# 217 High Street, Yiewsley

## Outline Delivery and Servicing Plan

On behalf of **Taylor Wimpey West London**

Project Ref: 46187/5501 | Rev: B | Date: February 2020

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# Document Control Sheet

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| | Name | Position | Signature | Date |
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| **For and on behalf of Stantec UK Limited** | | | | |

| Revision | Date | Description | Prepared | Reviewed | Approved |
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# 1 Introduction

## 1.1 Preamble

1.1.1 Stantec have been commissioned by Taylor Wimpey West London (TWWL) to prepare this Delivery and Servicing Plan (DSP) in support of the development at 217 High Street, Yiewsley, in The London Borough of Hillingdon (LBH).

1.1.2 This DSP aims to ensure that servicing of the development can be carried out in a legal, efficient and safe manner, without creating any detrimental impacts on the local highway network, local residents and the occupiers within the development site.

1.1.3 In accordance with Transport for London's (TfL) best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' this DSP will cover:

- Design and Access;
- Procurement Strategy;
- Operational Efficiency; and
- Waste and Recycling Management.

1.1.4 It is envisaged that a detailed DSP will be produced as part of the discharge of conditions to provide a more detailed assessment of the delivery and servicing arrangements for the development once completed.

## 1.2 Site Background

1.2.1 The site is currently in use as a retail warehouse of 33,072sqft of floor space with associated parking and a MOT testing and repair centre of 15,153sqft to the rear of the site. The proposed development comprises of 233 residential apartments and a c.10,000sqft Heath Facility.

1.2.2 The site is located immediately to the west of the A408 High Street as illustrated in **Figure 1.1**. The site is bound by the Grand Union Canal along the western boundary, the River Pinn to the north and petrol filling station and Tesco superstore to the south.

Figure 1.1: Site Location




## 1.3 Development Proposals

1.3.1 The proposals are for the erection of 5 and 6 storey buildings to provide a c.10,000sqft Health Facility and 233 residential apartments with associated parking, communal podium garden, landscaping, pedestrian and cycle canal link and external works following the demolition of the existing buildings on site at 217 High Street, Yiewsley.

1.3.2 The site will provide high quality homes maximising the sustainable location of the site with a pedestrian / cycle link through the site connecting the high street to the Grand Union Canal. Additionally, the proposals include green space through podium and play areas and create a healthy streets environment which maximise opportunities for pedestrian and cyclists.

## 1.4 Objectives of the DSP

1.4.1 In line with the TfL guidance this DSP will seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, waste removed, in a safe, efficient and environmental friendly way
- Identify deliveries that could be reduced, retimed or consolidated particularly during busy periods;
- Improve the reliability of deliveries to the site
- Reduce the operating costs of building occupants and freight companies
- Reduce the impact of freight activity on local residents

# 2 Proposed Delivery and Servicing Strategy

## 2.1 Residential Strategy

2.1.1 Deliveries, servicing and waste collection will take place on street, as they do in residential areas across the majority of London. Delivery vehicles will enter the site from the High Street and use the internal access road and unload/ load on street adjacent to the residential buildings.

