



**ZABLUDOWICZ ART TRUST
ZABLUDOWICZ ART GALLERY
176 PRINCE OF WALES ROAD**

**DELIVERY AND SERVICING
MANAGEMENT PLAN**

APRIL 2021



the journey is the reward

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ZABLUDOWICZ ART GALLERY
176 PRINCE OF WALES ROAD**

**DELIVERY AND SERVICING
MANAGEMENT PLAN**

APRIL 2021

Project Code:	MEPrinceofWales.1
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**Zabludowicz Art Trust
Zabludowicz Art Gallery
176 Prince of Wales Road
Delivery and Servicing Management Plan**

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1 Introduction

- 1.1 Mayer Brown Ltd have been instructed by Zabludowicz Art Trust to prepare a Delivery and Servicing Management Plan (DSMP) to support the resubmitted application for the extension of the Zabludowicz Collection at 176 Prince of Wales Road, which is a two storey Grade II listed former Methodist Church, located on the south side of Prince of Wales Road, which was first listed on 14 May 1974.
- 1.2 The proposed development was granted permission in August 2018 (ref: 2017/0348/L) and comprised the vertical extension of the middle and rear gallery buildings, in order to provide additional gallery floorspace. The proposals also included the excavation of a new basement level beneath the rear and middle gallery buildings, to provide additional storage for the gallery.
- 1.3 The previous application included a DSMP and this has been updated in this report to support the resubmission of the application as the current permission is due to expire. The resubmitted application proposes no changes to the permitted scheme.
- 1.4 The development is currently serviced on-street from Prince of Wales Road for smaller deliveries while refuse collection and delivery of large items takes place along the access road to the side of the building.

[Site Location](#)

- 1.5 The site is located on the Prince of Wales Road to the northeast of Camden Town and is well located to nearby public transport links such as Kentish Town Rail station and Chalk Farm underground station. The site in relation to the local highway network is illustrated in **Figure 1.1** below.

