

BUILDBASE SITE, PECKHAM

DRAFT DELIVERY AND SERVICING MANAGEMENT PLAN

PROJECT NO. 25/274 DOC NO. D003

DATE: JULY 2026

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CLIENT: REGAL BLACKPOOL ROAD LTD

Velocity Transport Planning Ltd

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1 INTRODUCTION

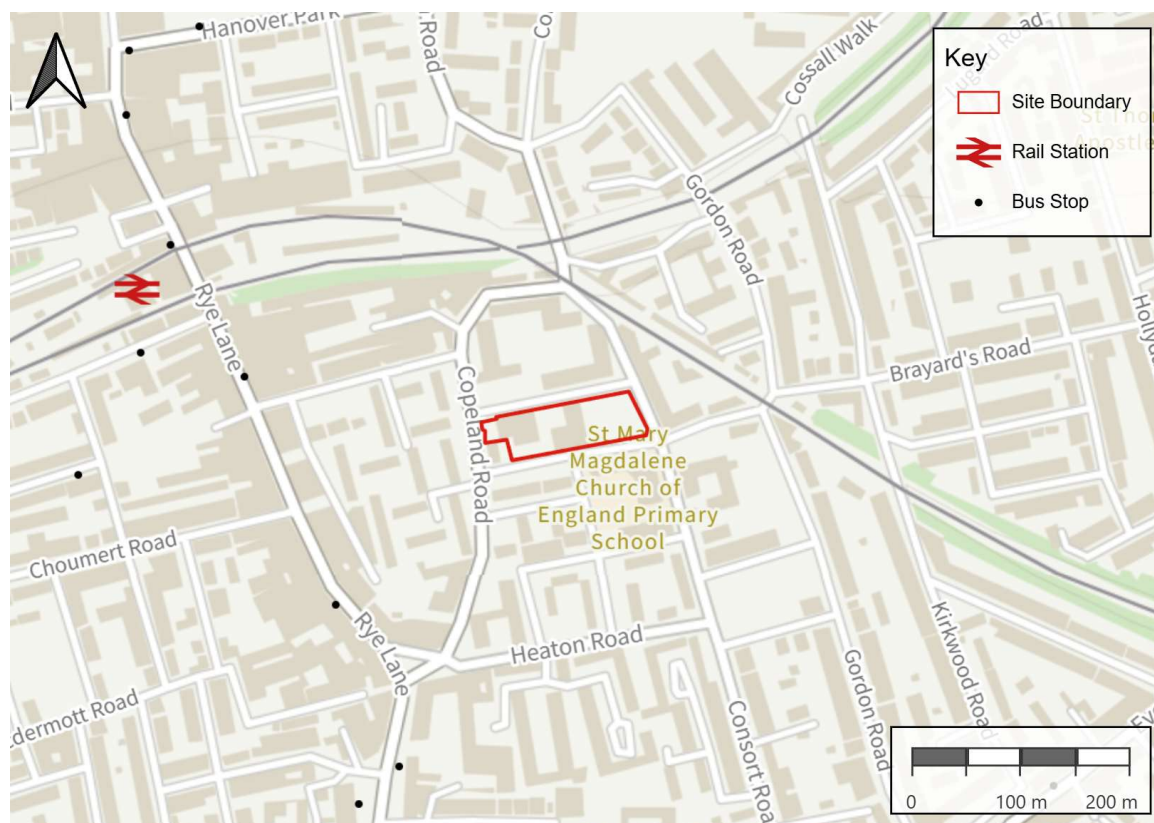
- 1.1.1 This Draft Delivery and Servicing Management Plan (DSMP) has been prepared by Velocity on behalf of Regal Blackpool Road Ltd (the 'Applicant') with respect to the proposed redevelopment of the Buildbase Site located at Blackpool Road, Peckham, SE15 3SU, within the London Borough of Southwark (LBS).
- 1.1.2 Full planning permission is being sought for the following:
- "Demolition of existing buildings and phased re-development of the site to provide purpose-built student accommodation (Sui Generis), residential dwellings (C3) and a commercial/community unit (E/F.2) alongside the provision of internal and external amenity space, public realm, play space, hard and soft landscaping, cycle parking and other associated works."*
- 1.1.3 The LBS are both the acting Local Planning and Local Highway Authority for the Site.
- 1.1.4 This DSMP has been prepared to outline the principles associated with delivery, servicing and refuse management for the Proposed Development. It identifies the expected servicing demand, proposed servicing strategy, refuse collection arrangements and management measures that will be implemented to minimise the impact of deliveries and servicing on the surrounding highway network and local residents.
- 1.1.5 The DSMP seeks to ensure that delivery, servicing and refuse collection activity associated with the Proposed Development can be undertaken safely, efficiently and sustainably. The measures set out within this report will help reduce congestion, minimise vehicle dwell times, improve road safety, reduce environmental impacts and provide a clear management framework for residents, students, operators and service providers.

1.2 SITE LOCATION

- 1.2.1 The Site is located within an area of a mix of land uses including residential and commercial space, and is bounded on all sides by carriageways, namely Blackpool Road to the north, Consort Road to the east, the A2215 to the west, and Brayards Road to the south.
- 1.2.2 Peckham Town Centre, which is located to the north of the Site, is where key day-to-day amenities as well as transport nodes by way of Peckham Rye Station can be accessed. The location of the Site in relation to the surrounding area is shown on **Figure 1-1**.



