PADDINGTON SQUARE

Servicing Management Plan
Aug 2021

SELLAR

A development by Sellar on behalf of Great Western Developments Ltd, a joint venture between Hotel Properties Limited and Anchorage View Pte. Ltd.

OVERVIEW

The purpose of this document is to outline the procedures that will form the servicing and deliveries management plan at Paddington square. This plan will be implemented once the construction phase has been completed and will be adhered to on an ongoing basis. The plan has been devised in order to meet to requirements of planning condition 38 pursuant to planning permission 18/08240/FULL.

MANAGEMENT PLAN CONENTS

- Planning Context
- Access & Deliveries
- Storage
- Security

PLANNING CONTEXT

- Planning permission was originally granted by the City Council for the Paddington Square re-development on 14 August 2017 (Ref: 16/09050/FULL).
- Following two Non-Material Amendment applications approved in 2018 (Refs: 18/00760/NMA and 18/04648/NMA), permission was granted for a minor material amendment (Ref: 18/08240/FULL) on 29 March 2019 for further design-led changes to the public realm and landscaping, and amendments to layout and configuration of the below-ground levels. Accordingly, the approved development is:
- "Variation of condition 1 (approved plans) of planning permission dated 14 August 2018 (RN: 16/09050/FULL) for the Demolition of existing buildings and mixed use redevelopment comprising a commercial cube providing up to 50,000 sqm (GEA) floorspace of office/commercial uses, retail and café/restaurant uses at lower levels and top floor level, a retail/restaurant building on Praed Street; a new major piazza including pedestrianisation of London Street, a new access road between Winsland Street and Praed Street, hard and soft landscaping, new underground station entrance and new Bakerloo Line Ticket Hall; and associated infrastructure and interface highway and transport works for underground connections, and ancillary works.(EIA Application accompanied by an Environmental Statement). Site includes 31 London Street, 128-142 Praed Street, London Street, Paddington Station Arrivals ramp and associated surrounds. , NAMELY, to allow adjustments to layout of steps in the public realm; Change in orientation of escalators linking street level to office Level 02; amendment to lift strategy and location; amendment to the public realm to address level changes and provision of accessible routes; increase in height and footprint of Praed Street building and minor increase in footprint with, adjustments to detailed design; amendment to layout and configuration of below-ground concourse area and retail units; amendment to the layout and configuration of the LUL Station Box; and reconfiguration of main office core. Additionally, details of soft landscaping, soil depth, specification, and rainwater harvesting pursuant to conditions 33, 49 and 51 of the original permission".
- Development commenced in June 2018 with demolition of the existing buildings.
- The Applicant has also undertaken the construction of a New Access Road as part of the S106 Agreement. This road is now in use and as such, the Stopping Up Order was implemented as of May 2019.
- As part of the S106 Agreement the Applicant also commits to enter into a Walkways Agreement with the Council, in which they will agree to dedicate walkways to the public. This Agreement will be completed prior to practical completion of the development.

ACCESS & DELIVERIES

DELIVERIES, LOADING BAY AND ACCESS ROUTES

The management team will utilise an online delivery system to ensure correct scheduling for any expected vehicles to the loading bay on Tanner Lane and Arrivals Road. Any unexpected vehicles will be refused entry to ensure security and scheduling is adhered to. The office and retail occupiers within Paddington Square will be given access to the online delivery system so that they can book their respective deliveries and collections onto the system in real time.

ARRIVALS ROAD DELIVERIES FOR NETWORK RAIL ONLY

Automatic rising bollards, cautioned via a traffic light system will be utilised in this area for vehicular access. These bollards are positioned approximately 4m from Praed Street. Entry will be controlled via the security control centre and the estate guarding team will enable access for expected vehicles.

Upon arrival, all vehicles will pull onto Arrivals Road and inform the security control room, via the intercom system, that they have arrived. The security control room will then confirm the delivery window and drop the automatic bollards to allow the vehicle access. Once unloaded and delivered the vehicle will turn and drive back to the line of automated bollards whereby the induction loop/photocell will be activated allowing the bollards to drop so that the vehicle may exit and return to Praed Street.

