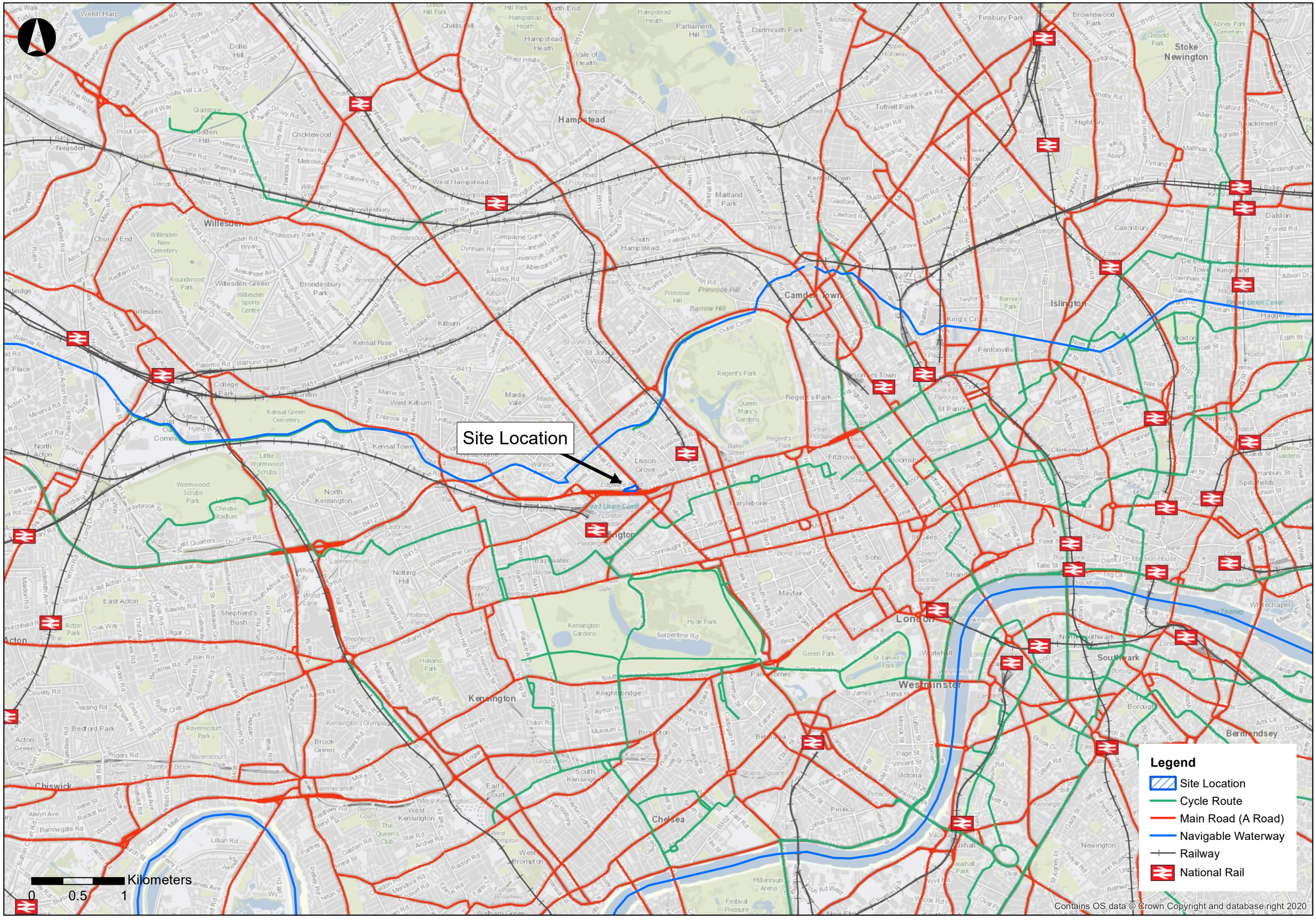

Site Location
Kilometers
0
0.5
1
Legend
Site Location
Cycle Route
Main Road (A Road)
Navigable Waterway
Railway
National Rail
Contains OS data © Crown Copyright and database right 2020

Key

	Planning Application Site Boundary
	PGPS Site Boundary

Issued for Planning	26/03/21		P1
Description	Date	Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

Project

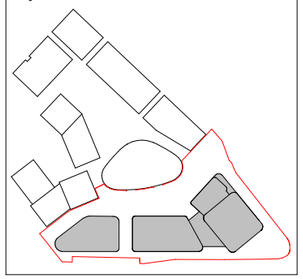
Paddington Green Police Station
London, W2

Title

Proposed Site Location Plan

Suitability	Status	
S2	For Information	
Date	Scale @ ISO A1	Job Number
19/03/21	1:1250	15044
Drawing Number		Revision
15044-SQP-ZZ-ZZ-DP-A-PL01101		P1

Key Plan



Affordable Workspace
BoH
Cycle Entrance
Virtual Golf
Plant
Office (B1)
Residential Entrance (C3)
Residential (C3)
Flexible Commercial (A1/ A2/ A3/ A4)

Flexible Commercial
Residential Entrance
Parcels Store
Office Entrance
Virtual Golf
Welfare Area
Flexible Commercial
Resi entrance
Cycle entrance
Office Entrance
Refuse Store
Flexible Commercial
Flexible Commercial
Cycle entrance
Intermediate Entrance
Social Rent Entrance
Flexible Commercial
Flexible Commercial
Common Stair Lobby
Plant
Flexible Commercial
Apt. 1.0.01
FD Resi Entrance
Int Resi Entrance
Apt. 1.0.02
Plant
Affordable Workspace
Cycle entrance

N

0 5 10 15 20 25m

Issued for Planning	26/03/21	P1
Description	Date Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

