

Phase 1b and 2 Delivery and Servicing Plan

St Ann's New Neighbourhood

1 December 2023

Prepared for

Peabody Trust, Catalyst by Design and Hill Residential Limited



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Project Number: 22398

Doc Number: DSP

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft	BRG	JB	EJ	JB	21/07/23
B	Final	BRG	JB	EJ	JB	22/11/23
D	Final	BRG	JB	EJ	JB	27/11/23

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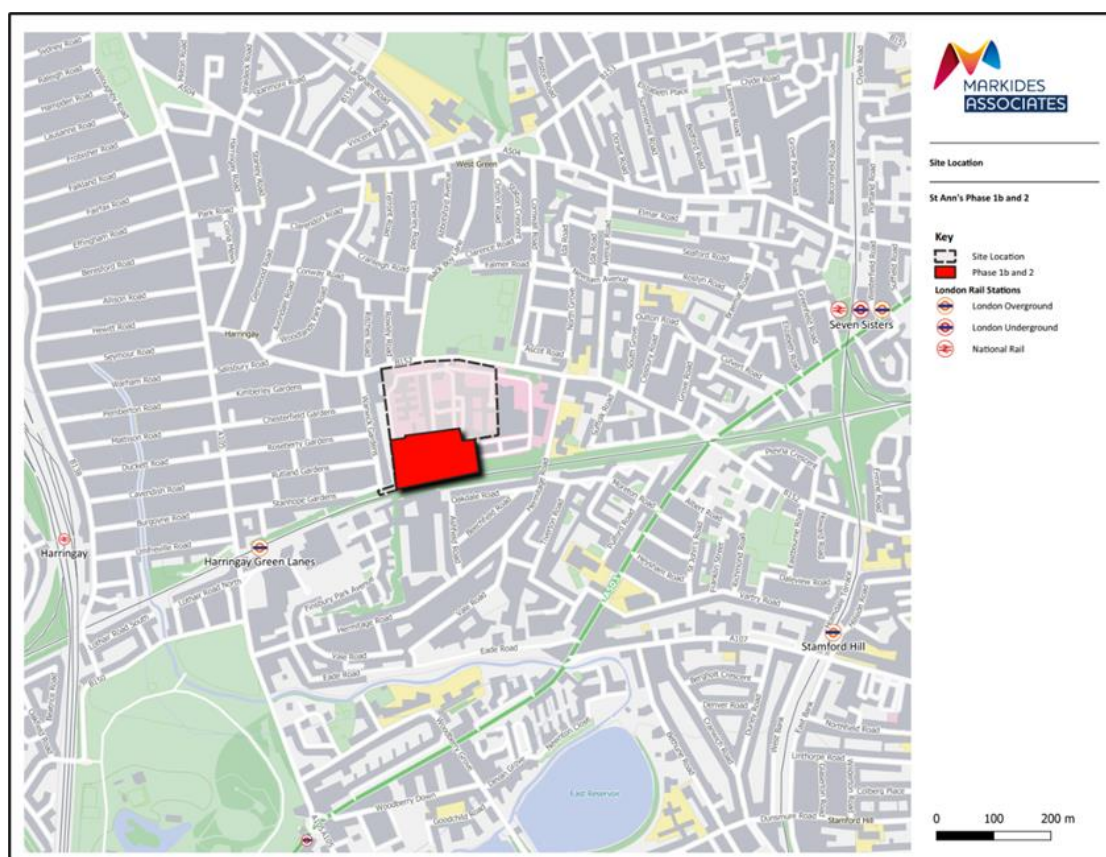
Drawing 22398-MA-XX-XX-DR-C-7000 – Refuse Vehicle
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Drawing 22398-MA-XX-XX-DR-C-7020 – 10m Rigid
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1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates (MA) has been commissioned by Peabody Trust, Catalyst by Design and Hill Residential Limited (hereafter both referred to as 'the applicant') to prepare this Delivery and Servicing Plan (DSP) in support of the application to redevelop part of the St Ann's Hospital (the Site). A hybrid planning consent has been granted for the proposals which had an outline DSP as part of the submission, this DSP is based on the previous document and forms a reserved matter for phases 1b and 2 of the development.
- 1.1.2 The site falls within the administrative authority of the London Borough of Haringey (LBH) who act as both the planning and highway authority.
- 1.1.3 The site is located to the south of St Ann's Road in Haringey, N15 3TH ('the site'). The site is located to the south of St Ann's Road, Haringey ('the site'). To the south the site is bounded by the Overground railway line, with residential dwellings to the west and the remainder of St Ann's Hospital to the east. **Figure 1.1** shows the Site location which is reproduced at scale at the end of this report.