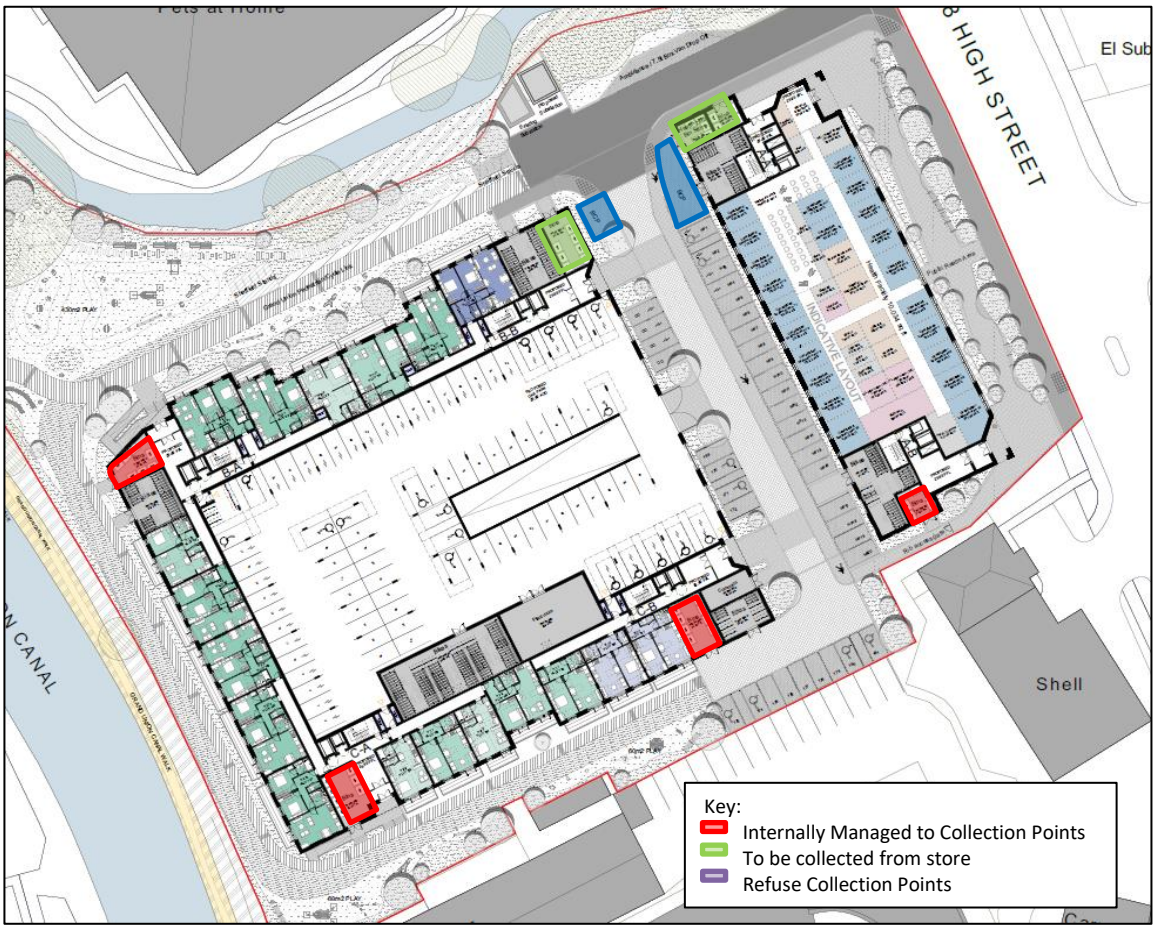
2.1.2 Through the development of this scheme, the access road has been designed to accommodate service vehicles up to 12m including refuse vehicles and fire tender vehicles for emergency access.

2.1.3 Residential waste collection will take place on street from within the internal road. Refuse collection will be carried out on a weekly basis by the council and pull up adjacent to the bin collection points from where all the waste will be transported from the collection point and stores to the rear of the waste collection truck.

2.1.4 Bin stores are located on the ground floor of each block of residential apartments with easy access for all residents. They will provide separation into the relevant waste streams including general waste, recycling and food waste and provide sufficient storage capacity for all the residential units. No resident will more than a 30m distance away from their nearest respective bin storage area. On bin collection day the management company will using mechanical trolleys to bring all the bins from the stores as illustrated on **Figure 1.2** to the bin collection point and return to stores after collection.

2.1.5 Swept path analysis of a 10.5m LBH refuse vehicle has been undertaken and illustrated on Stantec drawing **46187/5501/SK013** attached as **Appendix A**. It demonstrates that the site can safely accommodate the refuse vehicle, which will enter the site in forward gear, turn using the internal junction and sit adjacent to the building where it will be loaded before exiting the site.

Figure 1.2: Residential Refuse Collection Strategy




2.1.6 This refuse strategy is in accordance with the guidance on carry distance for refuse provided in Schedule 1, Part H of the building regulations (2000). There is step and kerb free access to both the internal and external bin storage areas and therefore allows the easy transfer of waste to comply with design requirements.

