

**Job Name:** Stag Brewery, Mortlake  
**Job No:** 38262/ 5504  
**Note No:** TN031a  
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**Prepared by:** Olohije Akpengbe  
**Reviewed by:** George Daugherty  
**Subject:** **Outline Delivery and Servicing Plan (Permanent Film Studio Use)**

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## Introduction

This Technical Note has been produced by Stantec to provide an Outline Delivery and Servicing Plan (DSP) to support the planning application for the permanent use of the existing buildings and land for a film production operations and ancillary activities at the former Stag Brewery site, Mortlake.

The DSP 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.

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

## Existing Delivery and Servicing Strategy

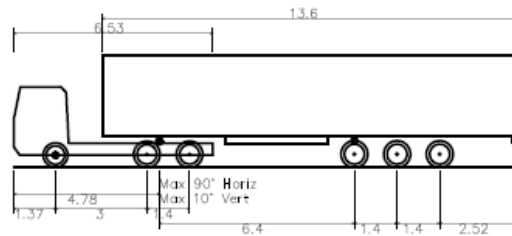
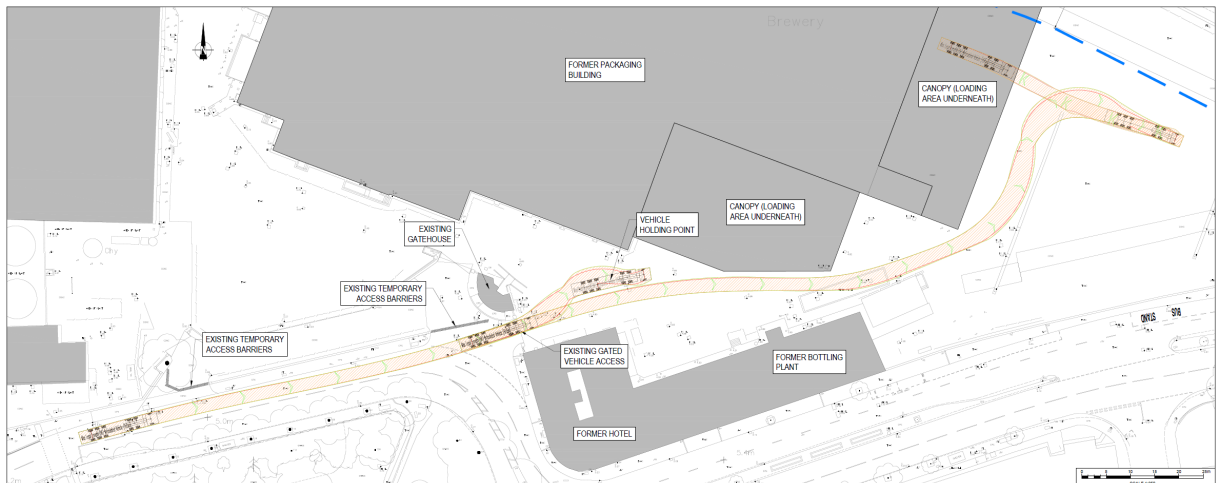
The site has been in use as a brewery, which has a very different delivery and servicing profile to the proposed use. A number of HGV trips are associated with the brewery in any case through deliveries of materials and export of produce, but there are also a considerable number of maintenance trips 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 application.

## Proposed Delivery and Servicing Strategy

### Design and Access

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. A full plan has been included in Appendix A.

Figure 1: HGV Tracking Drawing

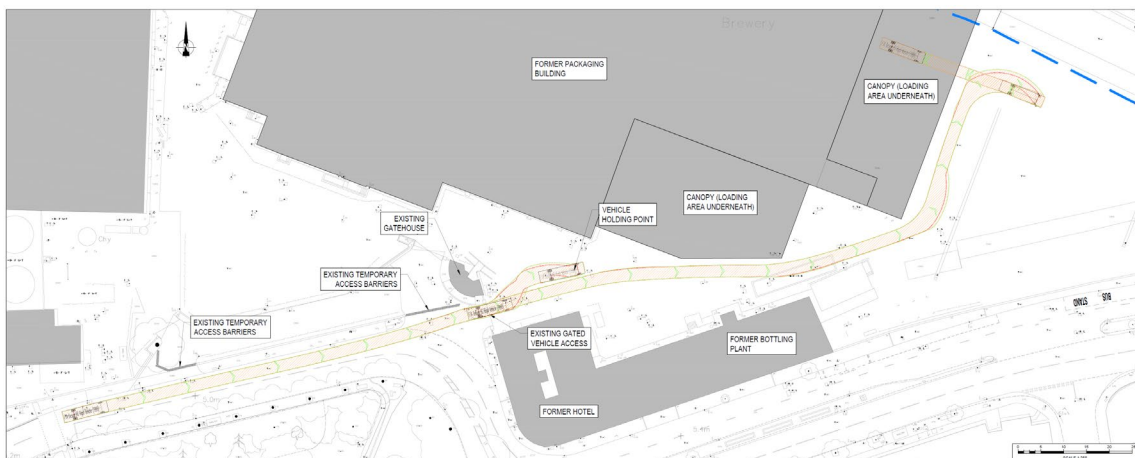


Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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.

