Stag Brewery, Mortlake

Framework Delivery & Servicing Management Plan

On behalf of **Reselton Properties**

Project Ref: 38262/5514 | Rev: B | Date: July 2020

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For and on behalf of Stantec UK Limited				

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A	22/04/2020	Revised following comments from Gerald Eve	RK	PW	GC
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1 Introduction

1.1 Background

1.1.1 This Framework Delivery and Servicing Management Plan (FDSMP) has been prepared by Stantec as a revised submission document to the FDSMP submitted under Applications A and B and C (refs. 18/0547/FUL, 18/0548/FUL and 18/0549/FUL) ('the Applications'), in respect of the former Stag Brewery Site in Mortlake ('the Site') within the London Borough of Richmond Upon Thames ('LBRuT'). The Applications are for the comprehensive redevelopment of the Site. This document has been prepared on behalf of Reselton Properties Limited ('the Applicant'). A summary of the Applications is set out below:

1.1.2 This FDSMP will support two separate planning applications:

- **Application A** - A hybrid application to include the demolition of existing buildings to allow for the comprehensive phased redevelopment of the site.
    - Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout); and
    - Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout).
- **Application B** - A detailed planning application for the school (on land to the west of Ship Lane).
- **Application C –** detailed planning application for highways and landscape works at Chalkers Corner.

1.1.3 The former Stag Brewery Site is bounded by Lower Richmond Road and Mortlake High Street to the south, the River Thames and existing residential development to the north, Williams Lane to the west and Bulls Alley (off Mortlake High Street) to the east. The Site is bisected by Ship Lane. The Site currently comprises of a mixture of large-scale industrial brewing structures, large areas of hardstanding and playing fields.

1.1.4 The redevelopment will provide homes (including affordable homes), complementary commercial uses, cinema, community facilities, a new secondary school alongside new open and green spaces throughout. Associated highway improvements are also proposed, which include works at Chalker's Corner junction and along Lower Richmond Road adjacent to the site.

1.1.5 In addition to the FDSMP, the planning application is accompanied by a Transport Assessment (TA) Addendum and Travel Plans, which should be read in conjunction with this document.

1.2 Planning History

1.2.1 The Applications were submitted in February 2018 to LBRuT. The Applications are related and were proposed to be linked via a Section 106 Agreement. In May 2019, a package of substitutions was submitted to LBRuT for consideration, which sought to address comments raised by consultees during determination. On 29 January 2020, the Applications were heard at LBRuT's Planning Committee with a recommendation for approval. This scheme is thereafter referred to as "the Original Scheme".

1.2.2 The Committee resolved to grant Applications A and B, and refuse Application C. The granting of Applications A and B was subject to the following:

- Conditions and informatives as set out in the officer's report, published addendum and agreed verbally at the meeting;
- Amendments to the Heads of Terms and completion of a Section 106 Legal Agreement which was delegated to the Assistant Director to conclude;
- No adverse direction from the Greater London Authority ('GLA'); and
- No call in by the Secretary of State for Housing, Communities and Local Government.

1.2.3 The Applications have been referred to the GLA and the Mayor has given a direction that he will take over the determination of the Applications and act as local planning authority in relation to all three applications.

1.2.4 The Applicant has engaged with the GLA in respect of the proposed amendments to the scheme, referred to throughout this document as the 'Revised Scheme'. As a result of these discussions, a number of changes have been made to the scheme proposals which are summarised as follows:

- Increase in residential unit provision from up to 813 units (this includes the up to 150 flexible assisted living / residential units) to up to 1,250 units;
- Increase in affordable housing provision from 17% to 30%;
- Increase in height for some buildings, of up to three storeys compared to the Original Scheme;
- Change to the layout of Buildings 18 and 19, conversion of Block 20 from a terrace row of housing to two four storey buildings;
- Reduction in the size of the western basement, resulting in an overall reduction in car parking spaces of 186 spaces and introduction of an additional basement storey beneath Building 1 (the cinema);
- Other amendments to the masterplan including amendments to internal layouts, re-location and change to the quantum and mix of uses across the Site, including the removal of the nursing home and assisted living in Development Area 2;
- Landscaping amendments, including canopy removal of four trees on the north west corner of the Site; and
- Associated highways works may be carried out on adopted highways land.

1.2.5 The submission documents have tested an affordable housing provision of 30%. However, it should be noted that the final affordable housing level is subject to further viability testing and discussions with the GLA.

1.2.6 Minor amendments have also been made to the road and pedestrian layouts for the school (Application B). No other amendments are proposed to Application B. No amendments are proposed to the physical works proposed under Application C, although alternative options within the highway boundaries for mitigating the highway impact of the amended proposals have been assessed within the relevant substitution documents for Applications A and B and are the subject of ongoing discussions with the GLA and TfL.

1.2.7 A more detailed summary is included within the Transport Assessment Addendum submitted with the Revised Scheme documents

1.2.8 These changes are being brought forward as substitutions to Applications A, B and C (refs. 18/0547/FUL, 18/0548/FUL and 18/0549/FUL), which are related applications (to be linked via a Section 106 Agreement).

1.2.9 It is important to note that no changes are proposed to the physical works proposed under Application C – the only change to this application is that the supporting documents (which include all documents submitted under Applications A and B) have been updated in the context of the proposed changes to the scheme as sought under Applications A and B. Application C was resolved to be refused by LBRuT at Committee on 29 January 2020. As a result, whilst the works proposed in Application C are still an available option, the Applicant has progressed alternative approaches for addressing and mitigating the impacts on surrounding highways, and these have been tested within the relevant substitution documents for Applications A and B. All of these options are subject to ongoing discussions and testing with TfL. They are all within the existing highway boundaries and if agreed would not, in themselves, require planning consent.

1.2.10 Accordingly, Application C remains 'live' within this substitution package.

1.3 Type of DSMP

1.3.1 This is a FDSMP which considers the delivery and servicing arrangements for those uses coming forward under Applications A and B. It will form the basis for the preparation of detailed DSMP for Application A and a detailed DSMP for Application B.

1.4 Report Structure

1.4.1 The remainder of this FDSMP is set out as follows:

- **Chapter 2: Site Information** – Provides an overview of the site location, size and nature of the development and parking, public transport, walking and cycling access.
- **Chapter 3: Delivery and Servicing Proposals** – An estimated future delivery and servicing trip generation profile is provided along with vehicle types and dwell times.
- **Chapter 4: Delivery and Servicing Management** – This section provides an overview of the proposed delivery and servicing yards and management arrangements for The Development.
- **Chapter 5: Monitoring and Management** – Identifies how the implementation of the DSP will be monitored and who will be responsible for its implementation.

2 Site Information

2.1 Location of the Site

2.1.1 The former Stag Brewery site is in Mortlake and is bounded by Lower Richmond Road to the south, the River Thames and the Thames Bank to the north, Williams Lane to the west and Bulls Alley (off Mortlake High Street) to the east. The Site is bisected by Ship Lane. The Site currently comprises of a mixture of large-scale industrial brewing structures, large areas of hardstanding and playing fields

2.1.2 Figure 2.1 shows the location of the development site in relation to its immediate surrounding area. The surrounding area of the site comprises a mix of land uses, including several schools and shops, as well as a hospital, leisure facilities and places of worship.

