



Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Delivery & Servicing Plan (DSP)



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APPENDICES

APPENDIX A

PROPOSED SERVICING LOCATION & SWEEP PATH ANALYSIS

1 INTRODUCTION

- 1.1.1 This Delivery and Servicing Plan (DSP) is submitted in support of a detailed planning application ('the Application') made on Uchaux Limited ('the Applicant') for the Proposed Development at 155-157 Regent's Park Road, NW1 8BB.
- 1.1.2 Haverstock Hill and Adelaide Road. The London Borough of Camden (LBC) is the local planning authority and the local highway authority.
- 1.1.3 The location of the site is illustrated in Figure 1-1.

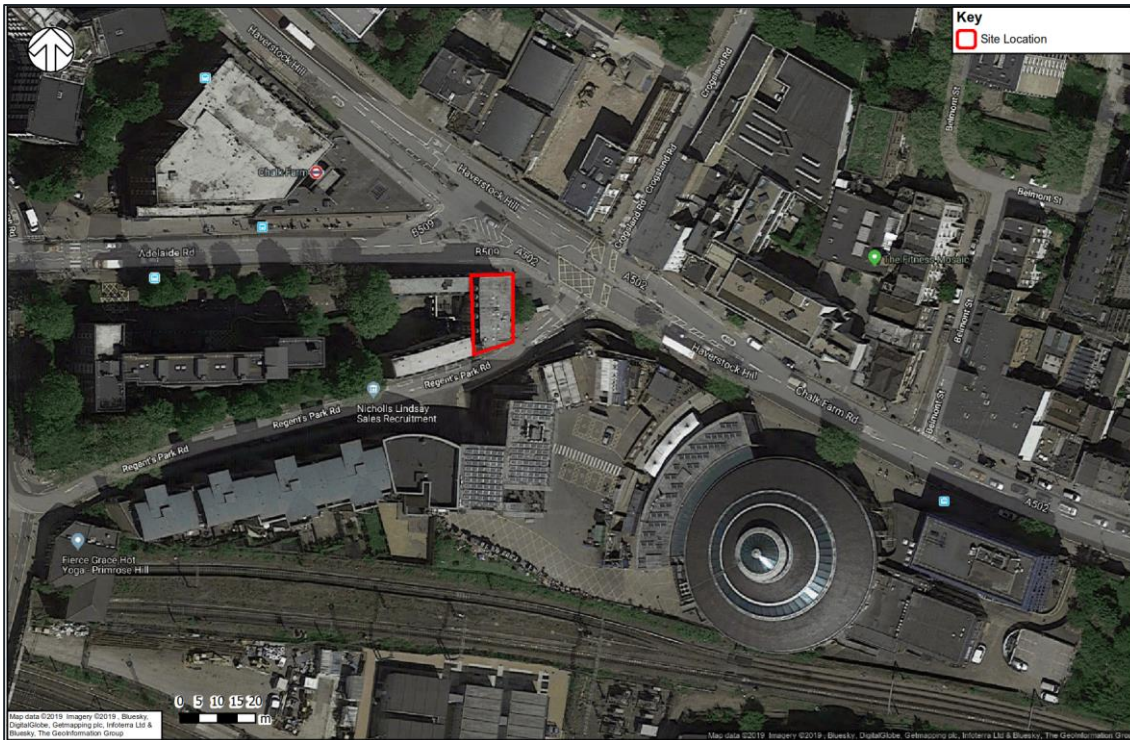


Figure 1-1 Site Location

1.2 DEVELOPMENT PROPOSALS

- 1.2.1 The Proposed Development comprises the following:
“Redevelopment to provide a part ground plus 6-storey building and part ground plus 3-storey building comprising a hotel with associated works.”
- 1.2.2 The Proposed Development comprises a ground plus six storey building, comprising a 59-key micro hotel.
- 1.2.3 The development will be ‘car-free’ apart from a single blue badge car parking space which will be available for the hotel.
- 1.2.4 Cycle parking spaces will be provided in line with the minimum Publication London Plan and Camden Planning Guidance.

