10 Bloomsbury Way, Bloomsbury

Delivery and Servicing Plan

Prepared on behalf of London & Regional (St Georges Court) Ltd

December 2017

Date	Version
12 Dec 2017	1

Contents

1. Introduction

1.1 Preamble

Strykeslip has been instructed by London & Regional (St Georges Court) Ltd ('the building owner') to provide transport advice in relation to a mixed office and retail use development located at 10 Bloomsbury Way, Bloomsbury, London WC1A 2SL ('the development') and within the London Borough of Camden (LBC).

1.2 Context

This Delivery and Servicing Plan (DSP) has been prepared in order to meet with the Servicing Management Plan (a term formerly used for a DSP) obligation set-out in the S106 agreement dated 31 January 2013 associated with the development's planning permissions (2012/1400/P and 2014/2783/P) granted in January 2013 and December 2014 respectively. For reference, the S106 definition of a Servicing Management Plan is included in the Appendix.

1.3 Definition, objective and scope

A DSP is essentially a strategy and framework for the design, management and monitoring of the movement of goods (also known as logistics) to and from a development during its operation period. The objective of a DSP is essentially to ensure efficient and sustainable operation logistics which mitigate operation impacts upon a development site's surrounding local and wider areas. A DSP essentially fulfils the same function as a Construction and Logistics Plan (CLP) during the construction period of a development in respect of construction impacts. This DSP scope covers the servicing operations of the operators of both the development's office and retail space and their respective suppliers.

1.4 Terms of reference

Policy background - The London Freight Plan
The London Freight Plan, published by TfL in October 2007, acknowledged the important role of the movement of goods in supporting future growth of London's economy. The plan also recognised that such transport can have negative impacts on the local environment through congestion and delays, emissions that affect air quality and contribute to climate change and noise pollution.

Policy background - The London Plan
In paragraph B of Policy 6.14 (Freight) of the March 2011 London Plan consolidated with 2013 and 2015 alterations, it is stated that "*Development proposals that...promote the uptake of...delivery and servicing plans...will be encouraged.*".

Policy background - LBC Local Development Framework (LDF)

Policy DP20 (Movement of goods and materials) of LBC's Camden Development Policies 2010-2025 sets out the Council's expectations and aims "*In order to minimise the movement of goods and materials by road...*". Policy DP26 (Managing the impact of development on occupiers and neighbours) of LBC's Camden Development Policies 2010-2025 states that "*The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity.*" Policy CS5 (Managing the impact of growth and development) of LBC's 2010 Core Strategy states that "*The Council will protect the amenity of Camden's residents and those working and visiting the borough by: e) making sure that the impact of developments on their occupiers and neighbours is fully considered;*".

Guidance

This DSP has been prepared in accordance with Transport for London's (TfL) online DSP information. It has also been prepared in accordance with Section 4 (Delivery and Servicing Plans) of LBC's Camden Planning Guidance on Transport which relates to the aforementioned LBC LDF policies.

2. Development

2.1 Location and land use character

The development is located in Bloomsbury in London's West End. It assumes a prominent location on an island site bounded to the north / northwest by Bloomsbury Way, the south by New Oxford Street east by Bury Place - all of which are commercial (Bloomsbury Way is predominantly commercial) in terms of land use and activity. Please refer Figures 2.1 and 2.1a.

2.2 Local highway description

Bloomsbury Way is a 1-way single lane eastbound link for general traffic which provides eastbound and westbound (contraflow) bus lanes. It forms part of the busy west - east trending A40 route. Running past the development its southern kerb it is controlled by a double yellow line and double kerb markers (no waiting or loading at anytime). New Oxford Street is a part 1-way (west of Bury Place), part 2-way east - west trending link. Running past the development, its western kerb is controlled by a single yellow line (no waiting 08:30-18:30 Monday to Saturday) and a bus stand (no stopping except local buses). Bury Place is a 2-way broadly north - south trending link which connects Bloomsbury Way with New Oxford Street and provides access to its side link Barter Street. It forms a low speed environment and is low trafficked both in terms of vehicle and pedestrian movements (Section 2.3). Running past the development, its western kerb is controlled by a single yellow line (no waiting 08:30-18:30 Monday to Saturday). Opposite the development its eastern kerb is controlled by another single yellow line (no waiting 08:30-18:30 Monday to Saturday) which runs through a 16m or so long lay-by located in front of Bupa House ('the Bupa lay-by') to the north of Barter Street.

