



**Central London Commercial  
Estates Limited**

**14 – 19 Tottenham Mews,  
London Borough of Camden**

**Delivery, Servicing & Waste  
Management Plan**

**November 2020**

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Appendix A	-	Architect's Layout Plans
Appendix B	-	Swept Path Analysis – 3.5T Panel Van
Appendix C	-	Swept Path Analysis – Waste Collection Vehicle



# 1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Central London Commercial Estates Limited ('the Applicant') to provide transport planning advice in regard to the redevelopment of 14-19 Tottenham Mews which is located in the Borough of Camden (LBC).
- 1.2 The site comprises a temporary prefabricated building dating from the 1970s, which is located on the western side of Tottenham Mews. The building is currently vacant and is soon to be demolished by the Applicant to allow the site to be utilised to facilitate the construction of the approved scheme at Middlesex Hospital Annex.
- 1.3 The proposal seeks the "*Erection of a ground plus five storey building (plus one basement level) to provide office (e class) at part ground and basement level and residential dwellings (C3) at ground and floors one to five and associated landscaping, cycling parking and all necessary enabling works.*"
- 1.4 A copy of the Architect's basement and ground floor layout plans is included at **Appendix A**
- 1.5 This Delivery, Servicing, and Waste Management Plan (hereafter referred to a 'DSWMP') outlines the way in which servicing for the site will be undertaken and how waste will be stored and collected.
- 1.6 This document has been prepared in line with relevant planning policy and best practice and following pre-application discussions held between the Applicant and LBC.

## Objectives

- 1.7 The primary objectives of the DSWMP are to manage the servicing and waste strategies for the site in order to ensure these are undertaken successfully, without conflict between vehicles and / or pedestrians, and without adversely impacting the local highway network.
- 1.8 Although it is recognised that it is difficult to manage residential deliveries, this DSWMP will aim to manage deliveries and servicing to the site so that, where possible:
- deliveries are timed to avoid multiple arrivals at any one time;
  - deliveries are undertaken by small to medium sized vehicles e.g. bicycles, motorbikes, and vans, and using electric or hybrid vehicles where possible;
  - vehicles load / unload for the minimum time necessary with the engine switched off; and



- the number of deliveries are reduced where possible, for instance, through the use of consolidation and shared suppliers.

1.9 The remainder of the DSWMP is set out as follows:

- Section 2 - describes the local highway network;
- Section 3 - sets out the servicing arrangements, initiatives and management;
- Section 4 - describes the waste and recycling arrangements and initiatives;
- Section 5 - provides a conclusion.

## **2 LOCAL HIGHWAY NETWORK**

### **Tottenham Mews**

- 2.1 Tottenham Mews offers direct vehicle access to the site, with two-way traffic flows operating on a single carriageway. Tottenham Mews primarily accommodates servicing vehicles serving the surrounding residential and commercial properties along the street.
- 2.2 The frontage of the site is controlled through the display of zigzag lines and a keep clear sign for the use of 'ambulances-only', associated with the previous use of the site. The remainder of Tottenham Mews is controlled by single yellow lines surrounding the perimeter of the carriageway. Entry onto Tottenham Mews is retained from Tottenham Street with vehicles only able to make a right turn onto Tottenham Street when exiting.

### **Tottenham Street**

- 2.3 Tottenham Street operates in a broadly east to west orientation between Tottenham Court Road to the east and Cleveland Street to the west. At the junction between Cleveland Street and Tottenham Street, vehicles are prevented from travelling eastbound due to the one-way system operating between Charlotte Street and Tottenham Street.
- 2.4 The single carriageway width along Tottenham Street is shared with on-street designated parking bays for permit holders and disabled motorists. On the stretch of highway which directly serves the site, the remainder of Tottenham Street comprises both double and single yellow lines restricting stopping on-street with the controlled hours.

### **Goodge Place**

- 2.5 Goodge Place joins with Tottenham Street 20 metres west of the junction with Tottenham Mews and is one-way southbound, joining with Goodge Street to the south. Goodge Place comprises a cobbled, single width carriageway shared with on-street residential parking bays on both sides of the road. The southern section of Goodge Place accommodates market stalls which reduce the width of the carriageway, preventing large vehicles from utilising this part of the highway network.