1.3 REPORT PURPOSE

1.3.1 The purpose of this DSP is to identify where loading and unloading activity will occur and facilitate the safe and efficient use of areas for servicing. This report has been drafted in accordance with guidance provided within the Transport for London (TfL) document 'Management Freight Effectively: Delivery and Servicing Plans'. The DSP will remain a live document that will evolve over time to ensure that objectives are met in the most appropriate manner. It is intended that this will complement the objectives of the Travel Plan through the implementation of sustainable delivery initiatives.

1.3.2 Following this introduction, the remainder of this report is structured as follows:

- Chapter 2: Planning Context;
- Chapter 3: Servicing & Delivery Strategy;
- Chapter 4: Refuse Strategy;
- Chapter 5: Servicing Vehicle Generation;
- Chapter 6: Site Management; and
- Chapter 7: Monitoring & Review.

2 POLICY GUIDANCE

2.1 THE LONDON PLAN 2016

2.1.1 The London Plan 'The Spatial Development Strategy for London Consolidated with Alterations Since 2011' was published in March 2015 and updated in April 2016.

2.1.2 Policy 6.14: Freight - The Mayor of London will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

2.1.3 Development proposals will be considered more favourably should the following criteria be met:

- Locate developments that generate high numbers of freight movements close to major transport routes;
- Promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- Increase the use of the Blue Ribbon Network for Freight Transport.

2.1.4 PUBLICATION LONDON PLAN (DECEMBER 2020)

2.1.5 The Publication London Plan has been approved as the new London Plan by the Mayor, and was issued to the Secretary of State for consideration. It is expected to be formally adopted in early 2021. In the meantime, the current 2016 London Plan remains adopted, however the Publication London Plan provides useful context for the direction of future policy.

2.1.6 Policy T7 (Deliveries, Servicing and Construction) of the Publication London Plan discusses the vision for freight controls. It notes that it:

- Development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.
- Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

2.1.7 It notes that the Mayor will work with all relevant partners to improve the safety and efficiency of freight across London and support consolidation within and beyond London, as well as the retiming of movements to avoid peak hours. To reduce the pressure on London's streets, developments should provide for deliveries and servicing off-street where possible, and through dedicated loading bays if not.

2.2 ULTRA LOW EMISSION ZONE (ULEZ) – 2019

- 2.2.1 To help improve air quality, an Ultra-Low Emission Zone (ULEZ) was introduced in central London in 2019. Most vehicles including cars and vans will need to meet tighter exhaust emission standards (ULEZ standards) or pay a daily charge to travel within the area of the ULEZ.
- 2.2.2 It operates 24 hours a day, 7 days a week, every day of the year, within the same area as the current Congestion Charging Zone (CCZ).
- 2.2.3 The ULEZ will expand to Inner London from October 2021 which will include LB Camden as shown below.



2.3 TRANSPORT FOR LONDON – DELIVERIES IN LONDON

- 2.3.1 TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.
- 2.3.2 The ‘Deliveries in London’ online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road user. The guidance portal seeks to:

- Ensure that London’s transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing to support London’s economy;
- Minimise the adverse environmental impact of freight transport and servicing in London; and
- Minimise the impact of congestion on the carriage of goods and provision of servicing.

- 2.3.3 This section provides a summary of the TfL guidance and best practice in relation to deliveries and servicing.

RETHINKING DELIVERIES REPORT

- 2.3.4 The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.
- 2.3.5 The goal of the report is to consolidate deliveries, whereby they reduce the number of vehicles carrying freight into a city by making sure that their carry capacity is fully utilised. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- Behavioural solutions

- Procurement led solutions;
- Upstream supply chain; and
- Click & collect at store.

■ Physical solutions

- Urban consolidation centres;
- Micro-consolidation centres;
- Locker boxes / locker banks; and
- Pick up drop off (PUDO) parcel shop.

2.3.6 The Rethinking Deliveries Report identifies that: “working in tandem with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts”.

GETTING THE TIMING RIGHT: MAKING THE MOST OF QUIETER TIMES FOR DELIVERIES

2.3.7 The guidance aims to help local authorities, businesses and fleet operators make the most of the opportunities that re-timing deliveries can offer, outlining the benefits and key issues to consider when planning deliveries.

