

An architectural rendering of the Berol Quarter development, featuring a mix of modern high-rise and historic brick buildings. The scene includes trees, a paved plaza with people, and a red overlay. The word 'BEROL' is visible vertically on the left building.

BEROL QUARTER

Outline Delivery & Servicing Plan

WSP
BEROL QUARTER LIMITED

December 2022



Berol Quarter Limited

BEROL QUARTER

Outline Delivery and Servicing Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70094918

OUR REF. NO. 003

DATE: DECEMBER 2022

WSP

WSP House

70 Chancery Lane

London

WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Final issue	Revision 2	Revision 3
Date	October 2022	November 2022		
Prepared by	Thara Narayanan/Ishita Joshi	Thara Narayanan/Ishita Joshi		
Signature				
Checked by	Sam Tearle	Sam Tearle		
Signature				
Authorised by	Mark Cottray	Mark Cottray		
Signature				
Project number	70094918			
File reference	\\uk.wspgroup.com\Central Data\Projects\70094xxx\70094918 - Ashley Road - 2 Berol Yard\03 WIP\TP Transport Planning\05 Reports\Planning Application Documents\Framework DSMP			

CONTENTS

1	INTRODUCTION	1
1.1	COMMISSION	1
1.2	REPORT PURPOSE	1
1.3	SITE DESCRIPTION	1
1.4	PROPOSED DEVELOPMENT	2
1.5	OFF-SITE IMPROVEMENTS	3
2	POLICY CONTEXT	5
2.1	NATIONAL POLICY	5
2.2	REGIONAL POLICY AND GUIDANCE	5
	TRANSPORT FOR LONDON: DELIVERY AND SERVICING PLANS - MAKING FREIGHT WORK FOR YOU	8
	TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT	8
2.3	LOCAL POLICY AND GUIDANCE	9
3	SERVICING & DELIVERIES STRATEGY	11
3.1	INTRODUCTION	11
3.2	SERVICING AND REFUSE COLLECTION	11
3.3	REFUSE COLLECTION ARRANGEMENT	12
4	DELIVERY AND SERVICING OBJECTIVES	14
4.1	OBJECTIVES	14
5	SERVICING VEHICLE GENERATION	15
6	SITE MANAGEMENT	16
6.1	INTRODUCTION	16
6.2	DESIGN	16

6.3	PROCUREMENT STRATEGY	17
6.4	OPERATIONAL EFFICIENCY	17
6.5	WASTE MANAGEMENT	18
6.6	ROAD TRIP REDUCTION	18
6.7	ENFORCEMENT	18

7	MONITORING AND REVIEW	19
----------	------------------------------	-----------

7.1	MONITORING	19
7.2	REVIEW	19
7.3	CONCLUSION	19

FIGURES

Figure 1-1 Site Location	2
Figure 1-2 Ashley Road Improvements	4
Figure 3-1 Servicing & Delivery Summary	11
Figure 3-2 2 Berol Yard Waste Store Locations	12
Figure 3-3 Berol House Waste Store Locations	13

APPENDICES

APPENDIX A

REFUSE SWEPT PATHS

1 INTRODUCTION

1.1 COMMISSION

- 1.1.1. WSP has been appointed by Berol Quarter Limited (the Applicant) to provide transport consultancy advice to secure full planning permission for the redevelopment of Berol Quarter, herein referred to as 'the Site'. The Site is located on Ashley Road in Tottenham Hale, within the London Borough of Haringey (LBH) and incorporates both the 2 Berol Yard site and Berol House, collectively known as the Berol Quarter.

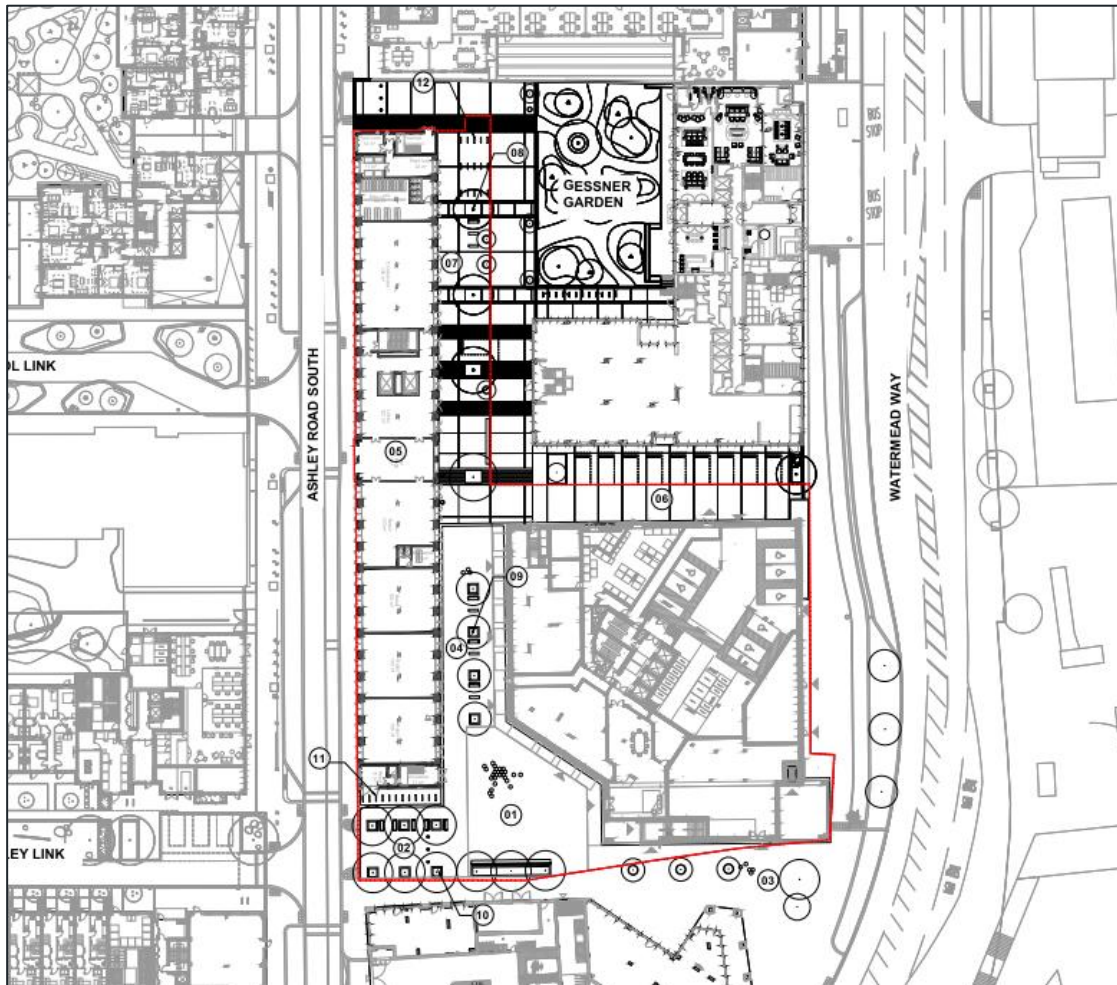
1.2 REPORT PURPOSE

- 1.2.1. 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 for the outline application will remain a live document that will evolve over time and be finalised with each phase of development 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.
- 1.2.2. Following this introduction, the remainder of this report is structured as follows:
- Chapter 2: Policy Context;
 - Chapter 3: Servicing & Delivery Strategy;
 - Chapter 4: Refuse Strategy;
 - Chapter 5: Servicing Vehicle Generation;
 - Chapter 6: Site Management; and
 - Chapter 7: Monitoring & Review.

1.3 SITE DESCRIPTION

- 1.3.1. The existing Site comprises 2 Berol Yard, a currently vacant plot of land on Watermead Way, and Berol House, the former Berol pencil factory which is now an existing office building that runs north-south along Ashley Road.
- 1.3.2. The Site location is presented in **Figure 1-1**.

