

SERVICING PROPOSALS

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1. Introduction

The refurbishment of 85 Gray's Inn Road re-purposes it as a speculative building for the Bio-sciences sector. It is intended to lease the building on a floor by floor basis and as such the building may have multiple users none of whom are known at present. This document therefore puts forward assumptions for servicing and deliveries for this building, based on similar laboratory buildings. It should also be noted that the similar buildings we have used leant more heavily to the 'wet sciences' and therefore would be deemed to be towards the 'worst case'. There is a trend and likelihood within the Biosciences Sector towards 'dry lab' or 'data science' for which the generation of waste, deliveries or servicing would be less.

2. Objectives

The servicing and management strategy for the development will be further developed once the tenants have been identified and will aim to support a sustainable development. It 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;
- Where possible seeks to identify deliveries that could be reduced, re-timed, particularly during busy periods;
- Employ mitigation tools such as 'just in time' deliveries';
- Consolidate deliveries to reduce the number of delivery trips to the site;
- Improve the reliability of deliveries to the site;
- Reduce the operating costs of both the user and servicing companies;
- Reduce the impact of servicing activity on local residents and the environment; and
- Limit impact of servicing movements on the local road network.

3. Goods Deliveries

It is likely for the Bio-sciences sector some of the deliveries and refuse collections may be specialised and typical delivery and servicing trips to the site may include medical research related items or sensitive materials. Other items, generally, would be typical to a standard business or offices environments. These items will vary in size from pallets of boxes to small packages. It is anticipated the servicing the daily number of delivery vehicles anticipated to visit the site, based on a similar sized Bio-science building, would be approximately 2 pallets per week and other small packages circa 20 per day.

In terms of other types of visits these are listed below:

Specialised Gases:

Based on similar size Bio-science buildings, on which advice from BOC has been given, for gases the likely delivery requirements were:

- Liquid Nitrogen provision – 2 deliveries for refill per week.
- Gas cylinder servicing – 1 per week for exchanging full and empty cylinders.

Service Engineer Servicing:

There may be a requirement for Servicing Engineers to service the laboratories. These movements are both regular, i.e. planned visits or alternatively reactive visits which are sometimes required by service engineers to service machinery or equipment; however, these are undertaken on an ad hoc basis.

Courier Services:

The bio-science companies may also use courier services to send out small packages – it is assumed these would be roughly 1-2 per day. Packages are likely to be small and generally conducted by cycle or motorcycle. Large shipments tend to be occasional and would be taken by a van.

Waste and Refuse Generation:

Per week it is likely that the waste & recycling generation will be:

- General Waste: 5Nr 1100L Eurobins
- Recycling: 5Nr 1100L Eurobins
- Clinical: 6Nr 660L Eurobins

General Waste and Recycling will be managed by the Building's FM team however the Clinical Waste is specialist and will be managed by the Tenants.

4. Service Vehicles

The likely vehicle delivery types are per the table below:

| Vehicle Type | Servicing Type | Service provision |
|---------------------------------|--|--|
| General waste | Large refuse vehicle | Collects waste from eurobins |
| Recycled waste | Large refuse vehicle | Collects waste from eurobins |
| Clinical Waste | Clinical waste vehicle (specialists service provider, e.g. SRCL with a 25 x 770 litre eurobins capacity) | Deposits empty clinical waste bins and collects and removes full clinical waste eurobins |
| 7.5T Box Van | General deliveries | Larger deliveries, generally palette deliveries (boxes) |
| BOC 14T rigid vehicle | Liquid Nitrogen vessels | Replenishing Liquid Nitrogen |
| BOC 18T Pallet cylinder vehicle | Gas cylinders | Replacing gas cylinders |
| LGV couriers | Various deliveries (medical and administrative) | Planned and ad hoc deliveries |
| Cycle couriers | Various deliveries (medical and administrative) | Planned and ad hoc deliveries |

5. Service Areas

Service and Access Points

- Gray's Inn Road – staff, visitor, courier & general deliveries access to reception;
- Brownlow Mews – cycle parking access and servicing for waste/refuse and specialist gases.

Gray's Inn Road Main Entrance

The main entrance located directly onto Gray's Inn Road offers pedestrian access from the footpath for building users, visitors and wheelchair users. It is a level access. This will be the main point of access for courier and general deliveries which will be taken directly to the reception.

Brownlow Mews Gas Deliveries

The Gas service providers, if required by the tenants, will be responsible for replenishing the liquid nitrogen and gas cylinders. Gas Storage will be on the individual tenant floors and the tenants will be responsible for taking storage vessels and cylinders down the courtyard for refilling or exchange. The frequency and number of these deliveries cannot be confirmed, although we have suggested above, until the tenants have been identified. It is normal for these deliveries to take place during quiet times and not during peak hours.

Brownlow Mews Refuse & Waste

Waste storage and just in time management of clinical waste is to be via the rear courtyard with refuse collection operatives accessing via Brownlow Mews.