2.3.8 Relating to businesses specifically, the guidance sets out that re-timing deliveries brings the following benefits:

- More cost-effective deliveries, at a time to suit the business;
- More reliable delivery patterns, as journeys are less likely to be delayed by congestion, enabling businesses to plan the working day more effectively;
- A better experience for customers if products are always available when they want them, premises are clear of delivery equipment and staff have more time to focus on offering a good service; and
- Being a better neighbour and enhancing corporate social responsibility by reducing the number of vehicles delivering to site.

2.3.9 The guidance documents also explain that, provided deliveries are completed quietly, spreading them more evenly throughout the day ensures a better environment for businesses, residents and visitors to the area. Other benefits of spreading deliveries include:

- Safer streets, with less risk of collisions between goods vehicles and vulnerable road users;
- Reduced congestion and more efficient use of on-street loading facilities; and
- Air quality improvements, as traffic moves around the area more easily.

CODE OF PRACTICE FOR QUIETER DELIVERIES

2.3.10 TfL’s Code of Practice for Quieter Deliveries offers guidance on how to minimise noise from out-of-hours deliveries. The guidance provides a list of general guidance pointers, as well as measures for drivers and measures to reduce noise at the delivery point. Key measures include:

- Ensuring all equipment is well maintained and in good working order;
- Using quieter vehicles and equipment where possible e.g. quiet roll cages, rubber floor mats;

- Making sure all colleagues involved are briefed and trained appropriately, and are aware of the Code of Practice;
- Liaising with suppliers to minimise the likelihood of vehicles arriving at the same time; and
- Ensuring the driver is aware of any local access issues.

FREIGHT OPERATOR RECOGNITION SCHEME

- 2.3.11 Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.
- 2.3.12 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
- Training to improve safety and reduce CO2 and emissions;
 - Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
 - Management of road risk to improve safety, particularly for pedestrians and cyclists;
 - Fuel efficiency, to save costs and reduce CO2 and emissions; and
 - The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.
- 2.3.13 It will recognise legal compliance as the base 'bronze' level and promote the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. It will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO2 emissions and collisions between heavy goods vehicles (HGVs) and cyclists.
- 2.3.14 Benefits will be developed recognising operator needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the on-going competencies requirements for drivers.
- 2.3.15 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.
- 2.3.16 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure the sustainable credentials of freight operators.

SAFER LORRY SCHEME

- 2.3.17 The Safer Lorry Scheme came into force on 1 September 2015. The scheme ensures that only lorries with basic safety equipment fitted will be allowed on London's roads. As a result, most vehicles currently exempt from national legislation will for basic safety equipment, will have to be retrofitted.

2.3.18 HGVs are involved in a disproportionate number of fatal collisions involving vulnerable road users such as pedestrians and cyclists. To reduce this, vehicles over 3.5 tonnes entering the 'Safer HGV Zone' will be required to:

- Be fitted with Class V and Class VI mirrors, giving the driver a better view of cyclists and pedestrians around their vehicles; and
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

2.3.19 The scheme, enforced by law, operates across London, 24 hours a day, 7 days a week, and covers the same area as the Low Emission Zone.

DELIVERY AND SERVICING PLANS

2.3.20 Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions. They also provide a tool for use by Traffic Authorities and Planning Authorities to improve reliability.

2.3.21 DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including the consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.

2.3.22 Specific consideration will be given to increasing the number of freight operators using best practice, and promoting Freight Operator Recognition Scheme (FORS) membership through appropriate contract award criteria for servicing, maintenance and supply contracts. Organisations using this approach will be able to demonstrate best value and environmental credibility. DSPs specifically help to:

- Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify and promote areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to follow best practice (e.g. FORS).

2.3.23 These plans can sit alongside, and work in conjunction with, an employee travel plan, to ensure that all transport associated with a site is efficient, cost-effective and as sustainable as possible. DSPs will ultimately be integrated into the travel planning process and monitored in the same way as a travel plan.

2.3.24 TfL and the GLA Group will take a lead in implementing DSPs for their own premises, with the boroughs following in due course. In parallel, DSPs will be linked to planning conditions for major new developments.

2.3.25 In time, borough and GLA planners will require all large planning applications for developments and all smaller developments over an agreed threshold to develop and implement DSPs. Plans will be tracked through the Travel Plan iTrace system and will feed the TRICS database to provide valuable freight data.

