

Delivery, Servicing and Waste Management Plan

Village Close Garages

Belsize Lane

London

NW3 5AS

As required by Condition 13 of planning application 2014/3604/P and the associated Section 106 condition 4.8



1. INTRODUCTION

A Delivery and Servicing Management Plan (DSWMP) is required for the proposed development of Village Close Garages.

This DSWMP has been prepared in accordance with Camden Planning Guidance Transport CPG7 Document and Transport for London's; Delivery and Servicing Plans Making freight work for you. Alongside other relevant local and national policy guidance documents.

The DSWMP has been created to cover the entire development within a single document which is updated if circumstances change. This supports the philosophy that DSWPM should be living documents that develop with the establishment's needs to ensure relevant and effective management of large vehicles within Belsize Village.

2. OBJECTIVES

Camden Require a DSWMP to ensures the efficient coordination of Freight and Service vehicles to developments within their constituency to minimise any potential disruption to the local highways network and local residences.

2.1. What is a Delivery, Service and Waste Management Plan?

A DSWMP is a framework that ensures freight vehicle activity to and from a building / development is working efficiently for the occupier and local residents.

Any site that receives deliveries and servicing activity can benefit from a DSWMP, whether it is small or large, or shared by multiple organisations.

2.2. Why is a Delivery, Service and Waste Management Plan required?

- This DSWMP is required by LB Camden to minimise the impact of delivery and servicing trips to the site, as far as possible, to safeguard the amenity of local residents.
- There are three main elements of a DSWMP:
- A strategy to reduce the number of trips a development generates
- Identifying how and when deliveries and or servicing can take place safely and legally
- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify that consideration is given to local suppliers and membership of the Freight Operator Recognition Scheme.

3. SITE ASSESSMENT

3.1. Proposed Development

The Village Close Garage site is located adjacent to Belsize Village centre in the London Borough of Camden.

The development comprises the demolition of the existing garages and re-provision of garages for the garage owners in a single storey basement with 7 residential units constructed from ground to third floor.

The development will create improved street frontage and have dedicated access to the basement for the garage owners. This will include fob access door entry controls and a secure gated basement ramp.

Residents will have fob access to the basement to access waste bins which are programmed differently from garage owners to prevent garage owners accessing the residential areas of the building.

3.2. Local Highways

The streets surrounding the proposed development are all subject traffic calming measures and 20mph speed limits. The area is also has limited waiting for heavy goods vehicles (HGV). The restriction prevents Buses and Large Vehicles over 5 tonnes waiting on the highway during the hours of 6.30 pm to midnight and midnight to 8 am.

Paragraph 20.11 for Camden Local Development Policies Adoption version 2010 also states:

“The majority of service trips in central and inner London are made by freight vehicles of less than 7.5 tonnes gross vehicle weight, and this is the maximum size of vehicle that should be accommodated in residential areas on a daily basis. A number of weight limits have been introduced across largely residential parts of the borough”

Alongside the waiting regulations the development includes the main village centre and as such it is generally recommended that all deliveries take place between 9.30 and 3.30 to minimize disturbance and avoid peak travel times with children walking to local schools or being driven to school.



Photo 1: Approaching Village Close Garages from Belsize Village



Photo 2: Village Close Garages on the right adjacent to residential parking bays and pay and display bays



Photo 3: Residential parking bay adjacent to the site



Photo 4: Pay and Display Parking on the opposite side of the road

4. SITE LOCATION

The Site Location is shown in Figure 1 below:



Figure 1 Site Location

5. WASTE MANAGEMENT

A Phoenix 2-15W (with Elite 2 4x2 chassis) has been used to simulate a large refuse vehicle in all situations and locations. From Consultation with Camden it is required that; Collectors should not have to cart a 2 wheeled bins more than 10 metres and 4 wheeled bins 15 metres from the point of storage to the collection vehicle.

Waste from residents will be stored in the basement and removed via platform lift to ground level by the concierge. Refuse collectors to take from this point – circa 12m to refuse truck and within the guidelines set out above.

