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**INTERIM DELIVERY AND SERVICING MANAGEMENT PLAN
HOPE PROJECT
BAYHAM PLACE, CAMDEN
LONDON**

Hope Lease Limited

ADL/AJM/3126/20A

October 2017

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CONTENTS

Page No

1.0	INTRODUCTION	
1.1	Purpose of Report	1
2.0	VEHICULAR RESTRICTIONS IN VICINITY OF THE SITE	2
3.0	PROPOSED DEVELOPMENT	
3.1	The Proposal	4
3.2	Service Entrance	4
3.3	Bin Store Location	4
4.0	PROPOSED SERVICING AND DELIVERY TRIPS	
4.1	Waste Collection	5
4.2	Deliveries	6
5.0	TIMING OF VEHICLES AND DURATION OF LOADING	
5.1	Timing of Vehicles	7
5.2	Duration of Loading	7
6.0	DELIVERY AND SERVICING MANAGEMENT PLAN	8
7.0	COACHES AND TAXIS	10

APPENDICES

1.0	GROUND FLOOR PLAN: DRAWING AHA/KKC/GA/100	
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1.0 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 ADL Traffic & Highways Engineering Ltd have been appointed by Hope Lease Ltd to prepare this Interim Delivery and Servicing Management Plan (DSMP) to support the planning application for the:

“Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House (Use Class A4) with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar. The proposals also include for the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant.”

- 1.1.2 It must be noted that this is an Interim report. Once the restaurant operators is known, a more definitive DSMP will be prepared and submitted to the London Borough of Camden Council (LBC) and this could be secured by a planning condition.
- 1.1.3 This report provides a framework to make sure that the delivery and servicing activity to and from the development is managed effectively.

2.0 VEHICULAR RESTRICTIONS IN VICINITY OF THE SITE

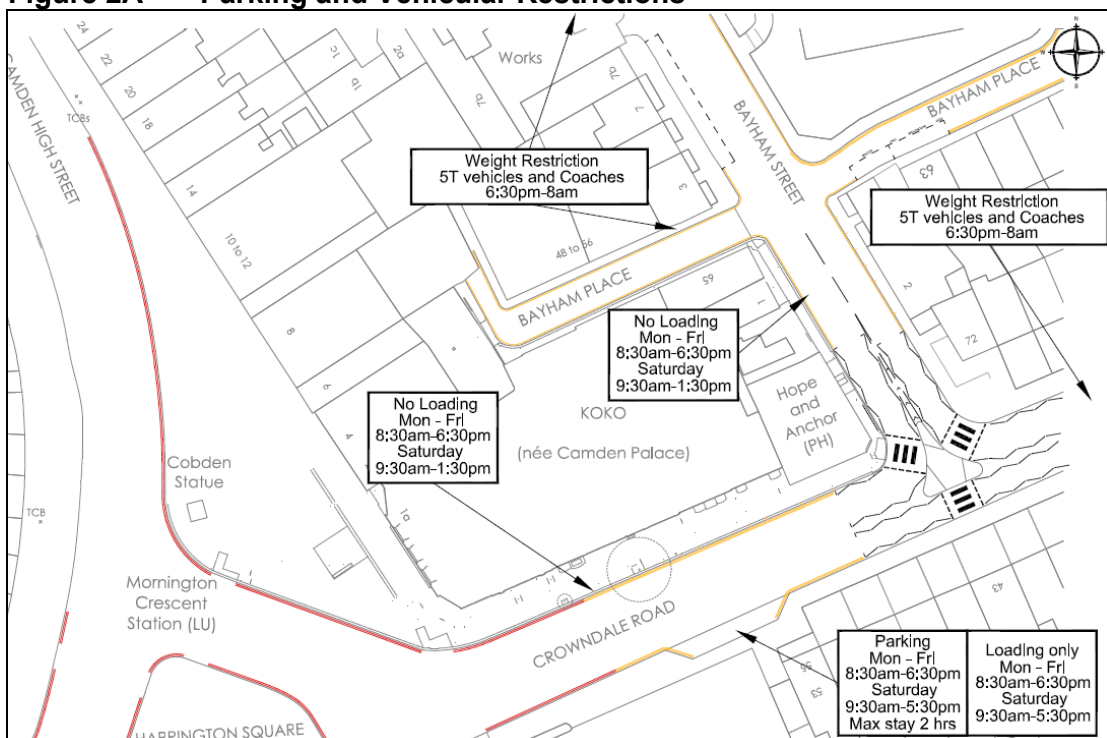
2.1 The site is located within the London Borough of Camden's Controlled Parking Zone (CPZ) with the following controlled times:

- Mon – Fri 8:30am – 6:30pm
- Saturday 9:30am – 5:30pm

2.2 The vehicles over 5 tonnes and coaches are not permitted on Crowndale Road, Bayham Street and Bayham Place between the hours of 18:30 and 08:00 hours.

2.3 The section of Crowndale Road (between Camden High Street and Bayham Street) has double yellow line restrictions on both sides where no loading is permitted on the north side from Monday to Friday between 08:30 and 18:30 hours and on Saturday between 09:30 and 13:30 hours. The parking and vehicle restrictions are shown in Figure 2A.

Figure 2A Parking and Vehicular Restrictions



- 2.4 The junction of Crowndale Road with Bayham Street has zebra crossing with zig-zag lines. These zig-zag lines stretch for approximately 15m on Bayham Street. The remaining length of Bayham Street that fronts the site has single yellow line restriction with the restriction times coinciding with the controlled times aforementioned in paragraph 2.1. The single yellow line restriction on the opposite side of Bayham Street has loading restriction from Monday to Friday 08:30am to 6:30pm and Saturday 8:30am to 1:30pm.
- 2.5 To the north of Bayham Place junction with Bayham Street, there are on-street parking on the western side of Bayham Street for resident permit holders only from Monday to Friday 08:30am to 6:30pm and Saturday and Sunday 9:30am to 5:30pm.

3.0 PROPOSED DEVELOPMENT

3.1 The Proposal

3.1.1 The proposal is for the reconfiguration of the existing № 1 Bayham Place building and extension to the existing KOKO venue and The Hope and Anchor public house. The proposal will comprise a public house, dining/drinking areas, function room and private members area associated with the adjacent KOKO venue as per following:

- Public house + dining/drinking + bar/catering
- Function rooms (ancillary to KOKO)
- Private members area (ancillary to KOKO)
- Gallery bar (ancillary to KOKO)
- Rehearsal room (ancillary to KOKO)
- Office (ancillary to KOKO)

3.1.2 The proposed ground floor plan is provided in Appendix 1.0.

3.2 Service Entrance

3.2.1 The service entrance will be provided on Bayham Place approximately 15m west of the junction with Bayham Street. This entrance will be used to receive deliveries and also to access the proposed office unit which will be associated with the KOKO venue.

3.3 Bin Store Location

3.3.1 The bin store is also proposed on the ground floor level and will be accessed from Bayham Place. The bin store opening will be located approximately 25m west of the junction with Bayham Street.