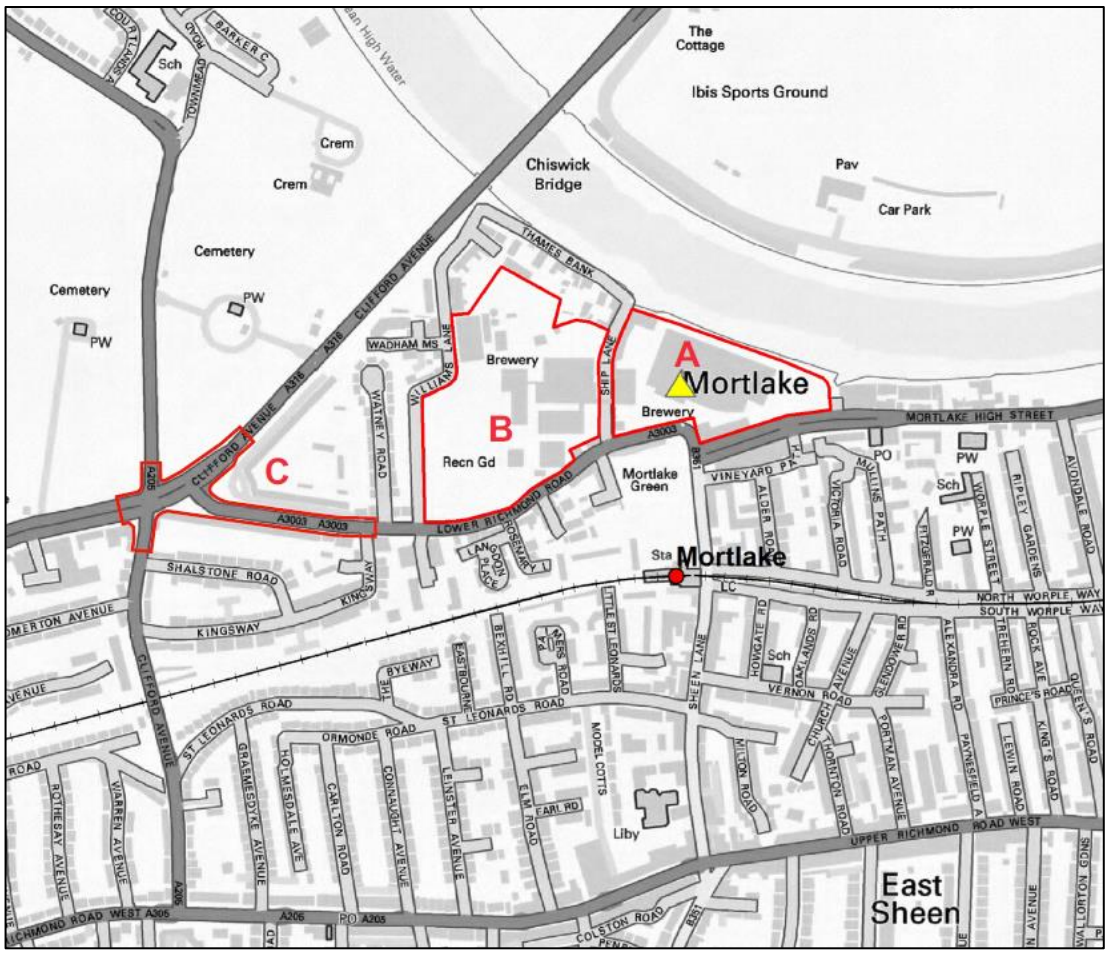


Figure 2.1 Site Location

2.2 Highway Access Arrangements

2.2.1 The Site's main entrances are located on Lower Richmond Road. Additional access points can also be found off Ship Lane which provided access to the main staff and visitor car park and Williams Lane which provided access, including for HGV's to the large buildings located within the north west corner of the Site.

2.2.2 The highway network around the site is mainly made up of a series of local roads all feeding into the A3003 Lower Richmond Road. Lower Richmond Road borders the development site to the south running east to west. The 30mph road provides a key link between Sheen Lane and Mortlake High Street and the A316 to the west of the site. The road varies in width from approximately 7m at its narrowest to around 10m at its widest. On the westbound carriageway there is a large amount of parking carried out by residents, whilst a single yellow line prevents this during the day on the eastbound carriageway. A footway is present on both sides of the carriageway for the full length of Lower Richmond Road, with the exception of the exit from the Sheen Lane mini-roundabout on the westbound carriageway as the footway diverts through Mortlake Green.

2.2.3 Mortlake High Street borders the southern boundary of the development. This runs as a continuation of Lower Richmond Road, east to west, between Sheen Lane mini-roundabout and White Hart Lane mini-roundabout. This road is also 30mph despite the dual carriageway element at the western end of the road. At its widest point, the road width is approximately 17m with an approximate 3m central reservation, whilst at the eastern end of Mortlake High Street the road is approximately 8m in width. Again, footways are provided on either side of the road.

2.2.4 Local roads to the north of Lower Richmond Road, are Ship Lane, Thames Bank and Williams Lane. Ship Lane runs north bisecting the Site and connecting Lower Richmond Road with Thames Bank.

2.2.5 Hammersmith Bridge, to the north east of the site via Castelnau, is temporarily closed but is expected to re-open in future by the development is operational.

2.2.6 The Chalkers Corner junction to the west of the Site, is accessed via Lower Richmond Road. This junction provides access to the strategic highway network including the A316 Lower Richmond Road/ Clifford Avenue and the A205 South Circular. At present this is a heavily constrained junction and subject to queuing and delay at busy times, including on the Lower Richmond Road approach. The A316 provides a link between Richmond and Chiswick, whilst the South Circular provides a link between the M4 towards Heathrow and the M25 and further east towards Barnes and Putney.

2.3 Development Proposals

2.3.1 The regeneration proposals for the Site are for a mixed use, residential led development. In addition to the residential and secondary school a number of other uses are also proposed for the site. Table 2.1 below demonstrates the development size for each land use.

Table 2.1 Stag Brewery Development Quanta

Land Use	Development Quanta
Total Residential	1,250 units
Detailed Application – Application A (Development Area 1)	
Residential (private and affordable)	576 units
Flexible Use (for use as Class A1, A2, A3, A4, B1, D1, D2 and sui generis)	5,023 m^2 (GIA)
Car Park	25,298 m^2 (GIA)
Office	5,532 m^2 (GIA)
Hotel	1,765 m^2 (GIA)
Cinema	1,606 m^2(GIA)
Outline Application - Application A (Development Area 2)	
Residential (private and affordable)	674 units
Detailed School Application	

School	9,319 m^2 (GIA) (approximately 1,200 pupils)

2.3.2 Of the total residential units (1,250), the development will provide 894 private units and 356 affordable units.

2.3.3 The development will be delivered in separate phases. To the east of Ship Lane (Application A – Development Area 1, detailed application), the development will comprise a mix of land uses including residential, retail, leisure, offices and community spaces. To the west of Ship Lane (Application A – Development Area 2, outline application), the development will consist of residential units. Application B comprises of a new secondary school.