Figure 1-1: Site Location



SITE ALLOCATION NSP75

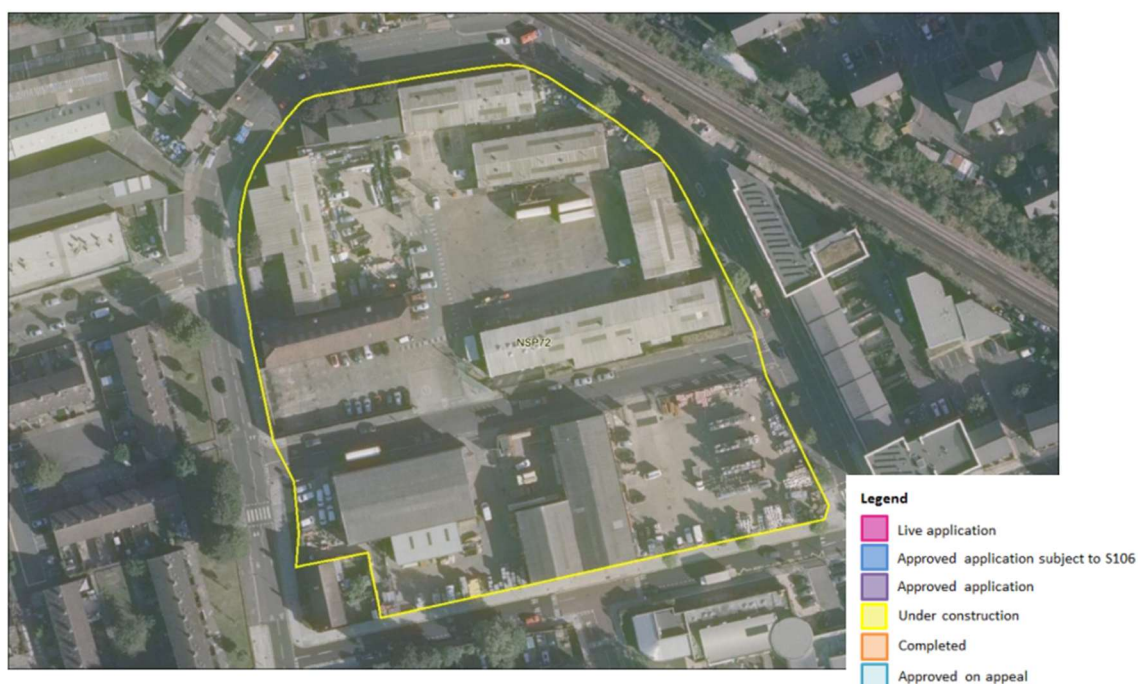
- 1.2.3 The is located within a wider site allocation, namely the “NSP75”, which covers the entire Site and surrounding areas for redevelopment which includes the provision of new homes. The NSP75, as per the LBS’s “Site allocations Methodology Report” (2020) states the following:

“any redevelopment proposal must provide the amount of employment floorspace (B use class) currently on the site and re-provide bus garage subject to need. It is suitable for residential development. Development should provide new amenity space and enhance permeability of the site”.

- 1.2.4 The allocation boundary is demonstrated on **Figure 1-2**.



Figure 1-2: Site Allocation NSP75



1.3 EXISTING SITE USES

- 1.3.1 The Site comprises the buildings located at the southern area of the NSP75 site allocation. Existing uses on Site include a builder's merchant, operated by Buildbase, with an associated yard and open storage space. Comprising B2-B8 land uses at approximately 2,304sqm of Gross Internal Area (GIA).

1.4 PROPOSED DEVELOPMENT

VISION

- 1.4.1 The Site will be redeveloped to replace existing industrial buildings, hardstanding and yard space with a high quality residential-led development that responds to the surrounding urban context and supports the delivery of new student accommodation and affordable homes within Peckham.
- 1.4.2 The Proposed Development will be designed to prioritise walking, cycling and public transport use. Existing vehicular site access points will be stopped up and replaced with a more active travel-led arrangement, opening up the Site and providing improved pedestrian permeability between the northern and southern frontages.
- 1.4.3 The Development will provide new public realm, landscaping, play space and cycle parking, and will be car-free apart from the provision of Blue Badge parking. This approach responds to the Site's PTAL of 4/5 and the Site's proximity to Peckham Rye Station, local bus services and the amenities of Peckham Town Centre.



1.5 DEVELOPMENT PROPOSALS

1.5.1 The Proposed Development is for the provision of a mixed use, residential (C3) and purposed built student accommodation (PBSA – Sui Generis) scheme. The two land uses will be provided within separate buildings, with the residential units located to the western extent of the Site, and the PBSA units at the eastern extent of the Site.

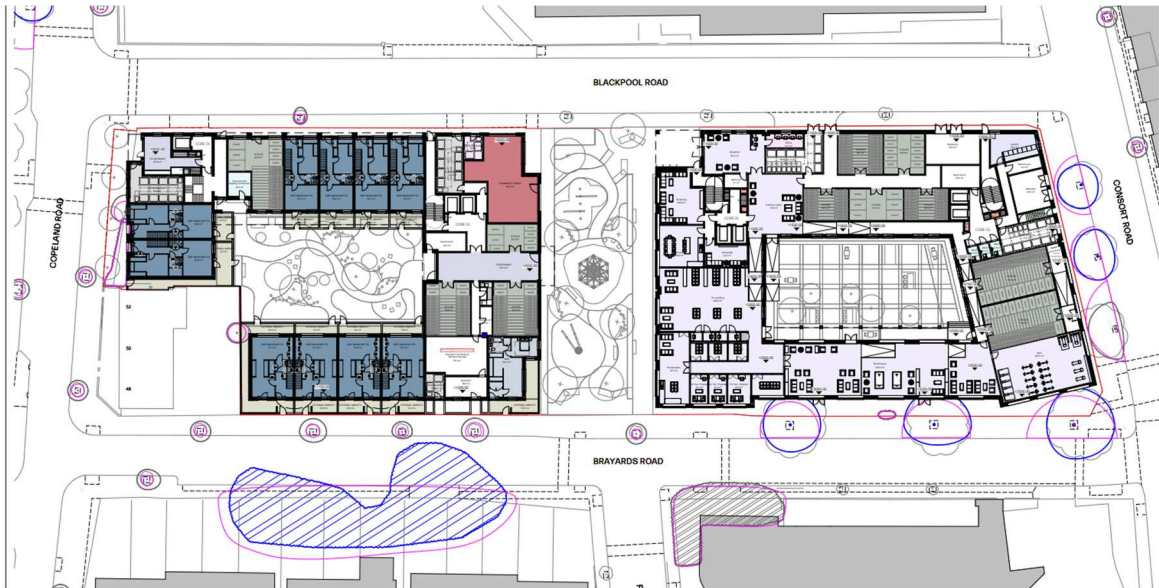
1.5.2 A schedule of accommodation is provided in **Table 1-1**.

Table 1-1: Schedule of Accommodation

LAND USE	GROSS INTERNAL AREA (GIA)	UNITS
Residential	6,661 sqm	55
PBSA	16,101.8 sqm	516

1.5.3 The proposed ground floor layout is shown on **Figure 1-3**. The scheme is to be car-free, save for the provision of Blue Badge parking for the residential aspect of development. The existing vehicular access points into the Site will be removed, in favour of an active travel led landscape, opening the Site up to permeable movements from the north to south and vice versa.

Figure 1-3: Ground Floor Layout



1.5.4 The residential and PBSA buildings will be provided across two separate blocks, with associated amenity use. Full development plans are provided at **Appendix A**.

