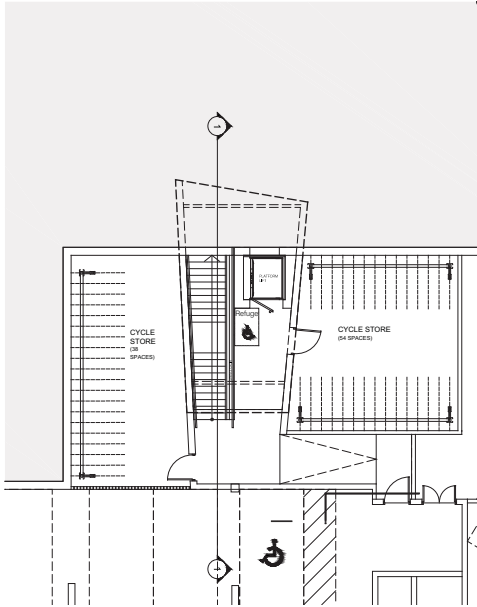
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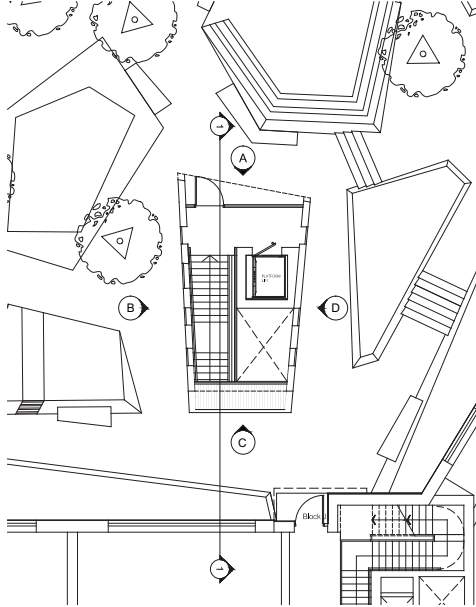
ABBEY ROAD REDEVELOPMENT
London NW6

General Arrangement
Ground Floor Plan

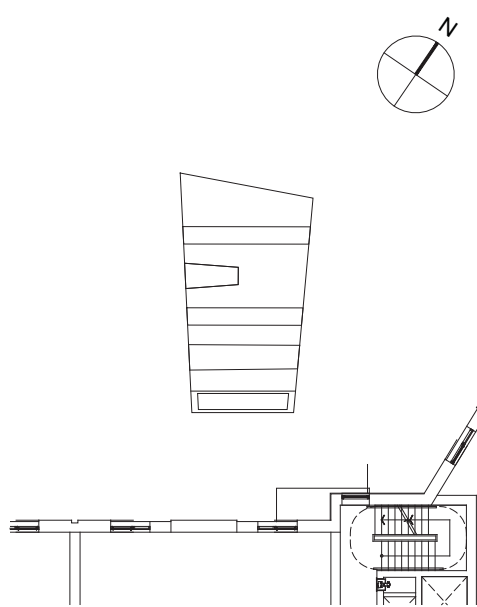
Appendix C. Courtyard Stair/Lift Plans, Elevations & Sections



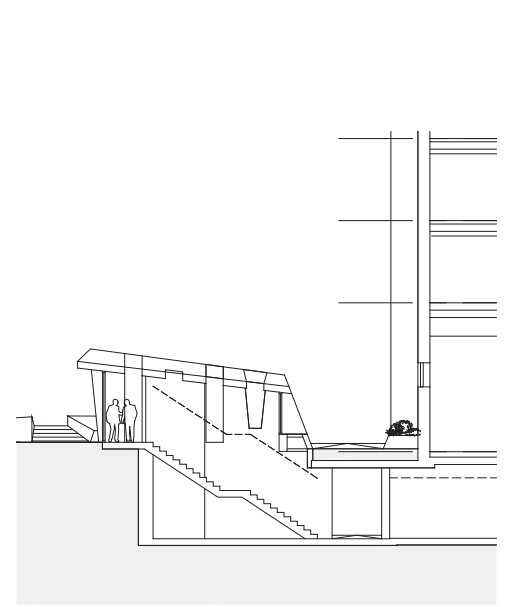
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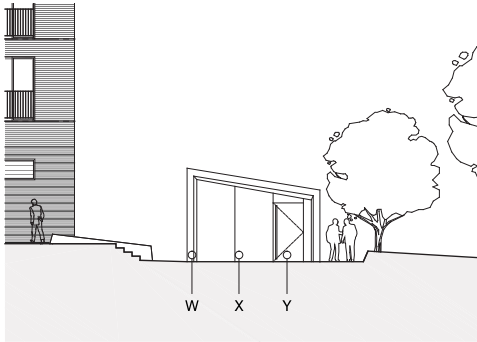
2 GROUND FLOOR PLAN
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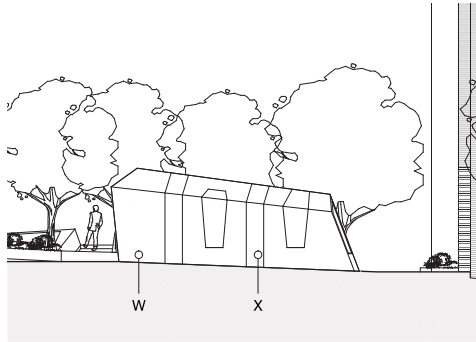
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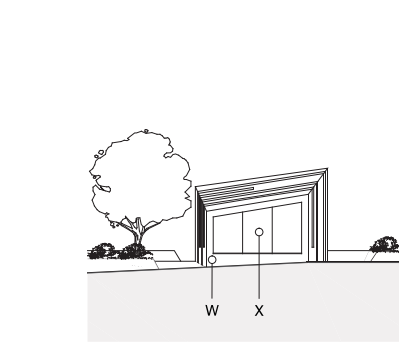
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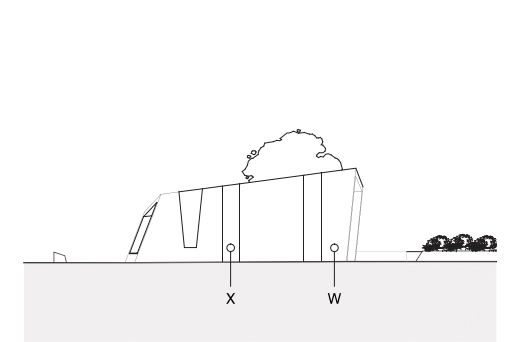
5 ELEVATION A
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6 ELEVATION B
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7 ELEVATION C
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8 ELEVATION D
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"POP UP" MATERIAL KEY

