



transport planning



Bridge UK Properties 7 LP

Bridge Point Weybridge, Weybridge Delivery and Servicing Plan

April 2022



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transport planning

Bridge UK Properties 7 LP

Bridge Point Weybridge, Weybridge

Delivery and Servicing Plan

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1. Introduction

1.1 Overview

1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by mode transport planning (mode) on behalf of Bridge UK Properties 7 in relation to the proposed redevelopment of land at Weybridge Business Park, Addlestone Road, Weybridge.

1.1.2 The development proposals seek the demolition of existing buildings and the development of three employment units within Classes E(g)(ii), E(g)(iii), B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

1.1.3 The breakdown of the three units GIA are as follows:

- Unit 100 – 14,752m²
- Unit 210 – 1,407m²
- Unit 220 – 1,660m²

1.2 Purpose of the Document

1.2.1 The purpose of the DSP is to ensure that all delivery and servicing activity associated with the development proposals can take place in a safe, efficient, and sustainable manner. It has been developed in accordance with best practice guidance and national and local policies.

1.2.2 The DSP identifies the following aspects in relation to the future site operation:

- Types of servicing vehicles accessing the site;
- On-site servicing arrangements;
- Frequency and timing of servicing activity;
- Proposed service vehicle routing; and
- On-site management mechanisms to ensure efficient and safe servicing activity occurs at the site.

1.2.3 The DSP has been developed in accordance with the policies set out within:

- SCC Travel Development Planning Good Practice Guide (2017) and,
- The Runnymede Local Plan (2030).

1.3 Structure of the Document

1.3.1 The remainder of this report is structured under the following chapter headings:

- **Chapter 2** – Local Context;
- **Chapter 3** – Servicing Strategy;
- **Chapter 4** – Policy and Good Practice Guidance; and
- **Chapter 5** – Monitoring and Review.

1.3.2 This DSP is applicable to all delivery vehicles servicing the site. Compliance and implementation of the DSP will be monitored and reviewed by the management of the site.

2. Local Context

2.1 Site Location

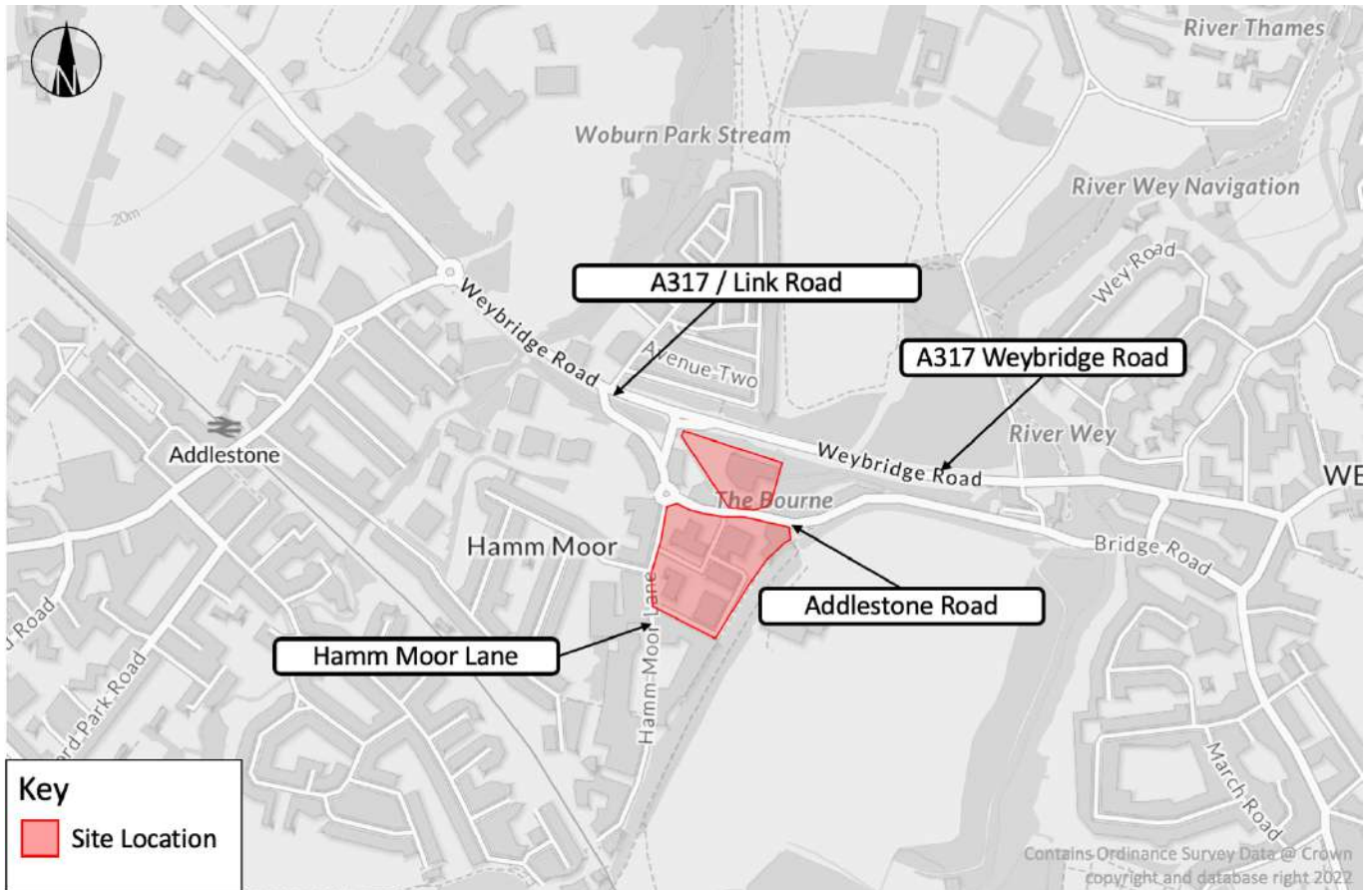
- 2.1.1 The site is located on land south of the A317 Weybridge Road and distributed to the north and south of Addlestone Road. The site currently comprises of seven B1 office buildings making up Weybridge Business Park.
- 2.1.2 The existing parcel of land to the south of Addlestone Road is currently accessed via two vehicular access points off Addlestone Road and a further to the west off Hamm Moor Lane. The eastern of the two existing access points off Addlestone Road will be stopped up, and the access off Hamm Moor Lane. The eastern existing access is to be retained to provide access for the southern parcel, while a new access will be implemented approximately 40m to the east of the roundabout junction on Addlestone Road. The northern site has a singular access off Addlestone Road over a bridge which will be retained.

2.2 Existing Highway Network

- 2.2.1 The location of the site in the context of the local highway network is shown on **Figure 2.1** with vehicular access being provided off Addlestone Road to the northern site and off Addlestone Road and Hamm Moor Lane for the southern site.
- 2.2.2 Addlestone Road is a single carriageway road subject to a speed limit of 30mph. Addlestone Road has traffic calming measures in the form of speed humps within proximity to the site accesses.
- 2.2.3 Addlestone Road runs from the Addlestone Road/Link Road/Hamm Moor Lane roundabout to the west to the Heath Road/Addlestone Road priority junction to the east.
- 2.2.4 Addlestone Road benefits from a pedestrian footway on both sides of the carriageway. The northern side has a footway which extends the entire length of the road, whereas the southern side of the carriageway becomes a riverside track to the east of the proposed site. Addlestone Road is subject to restrictions approximately 550m to the east of the Addlestone Road/Link Road/Hamm Moor Lane roundabout. The restrictions comprise of a maximum weight of 7.5tonnes and a width of 7'0".
- 2.2.5 Hamm Moor Lane runs southwards from the Addlestone Road/Link Road/Hamm Moor Lane roundabout and ends to the north of the railway line. Hamm Moor Lane provides access to further industrial units located to the west including Borne Business Park. Hamm Moor Lane is a single carriageway which is subject to a 30mph speed limit, and benefits from a footway on both sides of the carriageway.
- 2.2.6 Link Road provides a route between the Addlestone Road/Link Road/Hamm Moor Lane roundabout to the A317 Weybridge Road. The A317 Weybridge Road/Link Road priority junction is a left turn only junction from Link Road on to the A317.

2.2.7 The A317 Weybridge Road is a dual carriageway subject to a speed limit of 40mph. The A317 provides a route from Weybridge to Addlestone, Chertsey, Oatlands and Hersham. The A317 benefits from a segregated cycle path, namely National Cycle Network (NCN) Route 4, which runs along the footway on both sides of the carriageway.