Project

Paddington Green Police Station
London, W2

Title

Proposed Ground Floor Uses

Suitability	Status
S2	For Information

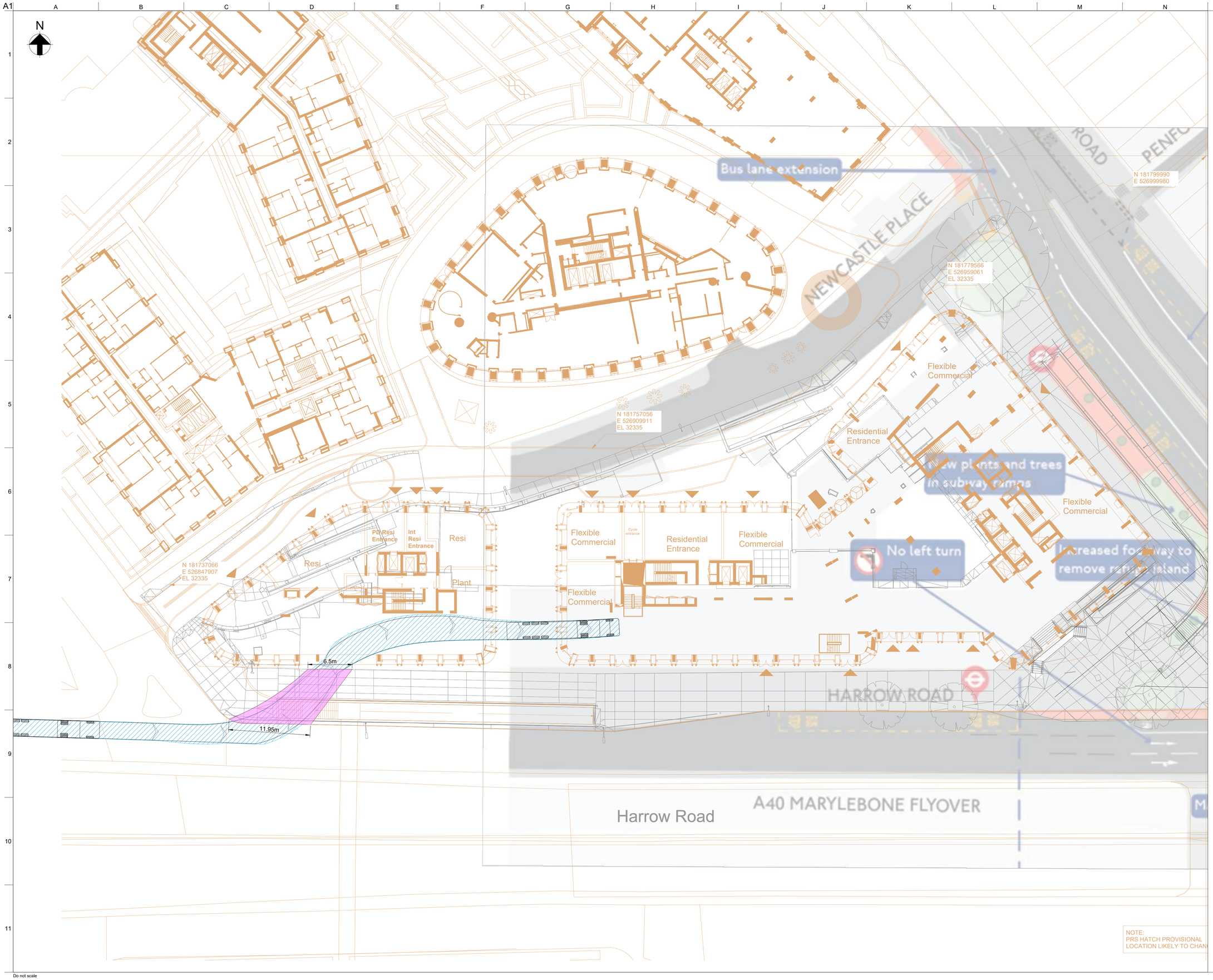
Date	Scale @ ISO A1	Job Number
26.03.21	1:250	15044

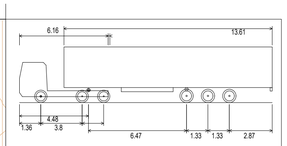
Drawing Number	Revision
15044-SQP-ZZ-00-DP-A-PL01150	P1

Appendix B

Swept Path Analysis

A1





FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Rev	Date	By	Chkd	Appd
B	26/03/21	RJM	KW	AF
A	04/03/21	RJM	KW	AF

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Construction Access
Gate 01 Option 01

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00** Rev **B**

Name **277685-SK-028**

Do not scale

A1

N

Key

Site Boundary

Bus lane extension

N 181799990
E 526999980

N 181799566
E 526959001
EL 32335

N 181757056
E 526909911
EL 32335

N 181737066
E 526847907
EL 32335

NEWCASTLE PLACE

ROAD

PENFO

Flexible Commercial

Residential Entrance

New plants and trees in subway ramps

Flexible Commercial

PD Resi Entrance

Int Resi Entrance

Resi

Resi

Plant

Flexible Commercial

Cycle entrance

Residential Entrance

Flexible Commercial

Flexible Commercial

No left turn

Increased footway to remove refuge island

2.25m

12m

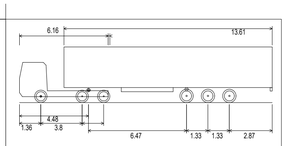
HARROW ROAD

Harrow Road

A40 MARYLEBONE FLYOVER

Mandato

NOTE:
PRS HATCH PROVISIONAL
LOCATION LIKELY TO CHANGE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Rev	Date	By	Chkd	Appd
B	26/03/21	RJM	KW	AF
A	04/03/21	RJM	KW	AF

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Construction Access
Gate 02 Access/Egress

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No 277685-00

Rev B

Name 277685-SK-030

Gate 02 access / egress

Do not scale

A1

N

Bus lane extension

N 181799990
E 526999980

N 181779566
E 526959081
EL 32335

NEWCASTLE PLACE

N 181757056
E 526909911
EL 32335

New plants and trees in subway ramps

No left turn

Increased footway to remove refuge island

N 181737066
E 526847907
EL 32335

6.5m

10.55m

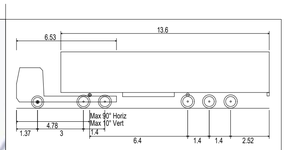
HARROW ROAD

A40 MARYLEBONE FLYOVER

Harrow Road

Mandatory cy

NOTE:
PRS HATCH PROVISIONAL
LOCATION LIKELY TO CHANGE



Max Legal Length Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.530m

Key

Vehicle crossover

Rev	Date	By	Chkd	Appd
A	26/03/21	RJM	KW	AF

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Construction Access
Gate 03 Egress

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00**

Rev **A**

Name **277685-SK-034**

Do not scale

Appendix C

Delivery and Servicing Plan

Paddington Green Police Station

2 – 4 Harrow Road, London, W2 1XJ

Delivery and Servicing Plan

Arup

March 2021

Berkeley

Designed for life

Document verification

ARUP

Job title		Paddington Green Police Station			**Job number** 277685-00
Document title		Delivery and Servicing Plan			**File reference**
Document ref					
Revision	**Date**	**Filename**			
V1	March 2021	**Description**	First version		
			Prepared by	Checked by	Approved by
		Name	KW	KW	AF
		Signature			
V2	March 2021	**Filename**			
		Description	Second version		
			Prepared by	Checked by	Approved by
		Name	KW	KW	AF
		Signature			
V3	March 2021	**Filename**	Third version		
		Description			
			Prepared by	Checked by	Approved by
		Name	KW	KW	AF
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
				Issue Document verification with document	✓

Contents

Appendices

1 Introduction

1.1 Background

Ove Arup & Partners ('Arup') has been commissioned by Berkeley Homes (Central London) Limited to provide transport advice to support the redevelopment of Paddington Green Police Station (PGPS).