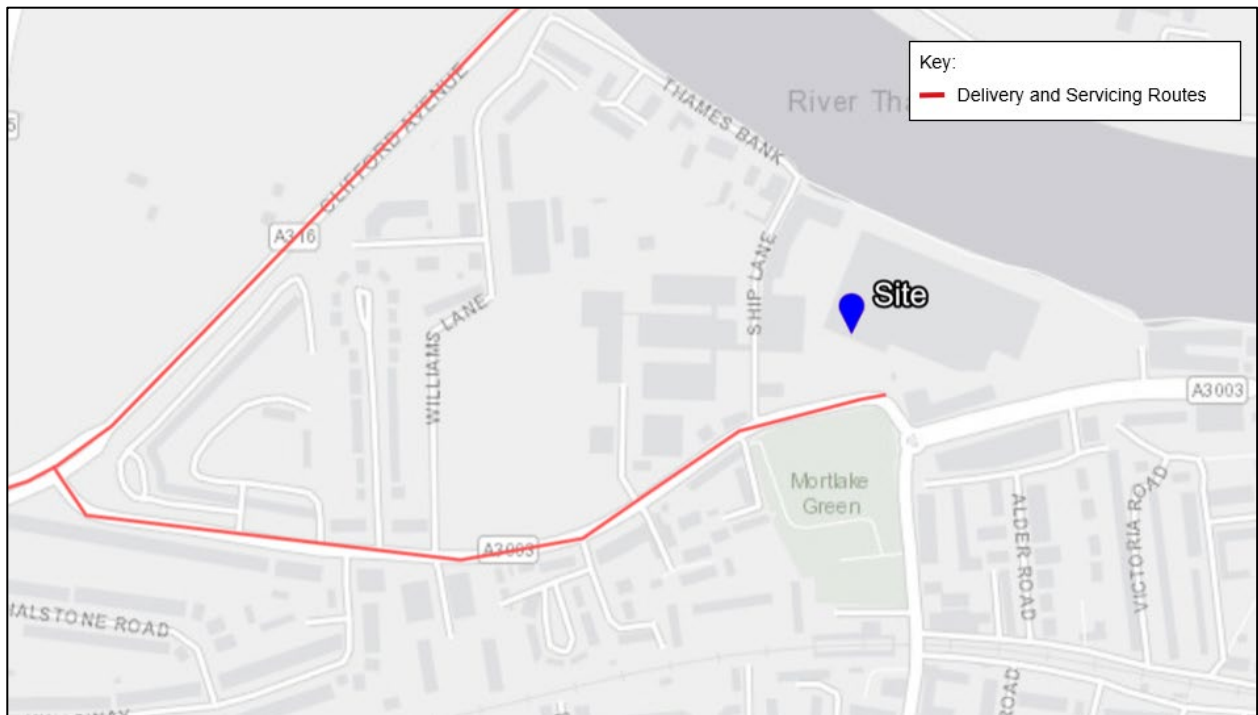
If vehicles are not able to attend their booked slots, vehicles can wait at the point shown in Figure 2 below. Vehicles will be able to wait past the existing gates until a slot becomes available to allow other vehicles past.

Figure 2: Contingency Plan for Delivery and Servicing Vehicles Accessing the Site



The Site's entrance is located on Lower Richmond Road. Vehicles will come to the site via the TLRN and then along Lower Richmond Road which is understood to be part of the LBRuT highway network as shown below in Figure 3. As demonstrated in the Transport Statement, it is not expected that there will be any severe impacts from this scheme on the local transport network.

Figure 3: Potential Delivery and Servicing Routes



**Procurement**

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**

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.