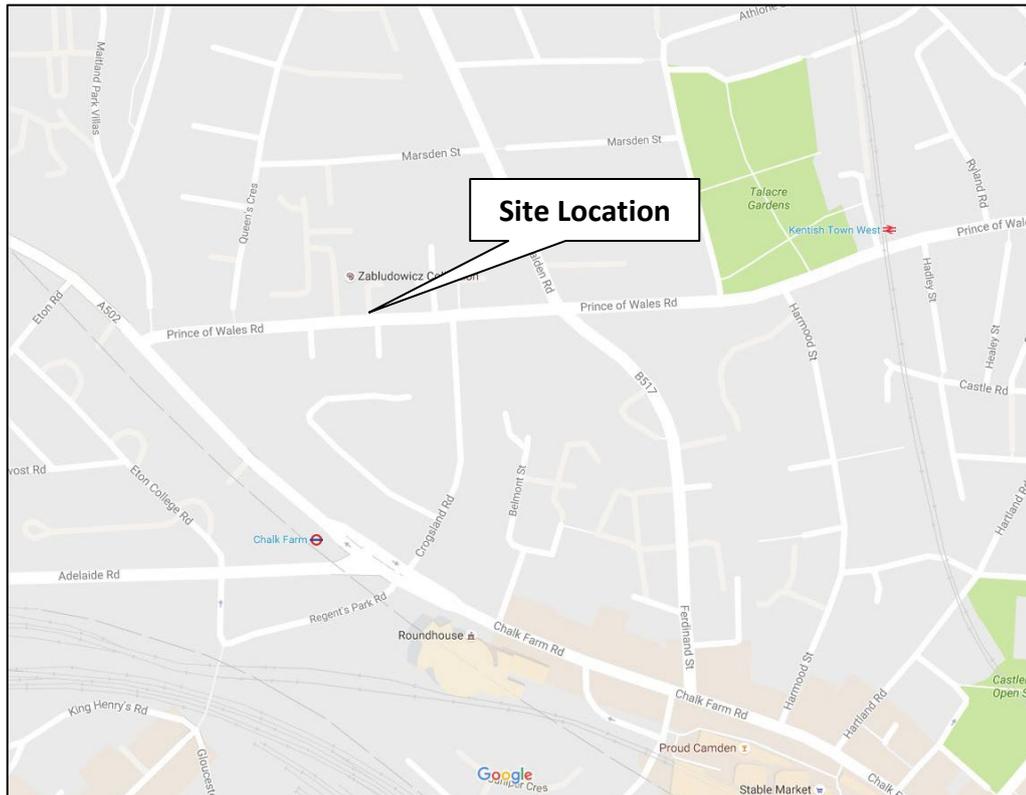


Figure 1.1: Site in Relation to the Local Highway Network

1.6 The site location in relation to the regional highway network is illustrated in **Figure 1.2** below.

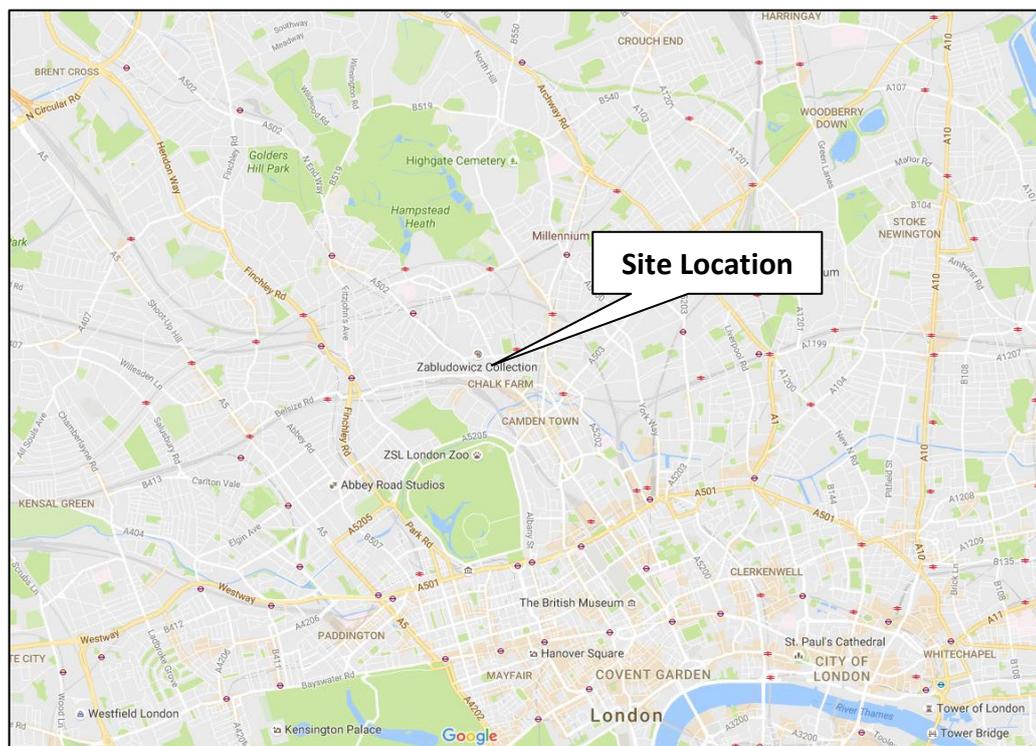


Figure 1.2: Site in Relation to the Regional Highway Network

2 Delivery and Servicing Arrangements

2.1 This section sets out the servicing and delivery arrangements and proposed management regime under the following sub-headings:

- On-Street Servicing;
- Off-Street Servicing;
- Delivery Frequency;
- Servicing Strategy;
- Refuse/Recycling Collection; and
- Vehicle Routing.

2.2 The details associated with the use of the art gallery are as follows:

- Deliveries will be limited, anticipated to be one or two weekly for the delivery of art works and materials, typically by small rigid trucks or smaller.
- Other deliveries, such as occasional supplies for events (e.g. buffet food) will be delivered via smaller vehicles and are likely to be limited to special events every six months.
- The gallery will periodically be refitted to install art work displays.