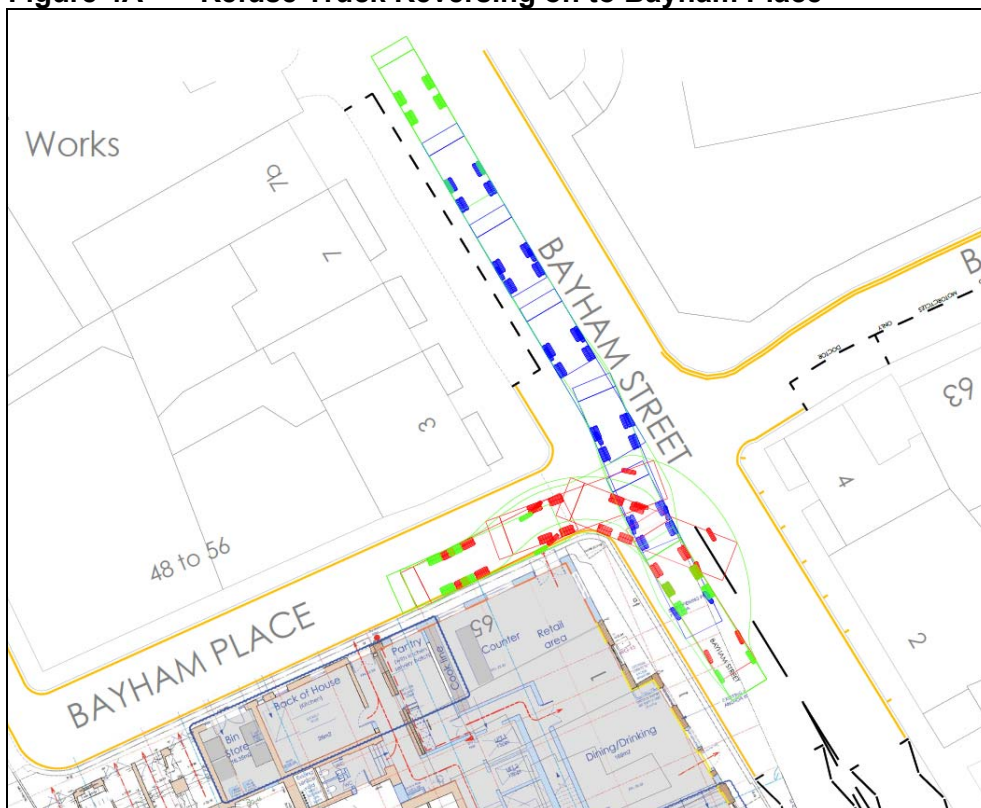
3.3.2 The footway on Bayham Place at this location will be dropped.

4.0 PROPOSED SERVICING AND DELIVERY TRIPS

4.1 Waste Collection

- 4.1.1 Three refuse collections each week are anticipated, all of which would be undertaken using a standard vehicle of 10m length. The restaurant operator will work with waste contract firm used by KOKO to co-ordinate refuse collection trips to coincide.
- 4.1.2 ADL consulted Veolia in order to ascertain their view on the matters of refuse collection associated with the site. Veolia are currently the Camden Council's waste collection contractors. Mr M Tillyer (Operational Manager of Veolia) advised ADL on 3rd November 2016 that the refuse truck would reverse from Bayham Place onto Bayham Street to collect the hotel and restaurant waste.
- 4.1.3 Autotrack illustrating a 10.98m refuse truck reversing on to Bayham Place is shown in Figure 4A.

Figure 4A Refuse Truck Reversing on to Bayham Place



4.2 Deliveries

4.2.1 Given that the service entrance to the development will be from Bayham Place, it is considered appropriate that the development is serviced on-street from Bayham Place as suggested by Mr Hammond of LBC. Bayham Place fronting the site has a single yellow line restriction with no loading restriction.

4.2.2 Table 4A provides the number of delivery vehicle trips that the proposed development could generate.

Table 4A Maximum Delivery & Servicing Trip Generation Per Day

Delivery Type	Vehicle Type	Indicative Approx. Time	No of Deliveries per Day	Average Loading Duration
Fresh food & drink	4.5t medium transit van	11:00-15:00	2	6 - 10 minutes
Frozen food	4.5t medium transit van	11:00-15:00	1	6 - 10 minutes
Consumables	4.5t medium transit van	11:00-15:00	1	6 - 10 minutes

4.2.3 Table 4A shows that the restaurant and bar hotel could generate up to four delivery vehicle trips.

5.0 TIMING OF VEHICLES AND DURATION OF LOADING

5.1 Timing of Vehicles

5.1.1 The restaurant and bar manager will explore the possibility of avoiding any servicing during peak hours.

5.1.2 The development will not be serviced on a Sunday, and on a Saturday would be limited to 10:00-16:00 hours in the interest of minimising impact on the local residents and hotel guests.

5.1.3 Table 4A shows the times of servicing/deliveries. These times are indicative at this stage. The times are subject to further amendments once the restaurant operator is known.