Figure 1-1 Site Location



- 1.3.3. The surrounding area is currently undergoing transformational change. It is a former industrial area, with a number of remaining warehouse-type buildings, however, there are several approved planning permissions for mixed-use development in the immediate surroundings, some of which are built or under construction. In the coming years, the area will be residential with a mix of commercial and employment uses across much of the ground floor.
- 1.3.4. The Site is located within close proximity to Tottenham Hale public transport interchange (bus, rail and underground stations). The Site is bound by Ashley Road to the west, Watermead Way to the east and new residential buildings to the south and north boundaries of the Site. The Site benefits from a PTAL score of 6a (Excellent).
- 1.3.5. The Site forms part of the wider Ashley Road South Masterplan area occupying 2.67 hectares, which is identified as Site Allocation TH6: Ashley Rd South Employment Area for an employment-led mixed-use quarter north of Tottenham Hale District Centre.

1.4 PROPOSED DEVELOPMENT

- 1.4.1. The development proposals consists of the 2 Berol Yard building and the Berol House building.
- 1.4.2. The development proposals are for the refurbishment and extension of Berol House which would include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential

homes, Use Class E floorspace and associated landscaping, public realm improvements, car and cycle parking and other associated works.

- 1.4.3. The development proposals at 2 Berol Yard are to replace the approved ADA college building which formed part of the consented development (planning reference: HGY/2017/2044) within the wider Ashley Road South master plan. The proposed new building will provide:
- 210 residential units at 35% affordable housing.
 - Four retail units totalling 699 sq. m (GEA) on the ground floor.
 - 376 residential cycle spaces (long stay) within the building and 6 visitor spaces (short stay) within the public realm.
 - 4 long stay cycle parking spaces for retail use and 18 short stay cycle parking spaces within the public realm.
 - 7 accessible blue badge car parking spaces within building envelope (one for retail and six for residential).
- 1.4.4. The development proposals at Berol House are to replace the consented development at Berol House which formed part of the consented scheme (planning reference: HGY/2017/2044) within the wider Ashley Road South masterplan. The new development proposals would replace the previously consented development with:
- 5,209 sq. m (GEA) office land use.
 - Four retail units and one small retail unit totalling 714 sq. m (GEA) on the ground floor.
 - 44 long stay cycle parking spaces within the building and 30 short stay cycle parking spaces within the public realm.
 - One blue badge car parking space.

1.5 OFF-SITE IMPROVEMENTS

- 1.5.1. The Site forms part of the wider Ashley Road South Masterplan area. As part of the Ashley Road Masterplan, improvements to the active travel infrastructure and highway layout of Ashley Road are currently being designed and delivered by the London Borough of Haringey. The proposed Ashley Road improvements are shown on **Figure 1-2** below and discussed in further detail in the accompanying TA.
- 1.5.2. Improvements to Ashley Road include the following:
- Northbound vehicular flow only along Ashley Road from the Watermead Way junction to the south and the Burdock Road junction to the north.
 - A contra-flow cycle lane for southbound cycles.
 - x 4 raised tables on key pedestrian desire lines and junctions.
 - Laybys sporadically located for servicing and deliveries.

2 POLICY CONTEXT

2.1 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

- 2.1.1. The National Planning Policy Framework (NPPF) promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies.

TRAFFIC MANAGEMENT ACT, 2004

- 2.1.2. Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes Transport for London's (TfL) role to manage certain areas of the Greater London route network.

2.2 REGIONAL POLICY AND GUIDANCE

LONDON PLAN (2021)

- 2.2.1. The London Plan sets out to ensure that London's transport is easy, safe and convenient for everyone and encourages cycling, walking and the use of electric vehicles.
- 2.2.2. The London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.2.1. Policy T7 Deliveries, servicing and construction of the London Plan discusses the vision for freight controls. It notes that it will seek to:
- *"Reduce freight trips to, from and within these areas;*
 - *Coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level;*
 - *Seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles;*
 - *Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. 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;*
 - *At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans; and*

- *Development proposals must adopt appropriate construction Site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.”*

- 2.2.2. It notes that the Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway.
- 2.2.3. It notes support for development proposals that are located close to major transport routes and promotes the uptake for Fleet Operators Recognition Scheme, Construction Logistics plans, delivery and servicing plans and more innovative freight solutions with a view to minimising congestion and improving safety.

TRANSPORT FOR LONDON – DELIVERIES IN LONDON

- 2.2.4. 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.
- 2.2.5. 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.
- 2.2.6. This section provides a summary of the TfL guidance and best practice in relation to deliveries and servicing.

RETHINKING DELIVERIES REPORT

- 2.2.7. 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.
- 2.2.8. 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.

- 2.2.9. 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

- 2.2.10. 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.
- 2.2.11. 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.
- 2.2.12. 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

- 2.2.13. 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

- 2.2.14. 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.
- 2.2.15. 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.

SAFER LORRY SCHEME

- 2.2.16. The Safer Lorry Scheme came into force on 1st 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.
- 2.2.17. 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.
- 2.2.18. 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.

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

- 2.2.19. 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.
- 2.2.20. The guidance also identifies out some of the most effective tools and techniques to minimise the impact of freight activity on London's roads.

TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT

THE LONDON LOW EMISSIONS ZONE - 2008

- 2.2.21. 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.

- 2.2.22. 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.
- 2.2.23. 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.
- 2.2.24. 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.

THE ULTRA LONDON LOW EMISSIONS ZONE (ULEZ) EXPANSION - 2021

- 2.2.25. The T-charge was replaced with the Ultra-Low Emission Zone (ULEZ) on 8th April 2019. It operates 24 hours a day, 7 days a week, every day of the year (except Christmas Day), within the same area as the Congestion Charge zone.
- 2.2.26. From 25th October 2021, ULEZ is expanding from central London to create a single larger zone up to the North Circular Road (A406) and South Circular Road (A205).
- 2.2.27. Euro VI (NOx and PM) for lorries, buses and coaches and other specialist heavy vehicles (NOx and PM) - £12.50 for most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes), £100 for heavier vehicles, including lorries (over 3.5 tonnes) and buses/coaches (over 5 tonnes).

2.3 LOCAL POLICY AND GUIDANCE

HARINGEY'S LOCAL PLAN, STRATEGIC POLICIES 2013-2026, MARCH 2013

- 2.3.1. The Council has developed a series of strategic objectives that aim to meet the spatial strategy for Haringey up to 2026. Tottenham Hale is identified as a key location for future growth, with potential for significant increases in jobs and homes.
- 2.3.2. Policy SP6: Waste and Recycling states that *"The Council supports the objectives of sustainable waste management set out by the Government in PPS10 Planning for Sustainable Waste Management and the Mayor's London Plan."*
- 2.3.3. It is a requirement for all major applications to produce Site Waste Management Plans to identify volume and types of demolition and construction waste and to demonstrate how waste will be minimized and managed during construction and occupation.

LONDON BOROUGH OF HARINGEY UNITARY DEVELOPMENT PLAN - SAVED POLICIES (POST LOCAL PLAN ADOPTION)

- 2.3.4. The UDP (Unitary Development Plan) was adopted by the Council during July 2006 and provided the primary policy document for all new development and land use within the London Borough of Haringey.
- 2.3.5. As of the 18th March 2013, the "Local Plan: Strategic Policies for Haringey" superseded the UDP to become the main statutory plan for the borough alongside the saved policies from the UDP.
- 2.3.6. Policy UD7 sets out the Borough's adopted guide to managing waste and states that:
- 2.3.7. *"The Council will require:*

- *All development to include appropriate provision for the storage and collection of waste and recyclable material; and*
- *large developments to produce a waste management plan.*

In addition the council will encourage:

- *The allocation of space for composting in developments with gardens.”*

SPG 7A VEHICLE AND PEDESTRIAN MOVEMENTS JULY 2017

- 2.3.8. SPG 7a provides additional guidance to the adopted Haringey Unitary Development Plan Policies in assessing schemes with regard to vehicle and pedestrian movement.
- 2.3.9. SPG 7a states that “the required carriageway width will be determined by the scale and nature of the development, the Site’s servicing requirements, the tolerance required by passing vehicles, and the likelihood of the access road being used for parking”.

