

Citroen Site, Brentford

Delivery and Servicing Plan

On behalf of

The logo for L&Q consists of the letters 'L&Q' in a bold, blue, sans-serif font.

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
V1.2	April 2018	Updated Masterplan	S Gardner	S Millns	J Overend
V1.3	April 2018	Updated Masterplan	S Gardner	S Millns	J Overend
V1.4	May	Minor Amendments	S Gardner	S Millns	J Overend

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Contents

1	Introduction	1
1.1	Overview	1
1.2	Highway Network.....	1
2	Policy Context	3
2.1	Introduction	3
2.2	National Policy and Guidance	3
2.3	Regional Policy and Guidance	3
3	Delivery, Servicing and Waste Strategy.....	6
4	Summary and Conclusion	8

Figures

Figure 1.1: Site Location Plan	2
Figure 3.1: Delivery and Servicing Routes	6
Figure 3.2: Site Layout	7

Drawings

PBA Drawings 38397/5501/04 rev A
PBA Drawings 38397/5501/05 rev A

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1 Introduction

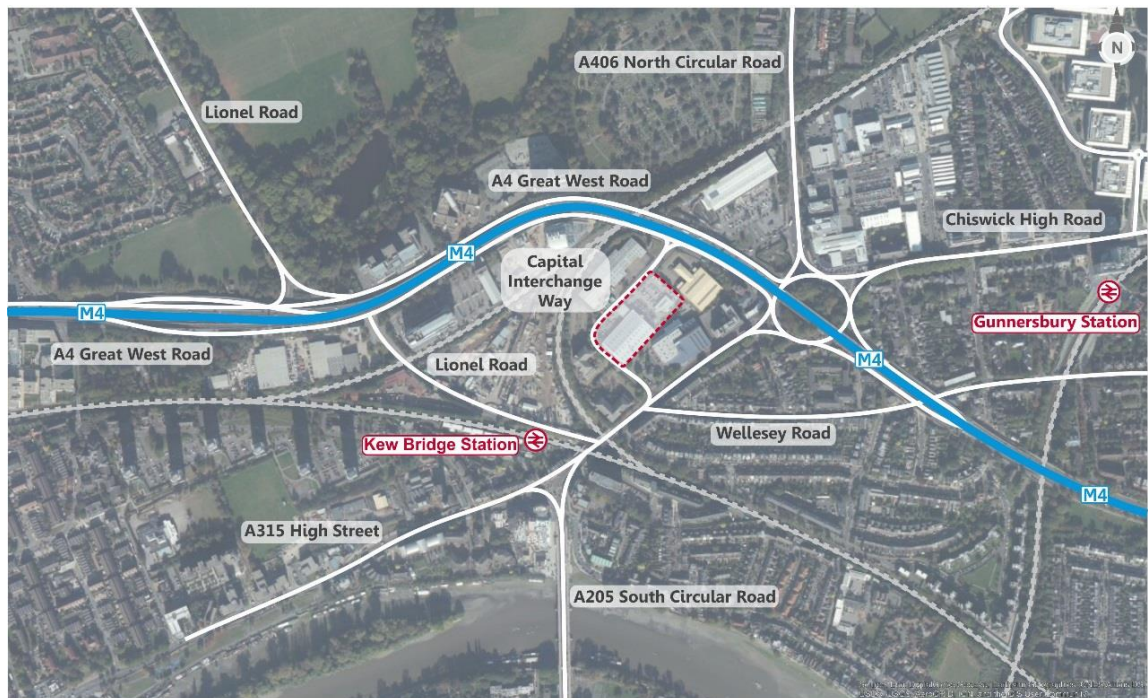
1.1 Overview

- 1.1.1 An application for the redevelopment of the Citroen Site to provide 427 residential units including 40% affordable housing, with ancillary facilities, flexible uses (within classes A1, A2, A3 and B1) and a nursery comprising buildings of 12, 13, 15, 16 and 18 storeys was submitted in November 2017 (ref. 01508/A/P6).
- 1.1.2 Since the application was submitted, the Applicant has amended the scheme to provide a mixed use development of 441 residential units (Class C3) including 50% affordable housing with ancillary facilities, flexible uses (within Classes A1, A2, A3 and B1) and a nursery (Class D1), comprising buildings of 12, 13, 16, 17 and 18 storeys in height, with associated cycle parking, car parking, playspace, landscaping and public realm improvements. This Delivery and Servicing Plan (DSP) reflects the latest proposals and supersedes the original DSP (dated October 2017).
- 1.1.3 Capital Interchange Way curves around the site on its north-western and south-western boundary. The site is located on the northern side of Chiswick High Road (South Circular) close to the junction with the Great West Road/elevated M4 motorway.
- 1.1.4 The address is Capital Interchange Way, Brentford, TW8 0EX in the London Borough of Hounslow (LBH).
- 1.1.5 The aim of this DSP is to:
- Ensure minimal disruption to the local highway network;
 - Reduce traffic movements associated with delivery and servicing;
 - Reduce the number of deliveries and servicing during highway peak periods; and
 - Reduce the environmental impacts of the proposed development.

1.2 Highway Network

- 1.2.1 The site is surrounded by Capital Interchange Way, near Chiswick Roundabout. The site location in its local highway context is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.2.2 Vehicular access to the development will be gained from Capital Interchange Way on the western side of the site. This will be a one-way route into the site leading to an internal road along the southern boundary of the site, which will provide limited surface parking and a ground floor car park that will be accessed on the eastern side of the site from the internal road.
- 1.2.3 The vehicle egress will be left out of the car park onto Capital Interchange Way north of the site.

2 Policy Context

2.1 Introduction

- 2.1.1 This section provides an overview of National, Regional and Local DSP-related policy guidance.