- 1.5.5 The Site follows the TfL Healthy Streets transport principles of Good Growth (Set out in the Mayor’s Transport Strategy), namely the key areas are as follows:
- Provides good access to public transport and amenities given its proximity to Peckham Rye Station (London Overground / Rail Services) as well as nearby bus stops (Peckham Rye Station, Heaton Road);
 - Encourages people to choose to walk and cycle with the provision of new accessible public realm, footways and cycle parking in line with LCDS standards;

- ⦿ The development will be car-free (with the exception of accessible parking), therefore encouraging no or low carbon travel.

1.5.6 This DSMP has been prepared in accordance with the requirements of National Planning Practice Framework and is supported by a Transport Assessment (TA), Draft Travel Plan (TP) an Outline Construction Logistics Plan (CLP).

1.6 DOCUMENT STRUCTURE

1.6.1 Following this introduction, this DSMP is structured as follows:

- ⦿ Section 2: Planning Policy;
- ⦿ Section 3: Aims and Objectives;
- ⦿ Section 4: Servicing Demand;
- ⦿ Section 5: Servicing Access and Strategy;
- ⦿ Section 6: Servicing Management Measures; and
- ⦿ Section 7: Monitoring the DSMP.



2 PLANNING POLICY

2.1 INTRODUCTION

- 2.1.1 This section summarises the key policy documents and guidance relevant to delivery, servicing and refuse management for the Proposed Development.
- 2.1.2 The relevant planning policy and guidance includes:
- ◉ National Planning Policy Framework;
 - ◉ The London Plan;
 - ◉ Mayor's Transport Strategy;
 - ◉ TfL Delivery and Servicing Plans Guidance;
 - ◉ TfL Freight and Servicing Action Plan;
 - ◉ Southwark Plan; and
 - ◉ Southwark Movement Plan.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2025)

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF promotes sustainable development and requires transport issues to be considered from the earliest stages of development proposals.
- 2.2.2 The NPPF states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 2.2.3 This DSMP supports the transport strategy for the Proposed Development by setting out how delivery, servicing and refuse collection activity will be managed to ensure safe and efficient operation.

2.3 THE LONDON PLAN (2021)

- 2.3.1 The London Plan is the spatial development strategy for Greater London. It includes transport policies which seek to reduce the impact of freight, servicing and construction activity on the highway network and local environment.
- 2.3.2 Policy T7 'Deliveries, Servicing and Construction' states that development proposals should facilitate safe, clean and efficient deliveries and servicing. The policy encourages the use of Delivery and Servicing Plans to demonstrate how delivery and servicing activity will be managed, reduced, retimed or consolidated where possible.
- 2.3.3 The Proposed Development responds to Policy T7 by providing a managed delivery and servicing strategy, supported by measures to coordinate deliveries, manage refuse collection, reduce unnecessary vehicle trips and minimise impacts on the surrounding highway network.



2.4 TFL DELIVERY AND SERVICING PLANS GUIDANCE

- 2.4.1 TfL's Delivery and Servicing Plans Guidance sets out the purpose and benefits of preparing a DSMP for new development. The guidance identifies that delivery and servicing activity should be considered as part of the wider transport strategy for a development and should be managed to minimise impacts on the highway network.
- 2.4.2 Delivery and Servicing Plans can help to:
- ◉ Reduce the number of delivery and servicing trips;
 - ◉ Reduce vehicle dwell times;
 - ◉ Improve safety for pedestrians, cyclists and other road users;
 - ◉ Reduce congestion;
 - ◉ Reduce emissions and noise;
 - ◉ Encourage consolidation of deliveries;
 - ◉ Encourage retiming of deliveries away from peak periods;
 - ◉ Support the use of low and zero emission vehicles; and
 - ◉ This DSMP has been prepared in accordance with the principles of TfL guidance and sets out a management framework for the Proposed Development.

2.5 SOUTHWARK PLAN AND LOCAL POLICY

- 2.5.1 The Southwark Plan forms part of the adopted development plan for the borough and sets out the planning policy framework for development within LBS. The Plan supports sustainable transport, efficient servicing, high quality public realm, safe streets and appropriate waste management facilities.
- 2.5.2 The Southwark Movement Plan also seeks to improve movement across the borough, support walking and cycling, reduce traffic impacts and create safer and healthier streets.



3 AIMS AND OBJECTIVES

3.1 INTRODUCTION

- 3.1.1 The overarching aim of this DSMP is to ensure that deliveries, servicing and refuse collection associated with the Proposed Development are undertaken safely, efficiently and sustainably.
- 3.1.2 The DSMP has been prepared to minimise the impact of servicing activity on the surrounding highway network, local residents and other road users, while ensuring that the operational needs of the C3 residential and PBSA uses can be met.

OBJECTIVES

- 3.1.3 The objectives of this DSMP are to:
- ⦿ Ensure delivery, servicing and refuse collection activity is undertaken safely and efficiently;
 - ⦿ Minimise the number of servicing vehicle trips where practicable;
 - ⦿ Reduce the impact of servicing activity on the surrounding highway network;
 - ⦿ Avoid unnecessary obstruction of the local highway network;
 - ⦿ Minimise conflicts between servicing vehicles, pedestrians and cyclists;
 - ⦿ Encourage deliveries outside peak periods where practicable;
 - ⦿ Encourage consolidation of deliveries;
 - ⦿ Support the use of low and zero emission vehicles where practicable;
 - ⦿ Ensure refuse collection can be undertaken safely and in accordance with LBS requirements;
 - ⦿ Manage parcel deliveries associated with the C3 residential and PBSA uses;
 - ⦿ Manage student move-in / move-out activity associated with the PBSA element; and
 - ⦿ Provide a monitoring and review process to identify any servicing issues following occupation.
- 3.1.4 The implementation of the measures set out in this DSMP will provide benefits including reduced congestion, improved highway safety, reduced emissions, reduced noise, improved operational efficiency and reduced impacts on local residents.



4 SERVICING DEMAND

4.1 INTRODUCTION

- 4.1.1 This section sets out the expected delivery and servicing demand associated with the Proposed Development.
- 4.1.2 Servicing activity associated with the Proposed Development is expected to include:
- ◉ Residential parcel and grocery deliveries;
 - ◉ PBSA parcel and grocery deliveries;
 - ◉ Maintenance visits;
 - ◉ Refuse and recycling collections;
 - ◉ Food waste collections;
 - ◉ Furniture / bulky waste collections;
 - ◉ Student move-in / move-out activity;
 - ◉ Occasional contractor visits;
 - ◉ Post and courier deliveries; and
 - ◉ Management / operator deliveries.
- 4.1.3 The Proposed Development will be car-free, save for Blue Badge parking provision. The delivery and servicing strategy has therefore been developed to accommodate operational servicing requirements while maintaining the active travel-led nature of the Site.

