

Thameside West

Delivery and Servicing Management Plan

May 2020



PREAMBLE

Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) have submitted a hybrid planning application to the London Borough of Newham (LBN) for the redevelopment of the Thameside West site, accessed off Dock Road in Newham (the Site).

SHL is a property development company and joint land owners of the Site. SHL has over 65 years combined experience at delivering high quality regeneration projects across London. GLAP is a subsidiary corporation of the Greater London Authority (GLA) and took over assets and liabilities from the London Development Agency (LDA) in 2012. GLAP is primarily focused on delivering genuinely affordable homes and jobs for London.

The proposal is to construct a new high-quality residential-led mixed-use development comprising new homes, new industrial floorspace, a new local centre, a new primary school and nursery school, new community facilities, a new public park (with associated outdoor play facilities), enhanced SINC and over 800m of new riverside walk along the River Thames with ecological / biodiversity enhancements. This development has been designed to focus its community hub around the delivery of a new Dockland Light Rail (DLR) station that is proposed to be constructed on the Site by Transport for London's (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan & Partners, Patel Taylor and the wider project team (listed, right) taking into account comments provided by local residents during summer and public exhibition events and comments provided during pre-application discussions with a variety of statutory and non-statutory interests, including LBN and its Design Review Panel (DRP), the Greater London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

This document is one of a suite of planning application documents submitted to LBN, including an Environmental Statement. The planning application is available to review at LBN's office or using LBN's online services:

Search for planning application reference number 18/03557/OUT at: <https://pa.newham.gov.uk/online-applications/search.do?action=simple>

The planning application can also be viewed on the GLA's website at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings>

PROJECT TEAM

GREATERLONDONAUTHORITY

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MEINHARDT

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Aviaire WILDLIFE HAZARD
MANAGEMENT
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Improving safety from the ground up.

**Winckworth
Sherwood**

MOLA

JLL Achieve
Ambitions

**LONDON
COMMUNICATIONS
AGENCY**

realm
virtually, anything is possible.

Thameside West, London Borough of Newham

Sitewide Servicing Demand Assessment For Revised Residential Massing

20/04/2020

184307/N02

Introduction

1. Vectos are retained by Meinhardt (UK) Ltd to provide transport advice in relation to the proposed development of the site referred to as “Thameside West” adjacent to the Royal Victoria Dock in the London Borough of Newham. The site has previously operated as a mix of commercial and industrial uses and it is now intended to redevelop the site to provide a mixed-use scheme comprising circa 5,000 residential units and circa 31,500sqm GIA of non-residential floorspace including retail, employment and education uses. The site will also provide a DLR station which will be brought forward by TfL.
2. This note has been prepared to advise on the high-level estimate of the quantum of loading bays required to cater for the anticipated servicing demand of the site. This exercise has been undertaken in light of the proposals to redistribute a portion of the residential massing by increasing and reducing the quantum of floors within residential blocks at various locations across the site.
3. This note sets out the methodology used to derive the peak demand for servicing and the subsequent number of loading bays required to accommodate the anticipated demand. Reference is made throughout this note to similar sites where the servicing requirements were calculated and any assumptions made during the assessment are outlined.

Executive Summary

4. Vectos previously estimated the requirement for loading bays for a previous iteration of the accommodation schedule for the site and this exercise has been revisited to assess the effects of the redistributed massing. For the purposes of clarity, the quantum of residential development has not changed (remains at 5,000 dwellings) but the location of these dwellings has been redistributed across different buildings on the site.
5. The previous assessment concluded that a minimum of 17 loading bays would be required to facilitate the typical servicing demands for the residential and commercial uses with the exclusion of the B2-B8 uses. The 17 loading bays would require on-site management to schedule and co-ordinate the arrival, dwell times and departure of vehicles using the loading bays in conjunction with the delivery operator.

6. The current assessment has concluded that the previous recommendation of 17 loading bays remains sufficient to accommodate the anticipated quantum of servicing trips on a typical day. The site would require on-site management of the loading bays to ensure the efficient use of loading bays and to prevent undesirable loading practices in locations and during times which are not in line with the site’s Delivery and Servicing Management Plan (DSMP).
7. The remainder of this note outlines the methodology used to estimate the number of daily servicing trips, by vehicle type and dwell time which concludes with an estimate of the number of loading bays required to accommodate the quantum of service trips.
8. **Appendix A** of this note illustrates the location of the loading bays on-site.
9. In summary, it is estimated that the development would require 17 loading bays to accommodate the demand for daily servicing trips and the development currently proposes 20 loading bays which meets the anticipated demand.

