

TECHNICAL NOTE

Job Name: Stag Brewery
Job No: 38262
Note No: TN031
Date: May 2022
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Checked By: Peter Wadey
Subject: **Stag Brewery – Temporary Application – Framework Delivery and Servicing Plan**

1. Introduction

- 1.1. This technical note has been produced by Stantec to provide a framework delivery and servicing plan (FDSP) to support the planning application for the temporary use of the Stag Brewery site, Mortlake as film studios.
- 1.2. The FDSP will specifically aim to ensure that servicing of the development can be carried out safely, legally and efficiently, without creating any negative impacts on the local highway network, environment, local residents and commercial occupiers within the site.
- 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:
 - Design and Access
 - Procurement Strategy
 - Operational Efficiency
 - Waste and Recycling Management

2. Existing Delivery and Servicing Strategy

- 2.1. The site has been in use as a brewery, which has a very different delivery and servicing profile to the temporary use. A number of HGV trips are associated with the brewery in any case through deliveries of materials and export of produce, but there are also a considerable number of maintenance trips and waste collections made to and from the site. Any trips made by the most recent use of the site, whilst unknown, are considered significantly higher than the use proposed within this temporary application.

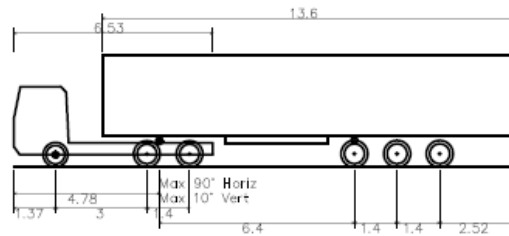
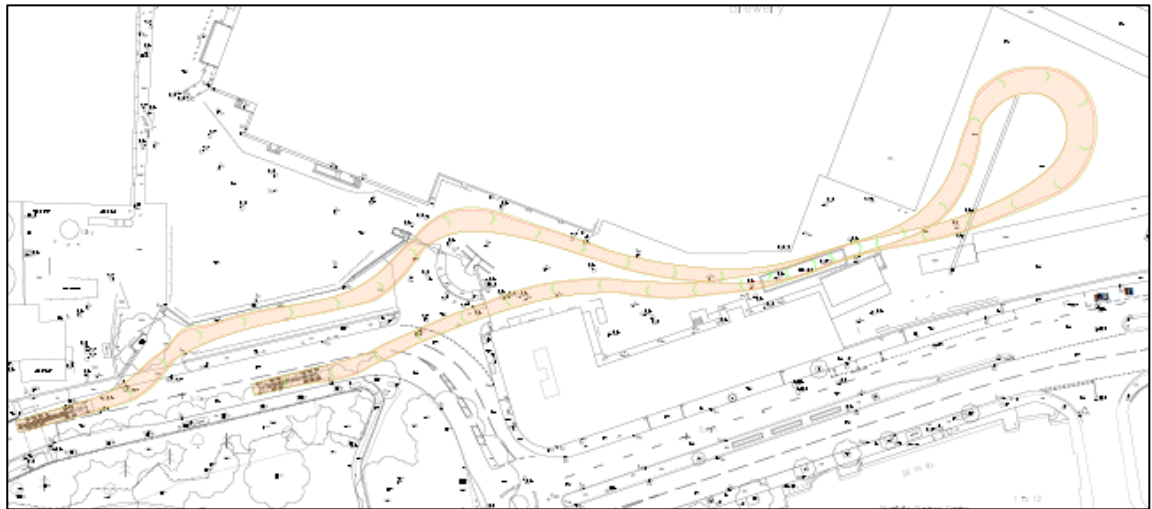
3. Proposed Delivery and Servicing Strategy

Design and Access

- 3.1. The majority of vehicles will be private cars or vehicles under 7.5t and are therefore anticipated to be able to enter the site under its current vehicular access arrangement. There is however, anticipated to be 8-10 26t vehicles used by the shooting crew. The figure below shows the swept path for a maximum legal HGV demonstrating how these vehicles can access the site. Notably the vehicles that will use the site will be smaller than the maximum legal HGV, however this has been shown as a worst-case vehicle.

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Figure 3.1 HGV Tracking Drawing



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

- 3.2. Delivery and servicing vehicles for the associated ancillary office land use will enter via the security gates and then deliver to the respective part of the site.

Procurement

- 3.3. Operators will be encouraged to use vehicles and delivery companies that can adhere to the management proposals encouraged in this DSP. This includes the ability to operate outside the peak hour and use suitable vehicles for accessing the site.

Operational Efficiency

- 3.4. Vehicles will be encouraged to access the site outside of peak hours with most deliveries taken place either before the AM peak or during the day. Most vehicles are anticipated to be cars or vans up to 3.5t and therefore not have a significant dwell time. In any case there is ample space on site for multiple deliveries to be made at once.

