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**From:** John Duffy  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** 178B Royal College St 2021/4163/P re Cycle Stands

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Matt,

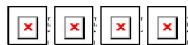
I forgot to say:

We don't support the use of vertical cycle racks. Can they be replaced with M-shaped or Sheffield stands ?

Kind regards,

John Duffy  
Transport Planner

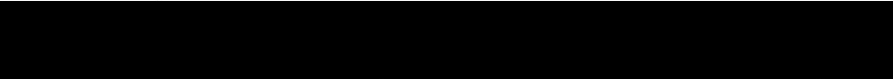
Telephone: 020 7974 3343



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**From:** John Duffy



**Subject:** 178B Royal College St 2021/4163/P re Operational Management Plan

Hi Matt,

The application description is misleading in that Arch 73 is outside of the red line boundary and presumably not used by the applicant, Jacuna.

The proposals include 16 separate kitchens (presumably producing 16 different cuisines or food products), 12 car parking spaces, 15 wall mounted cycle racks, a small area for motorcycle parking and a bin storage area. These operational areas are accessed from Randolph Street.

The Operational Management Plan (OMP) states that the premises will be operational from 8am to midnight every day of the week. The food produced will be delivered to customers via On-line Delivery Platform (ODP) riders using cycles or mopeds.

The OPM states that only 2 kitchen delivery vehicles would be on-site at any time and that there are 4 deliveries per week for the other arches. It is unclear how many of these car parking spaces

are reserved for the applicant/kitchens and how many are for the other arches. This needs to be clarified. The OMP states that there would be 15 kitchen deliveries per day, Monday to Saturday, all of which would be by transit type van (equivalent to 2 per hour between 8am and 4pm). As one objector has highlighted, many of the deliveries are by refrigerated vans which keep their engines idling whilst on site, which creates a significant noise and air quality issue for neighbouring properties, particularly those on the south side of Rousden Street

The OMP states that a maximum of 30 delivery riders would be on-site at any time, which is an extremely high concentration of riders. It is unclear how many/what proportion use cycles or mopeds. More information on the numbers of riders there are, the vehicles they use and how often they arrive/depart the site needs to be provided. It is understood that the adjacent arches are occupied by companies which also use ODP riders to deliver goods, although it is unclear how many are involved or if these are the same riders which Jacuna use. This should be clarified with the applicant.

No welfare facilities for the riders appear to have been provided. It is unclear whether ODP riders are permitted to enter the Arches and hence use the 3 toilet cubicles or the office space at 178B Royal College Street. This needs to be clarified.

I note that from one of the local residents who is objecting to the proposal states that members of the public are entering the site to pick up food themselves, rather than have it delivered by an ODP rider. This is not mentioned in the OMP and needs to be addressed.

The detailed objection from the Camden Broadway Conservation Area Advisory Committee (CBCAAC) indicates that as well as Randolph Street being the main route for riders travelling to/from the site, Rousden Street is also being used by a large number of riders. Several objectors note that some riders are travelling along Randolph Street, which is one way northeast bound, in the wrong direction. There are numerous objectors who complain about the speed of the riders, particularly on Rousden Street, and this needs to be addressed.

It is clear from the various objectors that the behaviour of the ODP riders is not being managed when they are away from the site. This needs to be addressed as a priority.

From the large number of objections, it is clear that there is a genuine concern over whether this is an appropriate location for a use which generates such high volumes of motorised traffic. Even if all ODP deliveries were undertaken by cycle, the number of riders involved is significant. This is compounded by the presence of 2 other operators at the site. If you are minded to refuse this application, then I would suggest that a transport related reason for refusal be added to the list.

I trust that this is helpful.

Kind regards,

John Duffy  
Transport Planner

Telephone: 020 7974 3343

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**From:** Matthew Dempsey <Matthew.Dempsey@Camden.gov.uk>



**Subject:** 178B Royal College St 2021/4163/P re Operational Management Plan

Dear Steve & Transport,

Please could I ask for your input and any transport comments for the planning application **2021/4163/P**

178B Royal College Street, and  
Arches 73, 74 and 75  
Randolph Street.  
London  
NW1 0SP.

*"Amalgamation of 178B Royal College Street with Arches 74 and 75 and part of Arch 73 to create commercial kitchen and delivery centre with ancillary offices (sui generis). External alterations to shopfront of 178B Royal College Street and provision of plant and machinery to the rear of the Arches 73, 74 and 75. (Retrospective)."*

Please see the operational management plan including details of deliveries attached. All other information is in Trim.

Apologies for the short notice, however I would be grateful if you are able to look at this asap? Any queries, please let me know? Thank you.

Kind regards,  
Matt

Matthew Dempsey  
Planning Officer

Telephone: 0207 974 3862



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