Prologis UK Ltd.

GSK SITE, STOCKLEY PARK, HILLINGDON

Delivery and Servicing Plan

DSP
JUNE 2020

PUBLIC

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PROJECT NO. 70060721

OUR REF. NO. DSP

DATE: JUNE 2020

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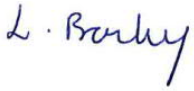
Signature				
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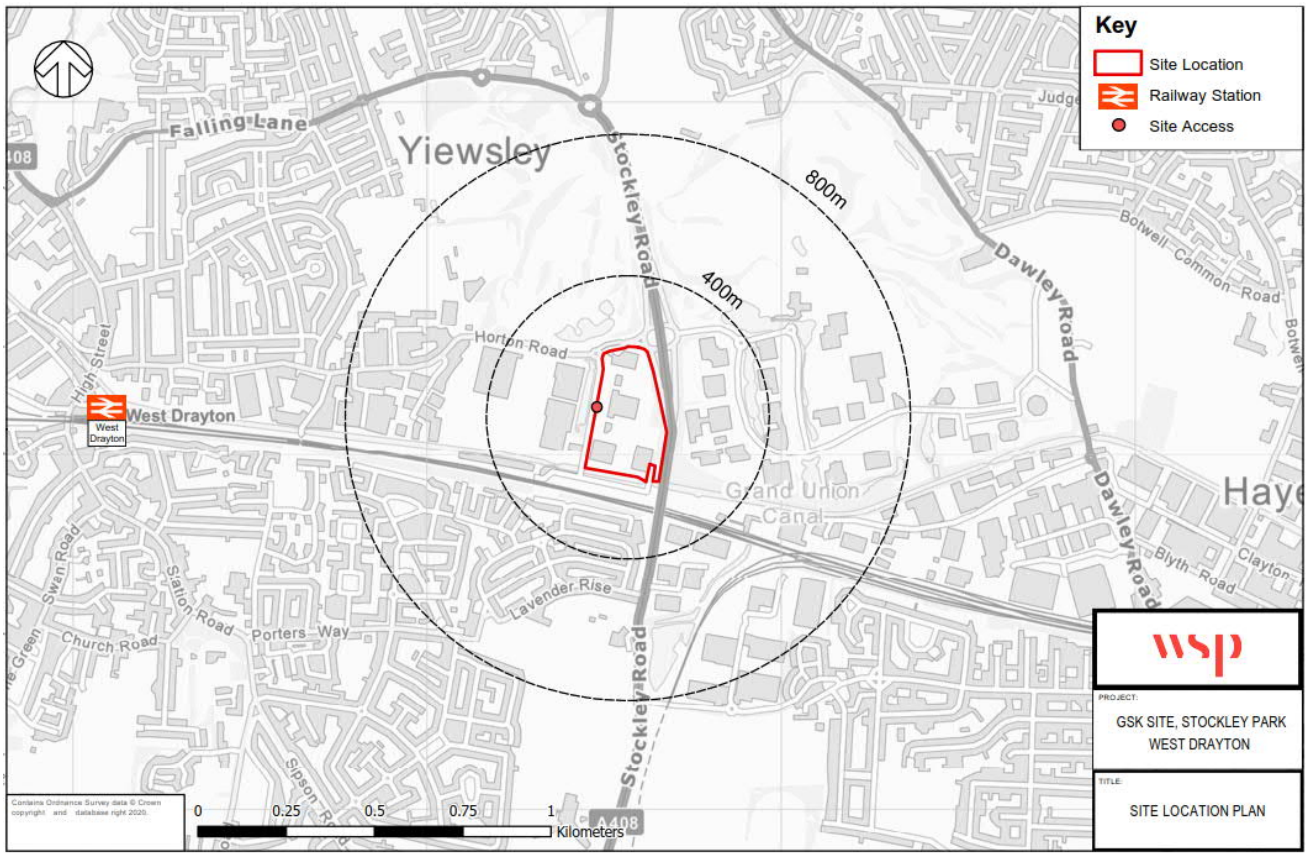
1 INTRODUCTION

1.1 PREAMBLE AND CONTEXT

1.1.1. WSP has been commissioned by Prologis UK Ltd to provide transportation and highways advice with respect to the proposed re-development of the current GSK office site on land at Iron Bridge Road North, within the London Borough of Hillingdon (LBH). The Site is currently occupied by GSK, however it is expected to be fully vacant by January 2021.

1.1.2. As shown in Figure 1-1 the Site is located within Stockley Business Park. It is west of the A408 Stockley Road, to the south of Horton Road and accessed off Iron Bridge Road North. In a wider context, the Site is located to the north of Drayton Garden Village and Heathrow Airport. Stockley Golf Club grounds are located to the north of the Site, and to the south, the Site is bordered by the Grand Union Canal, Iron Bridge Road South and the Great Western Mainline railway line that runs from Reading to London Paddington.

Figure 1-1 - Site Location



1.1.3. The Site currently includes three office buildings (use class B1(a)) with a combined GIA of approximately 28,000 m². The buildings are surrounded by surface level car parking, providing approximately 885 parking spaces, and a multi-storey car park in the south-eastern corner of the Site, with approximately 350 parking spaces. The site is also used as a park and shuttle bus facility for GSK employees to a second GSK office. The Site is bordered by trees and landscaping along each of the boundaries, helping to screen the Site from the surrounding highways.

1.2 SUMMARY OF DEVELOPMENT

1.2.1. The Application submitted sought for the redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure. The two units of B1c / B2 / B8 mixed land use will provide a total Gross Internal Area (GIA) of 30,627sqm. The two buildings will include ancillary offices and will be served by independent operational access points from Iron Bridge Road North, and two separate access points for each of the units for both staff and visitor vehicles taken off the same road.

1.3 REPORT PURPOSE

1.3.1. A DSP provides a framework to make sure that freight vehicle activity works effectively for organisations. DSPs specifically help to:

- Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning and afternoon peaks;
- Identify and promote areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to following best practice – for example, the Freight Operator Recognition Scheme (FORS).

1.3.2. The purpose of this Outline DSP is to inform TfL and LBH of the intent of Prologis in managing service vehicle trips to and from the Proposed Development to minimise the impact of these goods vehicle trips on the surrounding public highway and residential areas.

UPDATES FOLLOWING PLANNING PERMISION AND NMA

1.3.3. Following submission in 2020, application (Ref. 39207/APP/2020/2188) was granted planning permission in December 2020.

1.3.4. A Non-Material Amendment (NMA) was submitted in May 2022 seeking several minor changes at the site, largely relating to the location of vehicular access points, reconfigured parking arrangements and the creation of fire access routes through the Unit 2 car park and between the Unit 1 service yard access and the southern end of the car park.

