



Rear of 1-3 Britannia Street
London Borough of Camden

Servicing Management Plan

For

Belcap RE Ltd

Document Control Sheet

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London Borough of Camden
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1.0 Introduction

- 1.1 Motion has been appointed to provide highways and transportation advice in relation to development proposals on land to the rear of 1-3 Britannia Street, London, within the London Borough of Camden (LB Camden).

Site Location

- 1.2 The site is located to the rear of 1-3 Britannia Street and was occupied by a two-storey light industrial building, the site is bound by the residential properties on all sides. King's Cross St Pancras station is approximately 530 metres to the north west of the site whilst local bus stops are provided on King's Cross Road approximately 150 metres from the site.

Site History

- 1.3 Planning consent was granted, subject to conditions, in April 2018 for the demolition of the existing building and redevelopment of the site to provide office use at ground, first and second floors with flexible gallery and office use at basement level (Planning Ref. 2016/6356/P).
- 1.4 Condition 9 of the planning consent relates to the requirement to provide a Servicing Management Plan, stating:

"Prior to commencement of use, a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays, quiet loading/unloading measures, etc."

Report Structure

- 1.5 This Servicing Management Plan (SMP) has been prepared to address the requirements of Condition 9 of the planning consent and sets out how servicing activity associated with the proposals will be undertaken in a safe, efficient and sustainable manner. It will consider the day-to-day servicing associated with the building with reference to the obligations outlined above.
- 1.6 Following this introduction, the remainder of this Servicing Management Plan comprises the remaining sections:
- ▶ Section 2 – Baseline Conditions;
 - ▶ Section 3 – Access and Servicing Arrangements;
 - ▶ Section 4 – Servicing Management;
 - ▶ Section 5 – Monitoring and Review; and,
 - ▶ Section 4 – Summary.

2.0 Baseline Conditions

- 2.1 The site is located to the rear of 1-3 Britannia Street and was occupied by a two-storey light industrial building, the site is bound by the residential properties on all sides. King's Cross St Pancras station is approximately 530 metres to the north west of the site whilst local bus stops are provided on King's Cross Road approximately 150 metres from the site. The site location in relation to the surrounding area is shown in **Figure 2.1**.
- 2.2 There is an existing access to the site from Britannia Street to the north. Britannia Street is a two-way carriageway subject to a 30mph speed limit and benefits from footways on both sides. To the east Britannia Street joins the A501, King's Cross Road, while to the east it joins the A501, Gray's Inn Road.
- 2.3 The A501, King's Cross Road, is a one-way carriageway operating in a south easterly direction. The road benefits from footways on both sides as well as a southbound, on road, cycle path. To the south, King's Cross Road offers access to the A201 which links the site to central London, Blackfriars and Elephant & Castle.
- 2.4 The A501, Gray's Inn Road is located to the west of the application site and operates as a one-way, two lane carriageway, operating in a northbound direction with separate bus lane. Gray's Inn Road joins Euston Road and Pentonville Road to the north travelling in a westbound and eastbound direction respectively. The A501 connects to the A5 in the west and the A1 in the east.
- 2.5 The site is located within a controlled parking zone (zone CA-D) with parking restricted to resident permit holders only between 0830-1830 Monday to Friday and 0830-1330 on Saturdays. The CPZ includes Britannia Street to the north of the site and Wicklow Street to the south.

3.0 Access and Servicing Arrangements

- 3.1 Planning consent was granted, subject to conditions, in April 2018 for the demolition of the existing building and redevelopment of the site to provide office use at ground, first and second floors with flexible gallery and office use at basement level. The consented scheme is car-free with no vehicular access provided. The site layout plan is attached at **Appendix A**.
- 3.2 Servicing and deliveries associated with the site will utilise the existing on-street loading opportunities on Britannia Street, namely the extent of single yellow line located adjacent to the site entrance. The single yellow line stretch is subject to the restrictions of the local controlled parking zone and subsequently cannot be used between the hours of 0830-1830 Monday to Friday and 0830-1330 on Saturdays.
- 3.3 A dedicated refuse store will be provided at basement level and will be closely located to a lift for the transfer of refuse to ground floor level for collection. Refuse will be collected as part of an existing collection on Britannia Street.

Servicing Trip Attraction

- 3.4 In order to assess the likely servicing trip attraction associated with the consented development, servicing trip rates have been obtained from the TRICS database. As there are no comparable gallery sites and the basement is consented as flexible office/gallery use, it has been assumed that the basement level will be occupied by office uses.
- 3.5 Servicing trip data relating to offices in similar, central London locations has been obtained. Table 3.1 summarises the trip rates and resulting trips associated with the consented 963 square metres of office use whilst the full TRICS output report is attached at **Appendix B**.

