

Parking and Servicing Strategy

Arches 73-80 and 178A/B Royal College Street, Camden, NW1 0SP

Reference: 2017/5000/PRE

1.0 Proposal

- 1.1 The proposal are for the occupation of the site by a commercial catering equipment provider, Nisbets. The use would be for retail (Use Class A1) and trade and as a storage and distribution hub (Use Class B8). Also proposed is the erection of a glazed covered access link to the rear of arches 74 and 75 and the amalgamation of the two retail units at 178a and 178b Royal College Street with new shopfronts.

2.0 Pre-Application Advise

- 2.1 Pre-Application advise has requested the implementation of a Delivery and Servicing Management Plan (DSMP) on the proviso that DSMP's can be used to manage and mitigate the potential impacts of deliveries and servicing on the amenity of occupiers and neighbours and relates to policies set out in the Camden Local Plan 2017 and CPG notes with particular reference to No.7
- 2.2 Pre-Application advise has requested that Cycle parking for staff should be provided off-street within the boundary of the site and should be accessible and secure for all in line with Camden Planning Guidance 7 – Transport.

3.0 Site & Surrounding Area

- 3.1 The application site contains a vacant ground floor retail unit at 178B Royal College Street and a vacant former restaurant at 178A Royal College Street and vacant land underneath the existing railway arches 73-80 accessed via Randolph Street. Randolph Street is a primarily residential road linking Royal College Street to St. Pancras Way, passing beneath the railway bridges.
- 3.2 Archway 73 is accessed from units 178a and 178b Royal College Street and has been used as ancillary storage to the retail units that front Royal College Street. Above the retail units at 178A and 178B are residential units. Other arches units that form part of the site are 74, 75, 76, 77, 79 and 80. These units are currently vacant but have historically been used as either B1 or B8 uses.
- 3.3 The site is located in the Camden Broadway Conservation Area and numbers 178A and 178B Royal College Street are located within a Neighbourhood Centre.
- 3.4 The site in its strategic context is illustrated in **Figure 1** below:

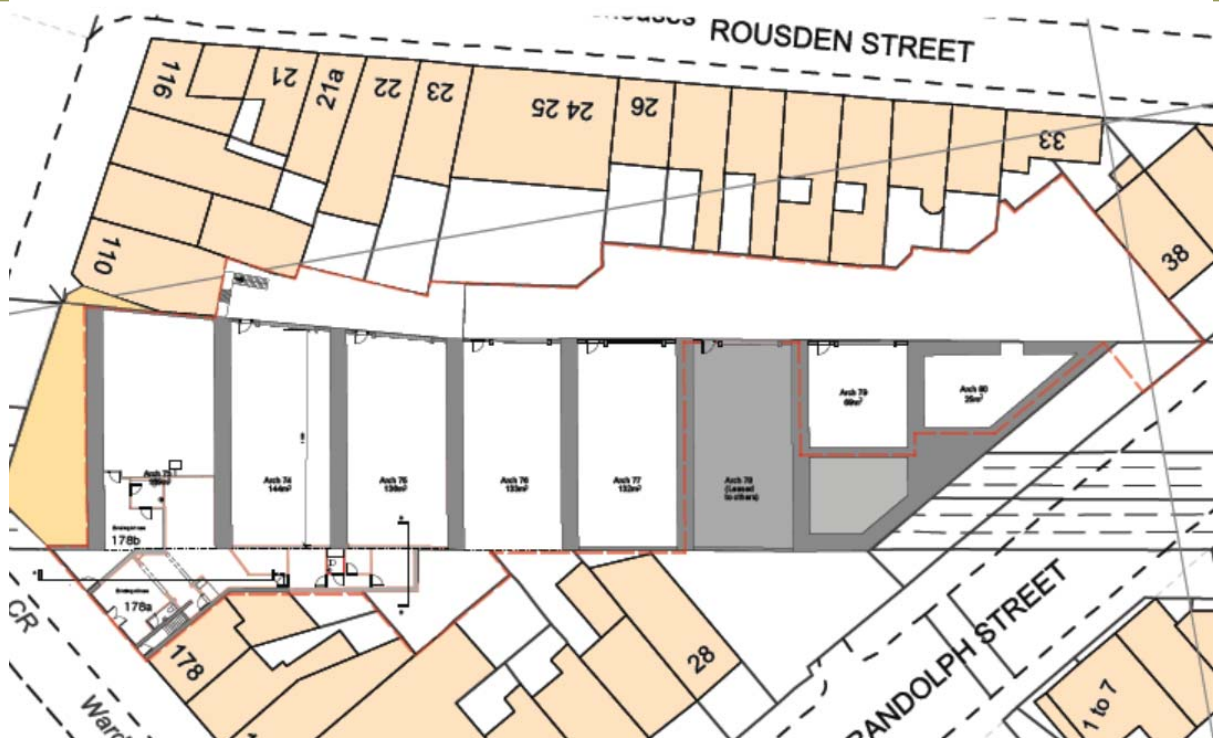


Figure 1 – Site Location

4.0 Servicing

- 4.1 Deliveries and collections will be via Randolph Street and the internal service yard. The largest vehicles used will be 7.5T vans.
- 4.2 Unit trading hours:
- Monday – Saturday 9am to 5.30pm Monday to Sat; and
 - Sunday no trading
- 4.3 Unit delivery hours:
- 9am to 5.30pm Mondays to Saturdays
 - no Sundays and Bank or Public Holidays
- 4.4 Delivery frequency
- Monday – Saturday 4 per week via 7.5 tonne vehicle with goods on cages; and
 - Sunday no trading.
- 4.5 Key elements of the servicing strategy are;
- i. Deliveries and collections will be via Randolph Street.
 - ii. Servicing times will ensure that there is never two deliveries on site at the site.
 - iii. Once internal to the site engines will be switched off. If delivery is outside store opening hours refrigeration units will also be switched off
 - iv. Truck and personal radios are not used
 - v. Turning and reversing manoeuvres undertaken within the service area
 - vi. Egress in a forward gear.
- 4.6 Internal swept path analysis is shown below in **Figure 2**.

