



AG Hondo Pope's Road BV

**Pope's Road, Brixton,
London Borough of Lambeth**

Framework Delivery and Servicing Plan

July 2020

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1 INTRODUCTION

1.1 Caneparo Associates Limited has been appointed by AG Hondo Pope's Road BV ('the Applicant') to provide traffic and transportation advice in relation to the servicing strategy for the redevelopment of a site at Pope's Road, Brixton (the 'Development') in the London Borough of Lambeth (LBL).

1.2 In April 2020, a planning application (LPA Ref: 20/01347/FUL) was submitted to the London Borough of Lambeth (LBL) seeking the redevelopment of the site. This Framework Delivery and Servicing Plan (DSP) has been prepared following the submission of a DSP with the original planning application, with this DSP taking account of the amendments to the development proposals. The amended description of development is as follows:

"Demolition of existing building and erection of a part G + 19, part G + 8 storey building comprising flexible A1/A3/B1/D1/D2 uses at basement, ground and first floor, restaurant use (A3) at floor 8 and B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works."

1.3 A copy of the relevant Architect's layout plans is included at **Appendix A**.

1.4 This DSP outlines the way in which servicing of the Development will be undertaken, including how goods will be delivered and how refuse will be stored and collected. It is a 'live' document and should therefore be continually reviewed and updated whenever material changes are made that affect the day to day operation of the Development with regards to servicing and waste management.

1.5 This DSP has been prepared to act as a Framework document for the Development as a whole. Once the Development proceeds through the construction and occupation process, this document will be used to produce separate final DSPs for the various elements / uses of the Development as appropriate / necessary.

1.6 This document has been prepared following discussions held with the Applicant, Market Operations Manager and the private waste contractor, as well as detailed site visits and feedback from LBL on the management of the existing Brixton Village and Market Row sites, which are owned and operated by the same Applicant.



Policy Context

The New Draft London Plan (Intend to Publish Version, December 2019)

1.7 Though still in draft format, the London Plan is regarded as a material consideration and has been applied to the DSP. Paragraph 3.3.17 states the following: *“New developments should be designed and managed so that deliveries can be received outside of peak hours and if unnecessary in the evening or night-time without causing unacceptable nuisance to residents. Appropriate facilities will be required to minimise additional freight trips arising from missed deliveries.”*

1.8 Policy T7 Deliveries, servicing and construction states at Point G:

“Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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.”

1.9 Point H of Policy T7 also states:

“Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time.”

Mayor’s Transport Strategy (March 2018)

1.10 The Mayor’s Transport Strategy states at Proposal 15 states that:

“The Mayor, through TfL, will work with businesses and the freight and servicing industry to reduce the adverse impacts of freight and servicing vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.”

Lambeth Local Plan (September 2015)

1.11 The adopted Lambeth Local Plan states the following at paragraph 8.29: *“Servicing provision is essential to the viability of commercial developments. Servicing, including waste collection facilities, must be provided on-site and vehicles must be able to pull clear of the public highway without causing obstruction, unless it is clearly demonstrated that it cannot be accommodated and adequate justification is provided for this.”*



Draft Lambeth Local Plan (Proposed Submission Version, January 2020)

1.12 Though still in draft format, the draft Lambeth Local Plan has been regarded as a material consideration and has been applied to this document.

1.13 Policy T8 Servicing states the following:

"b) New development, and in particular, non-residential and mixed-use development, will only be permitted where adequate provision is made for servicing appropriate to the scale, form and location of the proposed development, including provision for commercial vehicles, ensuring that it is appropriate and acceptable in terms of impact on amenity of adjacent properties and road and traffic conditions of the location. Off-site consolidation to reduce the number of deliveries should be considered for larger developments or where access to the site is constrained. Innovative local delivery and last mile logistics approaches should be considered to further reduce traffic impacts and emissions and minimise potential conflict with vulnerable road users.

c) Servicing should take place off-street within the development site. Where evidence is presented that this is not possible and it is demonstrated that servicing can take place from the public highway the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any loading bay, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues.

d) Planning applications for developments where the delivery/servicing requirements are of a nature where the type or number of trips generated is considered to be likely to have a significant impact on the adjoining public highway should be supported by a delivery and servicing plan."