Figure 2.1 Site Location and Local Highway Network

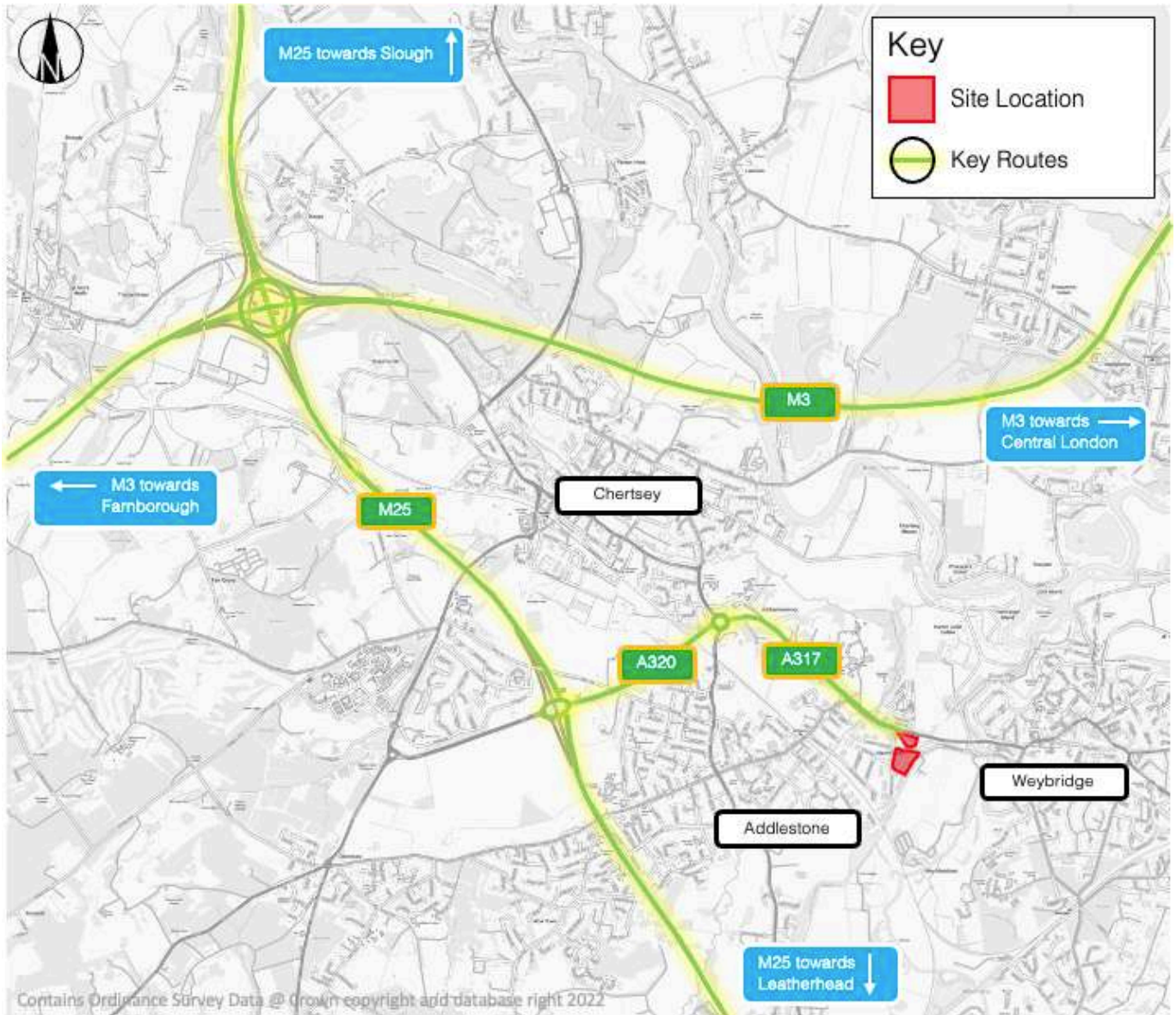


2.3 Servicing Routes

2.3.1 Deliveries to the site may originate from across the country and will make use of the permitted road network in the area surrounding the site. The most direct route to the site is the A317 Weybridge Road which links westward towards junction 11 to the M25 via St Peter’s Way. The M25 Orbital provides access to routes in London from across its border. As well as to adjoining strategic road networks such as the M3, which provides a route to central London to the east and Farnborough to the west.

2.3.2 The major delivery routes to and from the site are demonstrated on [Figure 2.2](#).

Figure 2.2 Access route for Delivery and Servicing Vehicles



3. Servicing Strategy

3.1 Development Site

3.1.1 The proposed development seeks to deliver a flexible E(g)(ii), E(g)(iii), B2 and B8 land uses, totalling a floor area of 17,820m² Gross Internal Area (GIA).

3.1.2 The existing parcel of land to the south of Addlestone Road is currently accessed via two vehicular access points off Addlestone Road and a further to the west off Hamm Moor Lane. The eastern of the two existing access points off Addlestone Road will be stopped up, and the access off Hamm Moor Lane. The eastern existing access is to be retained to provide access for the southern parcel, while a new access will be implemented approximately 40m to the east of the roundabout junction on Addlestone Road. The northern site has a singular access off Addlestone Road over a bridge which will be retained.

3.2 Servicing Arrangements

3.2.1 The development proposals are to provide servicing / loading bays on site with access from Addlestone Road to the southern site and for the northern site.

3.2.2 Based on the use class of the proposed development being either E(g)(ii), E(g)(iii), B2 and B8 land uses, the largest vehicle that is expected to enter and egress from the southern site is a 16.5m Articulated Vehicle, with a swept path assessment for the design vehicle appended to this report as [Drawing J32-6431-PS-001](#).

3.2.3 [Drawing J32-6431-PS-003](#) for the Addlestone Road access which will be being retained will only provide access to car parking, as such the swept path does not provide turning movements for HGVs.

3.2.4 As for the northern site, day-to-day servicing is expected to be limited to rigid trucks, as demonstrated on [Drawing J32-6431-AT-C01](#). This is on the basis that the proposed units will not be provided with dock loaders for vehicles larger than a 12m rigid truck. Whilst it will be possible for larger vehicles to access the site, this is generally not expected where businesses will be anticipated to occupy units on the basis of servicing provision available.

3.2.5 [Drawing J32-6431-AT-C03](#) and [Drawing J32-6431-AT-C04](#) shows the northern sites servicing bays being accessed by two 10m rigid vehicles. While [Drawing J32-6431-AT-B02](#) shows the inbound movement at the southern site being accessed by a 16.5m articulated vehicle and [Drawing J32-6431-AT-B03](#) shows the outbound movements.

3.3 Vehicle Routing

3.3.1 HGV vehicles to the site could originate from across the country and will make use of the permitted road network in the surrounding area. The closest route to the site is the A317 Weybridge Road which provides a route westward towards junction 11 to the M25 via St Peter's Way. The M25 provides a link to the M3 to the north of site. The M25 provides route to wider London, while the M3 provides a route to central London to the east and Farnborough to the west.

3.3.1 Vehicle routing plans showing the paths that vehicles will take to service the site and egress from the site have been included below in **Figures 3.1** and **Figures 3.2**.

Figure 3.1 Vehicle Servicing Routing Plan (Access)