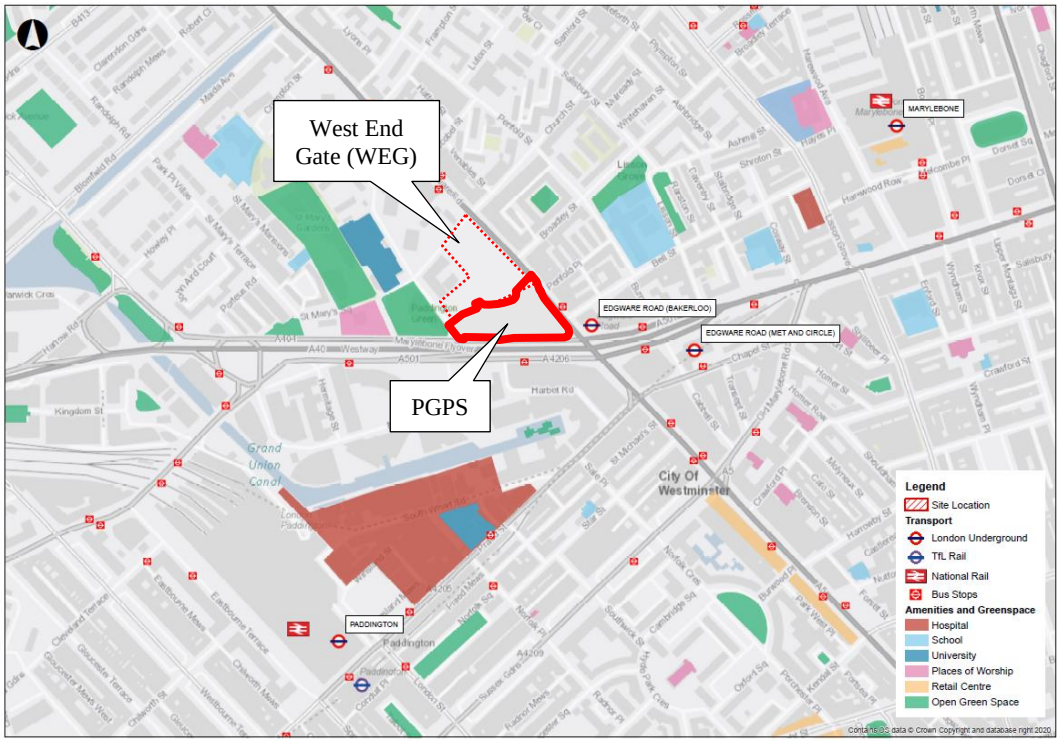
The local planning and highways authority is Westminster City Council (WCC). The highways authority for A5 Edgware Road and eastern section of A404 Harrow Road is Transport for London (TfL).

1.2 Site Location

The site is bounded by Edgware Road to the east, A404 Harrow Road to the south, Paddington Green to the west and Newcastle Place to the north. The site location is shown in Figure 1.

To the north of Newcastle Place is a development known as West End Gate (WEG) which is currently under construction. WEG will provide a total of 844 new homes, as well as retail and restaurant uses. WEG includes the associated 14-17 Paddington Green development. A double basement (levels B1 and B2) is provided at WEG which is accessed from Church Street.

Figure 1: Site Location Plan



1.3 Development Proposals

The proposal is to redevelop the existing police station and deliver 556 residential homes, offices, affordable workspace and flexible commercial space. The development will provide basement car and cycle parking and the scheme involves stopping up Newcastle Place to deliver a high-quality public realm. PGPS deliveries and servicing activities will take place within the WEG basement and on the stopped up and realigned Newcastle Place.

1.4 Report Purpose

This DSP has been prepared in accordance with TfL's Delivery and Servicing Plan Guidance (December 2020) to set out the proposed delivery and servicing strategy for the proposals, including the physical design and layouts, and measures to ensure that deliveries and servicing are appropriately managed to minimise impact.

The DSP will be implemented by Berkeley Homes as the role of developer and property manager. A DSP for WEG was prepared in October 2019 to discharge planning condition (planning ref: 19/08655/ADFULL and 19/08654/ADFULL). This DSP focuses on the delivery strategy for the PGPS development and takes into account measures already proposed for the WEG basement.

1.5 Report Structure

This report is set out as follows:

- Chapter 2 – Site Characteristics
- Chapter 3 – Objectives and Measures
- Chapter 4 – Servicing Trip Rates and Targets
- Chapter 5 – Monitoring the DSP