1.3.5. The LBH case officer has requested that the swept path analysis should be updated as part of the NMA submission, specifically drawings 70060721-ATR-007 and 70060721-ATR-008 in relation to fire and refuse vehicle access.

1.3.6. This DSP has therefore been updated to reflect the latest NMA plans and as requested provides a full set of updated drawings at the end of this report. Only the drawings and references have been updated, and the TA which accompanied the initial application should still be read in conjunction with this report. The latest site plan is included within **Appendix A**.

1.4 OUTLINE DSP STRUCTURE

1.4.1. The remainder of this report contains the following information:

- Chapter 2 – Planning Policy and Guidance
- Chapter 3 – Delivery and Servicing Proposals
- Chapter 4 – Management Measures; and
- Chapter 5 – Implementing, Monitoring and Review.

2 PLANNING POLICY AND GUIDANCE

2.1 INTRODUCTION

2.1.1. This DSP has been prepared in line with the best practice and policy measures set out in national and regional standards and guidance.

2.1.2. This section of the Outline DSP provides an overview of the policies and guidance documents that have shaped this document. The importance of a DSP minimising the impact of the operation of any site is reiterated throughout.

2.2 POLICY CONTEXT

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (FEBRUARY 2019)

2.2.1. Section 9 of the NPPF provides guidance on promoting sustainable transport for new developments. With relevance to development deliveries and servicing, it states in paragraph 102:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;"

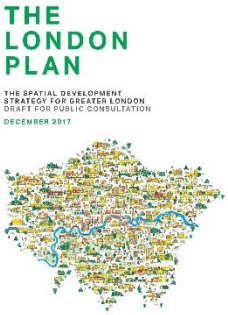
2.2.2. The NPPF also identifies highlights in paragraph 110:

"Within this context, applications for development should:

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;"

2.2.3. Similar guidance outlined in an earlier revision of the NPPF provides the basis for the development of the London Plan (March 2016) and subsequently The Draft London Plan (August 2018).

LONDON PLAN: INTENT TO PUBLISH (2019)



2.2.4. The London Plan: Intent to Publish (2019) is a material consideration in planning decisions, and replaces the former London Plan (2016). The plan continues to state the relevance and importance of DSPs in the provision of development proposals facilitating sustainable deliveries and servicing (Policy T7).

2.2.5. The DLP further elaborates on DSPs and states in para 10.7.6 that:

"Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools, including CLOCS (Construction Logistics and Community Safety), should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision."

LONDON FREIGHT PLAN (2007)

2.2.6. The London Freight Plan (LFP) introduced in 2007 identified a range of crucial projects for delivering freight in London more sustainably. CLPs, along with transport assessments, travel plans and DSPs, are key documents that support the aims of the London Freight Plan. They have all subsequently been incorporated within the Mayor of London's Transport Strategy (2010) and the London Plan (2011). Since then, Transport for London (TfL) reviewed the plan and developed a range of strategy documents and guidance. These include:

- The Freight Operators Recognition Scheme (FORS) which provides a quality and performance benchmark for the industry. It is an industry-led membership scheme that aims to transform freight delivery in London by recognising and rewarding excellence, raising standards and promoting sustainability. Members of the FORS scheme are required to demonstrate a commitment to health and safety, effective management of work-related road risk and improved efficiency against pre-determined standards;
- The introduction of Delivery and Servicing Plans (DSPs), which are intended to ensure that the operational efficiency of buildings/sites is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO2 emissions, congestion and collisions. DSPs aim to reduce delivery trips (particularly during peak periods);
- The introduction of CLPs, which apply to the design and construction phases of developments and seek to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions; and
- A Freight Information Portal which provides a single interface for information on freight between London's public authorities and freight operators.

2.2.7. With respect to Delivery and Servicing Plans, on page 6 the London Freight Plan states;

- *"Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions. Contractual relationships between building operators and their supply chain will be used to specify companies committed to sustainable freight distribution, such as Freight Operator Recognition Scheme members, and ensure that they use legal loading locations."*
- *"DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including consolidation and out-of-hours deliveries. They will eventually be integrated into the travel plan process, and monitored in the same way…"*

FLEET OPERATOR RECOGNITION SCHEME (FORS)

2.2.8. As mentioned above, the Draft London Plan and London Freight Plan reiterate the importance of users adopting appropriate standards to improve the use of freight vehicles. The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations.

2.2.9. FORS helps fleet operators to measure and monitor performance and alter their operations to demonstrate best practice. It is open to operators of vans, lorries, mini-buses, coaches and other vehicles and to the organisations that award contracts to those operators.

2.2.10. FORS will benefit operators who want to:

- Improve road safety;
- Reduce the incidence of fines and other charges;
- Reduce fuel emissions and enhance fuel efficiency;
- Gain greater industry intelligence and networking opportunities; and
- Stand out from the crowd.

2.2.11. FORS offers best practice toolkits and advice, which include:

- FORS performance management system - demonstrates safety and efficiency improvements and progress through the FORS accreditation levels;
- Penalty Charge Notice toolkit - monitor, manage and reduce the number of penalties your business receives;
- Fuel use tracker - record and track fuel usage, monitor miles per gallon, CO2 and efficiency improvements;
- Cycle safety toolkit - minimise the risk of collisions between your vehicles and vulnerable road users;
- Congestion toolkits - improve delivery plans and reduce the amount of time spent in traffic; and
- Collision reporting and investigation tool - capture, investigate, analyse and reduce collisions.

2.2.12. FORS accreditation provides access to targeted training for both managers and drivers:

- Nine FORS Practitioner workshops - covering safety, efficiency, environmental issues and performance management;
- Safe Urban Driving - access to driver CPC training;
- Four driver e-learning modules - covering safety, vulnerable road user safety, fuel and PCNs; and
- Access to Chartered Institute of Logistics and Transport (CILT) Knowledge Centre.

DELIVERY AND SERVICING PLANS: MAKING FREIGHT WORK FOR YOU

2.2.13. TfL provide additional guidance on the production of Delivery and Servicing Plans. The document highlights that a DSP can help to:

- proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- identify and promote areas where safe and legal loading can take place; and
- select delivery companies who can demonstrate their commitment to following best practice – for example, the FORS.

2.2.14. The guidance outlines information that should be monitored as part of a DSP including destination, frequency, type of goods, urgency and mode of transport. It highlights the benefits of a booking system and consolidating deliveries, and notes that waste should be managed as well as deliveries and collections.