### **Existing Parking & Loading Restrictions**

- 2.6 The site is located within Camden Controlled Parking Zone CA-E which applies time controls on permit holder bays Monday – Saturday between the hours of 08:30-18:30. Within LBC, loading is



permitted is permitted on single or double yellow lines (without kerb markings) for an unlimited time before 11am and after the end of controlled hours or 6.30pm. Between 11am and 6.30pm heavy goods vehicles (3.5 tonnes and above) can load or unload for up to 40 minutes, cars and light goods vehicles for up to 20 minutes.

### **3 SERVICING ARRANGEMENTS AND INITIATIVES**

#### **Servicing Arrangements**

3.1 Delivery vehicles for the site will make use of the existing single yellow line adjacent to the site within Tottenham Mews, as per the existing situation for other properties located within the mews. Swept Path Analysis provided at **Appendix B** illustrate that vehicles up to 3.5T Panel Vans will be able to enter and exit Tottenham Mews in forward gear. Larger vehicles will be required to reverse into the mews, as per the existing situation, however use of these vehicles is expected to be infrequent.

#### **Servicing Movements**

3.2 Based on recent surveys undertaken by Caneparo Associates, residential units generate approximately 0.12-0.15 deliveries per units per day. It is therefore anticipated that the 23 residential units will generate circa 2-4 deliveries per day.

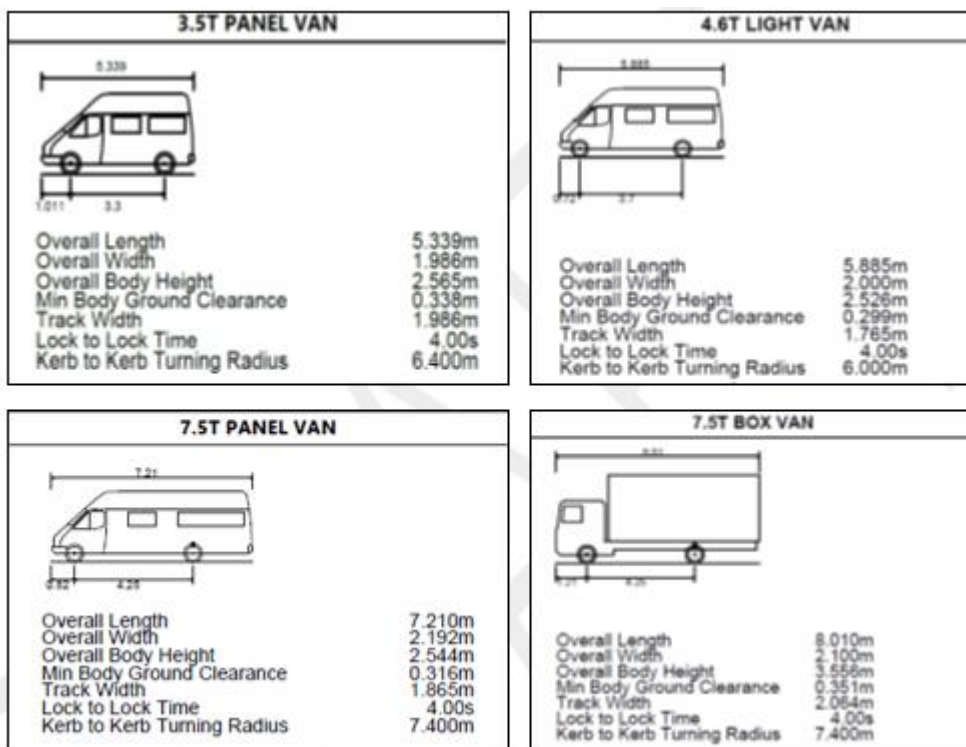
3.3 The expected number of deliveries to the office space (375 sqm GIA) has been based on the established trip rate of 0.20 delivery vehicles per 100sqm (GIA). This suggests that the proposed office space will generate up to 1 delivery per day.

3.4 Therefore, the site is expected to receive between 3 and 5 delivery vehicles per day.

#### **Types of Vehicle**

3.5 Deliveries to the office floor space will primarily be by bicycle, motorcycle, and small vehicles on account of the type of goods typically delivered, such as couriered documents, postal mail, and stationery.