## 2.2 Health Facility Strategy

2.2.1 Deliveries and servicing for the health facility will take place from within the site. Medical supplies and prescriptions will be delivered by couriers when required by the GP surgery and pharmacy. This will be managed by the occupiers of the health facility and estate management company.

2.2.2 A dedicated storage area will be provided within the GP Surgery for clinical waste. This will be stored separate to general waste and be collected on a daily basis by private contractor to ensure safe disposal.

2.2.3 Swept path analysis of a 7.5m service vehicle and Ambulance has been undertaken and illustrated on Stantec drawing **46187/5501/SK0014** attached as **Appendix A**. It demonstrates that the site can safely accommodate servicing vehicles and Ambulance, which will enter the site in forward gear and manoeuvre using the internal junction.

2.2.4 A delivery bay has been provided on the northern side of the access road. A 7.5t van and ambulance can enter and exit this bay in forward gear and unload without obstructing the access road. This is illustrated on Stantec drawing **46187/5501/SK0014**.

# 3 Delivery and Servicing Trip Generation

3.1.1 The site is forecast to generate a number of servicing and delivery trips across the day.

3.1.2 The TRICS database has been interrogated and the sites that were selected as part of the TA assessment used to calculate the anticipated servicing trips. The trips rates for the LGVs and HGVs have been applied to quantum of land use on the site.

### Residential Units

3.1.3 Data obtained from a TRICS database for 2 similar residential development in London has been used to estimate the delivery and servicing trip generation associated with the 233 residential units as summarised in **Table 1.1**.

Table 1.1: Residential Two-way Delivery and Servicing Trip Generation

| Time Activities | LGVs | HGVs | Total |
|---|---|---|---|
| **AM peak (0800-0900)** | 1 | 0 | 1 |
| **PM Peak (1700-1800)** | 5 | 1 | 6 |
| **Daily** | 43 | 4 | 47 |

### Health Facility – GP Surgery

3.1.4 Data obtained from a TRICS database for 2 similar GP surgeries has been used to estimate the delivery and servicing trip generation associated with the health facility as summarised in **Table 1.2**.

Table 1.2: GP surgery Two-way Delivery and Servicing Trip Generation

| Time Activities | LGVs | HGVs | Total |
|---|---|---|---|
| **AM peak (0800-0900)** | 2 | 0 | 2 |
| **PM Peak (1700-1800)** | 2 | 0 | 2 |
| **Daily** | 38 | 0 | 38 |

### Vehicle Types

3.1.5 It is likely that a variety of vehicle types will visit the site including:

- Motorcycles (couriers);
- Cars and vans up to 3.5 tonnes (LGVs);
- Medium / Heavy Goods Vehicles (HGVs) over 3.5 tonnes including box vans and 10m delivery lorries; and

- Large 4-axle refuse vehicle (10.15m).

3.1.6 It is envisaged that the majority of delivery and servicing trips will be made by will be made by LGVs and rigid HGVs. It is highly unlikely, given the residential nature of the development, that any deliveries would be made using an articulated HGV.

### Dwell Times

3.1.7 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out.

3.1.8 Based on previous data undertaken via survey work at a number of locations across London, average dwell times have been established. These are shown in **Table 1.3** and are considered robust for the different vehicle types identified above in addition to the types of delivery the residential units are to receive. The dwell times indicate that there are not to be likely to be delays caused by delivery and servicing vehicles, particularly as there is unlikely to be large quantities of HGVs travelling to and from residential units.

Table 1.3: Vehicle Types and Dwell Times

| Vehicle Type | Dwell Time |
|---|---|
| Motorcycle (couriers) | 0 -10 minutes |
| Cars and vans up to 3.5 tonnes (LGVs) | 0 – 15 minutes |
| HGVs over 3.5 tonnes up to 18 tonnes | 5 – 30 minutes |
| Medium – large sized refuse vehicle | 5 – 20 minutes |

# 4 DSP Management Measures

## 4.1 Managing Deliveries

4.1.1 The proposed development has been designed to ensure that all servicing and delivery activities are undertaken on site to ensure that the local highway network is unaffected by the operation of the site.