2.2 National Policy and Guidance

BS: 5906 Waste Management in Buildings – Code of Practice (2005)

- 2.2.1 BS: 5906 is a code of practice for methods of storage, collection, segregation for recycling and recovery, and on-site treatment of waste from residential and non-residential buildings. As a code of practice, this British Standard takes the form of guidance and recommendations.

Designing for Deliveries Guide, Freight Transport Association (2016)

- 2.2.2 Designing for Deliveries is a guide for planners and engineers to assist in the design of service areas and access roads for commercial vehicles. The document incorporates scaled drawings and guidance on how to cater for all vehicles including small rigid, large rigid, artic and drawbars.
- 2.2.3 The latest edition provides the new standards of the latest fleet of vehicles.

2.3 Regional Policy and Guidance

London Plan (2016)

- 2.3.1 The London Plan, published in July 2011, sets out the overarching policies and principles for developments in London over the next 20-25 years. The London Plan has been further revised in March 2015, Further Alterations to the London Plan (FALP) and March 2016, Minor Alterations to the London Plan (MALP).
- 2.3.2 Policy 6.3 'Assessing Effects of Development on Transport Capacity' states:

"Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, relevant TfL guidance. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans."

Draft London Plan (2017)

- 2.3.3 The Draft London Plan will supersede the current and earlier referenced 2016 London Plan with an anticipated year of adoption in 2019. The Draft London Plan sets out the new integrated economic, environmental, transport and social framework over a 20-25-year period. The key policies relating to transport and access are set out below:
- 2.3.4 Draft Policy T1B states that;
- "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated"*.
- 2.3.5 The draft plan also states that;

“New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents. Appropriate facilities will be required to minimise additional freight trips arising from missed deliveries.

Shared and easily accessible storage space supporting separate collection of dry recyclables, food waste and other waste should be considered in the early design stages to help improve recycling rates, reduce smell, odour and vehicle movements, and improve street scene and community safety.”

- 2.3.6 This has been a key consideration of the masterplan design and is set out in greater detail in Section 3.

Mayor's Transport Strategy (March 2018)

- 2.3.7 The Mayor's Transport Strategy (MTS) aims to provide a framework to inform the strategic development of London, alongside the London Plan for the next 20 years. The MTS highlights the importance of the London Freight Plan, DSPs, Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP) in encouraging improved efficiency and provide a framework for incentivising and regulation.

- 2.3.8 It states that;

“The Mayor, through TfL, will work with the boroughs, freight operators and London's businesses to consider the benefits of establishing regional consolidation and distribution centres in inner and outer London. The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process”.

- 2.3.9 The Strategy also states that;

“Thoughtful design and management of the kerbside is key when designing new streets and transforming places. As part of all street schemes, TfL, working with the boroughs, will review loading provision and ensure delivery and servicing facilities are designed in a way that allows streets to be a”

- 2.3.10 The developer has worked with the London Borough of Hounslow (LBH) to create an appropriate on-street delivery strategy and as well as creating a masterplan that facilities off-street deliveries close to the building servicing points without dominating the on-site public realm.

- 2.3.11 The MTS identifies that reducing the number and impact of freight and servicing trips on London's streets will require;

“close partnership working between the freight industry, Business Improvement Districts (BIDs), individual businesses, the boroughs, London Councils, the PLA, the CRT, Network Rail and TfL, and will require action at all levels of the supply chain. The Mayor will therefore ask the Freight Forum to continue its coordination efforts to ensure freight and servicing make the most efficient use of London's street network.”

- 2.3.12 This is supported with Proposal 16, which states;

“The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

a) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London.

b) Increasing the proportion of freight moved on London's waterways.

c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London."

2.3.13 Proposal 17, also states that;

The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to improve the efficiency of last mile deliveries and servicing. This will be achieved by:

a) Supporting BIDs and other clusters of businesses to jointly procure goods and services.

b) Establishing a network of micro distribution services and facilities served by zero emission vehicles and walking and cycling deliveries.

c) Re-timing goods and services to the times where they will have least impact on streets.

d) Using local access and loading restrictions to support more efficient freight practices.

e) Improving the design and management of loading and servicing activities at the kerbside and off-street. f) Developing an online tool, incorporating a 'London lorry

standard', to simplify the regulatory environment for

2.3.14 One of the London Plans aims is to be zero emission by 2050 with the aim for all new cars and vans in London to be zero emission by 2030 at the latest. The MTS states that the Mayor will help ensure Ultra Low Emission Vehicles (ULEVs) are the best choice for those needing to use a car or a van and that while the Freight activity in London also contributes towards poor air quality and carbon emissions;

"Through the LoCITY programme, TfL will continue to work with the freight industry to help overcome the barriers to adopting cleaner vans and heavy goods vehicles."

2.3.15 This is supported by Proposal 33 which states that:

"The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the usage of Ultra Low Emission Vehicles in London."

London Freight Plan, Sustainable Freight Distribution: A Plan for London (October 2007)