3.6 The residential units will likely generate deliveries by 3.5T Panel Vans along with the infrequent larger vehicles associated with furniture delivery (likely to be via a 7.5T Panel or Box Van). An example of the types of vehicle that will service the development are included at **Figure 3.1**.



**Figure 3.1: Examples of Typical Servicing Vehicles**

## Vehicle Routing

- 3.7 Delivery vehicles travelling towards the Development will access Tottenham Mews via Tottenham Street, which provides westbound movement only. Vehicles will access Tottenham Street via the A4201 Portland Place, before turning left onto Weymouth Street, Great Portland Street, Clipstone Street and Maple Street, which connects to Fitzroy Street and Tottenham Street.
- 3.8 Vehicles will egress Tottenham Mews turning right onto Tottenham Street, then progressing onto Cleveland Street and travelling northbound to meet New Cavendish Street which provides access to Portland Place.

## Initiatives of the Plan

- 3.9 In order to meet the objectives of the DSWMP, the following initiatives will be adopted for all uses:
- All tenants of the office floor space will issue suppliers instructions setting out the delivery procedures to be adopted by them.





- Suppliers will be encouraged to notify the office tenants of their anticipated delivery schedule, including information such as likely arrival days, times, location and estimated duration of stay.
- Deliveries will be encouraged outside of waste / recycling collection times.
- Suppliers / drivers will be informed that vehicle engines must be switched off whilst goods are being loaded / unloaded (i.e. when their vehicle is stationary).

## 4 WASTE AND RECYCLING ARRANGEMENTS & INITIATIVES

### Waste Storage and Collection

4.1 Waste for the Development will be stored at ground floor level, with separate stores for both the office and residential uses. Waste storage will be provided in accordance with British Standard 5906: 2005 for the office use, and LBC waste guidance for the residential use. These generate the requirement for the following waste storage provision:

#### Residential

- 3 x 1,100L Eurobins for mixed recyclables;
- 2 x 1,100L Eurobins & 1 x 240L bin for general waste; and
- 3 x 240L wheeled bins for food waste.

#### Office

- 2 x 1,100L Eurobins for mixed recyclables; and
- 1 x 1,100L Eurobin for general waste.

4.2 A back of house entrance will be provided with direct access to Tottenham Mews from which both the office and residential bin stores can be accessed. Site Management will ensure waste is accessible to the waste collection operatives shortly before collection.

4.3 As per the existing situation and as shown in the Swept Path Analysis provided at **Appendix C**, a large waste vehicle (10.27m LBC specification) can access the site by reversing into Tottenham Mews from Tottenham Street, with vehicles egressing Tottenham Mews in forward gear.

4.4 It is expected that all waste collection will be undertaken privately for the office use which will enable a fully managed solution that can be timed outside of peak delivery times and in a way which optimises collection. This will also allow for multiple collections per week if such a demand for waste collection is required.

4.5 Residential waste will be collected by LBC as part of the weekly collections for other residential developments in the area.

## Initiatives and Measures

- 4.6 The following initiatives and measures will be in place for waste and recycling.
- Waste storage facilities will be provided for general waste and recyclables, with recyclable material storage clearly labelled.
  - Tenants will be made aware of the waste and recycling regime for the development, including where waste is stored, how it is segregated between general and recyclable waste and when the collections occur.
  - Bins will not be left outside of the agreed waste storage areas and will be kept in the appropriate storage locations at all times, the exception being when waste is transferred for collection.
  - Bins will not be left out on the public highway unless it is necessary immediately before or after collection for a short period of time.
  - Tenants / suppliers will be encouraged to take away their packaging to minimise the accumulation of waste.
  - The waste storage areas will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage areas will be inspected on a regular basis and cleaned when necessary.