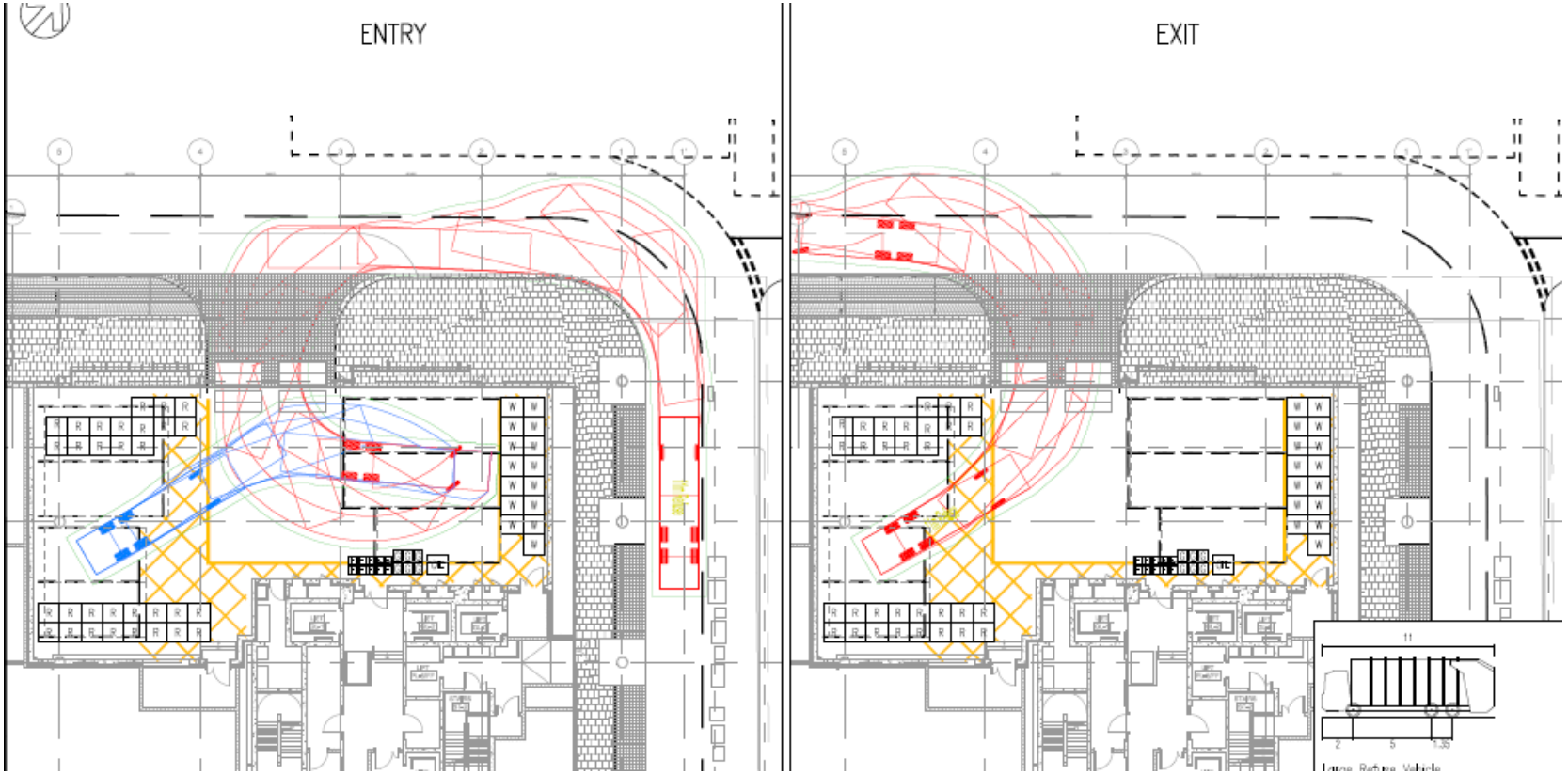
During heavy traffic periods, the management team will have security personnel available to proactively ensure that expected vehicles have seamless access through to the Arrivals Road loading area.