CLADDING

W: Preformed Glassfibre Reinforced Concrete (GRC) with hidden fixings and minimal joints. Smooth finish, colour: TBC.

OPENINGS

X: Glass: Fixed glass panels with concealed frame.

Y: Door: bronze effect aluminum framed door, colour: TBC.



14.06.15 ISSUED FOR PLANNING EA TP

Planning Officer

POLLARD THOMAS EDWARDS

Project: ABBEY ROAD REDEVELOPMENT London NW6
Drawing No: 12-510-3 EA TP 1:100@A1 JUL'15
Drawing Title: Pop-up Lift and Stair Plans, Elevations & Sections 510-3_PL_111 /

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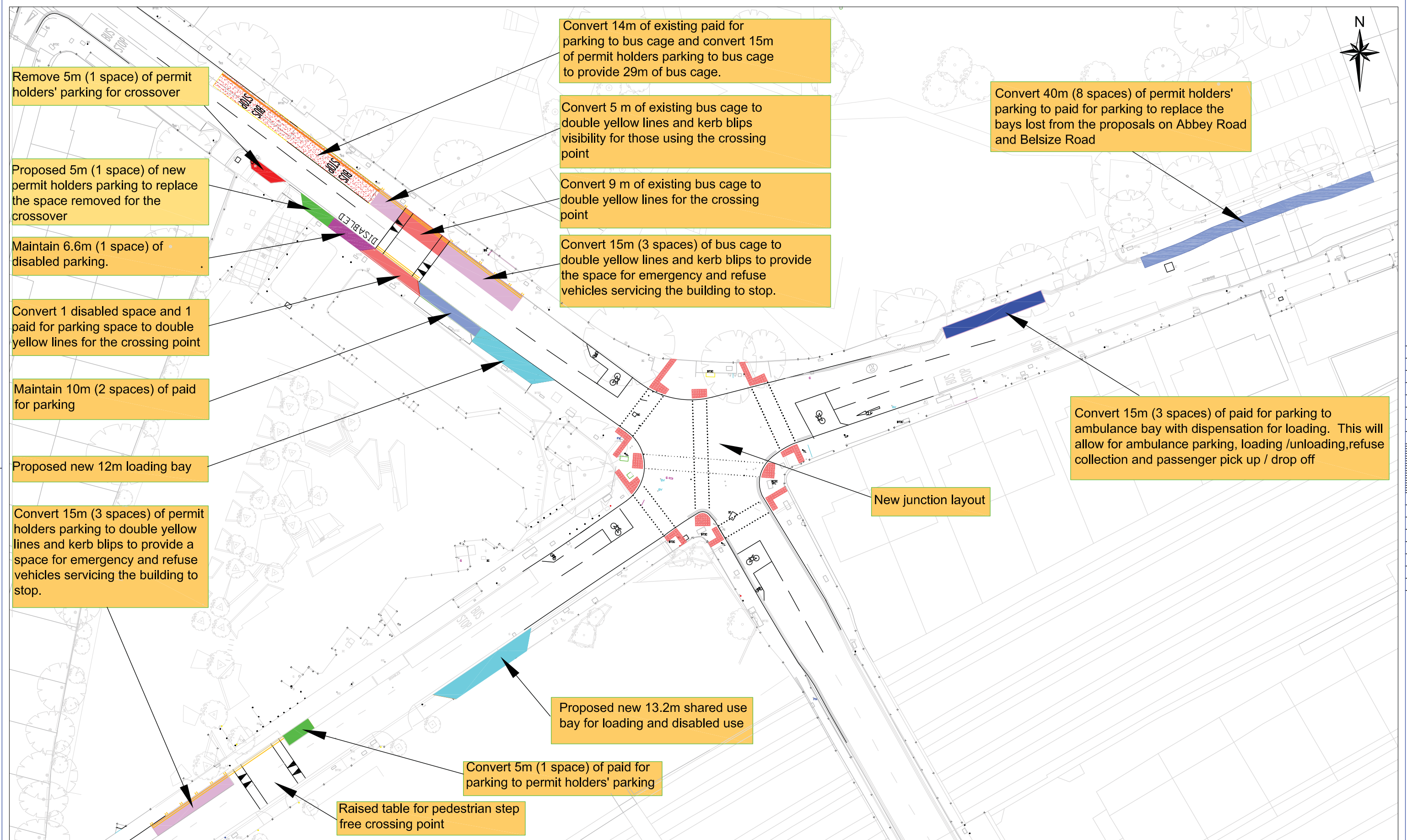
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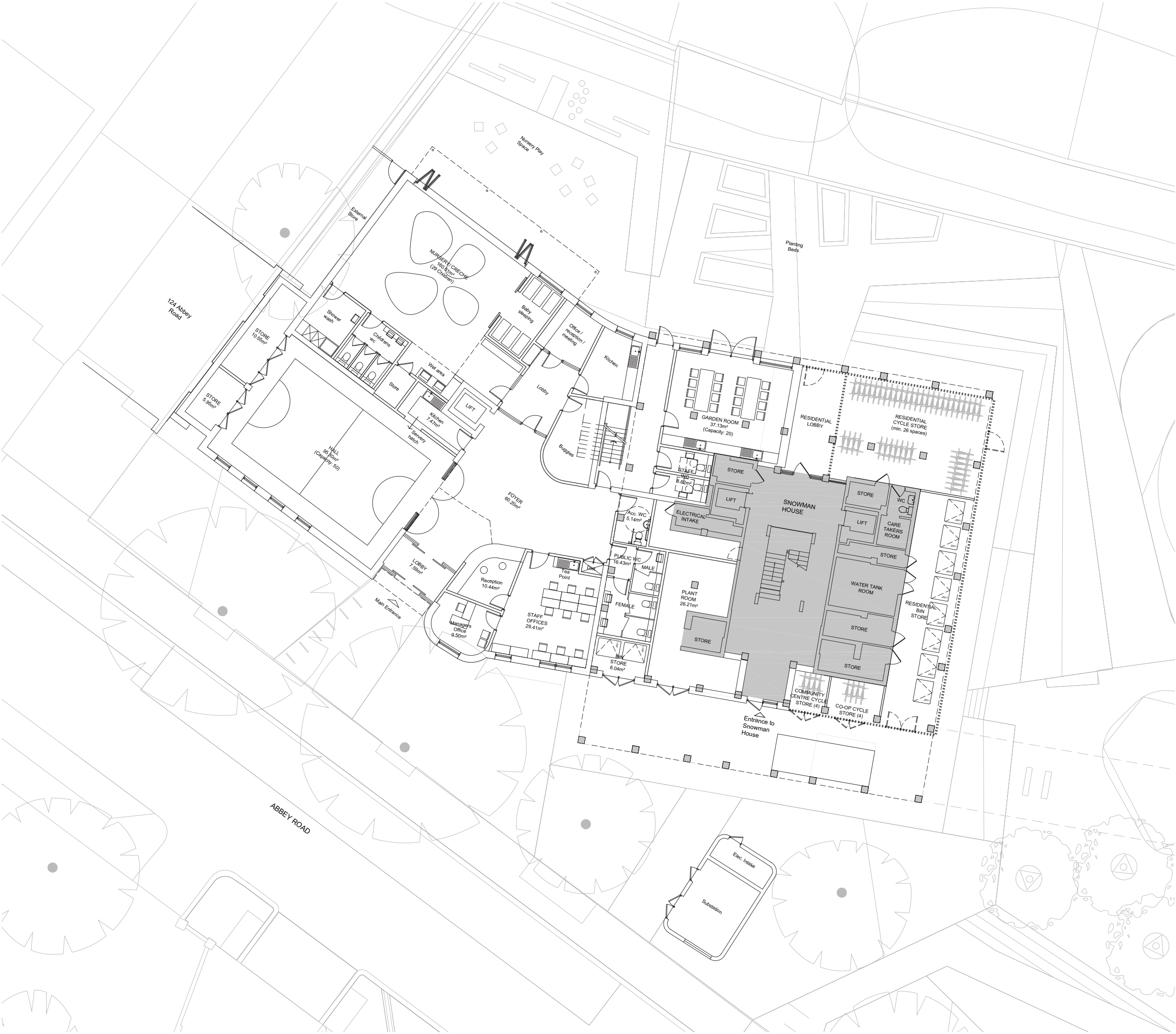
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Appendix E. Proposed On Street Parking and Junction Layout