4.2 DELIVERY AND SERVICING TRIPS

- 4.2.1 As per the methodology outlined within the associated TA, trip rates have been derived from the TRICS database and applied to the proposed development quantum for both the C3 and PBSA aspect of development. The servicing trip rates and trips for each proposed land use are summarised in **Table 4-1**.

Table 4-1: Daily Service Vehicle Trip Rates and Trips

LAND USE	DAILY LGV RATE (TWO-WAY)	DAILY LGV TRIPS
C3 Residential	0.250	14
PBSA	0.036	18
Total	0.286	32

- 4.2.2 As outlined within **Table 4-1**, the Site will result in a total of 32 delivery trips made to and from the Site across a typical day. These will be imperceptible when split across a 12 hour (7am-7pm) servicing window, resulting in approximately one trip every 23 minutes. Furthermore, as the Site is to result in a net decrease in vehicular trips, the number of delivery trips will still fall under those currently occurring in the area.
- 4.2.3 The servicing demand is low and typical of a residential / PBSA development. The majority of servicing vehicles are expected to be light goods vehicles associated with parcel, grocery and maintenance activity.



- 4.2.4 Refuse collection vehicles will attend the Site in accordance with LBS collection arrangements and the waste strategy set out within the OWMS.



5 SERVICING ACCESS AND STRATEGY

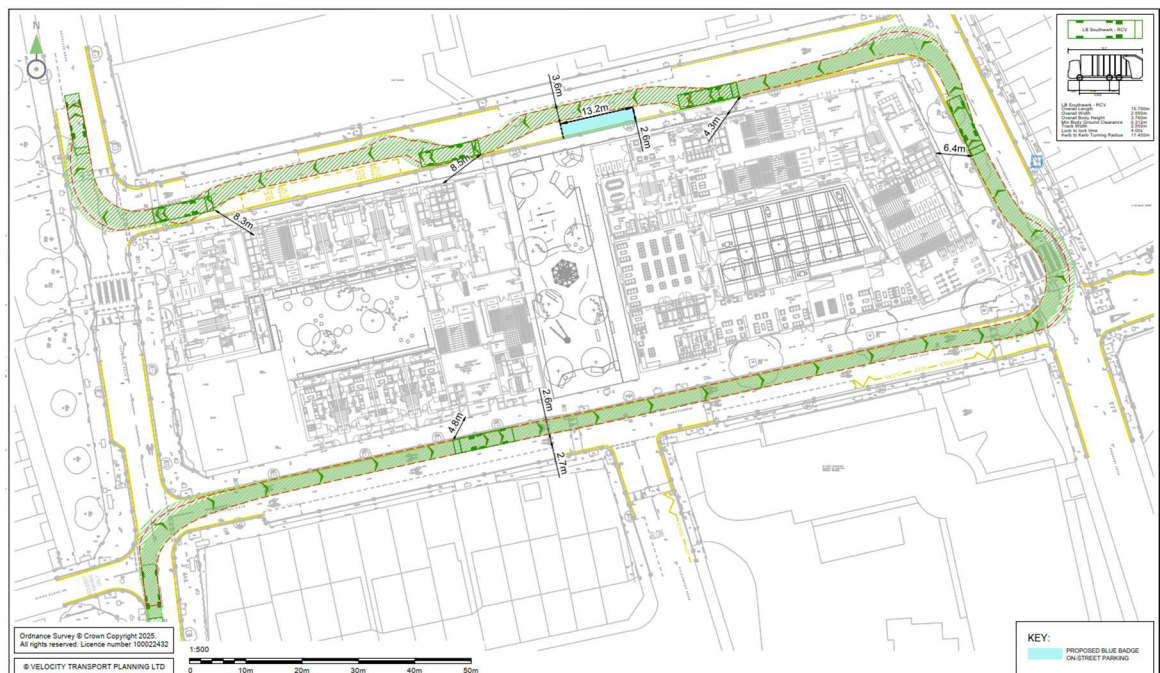
5.1 INTRODUCTION

- 5.1.1 This section outlines the proposed servicing access and strategy for the Proposed Development, including delivery, servicing, refuse collection and parcel management arrangements.
- 5.1.2 The servicing strategy has been developed to ensure that the operational requirements of the C3 residential and PBSA uses can be met without adversely impacting the surrounding highway network.

5.2 PROPOSED REFUSE, DELIVERY AND SERVICING LOCATIONS

- 5.2.1 Delivery, servicing and refuse activity will take place on-street from either Blackpool Road, Brayards Road or Consort Road, at the existing double and single yellow line restricted kerb space. Given the car-free nature of the Site (excluding Blue Badge parking), there will be minimal vehicular movements into the Site.
- 5.2.2 Swept path analysis assessments have been undertaken which demonstrate the locations of loading areas along Blackpool Road. These have been undertaken with consideration given to both the existing bus lane along the carriageway, as well as the proposed location of blue badge bays. This swept path analysis is shown on **Figure 5-1**. Full swept path drawings are provided at **Appendix B**.