Proposed Development

10. For the purposes of this assessment, the following schedule of accommodation has been used [200205_Area_Schedule];

Table 1: Schedule of Accommodation

Land Use	Quantum (sqm GIA)
Residential	425,337 (5,000 Units)
Retail (Assumed all A1)	3,260
Restaurant / Café (A3-A5)	3,260
General Industrial (Assumed all B2)	14,250
(B1, B2 Restricted, B8) Industrial	4,210
4FE School	4,058
Nursery	943
Dual Use Class (Semi Private)	1,530

11. The Restaurant / Café floor area has been derived based on the entirety of Riverside Quarter non-residential floorspace comprising A3-A5 uses.
12. With the Riverside Quarter floor area removed, the remaining 3,260sqm GIA has been considered to comprise A1 retail use across the site.
13. Dual Use class is defined as residential amenity or commercial uses such as ancillary gyms within the residential areas which may be accessible to the public.

Daily Servicing Demand

14. Daily servicing vehicle trip rates from a consented mixed-use development which Vectos advised on at the Former BCC Television Studio site on Wood Lane in White City have been used to estimate the service vehicle demand across a typical weekday. The service vehicle

trip rates used in the BBC Television Centre application were also accepted as part of the redevelopment of the Oval Gasworks in Lambeth.

15. Delivery and servicing trip rates were also compared to a mixed use development at Riverlight in Nine Elms as a sensitivity test. A week long delivery and servicing log was assessed and trip rates derived for a typical day. When compared to both the BBC site and Riverlight site, the anticipated number of delivery and servicing trips (based on the quantum of floor area) at Thameside West is similar to both sites.
16. The consented daily servicing trip rates used in this assessment are outlined below in **Table 2**.

Table 2: Daily Servicing Trip Rates

Land Use	Daily Servicing Trip Rate (per 100sqm GIA)	Delivery Types
Residential	0.07	Royal Mail, Courier, Food Deliveries, Furniture, Laundry, Maintenance
Retail (Assumed all A1)	0.53	Royal Mail, Courier, Depot Deliveries, Maintenance
Restaurant / Café (A3-A5)	1.36	Royal Mail, Courier, Fresh Produce, Laundry
General Industrial (Assumed all B2)	0.2	Royal Mail, Raw Materials ,Courier, Depot Deliveries, Stationery
(B1, B2 Restricted, B8) Industrial	0.2	Royal Mail, Raw Materials ,Courier, Depot Deliveries, Stationery
4FE School	N/A	Royal Mail, Stationery, Courier
Nursery	N/A	Royal Mail, Stationery, Courier
Dual Use Class (Semi Private)	N/A	Royal Mail, Courier, Maintenance

17. For the purposes of this assessment, the number of service trips associated with the 4FE school, Nursery and Dual Use Class have been estimated as the servicing demand for these uses is not typically proportional to the floor area (i.e. a 2FE and a 4FE school would have similar servicing requirements in terms of service vehicle trips).

Unmanaged Servicing Demand

18. The total number of unmanaged daily servicing trips is shown in **Table 3**. It is worth noting that one service trip equates to one vehicle arrival and one vehicle departure.

Table 3: Unmanaged Daily Servicing Vehicle Trips

Land Use	Daily Servicing Trips
Residential	298
Retail (Assumed all A1)	17
Restaurant / Café (A3-A5)	44
General Industrial (Assumed all B2)	29
(B1, B2 Restricted, B8) Industrial	8
4FE School	3 (Estimated)
Nursery	2 (Estimated)
Dual Use Class (Semi Private)	4 (Estimated)
Total	405

19. Based on the unmanaged service vehicle trip rates, the site is estimated to generate circa 405 service vehicle trips per day (24 hours) on a typical weekday. This figure represents the “Unmanaged” scenario whereby no delivery consolidation or linked trip deliveries take place in an environment which does not schedule delivery arrivals or enforce dwell times.
20. **Table 4** sets out the unmanaged servicing arrival profile by land use and hour. This profile has been derived based on observed servicing arrivals at similar sites and has been accepted as part of the BBC Television Centre and Oval Gasworks applications.

