

SLP Crescent Limited

Crescent Hotel

Delivery and Servicing Plan

December 2022

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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Appendices

Appendix A - Proposed Basement and Ground Floor Plan

1 INTRODUCTION

- 1.1 This Delivery & Servicing Plan ('DSP') has been prepared by Caneparo Associates on behalf of SLP Crescent Limited ('the Applicant'), to support a full planning application submitted to the London Borough of Camden ('LBC'). The application relates to the redevelopment of Nos. 49-50, Cartwright Gardens (the 'site').
- 1.2 The existing site forms of a terrace building with basement, ground and three upper floors, fronting Cartwright Gardens to the northeast. The site consists of a Grade II listed building which, whilst now vacant formally operated as a 27-room hotel.
- 1.3 The proposed planning application seeks the:
- "Refurbishment and change of use hotel (Class C1) to shared living (Sui Generis) with associated internal and external works, landscaping and cycle storage."*
- 1.4 The proposed Architect plans across basement and ground floor are included at **Appendix A**.
- 1.5 This DSP has been prepared following discussions held within the project team and a site visit. It should also be read in conjunction with the Transport Statement prepared by Caneparo Associates which provides additional information about the effects of the proposed development on the local highway network. Both of these documents have been submitted as part of the planning application.
- 1.6 This DSP has been prepared based on the latest Delivery and Servicing Plan Guidance produced by TfL in December 2020.

Objectives

- 1.7 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully, and without conflict between vehicles and/or pedestrians and without adversely impacting on the local highway network.
- 1.8 The DSP is a live document that can be updated as necessary to ensure the servicing arrangements remain appropriate and adaptable to changes in circumstance. Over time, the DSP will enable future deliveries, where possible and necessary, to be reduced, re-moded, re-timed and re-routed.

Deliveries by smaller vehicles will always be a priority, as will delivering outside of weekday peak hours.

1.9 The DSP will aim to manage deliveries and servicing to the premises in order to:

- Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles (e.g. bicycles, motorbikes, and vans) and electric or hybrid vehicles.
- Ensure that vehicles load/unload on-street for the minimum time necessary, in order to ensure that the stretch of single yellow line is available for incoming vehicles whenever possible.
- Reduce the number of deliveries where feasible through consolidation, shared suppliers and using locally based suppliers.

Benefits

1.10 The DSP aims to bring about a continual improvement in the way deliveries and servicing is undertaken by reducing its effect on the environment and local highway. It will also bring about a number of benefits to occupiers of the proposed development, including the following:

- Opportunities to consolidate deliveries, saving time and money.
- Improve safety by reducing the number of deliveries and overseeing activity adjacent to the site.
- Reduce harmful emissions through the use of greener and smaller vehicles.
- Improve the scheduling of deliveries to reduce non-attendances, unsuccessful deliveries or idling vehicles waiting on-street.
- Reduce the potential for having to wait/load/unload illegally.
- Reduce congestion and environmental impacts, conversely resulting in improved air quality.
- Improve amenity for users of the site and the local area through reduced noise, emissions and intrusion from vehicles.

1.11 The remainder of the DSP is set out as follows:

- Section 2 - sets out the site's servicing arrangements;
- Section 3 - sets out the initiative of the DSP;
- Section 4 - identifies servicing movements and vehicle types;
- Section 5 - details the monitoring and review of the DSP; and
- Section 6 - provides a conclusion.

2 SITE AND SERVICING ARRANGEMENTS

Site Description

- 2.1 The site is located to the southwest of Cartwright Gardens approximately 450m (6-minute walk) north of Russell Square station and 550m (7-minute walk) southeast of London Euston station. The site comprises a 3-storey existing hotel building known as the Crescent Hotel. The site is located within a mixed-use area with surrounding hotel buildings and residential properties situated along Cartwright Gardens.
- 2.2 Recreational green space is located to the northeast of the site forming of Cartwright Gardens. The site location plan is detailed within **Figure 2.1**.