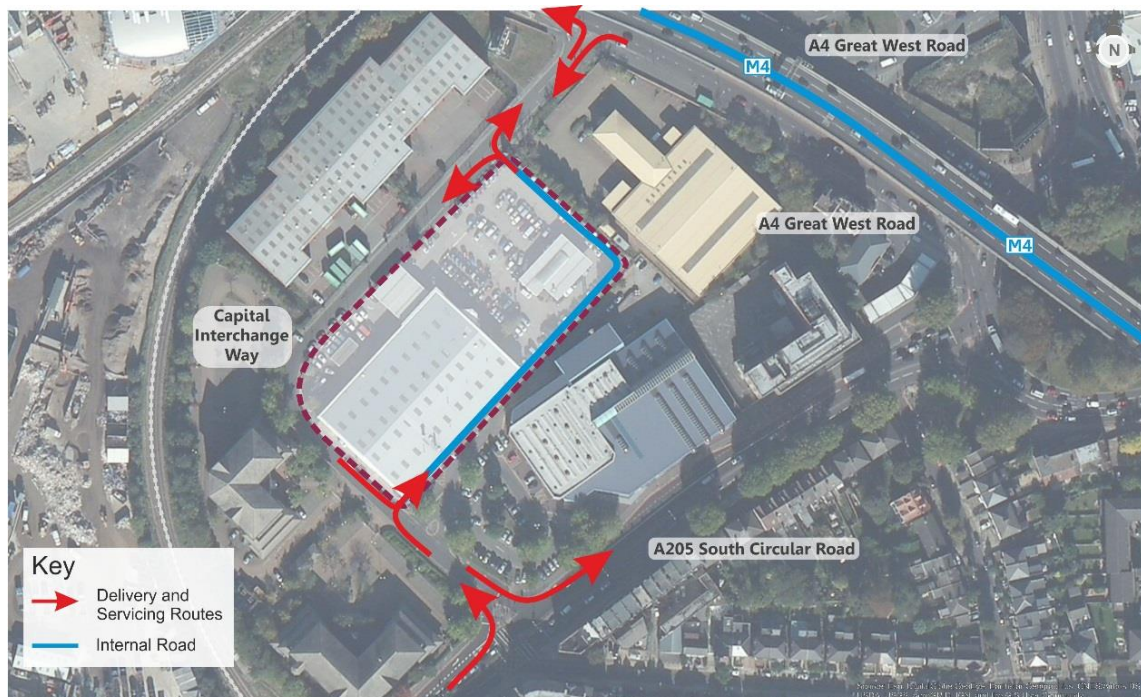
2.3.16 The London Freight Plan sets out the plan for the next five to ten years of delivering freight sustainably in London. It recognises that without intervention the predicted growth in freight and servicing will impact more significantly on congestion and climate change. Freight operators have a key role to play in delivering freight sustainably and the Plan contains proposals to deliver improvements on the ground.

2.3.17 The key projects put forward in the Plan for improving the sustainability of freight and deliveries in London include the FORS, DSP and CLP.

3 Delivery, Servicing and Waste Strategy

- 3.1.1 Vehicle arrivals to the site will be shaped by the existing restricted junctions to the south and east of the site. Due to the left-in/left-out arrangement of the Capital Interchange Way/A205 Chiswick High Road junction, all vehicles arriving at the site from destinations from the north, east and M4 will use the left-in/left-out junction between Capital Interchange Way and A4 Great West Road via Chiswick Roundabout. Vehicles arriving from the south west and south will arrive via the Capital Interchange Way/A205 Chiswick High Road junction.
- 3.1.2 Departing vehicles travelling to destinations to the south west and south will use the Capital Interchange Way/A205 Chiswick High Road junction, before turning round at the Chiswick Roundabout to reach the destination. Vehicle trips to the north and east will use the Capital Interchange Way/A205 Chiswick High Road junction. Only traffic travelling west towards the M4 and A4 west will depart via the Capital Interchange Way/A4 Great West Road junction
- 3.1.3 The servicing routes are shown on **Figure 3.1**.

Figure 3.1: Delivery and Servicing Routes



- 3.1.4 The development will contain two on-site servicing and delivery bays that are located near the core internal refuse storage areas and access points, and three on-street bays as agreed with London Borough of Hounslow (LBH). The access road has been designed to accommodate a Hounslow Council Refuse vehicle and a removals vehicle allowing the vehicles to be parked within the bays with sufficient space for other vehicles to pass. The site layout, including loading bays (highlighted blue) is shown in **Figure 3.2**.

Figure 3.2: Site Layout



- 3.1.5 The on-site loading bays will be supported by three on-street servicing and delivery bays on the north side of the site, which are located adjacent to each core to minimise carry distances and conflicts with residents.
- 3.1.6 The delivery and service bays provided on Capital Interchange Way will not be used for drop off/pick up for the nursery.
- 3.1.7 A vehicle swept path analysis of the largest anticipated servicing and delivery vehicles of the internal road link has been undertaken, and is shown in **PBA Drawing 38397/5501/004 rev A**.
- 3.1.8 When residents are not able to receive deliveries, these will be managed by on-site management from the concierge located in the south western corner of the development. The concierge will have a storage area for deliveries, where residents will be informed of any delivery by phone or email. The deliveries will then be collected directly from the concierge by the residents.
- 3.1.9 The concierge will also manage the on-site servicing and delivery to prevent conflicts arising from multiple demand of the on-site servicing laybys.
- 3.1.10 During Brentford FC match days, all deliveries will be on site only, utilising the service bays on the on the southern and eastern side as all parking and delivery on Capital Interchange Way will be suspended by LBH. **PBA Drawing 38397/5501/005 rev A** illustrates the location of match day coach parking on Capital Interchange Way and the proposed routing of servicing and deliveries into the site.