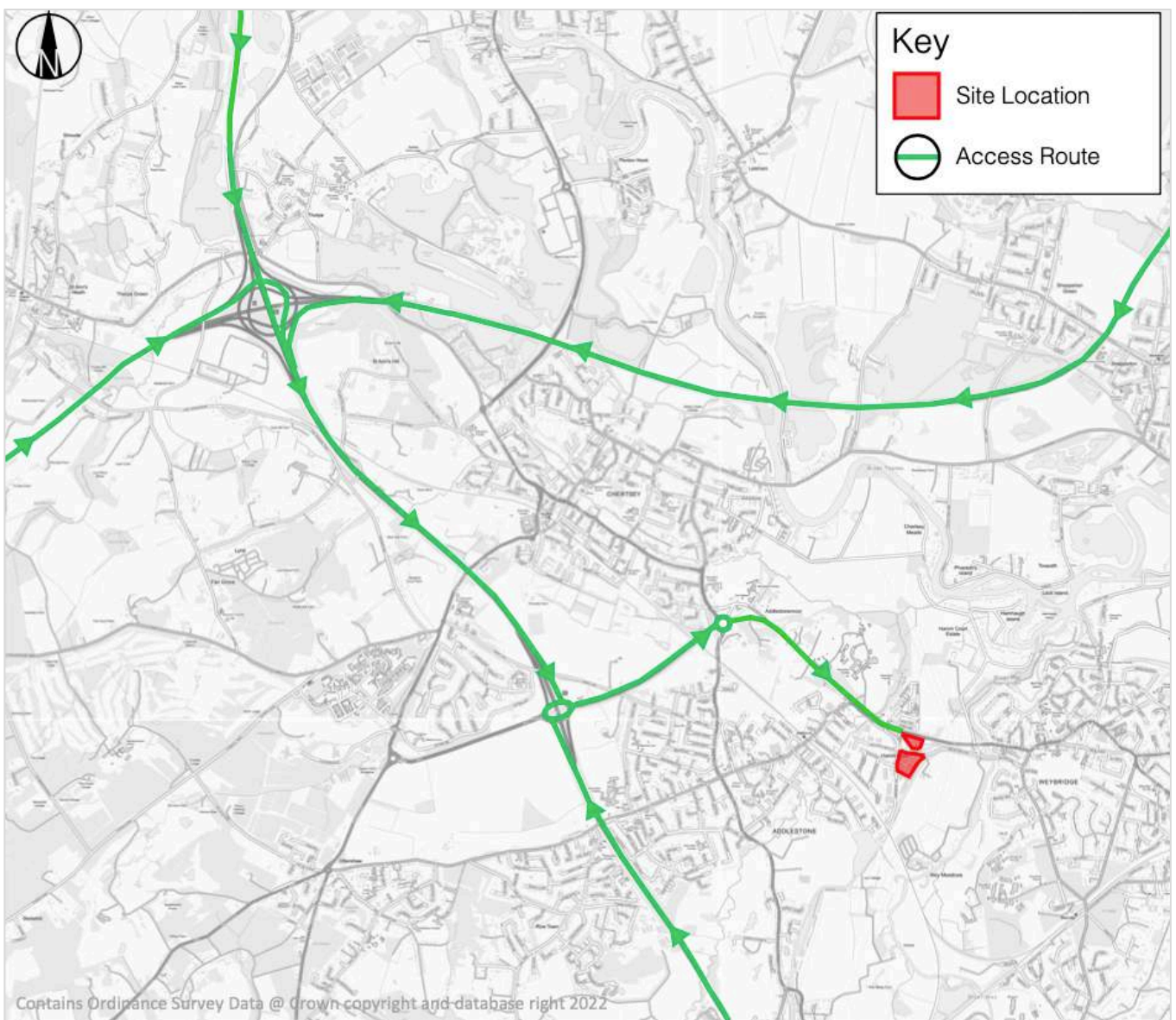
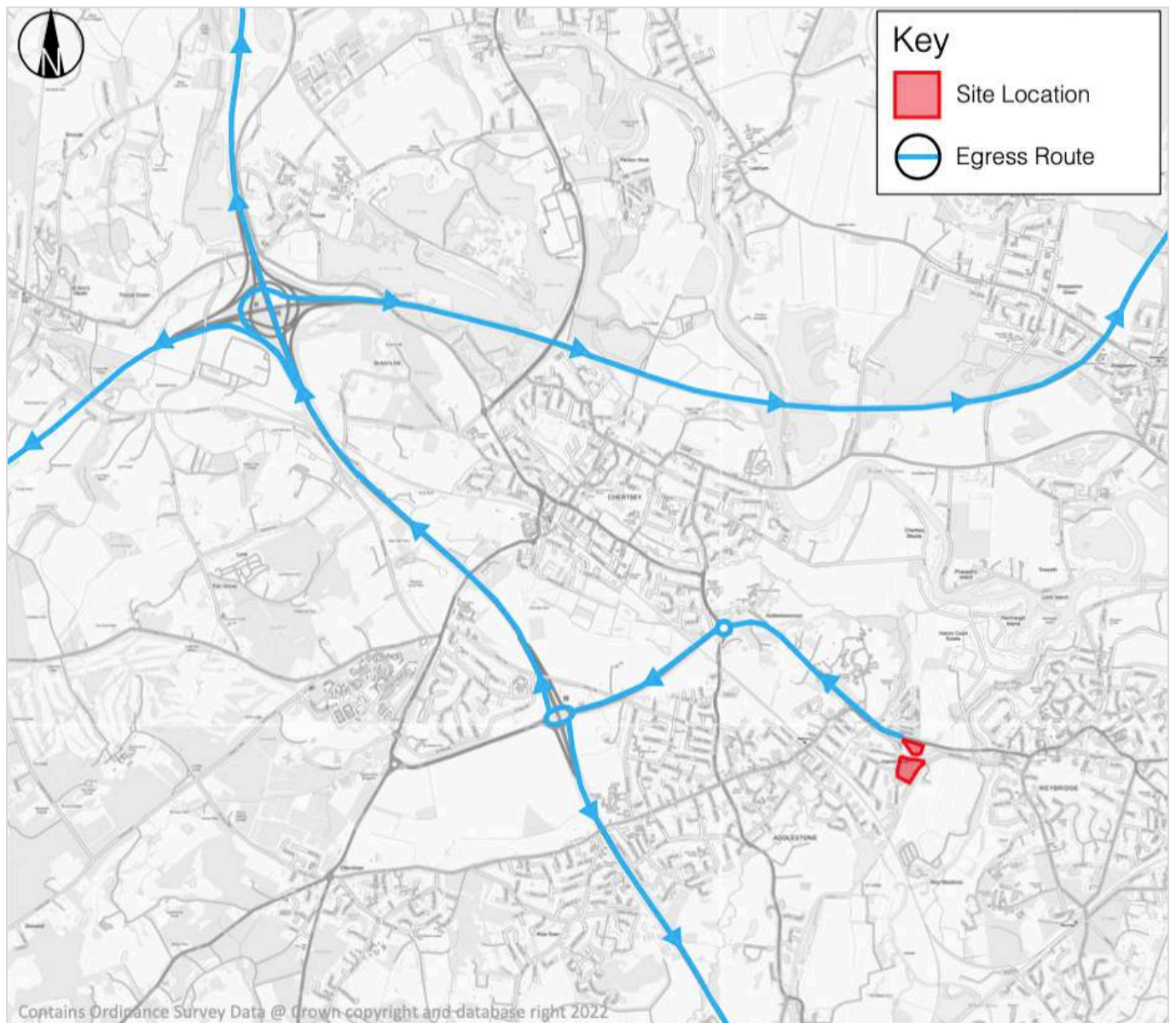


Figure 3.2 Vehicle Servicing Routing Plan (Egress)



4. Policy and Good Practice Guidance

4.1 National Policy

- 4.1.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.
- 4.1.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Twelve core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is to “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”
- 4.1.3 Paragraph 35 of the NPPF states that plans should be designed to “accommodate the efficient delivery of goods and supplies”.

4.2 Local Policy

Runnymede 2030 Local Plan

- 4.2.1 The Runnymede 2030 Local Plan (LP) was adopted by Runnymede Borough Council on the 16th July 2020 replacing the Runnymede Local Plan 2001. The LP sets out key planning policies which determine the location, scale and timing of new development in the borough in the period up to 2030. This includes the spatial development strategy, allocations for housing, employment and retail development and protection of the environment.
- 4.2.2 In regard to servicing and access arrangements the Local Plan presents Policy SD4: Highway Design Considerations states that “*The Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network and which take account of the needs of all highway users for safe access, egress and servicing arrangements.*”

SCC Travel Development Planning Good Practice Guide

- 4.2.3 The Transport Development Planning Good Practice Guide was published by SCC and describes the highways and transportation matters for development proposals in Surrey. The document outlines the SCCs sustainability agenda, and the councils sustainable transport policies.
- 4.2.4 The Good Practice Guide outlines the requirements on Vehicle Operators Licenses (VOLs) which is a permission granted by a Traffic Commissioner that enables people to operate lorries from an operating centre where the vehicles are normally kept.

“The council can make objections to VOL applications on highway safety, capacity and environmental grounds.”

4.2.5 The VOL's Assessment are completed every fortnight by the Local Traffic Area Office and new proposals are checked. The VOL applications must ensure that they meet the following highway safety and environmental criteria:

- *Have suitable access onto the public highway, and*
- *Join onto roads that are environmentally suitable for the proposed licensed vehicles, and*
- *Include space to park the vehicles off the public highway, and*
- *Have space in the operating centre to turn vehicles so they can enter and leave the public highway forwards.*
- *Are in an environmentally suitable area, and*
- *Do not create noise, pollution, vibration, and visual intrusion problems.*

4.2.6 The guide states that “*new operating centres are acceptable in established industrial areas*” which corresponds with the proposed development which is allocated land within the Runnymede 2030 Local Plan for employment, while the surrounding area is populated with the existing Weybridge and Bourne Business Parks.

4.1 Good Practice Guidance

4.1.1 The Quiet Deliveries Good Practice Guide published by DfT in February 2015, covers the key problems for retailers, freight operators, local authorities and community stakeholders, reducing congestion and delays that affect freight and retail business, as well as local communities, particularly residents. This guidance is based on lessons learnt from Quiet Deliveries trials held by DfT, Freight Transport Association (FTA) and Noise Abatement Society (NAS) in 2010-11 and from the experience during the London 2012 Games.

4.1.2 The Core principles of the DfT document on quiet deliveries is:

"about enabling businesses and organisations to make and receive deliveries outside the main working day. The flexibility will generate multiple benefits for all affected parties, such as reduced congestion, lower emissions and business efficiency."

4.1.3 Through pilot schemes and case studies it was found that:

"If delivery times are extended into the evenings/night-time periods in a well-managed manner, that schemes can work effectively with minimal or negligible disturbance to residents and surrounding communities."

4.2 Construction Logistics and Community Safety (CLOCS) Standards

4.2.1 The CLOCS standard applies to all commercial vehicles over 3.5 tonnes gross vehicle weight. This includes abnormal indivisible loads and engineering plant.

4.2.2 For vehicle operators, complying with the CLOCS standard:

- Ensures all journeys meet the requirements described as Silver in the FORS Standard (by addressing key management, driver, vehicle and operations issues)
- Provides acceptable evidence of compliance as defined/specified by each procurer through formal accreditation through FORS or equivalent
- Amongst other issues it:
 - provides evidence of a quality fleet operation
 - helps with selection of the most effective safety equipment
 - ensures drivers receive appropriate supplementary training
 - requires the collection and reporting of collision data to inform 'lessons to be learned' – reporting to clients / principal contractors where procured to do so.
 - reduces risk to protect drivers and commercial reputation
 - provides competitive advantage when bidding for work and opportunity to influence client procurement.