TANNER LANE DELIVERIES FOR PADDINGTON SQUARE

As with the Arrivals Road entrance, all delivery vehicles will be allocated a pre booked delivery window, if a delivery vehicle misses its allocated window and the loading bays are all full, then they will not be granted access until such time as there is availability. This will help to ensure that no more than eight servicing vehicles will arrive at any one time.

LOADING ENTRANCE ON TANNER LANE

The plans below indicate the entry and exit points to the loading bay for vehicles using Tanner Lane and the turning positions for vehicles within the loading bay area. On entry, vehicles drive up Winsland Street and enter to the left of the loading bay off Tanner Lane, on exit vehicles exit on the right of the loading bay and away via Tanner Lane.



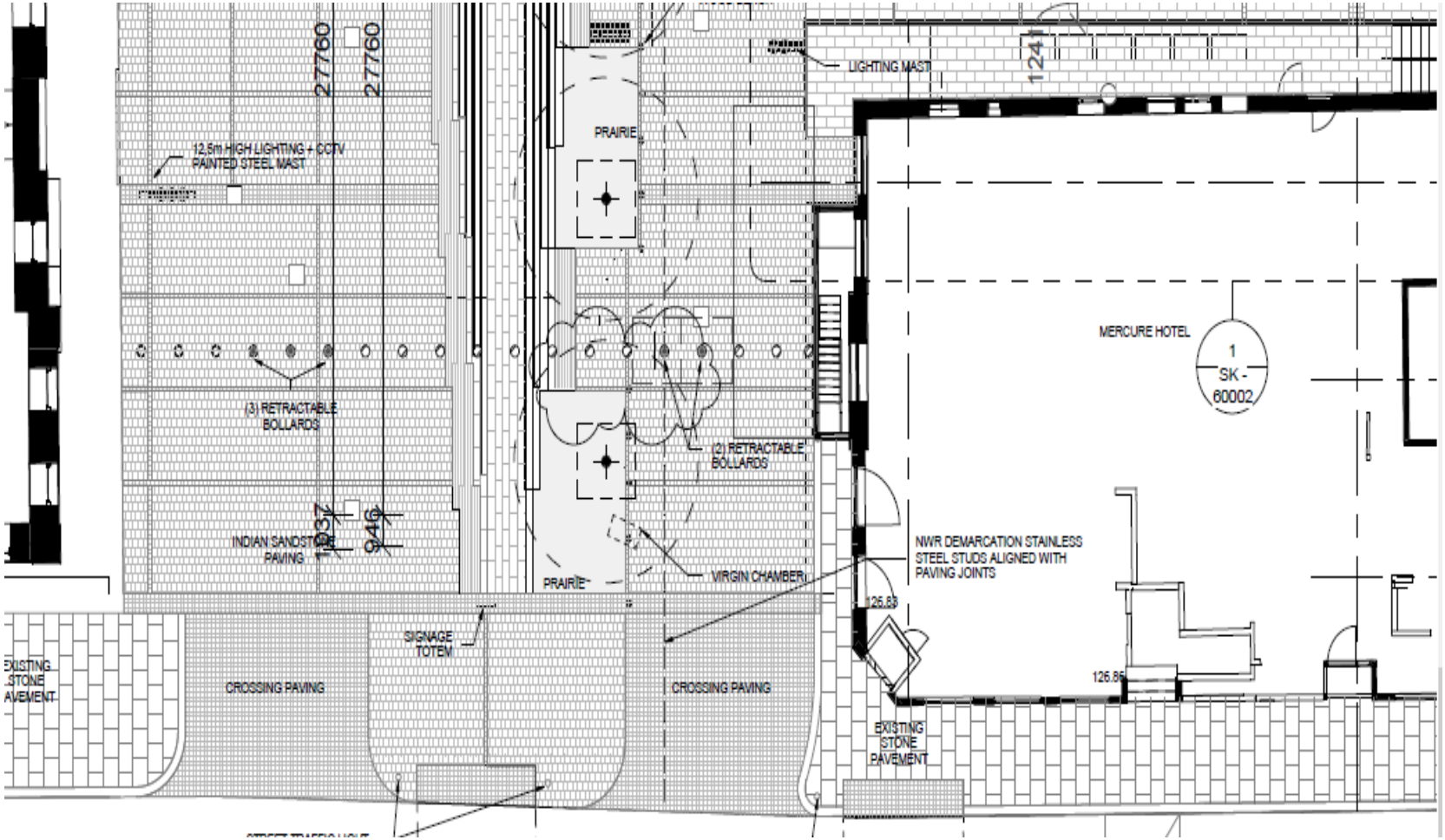
MERCURE HOTEL DELIVERIES

All deliveries to the rear of the Mercure Hotel will be directed from Praed Street down to the side of the hotel premises. Automatic rising bollards, cautioned via a traffic light system and controlled from the security control room will be in operation. All delivery vehicles will be allocated a pre booked delivery window, If a delivery vehicle misses its allocated window and the loadings bays/drop off areas are all full, then they will not be granted access until such time as there is a free space.