Table 4: Daily Servicing Profile

Time Period	Arrival Profile Daily Service Vehicles					
	Residential	Retail	Restaurants	4FE/Nursery/Dual Use	Employment	Total
00:00 - 01:00	0%	0%	0%	0%	2%	0%
01:00 - 02:00	0%	0%	0%	0%	0%	0%
02:00 - 03:00	0%	0%	0%	0%	0%	0%
03:00 - 04:00	0%	0%	0%	0%	2%	0%
04:00 - 05:00	0%	0%	0%	0%	3%	1%
05:00 - 06:00	0%	0%	0%	0%	3%	1%
06:00 - 07:00	5%	13%	22%	7%	7%	9%
07:00 - 08:00	8%	7%	19%	14%	8%	10%
08:00 - 09:00	5%	13%	19%	14%	8%	10%
09:00 - 10:00	3%	20%	9%	7%	10%	8%
10:00 - 11:00	3%	13%	3%	7%	8%	6%
11:00 - 12:00	1%	7%	3%	0%	8%	5%
12:00 - 13:00	1%	7%	0%	0%	7%	3%
13:00 - 14:00	1%	7%	13%	7%	5%	5%
14:00 - 15:00	1%	7%	13%	7%	7%	6%
15:00 - 16:00	1%	7%	0%	7%	5%	3%
16:00 - 17:00	1%	0%	0%	7%	3%	2%
17:00 - 18:00	6%	0%	0%	7%	3%	4%
18:00 - 19:00	10%	0%	0%	7%	7%	7%
19:00 - 20:00	14%	0%	0%	7%	3%	7%
20:00 - 21:00	16%	0%	0%	0%	0%	6%
21:00 - 22:00	13%	0%	0%	0%	0%	5%
22:00 - 23:00	9%	0%	0%	0%	0%	3%
23:00 - 00:00	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%

21. Applying this arrival profile to the unmanaged service vehicle totals, **Table 5** outlines the total number of vehicles per hour.

Table 5: Unmanaged Daily Service Vehicle Profile

Time Period	Number of Daily Service Vehicles					
	Residential	Retail	Restaurants	4FE/Nursery/Dual Use	Employment	Total
00:00 - 01:00	0	0	0	0	1	1
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	1	1
04:00 - 05:00	0	0	0	0	1	1
05:00 - 06:00	0	0	0	0	1	1
06:00 - 07:00	15	2	10	1	2	31
07:00 - 08:00	23	1	8	1	3	37
08:00 - 09:00	15	2	8	1	3	30
09:00 - 10:00	8	3	4	1	4	20
10:00 - 11:00	8	2	1	1	3	15
11:00 - 12:00	4	1	1	0	3	9
12:00 - 13:00	4	1	0	0	2	7
13:00 - 14:00	4	1	6	1	2	13
14:00 - 15:00	4	1	6	1	2	14
15:00 - 16:00	4	1	0	1	2	8
16:00 - 17:00	4	0	0	1	1	6
17:00 - 18:00	19	0	0	1	1	21
18:00 - 19:00	31	0	0	1	2	34
19:00 - 20:00	43	0	0	1	1	44
20:00 - 21:00	46	0	0	0	0	46
21:00 - 22:00	39	0	0	0	0	39
22:00 - 23:00	27	0	0	0	0	27
23:00 - 00:00	0	0	0	0	0	0
Total	298	17	44	9	37	405

*Time periods shown in red indicate the AM and PM peak periods

22. Based on the service vehicle trip rate information derived from consented projects and a vehicle arrival profile from observed servicing movements, the peak hour for service vehicles in the AM peak period is 07:00-08:00 and 20:00-21:00 in the PM peak period.

Managed Servicing Demand

23. The assessment outlined above has determined the unmanaged demand for service vehicles. Through the implementation of a managed system, it is possible to reduce the quantum of service vehicle trips being generated by the site. This can be achieved through the Delivery and Servicing Management Plan (DSMP) which could involve freight consolidation off-site and scheduled deliveries with enforced dwell times.

24. It has been estimated that a reduction of up to 20% can be applied to the residential and restaurant service trips if managed correctly as part of an effective DSMP. No reductions have been applied to the remaining land uses as there is less scope to consolidate deliveries off-site amongst education or employment uses whereas fresh produce suppliers and drinks deliveries can be shared amongst several restaurant / café units. On this basis, an estimate of the peak demand is set out below which applies a 20% reduction in the daily residential and restaurant service vehicle trips.