5. Measures and Initiatives

5.1 Overview

5.1.1 This section of the DSP outlines the specific management measures to be implemented at the centre. The measures aim to manage the impact the delivery and servicing activity.

5.2 Management of the Plan

5.2.1 A member of staff will be appointed to oversee the management, development and monitoring of the DSP. The DSP principles and measures will be promoted to staff and delivery drivers. Upon request the contact details of the appointed DSP manager will be provided.

5.2.2 The key principles of DfT Quiet Deliveries Good Practice Guide would be adopted which would include:

General Servicing Best Practice:

- Making sure all equipment (vehicles and servicing area) are in good working order and are well-maintained to minimise noise;
- Identify timings for deliveries in advance so both driver and store operatives are prepared for the arrival;
- Seek to ensure that delivery vehicles spend as little time possible attempting to access the service area; and
- Ensure all staff are briefed and trained and follow the company code of practice.

Operation of the Servicing Area:

- Avoid where possible caging banging together or against servicing equipment; and
- Turn-off service vehicle engines when not manoeuvring to prevent idling.

5.2.3 The above list is not exhaustive, and the DSP can be updated as necessary. Nevertheless, the above provides an indication of the measures that would be put in place. Potential measures that could be considered to manage deliveries include:

5.2.4 Liaising with the collectors of the bins to ensure deliveries do not conflict with the emptying of the bins.

6. Monitoring and Review

6.1 Monitoring

6.1.1 The appointed member of staff will be responsible for the ongoing monitoring of the DSP.

6.1.2 The monitoring process will generate information by which the success of the DSP can be evaluated. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.

6.1.3 A record will be kept of any incidences, comments or feedback from staff or delivery drivers.

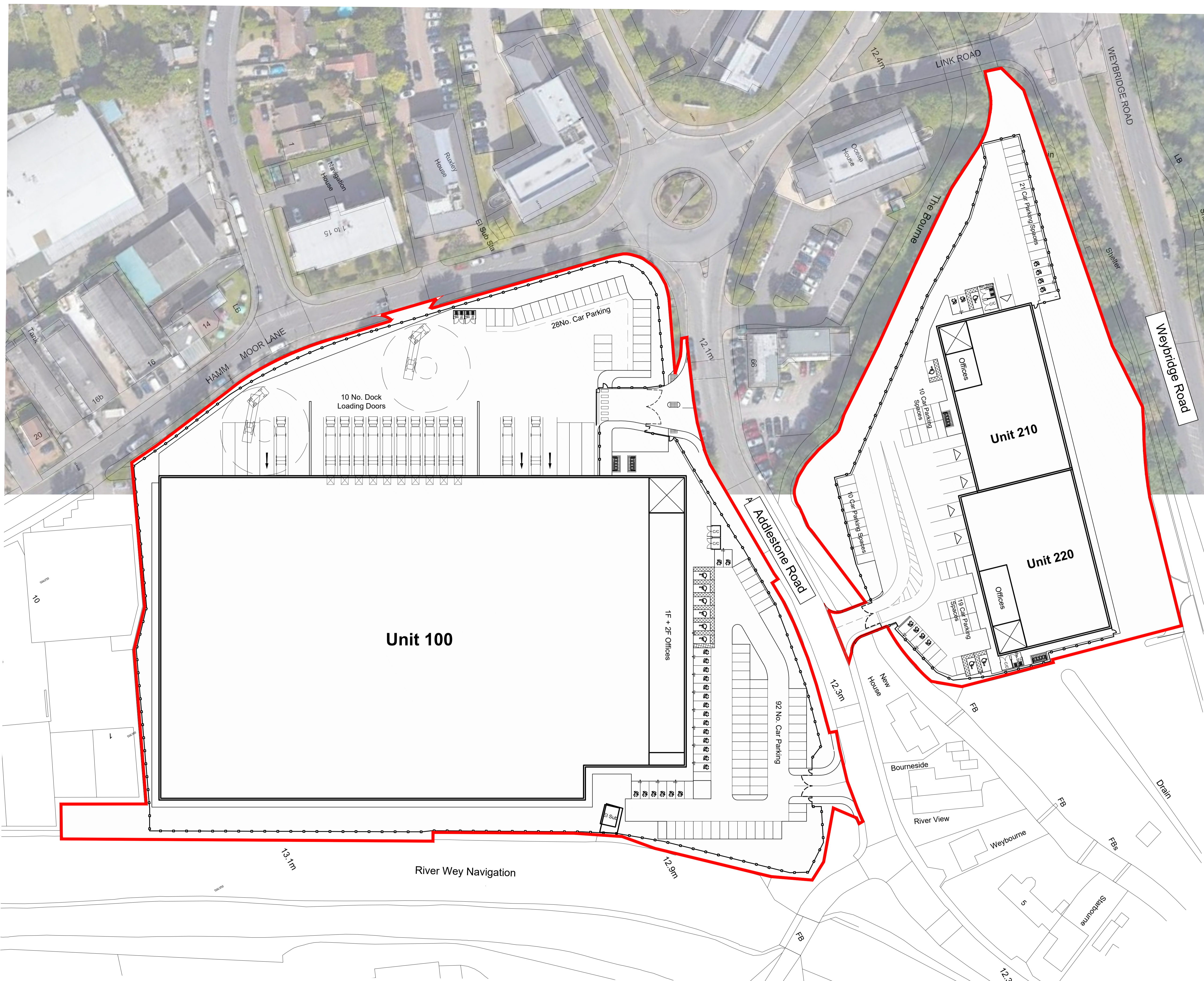
6.1 Review

6.1.1 The end occupiers will undertake an annual review of the DSP and will make any necessary changes or alterations as a result of this review. Stakeholders will be consulted where appropriate.

APPENDICES

APPENDIX A

Masterplan



- Dimensions are in millimeters, unless stated otherwise.
 - Scaling of this drawing is not recommended.
 - It is the recipient's responsibility to print this document to the correct scale.
 - All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	139,980 ft ²	13,004 m ²
Ground Floor Core	1,109 ft ²	103 m ²
First Floor Office	8,659 ft ²	804 m ²
Second Floor Office	8,659 ft ²	804 m ²
Escape Stair	389 ft ²	36 m ²
Total GIA Area	158,795 ft²	14,752 m²

UNIT 100 GEA		
Warehouse Area	142,371 ft ²	13,227 m ²
Ground Floor Core	1,221 ft ²	113 m ²
First Floor Office	9,430 ft ²	876 m ²
Second Floor Office	9,430 ft ²	876 m ²
Escape Stair	465 ft ²	43 m ²
Total GEA Area	162,916 ft²	15,135 m²

UNIT 210 GIA		
Warehouse Area	12,875 ft ²	1,196 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	1,560 ft ²	145 m ²
Total GIA Area	15,150 ft²	1,407 m²

UNIT 210 GEA		
Warehouse Area	13,519 ft ²	1,256 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	1,778 ft ²	165 m ²
Total GEA Area	16,102 ft²	1,496 m²

UNIT 220 GIA		
Warehouse Area	15,029 ft ²	1,396 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	2,032 ft ²	189 m ²
Total GIA Area	17,866 ft²	1,660 m²

UNIT 220 GEA		
Warehouse Area	15,712 ft ²	1,460 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	2,295 ft ²	213 m ²
Total GEA Area	18,722 ft²	1,739 m²

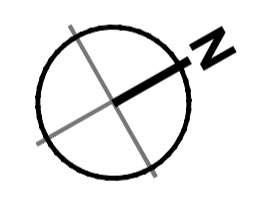
Total Area GIA	191,812 ft²	17,820 m²
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Total Area GEA	197,741 ft²	18,371 m²
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Northern Boundary 2.66 Acres 1.07 Hectares

Southern Boundary 6.56 Acres 2.65 Hectares

Application Boundary Total 9.22 Acres 3.72 Hectares



F	Drawing revised inline with topographical survey.	LAH	MT	12.04.22
E	Drawing revised inline with planning comments.	LAH	MT	05.04.22
D	Drawing revised inline with Mode Transport drawing 326431_PS-002.	LAH	MT	24.03.22
C	Mode transport planning coordinated.	LAH	MT	22.03.22
B	Mode transport planning coordinated.	LAH	MT	21.03.22
A	Initial Issue	LAH	MT	10.03.22
rev	amendments	by	ckd	date

Weybridge Business Park, Weybridge

Site Layout



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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	LAH / MT
Date:	09.03.22
Scale:	1:500 A1
UMC Project Number:	21490
Document Reference:	Drawing no: 0602
Revision:	F