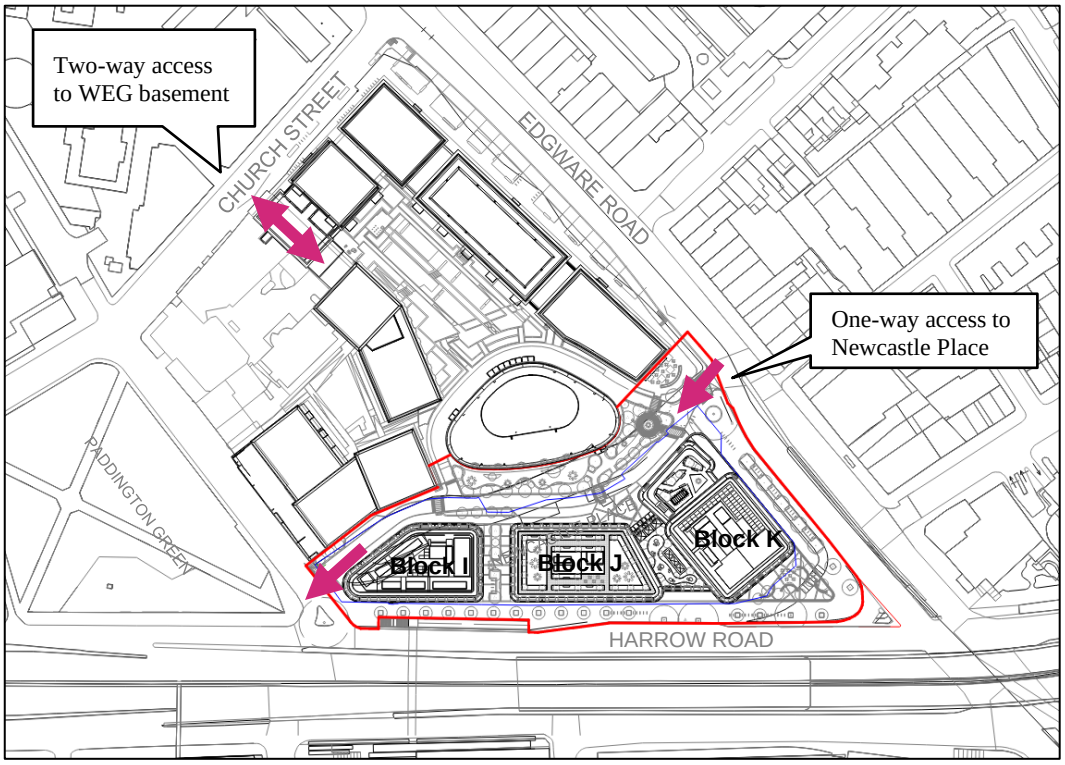
2 Site Characteristics

This chapter sets out the characteristics and the proposed delivery and servicing arrangements for the PGPS development.

2.1 Site Plan and Location

The proposed development comprises three blocks (I, J and K). Vehicular access on ground floor to each of the blocks is available along Newcastle Place which is one-way. The loading area in the WEG basement and the PGPS basement is accessed from Church Street. The access points are shown in Figure 2.

Figure 2: Site plan and vehicle access



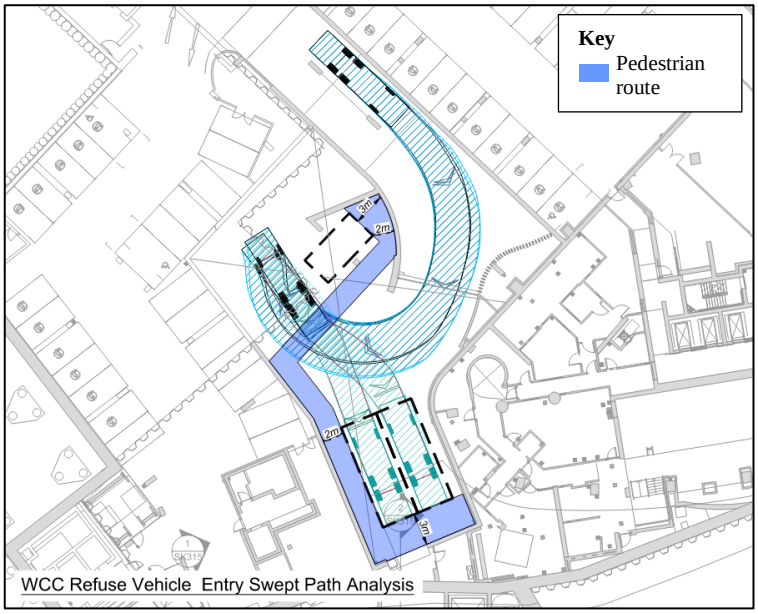
2.2 Proposed Delivery and Servicing Arrangement

2.2.1 WEG Basement

The WEG basement is accessed from Church Street and the design and access arrangements were consented as part of the WEG applications. A servicing area is provided at the B2 Basement and the design has been developed further to show the area can accommodate two HGV bays and one LGV bay.

The layout of the servicing area at WEG B2 basement is shown in Figure 3 together with a pedestrian route and the swept path of a refuse vehicle. A scaled drawing with further swept paths is contained in Appendix A.

Figure 3: WEG basement servicing area and swept path of a refuse vehicle



Goods will be transported to the PGPS B2 basement where a lift is provided to the B1 basement and this is shown in Figure 4. At B1 level, corridors are provided to access each PGPS block, as shown in Figure 5. This helps to reduce servicing and delivery activities at ground floor level in the public realm.

Figure 4: B2 Level

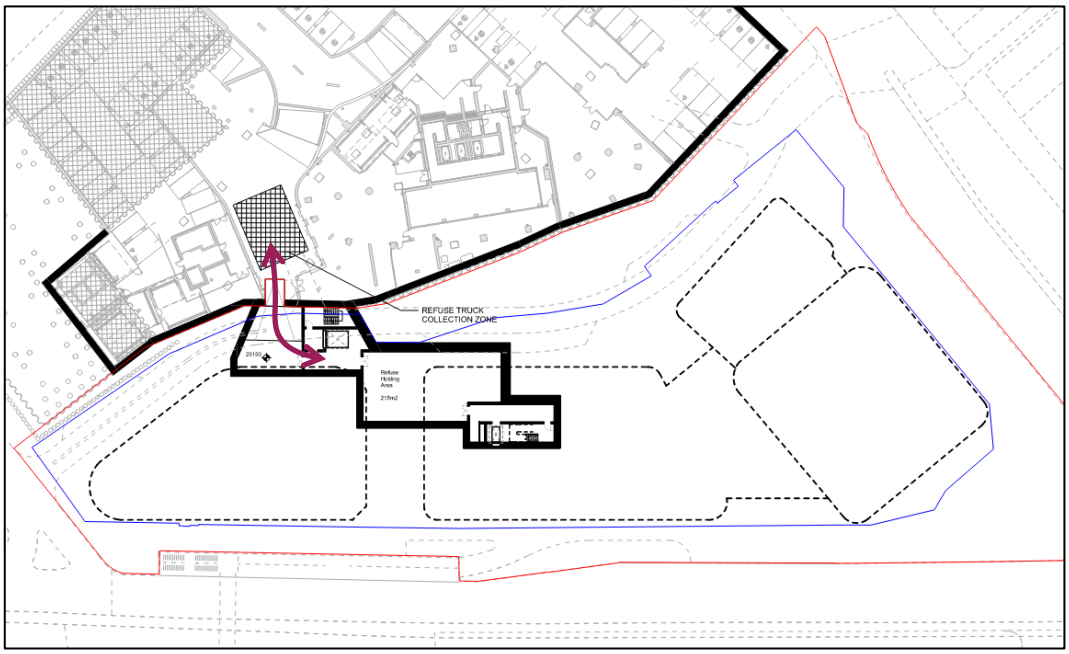
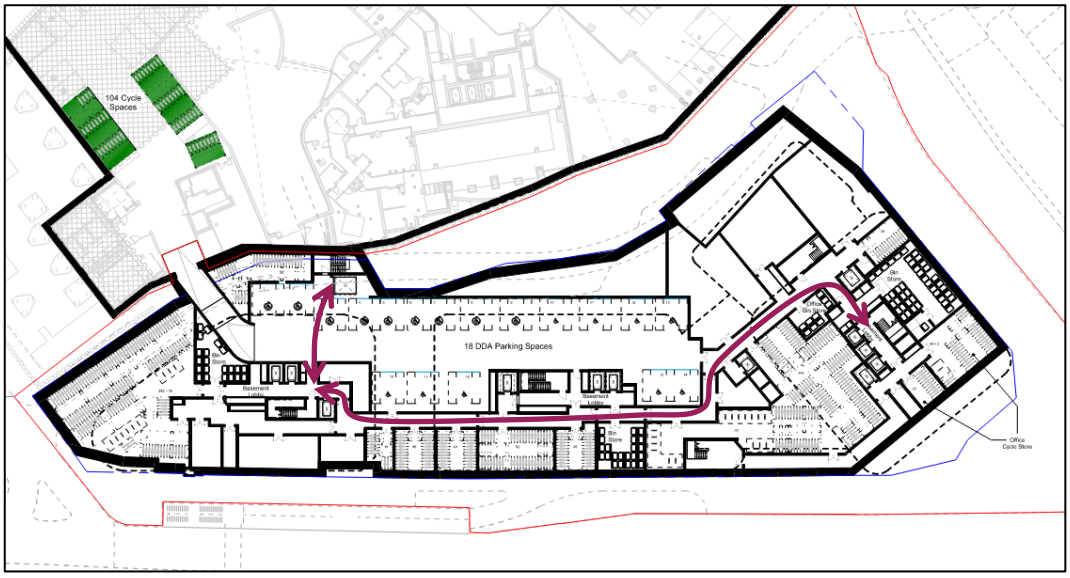