3 Delivery and Servicing Proposals

3.1 Delivery and Servicing Trip Generation

3.1.1 A delivery and servicing trip generation exercise has been undertaken for the development when operational and covers both the residential and non-residential elements.

3.1.2 A summary of the trip generation exercise is provided below.

3.1.3 The brewery which previously occupied the Site ceased brewing operations in December 2015, and subsequently there has been limited delivery and servicing arrangements activity associated with the Site.

3.1.4 The trip generation exercise has been conducted separately for the east and west sides of the development site (Application A, Development Area 1 and 2 and Application B, the school), which are bisected by Ship Lane a public highway.

3.1.5 The number of delivery and servicing trips likely to be generated by the commercial uses within the development, as well as the type of vehicles that are expected to make the trips, has been established by investigating information collected at comparable existing developments in Greater London. These include TRICS sites, as well as comparable developments that have been reviewed as part of Stantec's development planning work across London.

3.1.6 Likely trip rates for the residential element of the development have been calculated using the results of TfL's 2014 Residential Freight Survey. Trip rates have been calculated specific to the development size and separated by mode. In the below tables, LGV trips include those by car, van and small lorry. HGV trips include those by large lorry. There are also additional motorbike/ moped trips, as well as walking and bicycle trips, which have not been included in this exercise.

3.1.7 Figure 3.1 provides a plan identifying the various blocks that will comprise the new development.

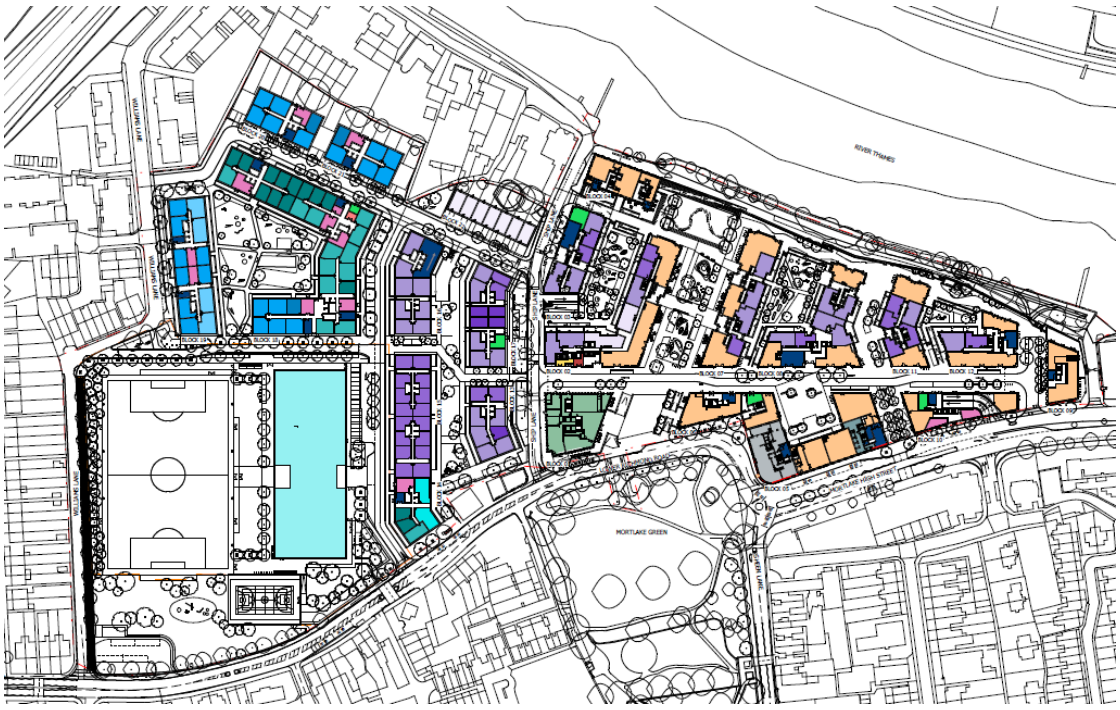


Figure 3.1 Proposed Masterplan – Ground Floor

3.1.8 A number of assumptions have been made when calculating the number of delivery and servicing trips according to land use, as the final land use of the flexible spaces have not yet been confirmed. These assumptions for the flexible land use space are as follows in Table 3-1. The assumptions have been set out to provide a worst case in terms of the number of trips expected with these land uses.

Table 3-1 Flexible Land Use Assumptions

Land Use	Quantum (m^2 or units)
Office	2,000 m^2
Retail	750 m^2
Café/Restaurant	2,273 m^2
Total Flexible Use	**5,023 m^2**

3.1.9 Further assumptions have been made due to a lack of delivery and servicing trip rates for the school. These assumptions are:

- The school will receive 2 LGV and 1 HGV off-peak delivery and servicing trips per day.

3.1.10 The delivery and servicing trip generation associated with the East and West sides of the development can be seen in Table 3-2 and Table 3-3 respectively. Development Area 2, to the west of Ship Lane, will be solely residential. This will have a lower servicing need than Development Area 1 as this contains a greater mix of land uses including many non-residential land uses. These land uses, such as retail, restaurant, community, boathouse, leisure and office, have a higher trip rate than residential uses. The following trips have been calculated based on a relevant trip rate for each individual land use.

Table 3-2 Delivery and Servicing Trips – Application A Development Area 1

		Daily			AM Peak Trips (08:00-09:00)			PM Peak Trips (18:00-19:00)		
Land Use	**Quantum**	**LGV**	**HGV**	**TOTAL**	**LGV**	**HGV**	**TOTAL**	**LGV**	**HGV**	**TOTAL**
Flexible Use (Worst Case)	5,023m^2	18	16	34	5	5	10	2	2	4
B1 Office	5,532 m^2	3	13	16	0	1	1	0	1	1
C3 Residential	576 units	230	23	253	23	2	25	12	1	13
Cinema	1,606 m^2	2	1	3	0	0	0	0	0	0
Total Trips (East)		**253**	**53**	**306**	**28**	**8**	**36**	**14**	**4**	**18**

Table 3-3 Delivery and Servicing Trips – Application A Development Area 2 and Application B (School)

		Daily Trips			AM Peak Trips (08:00-09:00)			PM Peak Trips (18:00-19:00)		
Land Use	**Quantum**	**LGV**	**HGV**	**TOTAL**	**LGV**	**HGV**	**TOTAL**	**LGV**	**HGV**	**TOTAL**
C3 Residential	674 units	270	27	297	27	3	30	14	1	15
D1 School	1,200 (pupils)	2	1	3	0	0	0	0	0	0
Total Trips (West)		**272**	**28**	**300**	**27**	**3**	**30**	**14**	**1**	**15**

3.1.11 The overall delivery and servicing trip generation for the whole development site (east and west of Ship Lane) is shown in Table 3-4 below. The trip generation exercise indicates a total of 606 daily delivery and servicing trips associated with the Stag Brewery site; 66 of these are expected to occur in the morning peak hour, and 33 in the evening peak hour.