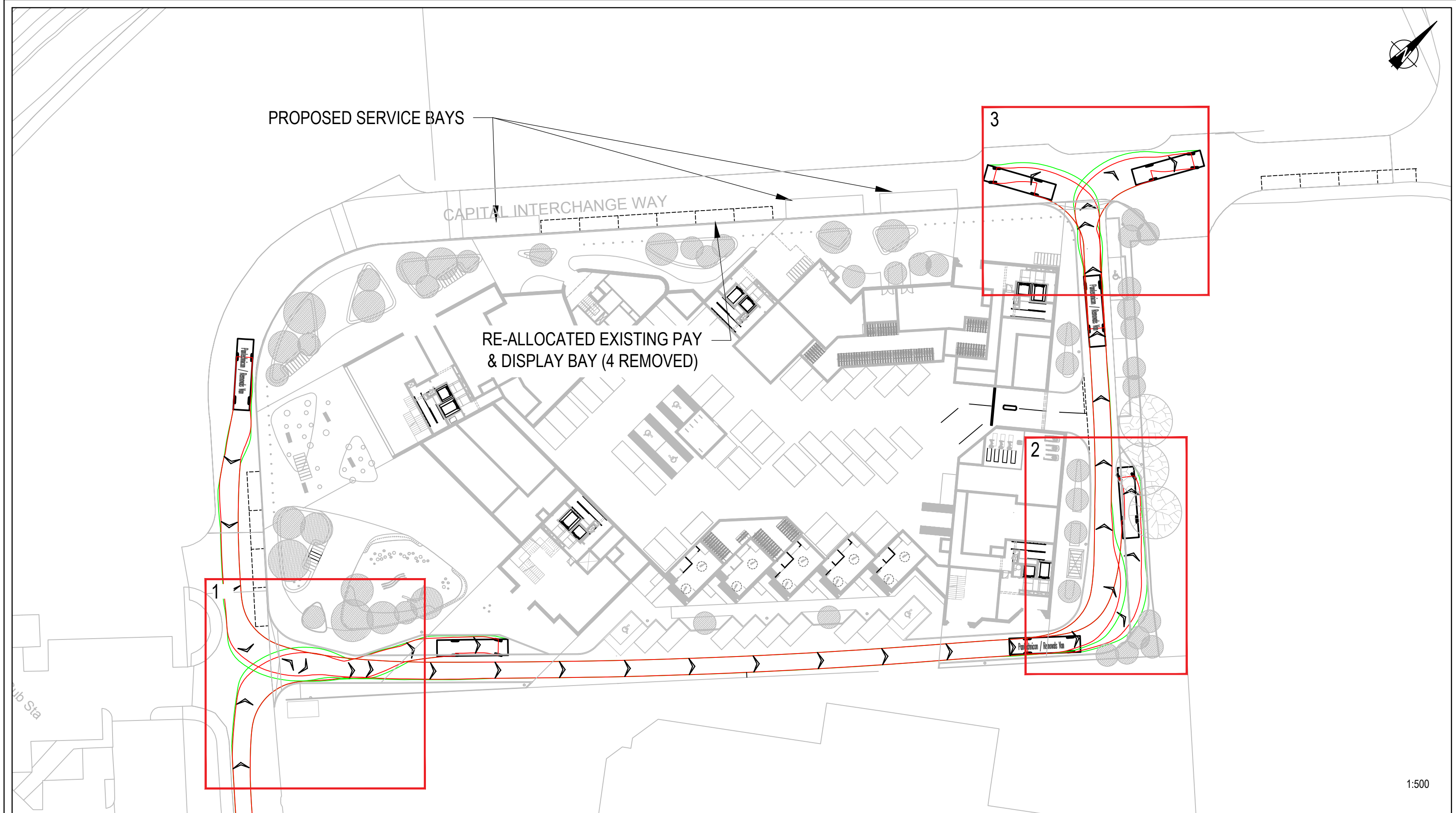
4 Summary and Conclusion

- 4.1.1 This Delivery & Service Plan has been produced to accompany a full planning application for a residential led mix use development consisting of 441 residential units (Class C3) including 50% affordable housing with ancillary facilities, flexible uses within classes A1, A2, A3 and B1 and a nursery (Class D1).
- 4.1.2 The DSP sets out the servicing and delivery operations for the site in order to minimise the impact of these on the site and the local highway network.
- 4.1.3 The site will use five delivery and servicing bays. Two are located on the internal road layout, and three located on Capital Interchange Way, adjacent to the relevant residential core entrances, as agreed with LBH.
- 4.1.4 The site concierge will manage delivery and servicing within the site, with storage area for residents that are unable to receive deliveries. The proposed development will therefore have minimal impact on the local highway network.