Figure 1.1 Site Location Plan



1.2 The Proposed Development

- 1.2.1 This DSP forms part of reserved matters application for phases 1b and 2 of the development.
- 1.2.2 **Table 1.1** shows the Proposed Development for Phases 1b and 2 in greater detail, consisting of the construction of 464 residential dwelling and the provision of 99.3sqm of non-residential floorspace (Use Class E).

Table 1.1 Development Proposals

Phase	Block	No Units	Commercial (GIA)
Phase 1b	E	14	
	F	113	
	G	67	99.3sqm
Phase 2	H	156	
	J	114	
Total		464	99.3sqm

- 1.2.3 This DSP has been produced in accordance with the Hybrid Planning permission Annex 1 which requires a DSP to be submitted as part of each RMA.

1.3 DSP Policy Context and Guidance

London Plan (2021)

- 1.3.1 Policy T7 of London Plan '*Deliveries servicing and construction*' states that "*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.*" Furthermore, development proposals "*should facilitate safe, clean and efficient deliveries and servicing,*" as well as providing adequate space for servicing and storage.
- 1.3.2 In terms of the location of deliveries, these "*should be made off-street, with on-street loading bays only used where this is not possible,*" while in terms of timing of deliveries, "*developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time.*"
- 1.3.3 Policy T7 makes clear that DSPs should include measures to minimise the instances of missed deliveries, such as the provision of "*large letter or parcel boxes and concierges accepting deliveries.*"

TfL DSP Guidance: Planning for Safe, Clean and Efficient Freight in London

- 1.3.4 Transport for London (TfL) have also produced a guidance document to help formulate a DSP stating that they can be used to:

- Implement adequate delivery and service provision for a site;
- Ensure day to day delivery and servicing is managed over time; allowing for continuous improvement as conditions change;
- Help reduce the disruption and environmental impact produced by delivery; and
- Forecast trip rates for the site.

Haringey Sustainable Design and Construction SPD (March 2013)

- 1.3.5 The Sustainable Design and Construction SPD provides guidance on how development in Haringey should be designed to ensure that it is as sustainable as possible. It includes guidance on waste management and requires that, *"if waste collection vehicles are required to leave the public highway to make collections then it must be possible to enter the sites and leave in forward gear. Safe turning facilities such as hammerheads must be provided within the confines of the site."*

1.4 DSP Requirement, Status and Scope

- 1.4.1 As set out above, the requirement for the planning application to be supported by a DSP has been established in regional policy.
- 1.4.2 This DSP acknowledges that the management of deliveries is a constantly evolving process and identifies the wider strategies that site occupants will adopt. This DSP also considers the impact of delivery and servicing over time – once the site has been completed.
- 1.4.3 The focus of the DSP is on strategies associated with the residential and commercial elements of the development proposals as these will generate the most delivery movements. The movements for the commercial elements are likely to be regular and planned, enhancing the chance of success of the DSP.
- 1.4.4 The management of residential deliveries is more problematic given their frequency is varied both in terms of operator and time. The DSP will however identify where residential delivery movements can be safely accommodated, including refuse collection and identify measures to improve efficiency.

1.5 Objectives

- 1.5.1 The purpose of this DSP is to inform the Local Authority how the applicant will manage service vehicle trips to and from the development in order to minimise the impact on the local and surrounding public highway.
- 1.5.2 The following objectives are identified as relevant and achievable:
- 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.

1.6 Report Structure

1.6.1 Following this introductory section, this DSP report is set out as follows:

- **Section 2** describes the delivery and service vehicle access to the site;
- **Section 3** summarises a breakdown of the delivery and service movements for each commercial unit and each residential block;
- **Section 4** identifies the objectives of the DSP; and
- **Section 5** presents the measures proposed to improve the efficiency of delivery and servicing across the site.