Table 6: Managed Daily Servicing Vehicle Trips

Land Use	Daily Servicing Trips
Residential - 20% Reduction	238
Retail (Assumed all A1)	17
Restaurant / Café (A3-A5) – 20% Reduction	35
General Industrial (Assumed all B2)	29
(B1, B2 Restricted, B8) Industrial	8
4FE School	3 (Estimated)
Nursery	2 (Estimated)
Dual Use Class (Semi Private)	4 (Estimated)
Total	337

Table 7: Managed Daily Service Vehicle Profile

Time Period	Number of Daily Service Vehicles					
	Residential	Retail	Restaurants	4FE/Nursery/Dual Use	Employment	Total
00:00 - 01:00	0	0	0	0	1	1
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	1	1
04:00 - 05:00	0	0	0	0	1	1
05:00 - 06:00	0	0	0	0	1	1
06:00 - 07:00	12	2	8	1	2	26
07:00 - 08:00	19	1	7	1	3	31
08:00 - 09:00	12	2	7	1	3	26
09:00 - 10:00	6	3	3	1	4	17
10:00 - 11:00	6	2	1	1	3	13
11:00 - 12:00	3	1	1	0	3	8
12:00 - 13:00	3	1	0	0	2	7
13:00 - 14:00	3	1	4	1	2	11
14:00 - 15:00	3	1	4	1	2	12
15:00 - 16:00	3	1	0	1	2	7
16:00 - 17:00	3	0	0	1	1	5
17:00 - 18:00	15	0	0	1	1	17
18:00 - 19:00	25	0	0	1	2	28
19:00 - 20:00	34	0	0	1	1	36
20:00 - 21:00	37	0	0	0	0	37
21:00 - 22:00	31	0	0	0	0	31
22:00 - 23:00	22	0	0	0	0	22
23:00 - 00:00	0	0	0	0	0	0
Total	238	17	35	9	37	337

*Time periods shown in red indicate the AM and PM peak periods

Size of Service Vehicle

25. Based on the observed arrival profile outlined above, it is possible to estimate the size of service vehicle by type and by hour in the managed scenario. This is demonstrated in **Table 8**.

Table 8: Managed Daily Service Vehicle Type Profile

Time Period	Servicing Vehicle				Total Vehs
	16.5m	10m	8m	6m	
00:00 - 01:00	0	0	0	1	1
01:00 - 02:00	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0
03:00 - 04:00	0	0	0	1	1
04:00 - 05:00	0	0	0	1	1
05:00 - 06:00	0	0	0	1	1
06:00 - 07:00	1	4	9	11	26
07:00 - 08:00	1	4	10	15	31
08:00 - 09:00	1	4	9	11	26
09:00 - 10:00	1	2	6	8	17
10:00 - 11:00	0	1	4	7	13
11:00 - 12:00	0	1	3	5	8
12:00 - 13:00	0	1	2	4	7
13:00 - 14:00	0	2	4	6	11
14:00 - 15:00	0	2	4	6	12
15:00 - 16:00	0	1	3	3	7
16:00 - 17:00	0	1	1	3	5
17:00 - 18:00	0	2	4	11	17
18:00 - 19:00	0	2	7	19	28
19:00 - 20:00	0	5	8	23	36
20:00 - 21:00	0	3	6	28	37
21:00 - 22:00	0	3	6	22	31
22:00 - 23:00	0	3	3	15	22
23:00 - 00:00	0	0	0	0	0
Total	5	42	88	201	337

Servicing Demand and Loading Bay Requirement

26. The peak hours for servicing demand have been identified as being 07:00-08:00 in the AM and 20:00-21:00 in the PM peak. The PM peak, whilst generating more vehicle trips, is largely associated with residents receiving grocery deliveries after work. As grocery deliveries typically have a shorter dwell time (circa 15 minutes) compared to restaurant and retail deliveries (30 minutes), it is considered reasonable to state that the 07:00-08:00 peak hour is the most critical hour for on-site deliveries across all land uses. Furthermore, as evening deliveries tend to comprise largely grocery deliveries, there is greater scope to consolidate these, rather than the once-off daily deliveries of fresh produce to restaurants in the AM peak.

27. For this reason, the peak hour of 07:00-08:00 has been used to assess the necessary number of bays required to meet the demand for all land uses.
28. **Table 9** sets out the required number of bays based on demand and average dwell time for each delivery type.