Appendix F. Phase 2 Community Centre Ground Floor Plan



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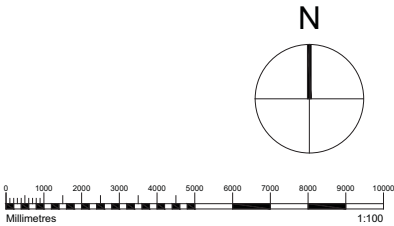
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Existing areas of Snowman House
outside of application



1	15.10.15	ISSUED FOR PLANNING	WT	LB
rev	date	description	drawn	audited
drawing status				

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project	job no.	drawn	audited	scale	date
Abbey Road Redevelopment Phase 2 London NW6	12-510-2	IT	LB	1:100@A1	Oct15
drawing title	drawing number	revision			
Community Centre Ground Floor Plan	PL-100	1			

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Appendix G. Phase 2 Health Centre Ground Floor Plan

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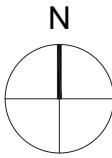
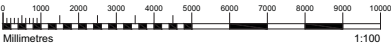
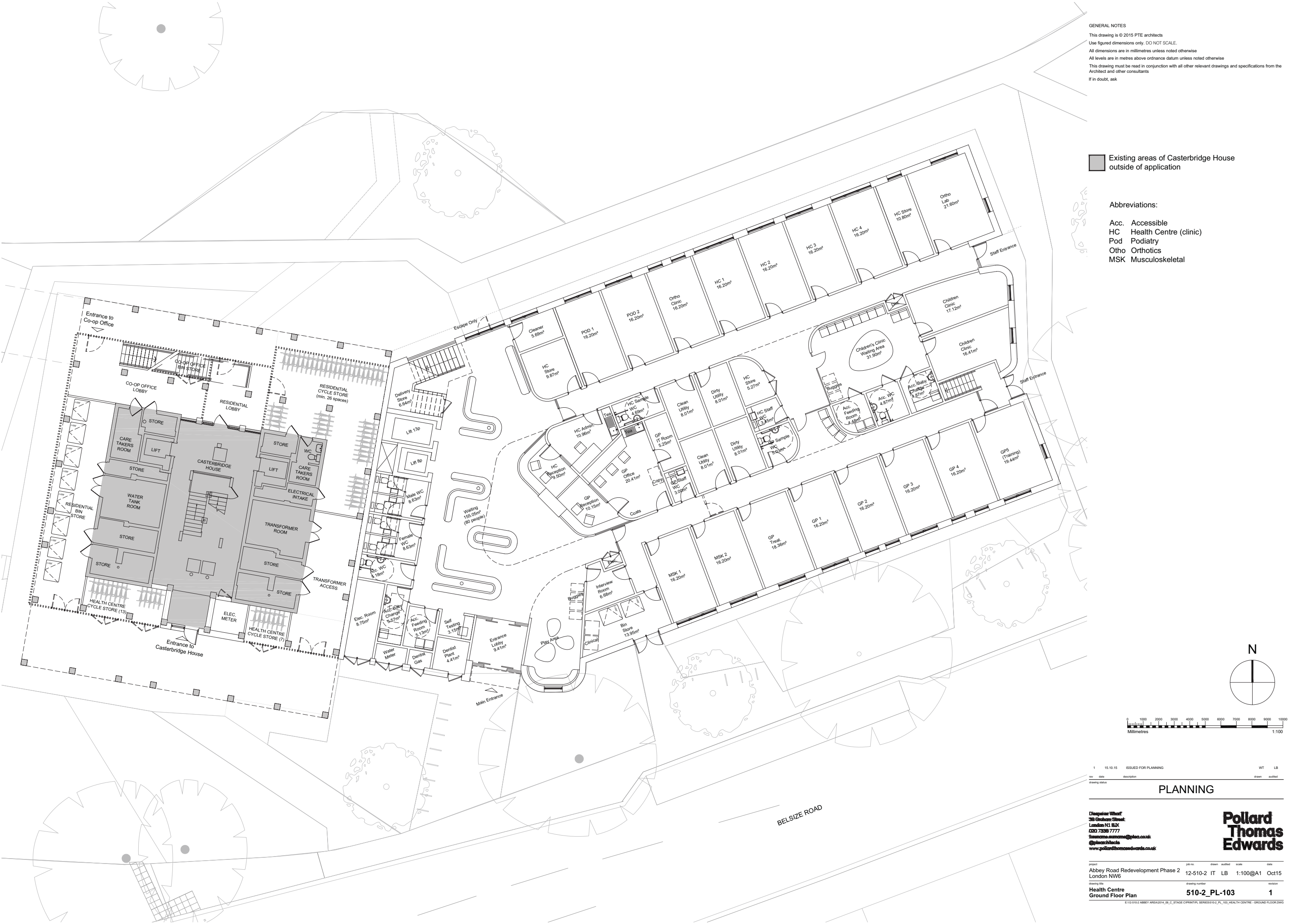
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Existing areas of Casterbridge House outside of application

Abbreviations:

Acc. Accessible
HC Health Centre (clinic)
Pod Podiatry
Oth Orthotics
MSK Musculoskeletal



rev	date	description	drawn	audited
1	15.10.15	ISSUED FOR PLANNING	WT	LB

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project	job no.	drawn	audited	scale	date
Abbey Road Redevelopment Phase 2 London NW6	12-510-2	IT	LB	1:100@A1	Oct15
drawing title	drawing number	revision			
Health Centre Ground Floor Plan	510-2_PL-103	1			

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Appendix H. Servicing Management Plan

Abbey Road Development Servicing Management Plan

London Borough of Camden

October 2015

ATKINS

Plan Design Enable

Notice

This document and its contents have been prepared and are intended solely for London Borough of Camden's information and use in relation to the Abbey Area Redevelopment Project Servicing Management Plan.

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This document has 15 pages including the cover.

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Rev 2.0	Final Draft	RJF	HJ	CC	SS	19/07/13
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Client signoff

Client	London Borough of Camden
Project	Abbey Road Development
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1. Introduction

The Abbey Road Development Project was originally granted outline planning permission in July 2012 (reference 2012/0096/P). A Hybrid application (reference 2013/4678/P) was subsequently submitted incorporating a revised outline application for the whole of the Abbey Road Development as well as the submission of full details in respect to Phase 1. This was granted planning permission in May 2014 and was supported by a Framework RTP prepared by Atkins.

A full planning application is now being submitted for Phase 2 along with a Reserved Matters application for Phase 3. This is because the proposed development in Phase 2 is significantly outside of the building footprint and parameters approved through the Hybrid Application, whereas Phase 3 required only one non-material amendment to ensure that the proposed building would sit within the approved parameters, thus allowing for a reserved matters submission.

As such, this Servicing Management Plan (SMP) has been prepared to support the full planning application for Phase 2 and the reserved matters submission for Phase 3.

The location of the site and associated phases is shown in Figure 1–1, and covers an area around the junction of Abbey Road and Belsize Road.

Conditions 25 and 51 of the Hybrid planning permission identify the requirement for SMPs for Phase 1 and Phase 3 respectively. Condition 25 states:

“Prior to the first occupation of the supermarket in phase 1, a Servicing Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the following:

- a. location and dimensions of the servicing bay in phase 1,*
- b. frequency and duration of servicing and refuse collection visits and size and types of vehicle,*
- c. method of co-ordinating servicing needs between occupiers within phase 1,*
- d. hours of servicing and shared disabled access and*
- e. the mechanisms that will be used to ensure loading and unloading takes place in accordance with the plan.*

The bay shall be provided in full prior to first occupation of the phase. No servicing of any building shall take place on any part of the highway network or public realm other than in accordance with the servicing plan so approved.”