Objectives

1.14 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.

1.15 The DSP includes measures to ensure servicing is undertaken efficiently and successfully, with vehicle activity recorded and monitored. 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.



1.16 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.

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

- Ensure that, where possible, deliveries are planned so as to avoid multiple arrivals at any one time, reducing the impact on the public highway.
- 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 for the minimum time necessary, in order to ensure that loading opportunities are available for incoming vehicles whenever possible.
- Reduce the number of deliveries where possible through consolidation, shared suppliers and using locally based suppliers.

Benefits

1.18 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 tenants of the Development, including the following:

- Opportunities to consolidate deliveries, saving time and money.
- Improve safety by reducing the number of deliveries and overseeing activity, including goods transfer from point of delivery to final destination.
- 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 to access nearby on-street loading facilities.
- Reduce the potential for having to wait / load / unload illegally on the public highway.
- Reduce congestion and environmental impacts, conversely resulting in improved air quality.
- Improve amenity for users of the Development and the local area through reduced noise, emissions and intrusion from vehicles.



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

- Section 2 - describes the local highway network;
- Section 3 - sets out the servicing arrangements, initiatives and management;
- Section 4 - describes the waste and recycling arrangements;
- Section 5 - details the monitoring and review of the DSP; and,
- Section 6 - provides a conclusion.



2 LOCAL HIGHWAY NETWORK

Pope's Road

- 2.1 Pope's Road lies to the north of the Development and is designated as a pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity is permitted. Outside of these times, loading / unloading can take place, such as early in the morning between 06:00 and 08:00 when the markets open and before the restrictions come into force.

Brixton Station Road

- 2.2 The vehicular section of Pope's Road merges onto Brixton Station Road to the east, which provides one-way eastbound traffic only. Existing market units within the railway arches take frontage onto Brixton Station Road, which provides double yellow line markings on the southern side of the carriageway, while single yellow line markings, parking and loading bays are provided on the northern side of the carriageway.

Valentia Place

- 2.3 Valentia Place which is located to the rear of the Development, provides two way vehicular movement between Brixton Station Road to the north and Coldharbour Lane to the south. The road operates a 20mph speed limit with single yellow line restrictions and parking bays provided on the eastern side of the carriageway. No left turn is permitted onto Brixton Station Road from Valentia Place.

Atlantic Road

- 2.4 Atlantic Road lies to the south of the Development and provides two way traffic between Brixton Road and Coldharbour Lane to the south. The road provides double yellow line restrictions with double yellow blips on both sides of the carriageway. Loading bays are provided on Atlantic Road, permitting loading for a maximum of 30 minutes with no return within 2 hours.



3 SERVICING ARRANGEMENTS, INITIATIVES AND MANAGEMENT

Market Units

Servicing Arrangements

- 3.1 Servicing for the market units at ground and first floor will be undertaken within the servicing area to the rear of the site, accessed via Valentia Place. Goods for the market units will be transferred from the servicing area to the relevant market units, which are accessible at several locations throughout the Development.

Types of Vehicle

- 3.2 The vast majority of deliveries will be undertaken by small to medium sized vehicles with the potential for a slightly larger box van. Suppliers will be encouraged to use smaller vehicles wherever possible. This is not only to minimise the servicing impact of the Development on the highway network, but also in consideration of the more constrained roads that generally exist within the local area.

Servicing Demand and Delivery Schedule

- 3.3 The Development will be operated by the Applicant who has confirmed that the frequency and timing of deliveries will be comparable to the existing market units at Brixton Village and Market Row. Based on the existing markets operated by the Applicant, it is anticipated that the quantum of market units included within the Development will produce approximately 20 deliveries per day.
- 3.4 Due the nature of market operations, most deliveries are expected to be early in the morning and outside the recognised peak hours.