2. Delivery and Service Vehicle Access

2.1 Overview

- 2.1.1 Delivery and servicing demands will be generated by all of the proposed land uses. Residential development typically results in deliveries by post, online shopping orders, online food deliveries and refuse collection movements.
- 2.1.2 Commercial development is typically associated with stock replacement and deliveries and waste collection. The development will also generate occasional servicing trips associated with general maintenance.

2.2 Masterplan

Residential Servicing

- 2.2.1 Residential servicing is expected to occur from the private streets within the development. This is considered appropriate for the following reasons:
- The low level of vehicle movements with the site at all times, even during peak hours;
 - It retains as much parking as possible in accordance with LBH comments regarding parking provision;
 - Makes the most efficient use of space; and
 - Maximises the provision of landscaping / public realm.

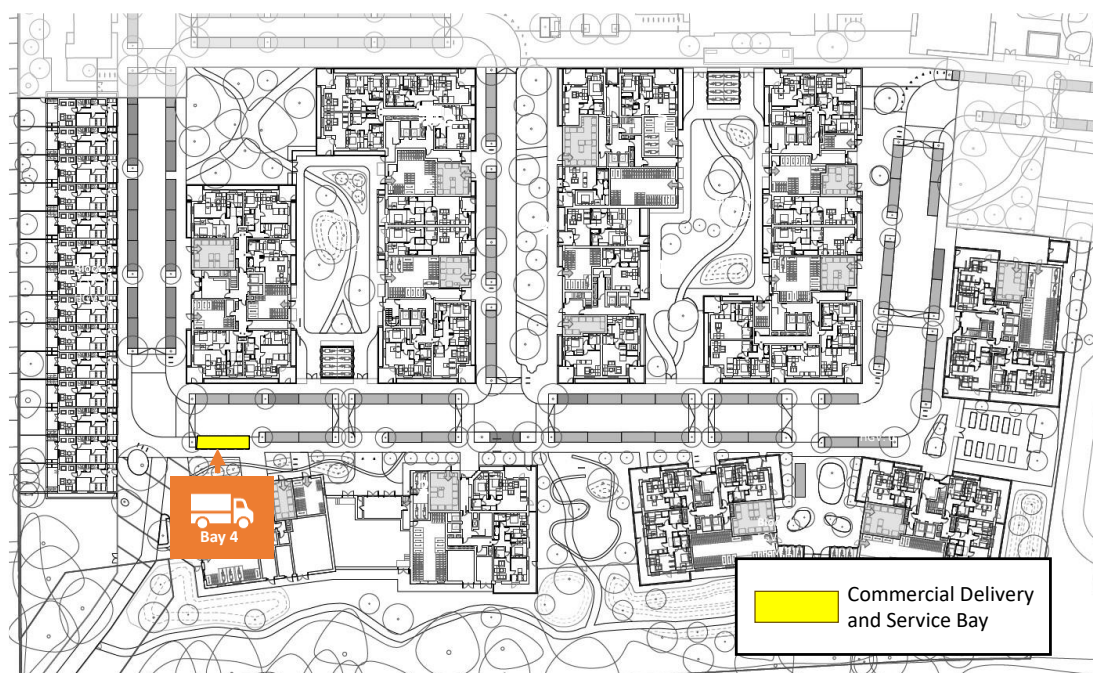
Residential Refuse Collection

- 2.2.2 The refuse collection strategy relies predominantly on refuse vehicles stopping on the private streets within the development. Blocks J1 and J3 are provided with off-street bays to allow refuse vehicles to achieve closer proximity to the blocks within those stores. **Figure 2.1** shows the locations of these off-street refuse bays.
- 2.2.3 Vehicle tracking for the off-street refuse bay are provided in Drawing No's 22398-MA-XX-DR-C-7000 and 22398-MA-XX-DR-C-7001.

Non-Residential Servicing

- 2.2.4 Non-Residential servicing for Phase 1b and 2 is to take place from a bay intended to serve Block G. This bay is shown as Bay 4 shown in **Figure 2.1** at the south of the site. This will serve as one of five bays provided across the whole development.

Figure 2.1 Non-Residential Loading Bay Locations



2.2.5 Vehicle tracking for the non-residential delivery bay has been undertaken as set out below:

- Drawing No 22398-MA-XX-XX-DR-C-7020 – 10m Rigid.
- Drawing No 22398-MA-XX-XX-DR-C-7021 – 7.5t Box Van.