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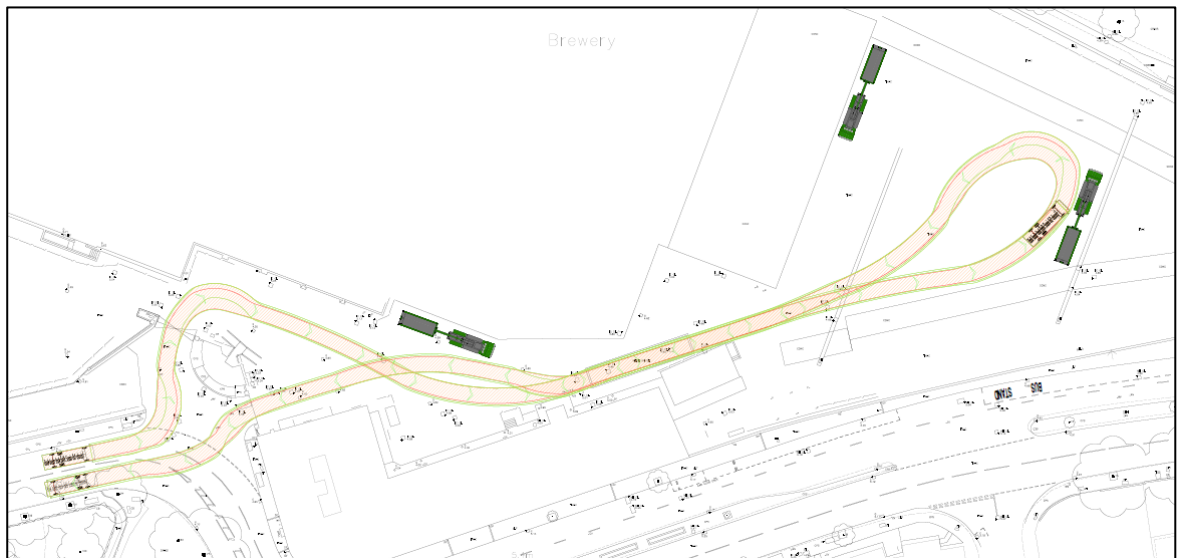
Table 3.1 Vehicle Types and Dwell Times

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

4. Waste and Refuse Collection

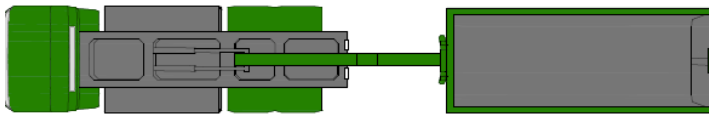
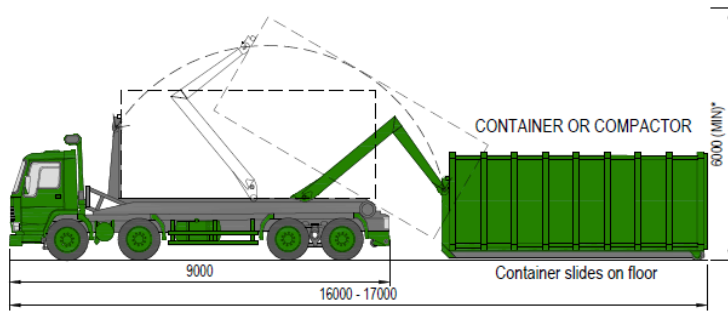
- 4.1. Waste will be stored in lockable skips or containers within a specific waste storage area on site. The exact location of waste storage is unknown at present; however, Figure 4.1 indicates three areas where it could be located. Waste collection is to be carried out privately on demand once the skips / containers are full. Refuse vehicles will use the eastern HGV entrance to the site and will be able to enter and exit the site in forward gear.
- 4.2. A typical skip / container type refuse vehicle together with possible locations for waste storage are provided on Figure 4.1.

Figure 4.1 Proposed waste storage area and vehicle



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HOOK LOADER (ROLL ON OFF)



5. Trip Generation

- 5.1. The following delivery and servicing schedule is anticipated on a daily basis as provided by the prospective occupier.

Figure 5.1 Delivery & Servicing Vehicle Schedule

Staff Type	Vehicle Types & No.
Preparation Crew	Smaller Goods Vehicles under 7.5T (Approx. 8 – 10 per day)
Office	Post and Stationary delivery vehicles (Approx. 4 per day)
Catering/Costume/Make up	1 x Catering Vehicle (over 7.5T) – Left on site An additional daily trip by an LGV is to be assumed to deliver goods to the catering van.
Shooting Crew	8 – 10 Larger 26 Tonne Vehicles – Left on site 2 x Small transit vans (Daily)
Total	15-17 per day

- 5.2. In addition, there will be a few large HGV movements (1 or 2) for deliveries of larger set materials at the commencement of filming. Following this most set items / props etc. will be delivered to site on smaller vans, with the sets being constructed on site.

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5.3. It is anticipated that all delivery and servicing trips will be undertaken outside of peak hours and will have a negligible impact on the highway network.

6. Conclusion

- 6.1. This FDSP has been produced to support the temporary planning application for the Stag Brewery site in Mortlake for use as film studios.
- 6.2. The FDSP covers access into the site, procurement, efficiency of vehicles and waste management.
- 6.3. The FDSP concludes that there is no significant impact to the surrounding area in terms of delivery and servicing to the site for the duration of the application.