5.2 Duration of Loading

5.2.1 The average loading duration for each servicing trip for the restaurant and bar is shown in Table 4A. As can be seen, they range from 6 minutes to 15 minutes.

6.0 DELIVERY AND SERVICING MANAGEMENT PLAN

- 6.1 As part of the procurement process, the supply chain will be vetted to ensure each supplier has experience delivering within London, and are able to deliver reliably. Contractors who are registered as part of TfL's Freight Operators Recognition Scheme (FORS) will be preferred.
- 6.2 Delivery times will be restricted to those set in this report and a Vehicle Booking System employed for the development. The Applicant will engage with the surrounding businesses in order to fully understand their servicing regime and ensure the deliveries to the site are timed to fit around them wherever possible to minimise disturbance to existing servicing activity.
- 6.3 Further, through discussion with local businesses a "servicing committee" could be established with representation from each relevant business which will meet on a monthly basis to review the overall servicing, as a whole, and identify potential improvements.
- 6.4 Vehicles will manoeuvre slowly on Bayham Place so that any pedestrian or other road user approaching a moving vehicle will have sufficient time to choose the correct line to pass safely. Whilst the vehicle is manoeuvring, loading and unloading, a qualified banksman will be present at all times to ensure other road users are made aware of its presence. The driver will notify the banksman at the delivery point in advance of arrival to ensure they are ready for when the delivery arrives;
- 6.5 Noise impacts will be addressed by:
- Using newer and quieter delivery vehicles and equipment, where possible;
 - Making sure all equipment, both on the vehicle and at the delivery point, is in good working order and maintained to minimise noise when in operation;
 - Ensuring all staff, suppliers and carriers involved in delivery activity are briefed and trained appropriately;
 - Switching off vehicle engines immediately when not manoeuvring;
 - Minimising the frequency of opening and closing vehicle doors, and doing so quietly.

- 6.6 The Restaurant Manager will ensure that all staff and suppliers are fully briefed and abide by their obligations as set out in this Delivery and Servicing Management Plan.
- 6.7 In order to minimise the number of deliveries to the site, the frequency, size and duration of stay of each servicing vehicle will be monitored by way of a daily log book. This data will be analysed on a weekly basis to identify trends in servicing activity and explore opportunities for greater efficiencies with suppliers.