Table 9: Managed Servicing Loading Bay Requirement

Land Use	Peak Demand per Hour (07:00-08:00)	Required number of bays based on 60 min dwell time	Required number of bays based on 30 min dwell time	Required number of bays based on 15 min dwell time
Residential	19	19	9	5
Retail	1	1	1	0
Restaurant	7	7	3	2
Employment (Office)	3	3	2	1
B2 - HGV	3	3	2	1
4FE School	1	1	1	0
Nursery	1	1	1	0
Dual Use	1	1	1	0
Total	36	36	19	10

**Most Likely Dwell Time **Trips Rounded Up*

29. The green highlighted cells in **Table 9** represent the most likely dwell time based on the average delivery to each land use.
30. Providing the vehicle dwell time is managed on-site and the efficient turn over of loading bays can be achieved, it is estimated that the site could meet the servicing demands with a total of 17 loading bays.
31. The assessment does not include refuse collection vehicles as these vehicles will either service on-street without the need to park or will load within a dedicated refuse collection area. Accordingly, the refuse collection demands for the site are not included within the above estimation.
32. Finally, the managed solution outlined above is based on a 20% reduction in vehicle trips for residential and restaurant deliveries due to off-site consolidation. The Draft New London Plan seeks to maximise the consolidation of deliveries and increase deliveries undertaken by cargo bikes and other “last-mile” solutions. For this reason, it is logical to state that there is further scope for the number of vehicle trips generated by servicing to be reduced in the coming years.