2.3 Bury Place traffic data

Pedestrian and vehicular traffic data on Bury Place was collected in at the end of 2011, which although some time ago is still considered to be valid / representational. The data confirmed that pedestrian flows along Bury Place's western footway are low, peaking at an average of only just over 3 pedestrians per minute (2-way flow) during the PM peak of 17:00-18:00. At lunchtime (12:00-13:00), the flow rate was slightly lower at only 3 pedestrians per minute. The data also confirmed that vehicular flows along Bury Place are low, peaking at an average of only 1.86 vehicles per minute (2-way flow) during the AM peak of 09:00-10:00. Approaching lunchtime (11:00-12:00), the flow rate was slightly lower at only 1.7 (approximately) vehicles per minute.

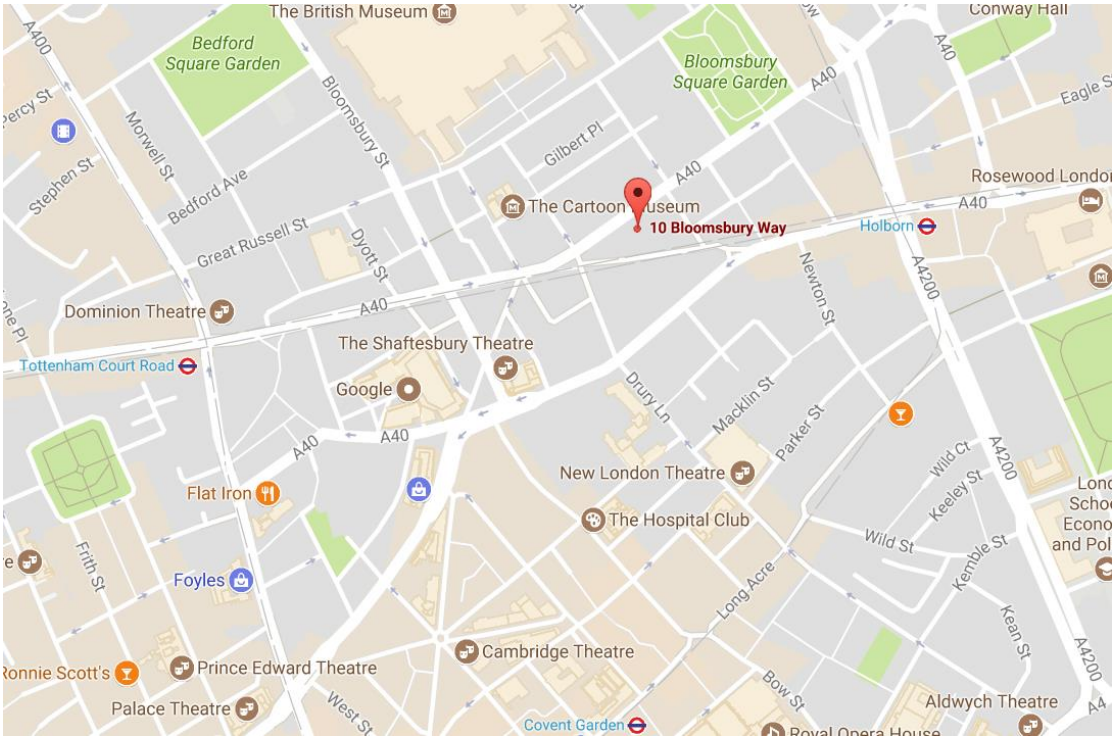

Figure 2.1, development location

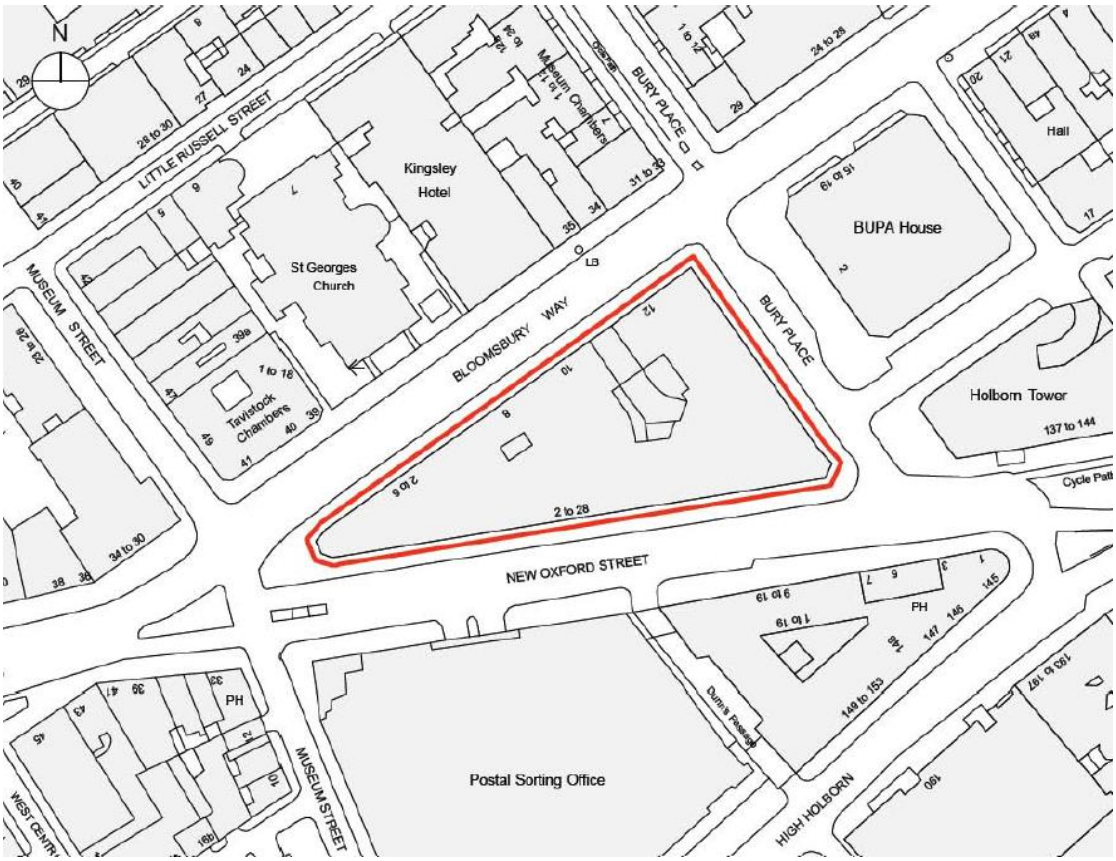

Figure 2.1a, development extent

2.4 Building

The building provides a total of 13,812.7sqm Net Internal Area (NIA) of office space split over floors 1 to 9, a total of 892.4sqm NIA of retail space split between 4 ground floor retail units and a ground floor internal cafe (no external frontage) of approximately 75sqm NIA. The office space and cafe is accessed via a reception and lobby area whose entrance is located at the western end of the building - the junction between Bloomsbury Way and New Oxford Street (technically Museum Street). Retail Units 1 and 4 have frontages and separate entrances on to Bloomsbury Way, Unit 2 has frontages on Bloomsbury Way and Bury Place and its entrance onto Bloomsbury Way and Unit 3 has frontages on Bury Place and New Oxford Street and its entrance on the corner of the building. The office space and the cafe have a dedicated servicing entrance on Bury Place and each of the 4 retail units are designed to be serviced directly via their respective entrances i.e. from street. Waste (refuse and recycling) generated by the development is collected in paladin bins located in 2 ground floor bin stores located on and being accessed directly from Bury Place (located either side of its servicing entrance). The development's Security Office is located on the ground floor close to the Bury Place servicing entrance. Please refer to Buckley Gray Yeoman drawing no. 770_LE_00 (ground floor plan) included in the Appendix.