Site Layout
 Scale 1:500

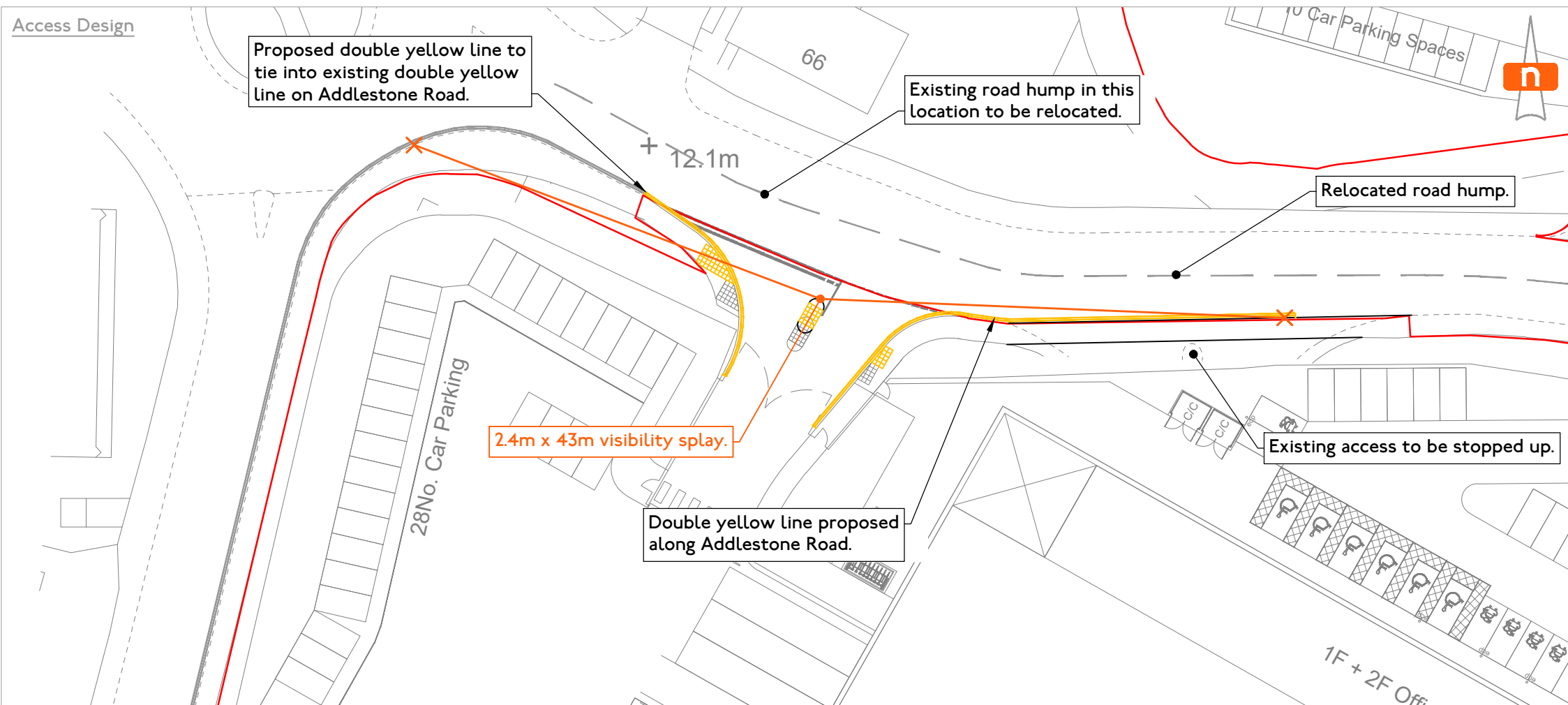


PLANNING
 THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

APPENDIX B

Swept Path Analysis

Access Design



Swept Path Analysis - 16.5m Articulated Vehicle - Right in/Left Out



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Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC Layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

REV	DATE	REMARKS
E	22.04.2022	Client name updated
D	19.04.2022	Layout updated
C	19.04.2022	Updated to suit RSA comments
B	05.04.2022	Layout updated
A	21.03.2022	Pedestrian refuge provided
-	14.03.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option
Addlestone Road

DRAWING NO.

J32-6431-PS-001

DRAWN

KB

CHECKED

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CREATED

March '22

SCALE

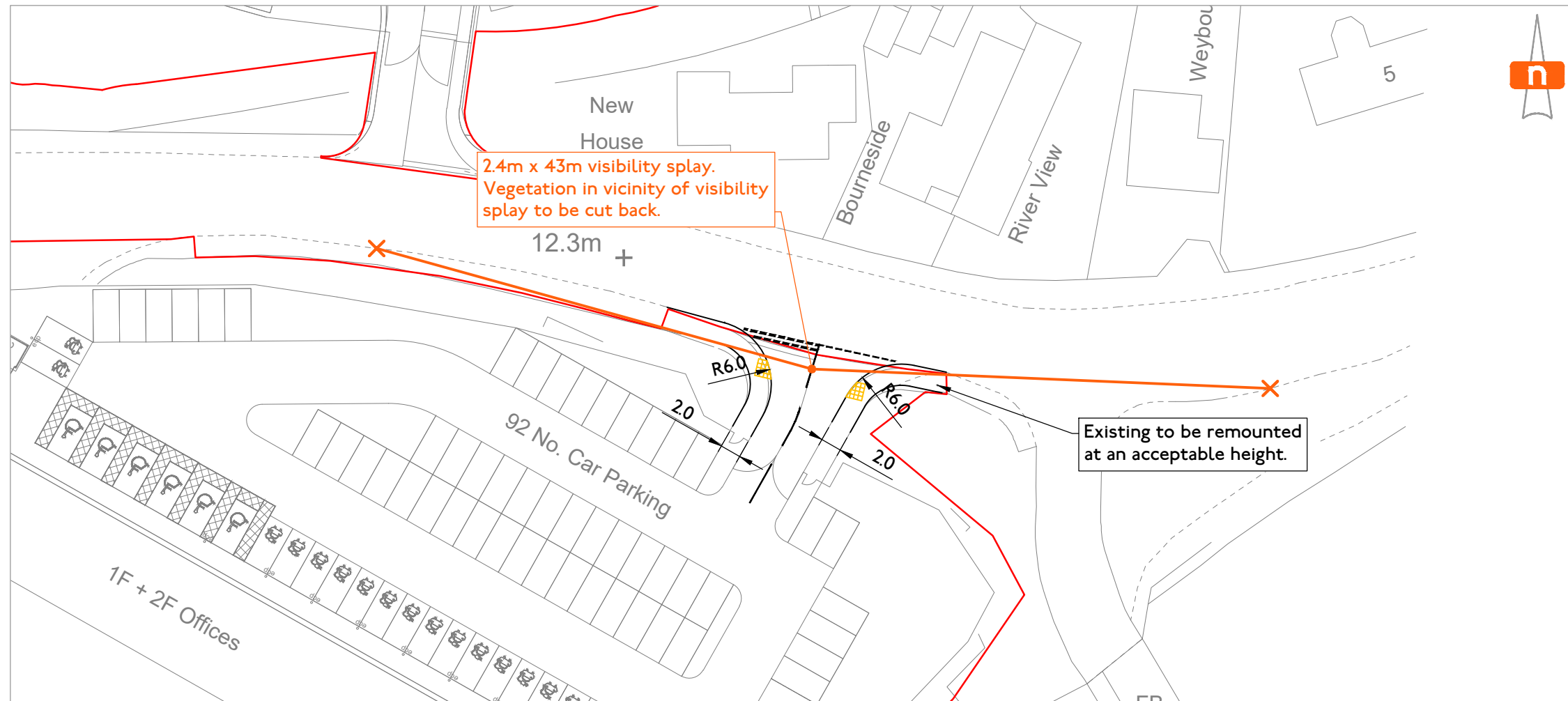
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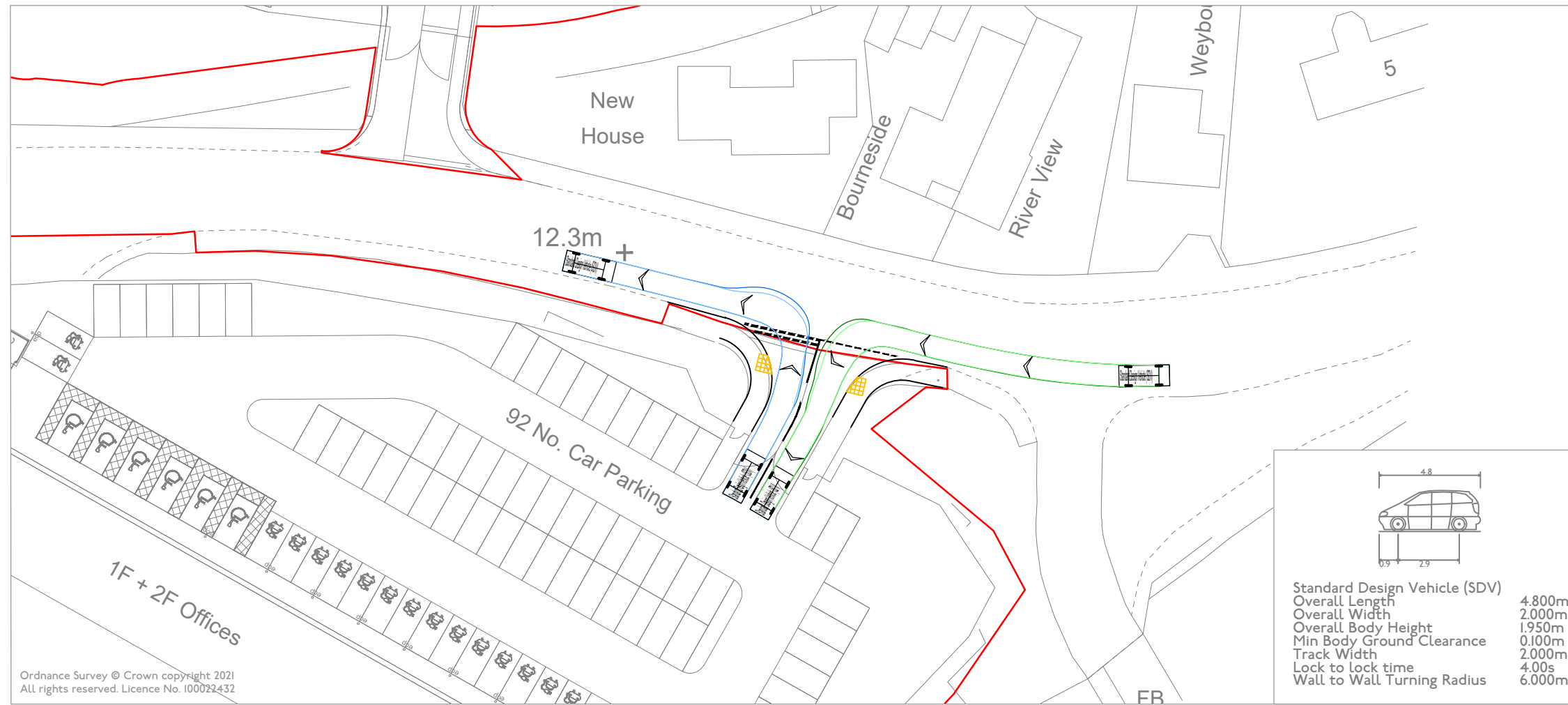
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5. Drawing based on UMC Layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg



REV	DATE	REMARKS
C	22.04.2022	Client name updated
B	19.04.2022	Layout updated
A	19.04.2022	Updated to suit RSA comments
-	06.04.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option - Southern Site Car Park
Addlestone Road

DRAWING NO.

J32-6431-PS-003

DRAWN

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CHECKED

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April '22

SCALE

1:500 at A3

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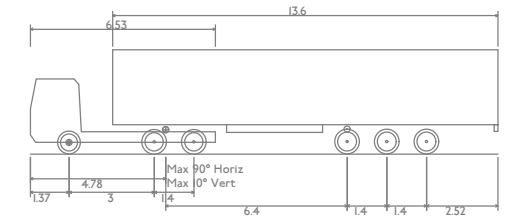
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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



Note:

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Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

REV	DATE	REMARKS
-	22.04.2022	Initial Issue

CLIENT

Bridge UK Properties LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Southern Site - Servicing - Outbound
16.5m Articulated Vehicle

DRAWING NO.

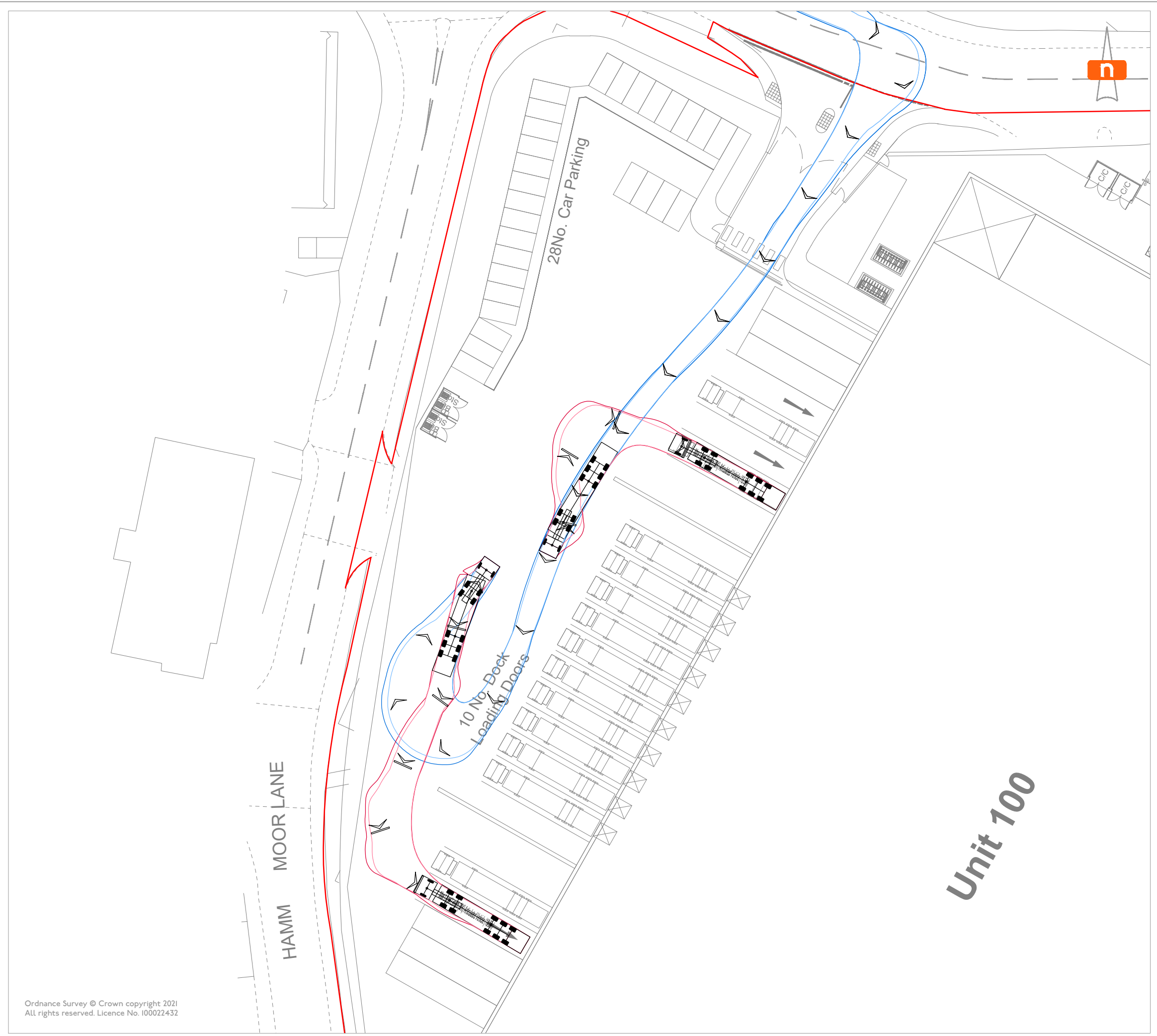
J32-643I-AT-B03

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CREATED	April '22	SCALE	1:500 at A3

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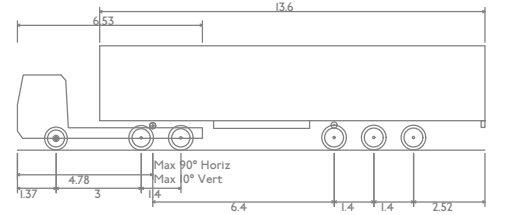
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1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC Layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

REV	DATE	REMARKS
-	22.04.2022	Initial Issue

CLIENT
Bridge UK Properties LP

JOB TITLE
Weybridge Business Park

DRAWING TITLE
Swept Path Analysis
Southern Site - Servicing - Inbound
16.5m Articulated Vehicle