2.3.26 To help prioritise where attention should be focused in line with the Traffic Management Act 2004, London's traffic authorities will be encouraged to monitor the location and density of penalty charge notices for commercial vehicles.

2.4 TRANSPORT FOR LONDON: DELIVERY AND SERVICING PLANS - MAKING FREIGHT WORK FOR YOU

2.4.1 TfL provide additional guidance on the production of Delivery and Servicing plans within their on-line document entitled Delivery and Servicing Plans: Making Freight Work for You. The document identifies that the plan needs to be tailored to the specific requirements of the building, but outputs can include:

- Proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to following best practice – for example, FORS members. Visit www.tfl.gov.uk/fors for more details.

2.4.2 The guidance also identifies out some of the most effective tools and techniques to minimise the impact of freight activity on London's roads.

2.5 TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT

THE LONDON LOW EMISSIONS ZONE - 2008

2.5.1 The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, Large Vans and minibuses, and deterring the use of the most polluting vehicles by freight operators. The London LEZ is a "first" for the UK and is one of the largest schemes of its type in the world.

2.5.2 The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. Cars and motorcycles are not affected.

2.5.3 The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.

2.5.4 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount, or have paid the LEZ daily charge.

LOCITY: COLLABORATING TO PROTECT THE ENVIRONMENT

2.5.5 LoCITY is an industry-led initiative to reduce the impact of commercial vehicles on the environment through:

- Improving London's air quality and delivering health benefits to Londoners;
- Contributing towards London's targets on reducing carbon dioxide emissions; and
- Helping fleets save money by running clearer, more efficient vehicles.

2.5.6 LoCITY targets a reduction in NOx emissions from commercial vehicles, to comply with the European Commission air quality levels.

2.6 TRANSPORT FOR LONDON TRAVEL PLANNING GUIDANCE (2013)

2.6.1 TfL have incorporated servicing management plans within the overall scope of the preparation of Travel Plans for new developments, with the aim of achieving the following:

- Consolidate, simplify and improve previous guidance on development-related travel planning. This will be based on the lessons learned and experience gained over recent years;
- Facilitate further progress across London in the quantity and quality of travel plans secured through the planning process;
- Ensure that deliveries and servicing are considered from the earliest stage in the planning process; and
- Provide boroughs with assistance on the requirements/considerations to be included within their Local Development Frameworks (LDFs).

2.7 LOCAL POLICY

2.7.1 LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

2.7.2 On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House site.

2.7.3 Policy T4 regarding the 'Sustainable movement of goods and materials' seeks to promote more sustainable means of freight transport and to minimise the movement of goods and materials by road. The policy states that the council will:

- Encourage the movement of goods and materials by canal, rail and bicycle where possible;
- Protect existing facilities for waterborne and rail freight traffic and;
- Promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
- Accommodate goods vehicles on site; and
- Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.

3 SERVICING & DELIVERIES STRATEGY

3.1 INTRODUCTION

- 3.1.1 This chapter details the servicing and delivery strategy for the Proposed Development.
- 3.1.2 Servicing and refuse collection for the existing Site is currently undertaken on Regents Park Road to the south of the Site, with Servicing Vehicles and Refuse Collection Vehicles (RCV) currently using the kerb, resulting in blocking of the eastbound advisory cycle lane.

3.2 PROPOSED SERVICING AND REFUSE COLLECTION

- 3.2.1 It is proposed to introduce a formal loading facility on Adelaide Road, close to the Site, for use by Servicing Vehicles and RCVs. Due to the proximity of the Chalk Farm Road junction, this would be a short distance to the north of the Site, as indicated in Figure 3-1. In order to maintain vehicle flows on Adelaide Road during the periods when the bay is in use, it is proposed that a half-on / half-off facility be provided, which maintains a footway width of 1.8m.
- 3.2.2 It is proposed to undertake all servicing on-street as shown in Figure 3-1. Servicing vehicles travelling on Adelaide Road will be able to pull on street and service the hotel.