Figure 5: B1 Level



Bin storage rooms are located adjacent to the HGV bays. A separate Waste Management Strategy prepared by Squire and Partners is submitted with the planning application.

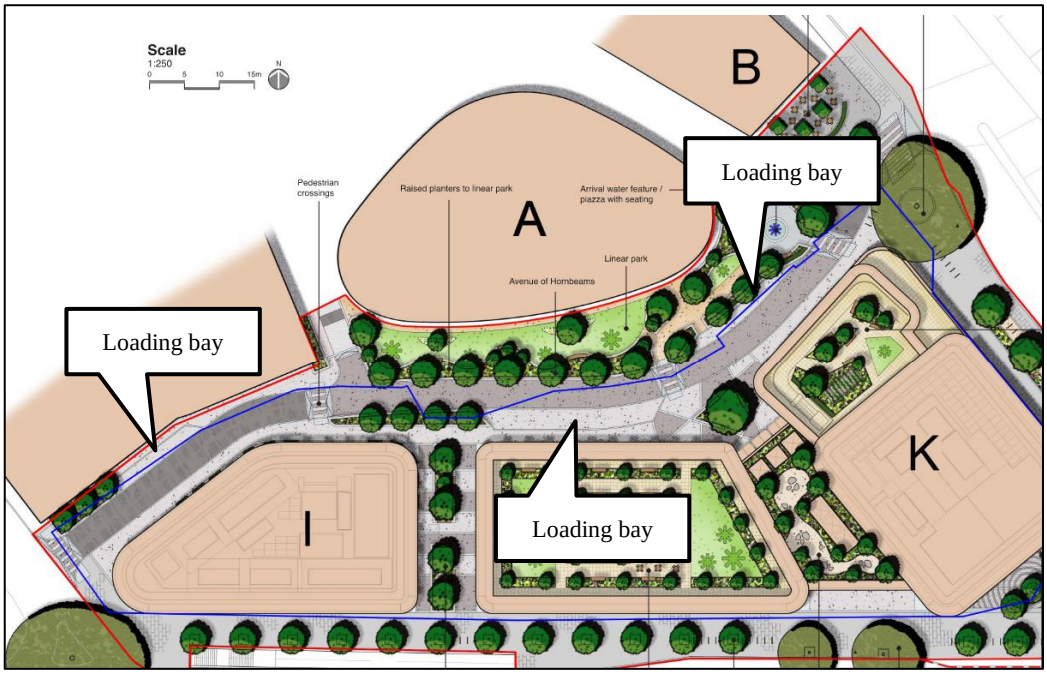
2.2.2 Newcastle Place

The existing Newcastle Place will be stopped up and realigned to deliver a public realm space. Newcastle Place will remain one-way, with entry from Edgware Road and exit onto Paddington Green, as per the existing situation.

Loading bays are incorporated into the landscape design of Newcastle Place, positioned within close proximity to the entrance of each residential block. This includes a reconfigured loading bay on the northern side (previously consented for WEG, planning ref: 16/12162/FULL), a centralised loading bay suitable for accommodating the occasional large vehicle, and a further layby at the western end of Newcastle Place. The loading bays are proposed to be on-footway, so that they can be used by pedestrians as extended footway and increase pedestrian priority when not in use. This is in keeping with TfL Streetscape Guidance (2019).

The landscape plan is shown Figure 6 and swept path analysis of Newcastle Place is contained in Appendix A.

Figure 6: Newcastle Place servicing plan



Newcastle Place is proposed to be controlled by bollards at the entrance from Edgware Road**.** The bollards set back 11.0m from the pedestrian crossing (proposed as part of TfL Edgware Road widening works), to allow a vehicle to wait. Servicing and delivery vehicles will be directed to the correct block / loading area. Vehicles not undertaking deliveries or entered by mistake will be escorted through onto Paddington Green. The bollard control will reduce vehicle speeds into the area provide a transition into a low speed pedestrian priority streetscape.

2.2.3 Summary

In summary, the proposed delivery and servicing strategy for PGPS is as follows:

- All commercial deliveries and refuse collection to take place in the WEG B2 basement. Any special residential deliveries or residential move in / move out activities can also be pre-booked in the basement.
- Ad-hoc residential deliveries will take place on-street on Newcastle Place. Newcastle Place will be stopped up and realigned to deliver a high quality public realm. Vehicular access will be controlled to retain pedestrian priority through this space.