TIMING OF DELIVERIES

2.2.15. One of the key suggestions within the guidance suggests that deliveries/ servicing should take place at off-peak times. The benefits of this include:

- reducing the risk of collisions with vulnerable road users as ‘rush hour’ is avoided;
- ensuring delivery/ servicing activity is more efficient and reliable as less traffic will be encountered;

- reducing congestion on local roads;
- improving air quality / lower emissions by reducing the number of vehicles stuck in traffic jams;
- creating fuel savings due to faster more efficient deliveries;
- improving the urban environment for local residents; and,
- reducing the amount of Penalty Charge Notices (PCNs) due to the increased availability of legal loading locations.

SAFER LORRY SCHEME

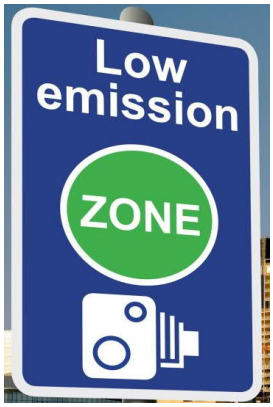
2.2.16. As part of an ongoing effort to improve pedestrian and cyclist safety in London, TfL introduced its Safer Lorry Scheme on 1st September 2015.

2.2.17. The scheme requires every vehicle weighing over 3.5 tonnes within the Low Emission Zone to be fitted with Class V and VI mirrors to provide better views around vehicles and side guards to prevent cyclists or pedestrians being dragged under the vehicle in the event of a collision.

2.2.18. All FORS accredited companies must have vehicles which comply with the above to continue being recognised as a FORS member. The scheme is enforced by the Metropolitan Police Service, City of London Police and the Driver and Vehicle Standards Agency. Drivers found to be in charge of a non-compliant vehicle may be issued with a £50 Fixed Penalty Notice, the offence also carries a potential fine of £1000 at Magistrate's court and the Traffic Commissioner, who has the power to modify or suspend operator licenses, will also be notified of companies operating vehicles in breach of the scheme.

THE LONDON LOW EMISSION ZONE

2.2.19. The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in London by setting and enforcing new emissions standards for HGV's, large vans and minibuses, and deterring the use of the most polluting vehicles by freight operators.



2.2.20. The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. The current 2012 standards applicable in LEZ will change from 26 October 2020 with more strict emission standards for heavy vehicles and will also set a limit for emissions of nitrogen oxides (NO_x), which form harmful nitrogen dioxide (NO_2) in the atmosphere.

2.2.21. The LEZ is enforced through fixed and mobile cameras, which then read vehicle registration number plates and check against a LEZ emissions database to determine whether the vehicle has paid the daily charge or is exempt. Vehicles need to meet the LEZ emissions standards based on vehicle type and the type of emission. Cars and motorcycles are not affected.

2.2.22. The London LEZ covers all 33 London boroughs including the area in which the development site is situated.

THE LONDON ULTRA-LOW EMISSION ZONE

2.2.23. The Ultra-Low Emission Zone (ULEZ) is a scheme that presents a tighter set of restrictions than the LEZ, aiming to further improve air quality in London; this applies to the most polluting of all vehicles travelling through the zone and operates 24 hours a day, 7 days a week, all year round.

2.2.24. The ULEZ came into force on 8 April 2019 for all vehicles travelling into the zone; vehicles must meet new, stricter emissions standards (these vary per vehicle type), or pay a daily charge to travel through the ULEZ.

2.2.25. The ULEZ currently operates in the same area as the Congestion Charge Zone, however this will be extended up to the North and South Circular roads from 25 October 2021.

LONDON BOROUGH OF HILLINGDON LPP2

2.2.26. Policy DMHB 11 of LBH's LPP2 *Design of New Development* sets out the requirements of new developments to design suitable waste storage facilities. Point D of the policy sets out the following:

- *"Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours."*

2.2.27. Policy DMT 1: *Managing Transport Impacts* sets out the requirements of development proposals to meet transport needs and address transport impacts in a sustainable manner. Paragraph A) iv) states that, in order for developments to be acceptable, they are required to *"adequately address delivery, servicing and drop-off requirements"*

2.2.28. *Policy DMT 7: Freight* sets out the requirements of development proposals that generate a high number of/ intensity of transport and movements related to logistics and distribution or freight to demonstrate that:

- *"i) they are conveniently located to enable direct routing to the strategic road network; and*
- *ii) there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network.*

2.2.29. This Outline DSP aims to demonstrate how the Proposed Development will meet the transport needs of the Site and address transport impacts relevant to the anticipated delivery and servicing movements required for operational purposes.

3 DELIVERY AND SERVICING PROPOSALS

3.1 INTRODUCTION

3.1.1. This chapter sets out the servicing and refuse collection proposals. It includes the following details:

- Frequency of deliveries / servicing;
- Process for storing, segregating and removing waste;
- On-site management proposals;
- Routing proposed for servicing vehicles; and
- Emergency servicing strategy.

3.2 SERVICING FREQUENCY – TRAFFIC GENERATION

3.2.1. The Transport Assessment (TA) accompanying the planning permission (ref 39207/APP/2020/2188) provides a breakdown of the expected traffic generation at the Proposed Development.

3.2.2. Vehicular trip rates for the Proposed Development were obtained from a traffic survey undertaken at the nearby Prologis Park Heathrow in December 2014, located approximately 850m to the south of the Proposed Development.

3.2.3. The land uses of the businesses operating at Prologis Park Heathrow at the time of the survey were a mix of B1c, B2 and B8. This means the Proposed Development and Prologis Park Heathrow sites are considered to be very comparable in terms of use, location and accessibility. Therefore, the trip rates calculated at the Prologis Park Heathrow site are appropriate for representing the envisaged trip generation for the Proposed Development.

3.2.4. A summary of the forecast vehicular trip generation associated with the operational needs of the Proposed Development (comprised of approximately 30,627sqm GIA) is shown in **Table 3-1**.

Table 3-1 - Forecast Servicing Trip Generation (30,627sqm GIA)

Time Period	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (24h)		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
LGVs	14	26	40	9	35	44	551	614	1,164
HGVs	24	10	34	20	32	52	459	466	925
Total Operational Vehicular Trips	38	36	74	29	67	96	1,010	1,080	2,089

3.2.5. In accordance with **Table 3-1** the Proposed Development is envisaged to generate 74 and 96 two-way servicing trips during the AM and PM peak hours respectively, with 2,089 two-way trips across a neutral weekday.

3.2.6. It should be noted that the forecast above outlines the Site-wide LGV and HGVs trips for all purposes, however due to the nature of the businesses not all the trips above are linked with the servicing of the Site itself.