3 SERVICING & DELIVERIES STRATEGY

3.1 INTRODUCTION

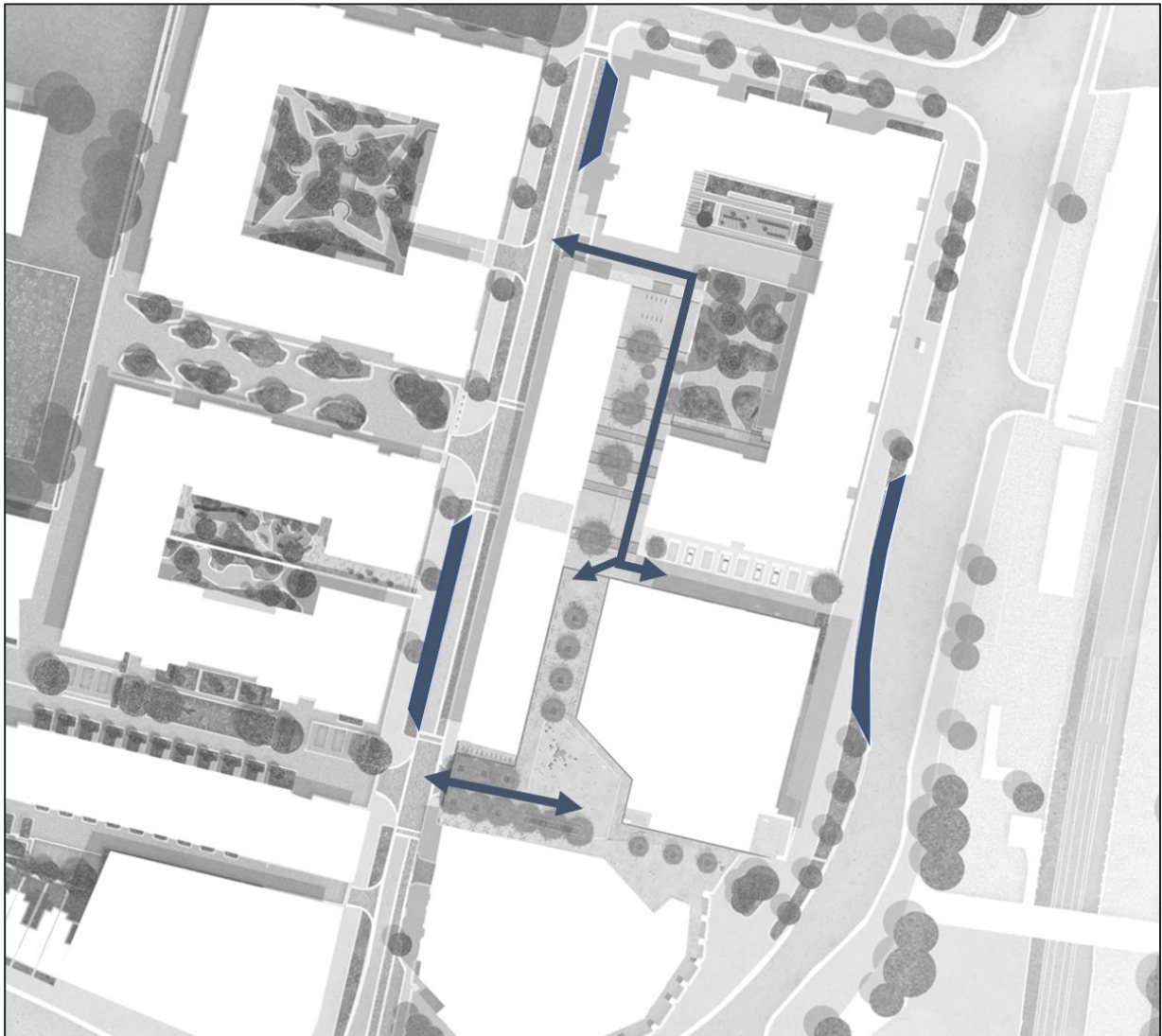
- 3.1.1. This chapter details the servicing and delivery strategy for the Site. This DSP should be read in conjunction with the Transport Assessment (TA) report submitted as part of the same planning application where a full description of the development proposals are provided.

3.2 SERVICING AND REFUSE COLLECTION

SERVICING AND DELIVERIES

- 3.2.1. All servicing (excluding refuse collection arrangements) of the buildings will be undertaken on the servicing bays on Ashley Road and Watermead Way, as illustrated in **Figure 3-1**.

Figure 3-1 Servicing & Delivery Summary



- 3.2.2. The majority of servicing trips will be undertaken by LGV's, with very few HGV related trips. The serving trip generation has been set out in **Chapter 5** of this plan.

2 BEROL YARD

- 3.2.3. Servicing vehicles for retail units 1 and 2 will be able to use the existing servicing bay on Watermead Way. Servicing vehicles for retail units 2, 3 and 4, and the residential lobby will be able to use the servicing bay on Ashley Road.
- 3.2.4. These arrangements are shown in **Appendix A**, that includes relevant swept paths.

BEROL HOUSE

- 3.2.5. Servicing vehicles for the retail units and office will be via the servicing bays on Ashley Road illustrated in **Figure 3-1**.

3.3 REFUSE COLLECTION ARRANGEMENT

2 BEROL YARD

- 3.3.1. Retail waste and Residential waste bin stores are located on the northern side of the building, as shown in **Figure 3-2** below.

Figure 3-2 2 Berol Yard Waste Store Locations



- 3.3.2. Entrances to the bin stores are located on Gessner Lane, which allows the refuse collection vehicle to position itself with a 10m drag distance. An area kept clear of refuse collection vehicles only to turn will be provided between 2 Berol Yard and Berol House. Relevant swept paths are shown in **Appendix A**.

BEROL HOUSE

- 3.3.3. The retail and office waste bin store is located on the norther part on Berol House and will be accessed via an entrance on Ashley Road, as shown in **Figure 3-3** below.

Figure 3-3 Berol House Waste Store Locations



- 3.3.4. A servicing bay will be location on Ashley Road as part of the ongoing Ashley Road masterplan proposals, mentioned earlier in this plan. There is also the potential for collections to be undertaken from The Gessner. Relevant swept paths are shown in **Appendix A**.

4 DELIVERY AND SERVICING OBJECTIVES

4.1 OBJECTIVES

- 4.1.1. Delivery and Servicing Plans developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the London Freight Plan and TfL's best practice guidance.
- 4.1.2. This Delivery and Servicing Plan will therefore seek to achieve the following objectives:
- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way.
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods.
 - Improve the reliability of deliveries to the Site.
 - Reduce the operating costs of building occupants and freight companies.
 - Reduce the impact of freight activity on local residents and the environment.

5 SERVICING VEHICLE GENERATION

- 5.1.1. Deliveries and servicing trips to the proposed land uses in 2 Berol Yard and Berol House have been calculated using trip rates from surveys of similar sites commissioned by WSP that has previously been accepted by a number of London boroughs as well as TfL.
- 5.1.2. **Table 5-1** outlines the anticipated daily servicing vehicles for each land use.

Table 5-1 Daily Servicing Vehicle Trip Generation

Land use	HGV Daily two-way movements	LGV Daily two-way movements	Total
Residential (2 Berol Yard)	4	48	52
Office (Berol House)	0	24	24
Retail (Berol House)	0	8	8
Retail (2 Berol Yard)	0	12	12
Total	4	92	96

- 5.1.3. As shown in the table above, it is predicted that Berol House and 2 Berol Yard are likely to generate around 96 deliveries per day of which 4 will be made by HGV's and 92 by LGV's.
- 5.1.4. It is acknowledged that servicing dwell times will vary significantly depending on vehicle type, distance from the vehicle to the delivery point and type of goods being delivered.
- 5.1.5. Based on previous experience of developments in Greater London, whilst some deliveries will last no more than a few minutes (i.e. package delivery, couriers and grocery services), in certain circumstances delivery vehicles can be on Site up to 20 minutes each.
- 5.1.6. It is therefore evident that the Site benefits from the serving bays being delivered as part of the Ashley Road improvements (see **Figure 1-1**) and the servicing bays already recently delivered on Watermead Way. It is reasonable to conclude that the provision of these large loading bays on Watermead Way and Ashley Road is acceptable to meet delivery requirements to the Site.

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 which are applicable to the non-residential occupiers.
- 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 Site 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 SERVICING 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 the loading layby 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. Commercial 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 occupiers of the buildings by the Site managers. The operation of the development will benefit from spreading deliveries throughout the day using a computer/web-based vehicle booking system.