Table 3-4 Total Delivery and Servicing Trips for the Development Site

	Daily			AM Peak Trips (0800-0900			PM Peak Trips (1800-1900)		
	LGV	HGV	TOTAL	LGV	HGV	TOTAL	LGV	HGV	TOTAL
Total Trips	**525**	**81**	**606**	**55**	**11**	**66**	**28**	**5**	**33**

Delivery and Servicing Trips - Residential

3.1.12 It is anticipated that the residential element of the development will have a variety of delivery and servicing needs. These include residents moving in (and out) of the units themselves, home grocery and internet shopping deliveries, and takeaway deliveries. However, it is expected that home grocery shopping trips will be minimal since the former Stag Brewery development could include a supermarket where most residents will be expected to carry out some shopping. It is also thought that any residual home grocery deliveries will be timed to occur when residents are at home.

3.1.13 Private residents will benefit from the on-site concierge service and a delivery storage area will be available for personal deliveries, which will reduce extra vehicle trips due to failed deliveries. Residents may also get some personal items delivered to their place of work or use click and collect services and locker banks to avoid missing the delivery. The frequency of these deliveries will vary depending on residents shopping and eating habits.

Vehicle Types

3.1.14 It is assumed that the Site will receive deliveries and be serviced by a range of different vehicle types including:

- Motorcycles (couriers);
- Cars and vans up to 3.5 tonnes (LGVs);
- Medium – large sized refuse vehicle (max 11m long); and
- HGVs over 3.5 tonnes including box vans and 7.5t – 18t rigid lorries (max 12m long).

3.1.15 Due to the masterplan aspiration of keeping streets pedestrian and cycle focused, the design of the development does not account for Articulated HGVs and the site management company will be responsible for ensuring vehicles of this size are not used to service the site.

Dwell Times

3.1.16 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.

3.1.17 Based on previous experience, including survey work undertaken at a number of locations across London, the following average dwell times are considered robust for the different vehicle types identified above and types of delivery the various land uses will receive.

Table 3-5 Delivery 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
Medium – large sized refuse vehicle	5 – 30 minutes
HGVs over 3.5t up to 18t	5 – 30 minutes

3.1.18 Dwell times for residential delivery trips will be minimised by the concierge and delivery storage service provided in each block. Deliveries for residents in each block can be combined into a single exchange.

3.1.19 Servicing trips will often require longer dwell times; potentially up to two hours.

Loading Bays

3.1.20 Several loading bays of different sizes based on the different land uses are located within the development.

3.1.21 Figure 3.2 shows the location of the loading bays throughout the development in drawing 38262/5514/004 which is also included in Appendix A. Two vehicles have been assessed, which includes a van (7.3m length) and a HGV rigid (10m) which are represented in colours yellow and orange on the plan respectively.

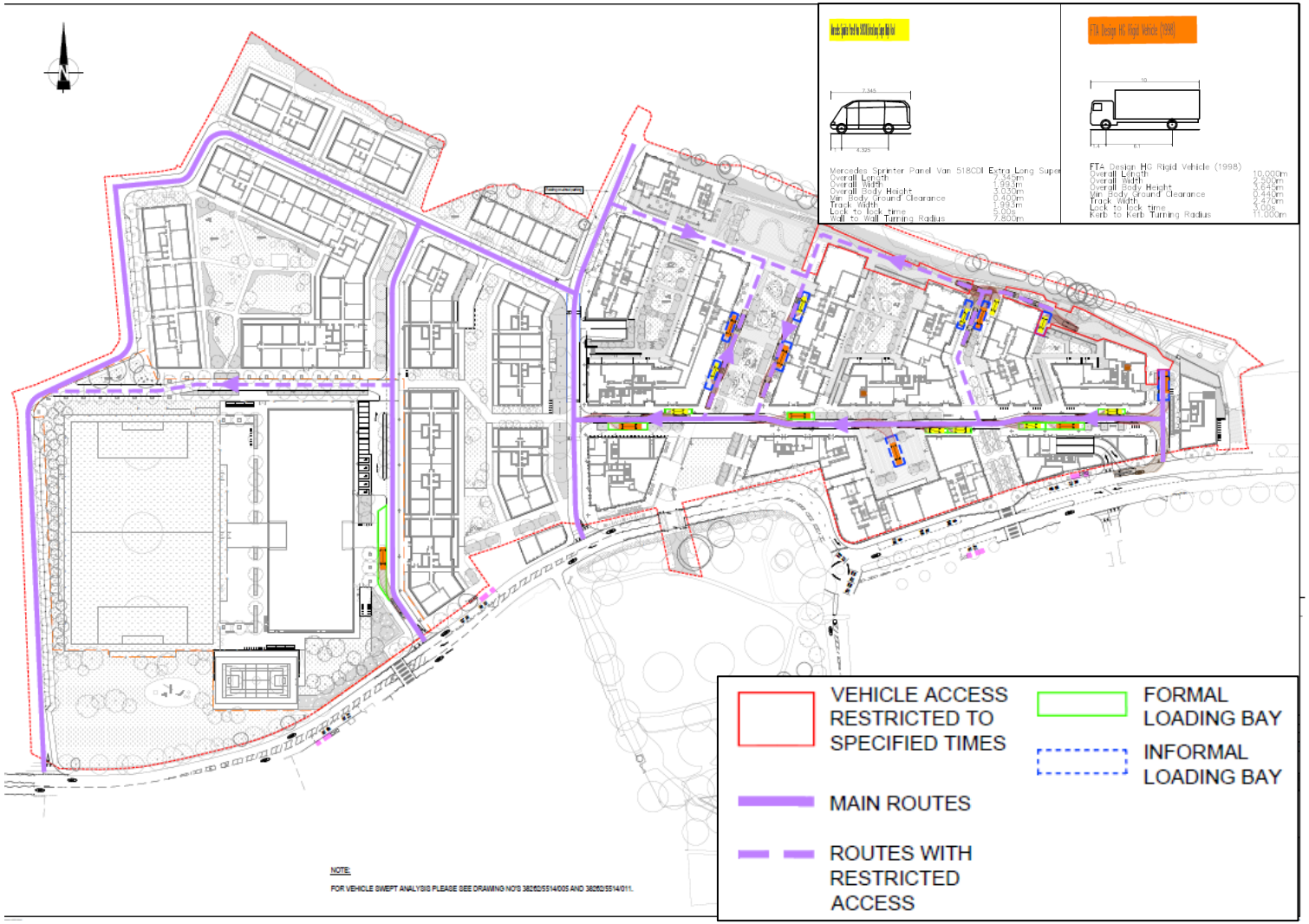


Figure 3.2 Location of Loading Bays

3.2 Waste and Recycling Separation and Storage

3.2.1 A separate Waste Management Strategy has been prepared by Stantec and will be submitted as part of the application package. The key points relating to the waste strategy are as follows with the relevant site locations in brackets:

- Waste storage facilities for the residential uses are to be predominantly located within the underground car park (Application A Development Areas 1 and 2). Blocks 2, 3, 7, 8, 11 and 12 are provided at underground whilst blocks 4, 5, 6, 9 and 10 are provided at ground level;
- An estate management company will be responsible for transferring waste from the underground stores to the surface for collection at specific collection points (Application A Development Areas 1 and 2;
- Waste and recycling will be collected on the same day, with two collections per week to be made (Application A Development Areas 1 and 2);
- Based on discussions with LBRuT it has been confirmed that the development is to likely be the first stop on the waste collection route, due to the volume of waste required to be collected from the site;
- Non-residential waste collection will be subject to a separate regime but will be controlled by the management company to ensure that it operates efficiently and that collections are timed to avoid peak traffic hours. In addition, on sensitive parts of the site waste collection will occur early in the day to minimise conflicts with pedestrians and cyclist's times; and
- Non-residential waste storage will be contained within the individual units and the storage areas will be determined by the end user requirements.