2.5 Approved external layout

Both the 2012 (2012/1400/P) and 2014 (2014/2783/P) applications granted permission in January 2013 and December 2014 respectively, included a lay-by to be provided on the western side of Bury Place. The lay-by was designed in order to form a loading position for vehicles servicing the building, however, post planning it was decided by LB Camden's Highways Team that any lay-by was not required and would not be implemented therefore.

2.6 Let and occupied

All of of the office space has been let and is occupied. Please refer to Table 2.6.

Floor	NIA (sqm)	% total by floor	Operator	% total by operator
1	1614.5	11.69	The Office Group	36.27
2	1694.2	12.27	The Office Group	
3	1700.6	12.31	The Office Group	
4	1715	12.42	Inventiv	12.42
5	1709.1	12.37	Biomarin	12.37
6 (W)	1708.7	5.15	Food & Drink Federation	12.37
6 (NE)		7.22	Inspired Thinking Group	7.22
7 (W)	1539.3	5.15	Lovecrafts	5.15
7 (E)		5.99	Criteo	21.42
8	1381.1	10.00	Criteo	
9	750.2	5.43	Criteo	

Table 2.6, office space let and occupied

Only 1 of the retail units has been let and is occupied. The cafe is operational and operated by Lexington. It caters for custom generated by the building only. Please refer to Table 2.6a.

Unit	NIA (sqm)	% total by unit	Operator	% total by operator
1	221.5	22.90	Cycle Republic	22.90
2	181.9	18.80	To let	18.80
3	401.7	41.52	To let	41.52
4	87.3	9.02	To let	9.02
Café	75	7.75	Lexington	7.75

Table 2.6a, retail units and cafe let and occupied

3. Servicing schedules

3.1 Office space

Table 3.1 set-outs the servicing schedules for the development's office space. It should be noted that all mail is delivered to the development's ground floor mail room where it is sorted by the Security Office and collected by each operator. This ensures the duration of deliveries are minimised.

Delivery type	Frequency (average)	Time of day	Duration (average)	Vehicle type	Supplier	Goods movement
Mail - letters and parcels	7 per day (Mon-Fri); 2-5 per day Sat	Through-out day	< 5 minutes	Transit van	Royal Mail, DPD, Lyreco, UK Mail, Hermes, Yodel, Amazon	By hand
Office supplies - smaller items (stationery, & bathroom etc.)	1-2 per day (Mon-Fri)	Through-out day outside weekday AM and PM peaks	5-10 minutes	Transit van	Various	By hand / sack-barrow
Office supplies - larger items (computers, furniture etc.)	5 per month (Mon-Fri)	Through-out day outside weekday AM and PM peaks	20-30 minutes	Transit van / rigid HGV	Various	Sack-barrow / trolley / 2-man carry

Table 3.1, office space servicing schedule

3.2 Retail units

Table 3.2 set-outs the servicing schedule for the development's only occupied retail unit (Unit 1).

Delivery type	Frequency (average)	Time of day	Duration (average)	Vehicle type	Supplier	Goods movement
Mail - letters and parcels	As for office space					
Goods for sale (cycles & accessories)	3 per week (Mon-Fri)	Through-out day outside weekday AM and PM peaks	10 minutes	Transit van / rigid HGV (rarely)	Various cycle manufacturers and accessory suppliers	By hand / sack-barrow / trolley

Table 3.2, retail Unit 1 servicing schedule

3.3 Cafe

Table 3.3 set-outs the servicing schedule for the development's cafe which includes catering supplies for the office space also.