Initiatives of the Plan

- 3.5 The existing Market Operations Manager (MOM) currently oversees servicing and delivery operations for the other markets in the Applicant's ownership. Their role will be extended to include the management of the new market units within the Development.
- 3.6 In order to meet the objectives of the DSP, the following initiatives will be adopted for the market:



- The MOM will issue written / email instructions to all suppliers / market tenants setting out the delivery procedures to be adopted by them. An example of the market tenant and supplier instructions is included at **Appendix B**.
- Suppliers will be encouraged to notify the MOM of their anticipated weekly delivery schedule, including information such as likely arrival days, times, location and estimated duration of stay.
- Deliveries will be encouraged outside of waste / recycling collection times.
- Suppliers / 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 MOM will be responsible for maintaining a log book, including a record of any accidents or near misses and, if necessary / appropriate, will act accordingly so as to avoid the potential for future problems.
- The MOM will be responsible for the smooth and efficient operation of the DSP for the markets.

Office Use

Servicing Arrangements

- 3.7 Servicing for the office use of the Development will take place within the service yard to the rear of the Development, which takes access from Valentia Place as in the existing situation. The service yard is currently used by the existing tenants for deliveries and refuse collection for the existing use on the site, with an established right of access in place to facilitate servicing and refuse collection for the new office use.
- 3.8 The service yard provides sufficient space for multiple vehicles (including three 7.5t box vans) to load/unload simultaneously, as well as a large refuse vehicle to enter the yard in forward gear, turn and exit in forward gear. This has been demonstrated on the swept path analysis included at **Appendix C**.



Types of Vehicle

- 3.9 The vast majority of deliveries will be undertaken by small to medium sized vehicles with the potential for a slightly larger vehicle such as a 7.5t box van. Suppliers will be encouraged to use smaller vehicles wherever possible.

Servicing Demand and Delivery Schedule

- 3.10 Access to the service yard will be provided throughout the day. It is anticipated that the office use will generate approximately 55 deliveries per day. To increase the efficiency of servicing, 50% consolidation of office deliveries will be targeted, therefore reducing the number of daily office deliveries to 28.

Standalone Restaurant

- 3.11 Deliveries to the standalone restaurant will be from the rear of the Development via Valentia Place given the proximity to the back of house area and goods lift to transfer items up to the 8th floor.

Servicing Demand and Delivery Schedule

- 3.12 It is estimated that the standalone restaurant will generate a demand for 3 to 7 deliveries per day, with 5 deliveries being the assessed median, as the end occupier is unknown. As with the office use, the majority of deliveries will be undertaken by small to medium sized vehicles delivering food and beverages and the occasional non-perishable item such as stationery and other dry and cleaning supplies.

Initiatives of the Plan

- 3.13 A member of the Site Management Team (SMT) will be appointed to oversee delivery operations for the office and restaurant element of the Development.
- 3.14 The SMT will be made aware of the servicing patterns and requirements of the office / restaurant occupant(s), to enable them to oversee deliveries and ensure the smooth operation of all servicing activity for the office and restaurant.
- 3.15 The SMT will be made aware (where possible) of all forthcoming deliveries particularly, if / when exceptional activity is planned / expected.



3.16 In order to meet the objectives of the DSP, the following initiatives will be adopted for the office and restaurant:

- The SMT will issue written / email instructions to all tenants and suppliers setting out the delivery procedures to be adopted by them. An example of the office and restaurant tenant and supplier instructions is included at **Appendix D**.
- Suppliers will be encouraged to notify the SMT of their anticipated weekly delivery schedule, including information such as likely arrival days, times, location and estimated duration of stay.
- Suppliers will be required to pre-book delivery slots (max. 30 minutes) with the relevant occupant prior to delivery.
- Deliveries will be encouraged outside of waste / recycling collection times.
- Suppliers / 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 SMT will be responsible for maintaining a log book, including a record of any accidents or near misses and, if necessary / appropriate, will act accordingly so as to avoid the potential for future problems.
- The SMT will operate a warning system whereby failure to abide by the supplier instructions will result in the delivery company receiving a 'strike'. If three strikes are received, the supplier will be replaced.
- The SMT will oversee the consolidation of deliveries the office use, to ensure the number of deliveries made to the Development is maintained at a minimum.
- The SMT will be responsible for the smooth and efficient operation of the DSP for the office and standalone restaurant.