PROMOTION OF FREIGHT INFORMATION PORTAL

- 6.4.2. The Freight Information Portal will be promoted by the Site based management agent to raise awareness of this resource amongst the workplace occupiers within the Site and encourage the adoption of good practice servicing and delivery strategies. The Corporate and Social Responsibility benefits associated with using suppliers adopting sustainable freight and servicing practices will also be promoted to occupiers.

COMMUNICATION OF DELIVERY PROCEDURES

- 6.4.3. 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.

SERVICING BOOKING/ MANAGEMENT STRATEGY

- 6.4.4. It is proposed that a vehicle booking / management system will be implemented on the Site to manage and schedule servicing. The system will be managed by the Site based management agent.

- 6.4.5. Deliveries to the Site will be allocated into 15-minute slots, with a maximum dwell time of 15 minutes, unless otherwise negotiated with the Site management office. To book a delivery slot the supplier will contact the management agent in advance of their arrival to the Site.

OUT OF HOURS DELIVERIES

- 6.4.6. Any deliveries expected during the very early morning and later evening periods would be 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 those developments should provide sufficient facilities for storage and collection of segregated waste.
- 6.5.2. The Site will provide segregated waste storage, segregating into general waste and dry comingled recyclables. The commercial waste storage areas will be where the waste produced by the individual non-residential units will be sorted prior to collection.

REFUSE COLLECTION PROCEDURES

- 6.5.3. Refuse collection will be undertaken outside of the peak hours where possible for the non-residential uses to avoid adding to congestion within the Site.

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 LBH of developer's intent for managing deliveries to and from the Site. It must therefore be complied with unless otherwise agreed in writing with LBH.

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 Estate Management Company (or appointed consultant) and will be funded by the developer, or an appropriate service charge.
- 7.1.3. As necessary, a delivery survey could be undertaken alongside any Travel Plan related surveys.
- 7.1.4. The estate manager (or appointed consultant) will arrange further delivery surveys to be undertaken as necessary.
- 7.1.5. In accordance with TfL Guidance, the following data is considered to provide a useful basis for assessing the nature of servicing activity:
- Who is the service provider visiting the premises;
 - The frequency of service provider visits;
 - The type of goods being moved to or from the premises; The quantity or size of goods being moved;
 - The urgency of these goods movements;
 - Current on or off-street loading practices;
 - Access routes;
 - Mode of transport (e.g. bicycle, van, HGV etc.) and vehicle size, if possible; and
 - Who the delivery is for.
- 7.1.6. Data collection will form part of a future suite of surveys associated with the Application Site to ensure promotion of efficiencies is included as part of future actions to be addressed by the DSP.

7.2 REVIEW

- 7.2.1. The estate manager (or appointed consultant) will report the survey results to the Travel Plan Coordinator and reviewed as necessary with LBH.
- 7.2.2. Where possible this will be co-ordinated with the Travel Plan monitoring process.

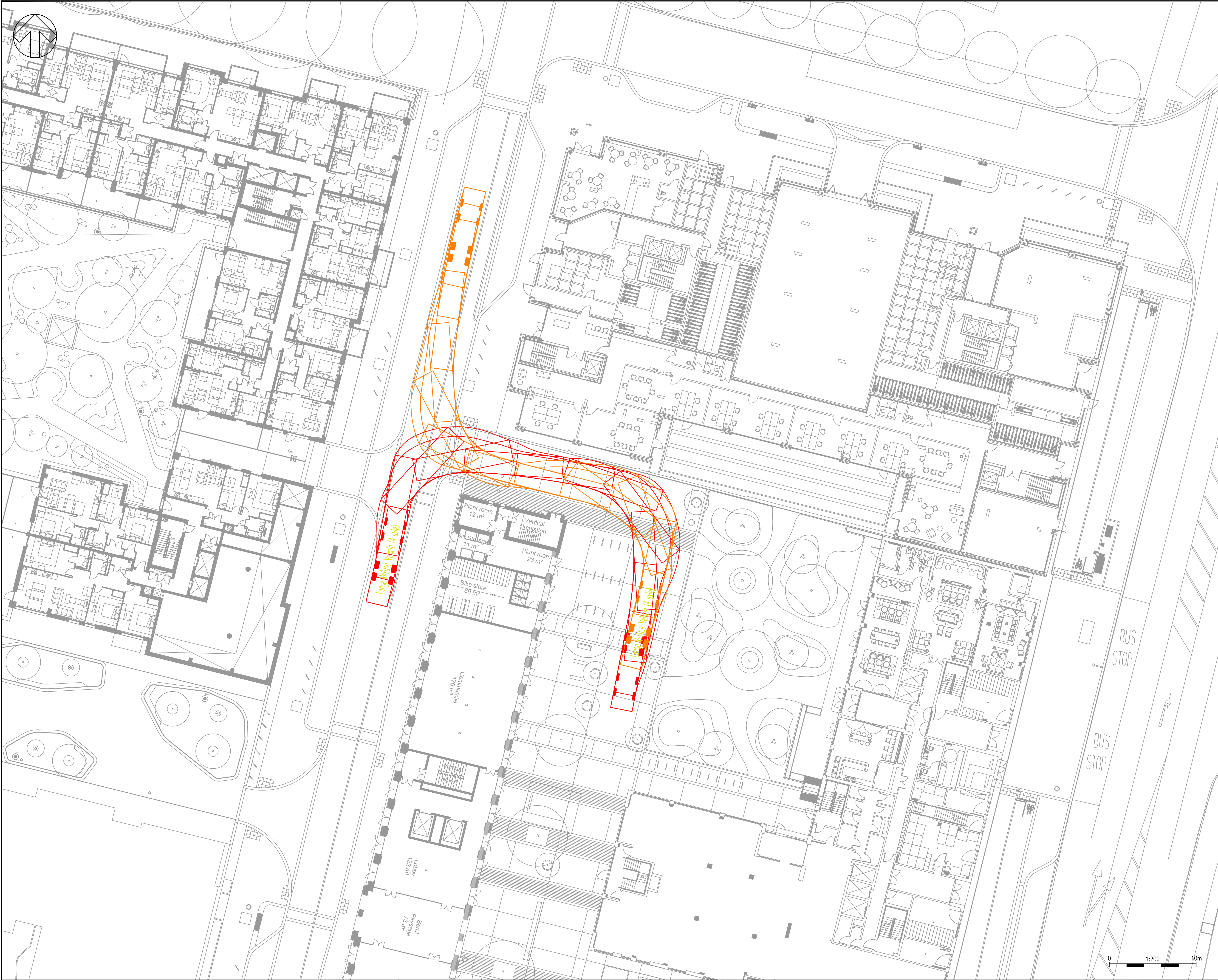
7.3 CONCLUSION

- 7.3.1. Servicing and deliveries are encouraged to take place in the dedicated servicing bays on Ashley Road and Watermead Way.
- 7.3.2. Based on historical surveys of similar sites, it is predicted that Berol House and 2 Berol Yard are likely to generate around 96 deliveries per day of which 4 will be made by HGV's (Heavy Goods Vehicles) and 92 by LGV's (Light Goods Vehicles).
- 7.3.3. The servicing and refuse management will be monitored and reviewed regularly to ensure it is as efficient as possible.