Commercial Refuse Collection

2.2.6 Commercial waste will be stored by the tenants within their own demise, with all tenants encouraged to ensure recyclable and non-recyclable waste streams are separated adequately, until the point it reaches capacity where it will then be transferred to a collection point by the tenant. Private contractors appointed by the facilities management team will then collect the commercial waste.

2.2.7 The private commercial waste collection will occur from the loading bays provided within the site in close proximity to the commercial uses.

3. Delivery and Servicing Movements

3.1 Introduction

- 3.1.1 Through the low parking ratio, design of the site, and transport policies, the development aims to ensure that the majority of trips to the site are via sustainable modes. However, servicing and deliveries at the development will generate some additional vehicle traffic.
- 3.1.2 The number of delivery and servicing trips expected to be generated by the site are discussed below.

3.2 Commercial Delivery and Service Trips

- 3.2.1 Within Phase 1b and 2, the non-residential use is located in block G1. The use of the non-residential units are flexible, in line with the Hybrid Permission. At this stage tenants for the unit in Block G are unknown, therefore this DSP continues the assessment as approved under the Hybrid Application. The floorspaces is 99.5sqm.
- 3.2.2 The floors area of the unit has been used for the delivery/service vehicle trip generation analysis for phases 1b and 2. Using the same TRICS assessments and trip generation as the Hybrid application, **Table 3.1** shows the split of commercial LGV/HGV trips for the Non-residential unit in Block G.

Table 3.1 Predicted Commercial Delivery and Service Vehicle Trips (HGV's)

Block	AM Peak Hour		PM Peak Hour		Daily Trips	
	OGV	LGV	OGV	LGV	OGV	LGV
Block G	0	0	0	0	0	2
No. of Trips	0	0	0	0	0	2
Total Trips	0		0		2	
Number of Vehicles	0	0	0	0	0	1
Total Vehicles	0		0		1	

Differences are observed due to rounding

- 3.2.3 The table above shows that the commercial unit in Phases 1b and 2 are expected to generate 0 commercial trips in the AM peak, 0 in the PM peak and only 2 trips across the day. 100% of deliveries are expected to be by LGV's.

3.3 Residential Delivery / Service Trips

- 3.3.1 Using the same TRICS assessment, and trip generation as the Hybrid Application **Table 3.2** shows the anticipated number of residential servicing vehicles for each Block within Phases 1b and 2.

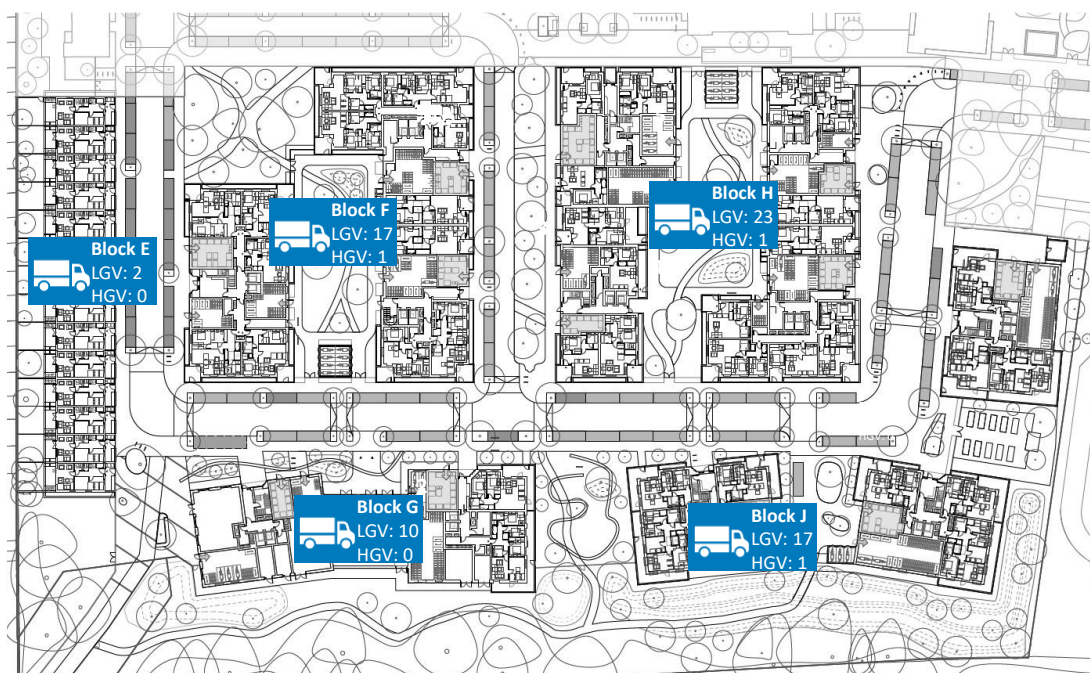
Table 3.2 Predicted Residential Delivery and Service Vehicle Trips