4 WASTE AND RECYCLING ARRANGEMENTS

4.1 This section sets out how waste will be stored and collected for the Development.

Waste Storage and Collection

4.2 A consolidated waste store will be provided for the market, office and restaurant uses within the Development at ground floor level. Access to the store will be provided via the service yard to the rear of the site accessed from Valentia Place, which will be designated for waste collection. Swept path analysis demonstrating a refuse vehicle entering the serviced yard, turning on-site and exiting in forward gear is included at **Appendix C**. The waste store will be maintained, washed down and cleaned regularly by the SMT.

Market

4.3 The market units for the Development will come under the existing markets operated by the Applicant and will therefore benefit from the existing waste collection regime, albeit amended as necessary to accommodate the additional refuse for the Development.

4.4 The day to day operation of the existing markets are overseen by in-house management which includes a team of porters who are responsible for overseeing the storage and collection of waste, as well as keeping the market clean and tidy. The porters will transport waste from each of the units to the waste store provided at the rear of the Development throughout the day.

4.5 Within the market, the porters are responsible for taking away any waste from each market unit using wheeled cages/trolleys for ease of transfer. The porters collect waste continually throughout the day at set times, with the approximate daily schedule as follows in **Table 4.1**:

Table 4.1: Daily Waste Collection Times	
Period	Collection Time
Morning	08:30
	09:30
	10:30
	11:30
Break	
Afternoon	16:30
	17:30
	18:30
Break	
Evening	20:30
	21:30
	23:00

- 4.6 Outside of the set collection times the porters are responsible for the general upkeep of the market, ensuring that it remains swept, free from debris and generally in a good and safe condition.
- 4.7 The amount of waste storage provided for the market units can fluctuate depending on the final agreement within the commercial contract, however, Veolia suggested that the arrangements for the existing Brixton Village / Market Row are replicated, therefore resulting in the provision of 4 x 1,100L bins, 6 x 240L bins and a cardboard baler.
- 4.8 Waste collection for the existing markets is currently undertaken daily at 06:00 from Coldharbour Lane, a short distance from the Development. It is considered that collection for the new markets can also be undertaken around the same time as the existing markets, with the vehicle making a second stop within the service yard to the rear of the Development, which is not subject to any time restrictions.



Office

- 4.9 Waste storage for the office will be provided within the consolidated waste store where a total of 6 x 1,100L bins for recycling and 4 x 1,100L bins for general waste will be provided. Waste for the office units will be managed by the SMT, who will ensure waste is transported correctly from the office to the waste store. Waste will be collected Monday – Friday, with two vehicle attendances to collect recyclables and general waste separately.

Standalone Restaurant

- 4.10 Provision will be made for the restaurant within the shared waste store at the rear of the Development, where 1,100L bins will be provided for general waste and recyclables and 240L bins for food waste. It is envisaged that the exact number of bins and frequency of collection will be determined once the occupier is known, with further details to be secured through planning condition.

Initiatives and Measures

- 4.11 The following initiatives and measures will be in place for waste and recycling.
- Waste storage facilities will be provided for general waste and recyclables, with recyclable material storage clearly labelled. The SMT will be responsible for ensuring that waste is stored appropriately and, subsequently, made available in good time prior to collection.
 - Tenants will be made aware of the waste and recycling regime for the Development, including where refuse is stored, how it is segregated between general and recyclable waste, how it is compacted (if applicable) and when the collections occur.
 - Refuse bins should not be left outside of the agreed refuse storage areas and will be kept in the appropriate storage locations at all times, the exception being when refuse is transferred for collection.
 - Bins should not be left out on the public highway unless it is necessary immediately before or after collection for a short period of time.
 - Tenants / suppliers will be encouraged to take away their packaging to minimise the accumulation of waste.