Figure 5-1: Swept Path Analysis - Refuse Collection Vehicle



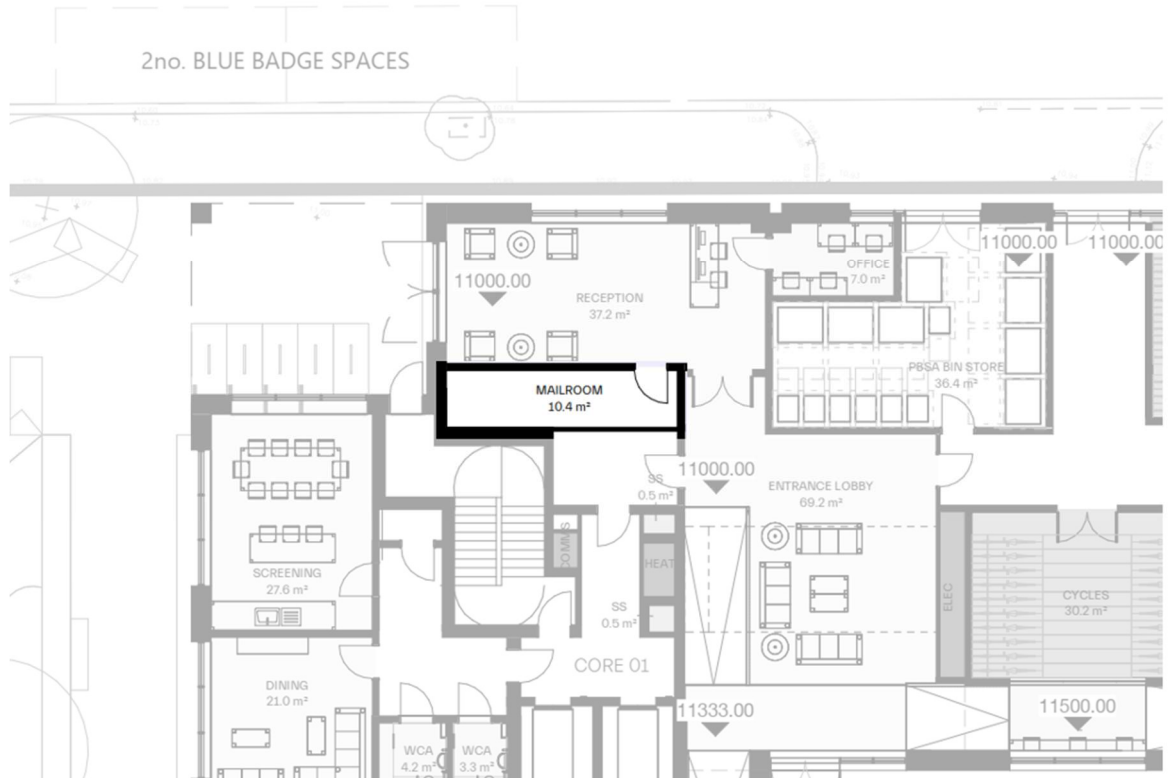
5.3 PARCEL DELIVERIES

- 5.3.1 Parcel deliveries associated with the C3 residential and PBSA uses will be managed to minimise repeat delivery attempts, reduce unnecessary vehicle trips and ensure that delivery activity is contained within the agreed servicing strategy.



5.3.2 The location of the PBSA parcel store is shown in **Figure 5-2**.

Figure 5-2: PBSA Parcel Store



5.3.3 Parcel deliveries will be managed by the building management team / PBSA operator. Residents and students will be informed of parcel delivery arrangements within the resident handbook, welcome pack or student induction information.

5.4 STUDENT MOVE-IN / MOVE-OUT

Student move-in and move-out periods can result in concentrated delivery and loading activity. These periods will therefore be managed by the PBSA operator in accordance with a structured move-in / move-out management strategy.

Measures may include:

- ⦿ Pre-booked arrival and departure slots;
- ⦿ Advance communication with students;
- ⦿ Promotion of public transport access;
- ⦿ Discouraging private car arrivals where practicable;
- ⦿ Temporary staff management at key entrances;
- ⦿ Clear instructions on loading and unloading locations;
- ⦿ Coordination with site management and the DSMP; and
- ⦿ Monitoring of move-in / move-out activity.



- 5.4.1 Final student move-in and move-out arrangements will be confirmed by the PBSA operator prior to first occupation.



6 SERVICING MANAGEMENT MEASURES

6.1 INTRODUCTION

- 6.1.1 This section sets out the servicing management measures that will be implemented to ensure that deliveries, servicing and refuse collection are undertaken safely and efficiently.
- 6.1.2 The measures will be implemented by the building management team, PBSA operator, FM team and other relevant parties.

6.2 DELIVERY MANAGEMENT

- 6.2.1 The building management team will inform residents, students, suppliers and service providers of the agreed delivery and servicing arrangements. Delivery instructions will be provided to regular suppliers and contractors, including details of:
- ⦿ Delivery address;
 - ⦿ Agreed loading / servicing location;
 - ⦿ Access restrictions;
 - ⦿ Preferred delivery times;
 - ⦿ Contact details for site management;
 - ⦿ Parcel delivery arrangements; and
 - ⦿ Restrictions associated with the car-free nature of the Proposed Development.
- 6.2.2 Where practicable, deliveries will be coordinated to avoid the highway peak hours and other sensitive periods, including refuse collection times and student move-in / move-out periods.

6.3 DELIVERY BOOKING AND COORDINATION

- 6.3.1 Regular servicing and delivery activity will be coordinated by the building management team / PBSA operator.
- 6.3.2 A delivery booking system will be implemented for regular servicing activity. The booking system will seek to:
- ⦿ Manage the timing of deliveries;
 - ⦿ Avoid conflicts between servicing vehicles;
 - ⦿ Minimise dwell times;
 - ⦿ Avoid peak periods where practicable;
 - ⦿ Prevent conflicts with refuse collection; and
 - ⦿ Ensure staff are available to receive or manage deliveries where required.



6.4 CONSOLIDATION OF DELIVERIES

6.4.1 The management team will encourage the consolidation of deliveries where practicable to reduce the total number of servicing vehicle trips.

6.4.2 Measures may include:

- ⦿ Encouraging residents and students to use parcel stores / managed delivery facilities;
- ⦿ Encouraging operators to use consolidated supplier deliveries;
- ⦿ Coordinating regular maintenance visits;
- ⦿ Reducing repeat delivery attempts through managed parcel arrangements; and
- ⦿ Encouraging use of click-and-collect and local collection points where appropriate.

6.5 LOW AND ZERO EMISSION VEHICLES

6.5.1 Service providers and suppliers will be encouraged to use low and zero emission vehicles where practicable.

6.5.2 The management team will encourage the use of cargo bikes, electric vans and other low-emission delivery options where these are available and appropriate for the delivery type.

6.5.3 Regular suppliers and contractors will also be encouraged to use operators that are members of the Fleet Operator Recognition Scheme (FORS) or equivalent best-practice schemes.

6.6 WASTE MANAGEMENT MEASURES

6.6.1 Waste management measures will be implemented in accordance with the OWMS.

6.6.2 Residents and students will be provided with information on:

- ⦿ The location of waste stores;
- ⦿ Waste segregation requirements;
- ⦿ Residual waste arrangements;
- ⦿ Dry mixed recycling arrangements;
- ⦿ Food waste arrangements;
- ⦿ Bulky waste arrangements;
- ⦿ Collection arrangements; and
- ⦿ How to report issues with waste storage or collection.