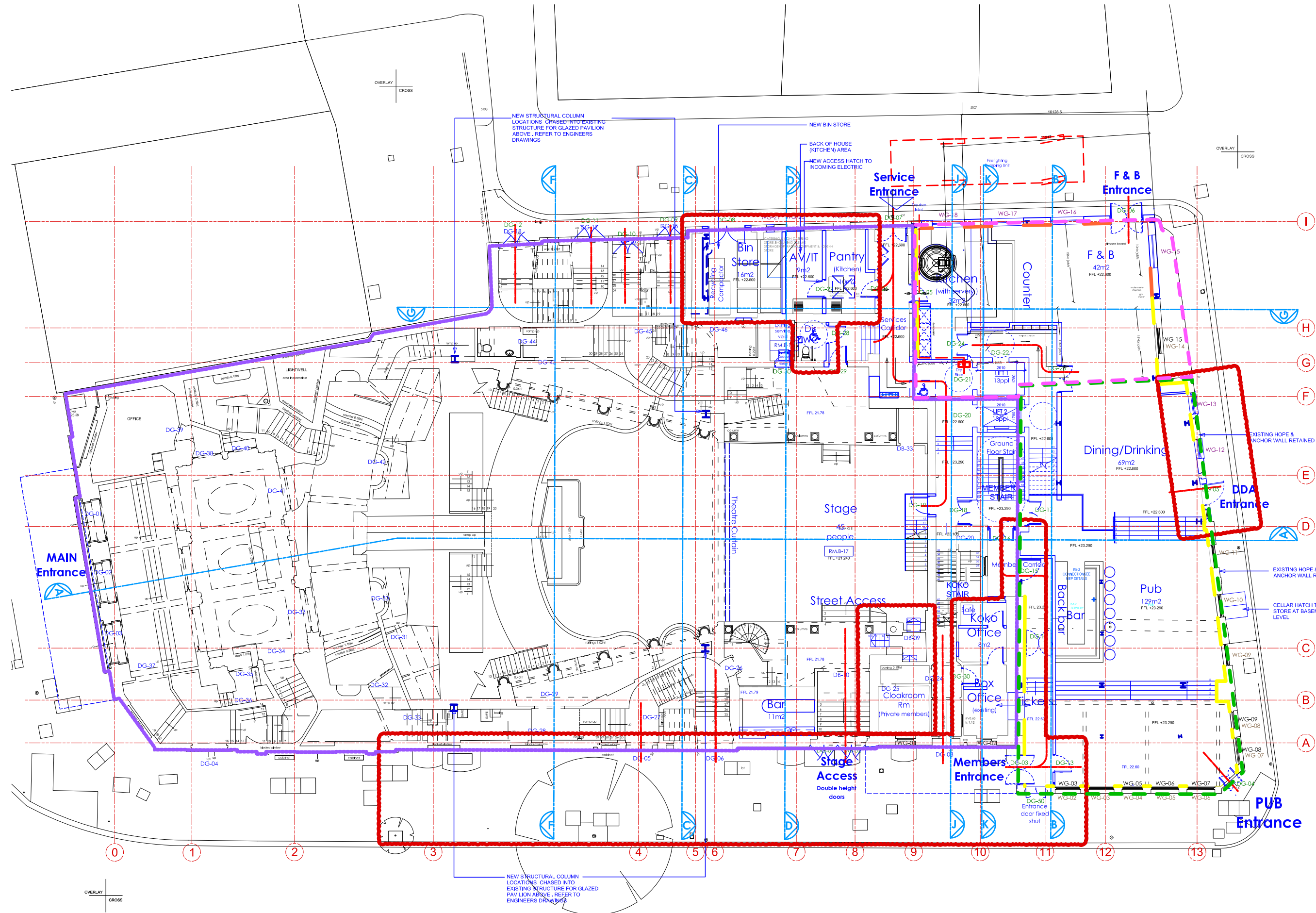
7.0 TAXIS

- 7.1 The main entrance to the restaurant will be from Bayham Street/Bayham Place. The Site has excellent access to public transport (PTAL 6a), therefore it is expected most guest will travel using public transport/on foot, and enter and exit at this location. There are also three NCP car parks within 1km of the site. Taxi drop-off and pick-up will also take place from Bayham Street, immediately outside the main entrance and on Crowndale Road adjacent to the private members exclusive entrance.

GROUND FLOOR PLAN: DRAWING AHA/KKC/GA/100

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 Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings.
 All shop drawings to be submitted to the architect for comment prior to fabrication.
 This drawing is to be read in conjunction with the Architect's specification, bills of quantities / schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect.
 Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments
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LEGEND

- Proposed Works
- Existing Building Fabric KOKO née Camden Palace Theatre (1900)
- Existing Building Fabric Hope & Anchor (approx. 1850)
- Existing Building Fabric Bayham Place (from 1875)
- Existing Modern Building Fabric Bayham Place (from 2006)
- Building Fabric to be demolished
- Demolition of Flooring / Elevation / Wall
- Proposed Excavation
- Remove and retain in alternate location
- Retain and protect existing
- Retain, make good, ease and adjusted
- Means of escape Route
- Private Members Route
- Koko Customer Route
- Public Route
- Artist Route
- Proposed Riser
- Proposed Risers Above
- RM.4-06 Room Number
- D4-02 Door Number
- W4-05 Window Number
- Hope & Anchor Demise
- Koko Demise
- 1 Bayham Street & 65 Bayham Place Demise
- Original brickwork exposed
- New brickwork exposed

17.10.17

DRAFT

0 1 2 3 4 5 6 7 8m

PLANNING

**APPENDIX 1.0
GROUND FLOOR
PLAN**

project title KOKO + Hope & Anchor + Bayham Place Carr	
drawing title Proposed Ground Floor Plan	scale date 1:100 @ A1 13.04.17
drawing number AHA/KKC/GA/100	checked FR/PC DA
	revision -