On-Street Servicing

2.3 The smaller delivery vehicles will service the development from Prince of Wales Road as is the current arrangement. Any servicing will be subject to not causing an obstruction and adherence to local loading restrictions. No loading restrictions are currently in place within the vicinity of the development.

Off-Street Servicing

2.4 Larger deliveries and refuse/recycling collections will take place at the side of the gallery along the estate road access lane.

Delivery Frequency

2.5 In order to determine the likely number of trips to the proposed development the existing delivery schedule has been obtained from the art gallery and is included at **Appendix B**. The gallery currently has approximately one to two deliveries per week on average as well as two refuse/recycling collections. The increase in floor area is unlikely to materially affect the type or number of deliveries.

Servicing Strategy

- 2.6 The tenant will be responsible, where possible, for making sure no more than one delivery vehicle arrives at any one time. Given the limited volume of service vehicles that currently visit the site (as shown on the delivery and servicing schedule included at **Appendix B**) along with the small increase associated with the increase in floor area, it is anticipated that this approach is appropriate.
- 2.7 The Camden Planning Guidance 'Amenity' (2021) document sets out that the Council expects deliveries and refuse collections to be carried out between 8am and 8pm. Deliveries and refuse collection at the gallery will therefore take place between the hours of 8am and 8pm. The tenant will also be responsible, where possible, for ensuring deliveries occur at off-peak times, i.e. avoiding 8am-10am and 4pm-7pm, as advised in the Camden Planning Guidance 'Transport' (2021) document.
- 2.8 Within the Camden Planning Guidance 'Transport' (2021) document, section four specifically relates to delivery and servicing plans and section seven relates to vehicular access and crossovers. Paragraph 7.10 states *"vehicles joining the highway network need clear views of pedestrians, cyclists and other traffic, and users of the highway network need clear views of those joining it"*.
- 2.9 Drawing **TK01** included at **Appendix A** illustrates how a parcel carrier van can manoeuvre without impeding traffic or pedestrians. The drawing shows a large van approaching the site from the west of Prince of Wales Road and serving the site from one of the on street parking bays available before proceeding east onto Prince of Wales Road all in a forward gear.
- 2.10 Due to the restricted turning area at the end of the access road, larger vehicles and refuse/recycling collection vehicles will reverse into the side road, as is the current strategy, and exit in forward gear, as illustrated on drawing **TK02** included at **Appendix A**. The side access road is gated and a member of staff will unlock the gate as soon as the delivery/refuse vehicle arrives.

Refuse/Recycling Collection

- 2.11 The refuse/recycling storage area will be provided on the ground floor level with access provided from the side access road, refuse will be collected by a private management company.

- 2.12 Any waste generated during gallery refits is likely to consist of old artwork displays and protective packaging from newly installed artwork. Any refuse generated by gallery refits shall be removed from the site by means of any vehicle delivering the new displays and taken back to the storage.
- 2.13 Currently there is no separate facility for recyclable waste, therefore a separate bin will be provided.
- 2.14 Overall, it is considered the proposed gallery extension will not generate a significant increase in waste and recycling. An additional euro bin will be provided in order to ensure that additional refuse collections will not be required and therefore the gallery can continue to operate with two collections weekly with an additional recycling collection. The number of deliveries associated with the use of the unit are extremely infrequent and there are unlikely to be any material impacts.

Vehicle Routing

- 2.15 The Camden Planning Guidance Transport Document states in section 4.23 that *“where a site requires servicing or deliveries by HGVs (vehicles over 3.5 tonnes), the DSP must include details of the proposed route between the site and the Transport for London Road Network (TLRN).”*
- 2.16 The delivery servicing schedule for the site located in **Appendix B** indicates that a 12-tonne truck will visit the site to deliver artwork from storage approximately 12 times a year on average. Therefore, a proposed vehicle route is provided in **Figure 1.3** below illustrating a vehicle approach the site from the TRLN and exiting the site towards the TRLN.