Upon arrival, all vehicles will pull onto the access road and inform the security Control Room, via the intercom system, that they have arrived. The Security Control Room will then confirm the delivery window and drop the automatic bollards to allow the vehicle access. The vehicle will then be allowed access in order to unload and deliver. Once unloaded and delivered the vehicle will drive back to the line of automated bollards whereby the induction loop/photocell will be activated allowing the bollards to drop so that the vehicle may exit and return to Praed Street.

As with the arrivals road during heavy traffic periods, the management team will have security personnel available to proactively ensure that expected vehicles have seamless access through to the access road loading area. This will help to ensure that no more than eight servicing vehicles will arrive at any one time.

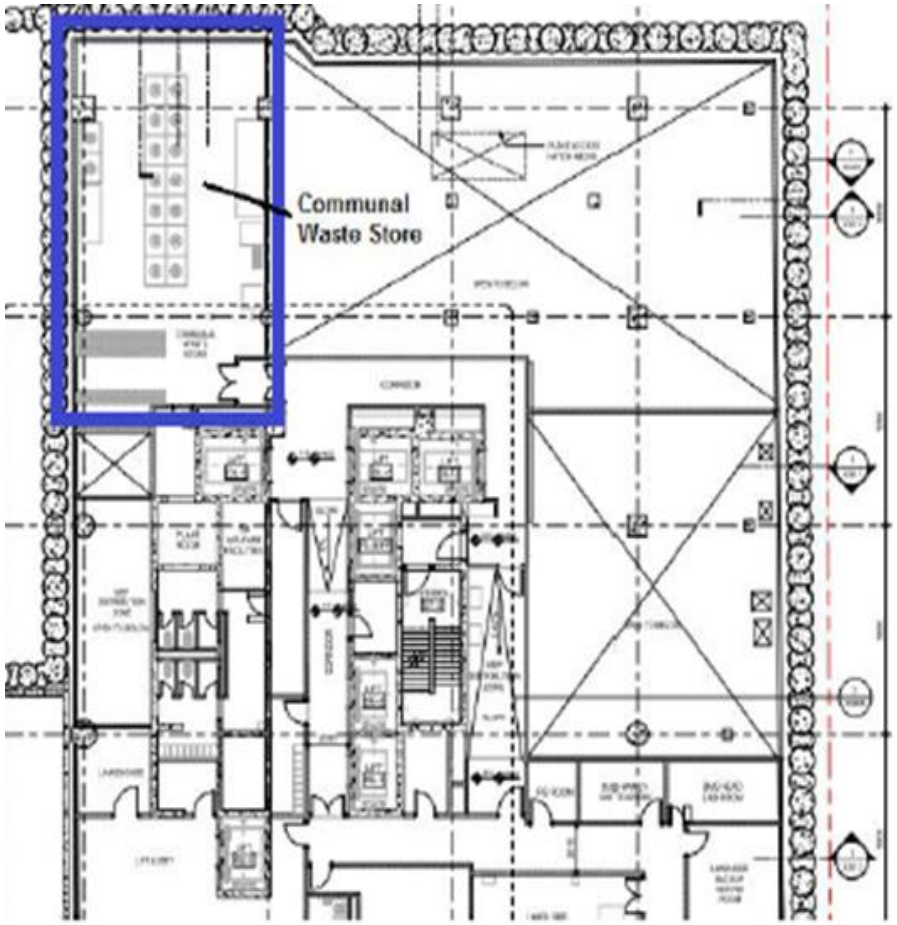
THE PLAN BELOW OUTLINES THE DELIVERIES ENTRANCE AND BOLLARD LOCATIONS FOR ARRIVALS ROAD AND THE MECURE HOTEL, AS DESCRIBED IN SLIDE 6.