	Trip Rate (per 100sqm)	Trips (963sqm)
Arrivals	0.179	2
Departures	0.191	2
Total	0.370	4

Table 3.1 Servicing Trip Attraction

- 3.6 Table 3.1 demonstrates that the consented office is likely to generate in the order of 2 two-way daily servicing trips.
- 3.7 It is noted that some of the servicing trips such as refuse collection and post will be linked to existing servicing trips being undertaken in association with existing properties in the local area and therefore would not be additional trips to the road network. Furthermore, it is noted that all servicing trips will be undertaken outside the hours of CPZ operation of 0830-1830 and, as such, will be undertaken outside of the likely peak hours on the local highway network.
- 3.8 On the basis of the above, the level of servicing trips associated with the proposed development is not considered to be significant and would not result in a material effect on the operation of the highway network local to the site.

4.0 Servicing Management

- 4.1 The purpose of this SMP is to ensure that delivery and servicing activity associated with the proposed development can take place in a safe, efficient and sustainable manner. The appointed building manager will be responsible for the ongoing management and implementation of the SMP.
- 4.2 The building manager will liaise with occupiers to seek to manage the arrival of deliveries and arrange deliveries outside peak periods and to seek to avoid peaks in delivery activities associated with the site.
- 4.3 The building manager will implement measures to minimise the impact of delivery and servicing activity such as:
- ▶ Encouraging tenants to source deliveries from suppliers and operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
 - ▶ Encourage tenants to source supplies locally and from suppliers used by other tenants;
 - ▶ Maintain a record of all deliveries including time of arrival and departure as well as recipient;
 - ▶ Book and schedule deliveries so as to avoid any peaks in servicing and delivery activity or multiple vehicles requiring the loading bay at any one time; and,
 - ▶ Advise occupants and suppliers of the delivery strategy for the site to ensure that they are aware of where they can stop to delivery and collect from the site.

5.0 Monitoring and Review

- 5.1 The building manager will be responsible for the ongoing monitoring of the SMP. The monitoring process will generate information by which the Plan can be evaluated. Monitoring activity will include continual recording of deliveries and collections made to and from the site, recording feedback and comments received from the site occupants or neighbouring businesses and noting any incidents and problems with deliveries and servicing activities. This will include, but not be limited to, the following:
- ▶ Date and time of delivery;
 - ▶ Delivery dwell time;
 - ▶ Recipient; and,
 - ▶ Type of activity, e.g. courier, maintenance, stationary/goods etc.
- 5.2 The monitoring process will enable the SMP to be modified as appropriate to respond to any issues as they arise. The management of the site will undertake a comprehensive review of the Plan with representatives of all occupants annually.
- 5.3 Any changes or amendments to the SMP arising as a result of monitoring or the annual review will be submitted to the Council for approval.

6.0 Summary

- 6.1 Motion has been appointed to provide highways and transportation advice in relation to development proposals on land to the rear of 1-3 Britannia Street, London, within the London Borough of Camden (LB Camden).
- 6.2 The purpose of this SMP is to encourage delivery and servicing activity associated with the building to be undertaken in a safe, efficient and sustainable manner. This SMP has provided details of how servicing will be undertaken at the site, the expected level of servicing activity and management measures that will be put in place to control servicing and deliveries associated with the site.

Figures



Legend:

- Site Location
- ⚡ Station
- Ⓜ Underground Station
- Bus Stop

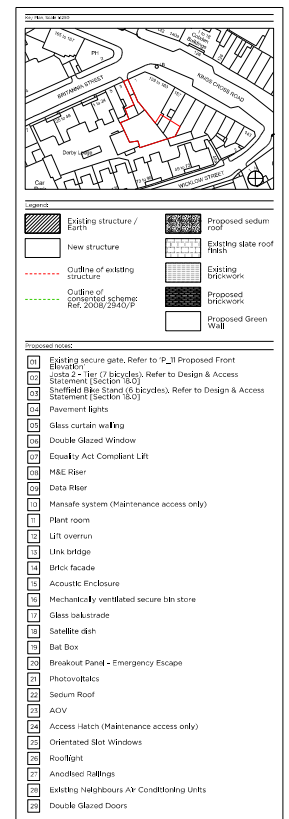
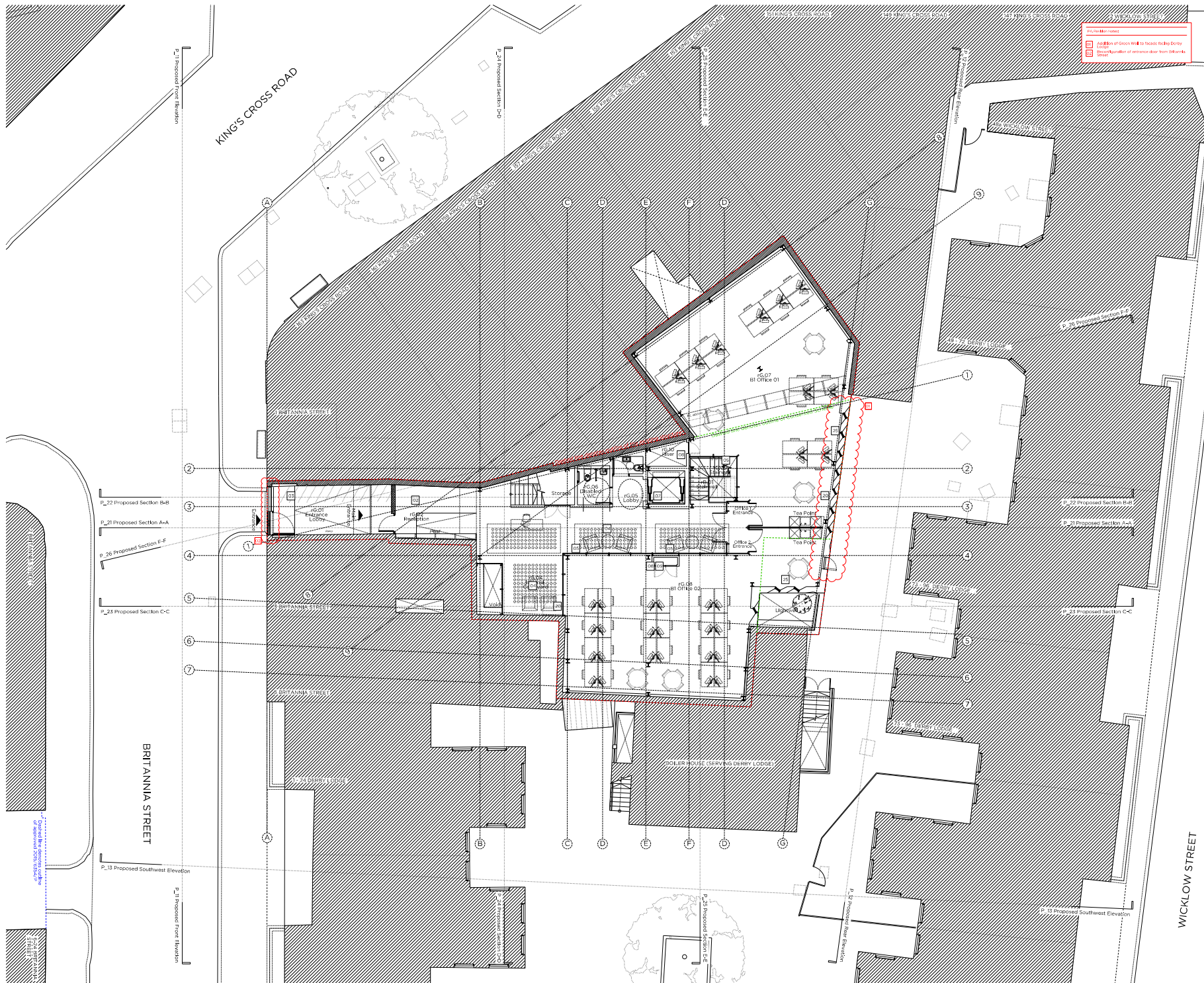
Land to the Rear of 1-3 Britannia Street

Figure 2.1 Site Location Plan

Not to Scale

Appendix A

Site Layout Plan



Appendix B

TRICS Output Report

Calculation Reference: AUDIT-734001-201208-1204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HD HILLINGDON	1 days
	LB LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1215 to 26639 (units: sqm)
 Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	1 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	HD-02-A-09 MILLINGTON ROAD HAYES	DATA CENTRE	HILLINGDON
	Edge of Town Centre Commercial Zone Total Gross floor area:	12100 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
3	LB-02-A-01 DURHAM STREET VAUXHALL	START UP OFFICES & STUDIOS	LAMBETH
	Edge of Town Centre Built-Up Zone Total Gross floor area:	10200 sqm	
	Survey date: MONDAY	19/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	16313	0.018	3	16313	0.010	3	16313	0.028
08:00 - 09:00	3	16313	0.025	3	16313	0.014	3	16313	0.039
09:00 - 10:00	3	16313	0.014	3	16313	0.014	3	16313	0.028
10:00 - 11:00	3	16313	0.027	3	16313	0.033	3	16313	0.060
11:00 - 12:00	3	16313	0.018	3	16313	0.025	3	16313	0.043
12:00 - 13:00	3	16313	0.025	3	16313	0.018	3	16313	0.043
13:00 - 14:00	3	16313	0.010	3	16313	0.016	3	16313	0.026
14:00 - 15:00	3	16313	0.020	3	16313	0.025	3	16313	0.045
15:00 - 16:00	3	16313	0.006	3	16313	0.012	3	16313	0.018
16:00 - 17:00	3	16313	0.014	3	16313	0.022	3	16313	0.036
17:00 - 18:00	3	16313	0.002	3	16313	0.002	3	16313	0.004
18:00 - 19:00	3	16313	0.000	3	16313	0.000	3	16313	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.179			0.191			0.370

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.