3.2.7. Within the above, there will be some additional servicing vehicle trips such as refuse vehicles, however these are likely to occur at the Site for weekly collections or at considerably lower frequencies. As such, assessing the daily demand from the analysis as shown above is considered robust.

3.3 SERVICING STRATEGY

3.3.1. All service vehicles will access the Site from Iron Bridge Road North after leaving Horton Road, and the same route will be followed back when leaving the Site.

3.3.2. As part of the TA, the current level of use and capacity of Iron Bridge Road North / Horton Road roundabout has been assessed. This showed that it currently operates with minimal congestion in the peak periods and so is suitable for use by the operational vehicles generated by the development.

COMMERCIAL WASTE

3.3.3. The commercial units will segregate and store their refuse and recycling in a dedicated facility for each unit and it is expected that these will be collected by private collections.

3.3.4. All waste storage areas will be clearly labelled to ensure cross contamination of refuse and recycling is minimised.

3.3.5. Floor surfaces will be of smooth, continuous finish and where possible, free from steps or other obstacles. Any steps will incorporate a drop-kerb. Measures will be taken by the staff to ensure that access to the agreed collection point will not be restricted on collection day.

3.3.6. Drawing 70060721-ATR-007, attached to this report, shows how a refuse vehicle will access the site. This has been updated to reflect the latest arrangements as sought by the NMA.

HAZARDOUS WASTE

3.3.7. It is anticipated that small volumes of hazardous waste could be generated during the operating of the Site. Equipment will be provided for the correct storage and subsequent collection of the following hazardous waste materials in the respective waste areas within each building:

- Batteries: appropriate container of small dimensions;
- Fluorescent bulbs: secured rigid closable storage container;
- Paints, solvents, chemicals: Flammable Safety Cabinet with lockable doors;
- Printer cartridges: container provided with a lid or use of manufactures ‘take back’ scheme;
- Waste electrical and electronic equipment (WEEE): appropriate wheeled or caged container.

3.4 ON-SITE MANAGEMENT PROTOCOL

3.4.1. Deliveries and commercial refuse collection may be controlled using the following protocol:

- Communication of Delivery Restrictions: All occupiers will be responsible for informing any delivery company about restrictions on-site, including location of delivery bay and access to the buildings.
- Enforcement: If an occupier observes deliveries taking place outside of the designated loading bay, they will be encouraged to report this activity to the management company.
- Access Controls: Individual commercial units will be responsible for ensuring controlled access to the Site. Gates at the entrances to each individual unit will enable each unit to grant or deny access to deliveries persons.

- Delivery Scheduling: Where possible, all occupiers should encourage deliveries outside of the network peak hours to avoid congestion and minimise impact on the road network at the busiest and most constrained times.
- Encouraging Deliveries by Sustainable Modes: Occupiers of the Site will be encouraged to use suppliers who are affiliated to the FORS and operating green fleets complying with the emission standards set out by the LEZ. Occupiers will also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

3.5 VEHICULAR ACCESS AND ROUTING

3.5.1. The operational and servicing access points into the Proposed Development will be provided from Iron Bridge Road North, separately to each unit. These access points will serve operational / HGV traffic only.

3.5.2. Vehicles would therefore access the Proposed Development from Iron Bridge Road after leaving Horton Road, with no direct access proposed from the A408 Stockley Road or Horton Road.

3.5.3. Key routes for servicing are illustrated at **Figure 3-1**. To note, the majority of service vehicles are expected to access from the M4 to the south.

Figure 3-1 – Service Routes

3.5.4. The Proposed Development design also provides routes with sufficient width to accommodate a fire tender in the event of an emergency, which can serve both Unit 1 and Unit 2 separately. As outlined in Section 1.3, the fire access strategy has been updated as part of the NMA and the swept path drawings updated accordingly.

3.5.5. Access and manoeuvring movements detailed above are illustrated in the following WSP Drawings;

- **70060721-ATR-005** – HGV access and swept path analysis,
- **70060721-ATR-006** – Car Park swept path analysis,
- **70060721-ATR-007** – Refuse vehicle swept path analysis, and
- **70060721-ATR-008** – Fire Tender swept path analysis.

3.5.6. All drawings indicate that the updated layouts are suitable and designed to accommodate the various vehicle types without issue. Full drawings are included at the end of this report.

4 MANAGEMENT MEASURES

4.1 INTRODUCTION

4.1.1. This chapter outlines the overarching measures and initiatives included within the Outline DSP which are applicable to the Proposed Development and are encouraged to be introduced in the Detailed DSP.

4.1.2. At present, the occupier(s) of the two units comprising the Proposed Development are unknown, so it is forecasted the Detailed DSP will be managed by Prologis until a Facilities Management Company (FMC) is appointed. Upon appointment, the ownership of the Detailed DSP should be handed over to the FMC.

4.1.3. In accordance with TfL's best guidance contained within their document entitled 'Delivery and Servicing Plans: Making freight work for you' the proposed management measures and initiatives have been grouped in the following areas: Design, Procurement; Operational Efficiency; Waste Management; and Road Trip Reduction. Each of these are considered in turn below.

4.2 DESIGN

SERVICING FACILITIES

4.2.1. The Proposed Development has been designed to ensure all servicing activities necessary for the operation of the two units are undertaken within the Site boundary and accessible from locations where stopped vehicles will have no impact on the highway network.

4.2.2. The access to the two independent servicing yards and manoeuvring envisaged to occur within the Site boundary are shown in detail in WSP Drawing 70060721-ATR-005 and 007.

4.2.3. The Site access junctions and servicing yards have been sized appropriately for the expected vehicular use and can accommodate up to 16.5 metre long articulated vehicles, which is demonstrated in the vehicle tracking.

SECURITY MEASURES

4.2.4. Consideration will be given to the use of a vehicle booking system. It is expected that there will be communications equipment available at the gates to provide a first contact point with each of the units of the Proposed Development so that deliveries can be received as efficiently as possible.

4.2.5. To ensure efficient movement of delivery/servicing from and to the public highway, the access gates have been designed with sufficient space from the public highway to allow servicing vehicles to wait without overhanging on the public highway.

4.2.6. The site management team should implement suitable security measures. The Proposed Development and access points should also be monitored with CCTV.

ACCOMMODATING SPECIAL DELIVERIES

4.2.7. Any special deliveries to the Proposed Development, such as plant maintenance vehicles, should be pre-arranged. The delivery time and duration should be negotiated with the site management team to minimise the impact on the routine daily servicing requirements and operation of the Proposed

Development site. Out of peak hour deliveries for abnormal loads should be encouraged wherever possible.