Condition 51 states:

“Prior to the first occupation of the commercial units in phase 3, a Servicing Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the following:

- a. location and dimensions of the servicing bay in phase 3,*
- b. frequency and duration of servicing and refuse collection visits and size and types of vehicle,*
- c. method of co-ordinating servicing needs between occupiers within phase 3,*
- d. hours of servicing and shared disabled access and*
- e. the mechanisms that will be used to ensure loading and unloading takes place in accordance with the plan.*

The bay shall be provided in full prior to first occupation of the phase. No servicing of any building shall take place on any part of the highway network or public realm other than in accordance with the servicing plan so approved.”

As such, this SMP will include details of:

- the location of the proposed servicing bays;

- the frequency and proposed hours of servicing;
- the mechanisms that will be used to ensure loading and unloading takes place in accordance with the plan; and
- management of the shared surface servicing provision to avoid encouraging private motor vehicle use.

1.1. Objectives

The management of servicing will include a range of measures such as use of sustainable modes, consolidation of deliveries and out of hours deliveries to meet objectives potentially inclusive of:

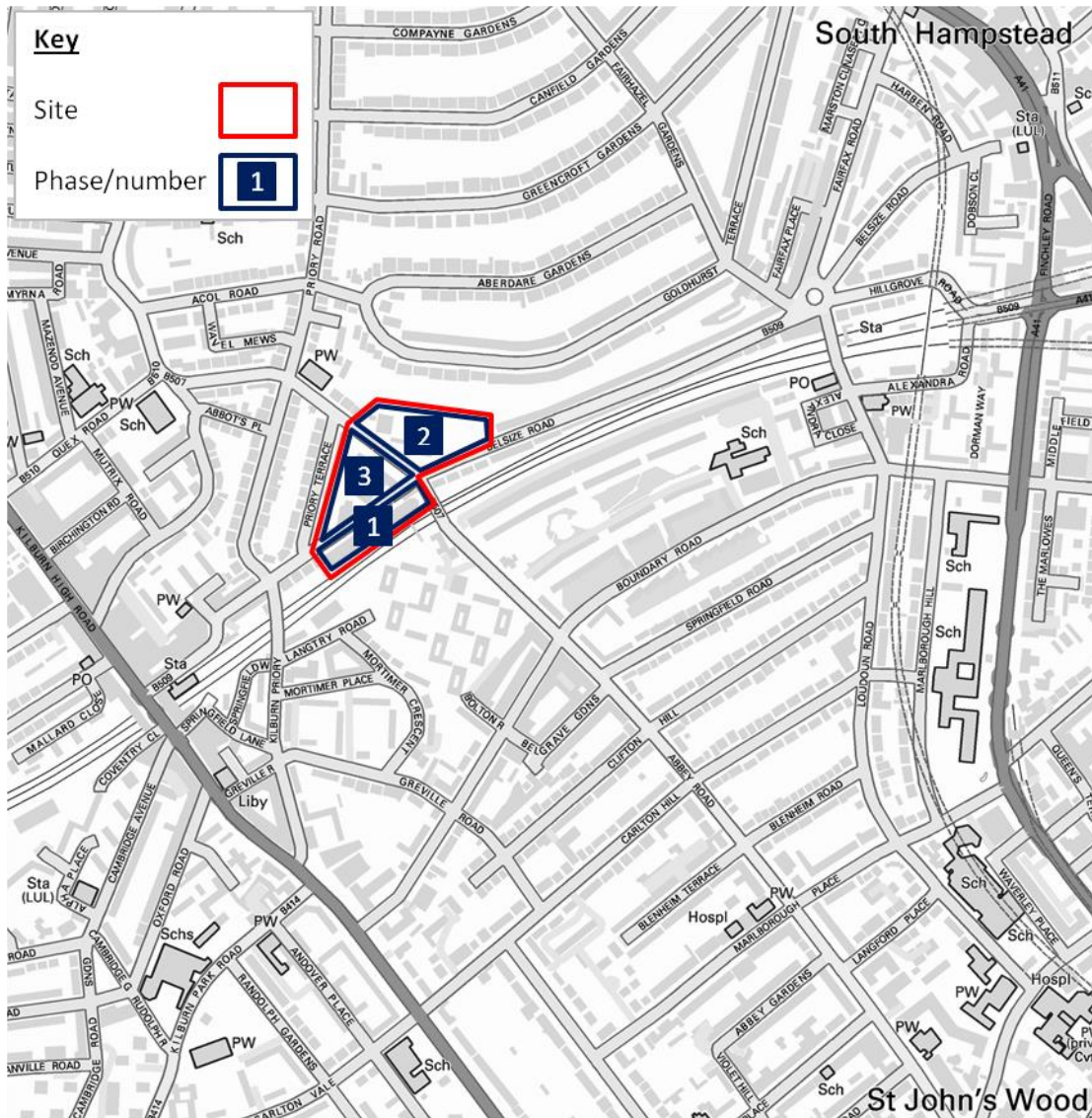
- Reducing congestion and peak hour trips;
- Encouraging legal delivery which is safe and secure;
- Increasing business efficiency; and
- Environmental objectives.

1.2. Report Structure

The report is set out as follows:

- Chapter 2 contains policy guidance;
- Chapter 3 provides details of the development proposals;
- Chapter 4 outlines the proposed servicing provision; and
- Chapter 5 presents details of the proposed servicing management.