6.6.3 Waste stores will be regularly inspected, maintained and kept clear of obstacles. The FM team will assist with bin presentation and collection where required and will ensure that collection routes remain clear.

6.7 RESIDENT AND STUDENT COMMUNICATION

6.7.1 Residents and students will be informed of the delivery, servicing and waste management arrangements before occupation and on move-in.

6.7.2 Information will be provided through:

- ⦿ Resident handbooks;



- Student induction material;
- Welcome packs;
- Building noticeboards;
- Digital portals;
- Email communications; and
- Direct communication with the management team.

6.7.3 The information will be reviewed and updated where required as part of the DSMP monitoring process.



6.8

SUMMARY OF MANAGEMENT MEASURES

Table 6-1: Servicing Management Measures

MEASURE	RESPONSIBILITY	TIMING
Confirm delivery and servicing locations	Developer / Management Team	Prior to occupation
Provide delivery instructions to suppliers	Management Team / PBSA Operator	Prior to occupation and ongoing
Coordinate regular deliveries	Management Team / PBSA Operator	Ongoing
Encourage delivery consolidation	Management Team / PBSA Operator	Ongoing
Manage parcel deliveries	Management Team / PBSA Operator	Ongoing
Maintain waste stores	FM Team / Management Team	Ongoing
Assist with refuse collection where required	FM Team	On collection days
Manage student move-in / move-out	PBSA Operator	Each academic year
Encourage low/no-emission servicing vehicles	Management Team	Ongoing
Monitor servicing activity	Management Team / FM Team	Ongoing
Review DSMP measures	Management Team / LBS if required	Ongoing



7 MONITORING THE DSMP

7.1 INTRODUCTION

- 7.1.1 Monitoring the DSMP will ensure that the servicing strategy remains effective and that any operational issues are identified and addressed.
- 7.1.2 The DSMP will be monitored by the building management team / PBSA operator / FM team.

7.2 MONITORING ARRANGEMENTS

- 7.2.1 The management team will monitor delivery, servicing and refuse activity following occupation.
- 7.2.2 Monitoring will include:
- ⦿ Review of delivery and servicing activity;
 - ⦿ Review of refuse collection operations;
 - ⦿ Review of parcel delivery arrangements;
 - ⦿ Review of student move-in / move-out activity;
 - ⦿ Review of any complaints received;
 - ⦿ Review of any highway obstruction or safety issues;
 - ⦿ Review of waste store operation and cleanliness; and
 - ⦿ Liaison with residents, students, service providers and LBS where required.

7.3 SERVICING LOG

- 7.3.1 A servicing log will be maintained by the management team. The log will record:
- ⦿ Date and time of delivery / servicing activity;
 - ⦿ Type of delivery or servicing activity;
 - ⦿ Vehicle type, where known;
 - ⦿ Duration of stay;
 - ⦿ Any operational issues;
 - ⦿ Complaints or incidents; and
 - ⦿ Actions taken.
- 7.3.2 The servicing log will be reviewed periodically to identify whether further management measures are required.

7.4 REVIEW PROCESS

- 7.4.1 The DSMP will be reviewed after occupation and periodically thereafter. Where issues are identified, additional measures may be implemented, including:
- ⦿ Amending delivery instructions;
 - ⦿ Adjusting delivery times;



- ⦿ Increasing staff presence at key times;
- ⦿ Revising parcel management arrangements;
- ⦿ Revising student move-in / move-out procedures;
- ⦿ Reinforcing resident and student communication;
- ⦿ Liaising with suppliers and couriers; and
- ⦿ Liaising with LBS where required.

7.5 COMPLAINTS PROCEDURE

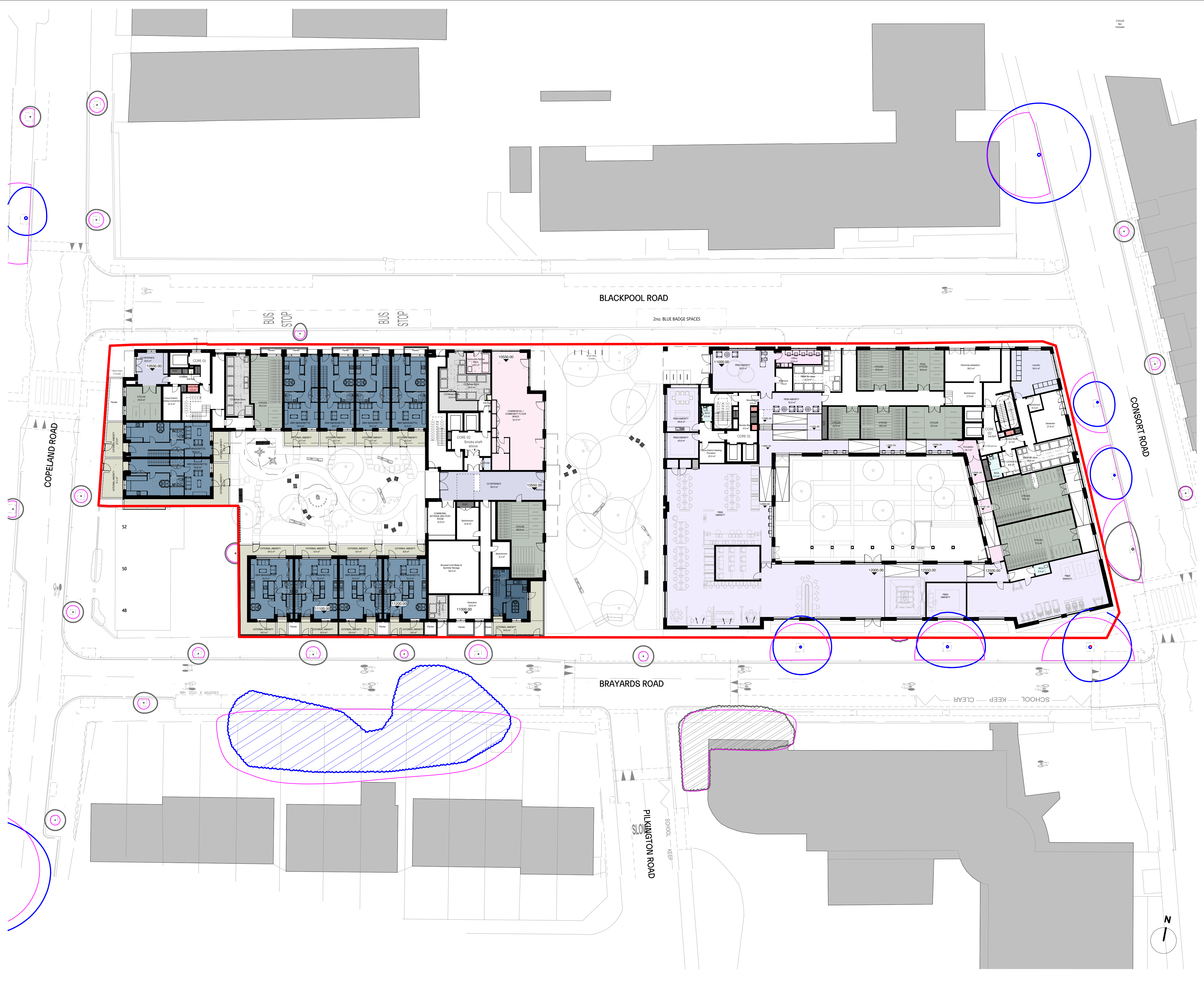
- 7.5.1 Complaints relating to delivery, servicing or refuse activity will be recorded by the management team. Complaints will be investigated and, where appropriate, measures will be introduced to address the issue.