4 Delivery and Servicing Management

4.1 Introduction

4.1.1 This section outlines the overarching measures and initiatives included within the FDSMP which are applicable to all land uses provided within the development site. Specific measures relating to certain land uses are identified as such.

4.1.2 The FDSMP will specifically aim to ensure that servicing of the development can be carried out safely and efficiently, without creating any negative impacts upon the local highway network, local residents and commercial occupiers within the site, and the environment.

4.1.3 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' the proposed management measures and initiatives have been grouped into the following categories. Each of these are considered in turn below:

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

4.2 Design and Access

4.2.1 The development has been designed to ensure that delivery and servicing activity can take place safely, efficiently and away from the public highway. The estate and car parks for the private element of the development will be actively managed by a management company with responsibility for ensuring that the agreed delivery and servicing regime is implemented. This management is for the private units only.

4.2.2 Loading facilities should be positioned to minimise the transfer distance from vehicle to the delivery point. As the volume, value or weight of the goods to be delivered increases, the distance from the premises that the driver will be prepared to stop is reduced. Bays should therefore be located adjacent to the delivery point where possible; this is particularly important for the units receiving deliveries of beer kegs/ casks.

4.2.3 HGV deliveries to retail units can last up to 60 minutes, in which time an LGV may also need to make a delivery to the retail unit/residential units above. Retail units expecting HGV deliveries will therefore require delivery bays with capacity for two vehicles to be loaded/unloaded at one time; 1 LGV and 1 HGV, and also provide tail lift space (around 2m).

4.2.4 Due to the additional dwell time associated with servicing trips, residential servicing trips should be encouraged to use the underground parking in Development Area 1 and on street within Development Area 2. However, a 2.4m height restriction on entry to the car park prevents any vehicle over 2.4m from using this option. Parking spaces will need to be designated for servicing vehicles in the underground car park in either the residential (if residents have space allocated) or non-residential spaces.

4.2.5 The new high street within the development, known as Thames Street, will run parallel to Mortlake High Street/Lower Richmond Road to the east of Ship Lane. This street will be one-way and have restricted access controlled by bollards. Four marked off-street loading zones will be located along this street to provide delivery and servicing bays to the various land uses.

These are clearly marked to reduce conflict with pedestrians. Land uses along the river front will be serviced from informal bays with less markings.

4.2.6 As part of the design process considerable care has been taken to ensure that the access arrangements provide for easy access for servicing vehicles to the different parts of the Site and that there are sufficient servicing bays to meet likely needs. A detailed vehicle tracking exercise has been undertaken to ensure that the various bays can be accessed by the appropriate vehicle. It was decided at an early stage in the design that it would be inappropriate for articulated vehicles to be used to access properties within the Site. Contracts with end users will therefore specifically exclude the use of such vehicles.

4.2.7 The overall highway proposals for the Stag Brewery scheme are shown on Drawing 38262/5514/002 (Appendix B). They consist of:

- A number of new crossings, 20mph zone and surface treatment along Lower Richmond Road and Mortlake High Street; and
- The General Arrangement for Phases 1 and 2

4.2.8 Further details on the specific changes are included within the Transport Assessment Addendum (TAA 003).

4.2.9 It is proposed that all deliveries, servicing and drop-offs/pick-ups will be managed to ensure the proposed designated areas are sufficient to meet the needs of the mix of land uses within the development proposals.

4.2.10 Appendix C provides tracking drawings (38262/5514/005 to 38262/5514/014) for the following vehicle types confirming their ability to circulate the Site:

- Development Area 1 - artic, 10m rigid, dust cart, fire engine, 12m bus (on Mortlake High Street) and car; and
- Development Area 2 & school - pantechnicon, refuse truck and school bus.

4.2.11 Maintenance access to the river wall for a lorry and small crane has been provided. This was a requirement by the Environment Agency (EA) which has been included in the submitted design.

4.3 Procurement

4.3.1 Occupants of the commercial onsite uses will look to use their procurement processes to give preference to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). They will also be encouraged to utilise local suppliers where practicable, reduce ordering frequency by maximising the use of on-site storage space and where possible coordinate deliveries and ask suppliers to group deliveries together as much as possible.

Click and Collect

4.3.2 Residents will be encouraged to consider the use of services such as Click and Collect and local collection points when ordering goods for home delivery. This will be achieved through promoting such services through this FDSMP and the Residential Travel Plan (RTP).

4.3.3 Click and Collect and local collection points provide an alternative to having deliveries sent to residents' homes. This can help reduce the number of missed deliveries (particularly during the day) and subsequently reduce delivery and servicing trips overall. There are a number of different Click and Collect options provided by an ever-growing number of retailers including

getting goods delivered to your nearest store (for that retailer or an associate retailer) or using a service such as Collect Plus.

4.3.4 As shown in Figure 4.1 there are a number of Collect Plus locations in Mortlake and the wider area, which will enable residents to take advantage of such a service and help improve delivery efficiency.