Block	AM Peak Hour		PM Peak Hour		Daily Trips	
	OGV	LGV	OGV	LGV	OGV	LGV
E	0	0	0	0	0	4
F	0	2	0	0	1	34
G	0	1	0	0	1	20
H	0	3	0	0	2	47
J	0	2	0	0	1	33
No. Of Trips	0	8	0	0	12	138
Total Trips	8		0		150	
No. of Vehicles	0	4	0	0	6	69
Total Vehicles	4		0		75	

Differences are observed due to rounding

- 3.3.2 There are expected to be a total of 8 servicing vehicle trips in the AM peak, 0 servicing vehicles trips in the PM peak and 150 vehicle trips over the course of a day.
- 3.3.3 **Figure 3.1** below shows the number of delivery and serving vehicles across the day for Phases 1b and 2 graphically by block.

Figure 3.1 Block Layout – No. Vehicles a Day



4. Delivery and Servicing Management Plan Measures and Monitoring

4.1 Overview and Scope

- 4.1.1 This section outlines a number of measures that the future occupants will be encouraged to implement as part of their ongoing operation to manage their delivery and service demands.
- 4.1.2 It is recognised that residential deliveries will occur on an ad-hoc basis. As such, these trips cannot be effectively regulated or consolidated.

4.2 DSP Responsibility

- 4.2.1 The responsibility for all aspects of the DSP will fall within the remit of the respective residential and commercial Travel Plan Co-ordinators (TPC).
- 4.2.2 The operations on site are anticipated to be managed long-term by Peabody (and/or any managing agents) and it is envisaged that they will fulfil the role of the Residential TPC. Any commercial organisation which leases any of the non-residential space will, depending on the size, nominate either their own TPC or a Travel Plan Champion (TPCh).

4.3 Residential Measures

- 4.3.1 It is expected that residents will be required to inform the TPC/Estate management about any deliveries that will cause disruption for extended periods of time such as receiving oversized deliveries or when moving home. This will allow the TPC to agree with residents an appropriate time to arrange these deliveries outside of peak periods – particularly peak periods demanded by commercial units. This arrangement will be detailed in the residential Welcome Pack produced as part of the TP.
- 4.3.2 As parking spaces within the site are not allocated for specific units, there is the scope to suspend parking for a number of hours to accommodate removal lorries if required. Furthermore, the refuse bays close to Blocks G1, G2 and J1 can be made available for removals lorries at certain times, by prior arrangement, as could the areas of hard public realm north of Block H.

4.4 Flexible/Commercial

Location of Deliveries

- 4.4.1 Commercial occupants will be informed of the location where delivery and servicing activity should occur, including turning movements, and any restrictions that are in place. A map showing loading and unloading locations will be included in communications with the supplier prior to granting tenancy / sub-lease.
- 4.4.2 The occupants will then be requested to inform their appointed agents prior to accessing the site.

Timing of Deliveries

- 4.4.3 Commercial occupants will be encouraged to manage deliveries so that they occur outside of network peak periods, thereby removing the additional contribution to local congestion.
- 4.4.4 Furthermore, should demand dictate, the TPC will consider the implementation of a delivery management system that all commercial occupiers would use to centrally book available delivery slots to ensure there is not a clustering of deliveries occurring at the same time.