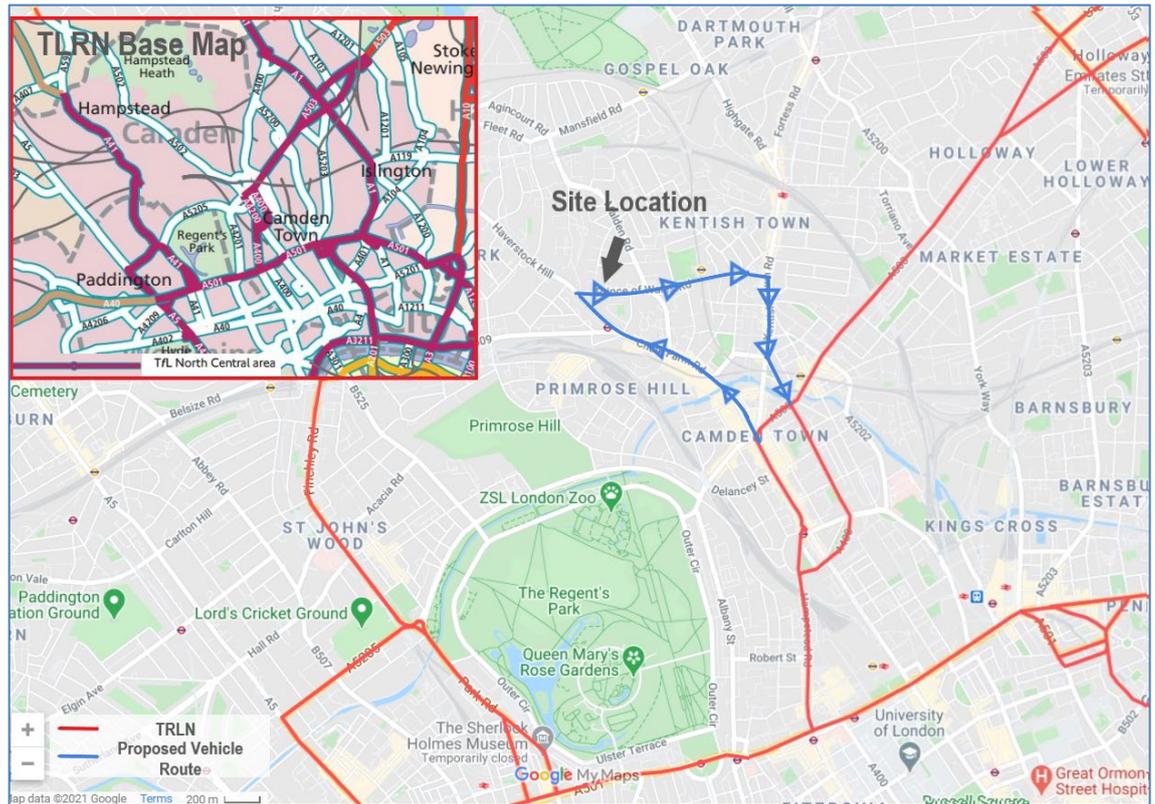


Figure 1.3: Proposed Vehicle Route Between the TRLN and Site

2.17 This is the most direct and efficient route for heavy goods vehicles to use, taking into account the local road hierarchy.

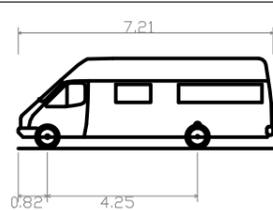
3 Highway Safety and Considerate Behaviour

- 3.1 All deliveries to the art gallery must take place on-street or via the dedicated side access road subject to adherence with local restrictions.
- 3.2 If required, delivery companies should utilise their own banksman as appropriate to ensure that pedestrians are kept away from the vehicle at all times and also assist with driver visibility.
- 3.3 Operators shall not store goods or other materials within the refuse/waste stores, on-street or within the private amenity spaces at any time.
- 3.4 Engines of vehicles shall be switched off wherever possible when the vehicle is not in use, to ensure unnecessary noise is kept to a minimum.

