

London Borough of Hillingdon
Platinum Jubilee Leisure Centre
Delivery and Servicing Plan

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INTRODUCTION

1. BACKGROUND

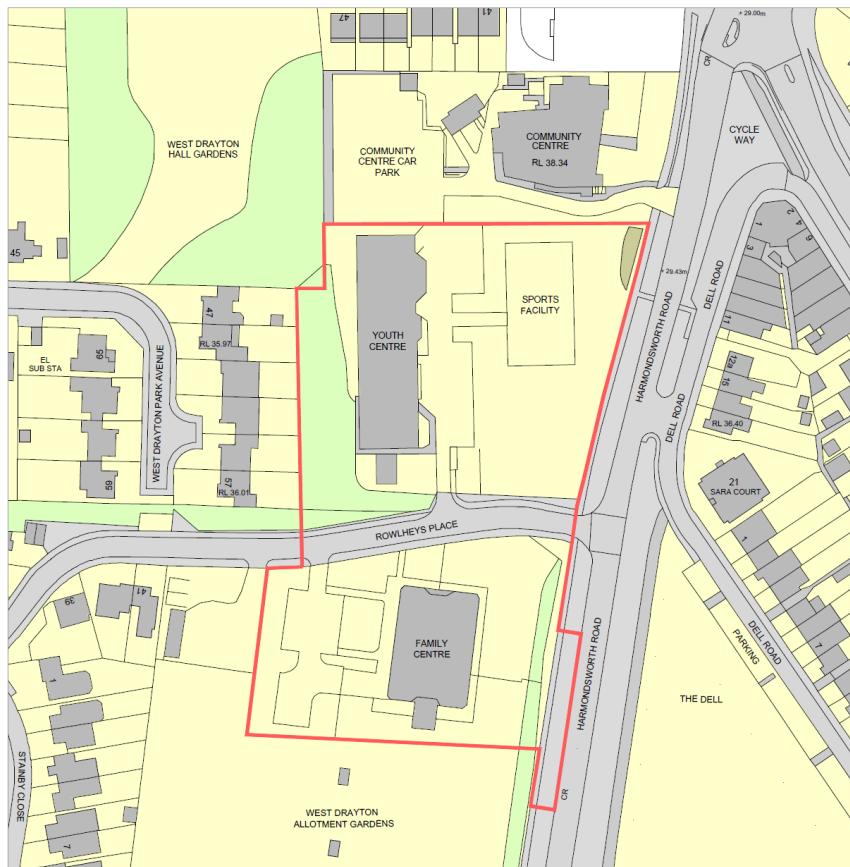
This document was prepared to provide details of the proposed plans for deliveries and servicing for Platinum Jubilee Leisure Centre located within the London Borough of Hillingdon.

Planning condition 24

Application ref.: 75127/APP/2023/1646

2. SITE LOCATION

The site is located in the LB Hillingdon's West Drayton Ward, to the west of Harmondsworth Road and bisected by Rowlheys Place. The Leisure Centre building occupying the north part of the site and the proposed surface car park the south.



The site location plan

3.PLANNING HISTORY

Original planning approval was granted 27-04-2020 (ref.:75127/APP/2019/3221)

Section 96a approved 18-02-2021 (ref.: 75127/APP/2021/546)

Section 96a approved 14-04-2022 (ref.:75127/APP/2022/115)

Section 73 approved 05-09-2022 (ref.: 75127/APP/2022/2395)

Section 96a approved 30-03-2023 (ref.: 75127/APP/2023/956)

Section 73 approved 18-03-2024 (ref.: 75127/APP/2023/1646)

Condition 24 - Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

4. PLANNING POLICY

4.1 NATIONAL POLICY

National Planning Policy Framework, 2021

The National Planning Policy Framework (NPPF) promotes sustainable transport, safe road design, and the efficient and sustainable delivery of goods and supplies throughout the UK.

The Mayor's Transport Strategy, 2018

The Mayor's Transport Strategy addresses all methods of freight delivery, including road, rail, water, bicycles, and air. It emphasises the importance of the London Freight Plan, DSPs, Construction Logistics Plans (CLPs), and the Fleet Operator Recognition Scheme (FORS) to enhance efficiency and provide a framework for incentivisation and regulation.