Consolidation and Backloading

- 4.4.5 Consolidation is the act of transporting several part loads in one vehicle to reduce the number of required journeys or by adopting backloading where spare capacity on vehicle return legs is utilised.
- 4.4.6 The TPC will encourage the commercial occupants to consolidate and/or backload as much as possible and/or use delivery agents that adopt such a practice.
- 4.4.7 The TPC will also investigate if there is potential to backload across the different operators.

Encourage Best Practice Among Delivery Agents

- 4.4.8 As part of the DSP, the TPC will encourage future occupants to use delivery agents that are members of a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS) and investigate whether deliveries and collections to the site can be undertaken using electric or hybrid vehicles or even cargo bikes.
- 4.4.9 FORS helps suppliers across London to be safer, greener and more efficient with organisations needing to fulfil certain criteria to gain membership.
- 4.4.10 The TPC will also encourage occupants to request that drivers of regular deliveries to the site should undertake some form of cyclist awareness training.
- 4.4.11 Procurement will ensure suppliers are engaged with sustainability and look to reduce their impact on the environment, use safe practices and vehicles, reduce costs through efficient freight movement and agree to specific routeing to and from the site.

4.5 Monitoring and Reporting

- 4.5.1 A baseline survey will be carried out to monitor the delivery and service vehicle activity generated by the site. Subsequent surveys will occur annually on the anniversaries of the baseline survey, in conjunction with surveys undertaken for the Travel Plan.
- 4.5.2 The survey will record the following information:
- The number of deliveries to the site.
 - The vehicle classification.
 - The arrival time.

- The length of stay.
 - The set down area from which the delivery/collection is made.
 - The purpose of the trip including item description.
 - Whether the supply company is a member of any best practice scheme, such as FORS.
- 4.5.3 The results of the surveys, along with matters raised during stakeholder meetings and the measures that have been implemented to address them, will be reported to LBH / TfL via monitoring reports.
- 4.5.4 Good practice from TfL details the problems that are typical of the data collection process, many of which are likely to be experienced at this site. **Table 4.1** summaries these along with suggested solutions.

Table 4.1 Data Collection Problems and Solutions

Problem	Solution
No central receiving point – goods are received on an ad-hoc or individual basis.	Ask staff to record details of the deliveries they receive and collate all the information at the end of the survey period.
Staff unwilling to accurately or diligently record information on the nature of all delivery and servicing activities.	Early engagement of staff to help them understand the advantages of freight related activity. Implement dedicated data collection process for a specified period of time.
Lack of resources to collate the information coming from disparate parts of the organisation/development.	Early engagement with scenario management to promote the benefits of a DSP.

5. Summary and conclusions

5.1 Summary

- 5.1.1 This DSP sets out the measures for Phases 1b and 2 of St Ann's redevelopment commercial operators have not yet been identified and the same assumptions as used in the Hybrid Application have been applied.
- 5.1.2 In relation to the residential element of the proposals:
- Prior to occupation of the scheme, materials for the resident's Welcome Packs that include enough information for residents to order deliveries appropriately to the site.
 - Following occupation of the scheme and in tandem with the Residential Travel Plan, a site survey to identify the level of delivery trips to the site.

5.2 Conclusions

- 5.2.1 This DSP has been produced to generate an understanding of the delivery and servicing proposals on the site for St Ann's Hospital Redevelopment. In addition, this DSP identifies how delivery/service vehicle movements will be managed and confirms that all deliveries can be accommodated on site. The site will be managed by Peabody or their appointed managing agent and the TPC will work closely with occupiers to ensure the DSP fits within the wider Estate Management Strategy.
- 5.2.2 The developer will try to reduce the level of delivery and service vehicle trips through a number of measures including integration between the TPC and the delivery companies, consolidation and backloading.
- 5.2.3 It has been illustrated that the development proposal will not generate a significant number of delivery/servicing movements during peak hours.