Figure 3-1: Proposed Servicing Location

4 REFUSE STRATEGY

4.1 WASTE MANAGEMENT STRATEGY

- 4.1.1 A Waste Management Strategy report has been prepared by WSP and submitted as a separate standalone report to accompany the planning application, with a summary of the refuse collection arrangements provided below.
- 4.1.2 The hotel will be provided with a waste storage area at ground floor level which will have sufficient bins to store two days' waste. The hotel operator's staff will be responsible for transferring their waste from the point of generation to the waste storage area. The waste storage area is shown in **Figure 4-1**.
- 4.1.3 The hotel operator will appoint a licensed waste management contractor who will park on Adelaide Road, and will collect the bins directly from the waste storage area.
- 4.1.4 On nominated collection days, the appointed commercial waste collection contractor appointed by the hotel operator will park their RCV on Adelaide Road adjacent to the proposed waste storage area. Access to the area will be via the external doors which will be fitted with a digital lock, the code to which will be supplied to the waste management contractor prior to the development being occupied.
- 4.1.5 The waste collection contractor will collect the bins directly from the waste storage area and will transport them to the RCV. The access route provided for the commercial waste collection contractor to transport the bins from the waste storage area to the RCV will be step free.
- 4.1.6 Once the bins have been emptied, the waste management contractor will return them to the waste storage area.



Figure 4-1: Location of Refuse Stores

5 SERVICING VEHICLE GENERATION

5.1 FORECAST DELIVERY TRIPS

5.1.1 In order to determine the level of servicing trips associated with Proposed Development, the selected Greenwich TRICS site (GR-06-A-03) has been interrogated.

5.1.2 Table 5.1 provides a summary of the servicing trips (LGV and OGV trips) and 5.2 provides trip generation associated with a 59 room hotel during AM and PM peak hours.

Table 5.1: Proposed Servicing Trip Rates (Per room)

Mode	AM (08:00-09:00)		PM (17:00-18:00)				Daily		
	In	Out	In	Out	Total	Total	In	Out	Total
LGV	0.007	0.013	0.020	0.000	0.000	0.000	0.088	0.086	0.174
OGV	0.000	0.000	0.000	0.000	0.000	0.000	0.021	0.021	0.042

Table 5.2: Proposed Servicing Trips (59 Rooms)

Mode	AM (08:00-09:00)		PM (17:00-18:00)				Daily		
	In	Out	In	Out	Total	Total	In	Out	Total
LGV	0	1	1	0	0	0	5	5	10
OGV	0	0	0	0	0	0	1	1	2
Total	0	1	1	0	0	0	6	6	12

6 SITE MANAGEMENT

6.1 INTRODUCTION

- 6.1.1 This Chapter outlines the overarching measuring and initiatives to be included within the Delivery and Servicing Plan.
- 6.1.2 The Building Management Company, and in particular the Building Manager, will be responsible for implementing the Delivery and Servicing Plan.
- 6.1.3 This Delivery and Servicing Plan aims to ensure that servicing of the Development can be carried out efficiently, without creating any negative impacts upon the local highway network.
- 6.1.4 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans', the proposed management measures and initiatives have been grouped into the following areas, each of which are considered in turn below:

- Design;
- Procurement Strategy;
- Operational Efficiency;
- Waste Management; and
- Road Trip Reduction.

6.2 DESIGN

- 6.2.1 The London Freight Plan recognises that good design can minimise disturbance for residents at or travelling to the Site and the impact of servicing upon the surrounding highway network. Design related measures implemented as part of the development proposals are set out in turn below.

RISK ASSESSMENT OF KERBSIDE LOADING AREAS

- 6.2.2 A risk assessment would normally be undertaken by suitably trained site management staff prior to use. This assessment will examine the following issues:

- Adequate manoeuvring space for the vehicles;
- Interaction with pedestrians;
- Adequate space for unloading;
- Level route from vehicle to destination;
- Interaction with vehicles; and
- Visibility of management staff.

SECURITY MEASURES

- 6.2.3 Security measures will be provided within the development site. This includes:
- Vehicle movements associated with kerbside loading will be monitored and reviewed by the security office, or by personnel to ensure that it is being used safely and at appropriate times.