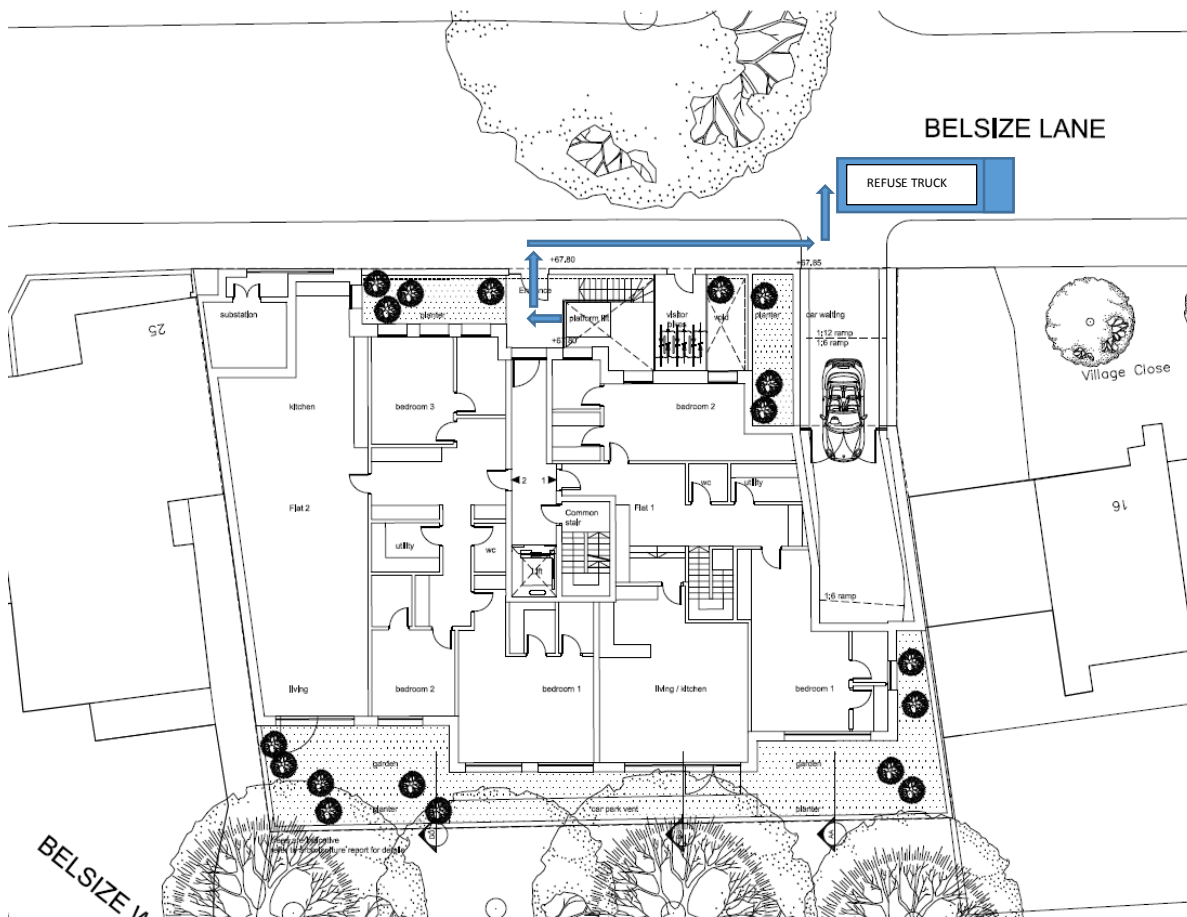


Figure 2: Ground Floor Layout – Waste Egress Route

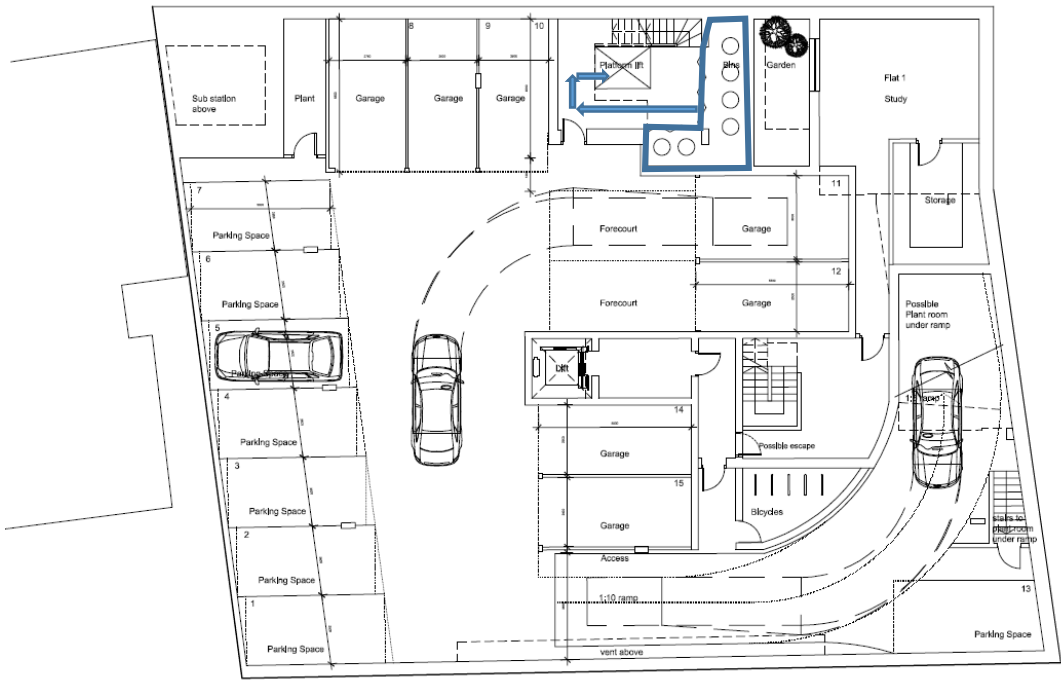


Figure 3: Basement Layout Showing Waste Storage Area

6. GARAGE SERVICING

Vehicles will approach the site from either Haverstock Hill / Ornan Road or via Fitzjohns Avenue.

Cars / small vans can pull off the road onto the basement ramp and will be subject to a height restrictor preventing oversized vehicles entering the basement.

The basement ramp gate will be operated by fob preventing unauthorised access.

Larger delivery vehicles will need to Pay and Display.

Deliveries will be subject to the 5t weight restriction during the hours of 18.30pm to 9.00am and preferably organised outside of the 'school rush' times.



Off-road pull in onto basement ramp for cars / small vans

Pay and Display for larger vans

Photo 5: Above shows the existing drop kerb which cars / small vans will be able to pull in off street to access the basement via a gated ramp. Larger vehicles will utilise the Pay & Display bays to take items to or from their garages.

6. MONITORING and REVIEW

6.1. Monitoring

To ensure that the development manages medium / heavy vehicle movements effectively it is important to understand how deliveries and servicing is conducted and is therefore imperative that regular surveys are conducted. The estate management will undertake detailed surveys of deliveries, an example form is attached in Appendix B to this Plan. This data will be used to inform changes to the DSWMP.

6.2. Review

A DSWMP should be a “living” document which is reviewed and updated regularly to adapt to the needs of the individual amenities and Belsize Village area.

The appointed Estate Management Company will be expected to monitor and update this Plan accordingly. The Estate Managers should also share data and ideas with others in the area and ensure that Camden are engaged in the process.