## 4.2 Waste Management

4.2.1 The proposed development will provide sufficient segregated waste storage for general waste and recycling in accordance with the guidance set out in the London Freight Plan. It will be stored within the designated storage areas within the residential block cores.

4.2.2 Where possible refuse collection will be undertaken outside of peak hours, with the specific collection times being arranged with the local authority or private contractors to minimise impacts on the operation of the site.

### Home Grocery Deliveries

4.2.3 It is thought that any residual home grocery deliveries will be timed to take place when residents are home. Locations of local retail supermarkets have been summarised in the Transport Assessment and the Travel Plan.

### Click and Collect

4.2.4 Residents will be encouraged to consider services such as ‘Click and Collect’ and local collection points when ordering goods as an alternative to home delivery. By collecting as part of a link trip and reducing the need for delivery vehicles to visit the site it can reduce the number of overall trips to and from the development site.

## 4.3 Reducing Servicing Trips

4.3.1 The most appropriate delivery mode will be considered with suppliers and measures to encourage alternative modes recommended. For example, encourage operations such as switching off engines when making deliveries or using smaller vehicles / switching to electric / hybrid vehicles where possible will seek to ensure a safe and efficient operation.

## 4.4 Enforcement

4.4.1 This DSP has been prepared to inform LBH of the developer’s intent for the planning application of this site. Therefore, it must be compiled with unless otherwise agreed with LBH.

# 5 Review, Management and Monitoring

## 5.1 DSP Review

5.1.1 A programme of review will be implemented for a period of time to evaluate the success of the DSP against the objectives set out in **Section 1.**

5.1.2 Regular reviews of delivery and servicing vehicle activity will be held in conjunction with the Travel Plan. A survey will be undertaken in accordance with the TRICS Standard Assessment Methodology if required within 6 months of full occupation. Any issues identified will be raised with the TPC and dealt with accordingly.

## 5.2 DSP Management, Monitoring and Compliance

5.2.1 A dedicated member of the on-site management team such as the facilities manager or the concierge will be responsible for managing and monitoring of the DSP.

5.2.2 It will be this person's responsibility to ensure the DSP is functioning correctly. Meetings, reports and liaison will be carried out in accordance with any requirements that will be devised in the detailed DSP post-planning.

5.2.3 Monthly reviews of delivery and servicing vehicle activity will be held and any issues identified will be raised at meetings and dealt with via the existing process. The process will allow for any new management measures to be implemented if necessary to achieve the objectives set out within this DSP.

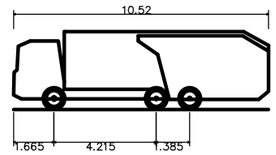
# Appendix A Stantec Swept Path Drawings




NOTES

VEHICLE PROFILE DIMENSIONS IN LINE WITH LONDON BOROUGH OF HILLINGDON'S LARGEST REFUSE COLLECTION VEHICLE

VEHICLE PROFILE:




| Hillingdon Borough Refuse Vehicle | |
|---|---|
| Overall Length | 10.520m |
| Overall Width | 2.530m |
| Overall Body Height | 3.211m |
| Min Body Ground Clearance | 0.416m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Wall to Wall Turning Radius | 12.000m |

| Mark | Revision | Date | Drawn | Chkd | Appd |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| A | UPDATED MASTERPLAN | 24/09/20 | ED | EF | |