RISK ASSESSMENT OF SERVICING AREAS

4.2.8. A risk assessment should be undertaken by suitably trained site management staff prior to use of the service yards to ensure the following:

- Adequate manoeuvring space for the vehicles;
- Interaction with pedestrians;
- Adequate unloading area;
- Level route from vehicle to destination;
- Interaction with vehicles; and
- Visibility of management staff.

4.3 PROCUREMENT STRATEGY

4.3.1. The procurement process which will be detailed in the Detailed DSP should demonstrate an awareness of all vehicular activity associated with the Proposed Development, its impact and appropriate measures to reduce it. This should be undertaken by site management.

FREIGHT OPERATOR RECOGNITION SCHEME

4.3.2. The FORS was designed within the 2007 London Freight Plan to encourage freight operators to take up green fleet management, the use of best practice and to increase the sustainability of London's freight distribution. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements.

4.3.3. Occupiers of the Proposed Development should be encouraged to use suppliers who are affiliated to the FORS and operating green fleets complying with the emission standards set out by the London Emission Zones. Workplace occupiers should also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In doing so, this measure would contribute towards encouraging more maintenance contractors to use electric vehicles.

VEHICLE BOOKING SYSTEM

4.3.4. A Vehicle Booking System (VBS) assists in ensuring the efficient operation of delivery and servicing trips and is recommended to become part of the management measures as agreed within the future Detailed DSP. The VBS would be introduced by the FMC, to enable occupiers and their suppliers to pre- arrange arrivals. As part of the VBS, deliveries would be given a specified time period of arrival and informed of which loading bay to use. In addition, detailed route directions, along with the Proposed Development yards rules and regulations, would be disseminated to the operators and drivers.

4.3.5. Vehicles which have not used the VBS may not be allowed to complete service or delivery activities at the Proposed Development. Vehicles entering the Proposed Development without a booking may be rejected, turned around on-site and instructed to leave in accordance with the DSP.

4.4 OPERATION EFFICIENCY

COMMUNICATION OF DELIVERY PROCEDURES

4.4.1. The delivery procedures in operation on the site will be communicated to staff upon occupation. The occupiers will be responsible for informing their suppliers of any delivery restrictions and communicating the booking / management strategy.

DELIVERY RESTRICTIONS AND ENFORCEMENT

4.4.2. Peak hour deliveries will be discouraged through consultation with occupiers of the two units by the site managers. The operation of the Proposed Development will benefit from spreading deliveries throughout the day using a computer/ web-based vehicle booking system.

PROMOTION OF FREIGHT INFORMATION PORTAL

4.4.3. The Freight Information Portal should be promoted by estate management to raise awareness of this resource and encourage the adoption of good practice servicing and delivery strategies. The Corporate and Social Responsibility benefits associated with using suppliers adopting sustainable freight and servicing practices should also be promoted to occupiers.

SERVICING BOOKING / MANAGEMENT STRATEGY

4.4.4. It is expected that a servicing vehicle booking/management system will be implemented on the Proposed Development to manage and schedule vehicle activity within each of the service yards. It is expected that each occupier (if more than a single occupier) will manage their own system. However, the occupiers should be encouraged to liaise with each other and adopt a collaborative approach to minimise deliveries.

4.4.5. Dwell times will vary depending on vehicle type and nature of goods being delivered or collected. Through the VBS it is expected that vehicles will be allocated time slots to enable them to carry out their servicing. To ensure the efficiency of the operation, any vehicle which requires a more extended stay would have to notify the FMC, so appropriate arrangements can be made, with the potential to deliver outside peak periods where required.

4.4.6. Through these management methods, conflicts between delivery slots should be avoided, and vehicles will, therefore, be able to manoeuvre through the Proposed Development site easily.

NOISE & AIR QUALITY

4.4.7. Once parked on site, all drivers should be required to switch off their engines for the duration of their servicing activity. Any vehicles with idling engines should be approached and managed accordingly. The LEZ requires suppliers operating delivery vehicles which do not meet emission standards to pay a daily charge for journeys within London. Information regarding such charges and future changes should be disseminated from the management company to occupiers of the proposed premises.

MANAGEMENT OF SERVICE YARD

4.4.8. Through having designated servicing bays, the management of the service yard should be self-enforcing, with drivers aware of which bay to use prior to setting off on their journey. Random spot checks should be carried out by the management company to ensure that all drivers comply with the information provided pre-trip.

STAFF TRAINING REQUIREMENTS AND RESPONSIBILITIES

4.4.9. It is expected that the occupiers of the Proposed Development will be responsible for providing funding and time resources for all their site-based staff to receive appropriate training relating to the processes and procedures in operation on the development site. On-going training requirements should be identified through annual Personal Development Reviews (or equivalent internal review process).

4.5 WASTE MANAGEMENT

4.5.1. The Proposed Development, in line with Policies EM11 and DMHB 11 of the LBH Local Plan, should address waste management in a sustainable manner and provide suitable waste reduction, storage and collection measures. The proposed measures are set out hereafter.

WASTE REDUCTION, STORAGE AND REMOVAL MEASURES

4.5.2. The guidance contained within the London Freight Plan identifies that developments should provide sufficient facilities for storage and collection of segregated waste.

4.5.3. The timings of waste collections should be coordinated and managed by the FMC and occupiers should be informed upon occupation of regular waste collection times. Any subsequent amendments should be disseminated to occupiers.

REFUSE COLLECTION PROCEDURES

4.5.4. As the Proposed Development is industrial, it is expected that private refuse collection companies will be used to collect waste. This would enable greater control over collection times. The Proposed Development should promote the use of refuse collections away from the peak hours where possible, to minimise impacts upon the operation of the Proposed Development and impacts on the local area and highway network. Drawing 70060721-ATR-007 shows the updated layouts and swept path analysis. The bin store locations are within the yard spaces of each Unit, and can be easily accessed by refuse crews. The yards provide adequate turning areas for the refuse vehicle.

4.6 ROAD TRIP REDUCTION

DELIVERY AND SERVICING ACTIVITY

4.6.1. The number of service vehicle trips could potentially be reduced through consolidation of deliveries where possible and this should be encouraged of occupiers. The VBS will enable the FMC to monitor and review deliveries with a view to consolidation.

ENCOURAGING DELIVERIES BY SUSTAINABLE MODES

4.6.2. The occupiers of the Proposed Development should be encouraged to use suppliers who are affiliated by FORS and operating green fleets that comply with the emission standards set out by the London LEZ and ULEZ. Workplace occupiers should also be encouraged to publicise sustainable ‘best practice’ measures via the Freight Information Portal. In doing so, this would contribute to encouraging more suppliers/contractors to use electric vehicles.