MERCU STORAGE

The storage of goods will be permitted within the loading bay area only, goods will be kept within the confines of the development, in the internal areas of the office or retail spaces, once they have been accepted. Goods will not be permitted to be stored in / around arrivals road or tanner lane. Similarly, the Mercure hotel will accept all deliveries and store them within the confines of the property. There will be no freight storage or consolidation outside of development during periods of building fit out or refurbishment.

Waste will be collected on a daily basis by a dedicated waste carrier, the storage of waste will be within the confines of the development in the level 2 basement mezzanine area. The plan on slide 9 to the left shows the location of the waste storage area and the chart to the right outlines the anticipated waste storage provision that will be required.



Use	Weekly Storage Required (litres)	Storage Required (2 Days' Provision) (litres) ***
Office *	84,744	Refuse – 5,448 Recycling – 12,712 Cardboard - 3,632 Food waste - 2,421 ***Total - 24,213***
Retail & Restaurants **	45,157	Refuse – 1,161 Recycling – 2,709 Cardboard - 6,451 Food waste - 1,290 Glass - 1,290 ***Total – 12,902***
Total	**129,901**	**37,115**

Notes:

* Assumed that 75% of office waste is refuse and recycling, 15% is cardboard, 10% is food waste.

** Assumed that 30% of retail/restaurant waste is refuse and recycling, 50% is cardboard, 10% is food waste, 10% is glass.

*** Storage required was calculated by dividing the weekly storage by seven and multiplying by two. The combined total for refuse and recycling has been split by a ratio of 70:30.

SECURITY

SECURITY CONTROL CENTRE

As with any large scale development, Paddington Square will have a security control room facility which will be managed 24/7, 7 days per week, 365 days per year. This function will provide a centralised hub for coordinating security, access and movement across the building, arrivals road, the loading bay situated on tanner lane and the public realm. The team will consist of a dedicated loading bay supervisor and security guard based in the loading bay 7am – 7pm, 7 days a week. During periods of high vehicle activity and building fit out, the loading bay will have a dedicated security officer driving the goods lift and a vehicle management officer working on Tanner Lane. The guarding team will be SIA licensed fitted with radio and body camera equipment.

All functionality for access, egress, intercoms and the electronic bollards will terminate into the control room which is situated on the 2nd floor of the main building. CCTV systems will be also operated, monitored and recorded from the control room. Deliveries to tanner lane will be managed and distributed from a separate security hut located within the loading bay. Supplementary security guarding presence will be provided during peak times on tanner lane to communicate with and guide delivery vehicles.

The security team will operate the loading bay doors on tanner lane in advance of the arrival of vehicles, based on the arrival times that are confirmed from the online booking system. This will reduce waiting times for vehicles travelling through tanner lane, preventing road and carriageway blockages and tailbacks. The security team will ensure the doors to the servicing area would be opened prior to vehicles' arrival (so that, for example, a 1 om rigid vehicle did not arrive and have to wait on the highway for the doors to open, and block the carriageway).

BUILDING CCTV/RECORDING SYSTEMS

The Security Control Centre will have full visibility of all areas within the development namely, the building, public realm, retail levels concourse, tanner lane and arrivals road.

Careful design has been considered to ensure the required lighting levels have been achieved to allow the cameras to operate at their optimum performance.

The cameras on Arrivals Road will conform to GDPR standards and have a dual feed capability allowing the London underground team at Paddington Station access to these images.