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

# YIEWSLEY HIGH STREET
# SWEPT PATH ANALYSIS
# REFUSE VEHICLE

Client

Taylor Wimpey

| Date of 1st Issue | Designed | Drawn |
|---|---|---|
| 11/06/2020 | - | RC |
| A3 Scale | Checked | Approved |
| 1:250 | EF | |

| Drawing Number | Revision |
|---|---|
| 46187/5501/SK013 | A |

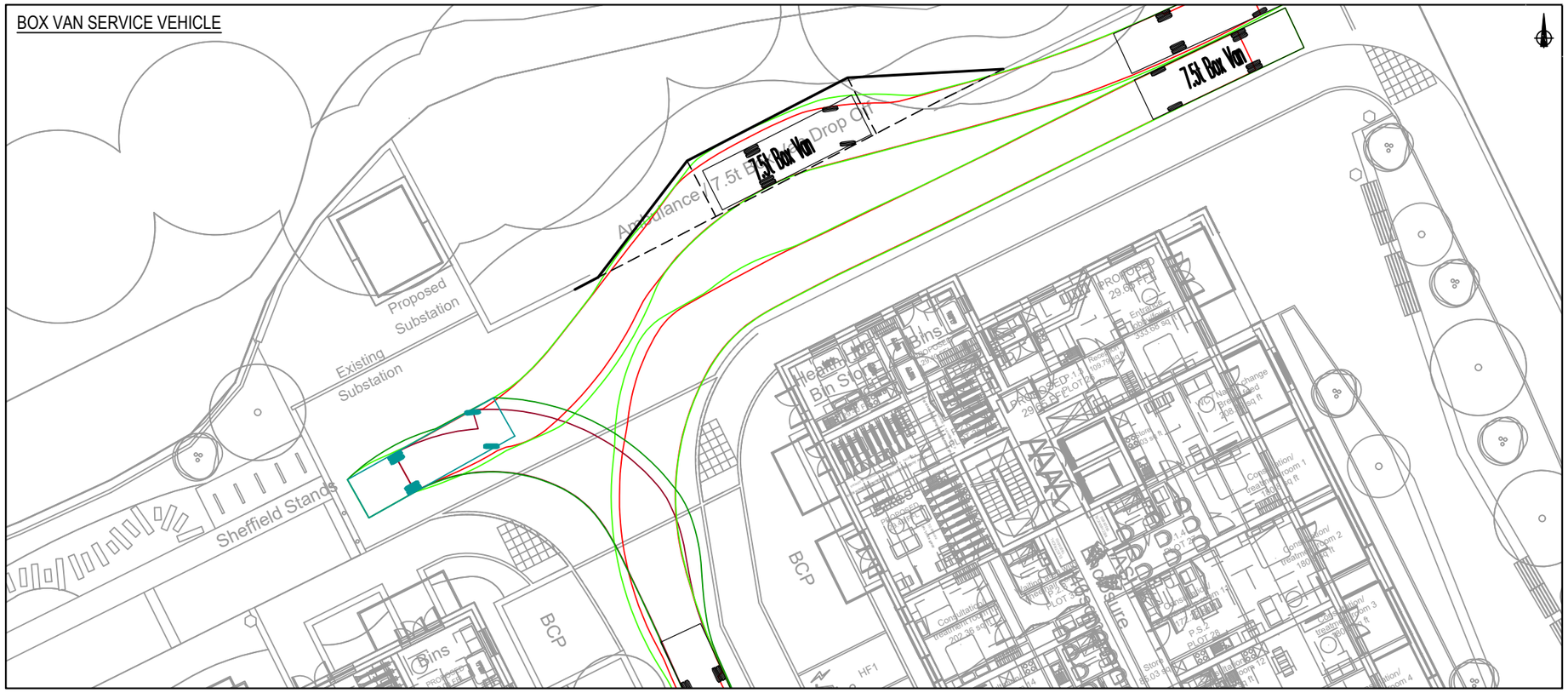
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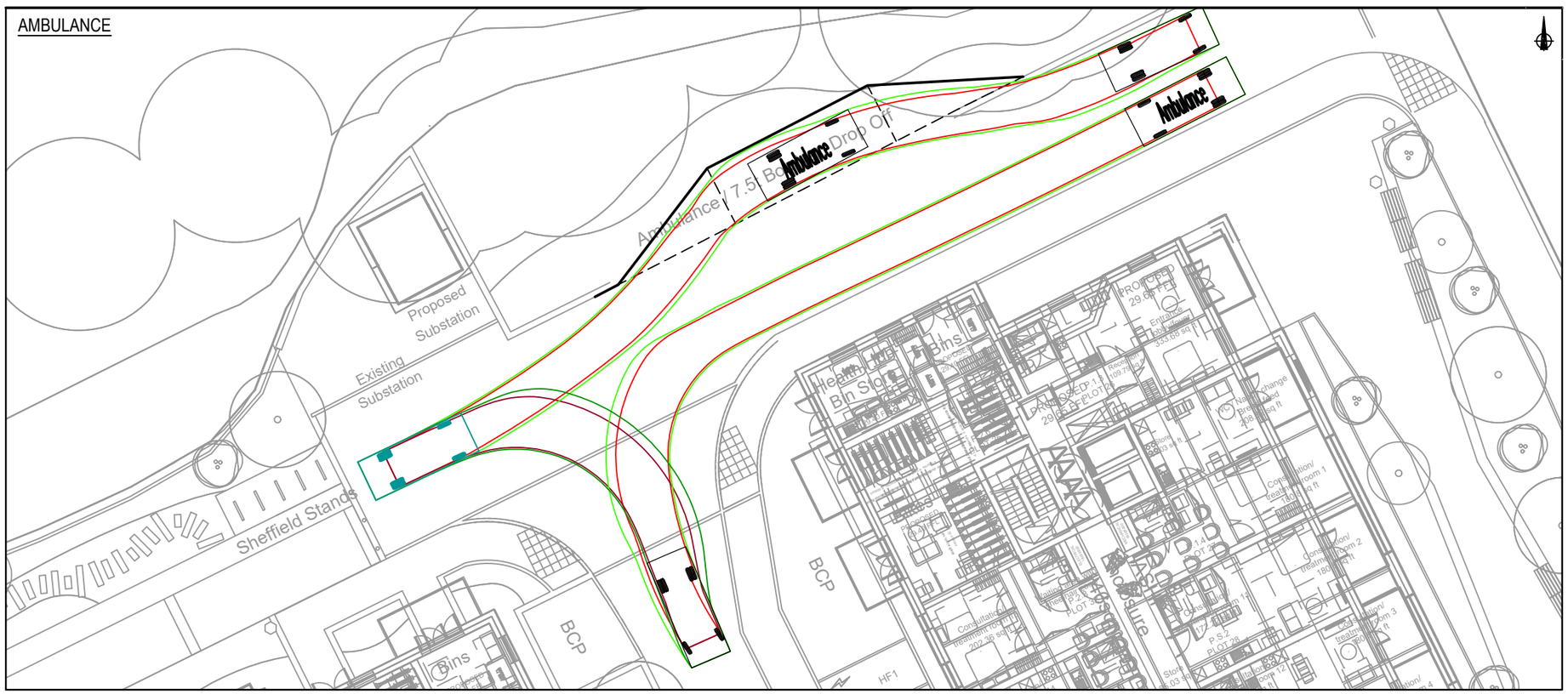
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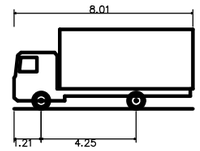
BOX VAN SERVICE VEHICLE



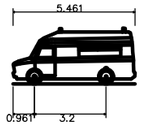

AMBULANCE




VEHICLE PROFILE:




| 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 |




| Ambulance | |
|---|---|
| Overall Length | 5.461m |
| Overall Width | 2.020m |
| Overall Body Height | 2.498m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.860m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.500m |

| Mark | Revision | Date | Drawn | Chkd | Appd |
|---|---|---|---|---|---|
| A | REVISED LAYOUT | 23/09/20 | BH | EF | |

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Drawing Issue Status

FOR INFORMATION

# YIEWSLEY HIGH STREET
# SWEPT PATH ANALYSIS
# BOX VAN SERVICE VEHICLE AND AMBULANCE

Client

Taylor Wimpey

| Date of 1st Issue | Designed | Drawn |
|---|---|---|
| 11/06/2020 | - | RC |
| A3 Scale | Checked | Approved |
| 1:250 | EF | |

| Drawing Number | Revision |
|---|---|
| 46187/5501/SK014 | A |

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