5 IMPLEMENTING, MONITORING AND REVIEW

5.1.1. It is expected that the occupier(s) of the Proposed Development will be responsible for informing suppliers of delivery restrictions and implementing the booking/management strategy on-site. Additionally, both Prologis (by design) and the end occupiers (by appropriate maintenance) should ensure the Proposed Development provides adequate facilities for storage and collection of segregated waste in accordance with the guidance contained in the LFP.

5.1.2. It is expected that the site management team will enforce a suitable procurement strategy which demonstrates an awareness of all vehicle activity associated with the Proposed Development, its impact and appropriate measures to reduce it. It is proposed that the site management team will also be responsible for the promotion of the Freight Information Portal. The Corporate and Social Responsibility benefits associated with using suppliers adopting sustainable freight and servicing practices should also be promoted.

5.1.3. Additionally, it is expected that site management will undertake the Risk Assessment and will be responsible for enforcing delivery restrictions to and from the Proposed Development. The site manager / or appointed person should also be responsible for monitoring and reviewing deliveries to the Proposed Development, as detailed below.

5.2 ENFORCEMENT

5.2.1. The content of this DSP has been prepared to inform LBH of Prologis' intent with regards to the future operation of the Proposed Development. As set out in the information contained above, the Proposed Development should look to adopt management techniques and initiatives that minimise any impact from the development site onto the local network.

5.2.2. Future occupants of the Proposed Development will need to adhere with the detailed DSP unless otherwise agreed in writing with LBH. It is considered that the Travel Plan Co-ordinator could potentially fulfil a dual role in recording HGV routing and any discrepancies however this will be agreed as part of the detailed DSP.

5.3 MONITORING AND REVIEW

5.3.1. The final Detailed DSP will be monitored and updated, as necessary, or as and when there is a change of occupier. Where possible, this should be coordinated with the Travel Plan monitoring process.

5.3.2. A programme of monitoring and review would be implemented to generate information by which the success of the Detailed DSP can be evaluated against the objectives set out in section 5 of this report. Where possible, this should be coordinated with the Travel Plan monitoring processes.

5.3.3. A delivery and servicing survey should be undertaken after each of the units of the Proposed Development are occupied. The delivery and servicing surveys should be undertaken simultaneously with the travel surveys associated with the implementation of the Travel Plan, where timescale permits.

5.3.4. This process will provide the opportunity for current delivery and servicing operations and procedures on the Proposed Development to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives set out within section 3 of this Outline DSP.

5.3.5. Monitoring reports should be prepared to summarise the results of each survey for submission to LBH, hand by hand with the monitoring process of the Travel Plan as discussed above.

5.3.6. The site manager (or appointed consultant) should report the survey results to LBH within three months from the survey results being received. The result of the delivery and servicing survey should then be reviewed in consultation with LBH.

5.3.7. This process will provide the opportunity for current delivery operations and procedures on the Proposed Development to be reviewed and new management measures to be implemented, if necessary, to achieve the objectives set out within the future Detailed DSP.

Drawings

DO NOT SCALE

NOTES

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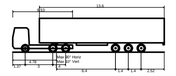

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	4.481m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	BY	DESCRIPTION	CHK	APP
D	26/08/22	RJ	MASTERPLAN LAYOUT UPDATED	AS	LB
C	24/08/22	RJ	MASTERPLAN LAYOUT UPDATED	AS	LB
B	17/08/22	RJ	MASTERPLAN LAYOUT UPDATED	AS	LB
A	02/07/20	RJ	FIRST ISSUE	ECC	LB