Delivery type	Frequency (average)	Time of day	Duration (average)	Vehicle type	Supplier	Goods movement
Mail - letters and parcels	As for office space					
Goods for sale (food & drink)	1-2 per day (Mon - Fri)	Before AM weekday peak	15 minutes	Rigid HGV	Bidvest	Trolley / cages

Table 3.3, cafe servicing schedule

4. Servicing arrangements - physicality

Loading positions

The drivers of all vehicles servicing the development are required to assume loading positions on Bury Place only and this is consistent with the historical operation of the building. Bury Place is fully commercial in character (Section 2.1), forms a low speed environment and is low trafficked both in terms of vehicle and pedestrian movements (Section 2.2) making it suitable therefore for accommodating servicing activity. Its extensive single yellow lines permit loading and assure kerbside access for servicing vehicles by controlling waiting 08:30-18:30 Monday to Saturday. It should be noted that as Bury Place is not subject to overnight parking kerbside access before 08:30 is also assured. Because of the limited width of Bury Place (double parking is not feasible), the practical capacity of the single yellow lines is reduced to effectively the length of the line covering the western kerb minus sections in proximity to its junctions (Section 5, first sub-section) plus the length of the Bupa lay-by opposite.

Access to / from loading positions

Access to / from loading positions on Bury Place is via Bloomsbury Way to the north or New Oxford Street to the south only.

Maximum vehicle size

The largest vehicle servicing the development as confirmed by the servicing schedules presented in Section 3 is a rigid HGV. The vast majority of vehicles serving the development as set out in the servicing schedules are transit vans.

Duration of stay

The duration of stay of most vehicles servicing the development is short (most less than 5 minutes) at as confirmed by the servicing schedules presented in Section 3.

5. Servicing arrangements - management

Loading positions
All drivers are required to assume loading positions on the western side of Bury Place only when headed north along the link. Similarly, all drivers are required to assume loading positions on the eastern side of Bury Place only when headed south along the link. This arrangement ensures vehicles do not undertake unnecessary movements crossing into the path of opposing traffic flow. Drivers are not permitted to assume any loading position on Bury Place in proximity to its junctions with Bloomsbury Way (for example, north of the advance cycle stop line and approach lane on its western side), New Oxford Street or Barter Street.

Reversing
Save for 'straightening-up' movements (required to bring a vehicle close to the kerb), no reverse movements are required to assume any loading position on Bury Place.

'2-up' parking
'2-up' parking, where a driver bumps up onto the kerb in order assume a 2 wheel-up, 2 wheel-down loading position when servicing the development, is strictly prohibited. This ensures no reduction to the practical width of the footway (and impact the flow of pedestrians along it therefore) and no damage to the footway paving or kerbstones overtime.

Engine idling
All drivers are required to turn their engines off when stationary on Bury Place.

Vehicle arrival protocol
In the unlikely event of a vehicle arriving to service the development when the full length of the single yellow line covering Bury Place's western kerb along with the Bupa lay-by is occupied, then the driver is required to pass along Bury Place and find a section of kerb space in the vicinity of the site where it is legally permitted to wait until the loading bay becomes free. The driver will be notified of kerbspace becoming free by the development's Security Office. Drivers are not permitted to double park on Bury Place.

Movement of goods
Goods forming deliveries to the office space or the cafe are moved directly from the servicing vehicles to the Bury Place servicing entrance. Similarly, goods forming deliveries to retail Unit 2 are moved directly from servicing vehicle to the unit's on-street entrance. Any deliveries of goods unable to be carried by hand are required to be made from loading positions on the western side of Bury Place which in turn then have to be accessed by vehicles from the south. Most larger goods are moved by sack barrow, however, certain items delivered less frequently (for example office furniture) are required to be moved by 2 persons whether carried or pushed on a wheeled trolley. No goods are permitted to be temporarily stored on the footway or

carriageway. Pedestrians are given priority when over the movement of goods at all times.

Servicing periods

Servicing periods (for all delivery types save for mail) are set in avoidance of the weekday morning and late afternoon highway peaks and in accordance with the operation of the single yellow lines and local parking demand (Section 4, first sub-section).