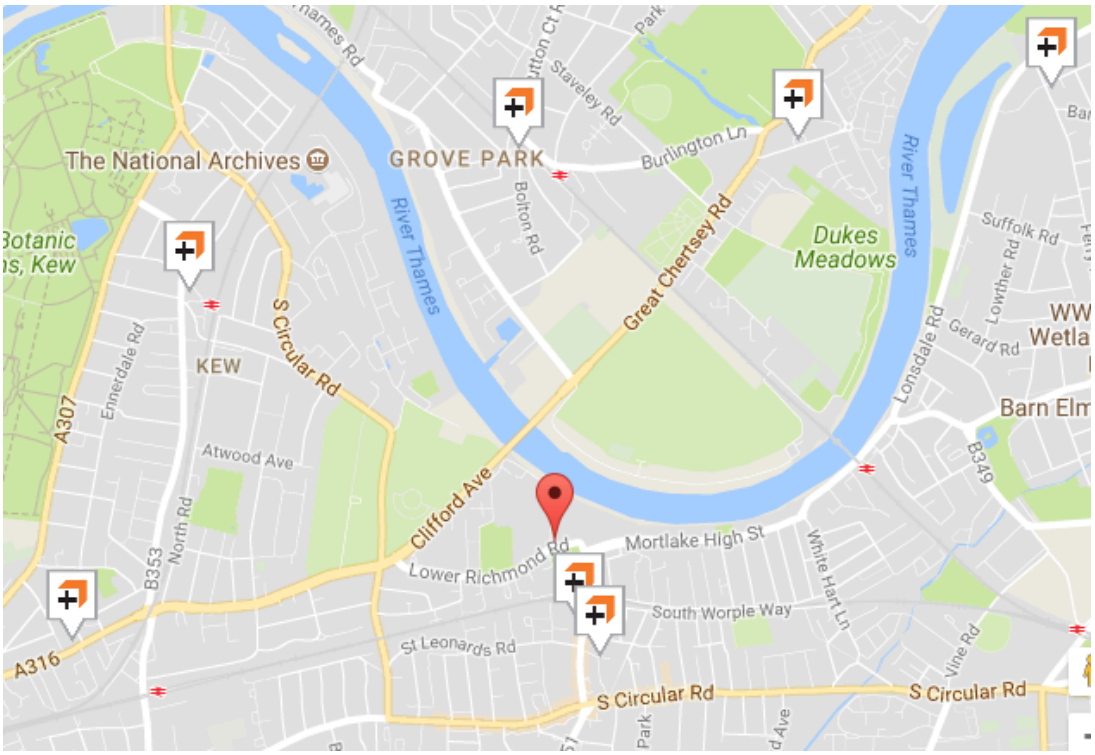


Figure 4.1 Collect Plus Locations near Mortlake

4.4 Home Grocery Deliveries

4.4.1 As mentioned previously it is expected that home grocery shopping trips will be minimal since the development site could include a supermarket in which most residents are expected to do their grocery shopping. It is also expected that any internet grocery deliveries will be timed to occur when residents are at home.

4.5 Operational Efficiency

Facilities Management Team

4.5.1 The on-site facilities management team (FMT) will be available to assist with delivery and servicing at the Site although this service is only available for the Private Units. The FMT and LBRuT refuse team will liaise to coordinate the refuse collection process and agree the collection days / times and process.

4.5.2 The FMT will also be owners of the DSP and will be responsible for its implementation.

Concierge Service

4.5.3 A concierge service will be available to private residents 24/7 and located within each block containing private residential units. The concierge will be able to take receipt of deliveries on behalf of residents and store them in the delivery storage. This service will enable residential

deliveries to be made during the day and also out of hours and will help reduce the number of potential missed home deliveries. This in turn will subsequently help reduce the number of home delivery trips associated with the development.

Out of Hours Deliveries / Unattended Deliveries

4.5.4 As stated above the Concierge Service will potentially be available 24/7 and can take receipt of deliveries on behalf of residents. This will therefore potentially make it possible for the deliveries to take place around the clock in particular when residents are otherwise not available. This facility will help reduce the need for deliveries to be made during peak network hours and will also help reduce the number of potential missed home deliveries.

4.5.5 The final arrangements for any potential out of hours' deliveries will need to be agreed with the concierge service team and will need to be looked at in the context of potential noise issues due to the proximity of residential dwellings.

4.5.6 The non-residential uses at the site will receive some deliveries out of hours; where possible suppliers will be encouraged to deliver out of hours to help avoid network peaks.

Delivery Management System

4.5.7 A Delivery Management System (DMS) will be used to manage the loading bays. This will ensure suppliers forward plan and pre-book deliveries with the estate management company who will control access as much as possible, although it is anticipated that it might not be possible to capture all deliveries and collections such as ad-hoc couriers and waste collections. The DMS will be paper based and the number of delivery slots can be controlled and allocated, and where necessary limited by vehicle dwell time and turn over in the scene dock and loading bay to avoid conflicts occurring.

4.6 Waste and Recycling Management

4.6.1 To the east of Ship Lane (Application A – Development Area 1), bin stores will be located beneath ground level for blocks 2, 3, 7, 8, 11 and 12 and at ground floor level for blocks 4, 5, 6, 9 and 10. Bins will be wheeled to street level at the collection points at collection times by the FMT. Refuse collection will occur along Thames Street; all collection points within Development Area 1 will be located within 20m from where the rear of the refuse lorry can safely stop, as required by LBRuT. The location of bin stores and collection points is shown in Appendix A. Refuse vehicles will therefore be able to enter the site at the south-east corner of the development, and drive along Thames Street to collect all refuse from the east side of the development. A reversing manoeuvre may be required to access the bin store at Block 12.

4.6.2 For Application A – Development Area 2, the exact unit numbers/mix of units / land uses are applied for in outline and detail will be secured via future reserved matters submissions. Therefore, whilst we can set out a high-level estimate of trips and how these will be managed now, the exact detail will need to be secured via Reserved Matters applications. At a high level, it is known, following discussions with LBRuT, that all of the flats in Development Area 2 comprising affordable housing, will have their waste storage areas located on the ground floor in each building. This design decision was raised by LBRuT in case there will not be a Facilities Management Team present to coordinate the management and movement of household bins from the basement levels to ground floor levels in the affordable housing units.

4.6.3 The school (Application B) will have its own separate waste storage unit and will be serviced by a separate refuse truck. A dedicated school loading bay will be provided. Again, servicing trips will be managed in order to avoid school pick up and drop off times. A plan (38262/5514/013 showing this is included in Appendix D.

5 Monitoring and Management

5.1.1 The FDSMP will be owned by the Estate Management Operator and managed by a dedicated member of the FMT such as the concierge or travel plan coordinator. This person will be responsible for managing and monitoring its implementation.

5.1.2 It will be this person's responsibility to ensure the FDSMP is functioning correctly. The FDSMP management and monitoring process will include meetings, reports and liaison with the overall management of the Site. The operator will also be responsible for updating the FDSMP to ensure it is appropriate and up-to-date for the intended use.

5.1.3 Monthly reviews of vehicle activity will be held between the on-site management team and any issues will then be resolved or escalated as required. The DMS will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and remedial actions taken such as warning contractors of their obligations should a breach occur.

5.1.4 Reports confirming the level of delivery and servicing activity occurring at the Site will be provided to LBRuT if deemed necessary.