Proposal 16 states that:

»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 and
- c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London;»

Traffic Management Act, 2004

Part 2 of the Traffic Management Act assigns local authorities the responsibility to manage traffic networks within their areas, ensuring efficient use and taking measures to prevent congestion. Part 5 specifies that local authorities in Greater London, including Transport for London (TfL), are responsible for managing the strategic route network.

4.2 REGIONAL POLICY

London Plan, 2021

The London Plan establishes emerging policy for London and is a material consideration in planning decisions. It reinforces the sustainable freight promotion of the 2016 London Plan, encouraging developers to utilise non-road vehicle modes for delivering goods and supplies to sites whenever feasible.

Policy T4 states that “Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance”.

The London Low Emissions Zone and the Ultra-Low Emissions Zone

The Low Emission Zone (LEZ) is a scheme designed to improve air quality in London by setting and enforcing new emissions standards for HGVs, large vans, and minibuses, deterring the use of the most polluting vehicles by freight operators. The London LEZ is the first of its kind in the UK and is one of the largest schemes of its type in the world.

The LEZ operates 24 hours a day, 7 days a week. Daily charges comprise:

- £100 for vans or specialist diesel vehicles (over 1.205 tonnes unladen weight up to 3.5 tonnes gross vehicle weight) or minibuses (up to 5 tonnes) which do not meet Euro 3 standards;
- £100 for HGVs, lorries, vans and specialist heavy vehicles over 3.5 tonnes as well as buses/minibuses and coaches over 5 tonnes which do not meet Euro VI (NOx and PM) standards, but meet Euro IV (PM); and
- £300 for HGVs, lorries, vans and specialist heavy vehicles over 3.5 tonnes as well as buses/minibuses and coaches over 5 tonnes which do not meet Euro IV (PM).

The LEZ is enforced through fixed and mobile cameras that read vehicle registration plates within the zone, checking them against a database of vehicles that meet LEZ emissions standards, are exempt, registered for a 100% discount, or have paid the LEZ daily charge. The Ultra-Low Emission Zone (ULEZ) operates 24/7 every day of the year except Christmas Day (25 December).

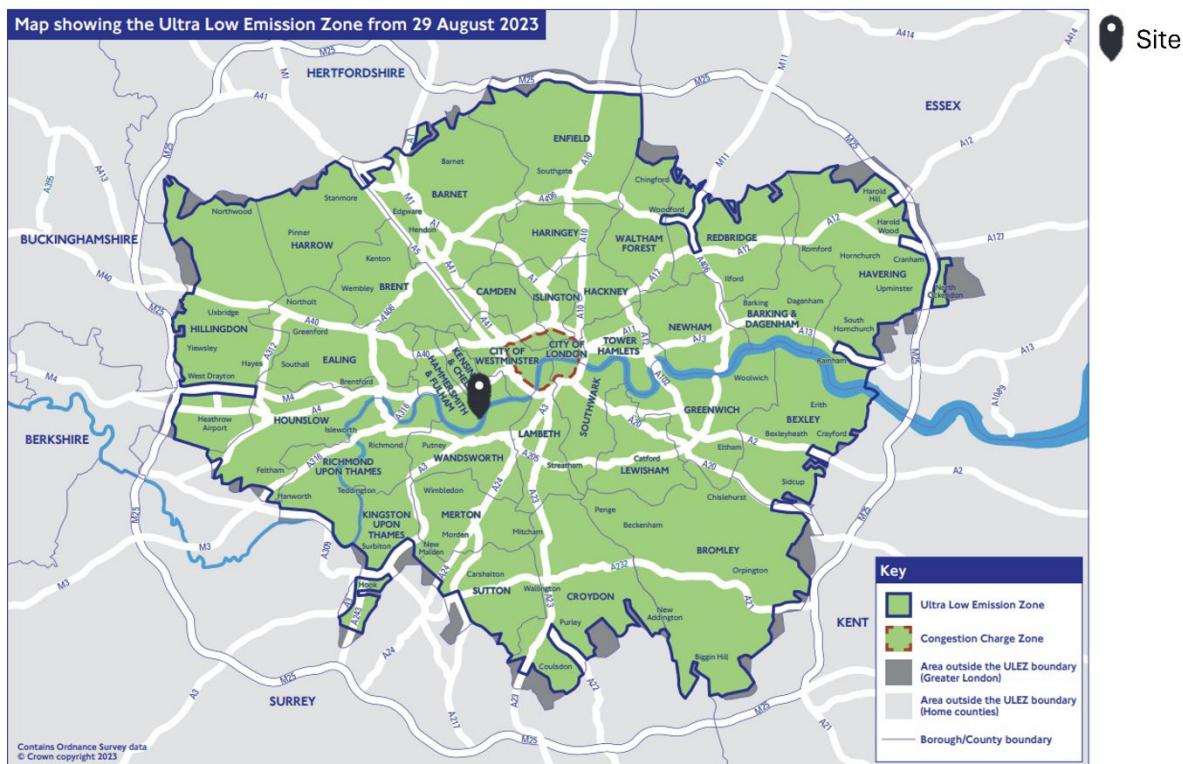
Most vehicles need to meet the ULEZ emissions standards or a daily charge of £12.50 would need to be paid to drive inside the zone. This includes:

- Cars, motorcycles, vans and specialist vehicles (up to and including 3.5 tonnes) and minibuses (up to and including 5 tonnes)
- Residents of the Congestion Charge area (the 100% discount of the daily ULEZ charge has ended)

Lorries, vans, and specialist heavy vehicles (over 3.5 tonnes) as well as buses, minibuses, and coaches (over 5 tonnes) do not need to pay the ULEZ charge. However, they must pay the LEZ charge if they do not meet the LEZ emissions standards.

Delivery and Servicing Plan Guidance, 2020

This TfL document provides guidance on the contents and structure of a DSP. This DSP has been prepared in accordance with this guidance.



The site is located within the LEZ and the current extent of the ULEZ, as illustrated in Figure 2 below.

4.3 LOCAL POLICY

Policy DMT1 and DMT2 of the Local Plan: Part Two – Development Management Policies (2020).

5.DELIVERY AND SERVICING PROPOSALS

5.1 DELIVERIES

All deliveries to site will arrive from Harmondsworth Road, onto Rowlheys Place and into the forecourt of the building.

Access to the building is provided via the main entrance with the intended main access to be down the dedicated service access down the west of the building.



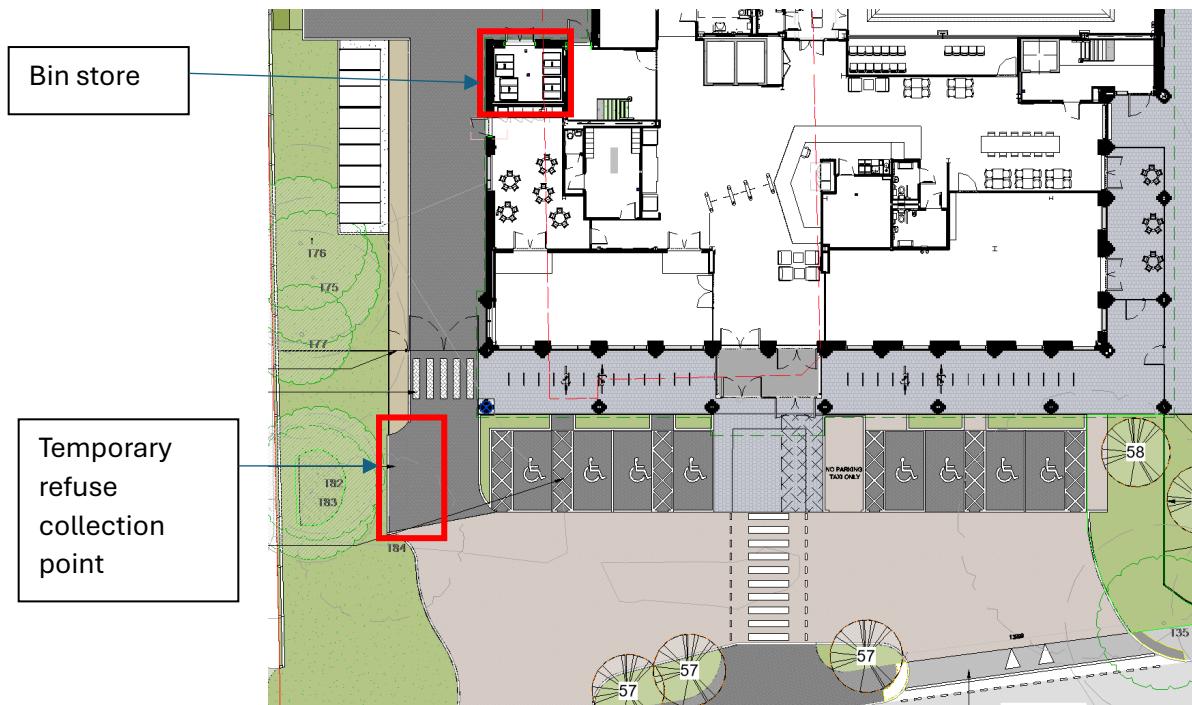
5.2 DELIVERIES TIMES

The operator will be responsible for scheduling all deliveries to minimise vehicle deliveries/servicing during am and pm peak hours. Out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels.

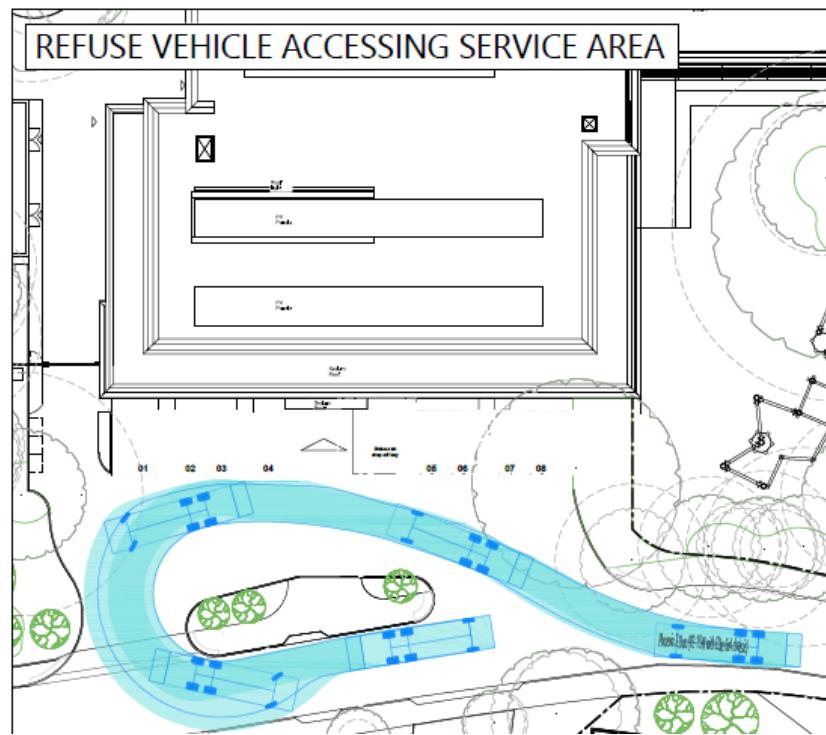
5.3 WASTE STORAGE AND COLLECTION STRATEGY

Waste store is provided on the west side of the building within the main building envelope, with direct access to the service access road.

Temporary refuse collection point is provided at the forecourt. On collection days members of the staff will move the bins to this area for the collection vehicle pick up. Road for Block C.



Forecourt has been designed to allow collection vehicle to enter and exist the site without needing to reverse.



5.4 EMERGENCY VEHICLES

Emergency vehicles are expected to stop directly outside the main entrance.

In addition, there is a Fire Service access point to the north of the site from the adjacent Yiewsley and West Drayton Community Centre's car park.