Figure 1-1 Plan of site and phases



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2. Policy Guidance

The management of freight activities in London is subject to a number of policies and plans to ensure that the issue is adequately addressed by new developments. The aim is to ensure that development sites can satisfactorily accommodate the servicing and delivery demands that they will generate without impacting negatively on the public highway or neighbouring properties. This section of the report provides a brief overview of the critical documents which have informed the preparation of this Servicing Management Plan.

Transport for London (TfL) has prepared a guidance document for developing a Delivery and Servicing Plan entitled *"Delivery and Servicing Plans Making freight work for you"* (2007). While the guidance is more applicable to an operational site, it does provide some guidance for the development of this early Servicing Management Plan, and thus is outlined in this chapter.

2.1. Delivery and Servicing Plans; Making Freight Work for You

Delivery and Servicing Plans (DSPs) are a key project within the London Freight Plan, which sets out the work that is needed to improve the sustainability of freight transport in the Capital. DSPs help better manage deliveries and reduce the negative impacts of delivery-related activities, such as CO₂ emissions, congestion and collisions. Any site that receives deliveries and servicing activity can benefit from a DSP, whether it is small or large, or shared by multiple organisations.

A DSP can act as a framework to make sure that freight vehicle activity to and from the site is working effectively. DSPs help to:

- Manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify and promote areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to following best practice, for example, the Freight Operator Recognition Scheme (FORS).

More specifically, DSPs can help to:

- Save time and money through:
 - Lowering operating costs by consolidating deliveries into larger, less frequent deliveries;
 - Freeing up time staff spend receiving goods and completing procurement activities, such as processing invoices;
 - Taking advantage of other supply chain efficiencies, such as economies of scale;
- Improve reliability by:
 - Ensuring the supply chain continues to operate effectively during large planned events or other foreseeable disruption;
- Improve safety through:
 - Fewer deliveries, helping reduce the risk of accidents on-site;
 - Ensuring that the site complies with health and safety legislation;
- Reduce environmental impact by:
 - Lowering emissions resulting from fewer journeys to and from the site;
 - Contributing to corporate social responsibility objectives;
 - Creating a more pleasant environment around the site;
- Benefit suppliers / freight operators through:
 - Fuel savings from reduced mileage;
 - Increased certainty over delivery times;
 - Reduced risk of collisions due to fewer journeys and less likely to unload in an unsafe location;
 - Less risk of having to park illegally and attracting penalty charge notices;
 - Reduced environmental impact;
- Benefit local authorities and residents through:
 - Reduced congestion;
 - Improved local air quality, as lower vehicle mileage results in reduced emissions;
 - Lower risk of collisions due to reduced journeys; and
 - Improved quality of life due to reduced noise and intrusion.

DSPs cover:

- Deliveries and collections;
- Servicing trips, including maintenance of office machinery, boilers and lifts;
- Cleaning and waste removal; and
- Catering and vending.

Improvements can be made by:

- Engaging facilities management to consider sustainable freight practices within the overall management of the building;
- Working with procurement, suppliers, and contracts management to embed sustainable freight practices within the procurement process;
- Changing behaviour within a business, to reduce the frequency of stationery orders, for example;
- Co-ordinating and managing delivery and servicing activities more effectively;
- Encouraging safe and lawful loading, by providing legal loading areas or by scheduling deliveries when it is safe and legal to do so; and
- Adopting sustainable procurement practices.

DSPs can sit alongside and work in conjunction with a Travel Plan to ensure that all transport associated with a site is efficient, cost-effective, and as sustainable as possible. DSPs involve working with suppliers and contractors to improve the efficiency of vehicle movements.

A DSP should include:

- Objectives;
- Specific targets for improvement; and
- An action plan detailing how the targets will be achieved.

A DSP should consider:

- Understanding the current situation, including:
 - gathering data to record all delivery and servicing vehicle movements to and from the site;
 - understanding how the organisation's working practices impact on freight activity; and
 - identifying safe and legal loading and unloading locations to make deliveries easier, to reduce local congestion and create a safer site for everyone.

A DSP can utilise a range of activities to better manage freight vehicle activity and save money, including:

- Managing deliveries by:
 - informing suppliers of the delivery location;
 - implementing a delivery booking system;
 - moving deliveries outside of peak or normal working hours;
 - reducing the time spent on site by suppliers;
- reducing delivery, servicing and collection frequencies;
- establishing a centralised ordering system;
- selecting suppliers that adhere to a best practice scheme, such as FORS;
- reduce or consolidate the number of suppliers;
- implementing a centralised booking system for couriers and allowing flexible delivery times;
- consolidating waste collection;
- setting up a consolidation centre off site;
- reducing servicing trips or ensuring they occur out of hours;
- working with other tenants in the same building or nearby organisations;
- promoting use of low or no emission vehicles/modes; and
- promoting the use of legal loading locations.

2.2. London Freight Plan

The London Freight Plan – ‘Sustainable Freight Distribution: a Plan for London’ was published in November 2007. It identified a number of steps that need to be taken in order to address the challenge of delivering freight in London. The plan recognised the importance of keeping freight moving efficiently, not only for the benefit of London, but also for the wider UK economy. The plan highlighted a vision for sustainable freight distribution in London:

“the safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoner’s quality of life...”

The plan identified key projects for delivering freight in London more sustainable, including noting that DSPs will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises. DSPs would seek to reduce the number of delivery trips, particularly during peak periods, and increase availability and use of safe and legal loading facilities. The Plan notes that, over time, planners will require most planning applications to develop and implement DSPs. It also outlined the three key elements of a DSP:

- A plan to reduce the number of trips, particularly in the peak period;
- A plan that shows when and where deliveries and servicing can take place safely and legally; and
- Details of the contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities.