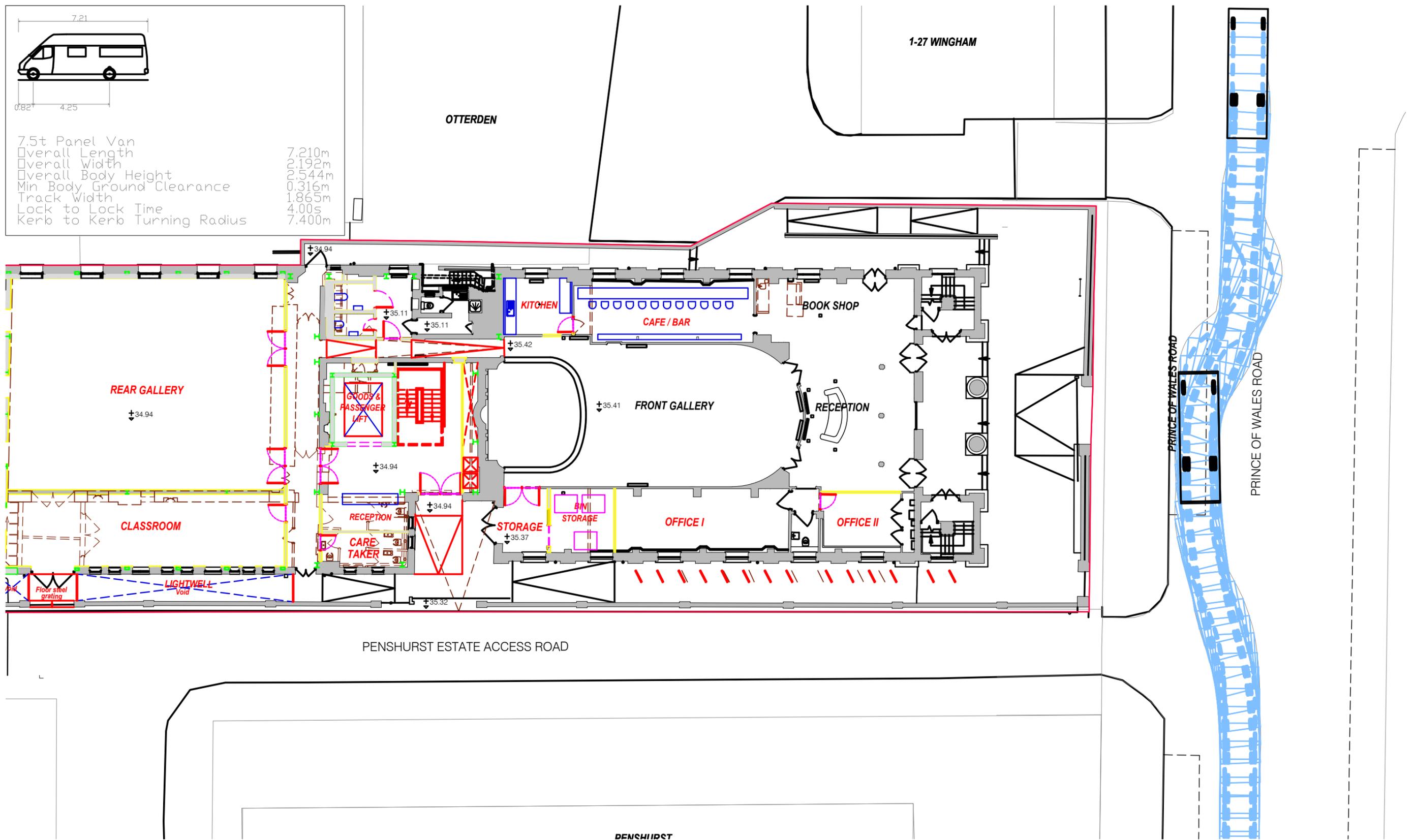
4 Review Strategy

- 4.1 This document will be updated to a final status prior to first occupation of the development to ensure the measures set out herein remain accurate and wholly relevant to the as-built scheme and retail tenants.
- 4.2 The finalised DSMP will be submitted to and approved in writing by the London Borough of Camden Council prior to formal adoption. Following approval and formal adoption of this DSMP, Tameres will be responsible for ensuring the document is updated, as and when necessary, to include any amendments, revisions or improvements to the servicing strategy or regulatory framework, as and when applicable.