## **5 CONCLUSION**

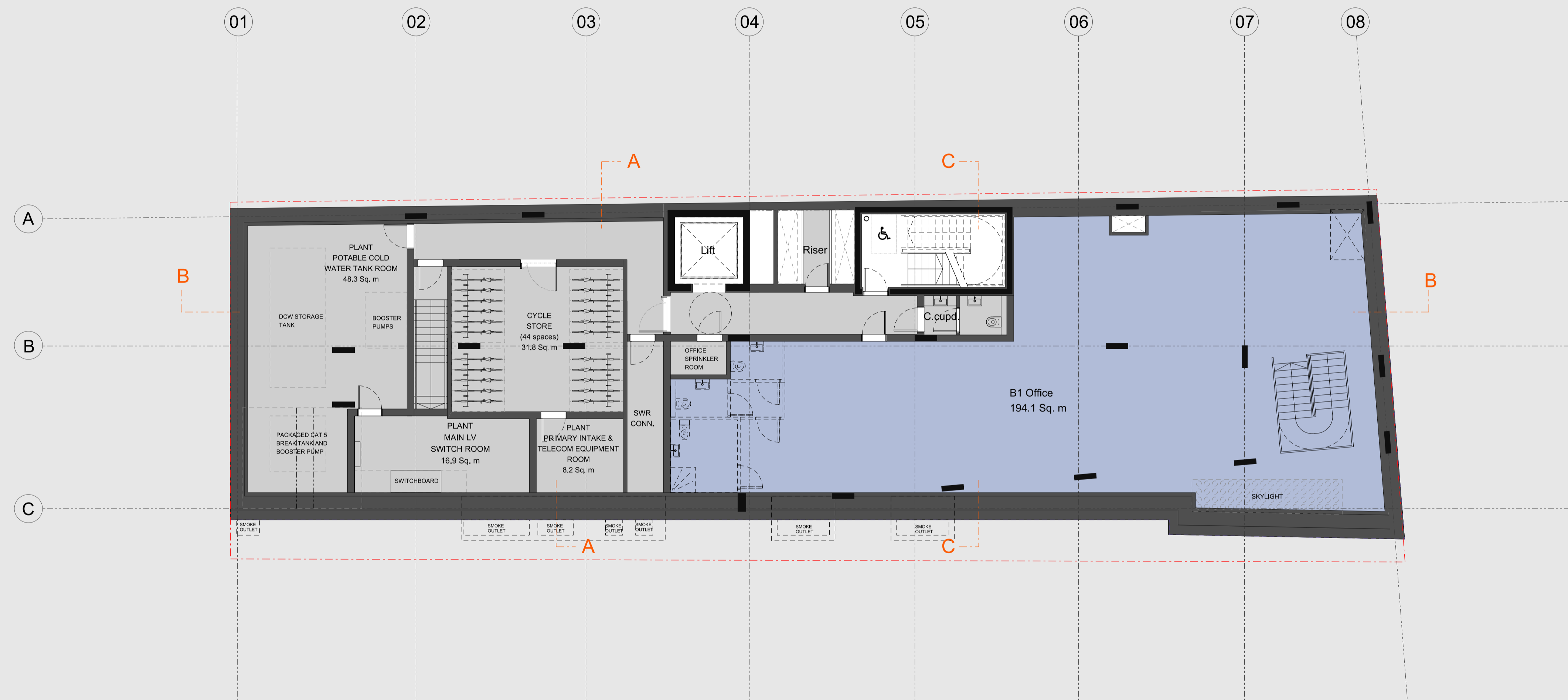
- 5.1 Overall, the DSWMP will ensure the successful operation of servicing activity and waste collection on a day to day basis.
  
- 5.2 The document will ensure that conflicts with pedestrians and other vehicles will be minimised and that the servicing of the Development will not affect the free flow or environmental condition of the public highway. The DSWMP will also ensure waste collection is managed appropriately to avoid any impact on the amenity of surrounding premises.