2.3. The London Plan

The first London Plan was published in 2004, with subsequent plans published in 2008 and 2011. Subsequent to the publication of the NPPF in 2012 two sets of alterations were made to the 2011 London Plan:

1. Revised minor alterations (REMA) in October 2013; and
2. Further alterations to the London Plan (FALP) in March 2015. The March 2015 Plan now takes 2036 as its formal end date, revised from a 2031 end date for the 2011 London Plan.

On 10 March 2015, the Mayor published (i.e. adopted) the Further Alterations to the London Plan (FALP). From this date, the FALP is operative as formal alterations to the London Plan (the Mayor’s spatial development strategy) and forms part of the development plan for Greater London.

Within Chapter 6 (Transport) of the FALP, Policy 6.14 – Freight states that:

“B) Development proposals that: b) promote the uptake of the Fleet Operators Recognition Scheme, construction logistics plans, delivery and servicing plans...will be encouraged”.

3. Development Proposals

This chapter provides an overview of the proposed development.

3.1. Site and Surrounding Area

The Abbey Area Redevelopment site is located at the Abbey Road / Belsize Road junction in the London Borough of Camden as shown in Figure 1–1. The site is bordered by a main railway line to the south and by residential areas on all other sides.

3.2. Development Proposals

The proposed development will be undertaken in three phases as shown in Figure 1–1 and will involve:

- Phase 1: Demolition of the existing multi-storey car park and construction of 66 affordable and 75 private residential units, along with a 522m² supermarket and 399m² of flexible commercial floorspace (Classes A1-A5 / B1) south-west of the Abbey Road / Belsize Road junction;
- Phase 2: Improved access arrangements and additional development around the base of the Snowman and Casterbridge residential towers, comprising 3,187m² of Health Centre / Community development north-east of the Abbey Road/Belsize Road junction; and
- Phase 3: Demolition of the Emminster and Hinstock affordable housing blocks, along with associated retail, Health Centre and Community Centre buildings, which will be replaced by 48 affordable and 52 market residential units, 353m² of retail (A1-A5) development and 362m² of employment (B1a) development north-west of the Abbey Road / Belsize Road junction.

The quantum of development is shown in Table 3-1 below, which includes details of the quantum of development proposals by phase.

Table 3-1 Overall Development Schedule (Existing versus updated proposed development)

Land Use	Existing	Phase 1	Phase 2	Phase 3	Net Change
Affordable Residential C3	70 units	66 units	-	48 units	+44 units
Private Residential C3	4 units	75 units	-	52 units	+123 units
Supermarket	0m ²	522m ²	-	-	+522m ²
Other Retail/A1/A2/A3/A4/A5	835m ²	399m ²	-	353m ²	-616m ²
B1 Office	895m ²		-	362m ²	
D1 Health Centre	1,775m ²	-	2,006m ²	-	+231m ²
D1 Community Centre	500m ²	-	947m ²	-	+447m ²
B1 Co-Operative office	-	-	234m ²	-	+234m ²

3.3. Servicing and Loading Bay Location

A review of the likely demand of loading for these commercial bays has been undertaken using the TRAVL database as outlined below.

- Servicing associated with Phase 1 has been assessed for the 522m² supermarket and 399m² office. Using rates from TRAVL, a maximum accumulation of two vehicles is predicted between 0700-0730 and 0730-0800 hours; and
- Servicing associated with Phase 3 has been assessed for the 715m² of commercial units. These have been assessed as office given that information on retail is limited and servicing would be particularly bespoke depending on the end user / type of retail. Using the rates from TRAVL, a maximum accumulation of one vehicle is predicted.

This review suggests that broadly speaking, a single service bay for Phase 1 and single service bay for Phase 3, as proposed, will be sufficient to accommodate predicted demand, and is reflective of the small scale nature of the units. The review suggests that there may be short periods during the day, such as during the AM peak period, where management of the Phase 1 space may be required. This can be achieved via the associated Servicing Management Plan and potential contingency use of the Phase 3 loading bay, which is not predicted to be as utilised during this period.

As use of the loading bays is predicted to be largely aligned to morning activity, this supports the use of the Phase 1 bay for disabled parking outside of these core servicing hours. There is also the opportunity for taxi drop-off and deliveries associated with the residential components of the development outside peak times.

4. Servicing Provision

4.1. Provision by Phase

4.1.1. Phase 1

In order to provide servicing for both the retail and commercial units, an on-street loading bay will be formed in front of the supermarket on Belsize Road (west), which would be managed by the supermarket to ensure it is free for deliveries and to avoid unauthorised unloading from larger vehicles. Use of the bay for servicing will be time restricted, with reversion to disabled parking out of hours, and / or deliveries and taxi drop-off for the residential units in the evening. The loading bay will be provided as a recess pad on the footway. With the bay located as such, the need to cross the highway will be eliminated.

The location is considered appropriate as it is outside the supermarket and is a sufficient distance from the Abbey Road / Belsize Road junction.

The bay will be 13.2m in length. Multiple deliveries would use other general loading bays at the same time.

Refuse collection for the residential component will be from refuse stores accessed directly from Belsize Road, with the retail component accessed directly from its loading area.

4.1.2. Phase 2

Servicing and loading for Phase 2 will take place from two locations:

- A 15m length of kerbside will be available on the east side of Abbey Road for refuse vehicles servicing the building to stop, which can also be used by emergency vehicles.
- In addition, a 15m area will be provided on the north side of Belsize Road for ambulance parking, loading / unloading, refuse collection and passenger pick up / drop off.