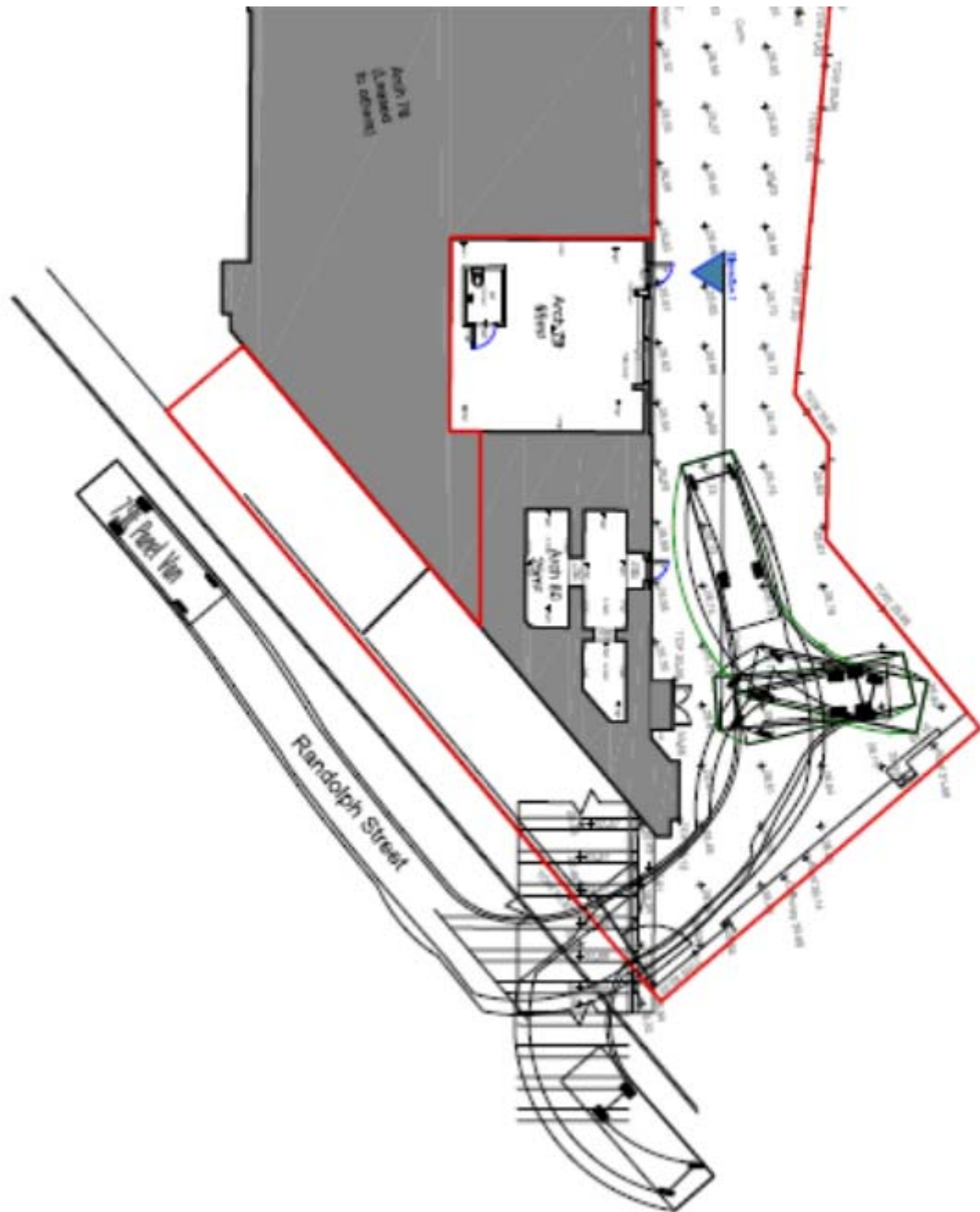


Figure 2 - Swept Path Analysis

5.0 Parking Strategy

- 5.1 Camden Planning Guidance 7 – Transport at Section 9 recommends that cycle parking should be provided off-street, within the boundary of the site and that cycle parking needs to be accessible (in that everyone that uses a bike can easily store and remove a bike from the cycle parking) and secure (in that both wheels and the frame can easily be locked to the stand).
- 5.2 Cycle parking standards are set out at Camden Local Development Framework Camden Development Policies Adoption version 2010 at Appendix 2 – Parking standards recommends: Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Customer - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Accordingly the site proposes 2 staff and 2 visitor parking spaces.
- 5.3 There is no on site car parking, in this regard therefore customer parking will be on-street. However, staff parking, for a max of 3 cars can be undertaken in the service yard without interfering with delivery manoeuvres.