DRAWING STATUS:
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wsp.com

CLIENT:
PROLOGIS UK LTD

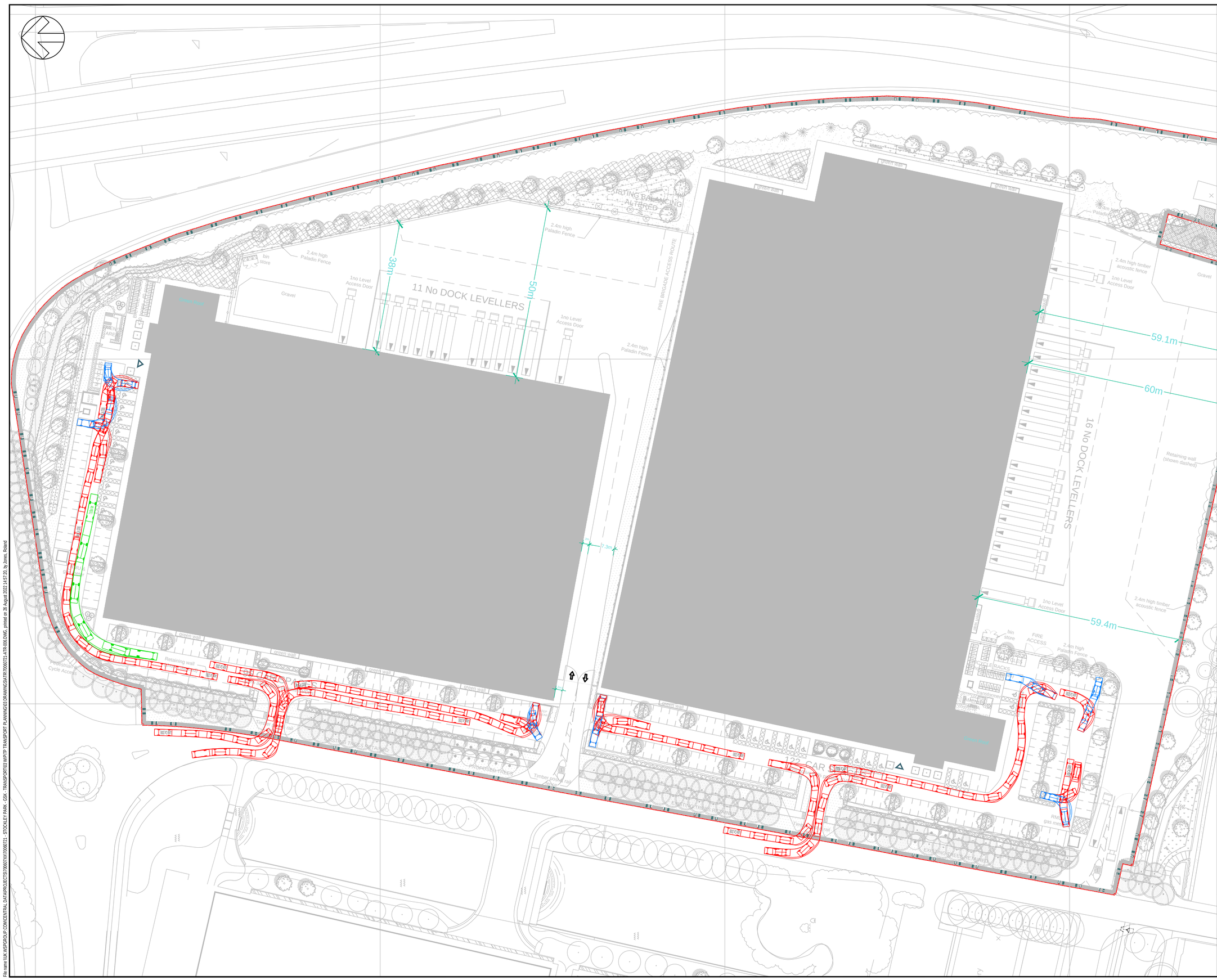
ARCHITECT:
MICHAEL SPARKS ASSOCIATES

SITE/PROJECT:
GSK SITE, STOCKLEY PARK, HILLINGDON

TITLE:
16.5m ARCTIC HGV
SWEPT PATH ANALYSIS

SCALE @ A1:	CHECKED:		APPROVED:
1:250	ECC		LB
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70060721	RJ	RJ	August 22

DRAWING No: 70060721-ATR-005 REV: D



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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	BY	DESCRIPTION	CHK	APP
D	26/08/22	RJ	MASTERPLAN LAYOUT UPDATED	AS	LB
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A	02/07/20	RJ	FIRST ISSUE	ECC	LB

DRAWING STATUS:
S2 - FOR INFORMATION

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wsp.com

CLIENT:
PROLOGIS UK LTD

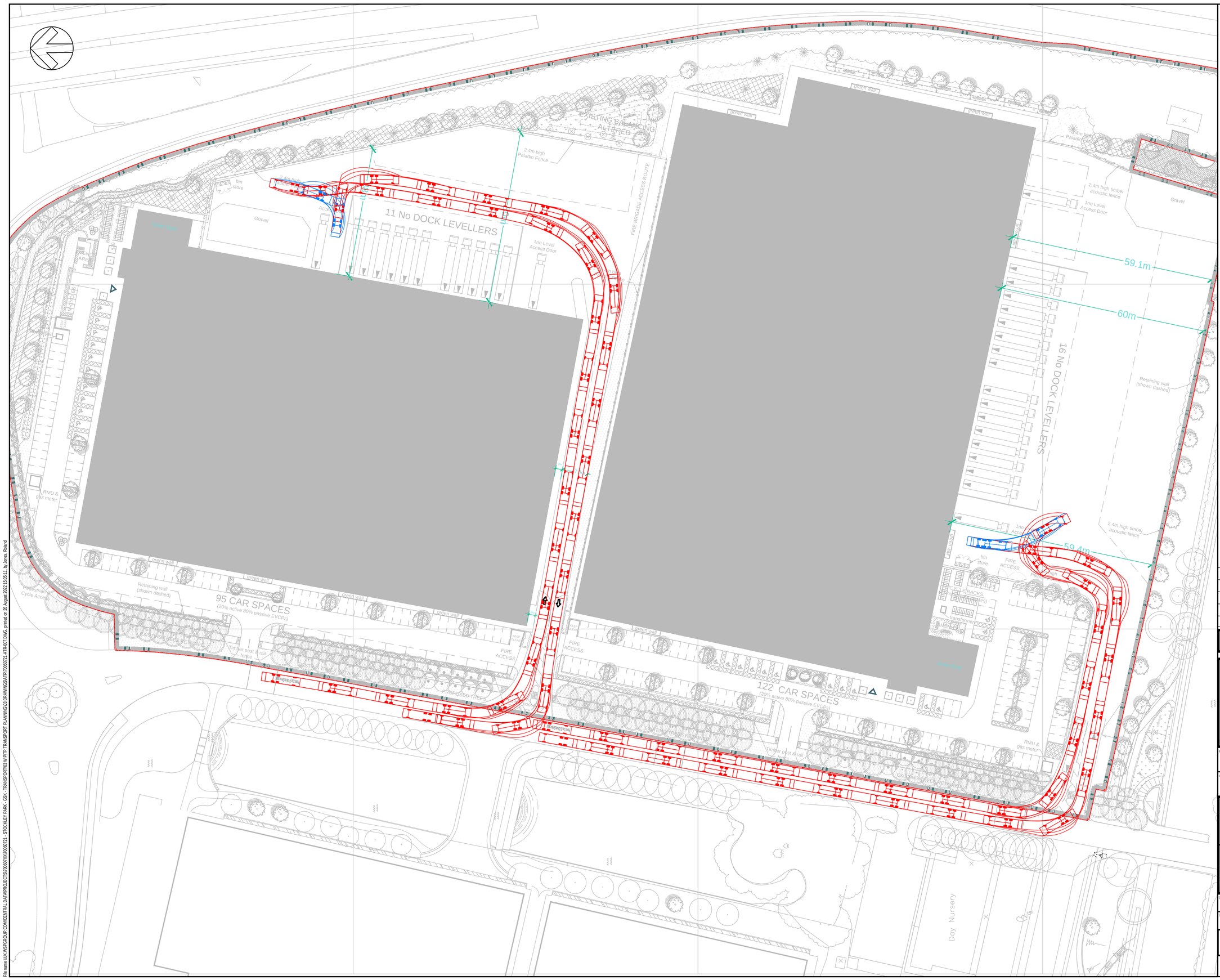
ARCHITECT:
MICHAEL SPARKS ASSOCIATES

SITE/PROJECT:
GSK SITE, STOCKLEY PARK, HILLINGDON

TITLE:
LARGE CAR
SWEPT PATH ANALYSIS

SCALE @ A1:	CHECKED:		APPROVED:
1:250	ECC		LB
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70060721	RJ	RJ	August 22

DRAWING No: 70060721-ATR-006 REV: D



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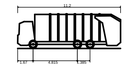

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DATE	BY	DESCRIPTION	CHK	APP
D	26/08/22	RJ	MASTERPLAN LAYOUT UPDATED	AS	LB
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A	02/07/20	RJ	FIRST ISSUE	ECC	LB

DRAWING STATUS:
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wsp.com

CLIENT:
PROLOGIS UK LTD

ARCHITECT:
MICHAEL SPARKS ASSOCIATES

SITE/PROJECT:
GSK SITE, STOCKLEY PARK, HILLINGDON

TITLE:
REFUSE VEHICLE
SWEPT PATH ANALYSIS

SCALE @ A1:	CHECKED:	APPROVED:
1:250	ECC	LB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70060721	RJ	RJ	August 22