4.1.3. Phase 3

Servicing and loading for Phase 3 will take place from the new 12m loading bay on the west side of Abbey Road north of the Abbey Road / Belsize Road junction. In addition, refuse collection will also take place from the access road to the courtyard, which can also be used by emergency service vehicles

5. Servicing Management

5.1. Overview

The introduction of an intensive demand management plan with a Servicing Management Plan (SMP), including booking systems and freight consolidation, will serve to optimise utilisation and minimise any impact as a result of the operation of commercial units. The dedicated building management function will be required to take ownership of the SMP due to the high degree of coordination required.

The purpose of the SMP is to ensure a framework is in place to effectively manage freight vehicle activity at the site. SMPs can be developed and tailored for any site that receives deliveries and generates servicing activities, whether they are large or small or shared by a number of organisations. A SMP can specifically help organisations to:

- Proactively manage delivery activities to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify and promote areas where safe and legal loading activities can be undertaken; and
- Assist in the selection of delivery companies who can demonstrate their commitment to following best practice.

This SMP for Abbey Area will both reduce the requirement for provision of on-street loading facilities, and seek to ensure their design will support the general environmental improvements, and public realm enhancements that the scheme aims to deliver including creating more space for residents and other visitors on foot.

5.2. Loading Bay Location

As the Abbey Area redevelopment is a small development, it is not considered practical to provide an off-street service yard. Therefore, servicing will be facilitated from the kerbside in loading bays. In terms of siting of the loading bays, these are to be positioned to minimise the transfer distance from the vehicle to the delivery point. For safety reasons, the loading bays have been positioned to discourage deliveries across busy lanes of traffic around the Abbey Road / Belsize Road junction and to avoid impeding bus stops and access to them as follows:

- the loading bay for Phase 1 is located on the south side of Belsize Road west of Abbey Road;
- the loading area for Phase 2 is located on the north side of Belsize Road east of Abbey Road; and
- the loading bay for Phase 3 is located on the west side of Abbey Road north of Belsize Road.

It is noted that a lay-by in the public highway cannot be dedicated for sole use by a single unit and this is consistent with the aspirations of the management of servicing activity and rationalised use by commercial units fronting the associated loading bays in Phase 1 and Phase 3 respectively.

It is intended that the loading bays are in keeping with the public realm improvements in the area; notably in the consistent use of surface materials, bay markings (lines and signage), and designed to be commensurate with the proposed arrangement of street furniture.

5.3. Hours of Use

Consideration has been given to the timings that new loading facilities are expected to operate. This needs to take into account such factors as:

- Business operating hours;
- Timings associated with traffic flow, e.g. peak traffic flows;
- Timings associated with high levels of pedestrian activity;
- Planning conditions imposed by the planning authority on building operations such as delivery restrictions; and
- Any other environmental constraints such as noise abatement notices.

Each of these factors is considered below in turn.

5.3.1. Business Operating Hours

Without the end occupier known, the business operating hours are not considered a material consideration at this stage. However, it is expected that as commercial units' operating requirements will be restricted to core hours, consequently servicing demands are unlikely to materialise during evenings and for non-retail uses over the weekend.

5.3.2. Timings

5.3.2.1. Traffic Flows

Upon assessment of highway conditions, there are no concerns for the capacity of the local road network that would necessitate peak hour restrictions on servicing. This is due to both the small-scale nature of the development and associated servicing demand, and as the design of the loading bays position these in lay-bys in phases 1 and 3 - thus mitigating any impact on the operation of the highway resulting from servicing activity.

5.3.2.2. Pedestrian Activity

It is intended that the commercial units will be provided for locals, and given the parking restraint approach to the development, footfall surrounding the development will remain consistent with footway provision. Given the significant residential component of the development, pedestrian activity will peak during AM and PM Peak Periods. However, the commercial units are relatively small in scale and activity associated with the supermarket will be spread across the day. Consequently it is not considered that pedestrian activity will be a material consideration in any restrictions associated with servicing activity.

5.3.3. Planning Conditions

Planning conditions associated with the outline consent for the development including the following restrictions on delivery:

Servicing associated with the A3, A4 or A5 use shall not be carried out outside the following times:

- 0800-2300 hours Sunday to Thursday and Bank Holidays; and
- 0800-0000 hours Friday and Saturday.

5.3.4. Environmental Constraints

Servicing has been demonstrated to be low-key, reflecting the small scale nature of the premises. Equally, whilst loading is likely to be limited to the hours of operation, the flexibility of extended hours for servicing outside of these core hours will assist in the spreading of servicing, and therefore reduce peak intensification, enabling optimisation of the management of the loading bays. However, recognising the significant residential element of the development, restricted hours overnight will minimise any disturbance caused by kerbside activity.

5.4. Rationalised Use of Bays

The Phase 1 loading bay will serve both the supermarket and adjacent Phase 1 commercial units with restricted hours of operation. Outside of these hours, the loading bay will:

- Revert to disabled parking;
- Provide servicing for residential units (deliveries etc.); and
- Provide Taxi drop-off for residential units.

Whilst minimised, any instances of multiple deliveries would assume use of other general loading bays at the same time; equally the availability of another loading bay in the immediate area (Abbey Road fronting Phase 3 and vice versa) will provide flexibility in instances when the loading facility area is suspended, such as utilities works. Distribution plans can be made available to ensure drivers do not become lost and are aware of the various restrictions in place.

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Appendix I. Construction Logistics Plan

Abbey Road Development Construction Logistics Plan

London Borough of Camden

October 2015

ATKINS

Plan Design Enable

Notice

This document and its contents have been prepared and are intended solely for London Borough of Camden's information and use in relation to the Abbey Area Redevelopment Project Construction Logistics Plan.

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Client signoff

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