DRAWING NO.
J32-6431-AT-B02

DRAWN	KB	CHECKED	CH
CREATED	April '22	SCALE	1:500 at A3

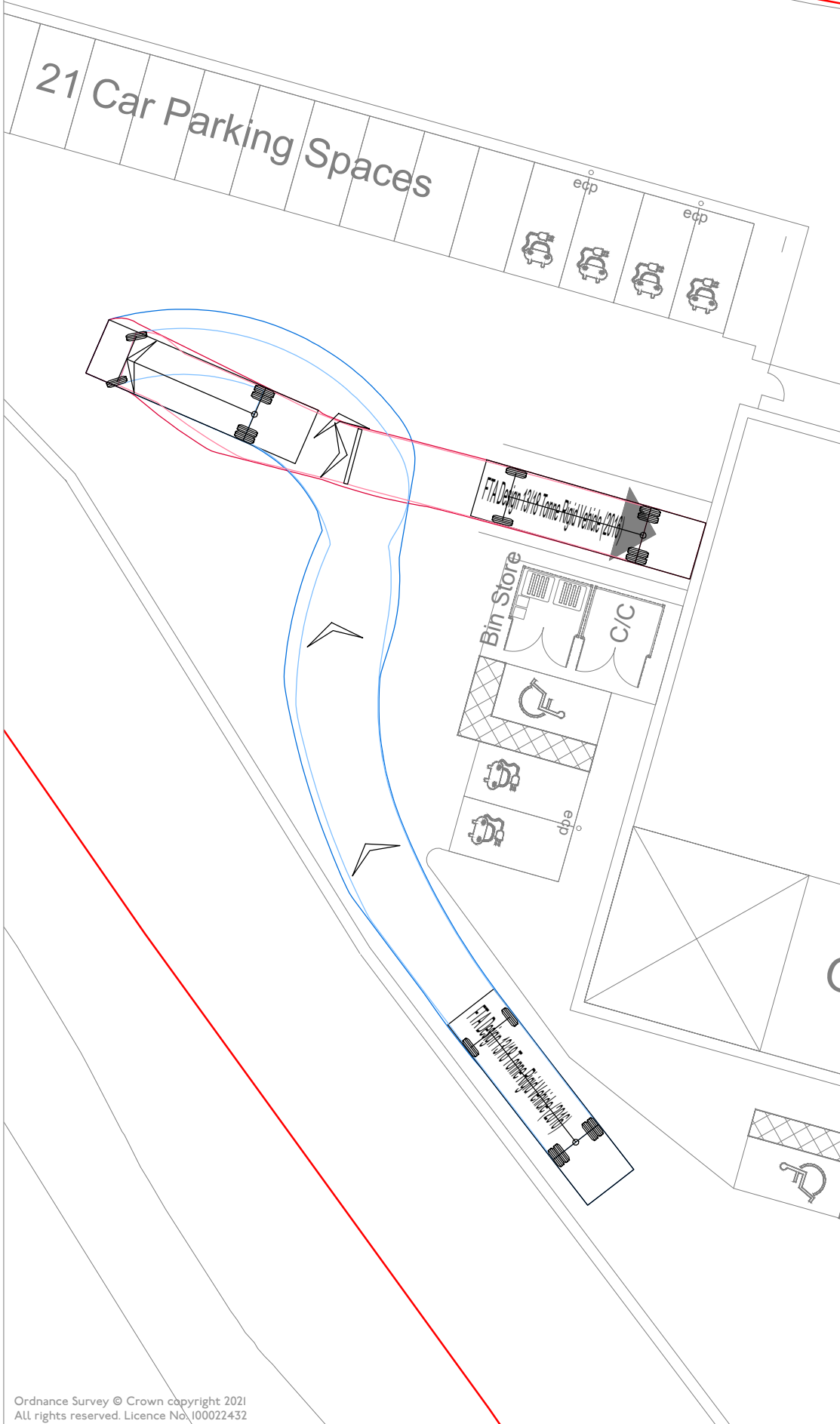
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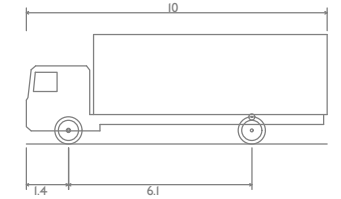
Inbound

Outbound



Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC Layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	REMARKS
-	22.04.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Servicing - Unit 210 Northern Bay
10m Rigid Vehicle

DRAWING NO.

J32-6431-AT-C04

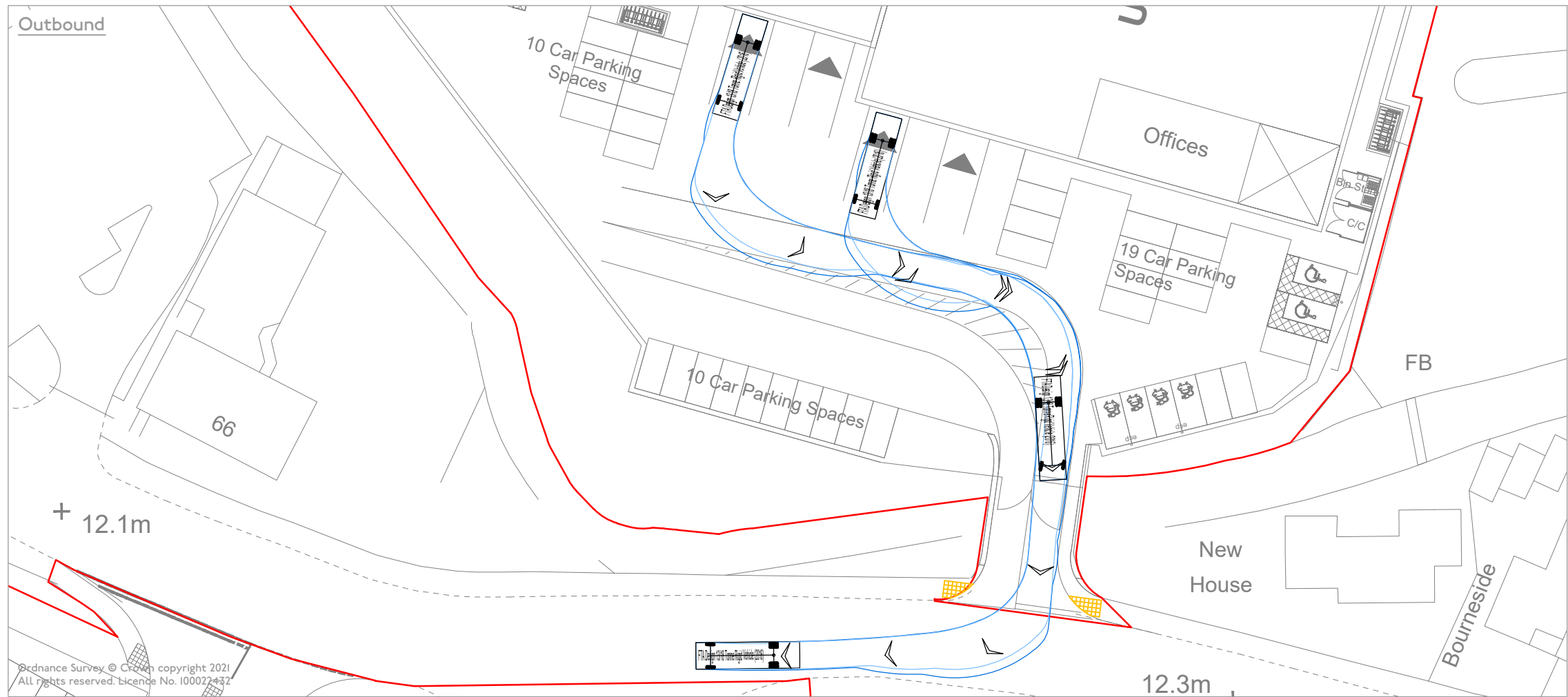
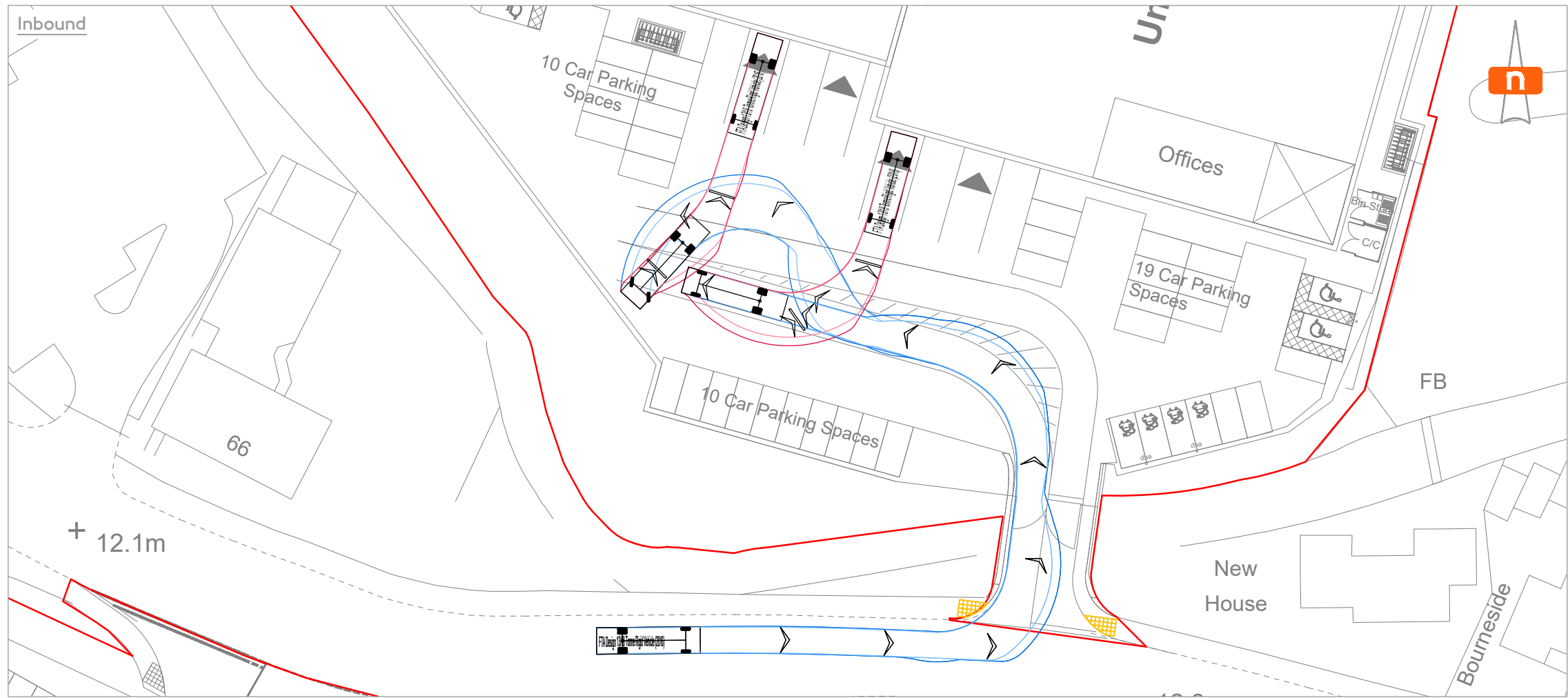
DRAWN KB CHECKED CH

CREATED April '22 SCALE 1:250 at A3

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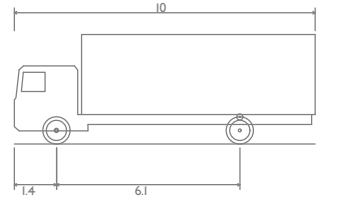
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Note:

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2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. ALL dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	REMARKS
-	22.04.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Servicing
10m Rigid Vehicle

DRAWING NO.