- The refuse storage areas will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage areas will be inspected on a regular basis and cleaned when necessary.

- The SMT / in-house management will be responsible for ensuring that waste is stored appropriately, compacted (if applicable) and available in good time prior to collection.



5 MONITORING AND REVIEW OF THE PLAN

- 5.1 The MOM and SMT will maintain a record of servicing activity across the Development. Given the nature of the Development and wider market, it would not be practical / appropriate to keep a daily or even regular record, namely as it would rely on constant information being provided by each office, restaurant and market unit / occupier. A periodic record will however be kept such that an annual review can be undertaken of servicing activity to understand any issues and / or opportunities to improve the way in which servicing is undertaken across the entire Development.
- 5.2 The following information will be recorded as a minimum for deliveries:
- Day
 - Date
 - Delivery slot(s) booked
 - Type of vehicle
 - Goods carried
 - Time of arrival
 - Time of departure
 - Any other comments
- 5.3 The MOM and SMT will constantly monitor / review the success of the DSP and, if considered necessary / appropriate, will propose changes to the document to be approved by LBL.
- 5.4 The DSP will be the subject of an annual review with LBL, unless confirmed (in writing) that a formal review is not necessary.
- 5.5 The MOM and SMT will review any comments received from market traders / office occupants / restaurant occupants, suppliers and / or third parties regarding servicing activity and notify LBL if necessary / appropriate during the next annual review of the DSP.



5.6 Should it be recognised that the servicing of the Development is experiencing issues (e.g. managing the number or time of deliveries each day), further measures will be adopted as appropriate. This may include measures such as:

- Re-modifying deliveries – deliveries are undertaken by smaller vehicles where appropriate.
- Re-timing deliveries – deliveries being undertaken before 7am and after 7pm (for example) to ease the number of deliveries during the peak daytime hours, subject to other amenity issues.
- Re-routing and consolidating deliveries – delivery vehicles which could service multiple market units and / or also nearby properties, reducing the number of vehicles on the local highway network during the day.