6 Summary and Conclusions

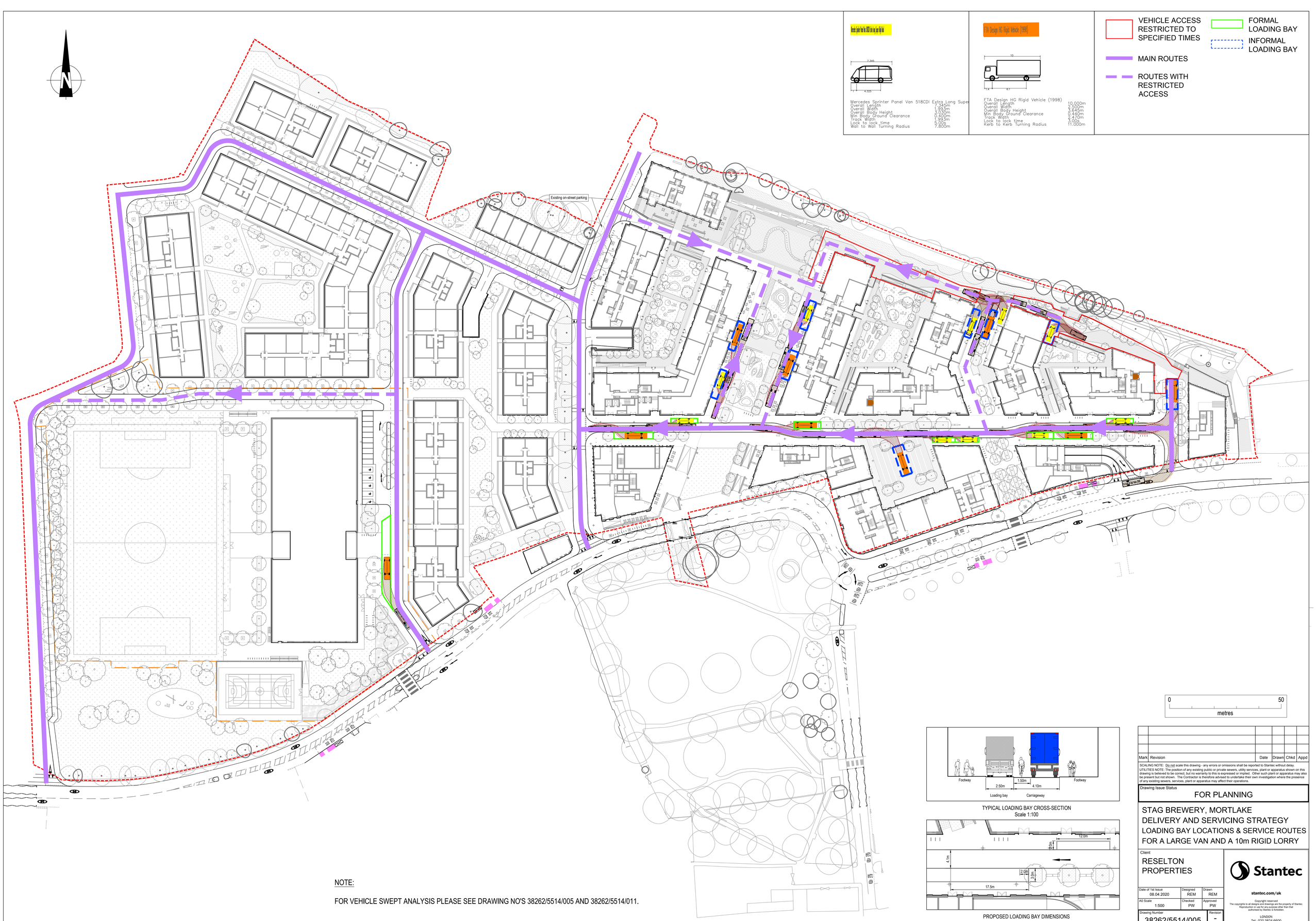
6.1 Summary

6.1.1 In summary, this Framework Delivery and Servicing Management Plan (FDSMP) has been produced by Stantec in support of three linked planning applications for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake. The Site is situated within the London Borough of Richmond Upon Thames (LBRuT).

6.1.2 The report covers both the delivery and servicing proposals and how delivery and servicing trips will be managed across the site. The report also covers waste and recycling management and how these collections will be made. Finally, the report details how these trips will be monitored once the site is occupied.

6.1.3 The FDSMP concludes that the layout of the development is adequate for the movement of delivery and servicing vehicles and the loading areas provided are suitable for the development. Vehicle swept paths have been undertaken for all vehicle types expected to use the development and show that all vehicles can manoeuvre around the site without any difficulty.

Appendix A Loading Bay Drawings



Mercedes Sprinter Panel Van 518CDI Extra Long Super

Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	2.710m
Min Body Ground Clearance	0.165m
Track Width	1.993m
Lock to lock time	5.800s
Wall to Wall Turning Radius	7.805m

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.000s
Kerb to Kerb Turning Radius	11.000m

VEHICLE ACCESS RESTRICTED TO SPECIFIED TIMES

MAIN ROUTES

ROUTES WITH RESTRICTED ACCESS

FORMAL LOADING BAY

INFORMAL LOADING BAY

0 50
metres

TYPICAL LOADING BAY CROSS-SECTION
Scale 1:100

PROPOSED LOADING BAY DIMENSIONS
Scale 1:250

NOTE:

FOR VEHICLE SWEPT ANALYSIS PLEASE SEE DRAWING NO'S 38262/5514/005 AND 38262/5514/011.

Mark	Revision	Date	Drawn	Chkd	Appd

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 PLANNING

STAG BREWERY, MORTLAKE
DELIVERY AND SERVICING STRATEGY
LOADING BAY LOCATIONS & SERVICE ROUTES FOR A LARGE VAN AND A 10m RIGID LORRY

Client
RESELTON PROPERTIES

Stantec
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Date of 1st Issue	Designed	Drawn
08.04.2020	REM	REM
AO Scale	Checked	Approved
1:500	PW	PW