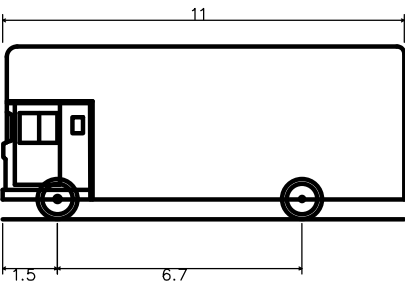
Drawings

PBA Drawings 38397/5501/04 rev A

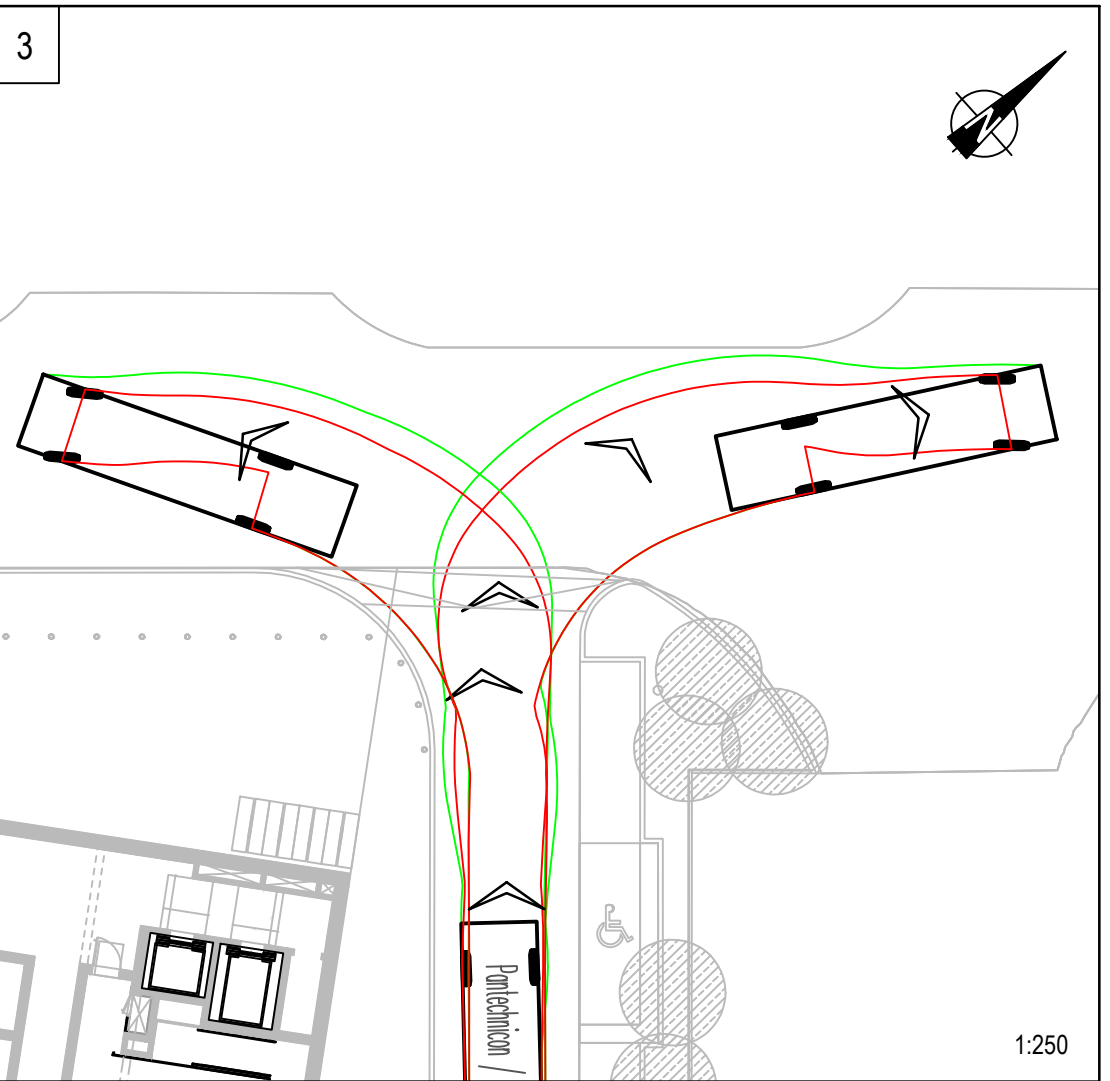