APPENDIX A

SITE LAYOUT





NOTES:
SUPPLEMENTARY INFORMATION:
These drawings reflect the current position of the scheme development at RIBA Stage 2.
These should also be read in conjunction with the following information, prepared by other consultants, in order to demonstrate a coordinated design proposal at RIBA Stage 2:
- Structural Engineers Drawings and Specification. (SD Engineers)
- MEP & Acoustic Engineers Drawings and Specification. (Whitecode)
- Landscape Architects Drawings and Specification. (Exterior)
- Transport & Servicing Consultant Drawings and Specification (Velocity)
- Waste Consultant Drawings and Specification (Velocity)
- Civils Drainage Drawings and Specification. (SD Engineers)
- Fire Statement & Report (Jessen Hughes)
- Design and Access Statement (Morris+Company)
Refer to Landscape Architect's Drawings and Specification for current landscape & public realm proposals.
Refer to MEP Engineers Drawings and Specification for plant arrangements.

EXTENTS AND BOUNDARIES
These drawings combine survey and site information produced by others and as such should be verified for accuracy.
Definition of the red line plot boundary received from Cloud10 Ltd. and is derived from 2D drawing "1901-T Topographical Survey 2D with OS overlay.dwg".
Existing site information is derived from survey information received from Greenhatch Group and is based on 2D and 3D drawings: "1901-T Topographical Survey 2D" and "1901 Blackpool Rd Peckham-Rol".
Arboricultural information is derived from Tree Survey information from TMA "240822-TMA-XX-M2-AP-2000.dwg"

- KEY**
RED LINE BOUNDARY
- C3 KEY**
- UNIT TYPES**
182P SOCIAL RENT (SR)
283P SOCIAL RENT (SR)
284P SOCIAL RENT (SR)
385P SOCIAL RENT (SR)
487P SOCIAL RENT (SR)
- EXTERNAL AMENITY
CYCLE STORE
COMMERCIAL / COMMUNITY FLOOR SPACE (INTERNAL LAYOUT SHOWN IS INDICATIVE)
- PBSA KEY**
CLUSTER LDK
CLUSTER ROOM
STUDIO
PREMIUM STUDIO
PREMIUM STUDIO (WCA)
STUDENT AMENITY (INTERNAL LAYOUT SHOWN IS INDICATIVE)
CYCLE STORE
MVHR
- ARBORICULTURAL KEY**
TREE ROOT PROTECTION AREA
TREE CANOPY, CAT B1
TREE CANOPY, CAT C1

P01	10.07.2026	PLANNING ISSUE
revision	date	description

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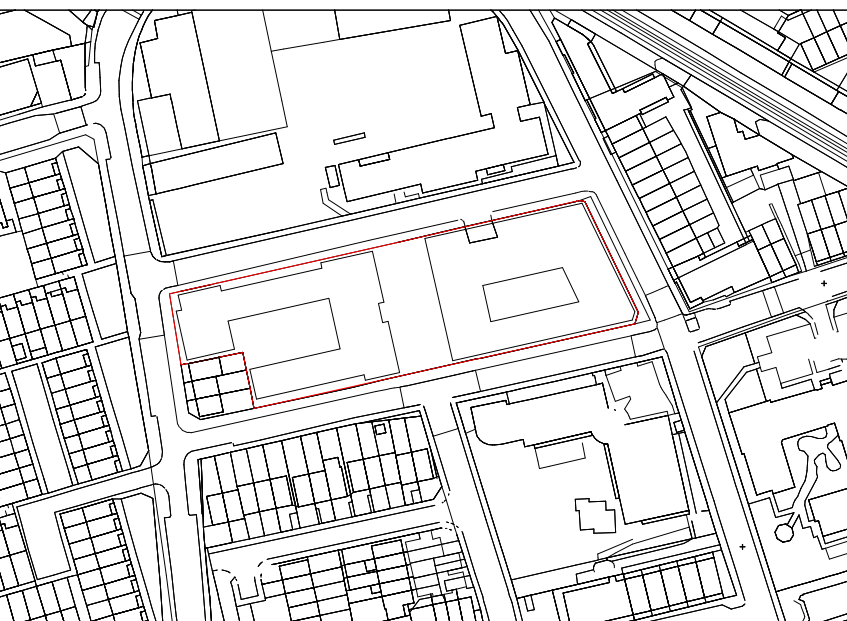
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- + Do not scale from this drawing
- + All dimensions to be checked on site by the Contractor
- + And such dimensions to be their responsibility
- + Report all drawing errors and omissions to the Architect
- + All dimensions in millimeters unless noted otherwise
- + If in doubt ask Contract Administrator

project name PECKHAM BUILDBASE

drawing title PROPOSED GROUND FLOOR PLAN

ref. no. 24035			scale 1:250 @ A1			
project code	originator	functional	spatial	form	discip.	number
24035	MCO	ZZ	00	DR	A	06110