The DSWMP should be made available to all staff and residents, as well as shared locally with other parties. The Estate Managers will maintain regular links with LB Camden regarding the DSWMP and other road safety issues in and around the area of the site.

6.3. Action Plan

Below is an indicative action plan for the Estate Managers to follow to ensure that the DSWMP remains relevant post completion and for the foreseeable future.

ACTION	PERSONS RESPONSIBLE	TIME
Make the DSWMP available to All	Developer	Prior to occupation and include with garage leases
Inform garage owners of delivery protocol	Developer / Estate Management	Any new owner
Carry out survey data collection	Concierge	Within first 6 months of occupation and then annually
Update DSWMP	Estate Management	Annually
Review with Camden	Estate Management	Annually

7. CONCLUSION

Through initial use of this DSWMP and further envisaged iterations it is expected that the document will:

- Contribute to balancing management of the economic, social and environmental issues effecting freight transport within Belsize Village.
- Empower Estate Managers to manage regular delivery activities efficiently with the implementation of this strategy.
- Deliveries will be encouraged to take place outside the peak traffic times and in accordance with the local traffic restrictions.
- Refuse collection will follow a similar regular arrangement, and will adhere to the delivery protocol stated in this strategy.

Type of Vehicle		Indicative Picture	Type of Vehicle	Indicative Picture
A	Transit Van		G	4 Axel Refuse Vehicle 
B	7.5t Pannel van		H	Top Loading Refuse Vehicle 
C	7.5t Box van		I	Small Van 
D	3 Axel Refuse Vehicle		J	Large Van 
E	Skip Lorry		K	HGV 
F	Ridged Lorry			