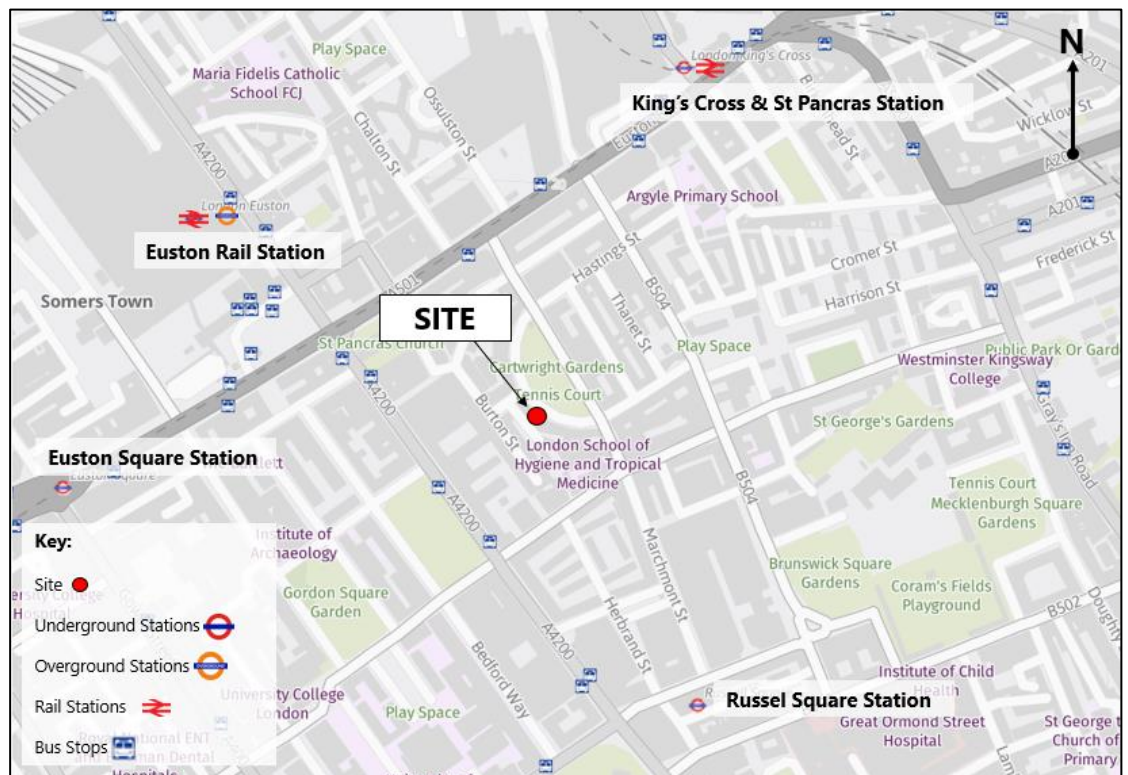


Figure 2.1: Site Location Plan

ArcGIS Pro 2022

Local Highway Network

- 2.3 Cartwright Gardens connects to Mabledon Place/ Cartwright Gardens to the northwest and Marchmont Street / Cartwright Gardens to the south. The semi-circular part on which the site is situated is split from the main road and travels around Cartwright Gardens offering two-way traffic flow, subject to a speed limit of 20mph.

- 2.4 Cartwright Gardens has on-street parking bays located along the eastern side of the carriageway, reducing the width of the carriageway to a single lane for two-way traffic flow. The majority of bays here are for resident permit holders, but an e-scooter/cycle hire bay is included here and the eastern section of Cartwright Gardens has a footway build out in place which accommodates a cycle hire docking station.
- 2.5 The western side of Cartwright Gardens is controlled by a single yellow line, prohibiting parking within the controlled hours and allowing loading for a maximum of 40 minutes.

Controlled Parking Zone

- 2.6 The site is located within the London Borough of Camden's Controlled Parking Zone 'CA-D' which is operational Monday – Friday 08:30 – 18:30 and Saturday 08:30 – 13:30, with a 2 hour maximum duration of stay in the area for pay by phone visitor bays.

Servicing Arrangements

- 2.7 Deliveries and servicing will continue to be undertaken on-street, as per the existing situation, utilising the single yellow lines across the site's frontage on Cartwright Gardens. This stretch of single yellow line allows loading to take place for up to 40 minutes. A combined service box for letters and packages will be located within the lobby area which postal services will have access to.

Waste Storage & Collection

- 2.8 Waste will be stored and collected similar to that of the existing hotel. One of the vaults at basement level will be used to store bagged waste which will be managed by the maintenance team of the development. Sacked waste will then be deposited kerbside at the correct time of the day for daily collection.
- 2.9 In this area residential units receive a daily waste and recycling collection service. It is anticipated that the proposed co-living units will be added to this waste collection service.

3 INITIATIVES OF THE PLAN

- 3.1 The site management team will be responsible for overseeing servicing operations to the units, ensuring servicing activity is undertaken safely and efficiently and according to this DSP. The SMT will be aware of forthcoming servicing activity, particularly, if/when exceptional activity is expected.
- 3.2 It will be difficult to manage the timings of deliveries and servicing requirements for residents of the co-living space, as they are likely to occur on an ad-hoc basis, specific to each unit. However, residents will be encouraged to book timed deliveries outside of peak hours (08:00-09:00 and 17:00-18:00) wherever possible.