Drawing Number: 38262/5514/005
Revision: -

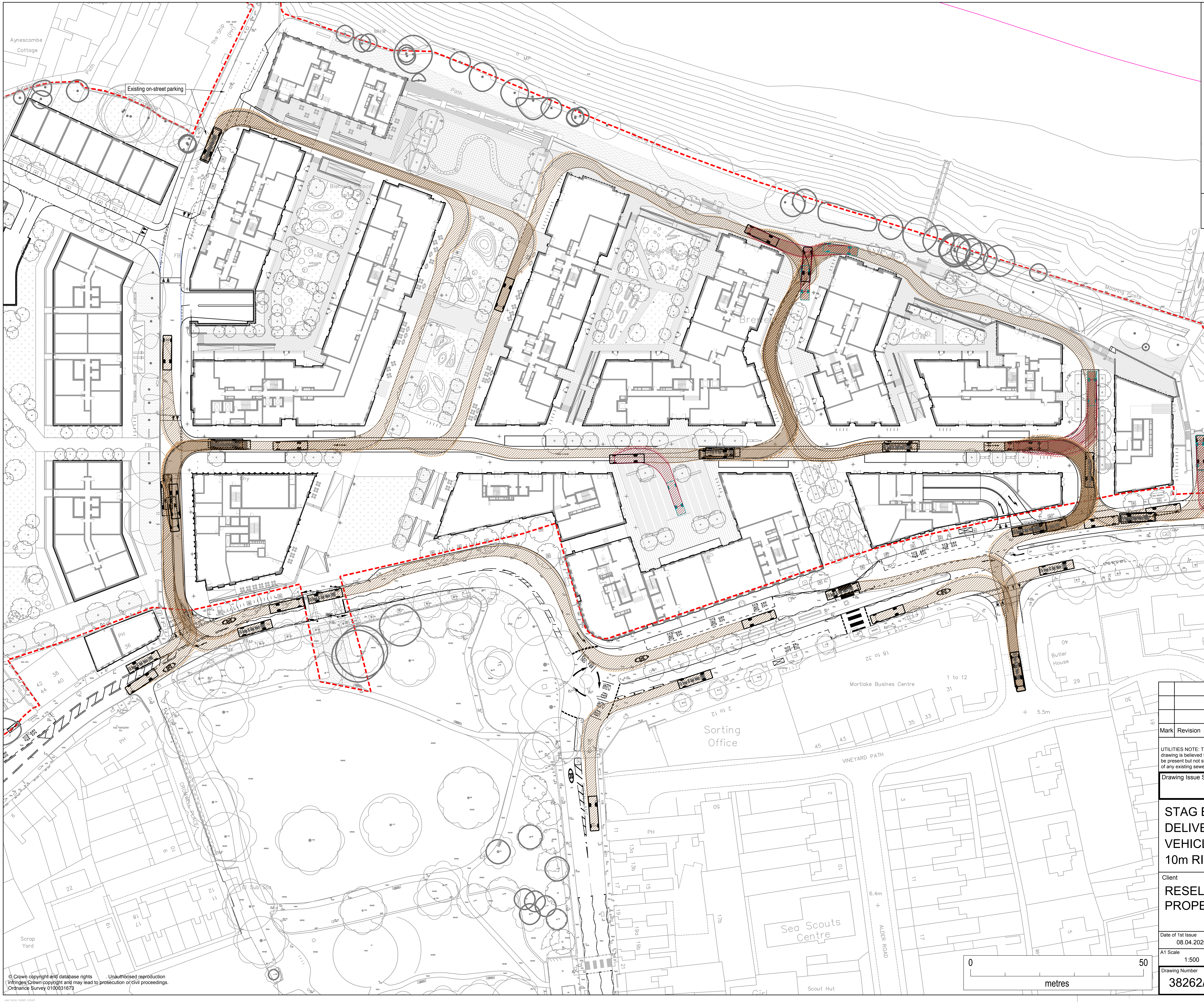
LONDON
Tel: 020 3824 6600

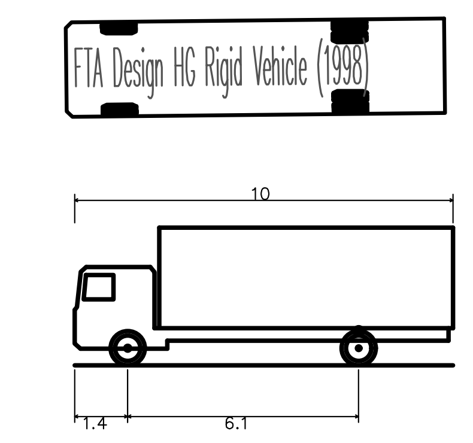
File Location: J:\38262 stag brewery, mortlake\5. drawings & models\sat\transport\38262-5514-004.dwg

Appendix B Highway Proposal Drawings

Verge / utility strip / potential footway
Town houses to have private driveways
Informal on-street parking retained
Carriageway widening to ensure space for two-way movements
Shared footpath / cycleway
Proposed raised crossing point
Visitor car park
On-street parking spaces
Existing Zebra crossing to have surface raised
Existing on-street parking retained
Existing bus stop and shelter to be removed
Relocated bus stop with realigned kerb and new shelter
New dropped kerb access to no. 43 Oliver House
Existing parking bay to be retained
Existing Zebra crossing with raised surface
Proposed right turn lane
Proposed bus stop to accommodate 2 buses. Existing shelter to be replaced with new shelter in new position
Location of access to underground car park
Existing kerb line and wall retained
On-street parking spaces
Relocated signal controlled crossing with raised surface
Existing bus stop and shelter to be removed
New footpath link to crossing
Existing footpath to be removed and landscaped
Existing signal controlled crossing to be removed
Existing refuge enlarged
New 'KEEP CLEAR' markings on roundabout
Existing Zebra crossing to have surface raised
Nearside & offside lanes 73m long
Relocated bus stands (for 3 buses)
Proposed Zebra crossing with raised surface
Relocated bus stop with new shelter
Existing bus stop and shelter to be removed
Proposed raised crossing points
New right turn lane
Existing parking bays retained
Car Club bays
Proposed raised crossing point and bellmouth narrowing
Location of access to underground car park
Relocated bus stop with new shelter
Outfall
Shingle
Leyden House
Combe House
Reid Court
Lincoln Lodge
Churchill Court
Wadham Mews
Old Stables
Tudor Lodge
Thames Bank House
Aspelin Cottage
Aynescombe Cottage
Sports Ground
Williams Lane
Lady Elizabeth House
Day Care Centre
Employment Development Centre
Scrap Yard
Playground
Rosemary Gardens
Kendal Court
Woodbine Cottage
Eton Lodge
Rosemary Terrace
Rosemary Lane
Bridlock Terrace
Orchard Place
Oliver House
Mortlake Business Centre
Sorting Office
Vineyard Path
Sea Scouts Centre
Girl Guides Centre
Scout Hut
Information Bureau
Nursery
Garage
Rann House
Butler House
Alder Road
Mortlake Station
El Sub Sta
PH
Path
Slip
Steps
Ramp
Bollard
Tree
Bus Stop
Shelter
Sign
Lamp
Bench
Fence
Wall
Hedge
Grass
Trees
Shrubs
Flower Bed
Kerb
Edge
Gully
Manhole
Cover
Level
Invert
Drain
Pipe
Cable
Duct
Post
Pole
Mast
Aerial
Satellite
Dish
Antenna
Transformer
Substation
Pump
Tank
Valve
Meter
Box
Cabinet
Unit
Plant
Equipment
Machinery
Vehicle
Car
Van
Lorry
Bus
Coach
Motorcycle
Bicycle
Trailer
Caravan
Boat
Ship
Aircraft
Helicopter
Train
Tram
Railway
Track
Platform
Station
Building
House
Flat
Apartment
Office
Shop
Factory
Warehouse
Garage
Shed
Barn
Stable
Church
Chapel
Temple
Mosque
Synagogue
Hospital
School
College
University
Library
Museum
Gallery
Theatre
Cinema
Hotel
Restaurant
Cafe
Pub
Bar
Club
Gym
Swimming Pool
Sports Ground
Playground
Park
Garden
Cemetery
Allotment
Farm
Field
Woodland
Forest
Wood
Tree
Hedge
Fence
Wall
Gate
Path
Road
Street
Lane
Avenue
Drive
Close
Court
Terrace
Crescent
Square
Place
Way
Walk
Alley
Passage
Bridge
Tunnel
Underpass
Overpass
Roundabout
Junction
Crossroads
Traffic Lights
Pedestrian Crossing
Zebra Crossing
Pelican Crossing
Puffin Crossing
Toucan Crossing
Cycle Lane
Cycle Track
Bus Lane
Bus Stop
Taxi Rank
Car Park
Parking Space
Disabled Parking
Loading Bay
Layby
Turning Head
Cul-de-sac
One Way
Two Way
Speed Limit
Weight Limit
Height Limit
Width Limit
No Entry
No Turning
No Waiting
No Parking
Clearway
Yellow Lines
Red Lines
Double Yellow Lines
Single Yellow Line
Resident Parking
Permit Holders Only
Pay and Display
Meter
Ticket Machine
Sign
Signal
Light
Lamp

Appendix C Delivery and Servicing Tracking





FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

NOTE:
VEHICLE HEIGHT = 3.645m
BALCONY HEIGHT =3.850m
BALCONY CLEARANCE = 205mm

Mark	Revision	Date	Drawn	Chkd	Appd

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 PLANNING

STAG BREWERY, MORTLAKE
DELIVERY AND SERVICING STRATEGY
VEHICLE SWEPT PATH ANALYSIS FOR A
10m RIGID LORRY - PHASE 1

Client
RESELTON
PROPERTIES

Date of 1st Issue 08.04.2020	Designed REM	Drawn REM
A1 Scale 1:500	Checked PW	Approved PW
Drawing Number 38262/5514/005	Revision -	

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