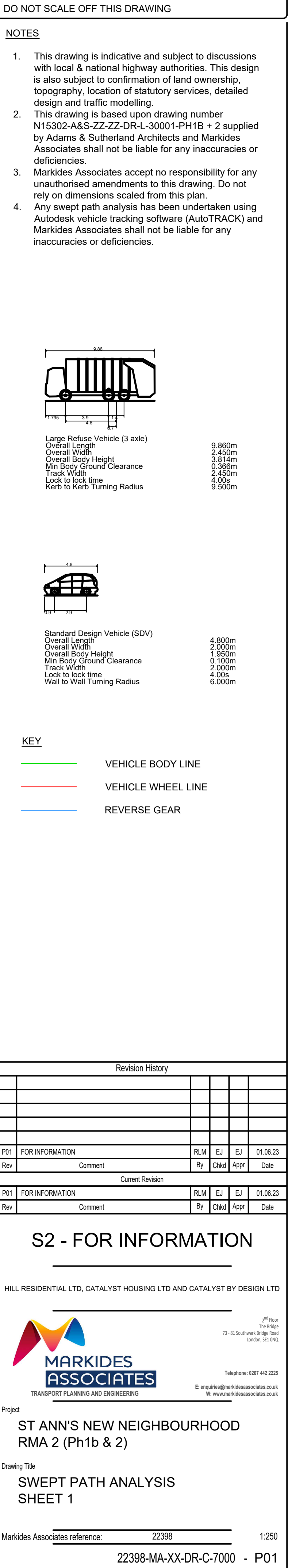
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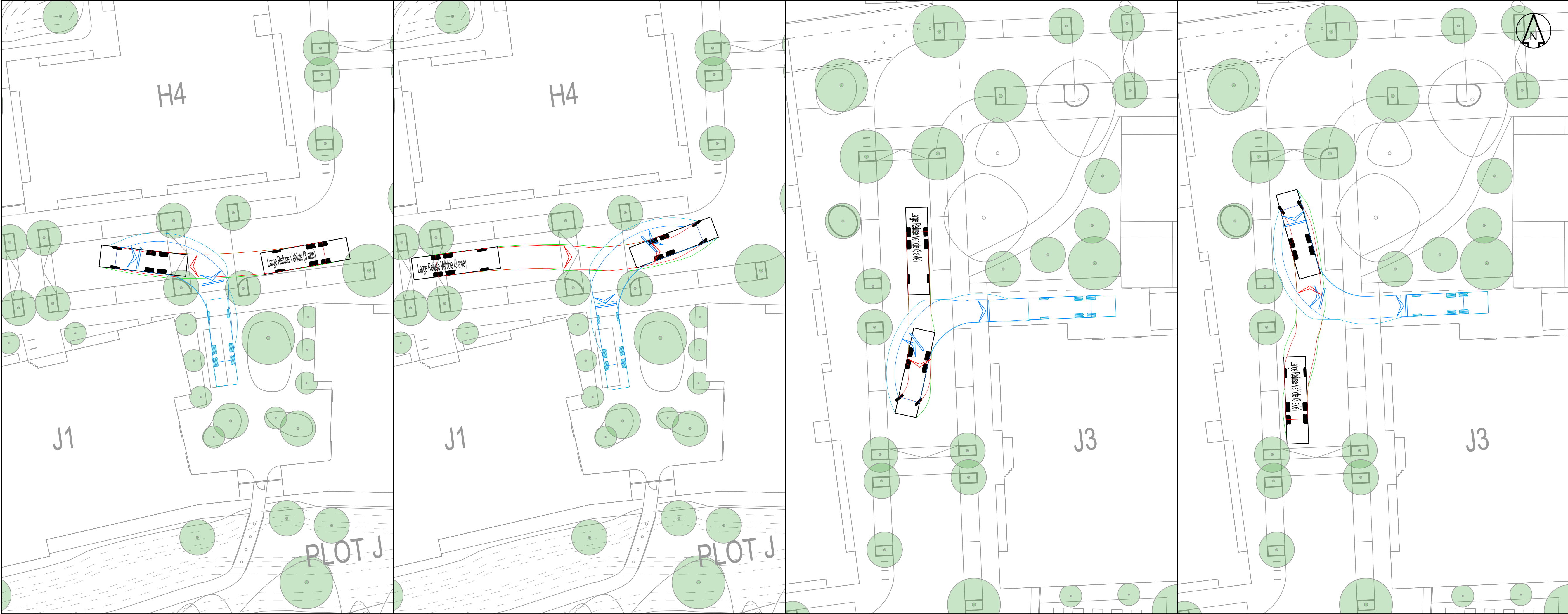
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Drawing No 22398-MA-XX-XX-DR-C-7001 – Refuse Vehicle