Servicing Booking System

All servicing activity is coordinated and managed via the development's Booking System. The Booking System is administered by the Security Office with overall responsibility for it lying with the Building Manager. In addition to forming a record of servicing activity, the objective of the Booking System in terms of operations is to 'smooth demand' and in so doing ensure impact upon Bury Place is kept at an acceptable level throughout any given day. The Booking System sees the daily servicing periods split into 15 minute intervals during which, a maximum of only 2 vehicles can be booked to arrive at the development. Deliveries taking longer than 15 minutes will be allocated 2 or more periods as required. A new delivery is added to the Booking System by the respective office space or retail operator with any changes overtime being advised by the respective delivery driver. All delivery drivers are required to report to the security office upon their arrival and prior to departure and the Booking System is updated accordingly. Booking overruns, no-shows and rearrangements are dealt with on an incident by incident basis and subsequent deliveries coordinated accordingly. The Booking System can be made available for viewing to others as required.

Good Neighbour Policy and Enforcement

All the arrangements detailed in the preceding sub-sections are included in the development's Good Neighbour Policy. The Policy is implemented and administered by the Security Office with overall responsibility for it lying with the Building Manager. The Policy includes a feedback process intended to capture any comments or complaints made by any user of Bury Place - pedestrians, drivers, frontagers. Since the development became operational in February 2015 there have been no accidents or near miss incidents recorded and no complaints made by any user or Bury Place.

6. Servicing arrangements - strategic

Supplier Policy
The building owner is due to implement its Supplier Policy in 2018. The Policy has been developed to cover the strategic aspects of the development's servicing activity described in the following sub-sections.

Data storage and monitoring
The basis of the Supplier Policy will be a database to be administered by the Security Office with overall responsibility for it lying with the Building Manager. The database will afford efficient and effective monitoring of the Supplier Policy - a key aspect in ensuring its success.

Supply chain management and consolidation of deliveries
Currently, the development's various supply chains are managed by the operators of the office space, the retail units and cafe directly. Under its Supplier Policy however, the building owner will actively encourage the operators to share suppliers where possible and in so doing create the opportunity for consolidation of loads with the aim to reducing the total number of servicing trips over any given period. An example of this already in place is the office space operators acquiring their catering supplies through the cafe thereby reducing what would otherwise be multiple daily deliveries to only per day.

Removal of waste by service vehicles
Under its Supplier Policy, the building owner will actively encourage all its operators to work with suppliers who will, where possible, remove any recyclable materials (for example packaging) themselves i.e. in the service vehicle making the respective delivery.

FORS
Under its Supplier Policy, the building owner will actively encourage all its operators to use suppliers who are members of the Fleet Operator Recognition Scheme (FORS) - https://www.fors-online.org.uk/cms/. The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme that promotes best practice for commercial vehicle operators. FORS encompasses all aspects of safety, efficiency, and environmental protection by encouraging and training fleet operators to measure, monitor and improve performance. FORS provides accreditation pathways for operators of any type, and for those organisations that award contracts and specify transport requirements. FORS accreditation drives best practice in terms of safety, efficiency and environmental protection. It also offers guidance and training to help operators attain the Standard.

WRRR
Under its Supplier Policy, the building owner will actively encourage all its operators to work with suppliers who meet enhanced road safety standards known as Work Related Road Risk (WRRR) requirements - https://tfl.gov.uk/info-for/deliveries-in-

london/delivering-safely/work-related-road-risk-compliance. The requirements relate both to vehicle specifications and driver training in London and aim to reduce the risk of collisions between commercial vehicles and vulnerable road users such as cyclists.

LEZ

Under its Supplier Policy, the building owner will actively encourage all its operators to work with suppliers who meet with the Low Emission Zone (LEZ) standards - https://tfl.gov.uk/modes/driving/low-emission-zone. The LEZ operates 24 hours a day, every day of the year to encourage the most polluting heavy diesel vehicles driving in London to become cleaner.