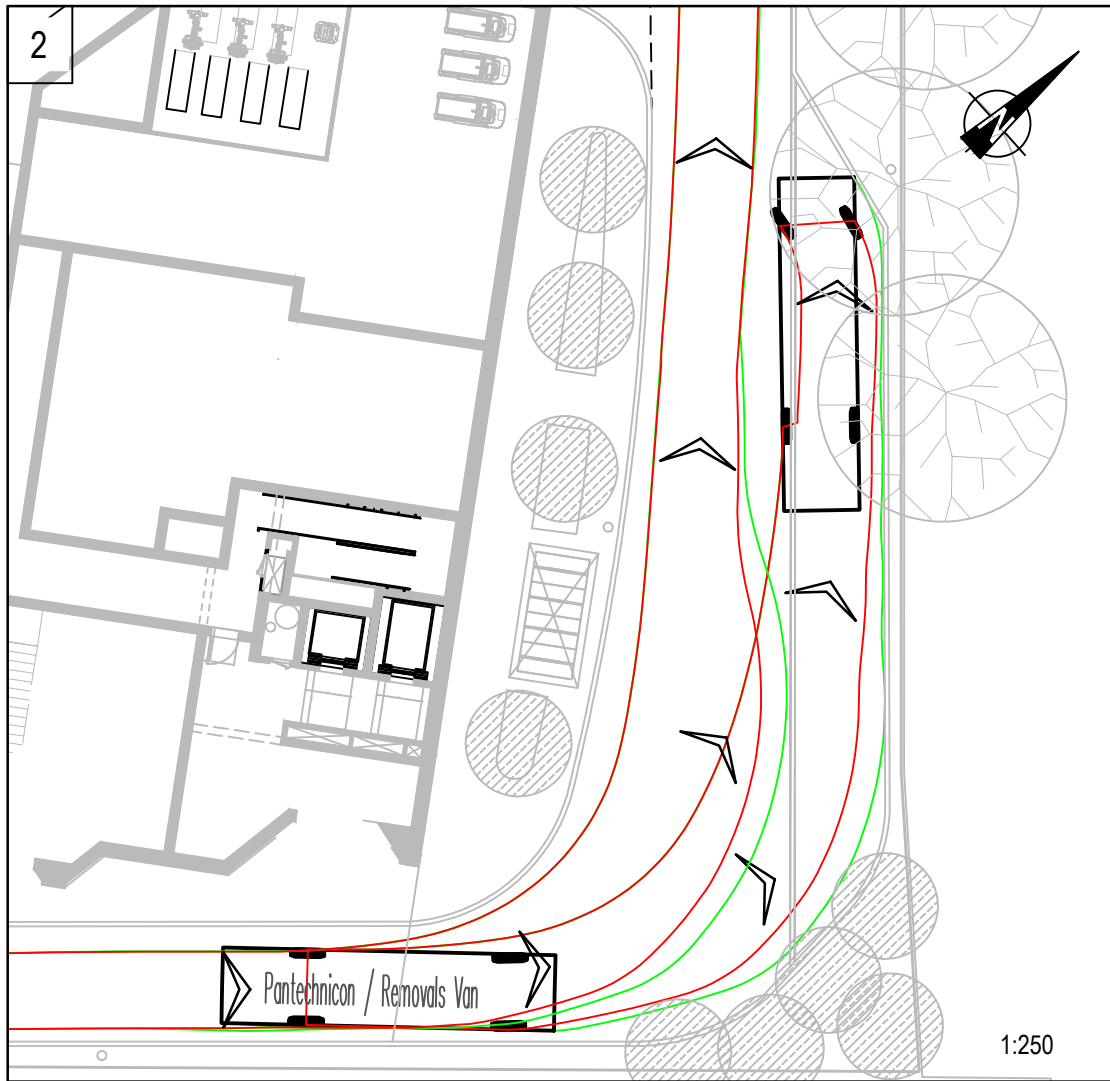
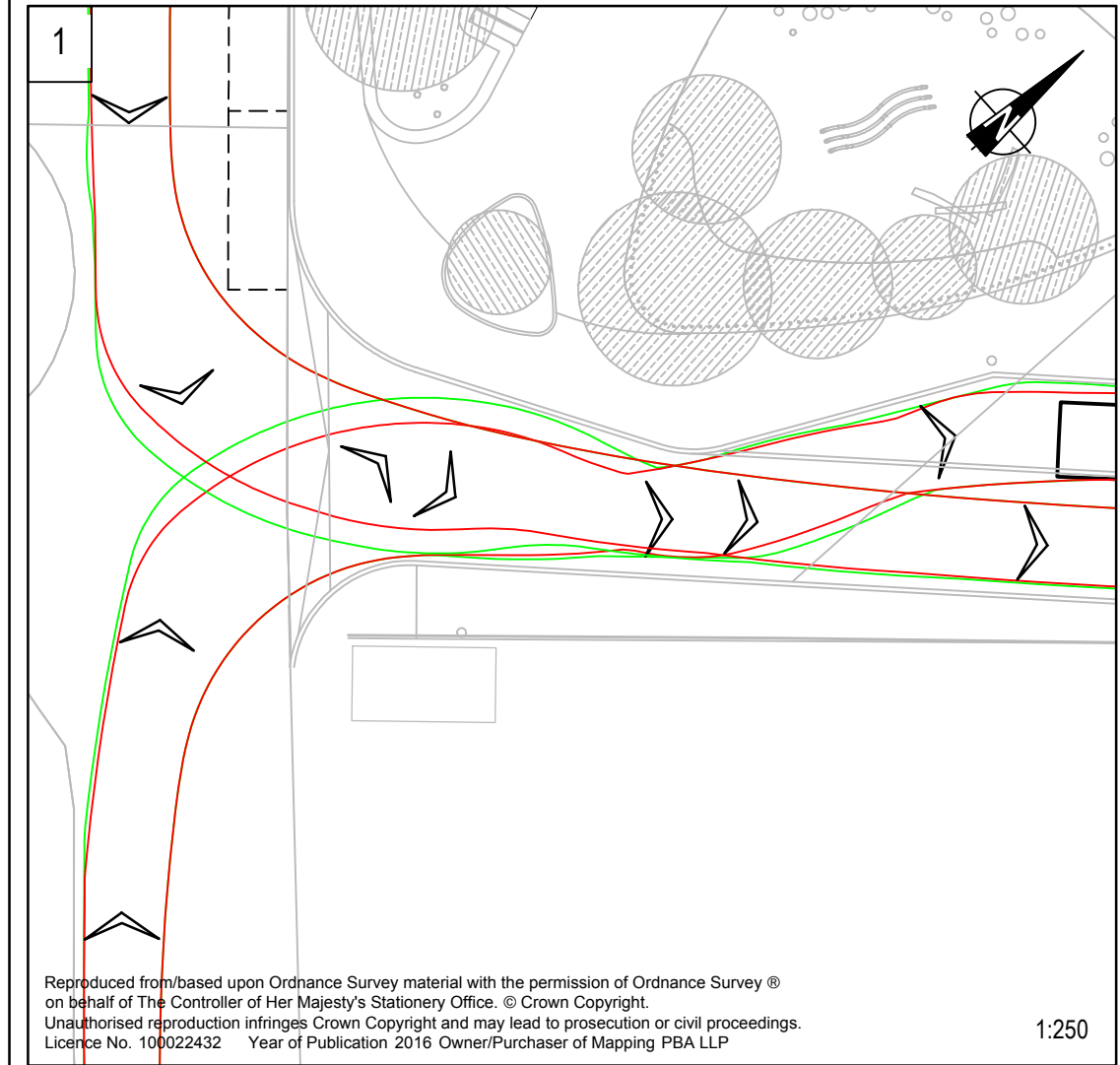