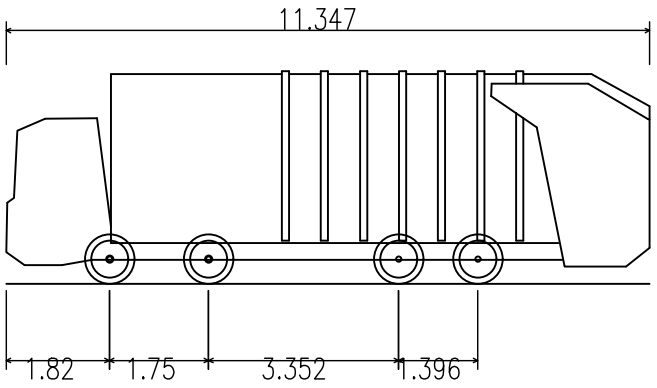
Appendix A

REFUSE SWEPT PATHS





DO NOT SCALE



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P02	04/11/2022	MR	REVISED LANDSCAPE LAYOUT	ST	ST
P01	19/10/2022	MR	FIRST ISSUE	ST	ST
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

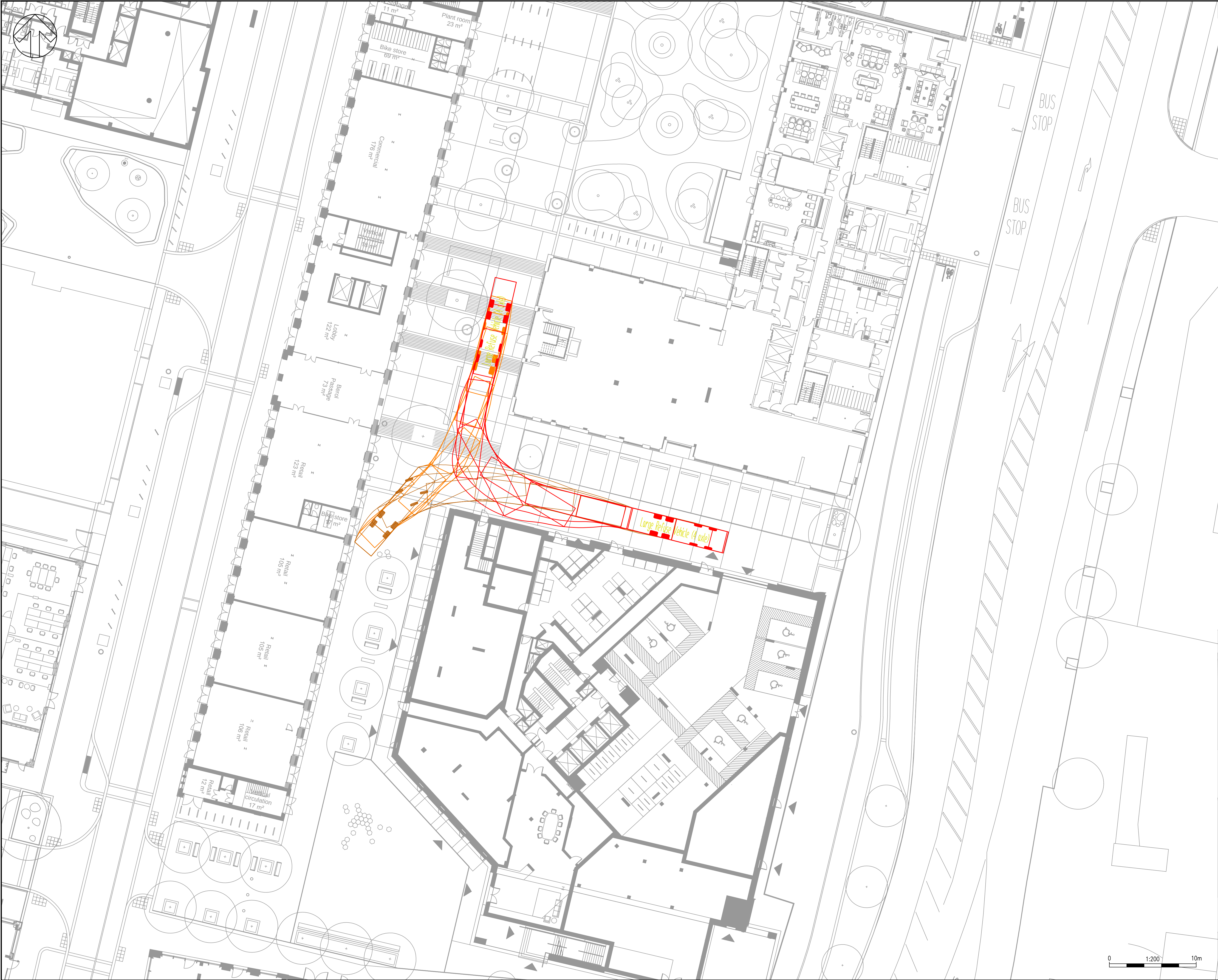
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: LARGE REFUSE VEHICLE TRACKING SWEEP PATH ANALYSIS

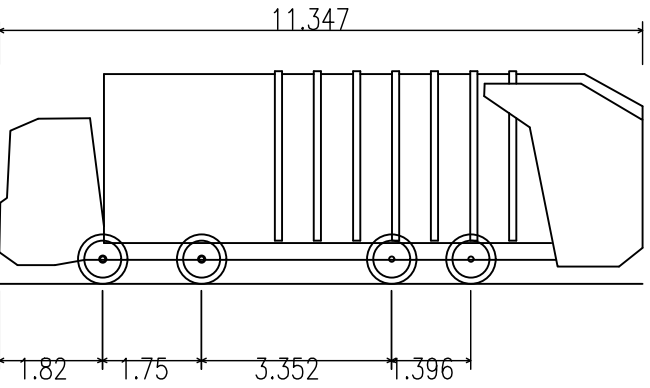
SCALE @ A1: 1:200	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: MR
		DATE: NOV 22

DRAWING NO: 70094918-TP-SK-008	REV: P02
--------------------------------	----------

© WSP UK Ltd



DO NOT SCALE



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P02	04/11/2022	SD	UPDATED LAYOUT	ST	ST
P01	19/10/2022	MR	FIRST ISSUE	ST	ST
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

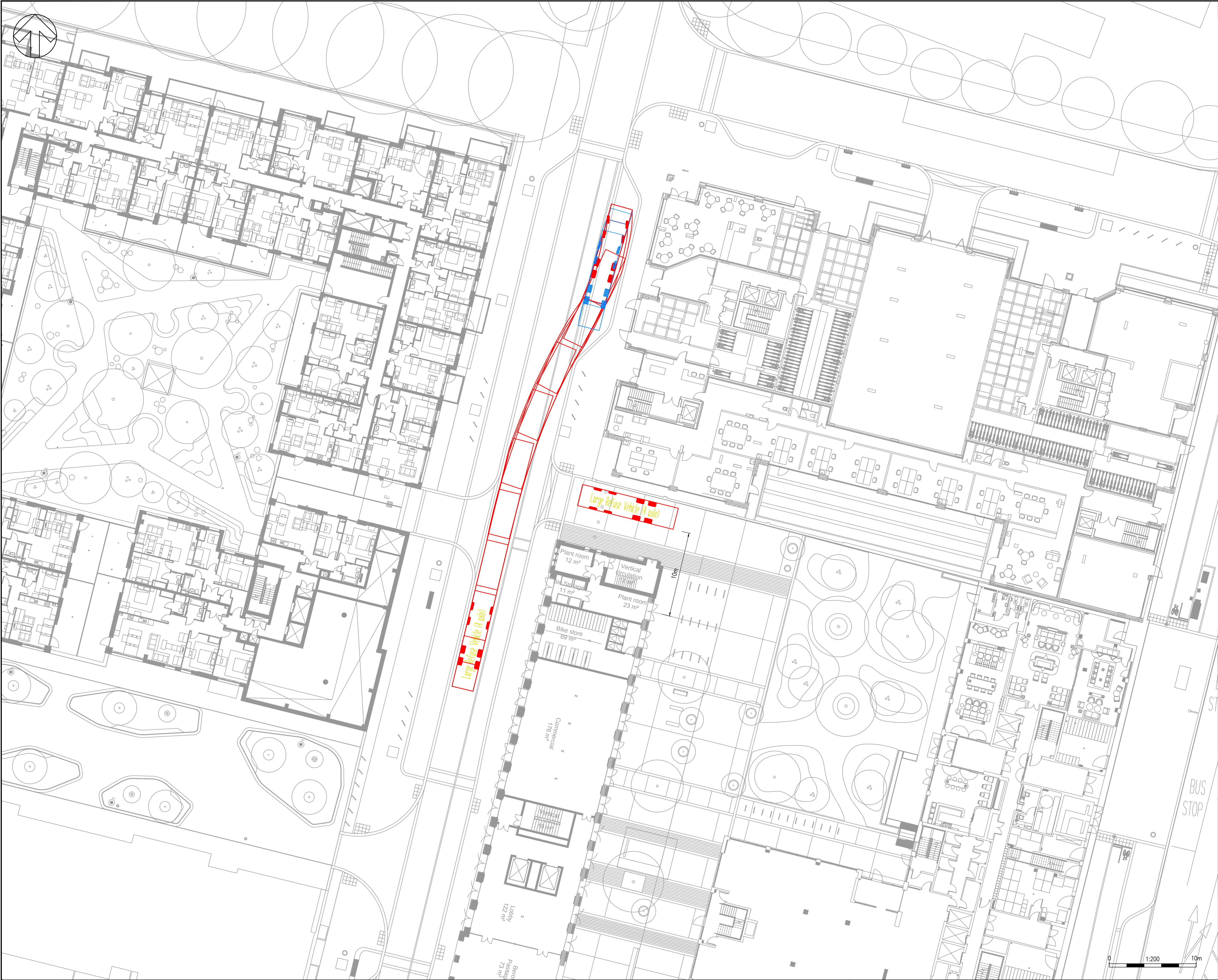
CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