APPENDIX B

SWEPT PATH ANALYSIS

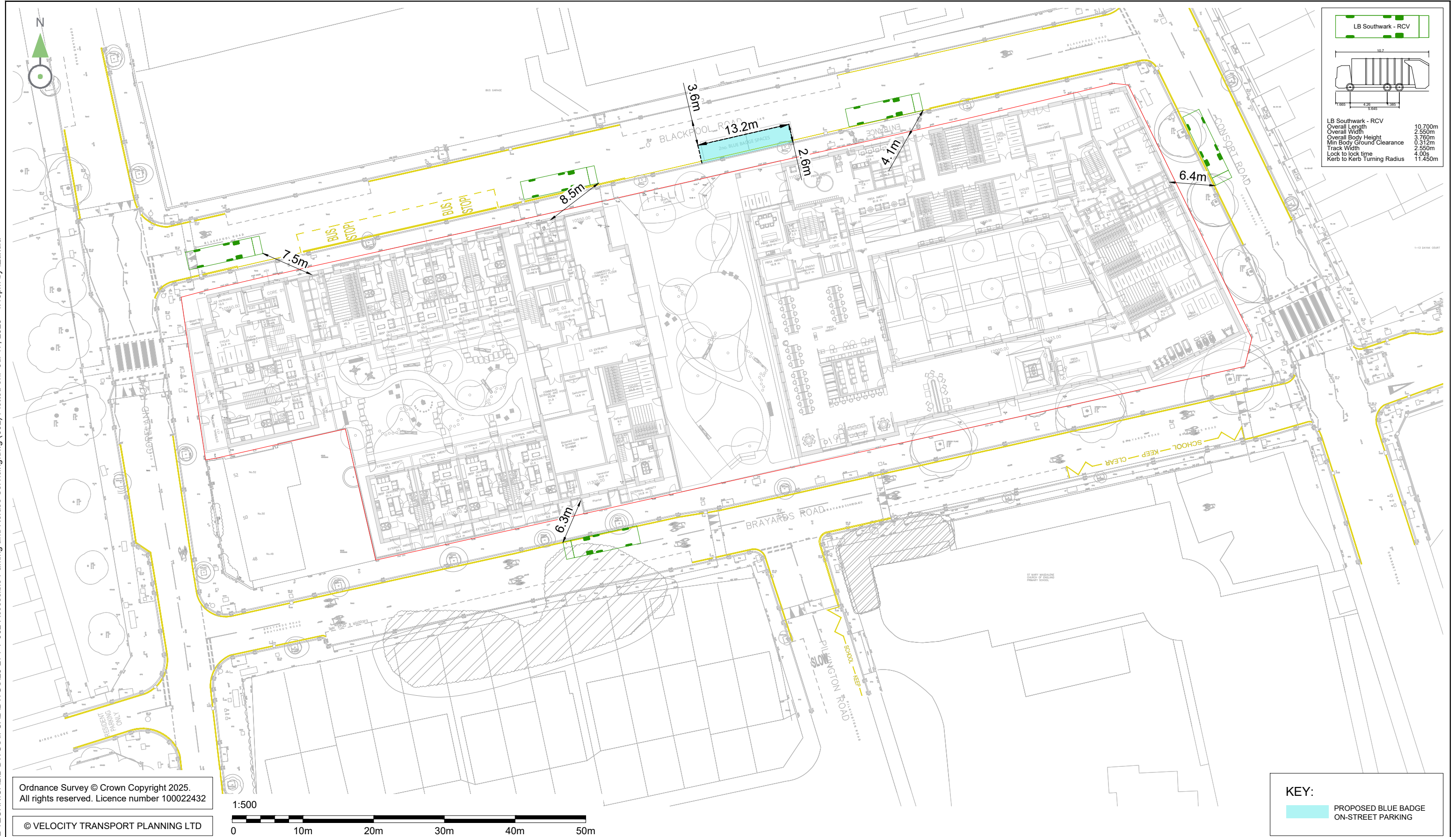


P:\0-25125-274 Blackpool Road - Peckham\02 TECHNICAL\B DWGS\1. CAD\DWGS\25-274-T-004-Bus Garage-Swept Path Analysis-TfL Bus.dwg (004) Plotted on: Jul 17, 2026 - 5:19pm by IZakula



						General Notes: 1. DO NOT SCALE FROM THIS DRAWING. 2. ALL DIMENSIONS AND LEVELS ARE IN METRES UNLESS OTHERWISE STATED. 3. THIS DRAWING IS TO BE PRINTED IN COLOUR. 4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY CLOUD SURVEYS LTD (DRAWING NO 1901-T(1)) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES. 5. THIS DRAWING IS BASED ON MORRIS+COMPANY ARCHITECTS DRAWING NO 24035 MC0 ZZ 00 DR A 06110 AND IS SUBJECT TO REVIEW AND FURTHER DESIGN DEVELOPMENT DURING EACH PHASE OF THE HIGHWAY WORKS. 6. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.	VELOCITY	Drawing Status S2 - FOR INFORMATION		Project Title BLACKPOOL ROAD-PECKAM				
Client REGAL HOMES		Drawing Title BUS GARAGE SWEPT PATH ANALYSIS TfL ELECTRIC BUS												
		Scale @ A3 1:250	Date 06/02/26	Designed/Drawn IZ	Checked MM			Approved MD						
		Architect MORRIS+COMPANY						Project Ref 25-274	Drawing Number 25-274-T-004		Rev C			
C	17/07/26	UPDATED SITE LAYOUT	IZ	MM	MD									
B	29/05/26	UPDATED SITE LAYOUT	GSF	MM	MD									
A	06/02/26	FIRST ISSUE	IZ	MM	MD									
Rev	Date	Description	Drm	Chk	App									

P:\0-25\25-274 Blackpool Road - Peckham\02 TECHNICAL\B DWGSI. CAD\DWGS\25-274-T-002-Accessible Parking and Refuse Servicing.dwg (002). Plotted on: Jul 17, 2026 - 4:16pm by IZakula



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© VELOCITY TRANSPORT PLANNING LTD					
1:500					
0 10m 20m 30m 40m 50m					
C	17/07/26	UPDATED SITE LAYOUT	IZ	MM	MD
B	29/05/26	UPDATED SITE LAYOUT	GSF	MM	MD
A	06/02/26	FIRST ISSUE	IZ	MM	MD
Rev	Date	Description	Drm	Chk	App

General Notes:

- DO NOT SCALE FROM THIS DRAWING.
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- THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Drawing Status	S2 - FOR INFORMATION
Client	REGAL HOMES
Architect	MORRIS+COMPANY

Project Title					BLACKPOOL ROAD-PECKAM				
Drawing Title					PROPOSED LOCATION FOR ACCESSIBLE ON-STREET PARKING BAYS AND SERVICE STRATEGY				
Scale @ A3	Date	Designed/Drawn	Checked	Approved					
1:500	06/02/26	IZ	MM	MD					
Project Ref	Drawing Number				Rev				
25-274	25-274-T-002				C				