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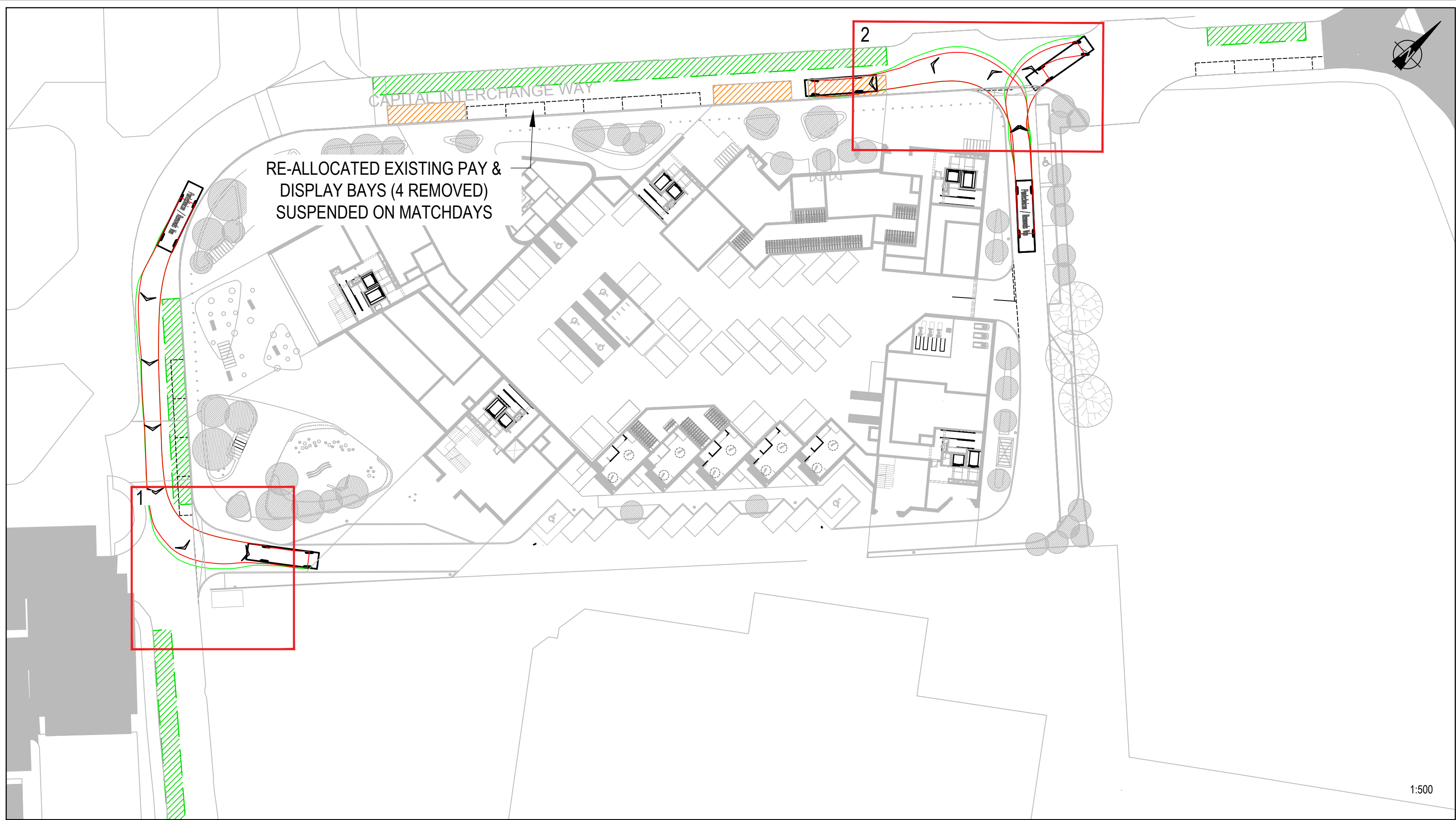
VEHICLE PROFILE