3 Objectives and Measures

This chapter sets out the proposed objectives of the DSP and the measures to meet the objectives.

3.1 Objectives

The objectives of this DSP considers the following policies:

London Plan (2020) Policy D3 on Optimising site capacity through the design-led approach – *"Development proposals should facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users"*

London Plan (2020) Policy T7 Deliveries, Servicing and Construction

"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"

Mayors Transport Strategy (2018) Proposal 15 - *The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service 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.*

This DSP will 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.
- Reduce the impact of freight activity on local residents and the environment.

3.2 Measures

The DSP measures have been identified in terms of physical infrastructure and operational efficiency.

3.2.1 Physical Infrastructure

Servicing and Delivery Facilities

To meet the objective to demonstrate that servicing and deliveries can take place in an efficient way, the proposed loading bay provision in the basement and on Newcastle Place have been designed to meet the estimated demand. Details are provided in Section 4.1.

The location of the on-street loading bays are provided within close proximity to the residential entrances to reduce dwell times.

Any special deliveries to the site, such as plant maintenance vehicles will need to be pre-arranged with Berkeley Homes. The delivery time and duration will be negotiated to minimise the impact on the daily servicing requirements of the development. Out of peak hour deliveries will be encouraged for such activities wherever possible.

Secure Basement Access

The arrangement to access to the basement servicing area is set out in the WEG DSP and the strategy reduces the impact on public highway and demonstrates that access can be provided in a safe manner:

> *"Access to the basement servicing area will be served by a high speed shutter type arrangement on ingress and egress at ground level. Refuse vehicles and regular commercial vehicles will also be offered a key fob / RFID tag to avoid potential delay. A control point will be provided for access to 24 hour on-site management to provide access to general service vehicles. The egress shutter will operate automatically for all egress vehicle movements."*

Risk Assessment of Servicing Areas

A risk assessment of servicing activities and areas would be undertaken by suitably trained site management staff prior to use. The assessment will examine the following issues:

- Adequate manoeuvring space for the vehicles
- Interaction with pedestrians
- Adequate unloading area
- Level route from vehicle to destination
- Interaction with vehicles and
- Visibility of management staff.

Waste Storage and Management

All refuse collection will be undertaken within the site in the basement. The management team will move the bins to the presentation area in WEG which is located 10m from the refuse collection vehicle loading point.

Sufficient waste storage has been provided and a separate Waste Management Plan is submitted with the planning application.

It is expected that WCC will collect all residential waste and commercial deliveries will be undertaken separately by either WCC or private contractor. Refuse collection will be co-ordinated between PGPS and WEG.

3.2.2 Operational efficiency

Delivery Restriction & Enforcement

Residential peak hour deliveries will effectively be self-regulating / limited due to delivery drivers typically seeking to avoid peak hour conditions on the local road network in London, resulting in most suppliers seeking to avoid non-essential deliveries during the peak hours wherever possible.

For the commercial deliveries, interpeak deliveries will be promoted to reduce impact on the highway network during peak times.

Communication of Delivery Procedures

The delivery procedures in operation on the site will be communicated to all commercial occupants and residents as part of any welcome packs and literature.

The communication strategy will in keeping with the WEG DSP which sets out the following:

- All commercial operators will be provided with written/emailed instructions on how to book deliveries and the procedures to be adopted.
- Suppliers will be encouraged to use car and transit vehicles to deliver goods where possible.
- The management team will work with delivery companies (including food retailers) to minimise the number of arrivals per day and to consolidate deliveries, where possible.
- The management team will ensure that deliveries remain in the vicinity of the site for as little time as required and that vehicle engines are switched off while stationary (where possible).
- The concierge will have the ability to receive goods from courier deliveries (i.e. online retailers such as Amazon) if a resident is not available to minimise the number of repeat trips on the network; and
- The on-site management team will seek to minimise, where possible, deliveries during the peak hours.

4 Servicing Trip Rates and Targets

This chapter sets out the servicing trip rates for the different uses in the proposed development and indicative targets.

4.1 Servicing Trip Rates

The delivery and servicing trip rates were presented in the Transport Assessment Scoping Report for discussion with TfL and WCC during the pre-application process. The trip rates which have been used and the estimated servicing trips are provided in Table 1.

Table 1: Indicative servicing trips (vehicles)

	Servicing trip rates per unit, or per 100 sqm			Indicative servicing vehicles		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Residential	0.004	0.004	0.079	2	2	45
Office	0.018	0.018	0.200	1	1	9
Retail	0.289	0.000	1.375	3	0	14
Total	-	-	-	**6**	**3**	**68**

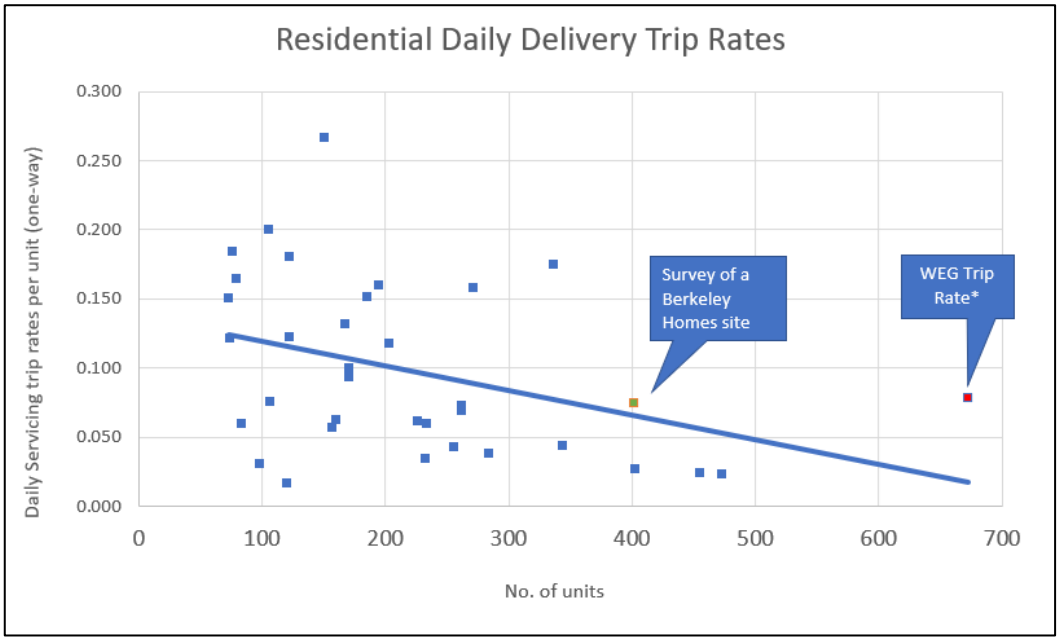
As shown in Table 1, it is estimated that the site would generate around 6 delivery vehicles in the AM peak, and 3 delivery vehicles in the PM peak. The above forecast suggests that up to 68 deliveries could be expected daily.