APPENDIX A: Swept Path Plots



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m

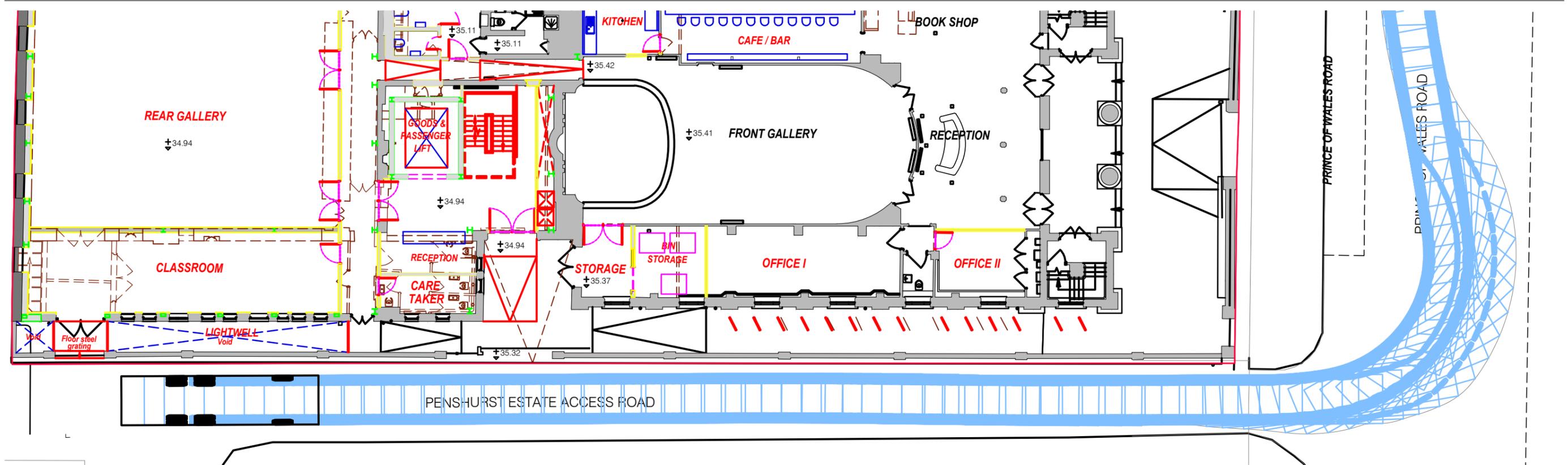
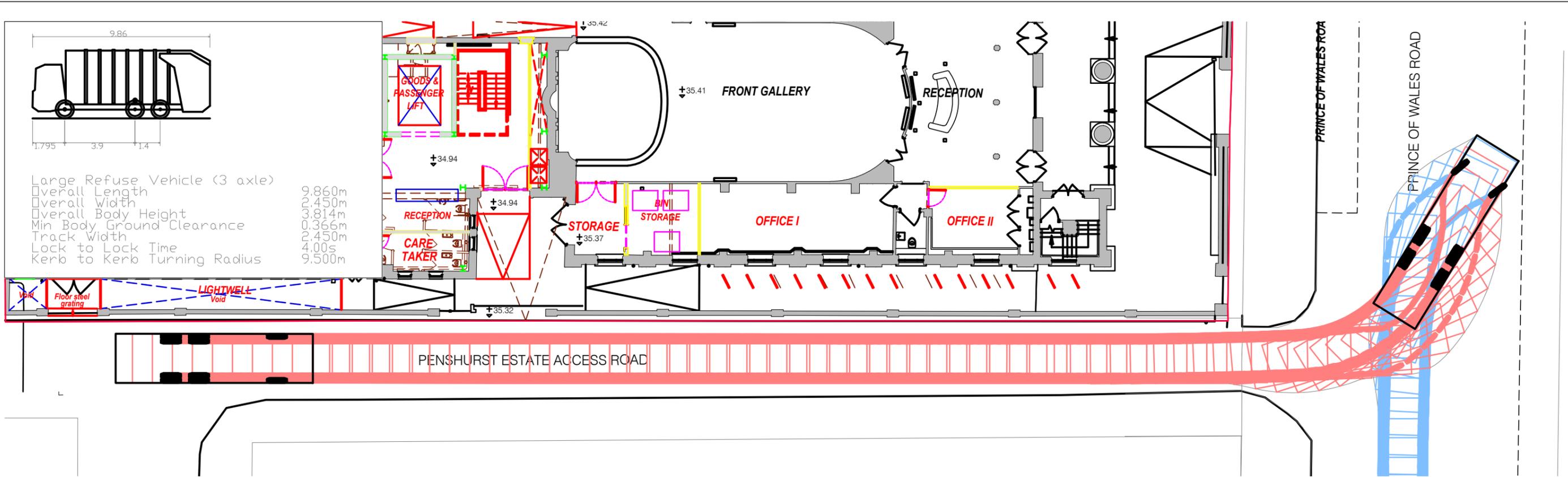