ECO Stars

Under its Supplier Policy, the building owner will actively encourage all its operators to work with suppliers who meet with the ECO Stars Fleet Recognition Scheme guidelines - http://www.ecostars-uk.com/. ECO Stars is a free scheme that aims to help fleet operators improve efficiency, reduce fuel consumption & emissions and make cost savings.

Supplier risk assessments and driver training

Under its Supplier Policy, the building owner will actively encourage all its operators to work with suppliers who operate an active site specific delivery risk assessment process and an associated ongoing driver training programme.

7. Retail Units 2, 3 and 4

7.1 Context

As previously noted, of the development's 4 retail units only one (Unit 1) is let and occupied and because of this it is necessary to make assumptions about the future operators (and servicing operations therefore) of the unlet and unoccupied units in order for this DSP to be considered comprehensive. The assumptions about the future operators have been based upon the floor space of the respective unit along with the way in which it has been marketed to date and which operator types have expressed an interest in it. As such, the following has been assumed:

- Unit 2 - a cafe or coffee shop (no hot food prepared on-site as dictated by the unit's lack of extraction facilities);
- Unit 3 - a convenience store; and
- Unit 4 - a barber shop or beauty salon.

7.2 Servicing arrangements

All the physical, management and strategic servicing arrangements set-out in Sections 4, 5 and 6 will apply to the unlet and unoccupied units. Goods will be moved directly from servicing vehicles, which will assume loading positions only on Bury Place, to the respective unit's on-street entrance.

7.3 Unit 2

Servicing schedule

A cafe / coffee shop is expected to exhibit a low servicing potential with it being reasonable to expect no more than 2 transit van based early morning deliveries of durations of less than 10 minutes each (with goods being moved by hand, sack barrow or cage) per week.

Commentary

Based upon the above and in consideration of the development's Booking System, Unit 2's expected servicing operations will not result in any unacceptable impact on Bury Place. Moreover, as part of the development's soon to be implemented Servicing Policy, it will be possible to for the cafe / coffee shop to consolidate its deliveries with the development's cafe's daily Bidvest deliveries thereby removing the need for its own servicing vehicles.

7.3 Unit 3

Servicing schedule

Based upon the servicing potential assessment included in the Appendix (and experience in dealing with servicing matters relating to existing convenience stores within London), a convenience store is expected to exhibit a moderate servicing

potential with it being reasonable to expect around 3 rigid HGVs (nothing larger than already servicing the development therefore) deliveries per day. The duration of the deliveries would range from 20-30 minutes for fresh food and grocery supplies down to around 5 minutes for any 'drop and drive' bread or cigarettes supplies. Goods would be moved by cage.

Commentary
Based upon the above and in consideration of the development's Booking System, Unit 3's expected servicing operations will not result in any unacceptable impact on Bury Place.

7.3 Unit 4

Servicing schedule
A barber shop or beauty salon is expected to exhibit a particularly low servicing potential with it being reasonable to expect no more than 1 transit van based delivery of a duration of less than 5 minutes (with goods being moved by hand or sack barrow) per week.

Commentary
Based upon the above and in consideration of the development's Booking System, Unit 4's expected servicing operations will not result in any unacceptable impact on Bury Place.

8. Waste collection

Waste (refuse and recycling) generated by the development as a whole is collected in paladin bins located in the two ground floor bin stores - one for general recycling and waste (split by waste type) and the other cardboard (houses a cardboard baler also). The paladin bins are moved from the bin stores by the development's waste contractor's operatives in line with its afternoon collections which are made twice weekly for general recycling and refuse and food, once per week for cardboard and glass and once per month for anything else. It should be noted that this level of collections represents the minimum service level considered to be feasible for the development based upon its size, occupancy level and nature and finite bin store capacity. When on Bury Place, the bins are stored temporarily on the footway either side of the service entrance and up against the building. When empty, the bins are placed back up against the building line and returned to the ground floor bin stores immediately. The waste collection process is monitored by the Security Office.