DRAWING No: 70060721-ATR-007
REV: D

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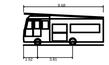

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.450m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.60s
Kerb to Kerb Turning Radius	7.910m

REV	DATE	BY	DESCRIPTION	CHK	APP
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CLIENT:
PROLOGIS UK LTD

ARCHITECT:
MICHAEL SPARKS ASSOCIATES

SITE/PROJECT:
GSK SITE, STOCKLEY PARK, HILLINGDON

TITLE:
FIRE TENDER
SWEPT PATH ANALYSIS

SCALE @ A1:	CHECKED:		APPROVED:
1:250	ECC		LB
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70060721	RJ	RJ	August 22

DRAWING No: 70060721-ATR-008 REV: D

Appendix A

PROPOSED DEVELOPMENT MASTERPLAN

NOTES:

SUBJECT TO STATUTORY CONSENTS

BASED ON GREENHATCH SURVEY
REF: 33865_T REV 0
DATED: 24.06.19

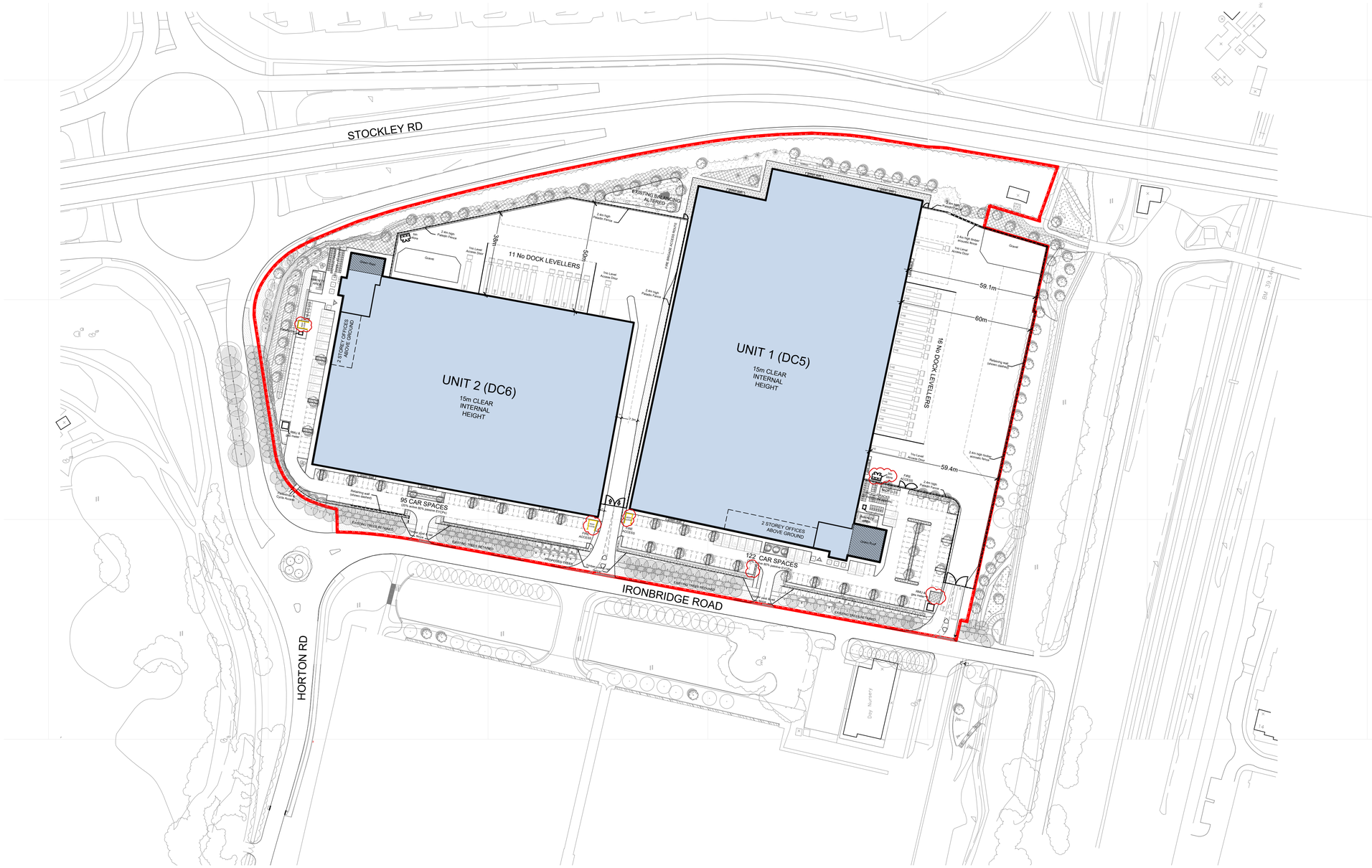
BASED ON OS MAP REPRODUCED BY PERMISSION OF CONTROLLER OF HM STATIONARY OFFICE (c) CROWN COPYRIGHT

DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO DETERMINE DIMENSIONS UNLESS SPECIFICALLY AUTHORISED BY MICHAEL SPARKS ASSOCIATES

IF USING AN ELECTRONIC VERSION OF THIS DRAWING FIGURED DIMENSIONS TAKE PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES

FOR LANDSCAPE DESIGN, REFER TO BARRY CHINN ASSOCIATES DRAWINGS.

N



01/201 SITE LAYOUT
1:1000

0 25 50 100m

REV	DATE	NOTE	DRAW	CHCK
G	26.08.22	Unit 1 turning area reinstated; parking bay moved; Unit 1 bin store moved.	mk	sd
F	09.08.22	Double yellow lines & 'Keep Clear' marking added to vehicle turning areas; Gatehouse removed.	mk	sd
E	03.05.22	Service yard accesses amended; Sub-stations amended to RMU & Gas Meter and Transformers; Gravel area added for future sprinkler tanks; Green walls moved; Paladin fence added between Units 1 & 2. Fire accesses added; Unit 2 amenity area, bicycle racks, & motorcycle parking reconfigured; bin stores moved.	mk	sd
C	02.10.20	Landscaping updated.	sd	ss/ms
B	29.06.20	Landscaping, fencing & bin store locations added.	sd	ss/ms
A	23.06.20	Office areas amended.	sd	ss/ms

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
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ST.DIONIS ROAD
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PROLOGIS

TITLE
IRONBRIDGE ROAD, HAYES

DRAWING
SITE LAYOUT PLAN

CLIENT
PROLOGIS UK LTD

DATE	SCALE	DRAWN
JUNE 2020	1:1000@A1	PF
	STATUS: PLANNING	CHECKED: MS/GZ/SD

DRAWING NUMBER
30928-PL-201G

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