Initiatives

- 3.3 In order to meet the objectives of the DSP, the following initiatives will be adopted:
- Residents / Occupiers will be encouraged to schedule deliveries to avoid waste/recycling collections.
 - Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).
 - The maintenance team will advise residents/ occupants to avoid organising deliveries during peak hours i.e. 08:00-09:00 and 17:00-18:00, where possible.
 - The maintenance team will endeavour to reduce servicing visits associated with building maintenance works by scheduling work with similar requirements at the same time.
 - Where relevant/possible, regular deliveries of supplies will be undertaken by FORS and CLOCS accredited fleet operators.

4 SERVICING MOVEMENTS AND VEHICLE TYPES

Servicing Movements

- 4.1 The site is anticipated to generate a very low number of deliveries for the Co-living units. To determine the number of deliveries expected to be generated by the development the assumptions have been based on the number of deliveries generated by residential flats which suggests 100 units generate in the region of 12-15 deliveries a day. Based on this it can be assumed that the proposed 31 co-living units will generate approximately 4 – 5 deliveries per day which is negligible and will fall within the daily fluctuations of deliveries to surrounding developments.
- 4.2 Furthermore, as this has been based on residential units it can be assumed that co-living developments are likely to generate lower daily deliveries given the temporary stay of guests and the coordination of visits for repairs and the replacement of white goods.

Types of Vehicle

- 4.3 It is anticipated that the vast majority of deliveries will be undertaken by small to medium sized vehicles for postal deliveries such as amazon parcels or online shopping.
- 4.4 **Photos 4.1 – 4.3** illustrate the type of vehicles that are likely to serve the site.



Photo 4.1 – Typical LWB 3.5t Sprinter Van Servicing a Central London Hotel



Photo 4.2 – Typical 4.6t Light Panel Van



Photo 4.3 – Typical 7.5t Box Van

5 MONITORING AND REVIEW OF THE PLAN

- 5.1 The DSP will be the subject of an annual review with the Council, unless confirmed (in writing) that a formal review is not necessary. It is noted that many delivery companies to such developments naturally consolidate deliveries to individual residents, helping to reduce the number of vehicles calling at the site.
- 5.2 The Site Owner will review any comments received from occupants of the site and/or third parties regarding servicing activity and notify the Council if necessary/appropriate during the next annual review of the DSP.
- 5.3 Should it be recognised that the delivery and servicing of the site is experiencing issues (e.g. managing the number or time of deliveries each day), further measures will be adopted as appropriate for the delivery of supplies to the development, however it is difficult to manage deliveries to individual residents. This may include measures such as:
- Re-moding deliveries – deliveries are undertaken by smaller vehicles where appropriate such as by bicycle and motorcycle (e.g. for newspapers or other small items).
 - Re-timing deliveries – deliveries being undertaken before 6:30am and after 10pm to ease the number of deliveries during the peak daytime hours (subject to amenity and Council approval).
 - Re-routing deliveries – delivery vehicles which could serve the site and also nearby properties, reducing the number of vehicles on the local highway network during the day.

6 CONCLUSION

- 6.1 Overall, the DSP will ensure the successful operation of servicing activity on a day to day basis.
- 6.2 The DSP will ensure that the likelihood of conflicts with other vehicles and pedestrians will be minimised and that the servicing of the site will not affect the free flow or environmental condition of the public highway.
- 6.3 A final version of the DSP will be secured by condition, to include details of the management company and their commitments to monitoring and regulating servicing for the site.



APPENDIX A



1 Proposed Plan - Level -1 - Lower Ground
1 : 50



2 Proposed Plan - Level 0 - Ground
1 : 50

- Proposed Walls
- Existing Doors to be retained
- Existing Doors to be reinstated
- New Doors to be installed

P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue
Rev.	Status	Date	Check	Description

HolderMathiasarchitects

T +44 (0) 20 7287 0735
www.holdermathias.com
London Cardiff Munch

Project
Crescent Hotel
49-50 Cartwright Gardens, London
SLP Crescent Limited

Title
Proposed Lower Ground and Ground
Level
Scale at A1
Classification
Status Revision
4701 As indicated PM_40_40_34 A2 P02

CRSH-HMA-XX-ZZ-D-A-00101

ISO 14001 : 2015 ISO 9001 : 2015 RIBA Chartered Practice
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