9. Appendix

2.25	"the Service Management Plan"	a plan setting out a package of measures to be adopted by the Owner and approved by the Council from time to time for the management of the deliveries and servicing to the Development securing the minimisation of conflicts between service vehicle and car and pedestrian movements and the minimisation of damage to amenity from such servicing and deliveries which shall include inter alia the following:- (a) a requirement for delivery vehicles to unload from a specific suitably located area; (b) details of the person/s responsible for directing and receiving deliveries to the Property; (c) measures to avoid a number of delivery vehicles arriving at the same time; (d) likely frequency and duration of servicing movements and measures to be taken to avoid any conflicts; (e) likely nature of goods to be delivered; (f) the likely size of the delivery vehicles entering the Property; (g) measures taken to ensure pedestrian management and public safety during servicing including a statement setting out how highway safety will be maintained during servicing movements (h) measures taken to address servicing movements on and around the Property with a view inter alia to combining and/or reducing servicing and minimise the demand for the same

(i) provision of swept path drawings to ascertain manoeuvring when entering and exiting the Property in accordance with the drawings submitted and agreed with the Council;

(j) details of arrangements for refuse storage and servicing; and

(k) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

Unit 3 servicing potential assessment

Methodology

In order to assess the development's assumed convenience store's servicing potential the industry standard travel survey database TRICS has been used. TRICS is the UK and Ireland's national system of trip generation analysis, containing over 7150 directional transport surveys at over 110 types of development. It is used to project the effect of proposed changes in land use or intensification (i.e. new developments) on transport levels and patterns. Surveys which record the servicing trip activity of existing developments comparable with a particular development proposal are selected in order to project that development's expected servicing trip potential.

Comparable developments

Unlike the assessment of a development proposal's standard trip generation potential, servicing potential is not influenced by location or Public Transport Accessibility Level (PTAL). The criteria used therefore in order to select comparable developments (i.e. surveyed sites) from TRICS are land use ('A1 Supermarket'), GFA ('0sqm to 1,000sqm') and survey type (i.e. those which record servicing trip activity). The criteria yielded 2 comparable developments and their respective details are set out in Table 9.

Site name	Address	Site ref.	GFA (sqm)	Survey day
Sainsbury's Local	Queensway, London W2 4SB	KN-01-O-01	300	Weds
Sainsbury's Local	Mortimer Street, London, W1T 3JG	WE-01-O-01	550	Thurs

Table 9, comparable sites from TRICS

Service vehicles

TRICS records servicing survey data based upon 3 vehicle classes although it should be noted that convenience stores are only actually serviced by rigid goods (i.e. OGV1) vehicles or larger:

- Light Goods Vehicles (LGV) - weight up to 3.5 tonne;
- Other Goods Vehicles 1 (OGV1) - up to 3 axels; and
- Other Goods Vehicles 2 (OGV2) - 4 axels +.

Trip rate

TRICS produces a daily OGV servicing rate for each comparable development detailed in Table 2.3. These rates have been combined to derive an average daily servicing rate. The average daily servicing rate for the combined comparable sites per 100sqm GFA is 0.825 for arrivals and departures (respectively).

Trips

The average daily arrival / departure servicing trip rate has been applied to the development's convenience store's 400sqm floor space in order to establish the number of daily servicing trips. The number of daily servicing trips expected to be made is 3.3.

GENERAL NOTES:

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.

DO NOT SCALE FROM THIS DRAWING.

DRAWING NOTES:

[blue outline] 10 Bloomsbury Way

STATUS	REVISION	DATE
P1	Preliminary Issue	29.09.14
-	Preliminary Issue	11.09.14

DRAWING: **LEASE PLAN**
Ground Floor - Building Plan

SCALE: **1:150 @ A1 (1:300 @ A3)**

DRAWING FILE REF: **770-A-P--BuildingPRINT**

DATE: **Aug 2014**

DRAWN BY: **BGY**

DWG No. **770_LE_00**

REVISION: **P1**

DRAWING STATUS: **PRELIMINARY**

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