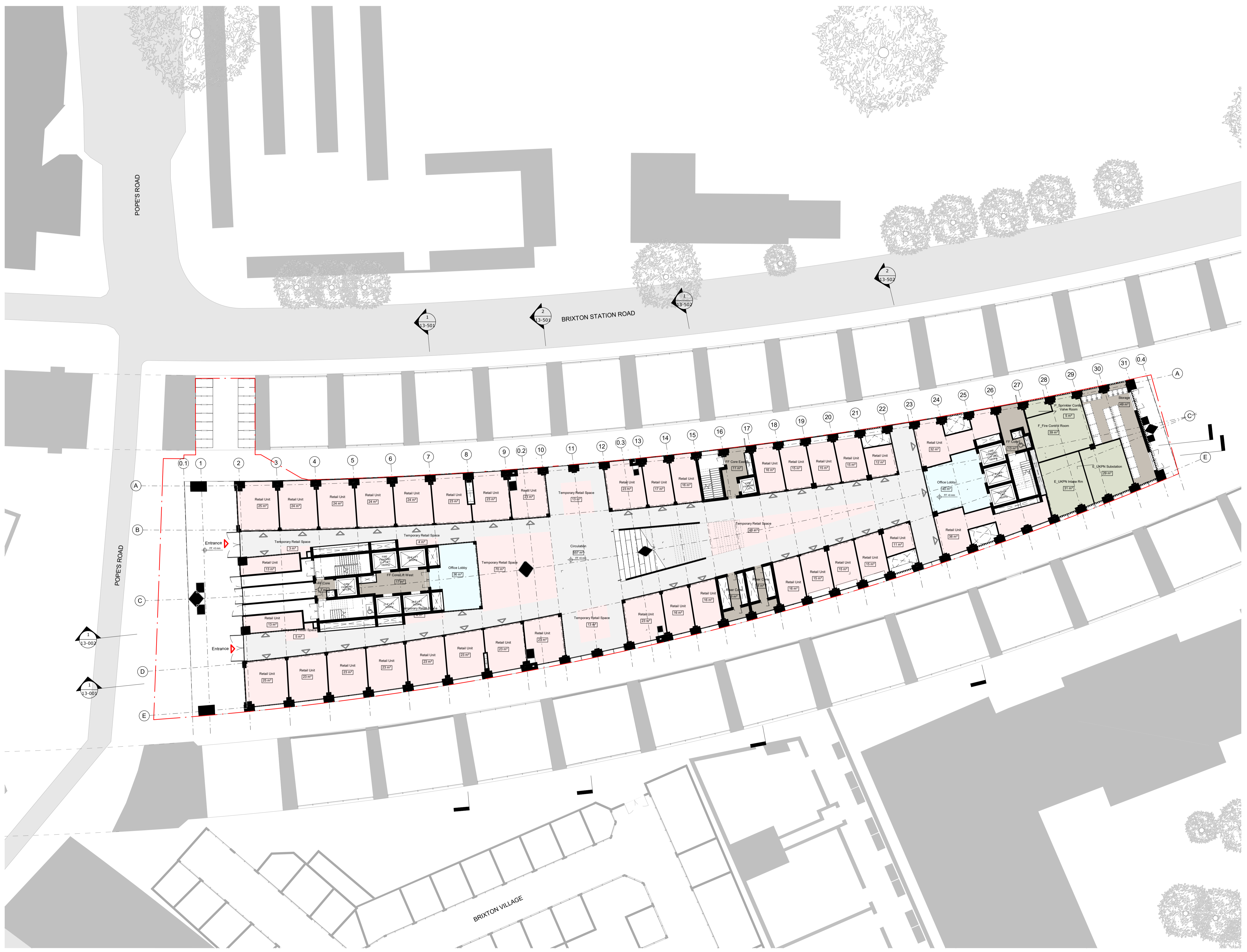
6 CONCLUSION

- 6.1 Overall, the DSP will ensure the successful operation of servicing activity and refuse collection 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 Development and waste management strategy will not affect the free flow or environmental condition of the public highway.

Appendix A

Architect's Layout Plans

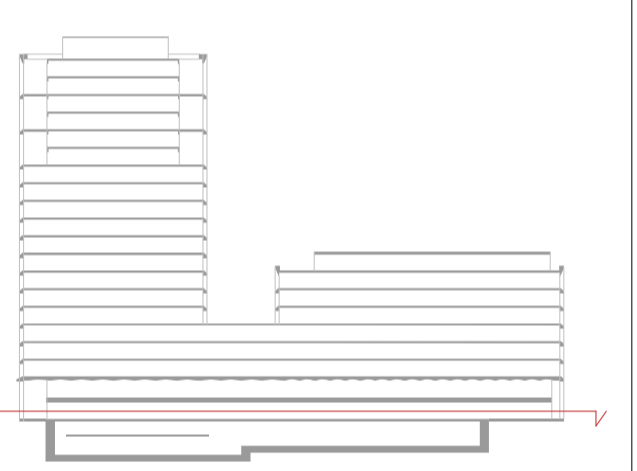


General Notes:
 Drawing to be read in conjunction with the specification and all relevant drawings.
 Do not scale from this drawing.
 Contractor to check all dimensions on site. Adjaye Associates to be advised of any discrepancies between this drawing and site conditions immediately.