J32-6431-AT-C03

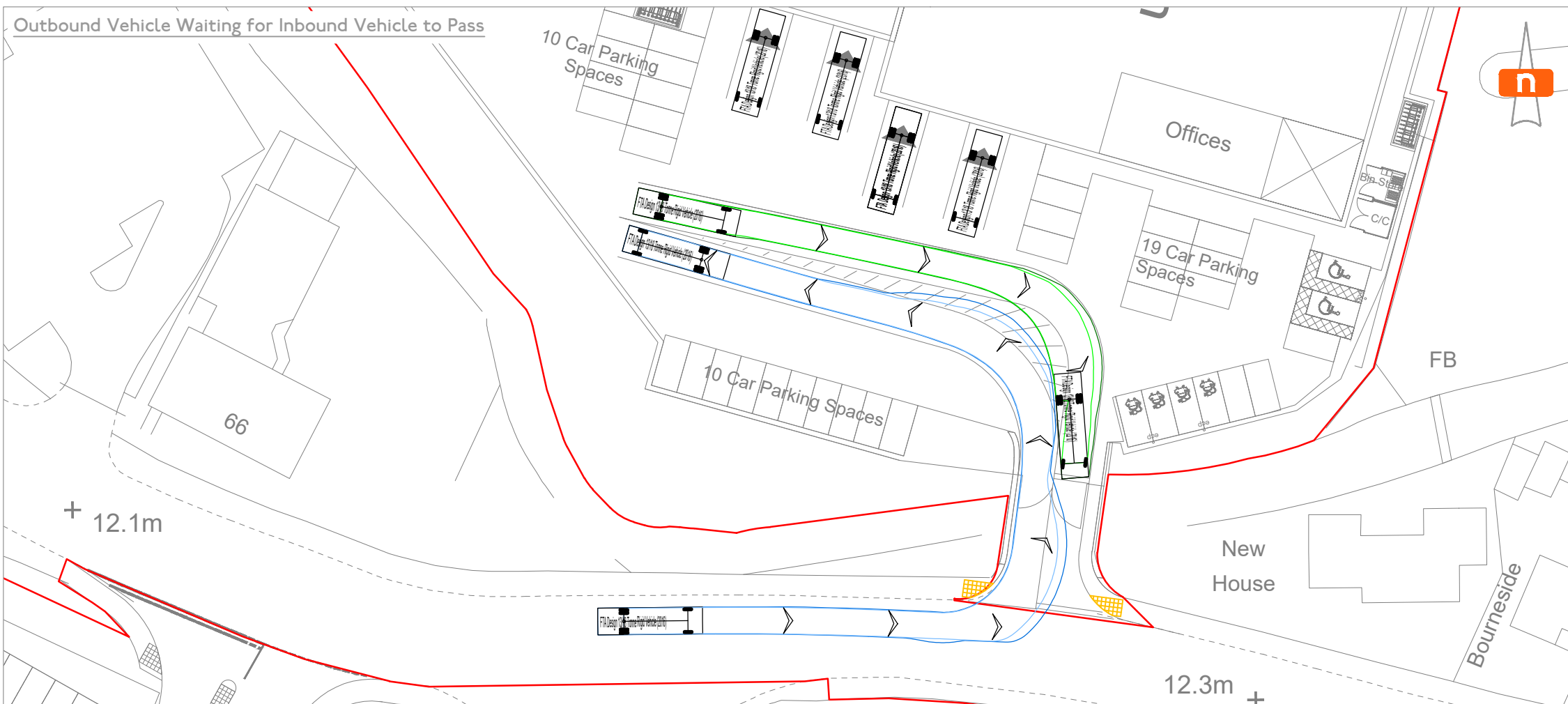
DRAWN	KB	CHECKED	CH
CREATED	April '22	SCALE	1:500 at A3

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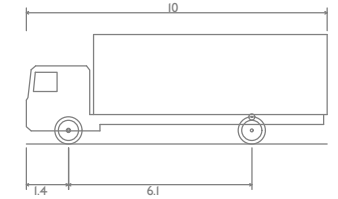


Outbound Vehicle Waiting for Inbound Vehicle to Pass



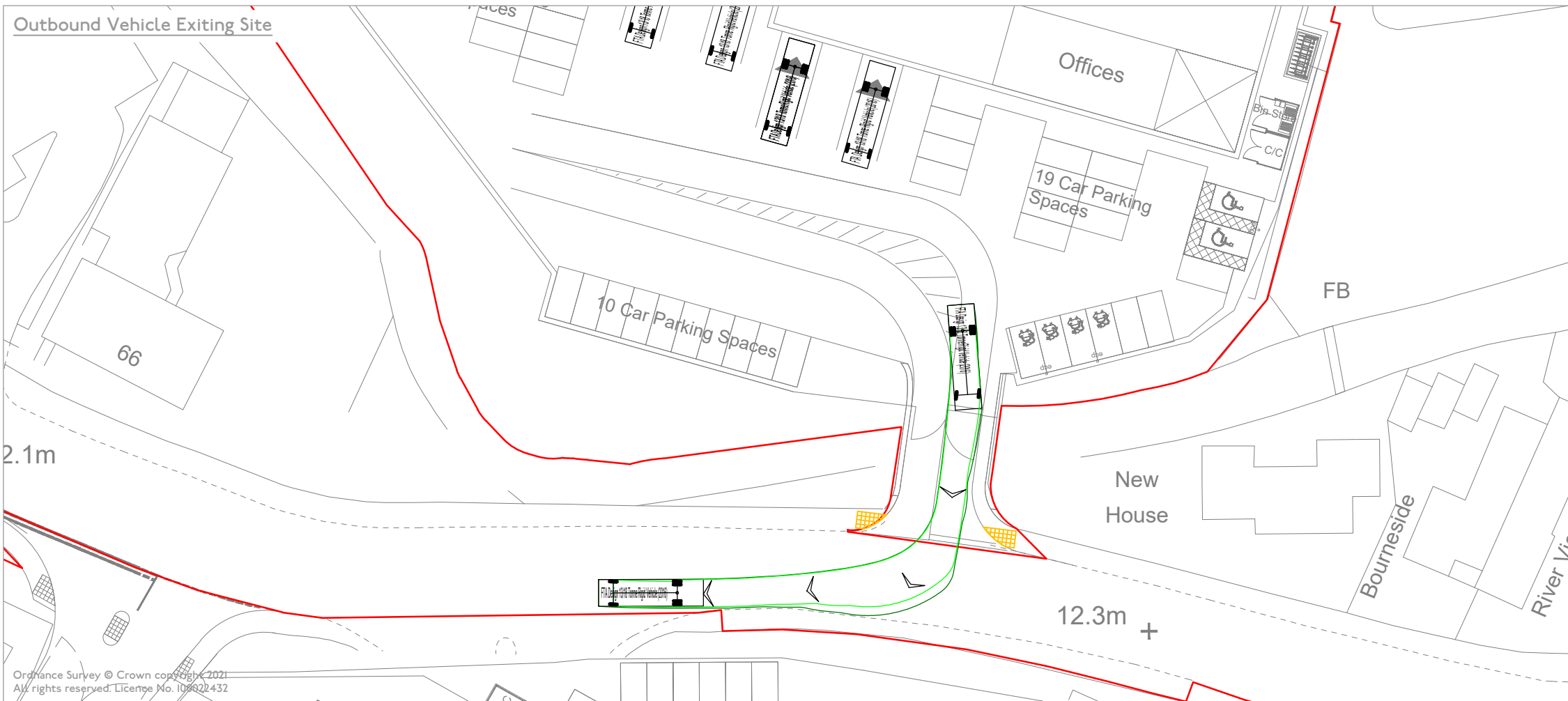
Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC Layout: 21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg



FTA Design I3/I8 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Outbound Vehicle Exiting Site



D	22.04.2022	Client name updated
C	19.04.2022	Layout updated
B	19.04.2022	Updated to suit RSA comments
A	05.04.2022	Layout updated
-	18.03.2022	Initial Issue
REV	DATE	REMARKS

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Site Access Option
Addlestone Road

DRAWING NO.

J32-643I-AT-C0I

DRAWN	KB	CHECKED	CH
CREATED	March '22	SCALE	1:500 at A3

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