Further information on the trip rates are provided below.

4.1.1 Residential

The residential trip rates are taken from the approved WEG Transport Assessment (July 2016). A comparison of the servicing trip rates was undertaken using TRICS data (surveys from 2015) and data from a survey undertaken in 2018 for another Berkeley Homes development in London. A summary of the comparison is provided in Figure 7.

Figure 7: Residential daily delivery trip rates comparison (vehicles)



**Original WEG Transport Assessment was for 672 homes (ref: 16/07226/FULL). The trip rates were applied to additional units in the subsequent application.*

Figure 7 shows that residential servicing trip rates vary significantly with smaller developments, but there is a general downward trend with larger developments which could be the result of the suppliers consolidation of deliveries.

The WEG trip rates used are expected to be a robust assessment, particular when applied across both WEG and PGPS development, which equates to a total of 1,400 homes. No assumptions are made on consolidation for a robust assessment.

4.1.2 Office

The WEG application contained a very small quantum of office space and servicing trip rates could not be derived from the reports. The office servicing trip rates have taken from a selection of TRICS sites (surveys from 2015), as shown in Table 2.

It is noted that because servicing data is only available for a limited number of TRICS sites, a wider range of office sites have been selected to generate general office servicing trip rates. The sites used are different to those applied for trip generation which are considered more comparable in terms of likely travel patterns.

Table 2: TRICS office servicing trips (vehicles)

Reference	Area	Year	GFA	Daily Trips	Trip Rates per 100 sqm
KN-02-A-01	Kensington and Chelsea	2019	2255	3	0.13
TH-02-A-01	Tower Hamlets	2019	7049	17	0.24
HD-02-A-09	Hillington	2018	12100	15	0.12
BT-02-A-03	Brent	2015	920	5	0.54
BT-02-A-04	Brent	2015	10625	25	0.24
	Total and Average Trip Rates		**32949**	**65**	**0.20**

4.1.3 Retail

The proposed development will provide flexible commercial space, including uses such as cafes and restaurants. The retail trip rates are taken from the approved WEG Transport Assessment (July 2016). A review of the TRICS database was undertaken but there was very limited information available on suitable land uses.

Arup carries out surveys of mixed use developments within London to provide trip rates for a variety of land uses. Arup's data shows the following servicing trip rates:

- 0.52 vehicles per 100 sqm GIA per day for A1 Retail
- 1.80 vehicles per 100 sqm GIA per day for A3 Café / Restaurant

The proposed trip rate of 1.375 vehicles per 100 sqm is therefore considered to be appropriate for a range of retail uses, with more weight towards cafes and restaurants.

4.1.4 Loading bay capacity

An assessment was undertaken on the number of peak WEG and PGPS delivery vehicles expected in the basement and on Newcastle Place.

- In the basement, up to 9 deliveries could be expected in an hour for the commercial uses. This could be accommodated in the three loading bays with an average dwell time of 20 minutes.
- On Newcastle Place, up to 17 deliveries could be expected in an hour. A sensitivity test was undertaken using the 2018 survey data for another Berkeley Homes site and these trip rates generated up to 21 deliveries in an hour. Based on a dwell time of 15 minutes, this could be accommodated in the six proposed bays on Newcastle Place. In practice, it is expected that deliveries will have a shorter dwell time of around 10 minutes. The design therefore presents resilience.

4.2 Targets

In accordance with TfL guidance, targets are required to reduce delivery trips and their impacts over time. Targets should be SMART: Specific, Measurable, Achievable, Realistic and Timely.

It should be noted that residential delivery trips are difficult to control, but Berkeley Homes will work with the office and commercial occupiers to achieve the targets.

The indicative targets are:

- Promote office and commercial occupiers to use delivery partners using low or no emission vehicles. An increase of 20% low or no emission vehicles using the site over 5 years.
- Work with delivery companies and encourage common procurement between different commercial tenants to consolidate deliveries where possible. A reduction of 10% deliveries on a typical weekday over 5 years.

5 Monitoring the DSP

The DSP will be implemented by Berkeley Homes and delivery and servicing activities will be monitored against the objectives set out in this document, making adjustments as necessary to address issues and improve upon operation. This is in accordance with TfL guidance. It is expected that Berkeley Homes will monitor both WEG and PGPS servicing and deliveries at the same time.

5.1 Monitoring Surveys

There is phased occupation of WEG and monitoring of parcel numbers are already being undertaken.

It is proposed that continual monitoring of parcels will take place as WEG and PGPS are occupied, and the number of vehicles using the basement and Newcastle Place will also be captured as part of the controlled access to both these areas.