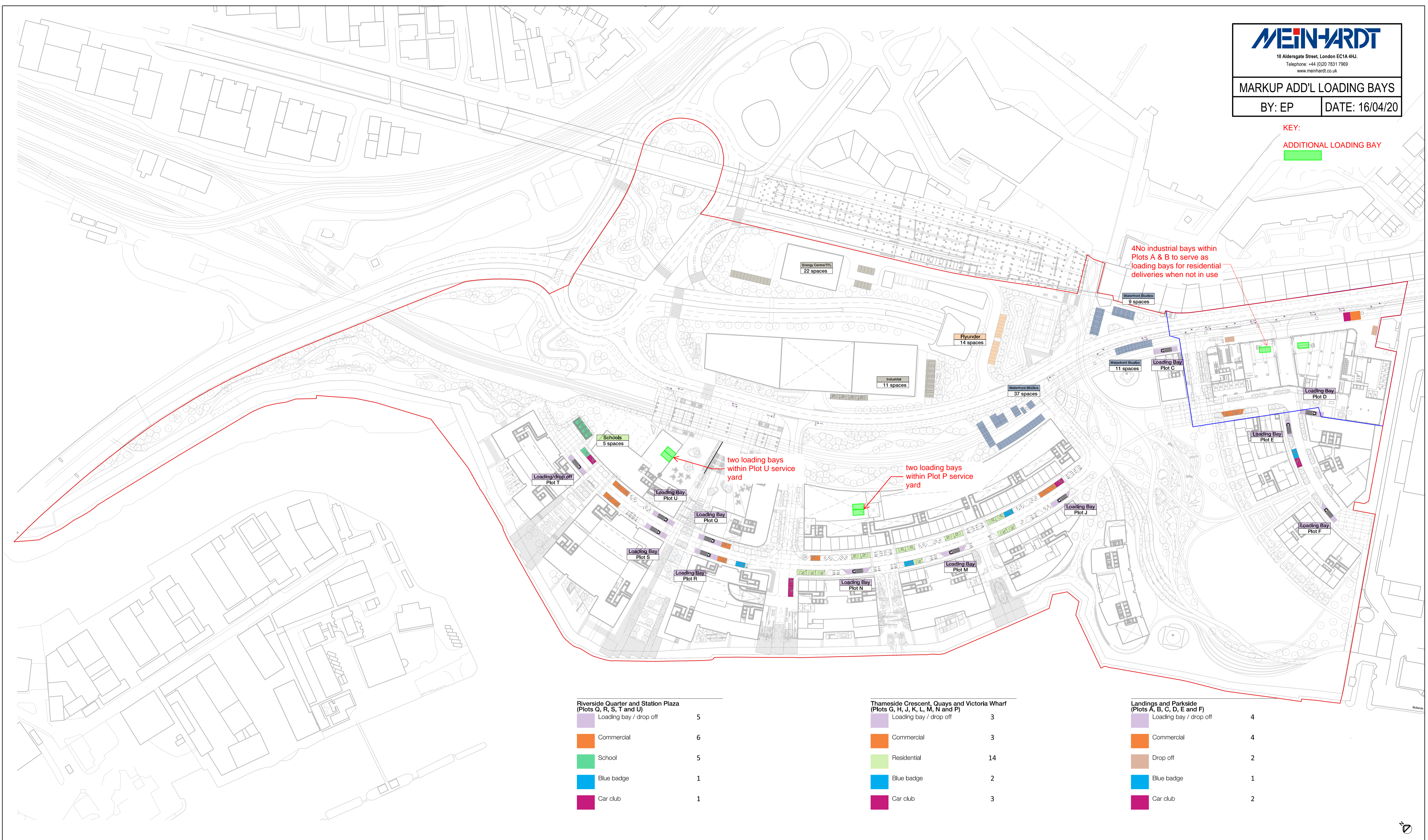
Summary and Conclusion

33. This note has been prepared to outline the high-level estimate for the required number of loading bays for the proposed development of Thameside West which includes a redistribution of massing for the residential elements to that previously proposed.

34. The servicing demand for Thameside West has been calculated using the servicing trip rates and arrival profiles of similar mixed-schemes which have been granted consent by TfL.
35. Providing an effective Delivery and Servicing Management Plan is enforced on-site, it has been estimated that the site should provide 17 loading bays to accommodate the peak demand for servicing whilst acknowledging that there is further scope to reduce the number of vehicle trips through consolidation and scheduled delivery slots.
36. The development proposes 20 loading bays and it is therefore concluded that the anticipated servicing demand for the proposed uses can be efficiently accommodated with a managed solution using on-site management teams to co-ordinate and schedule deliveries and to enforce maximum dwell times.

APPENDIX A

KEY:
ADDITIONAL LOADING BAY



Riverside Quarter and Station Plaza (Plots Q, R, S, T and U)

Loading bay / drop off	5
Commercial	6
School	5
Blue badge	1
Car club	1

Thameside Crescent, Quays and Victoria Wharf (Plots G, H, J, K, L, M, N and P)

Loading bay / drop off	3
Commercial	3
Residential	14
Blue badge	2
Car club	3

Landings and Parkside (Plots A, B, C, D, E and F)

Loading bay / drop off	4
Commercial	4
Drop off	2
Blue badge	1
Car club	2

General Notes
DO NOT SCALE. All dimensions must be checked on site, errors are to be reported.

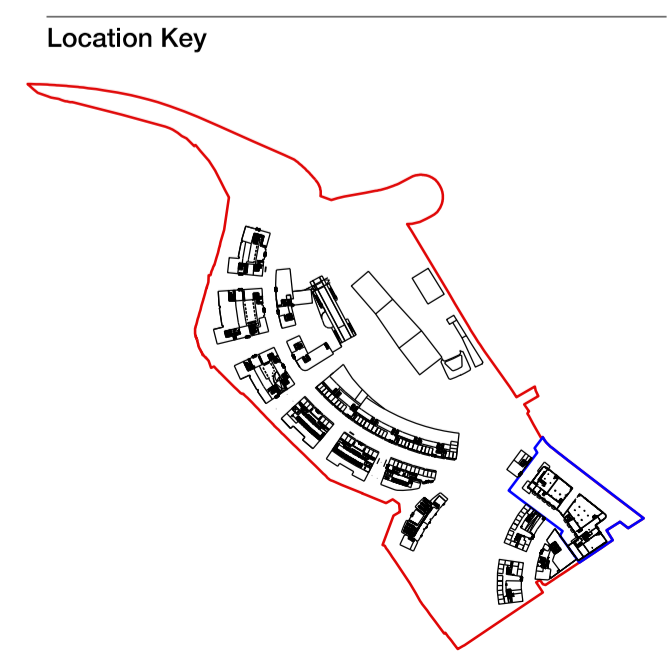
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Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Drawing Notes

Drawing Note:
Existing Waterfront Studios
- 9 front entrance spaces
- 45 car park spaces
- 57 total existing spaces

Key
Site Boundary
Phase 1 Boundary



Key Plan

Title
Masterplan landscape
Parking strategy

Project
Thameside West Landscape

Scale
1:1250 @ A1 1:2500 @ A3
Scale 1:1250 @ A1

Issue Record

Issue	By	Chk	Date
P06 Designation amendments	TS	RM	08.04.2020
P05 Plot DEF parking	TS	RM	23.03.2020
P04 FLB along river	RM	-	19.03.2020
P03 GLA call-in draft	RM	-	17.03.2020

Drawing Number
522-PT-MP-TYP-DR-L-PL-1019

Status
S2 - For information

Revision
P06

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