ACCOMMODATING SPECIAL DELIVERIES

- 6.2.4 Any special deliveries to the Site, such as plant maintenance vehicles will need to be pre-arranged. The delivery time and duration will be negotiated with the Site management office to minimise the



impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries where possible.

6.3 PROCUREMENT STRATEGY

6.3.1 Procurement process should demonstrate an awareness of all vehicle activity associated with the Site, its impacts and appropriate measures to reduce it. This will be undertaken by site management.

FREIGHT OPERATOR RECOGNITION SCHEME

6.3.2 Building occupiers will be encouraged to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). Full details of the benefits associated with FORS are detailed earlier within this document.

CONSOLIDATION OF SUPPLIERS

6.3.3 Occupiers of the Site will be encouraged to co-ordinate deliveries in instances where common suppliers are used.

SUSTAINABLE SUPPLIERS

6.3.4 Measures which will be recommended to suppliers including choosing the most appropriate delivery mode. For example, using smaller vehicles or motorcycles where possible, switching to hybrid and/or electric vehicles, and seeking to ensure safe, efficient and considerate operations, such as switching off engines when making deliveries.

6.4 OPERATIONAL EFFICIENCY

DELIVERY RESTRICTIONS AND ENFORCEMENT

6.4.1 Peak hour deliveries will be discouraged through consultation with the Site occupiers.

COMMUNICATION OF DELIVERY PROCEDURES

6.4.2 The delivery procedures in operation on the Site will be communicated to staff upon occupation. The occupiers will be responsible for informing their suppliers of any delivery restrictions and communicating the booking/ management strategy as set out below:

OUT OF HOURS DELIVERIES

6.4.3 Any deliveries expected during the very early morning and later evening periods would require a noise abatement strategy if appropriate.

6.5 WASTE MANAGEMENT

WASTE REDUCTION, STORAGE AND REMOVAL MEASURES

6.5.1 Guidance contained within the London Freight Plan identifies that developments should provide sufficient facilities for storage and collection of segregated waste.

6.5.2 The Proposed Development site will provide segregated waste storage, segregating into general waste and dry comingled recyclables.

6.6 ROAD TRIP REDUCTION

DELIVERY AND COLLECTION FREQUENCIES

- 6.6.1 The number of service vehicle trips has been considered in detail earlier within this document. The surveys associated with the future Travel Plans will provide detail on the number of service vehicle trips associated with the development.

ENCOURAGING DELIVERIES BY SUSTAINABLE MODES

- 6.6.2 The occupiers of the Site will be encouraged to use suppliers who are affiliated to the Freight Operator Recognition Scheme and operating green fleets complying with the emission standards set out by the London Emission Zones. Workplace occupiers will also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.
- 6.6.3 The London Low Emission Zone will also require suppliers operating delivery vehicles which do not meet emission standards, to pay a daily charge for journeys within London.

6.7 ENFORCEMENT

- 6.7.1 The contents of this Delivery and Servicing Plan have been prepared to inform LBC of developer's intent for managing deliveries to and from the Site. It must therefore be complied with unless otherwise agreed in writing with LBC.

7 MONITORING AND REVIEW

7.1 MONITORING

- 7.1.1 A programme of monitoring and review will be implemented for a period of five years (in line with the Travel Plan) to generate information by which the success of the Delivery and Servicing Plan can be evaluated.
- 7.1.2 Monitoring and review of deliveries to the Site will be the responsibility of Building Management; this process is expected to be aligned to the monitoring of the associated Travel Plan for the Development.
- 7.1.3 A delivery survey will be undertaken as part of the baseline surveys linked to the Travel Plans. The delivery surveys will be undertaken in accordance with the standard TRICS Delivery Survey Methodology to allow their incorporation into the iTRACE monitoring database. The delivery surveys will be undertaken simultaneously with the travel surveys associated with the implementation of the Travel Plan, where timescales permit.
- 7.1.4 Building Management (or Travel Plan Co-ordinator for the associated Travel Plan) will ensure the delivery surveys are undertaken during the first, third and fifth year after the initial survey.
- 7.1.5 The monitoring reports will be prepared to summarise the result of each survey for submission to the LBC, as set out below.