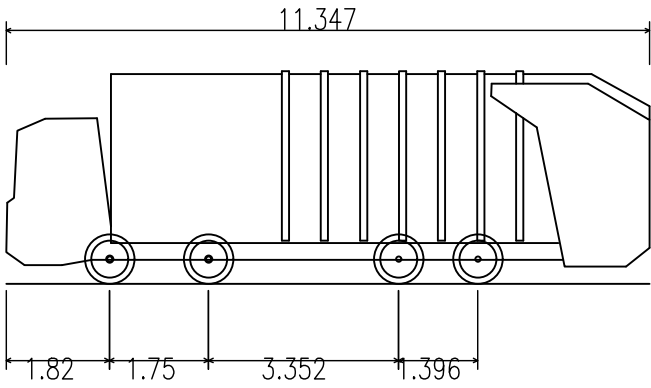
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: LARGE REFUSE VEHICLE TRACKING
SWEEP PATH ANALYSIS

SCALE @ A1: 1:200	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: MR DATE: NOV 22
DRAWING NO: 70094918-TP-SK-007	REV: P02	
© WSP UK Ltd		



DO NOT SCALE



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P02	04/11/2022	SD	UPDATED LAYOUT	ST	ST
P01	19/10/2022	MR	FIRST ISSUE	ST	ST
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

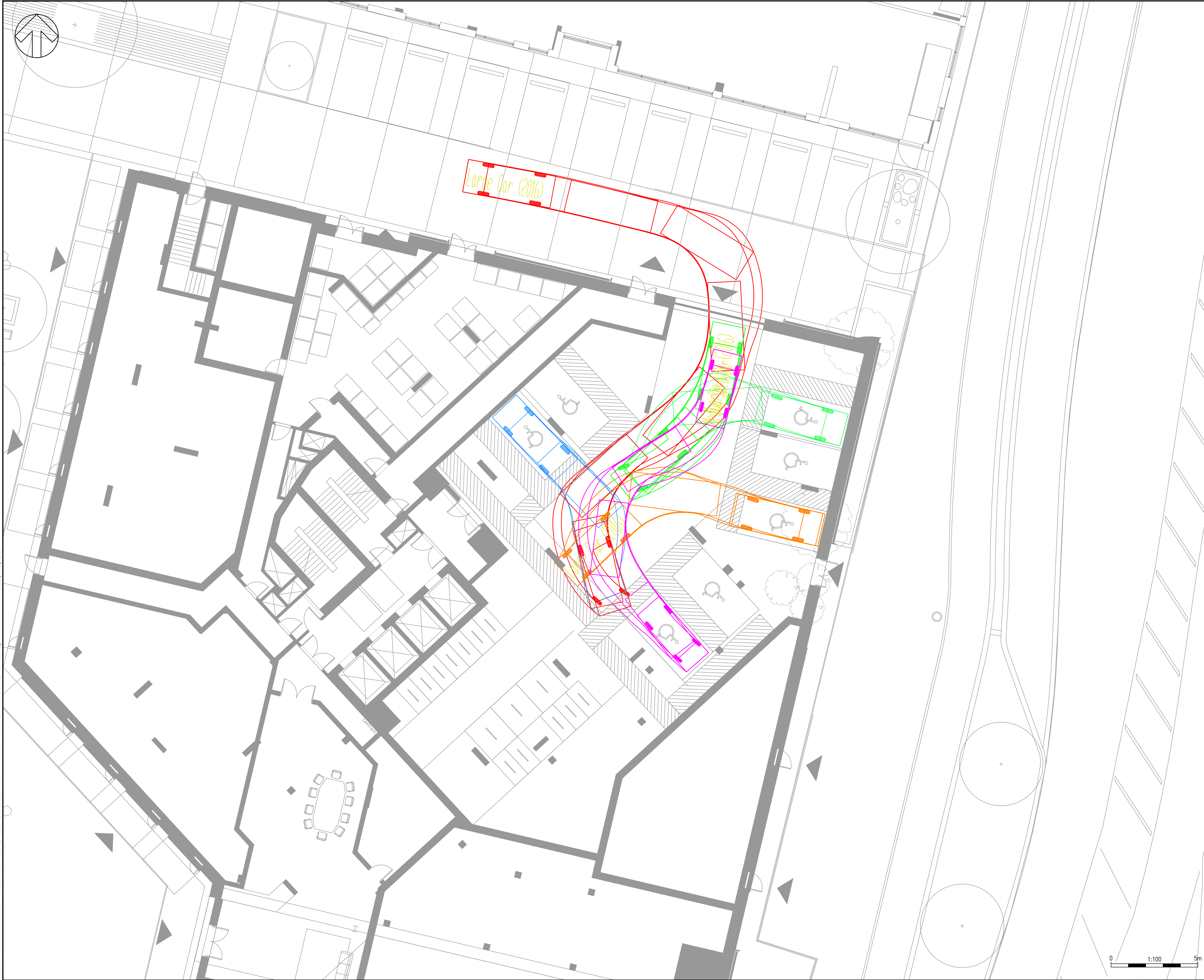
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: LARGE REFUSE VEHICLE TRACKING
SWEEP PATH ANALYSIS

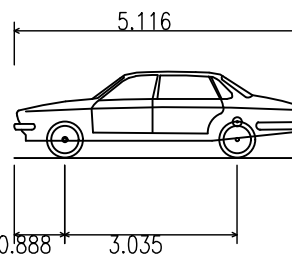
SCALE @ A1: 1:200	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: SD DATE: NOV 22

DRAWING NO: 70094918-TP-SK-006	REV: P02
--------------------------------	----------

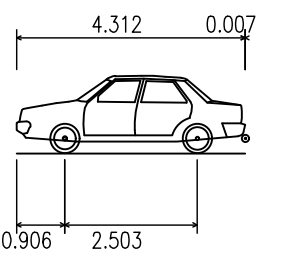
© WSP UK Ltd



DO NOT SCALE



Large Car (2016)
Overall Length 5.116m
Overall Width 1.889m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m



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

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MATURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACQUISITION, A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE. THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P05	04/11/2022	DB	UPDATED ARCHITECT'S LAYOUT	SD	ST
P04	19/10/2022	DB	UPDATED ARCHITECT'S LAYOUT	ST	ST
P03	06/10/2022	MR	UPDATED ARCHITECT'S LAYOUT	ST	ST
P02	07/09/2022	MR	UPDATED ARCHITECT'S LAYOUT	ST	ST
P01	03/08/2022	MR	FIRST ISSUE	BV	BV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