Pantechnicon / Removals Van	11,000m
Overall Length	2,500m
Overall Width	4,730m
Overall Body Height	0,541m
Min Body Ground Clearance	2,500m
Track Width	6,00s
Lock to lock time	12,200m
Kerb to Kerb Turning Radius	




A		ADJUSTMENTS TO TRACKING		09.04.18	JM	SM	-
Mark	Revision	Date	Drawn	Chkd	Appd		
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CITROEN SITE, HOUNSLOW SWEEP PATH ANALYSIS, PANTECHNICAN / REMOVALS VAN							
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Date of 1st Issue 27.09.17		Designed -		Drawn AL		 Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP READING Tel: 01189 500 761	
A2 Scale AS SHOWN		Checked SG		Approved -			
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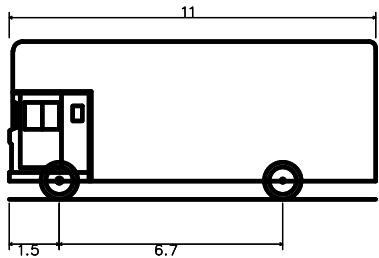


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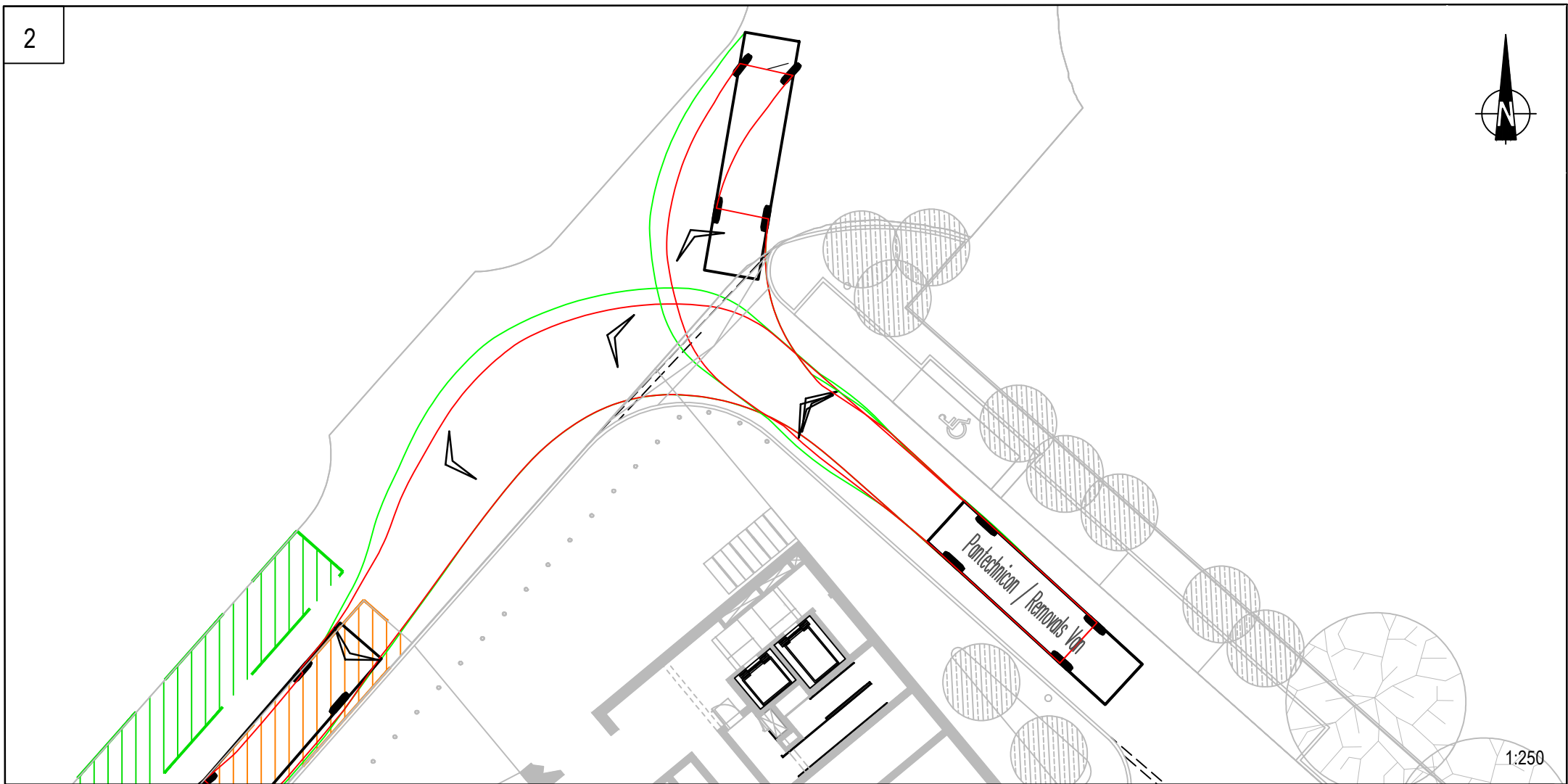
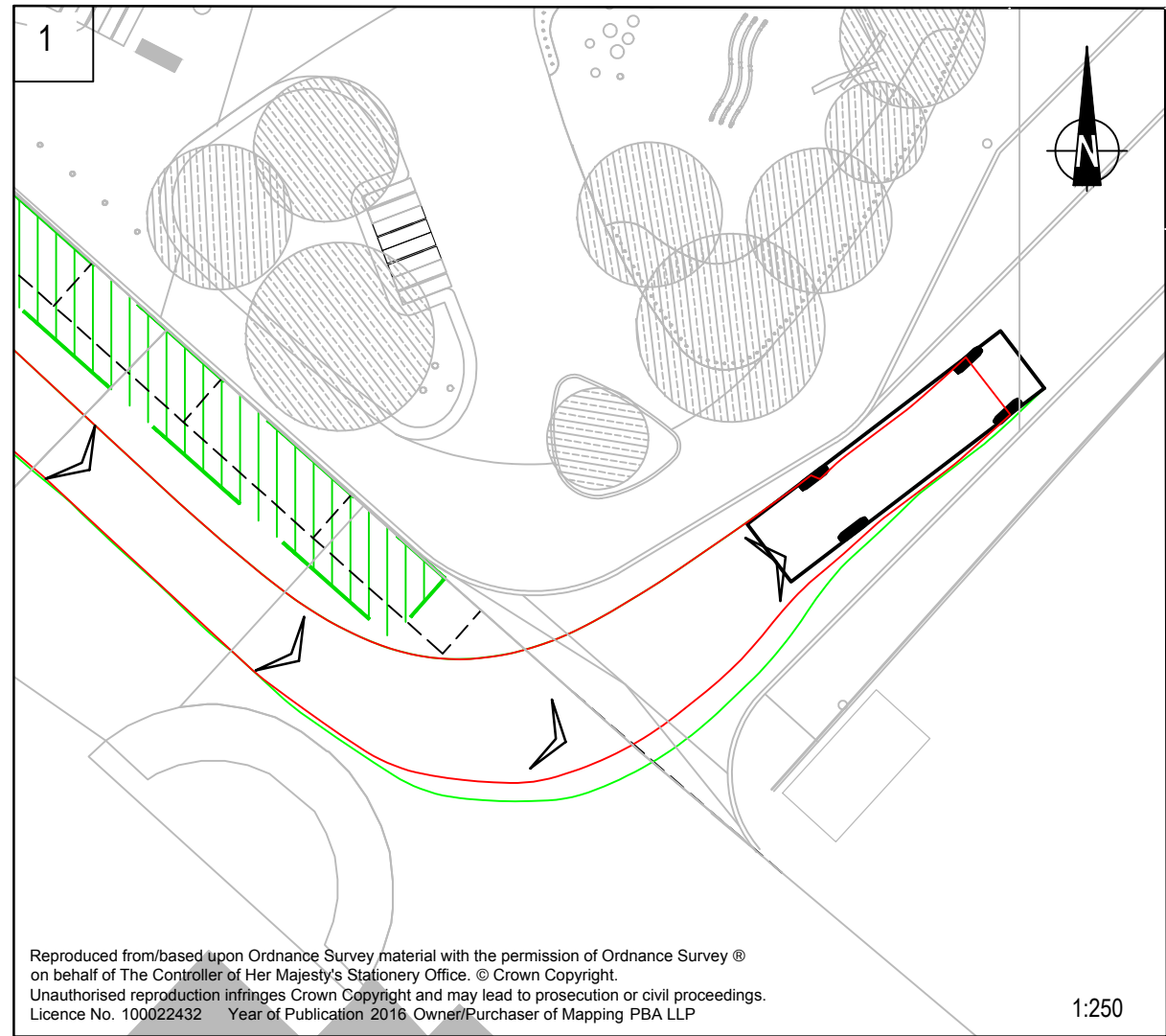
 BRENTFORD FC PROPOSED COACH PARKING

 SERVICE BAYS SUSPENDED ON MATCHDAYS

VEHICLE PROFILE



Pantechinon / Removals Van	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.200m



A	UPDATED MASTERPLAN	10.04.18	JM	SM	-
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Drawing Issue Status

FOR INFORMATION

**CITROEN SITE, HOUNSLOW
PROPOSED TEMPORARY PARKING LAYOUT
MATCHDAY TEMPORARY COACH PARKING**

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Date of 1st Issue	Designed	Drawn
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A2 Scale	Checked	Approved
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Drawing Number

38397/5501/005

Revision

A