# Appendix A

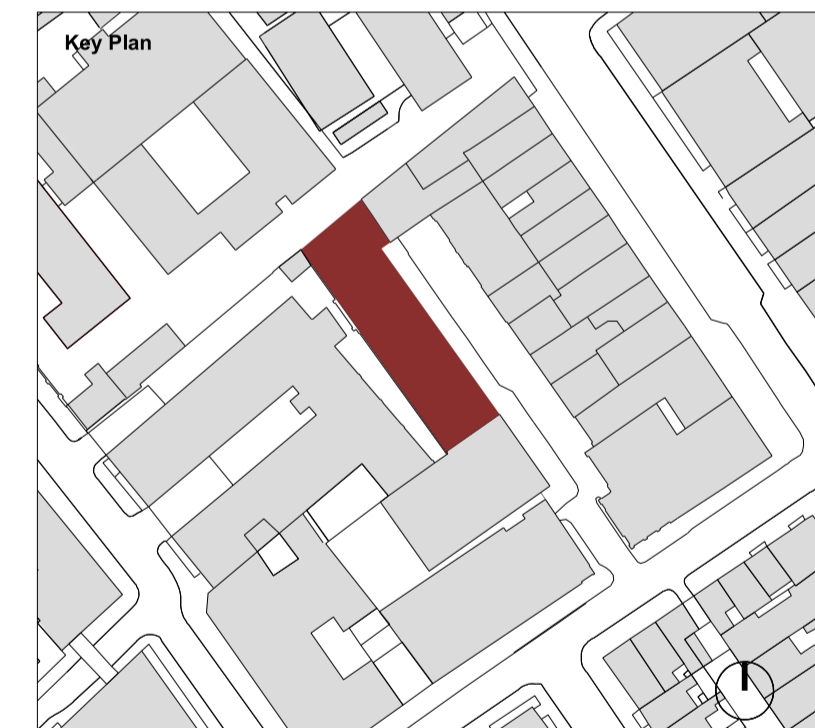
Notes  
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 Report all drawing errors, omissions and discrepancies to the architect.

DISCLAIMER  
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Rev	Date	Description



Project  
 14 - 19 Tottenham Mews  
 Client  
 Derwent London

Date  
 06/11/20

Scale  
 1:100 @ A1

### Lower Ground Floor Plan

Drawn	Checked	Approved
KC	VP	ML

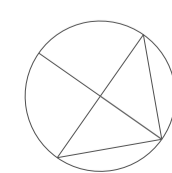
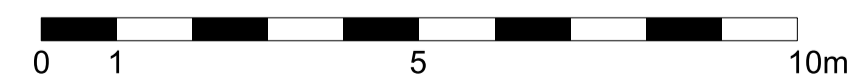
Drawing Status  
 Planning