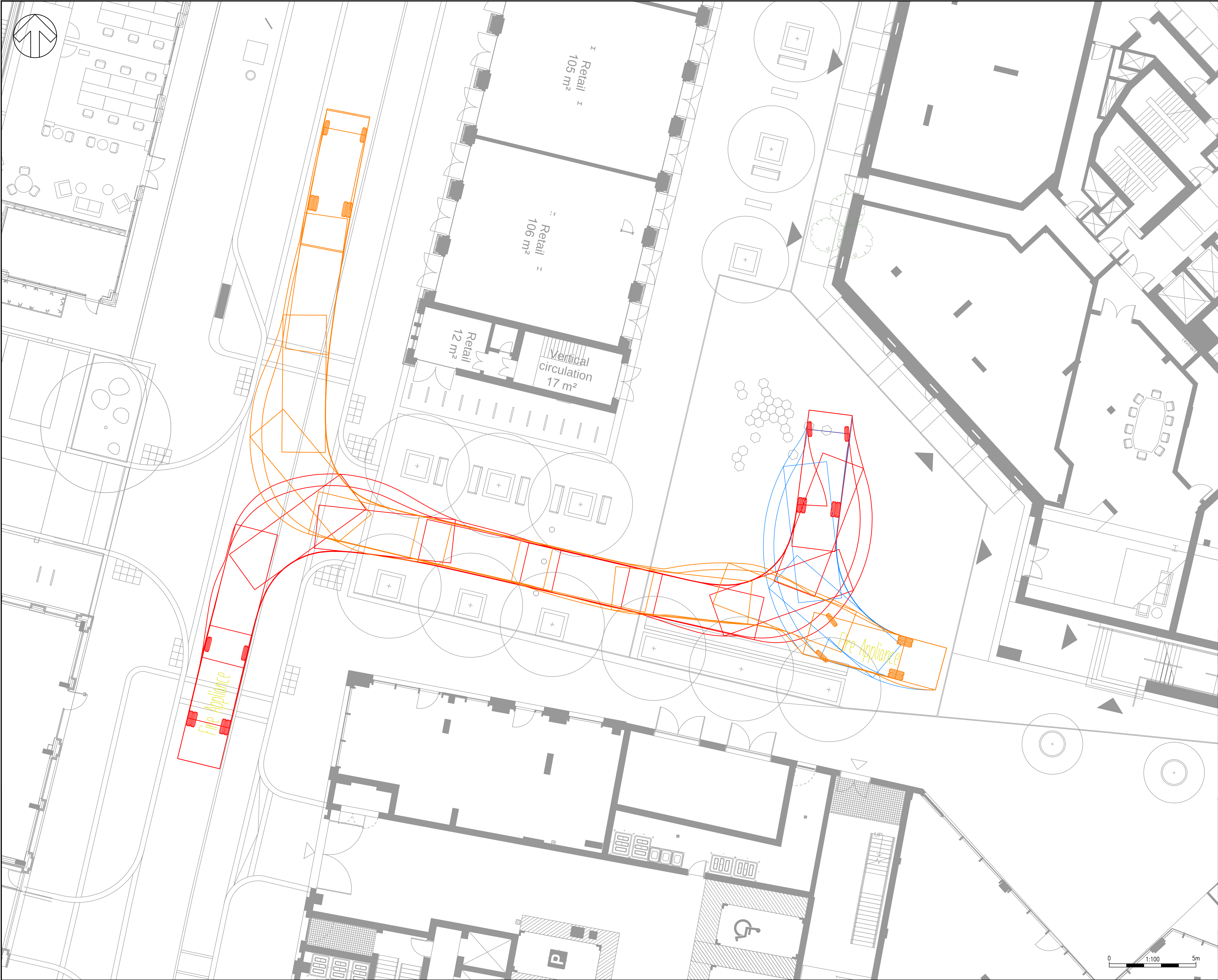
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: CAR PARK TRACKING
SWEEP PATH ANALYSIS

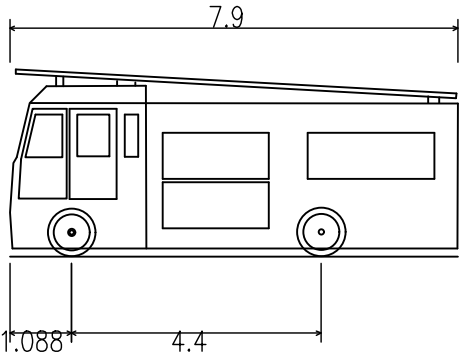
SCALE @ A1: 1:100	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: SD
	DATE: NOV 22	

DRAWING NO: 70094918-TP-SK-001	REV: P05
-----------------------------------	-------------

© WSP UK Ltd



DO NOT SCALE



Fire Appliance	7.900m
Overall Length	2.500m
Overall Width	3.304m
Overall Body Height	0.144m
Min Body Ground Clearance	2.450m
Max Track Width	6.00s
Lock to lock time	8.350m
Wall to Wall Turning Radius	

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P03	19/10/2022	DB	UPDATED ARCHITECT'S LAYOUT	ST	ST
P02	07/09/2022	MR	UPDATED ARCHITECT'S LAYOUT	ST	ST
P01	03/08/2022	MR	FIRST ISSUE	BV	BV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

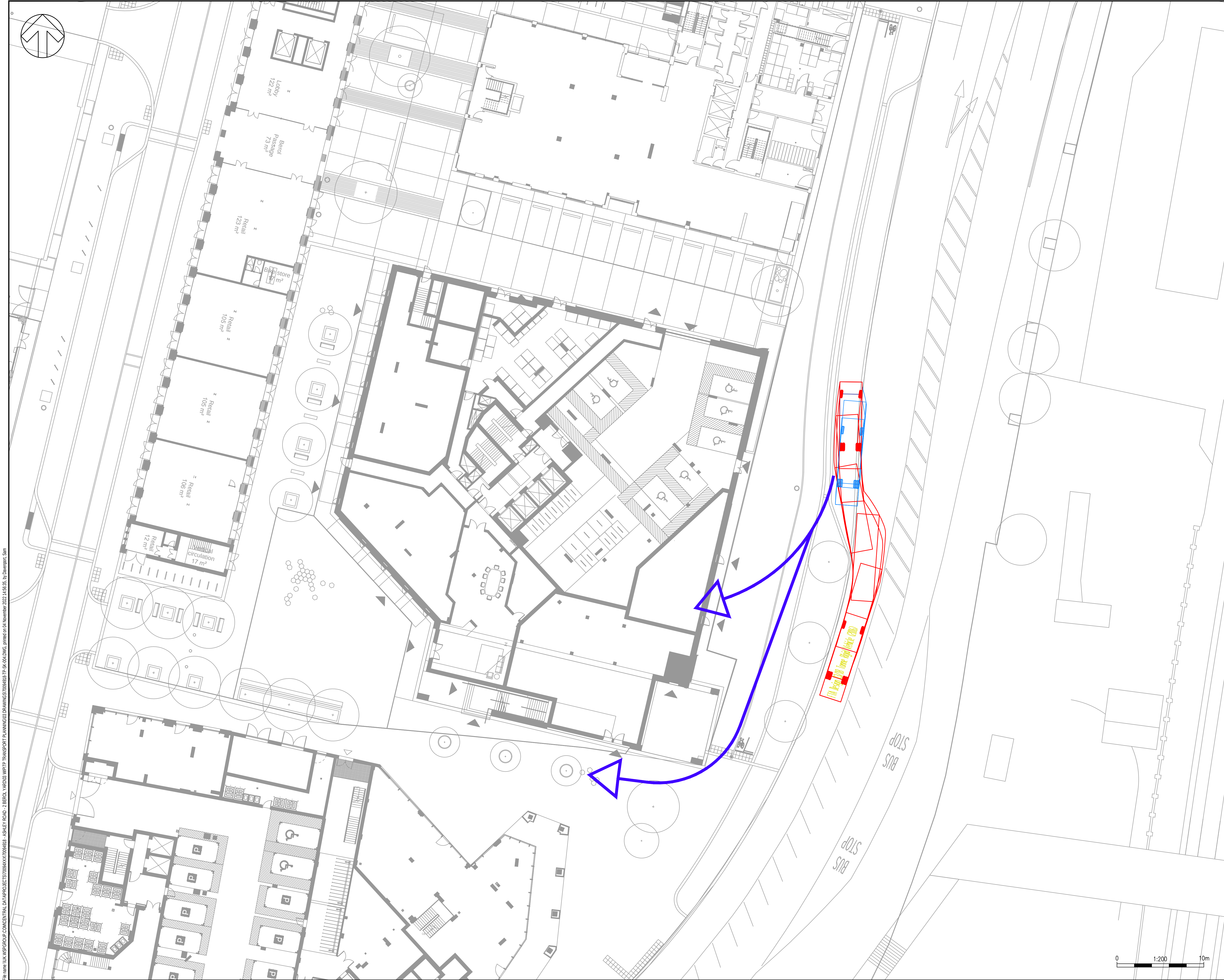
ARCHITECT:

SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

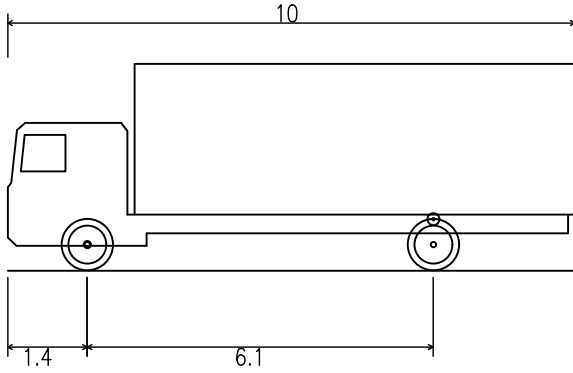
TITLE: FIRE TENDER TRACKING
SWEEP PATH ANALYSIS

SCALE @ A1:	1:100	CHECKED:	ST	APPROVED:	ST
PROJECT NO:	70094918	DESIGNED:	SD	DRAWN:	MR
DATE:	NOV 22	REV:	P03		
DRAWING NO:	70094918-TP-SK-002				

© WSP UK Ltd



DO NOT SCALE



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P02	04/11/2022	MR	UPDATED ARCHITECT LAYOUT	ST	ST
P01	19/10/2022	MR	FIRST ISSUE	ST	ST
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

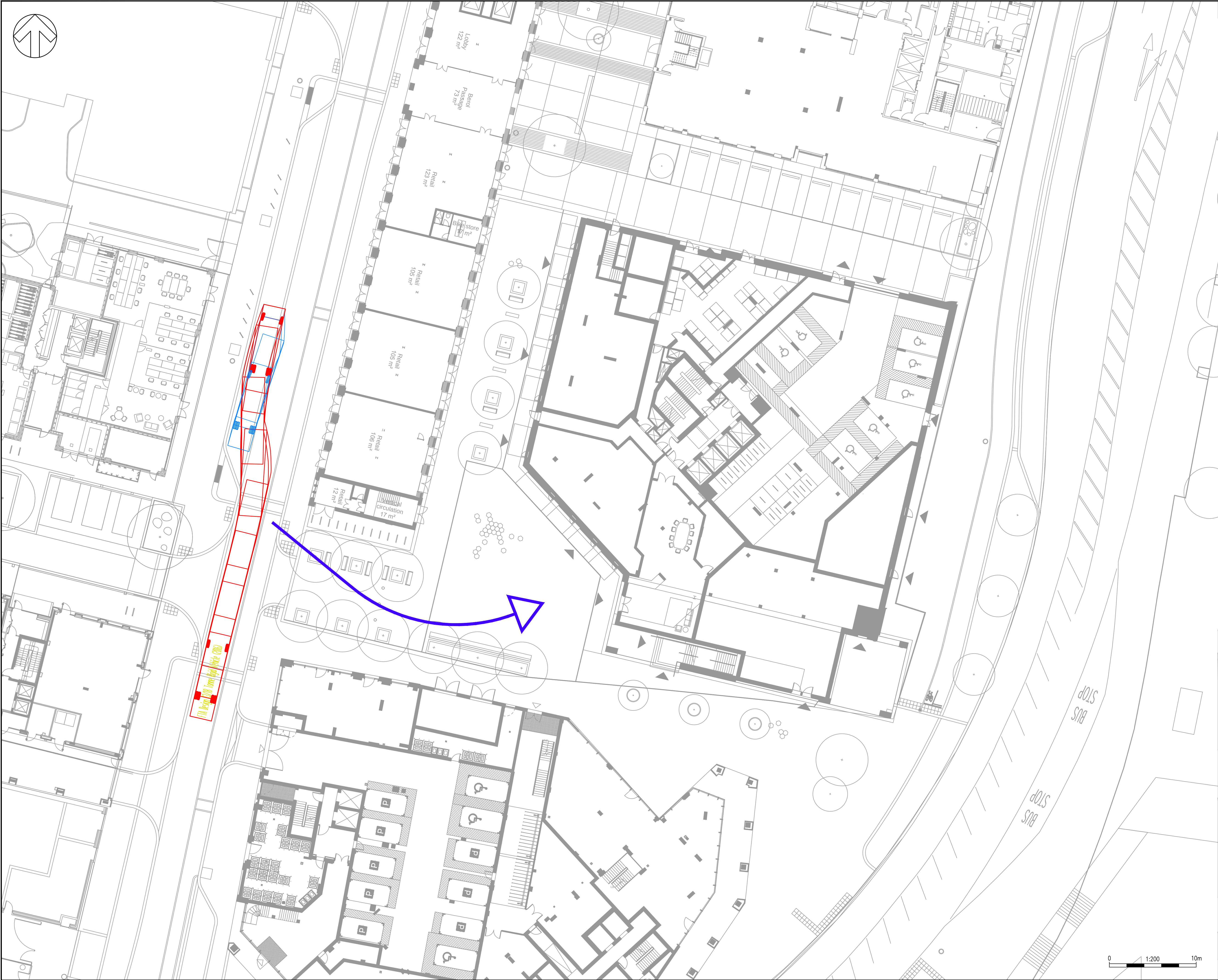
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: 10m RIGID DELIVERY VEHICLE TRACKING
SWEEP PATH ANALYSIS

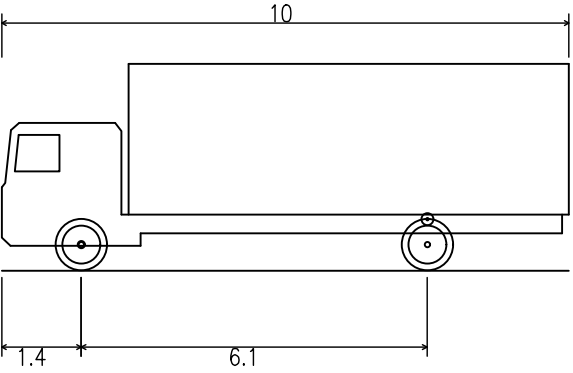
SCALE @ A1: 1:200	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: SD DATE: NOV 22

DRAWING NO: 70094918-TP-SK-004	REV: P02
--------------------------------	----------

© WSP UK Ltd



DO NOT SCALE



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

THIS PROVISIONAL PRELIMINARY DESIGN IS FOR GUIDANCE PURPOSES ONLY. WSP ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, EXPENSES OR COST INCURRED AS A RESULT OF RELYING ON THE INFORMATION PROVIDED IN THE DESIGN APPRAISAL ESTIMATE. THE APPRAISAL ESTIMATE WAS DERIVED FROM A MIXTURE OF THIRD PARTY INFORMATION AND THE APPLICATION OF WSP'S REASONABLE SKILL AND CARE, BUT MAY BE SUBJECT TO OTHER SUCH INFORMATION AND VARIATIONS OF WHICH WSP IS UNAWARE. THE DESIGN APPRAISAL ESTIMATE SHOULD NOT BE RELIED UPON FOR TENDER OR PROCUREMENT PURPOSES. FOR ACCURATE ADVICE A DETAILED DESIGN SHOULD BE CARRIED OUT AT THE APPROPRIATE DESIGN STAGE, THEREFORE, USE OF THE INFORMATION IS ENTIRELY AT YOUR OWN RISK.

P02	04/11/2022	SD	UPDATED LAYOUT	ST	ST
P01	19/10/2022	MR	FIRST ISSUE	ST	ST
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BERKELEY SQUARE DEVELOPMENTS TOTTENHAM HALE LTD

ARCHITECT:

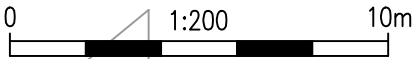
SITE/PROJECT: ASHLEY ROAD - 2 BEROL YARD

TITLE: 10m RIGID DELIVERY VEHICLE TRACKING
SWEEP PATH ANALYSIS

SCALE @ A1: 1:200	CHECKED: ST	APPROVED: ST
PROJECT NO: 70094918	DESIGNED: MR	DRAWN: SD
		DATE: NOV 22

DRAWING NO: 70094918-TP-SK-005	REV: P02
--------------------------------	----------

© WSP UK Ltd





WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

PUBLIC