7.2 REVIEW

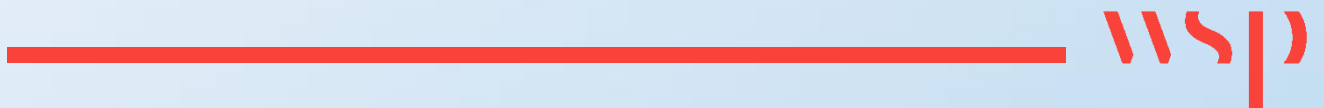
- 7.2.1 The Site Management Team will review and monitor the survey results within one month of the survey being undertaken. The monitoring process will however be an ongoing exercise which will generate information by which the success of the Plan can be evaluated. Monitoring activity will include recording deliveries and collections made via the on-site service area, recording feedback and comments received from tenants and noting any incidents and problems with delivery and servicing activity.
- 7.2.2 This process will provide the opportunity for current delivery operations and procedures on the Site to be reviewed and new management measures to be implemented.

7.3 CONCLUSION

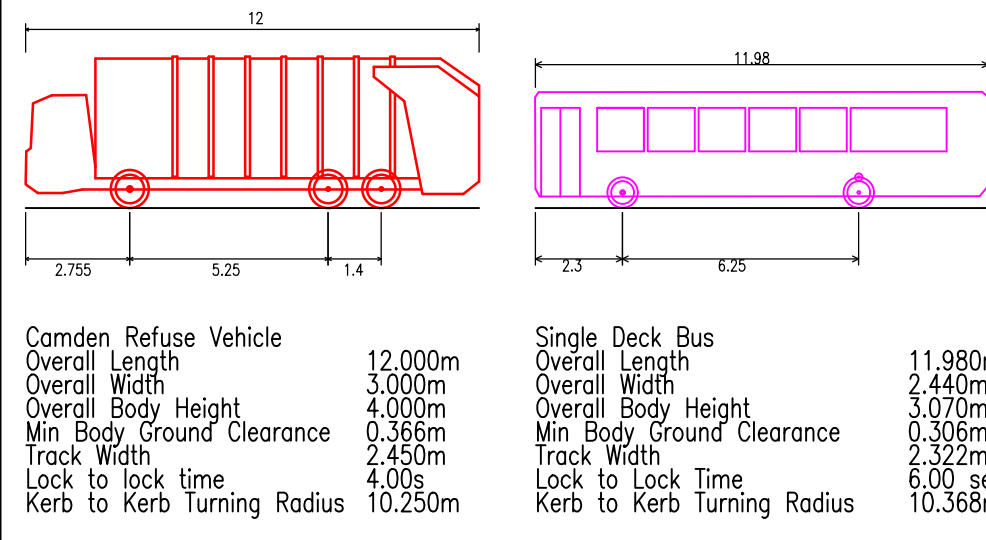
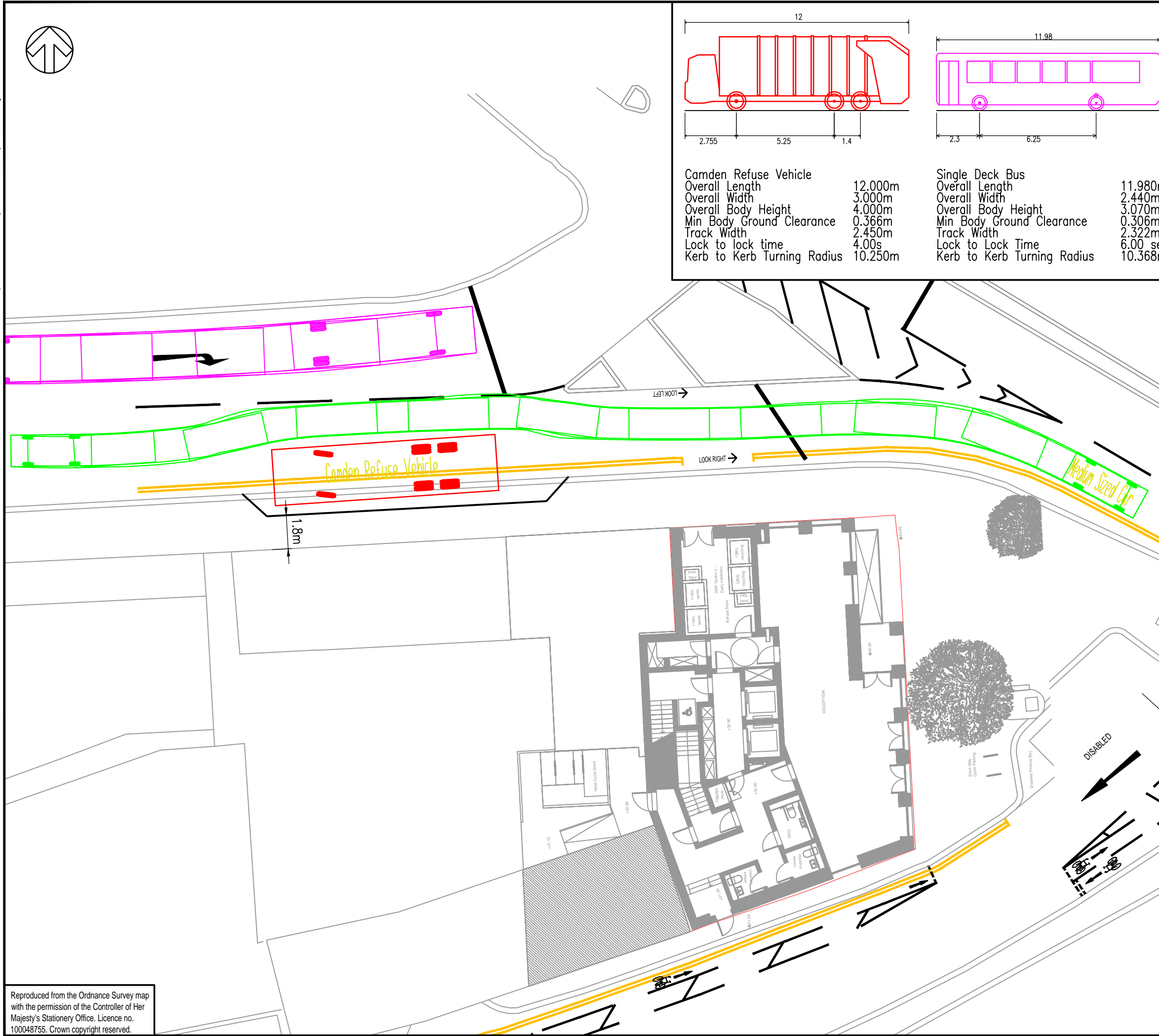
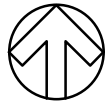
- 7.3.1 The DSP demonstrates that all servicing and refuse trips associated with the Proposed Development will be undertaken outside the site.
- 7.3.2 A refuse store is provided for hotel. A total of 6 two-way servicing trips are forecast per day which will be consolidated where possible and a management system will be put in place to determine slots for each delivery.