6. Parking and Loading Restrictions at the Servicing Location

85 Gray's Inn Road is within London Borough of Camden's CA-D Kings Cross Area Parking Area - Controlled Hours

- Monday to Friday: 08:30-18:30
- Saturday: 08:30-13:30
- Sunday: No controlled hours

Brownlow Mews

The Brownlow Mews servicing location is on a single yellow line and as such single yellow line loading restrictions apply. It is noted that Brownlow Mews is a dead end street for vehicle access. A doctor's parking bay and resident parking bay are at the south end of Brownlow Mews.



Image 1: Looking north up Brownlow Mews from Roger Street junction

Roger Street

There is a single yellow line area along Roger Street. Any vehicular deliveries accessing the main entrance on Gray's Inn Road will require to park in compliance with restrictions in this area for loading/unloading.

There are also 2Nr Disabled Parking bays on Roger Street on the South side opposite 85 Gray's Inn Road.



Image 2: Looking east along Roger Street from Brownlow Mews junction

Gray's Inn Road

During the Summer of 2021 'Gray's Inn Road Cycling, Walking and Pedestrian improvement works' have been implemented involving the addition of a cycle lane and moving the pedestrian crossing and bus stop in close proximity to the building entrance. These works appear to restrict any parking for loading or unloading on Gray's Inn Road to service the building.



Image 3: Looking north up Gray's Inn Road from Roger Street junction

Camden's guidance on Loading/unloading:

Loading on yellow lines:

Loading or unloading can take place on single or double yellow lines (without kerb markings) for an unlimited time before 11am and after the end of controlled hours or 6.30pm (whichever is earlier). After 11am and until the end of controlled hours or 6.30pm (whichever is earlier), heavy goods vehicles (3.5 tonnes and above) can load or unload for up to 40 minutes, cars and light goods vehicles for up to 20 minutes.

Kerb markings mean that a loading ban may apply. Loading or unloading is not permitted at any time on yellow lines with double kerb markings. Single kerb markings mean that loading or unloading is not permitted at certain times stated on a nearby time plate.

Loading within parking bays

Any vehicle may load or unload for up to 20 minutes within a resident permit bay or paid for parking bay. The use of dedicated bays such as car club, disabled, electric charging, market trader and doctor should be avoided. Loading or unloading is not permitted in diplomatic bays.

7. FM Facilities

A Facilities Management (FM) company will oversee the servicing of the building and work with the tenants in terms of managing their deliveries. It is intended all servicing movements will be scheduled to ensure a smooth and efficient servicing regime. A member of staff will be present at the time of delivery to provide access via the Main Entrance or to the rear courtyard from Brownlow Mews.

Once unloaded, goods will be moved to the appropriate storage areas allowing end users to collect these. This will help to ensure that vehicle dwell times are minimised and that goods vehicles follow the delivery schedule.

8. Service Management Measures and Opportunities

This section sets out and discusses servicing management plan measures and opportunities which can be used to limit and control servicing demands and reduce the impacts of the servicing for 85 Gray's Inn Road.

Design

Good design with regard to delivery and servicing can have a positive impact in areas such as reducing congestion on the highway network surrounding the site. Furthermore, good design can lessen disturbance such as noise pollution for residents or adjacent business at or nearby to the site. In addition, the FM staff can help to ensure that the whole process is efficiently managed; where vehicles are able to make deliveries or collections first time and vehicle dwell times can be controlled.

Operation

In order to minimise the impact on the local highway network surrounding the site off peak and out of hours deliveries will be promoted. Thus the servicing demand impacts on the local road network will be further limited.

Procurement

The procurement process should show an awareness of all vehicle activities throughout the proposed development. The process should also identify any impacts associated with the servicing and deliveries of the development and appropriate measures to mitigate them. This may be undertaken by the site facilities management company (or internally appointed staff) or waste and refuse service providers (as appropriate).

Delivery Schedule

A Delivery Schedule (DS) could be employed to regulate, control and monitor the servicing and deliveries at 85 Gray's Inn Road. The DS will provide a detailed plan of all scheduled deliveries by day including waste and refuse servicing movements. Scheduled deliveries would be, subject to any local highway conditions/ restrictions or logistical considerations. The greatest stress on the transport

network in the area surrounding the site is during weekday AM and PM peak periods. Suppliers will generally be discouraged from scheduling deliveries in these periods and will be encouraged to organise deliveries either prior to the AM peak period, or during the daytime off-peak hours (e.g. 10am to 4pm).

Just in Time Deliveries

Subject to service provision there is scope for the FM provider and the tenants to employ 'just in time' deliveries. As well as the positive impact this can have on the local highway network in terms of reduced vehicle activity the use of the 'just in time' system can also have positive impacts for businesses in terms of order processing, inventory management and waste management.

Consolidation

As the tenants will be fitting out their own spaces there is opportunity for them to consider creating adequate storage for larger deliveries minimising the number of trips for smaller deliveries.

It will be necessary for all service providers to be informed of the local highway and servicing conditions, restrictions and operations which affect the servicing of 85 Gray's Inn Road.