Table 1: Vehicle Types and Dwell Times

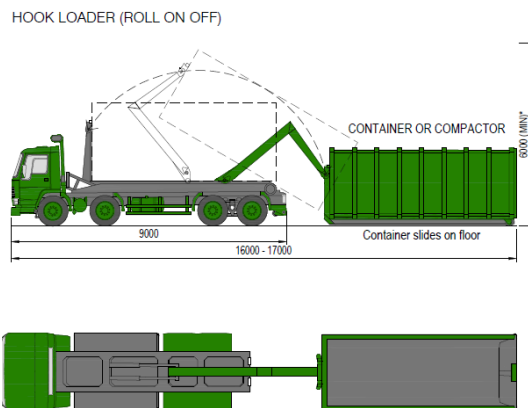
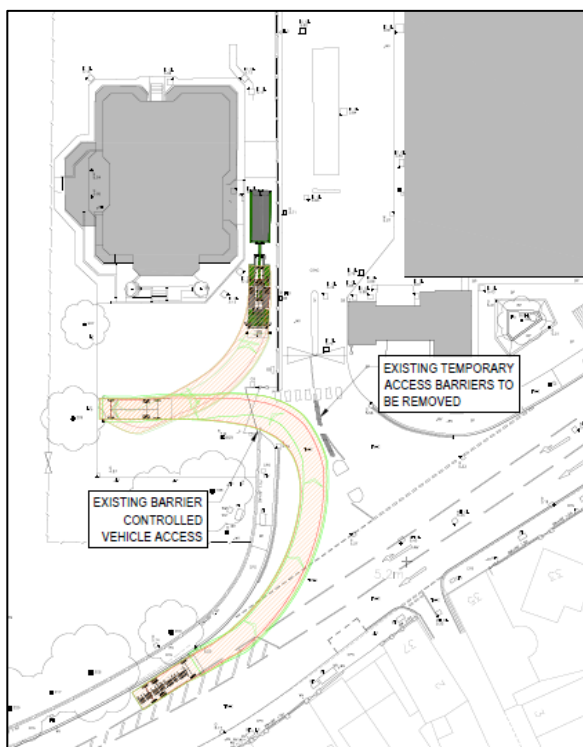
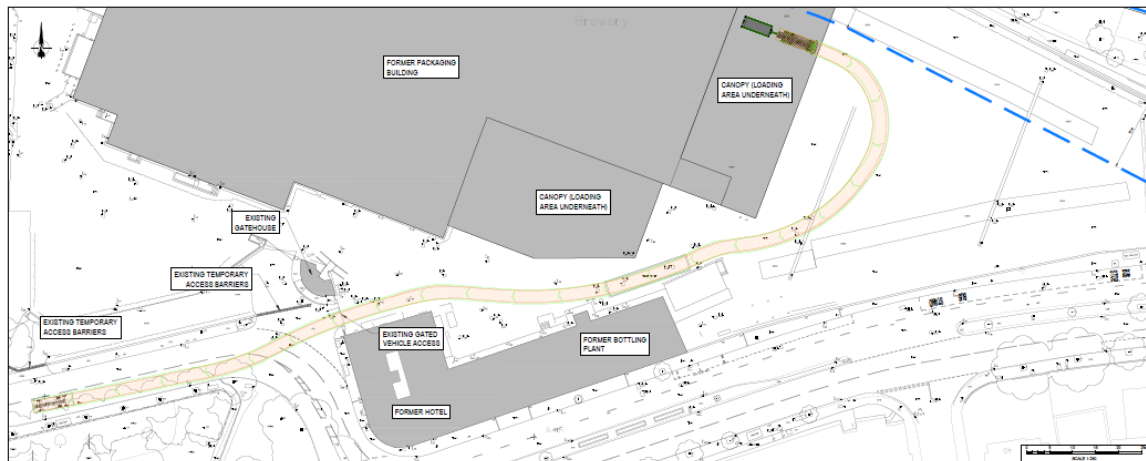
Vehicle Type	Dwell Time
Motorcycle (couriers)	0 – 10 minutes
Cars and vans up to 3.5 tonnes (LGVs)	0 – 15 minutes
HGVs over 3.5t up to 18t	5 – 30 minutes
Medium – large sized refuse vehicle	5 – 20 minutes

**Waste and Refuse Collection**

Waste will be stored in lockable skips or containers within a specific waste storage area on site. The proposed locations of the waste store are east of Building 12 under the existing canopy and the car park area for the Sports Club. 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.

A typical skip / container type refuse vehicle together with the proposed locations for waste storage are provided on Figure 4.

Figure 4: Proposed waste storage area and vehicle



## Trip Generation

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

Table 2: 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)
<b>Total</b>	<b>15-17 per day</b>

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.

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.

## Conclusion

This Outline DSP has been produced to support the planning application for the Stag Brewery site in Mortlake for permanent use as film studios.

The DSP covers access into the site, procurement, efficiency of vehicles and waste management.

The DSP 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.

## DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38262/TN031	A	Feb 2023	O. Akpengbe	G. Daugherty		

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Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU

London Office Address: The Stills, 1st Floor, 80 Turnmill Street, London, EC1M 5QU. T: +44 (0)20 7492 5700. E: [london.uk@stantec.com](mailto:london.uk@stantec.com)

## **Appendix A – Swept Path Analysis**

### **Contents**

- Swept Path Analysis 16.5m Artic Vehicle - Drawing Number: 38262/5501/132C