By Department Legend

- Circulation
- Office
- Plant
- Retail
- Servicing

NOTE:
 Bicycle Parking:
 2 DBA bicycle parking on standard Sheffield stand
 28 bicycle parking on standard Sheffield stand
 30 bicycle parking in total



1 GROUND FLOOR PLAN
 1 : 200

Status:
 Planning Addendum

Client:
 AG Pope's Road Hondo BV
 Project:
 20-24A Pope's Road Development

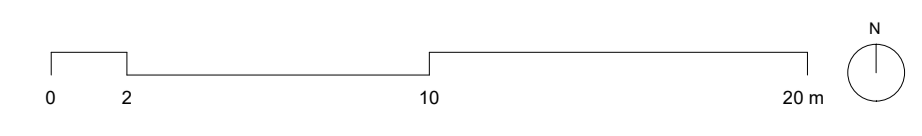
Drawing Title:
 GA L0 GROUND FLOOR

Drawing No.:
 PRD-AA-ZZ-00-DR-A-11-000

Scale: 1 : 200 @ A1
 Date: 15/06/20

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Appendix B

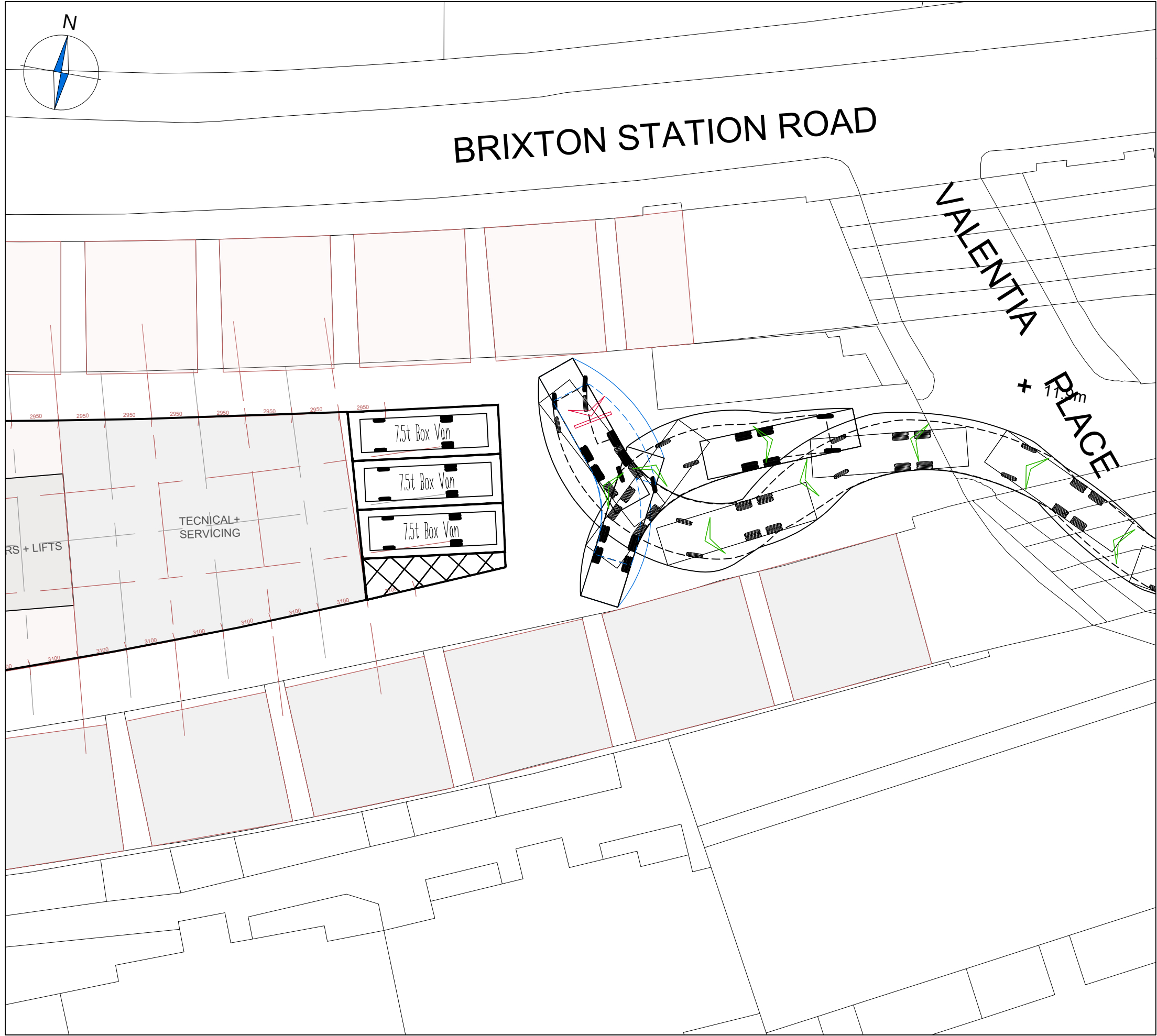
Market Tenant and Supplier Instructions

Market Tenant and Supplier Instructions

1. Servicing activity is to take place from the service yard to the rear of the development, accessed from Valentia Place.
2. Deliveries should be pre-booked within 30-60-minute delivery slots where possible and coordinated with other Market Units / Suppliers. Ideally the delivery slot will be at a regular time to assist with managing and scheduling deliveries across the market.
3. All Market Tenants must inform the Markets Operations Manager of their weekly delivery schedule and provide details of their suppliers.
4. Vehicles must only remain within the service yard whilst goods are being loaded/unloaded and engines must be turned off while the vehicle is stationary.
5. Each Market Tenant must keep a record of the following information for each delivery:
 - Day
 - Date
 - Delivery slot(s) booked
 - Type of vehicle
 - Goods carried
 - Time of arrival
 - Time of departure
 - Any other comments.
6. All waste must be stored and then disposed of responsibly using the correct bins provided. Suppliers should remove/recycle their own waste and packaging.

Appendix C

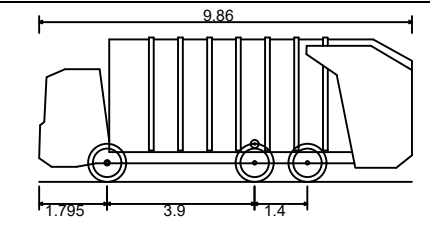
Swept Path Analysis – Site Service Yard