- 7.3.3 The servicing and refuse management will be monitored and reviewed regularly to ensure it is as efficient as possible.

Appendix A

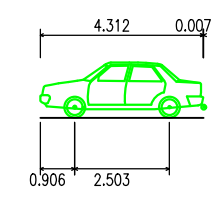
PROPOSED SERVICING LOCATION & SWEPT PATH ANALYSIS



File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70059971 - REGENTS PARK ROAD HOTEL - CAMDEN\03 WIP\DEVELOPMENT\02 CAD BIM MODELS\70059971-TP-SK-14.DWG, printed on 05 February 2021 08:35:55, by Burton, Craig



DO NOT SCALE



Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.042m

REV	DATE	BY	DESCRIPTION	CHK	APP
C	05/02/2021	CRJB	FOOTWAY REDUCED AT INSET LAY-BY	NS	DMCD
B	01/02/2021	CRJB	INSET LAY-BY ADDED	NS	DMCD
A	29/01/2021	CRJB	FIRST ISSUE	NS	DMCD

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED REFUSE COLLECTION CAR PASSING WITH BUS OPPOSITE SWEEP PATH ANALYSIS

SCALE @ A3: ##### CHECKED: NS APPROVED: DMCD

PROJECT No: 70059971 DESIGNED: DRAWN: CRJB DATE: February 21

DRAWING No: 70059971-TP-SK-14 REV: C

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