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client THE ZABLUDOWICZ ART TRUST
 project 176 PRINCE OF WALES ROAD

title 7.5t PANEL VAN SERVICING GALLERY
 FROM PRINCE OF WALES ROAD

scale 1:200@A3 drawn by JME checked by AP
 date OCTOBER 2016 cad file TK01B & TK02B.DWG
 drawing number MEPRINCEOFWALES.1/TK01 rev. B



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client
 THE ZABLUDOWICZ ART TRUST
 project
 176 PRINCE OF WALES ROAD

title
 LARGE REFUSE VEHICLE SERVICING GALLERY
 FROM SIDE ROAD

scale	1:200@A3	drawn by	JME	checked by	AP
date	OCTOBER 2016	cad file	TK01B & TK02B.DWG		
drawing number	MEPRINCEOFWALES.1/TK02	rev.			B

APPENDIX B: Existing Servicing Schedule

	Type	Vehicle	Frequency	Access to building and parking	Access in the building	Comment
Deliveries	Artwork From Storage	12t Truck	Every install (12 trucks a year on average)	Usually parking on the side lane	Off-street	
	Art works from artist or gallery	Truck/van	2 per month for Invite (exhibition room) plus around 12 per year for other exhibitions	Usually parking on the side lane or at the front for small items.	On-street for small deliveries, off-street for large deliveries	
	Materials	Trucks	Every install	Usually parking on the side lane	Off-street	Delivery really depends on the install and its needs
	Stationery and packing	Truck/van/courier	4/5 times a year	Park on-street	On-street for small deliveries, off-street for large deliveries	Only big cardboard sheet and poly come to the side, maybe twice a year
	Special constructions	Truck/van	Depending on exhibition	Usually parking on the side lane or at the front for small items.	Off-street	
	Event catering	Truck/van	Rarely	The front or on the side depending where the set up happens	Off-street or on-street depending on event	Happen really rarely once or twice a year maximum
	Event drinks	Van	3/4 times a year	Park on-street	On-street	
Collections	Art work to storage		As per delivery			
	Art work back to artist studio or gallery		As per delivery			
	Event catering		As per delivery			Happen really rarely once/twice a year maximum
Services	Bin collections	Bin truck	Twice a week	Reversing in side lane		
	Pest control	Car	Once a month	Park on-street		
	Boilers	Van	Once a year	Park on-street		
	Extinguishers	Van	2/3 Times a year	Park on-street		
	Fire alarm	Car	Twice a year	Park on-street		