Drawing No 22398-MA-XX-XX-DR-C-7020 – 10m Rigid

Drawing No 22398-MA-XX-XX-DR-C-7021 – 7.5t Box Van

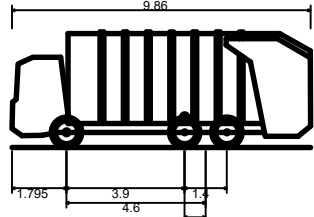




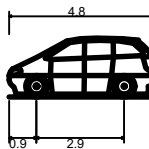
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Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kurb to Kurb Turning Radius 9.500m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 6.00s
Wall to Wall Turning Radius 6.000m

KEY

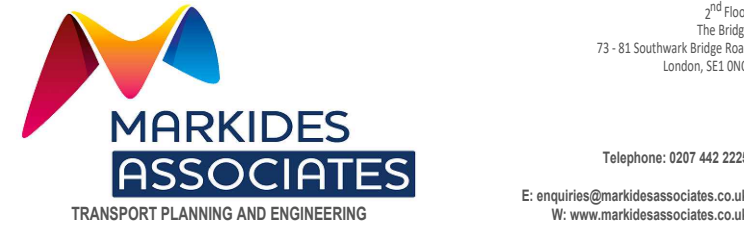
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- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project
ST ANN'S NEW NEIGHBOURHOOD
RMA 2 (Ph1b & 2)

Drawing Title
SWEPT PATH ANALYSIS
SHEET 2

Markides Associates reference: 22398 1:250

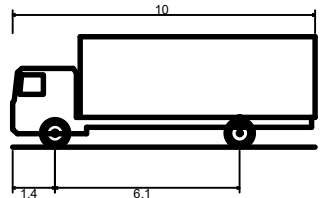
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FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

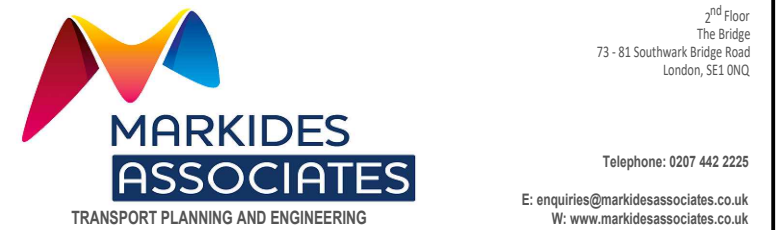
KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

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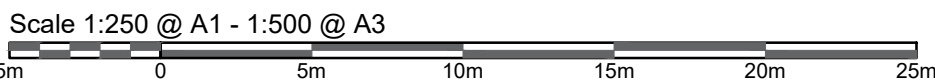


Project
ST ANN'S NEW NEIGHBOURHOOD
RMA 2 (Ph1b & 2)

Drawing Title
SWEPT PATH ANALYSIS
10m RIGID

Markides Associates reference: 22398 1:250

22398-MA-XX-DR-C-7020 - P01

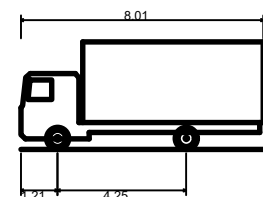




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7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.084m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

KEY

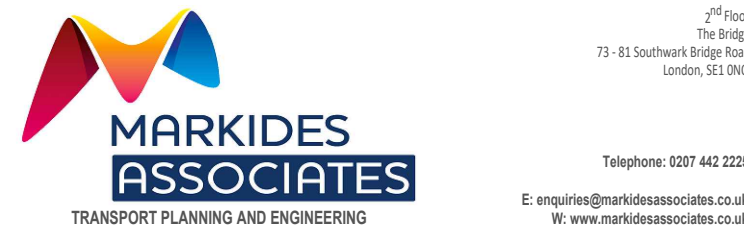
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- REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	RLM	EJ	EJ	01.06.23
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project
ST ANN'S NEW NEIGHBOURHOOD
RMA 2 (Ph1b & 2)

Drawing Title
SWEPT PATH ANALYSIS
7.5t BOX VAN

Markides Associates reference: 22398 1:250

22398-MA-XX-DR-C-7021 - P01

Scale 1:250 @ A1 - 1:500 @ A3
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