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

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
Kerb to Kerb Turning Radius	9.500m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Revised background layout, client name and project title.	AFG	GS	01.07.20
Rev	Details	Drawn	Checked

REVISION HISTORY			
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client: AG Hondo Pope's Road BV

Project: Pope's Road Brixton

Drawing Title: Proposed Service Yard Arrangement

Scale: 1:250 Size: A3

Drawn by: AFG Checked by: GS Date: 06.11.2019

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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3981	0001	1 of 1	A

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CA3981_0001_A - PROPOSED SERVICE YARD ARRANGEMENT.DWG

Appendix D

Office / Restaurant Tenant & Supplier Instructions

Office / Restaurant Tenant & Supplier Instructions

1. Servicing activity is to take place from the service yard to the rear of the development, accessed from Valentia Place.
2. Deliveries should be pre-booked within 30-minute delivery slots where possible and Ideally the delivery slot will be at a regular time to assist with managing and scheduling deliveries the Development.
3. All Tenants must inform the Site Management Team of their weekly delivery schedule and provide details of their suppliers.
4. Suppliers should use small to medium sized vehicles where possible.
5. Vehicles must only remain within the service yard whilst goods are being loaded/unloaded and engines must be turned off while the vehicle is stationary.
6. Each Tenant must keep a record of the following information for each delivery:
 - Day
 - Date
 - Delivery slot(s) booked
 - Type of vehicle
 - Goods carried
 - Time of arrival
 - Time of departure
 - Any other comments.
7. Suppliers should remove/recycle their own waste and packaging from the site.