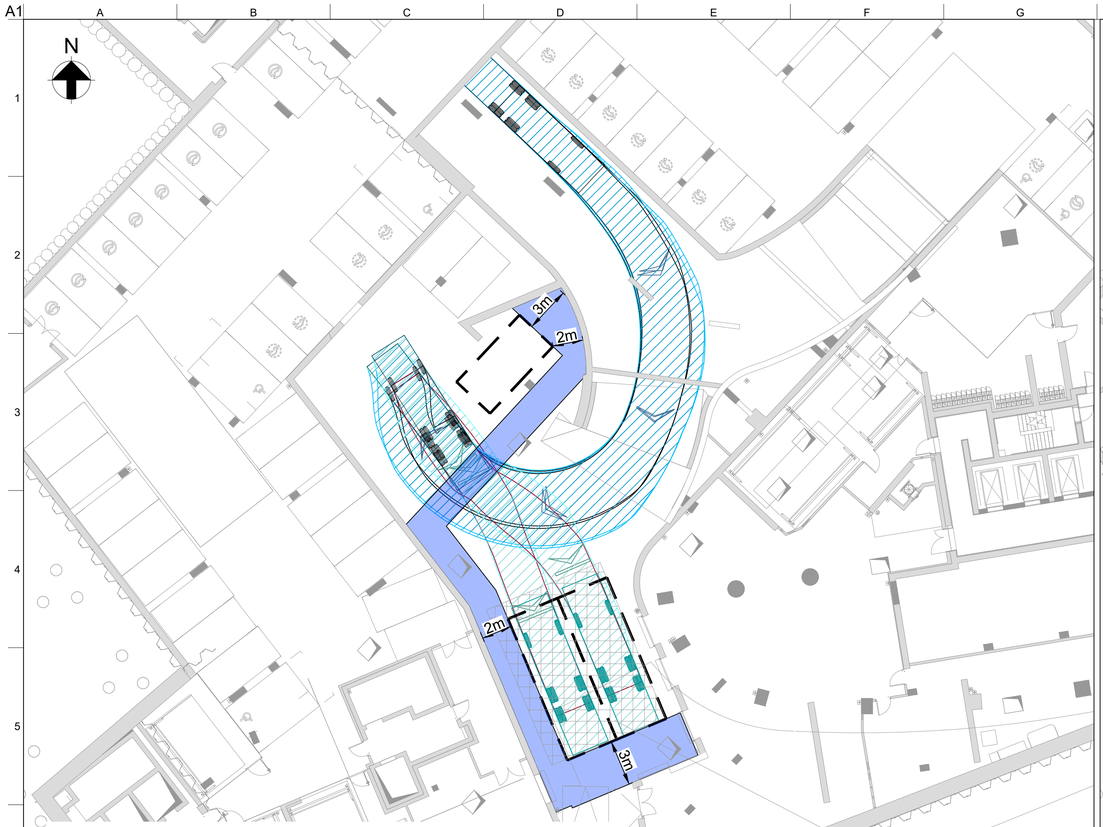
5.2 Annual Review

The results of the ongoing monitoring surveys will be reviewed annually, for up to 5 years of completion of PGPS, or earlier to be agreed with WCC in the event that the targets are met early. The review will capture trends in deliveries, such as vehicle type, frequencies and dwell times, and a review of emerging policies will also be considered.

Appendix A

Swept Path Analysis

A1

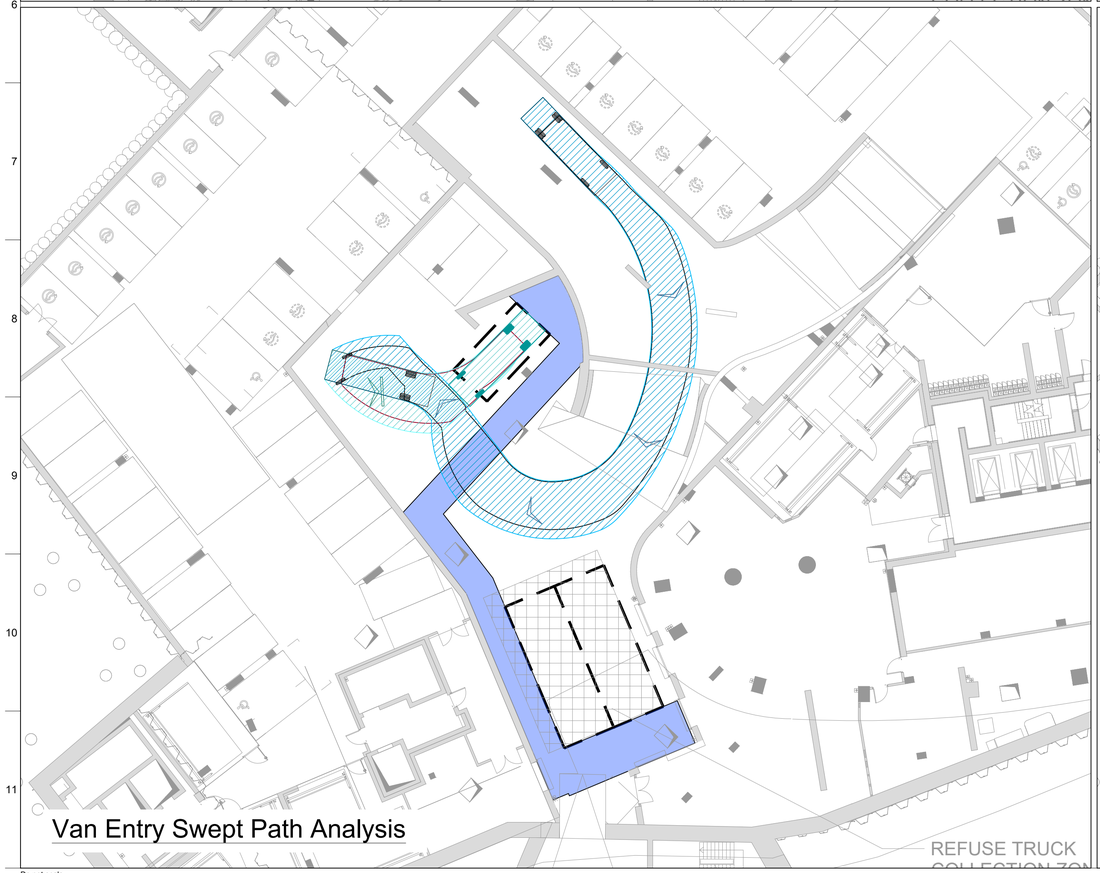


WCC Refuse Vehicle Entry Swept Path Analysis

REFUSE TRUCK COLLECTION ZON

WCC Refuse Vehicle Exit Swept Path Analysis

REFUSE TRUCK COLLECTION ZON

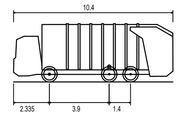


Van Entry Swept Path Analysis

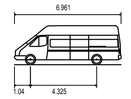
REFUSE TRUCK COLLECTION ZON

Van Exit Swept Path Analysis

REFUSE TRUCK COLLECTION ZON



Westminster Waste Collection Vehicle	
Overall Length	10.400m
Overall Width	2.500m
Overall Body Height	3.800m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.000m



3.5t LWB Mercedes Sprinter	
Overall Length	6.961m
Overall Width	1.993m
Overall Body Height	2.550m
Min Body Ground Clearance	0.322m
Track Width	1.900m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	7.800m

Notes

1. Review based on drawing 15044-SQP-ZZ-B2-DP-A-PL01102

Key

Pedestrian route

Rev	Date	By	Chkd	Appd
B	22/03/21	RJM	KW	AF
A	26/01/21	RJM	KW	AF

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Service Yard
WCC Refuse Vehicle & Van
Swept Path Analysis

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00** | Rev **B**

Name **277685-SK-017**

Do not scale