Project	Discipline	Level	Series	Dwg No	Rev.
13565	A	B01	03	099	-

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Rev	Date	Description



**Project**  
 14 - 19 Tottenham Mews  
**Client**  
 Derwent London  
**Date**  
 06/11/20  
**Scale**  
 1:100@A1

**Ground Floor Plan**

Drawn	Checked	Approved
KC	VP	ML

**Drawing Status**  
 Planning

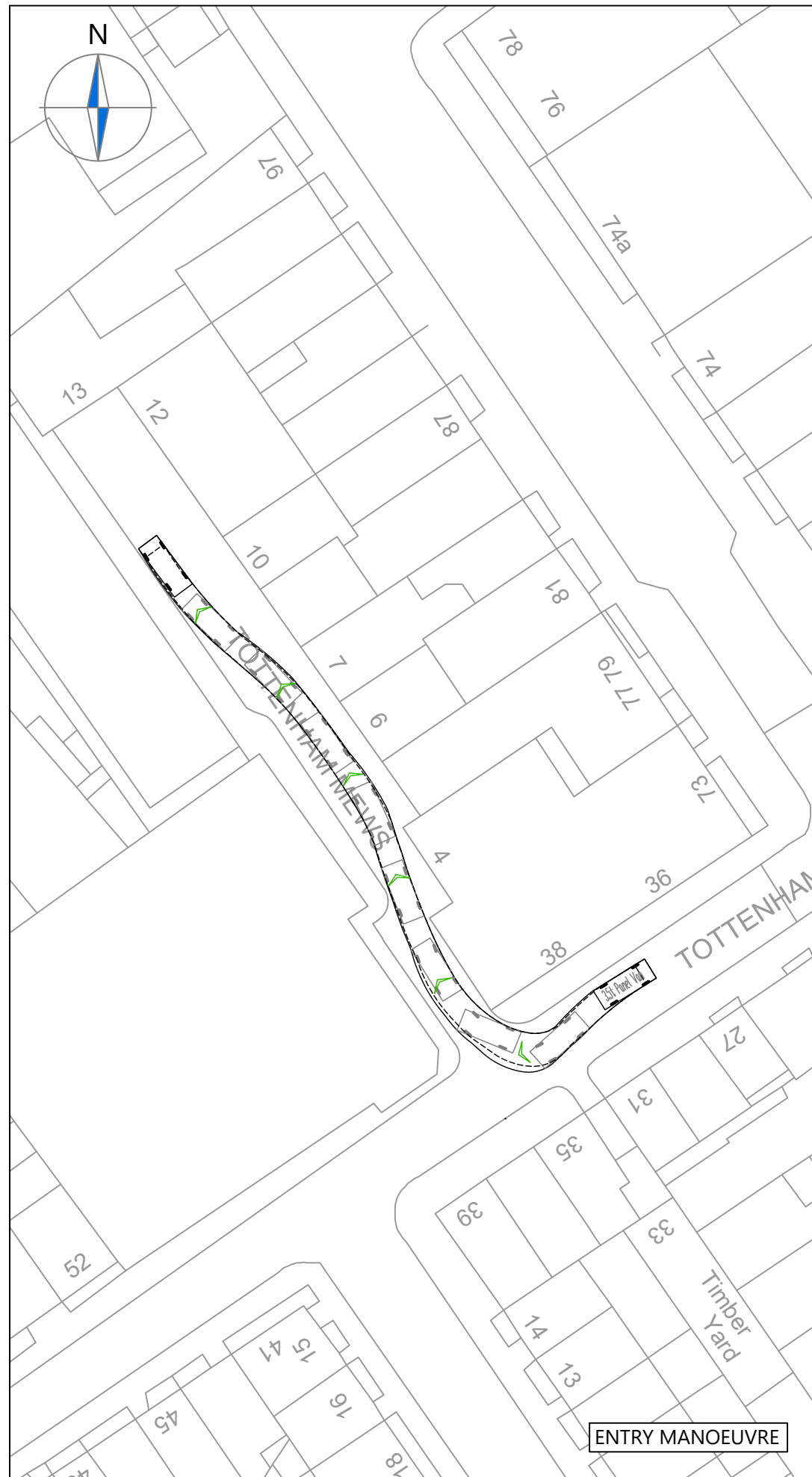
Project	Discipline	Level	Series	Dwg No	Rev.
13565	A	L00	03	100	-

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## **Appendix B**

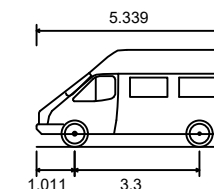




**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**3.5T PANEL VAN**



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

**REVISION HISTORY**

Rev	Details	Drawn	Checked	Date

Status:  Preliminary    For Approval    For Construction  
 For Information    For Tender    As Built

Client:

**Central London Commercial Estates Limited**

Project:

**Tottenham Mews**

Drawing Title:

**Vehicle Swept Path Analysis for a 3.5t Panel Van**

Scale: **1:500**      Size: **A3**

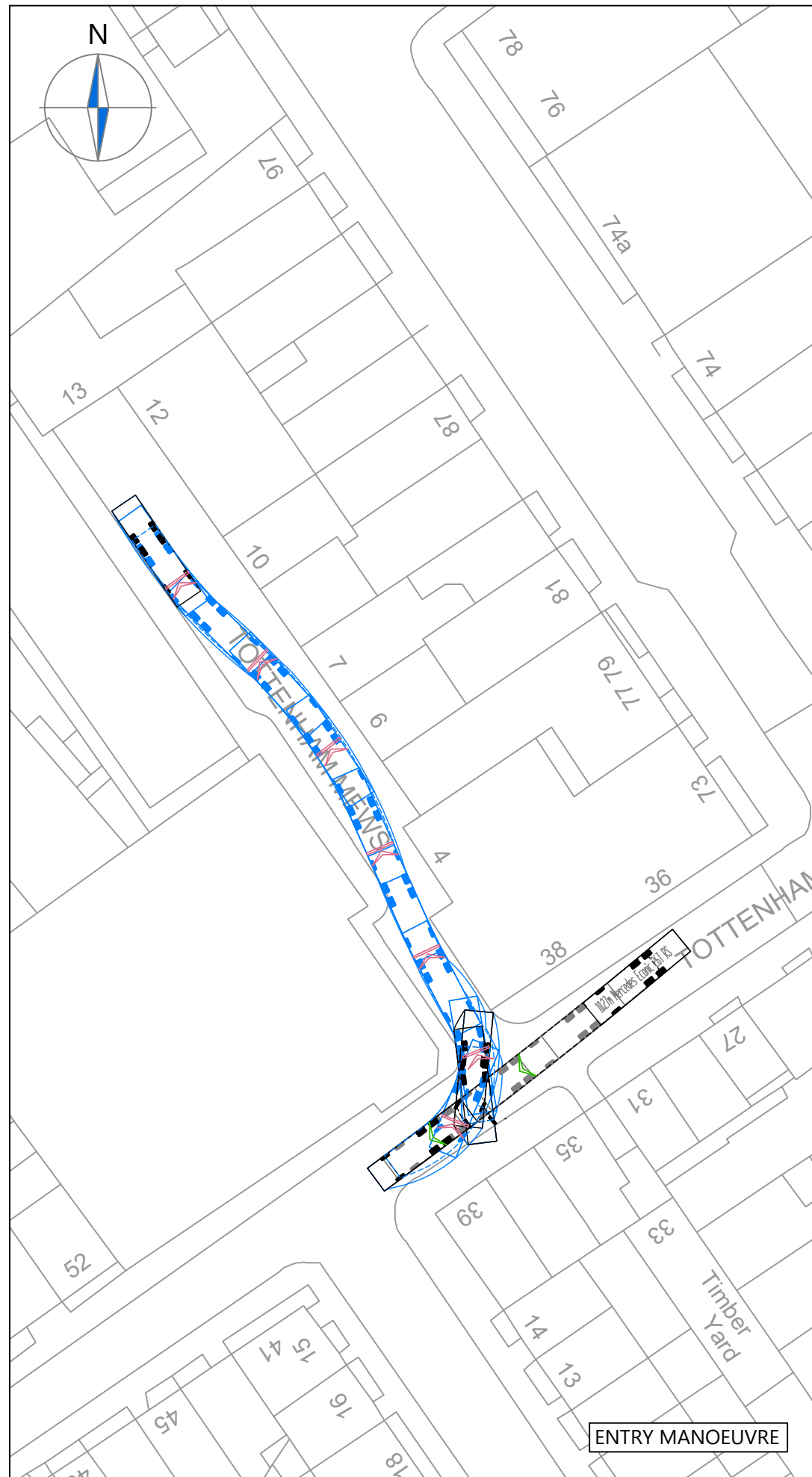
Drawn by: **COS**      Checked by: **AFG**      Date: **4.11.2020**



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Scheme Ref:	Drawing No:	Sheet :	Rev:
<b>4316</b>	<b>TR004</b>	<b>2 of 2</b>	<b>...</b>

## Appendix C



ENTRY MANOEUVRE

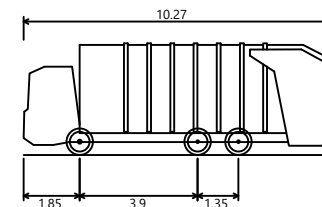


EXIT MANOEUVRE

**NOTES**

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**10.27m Mercedes Econic 26T RS**



Overall Length	10.270m
Overall Width	2.530m
Overall Body Height	3.690m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	8.250m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

**REVISION HISTORY**

Rev	Details	Drawn	Checked	Date

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client:  
**Central London Commercial Estates Limited**

Project:  
**Tottenham Mews**

Drawing Title:  
**Vehicle Swept Path Analysis for a Pheonix 2-23W (with Elite 2 6x2RS chassis)**

Scale: **1:500** Size: **A3**

Drawn by: **COS** Checked by: **AFG** Date: **4.11.2020**



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Scheme Ref:	Drawing No:	Sheet :	Rev:
<b>4316</b>	<b>TR004</b>	<b>1 of 2</b>	<b>...</b>