



**Roehampton Café
Richmond Park**
Delivery and Servicing Plan

On behalf of **The Royal Parks**



Project Ref: 332110545 | Rev: P02 | Date: July 2024

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For and on behalf of Stantec UK Limited				

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P01	July 2024	Draft for Client Review	SW	ML	JH
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1 Introduction

1.1 Overview

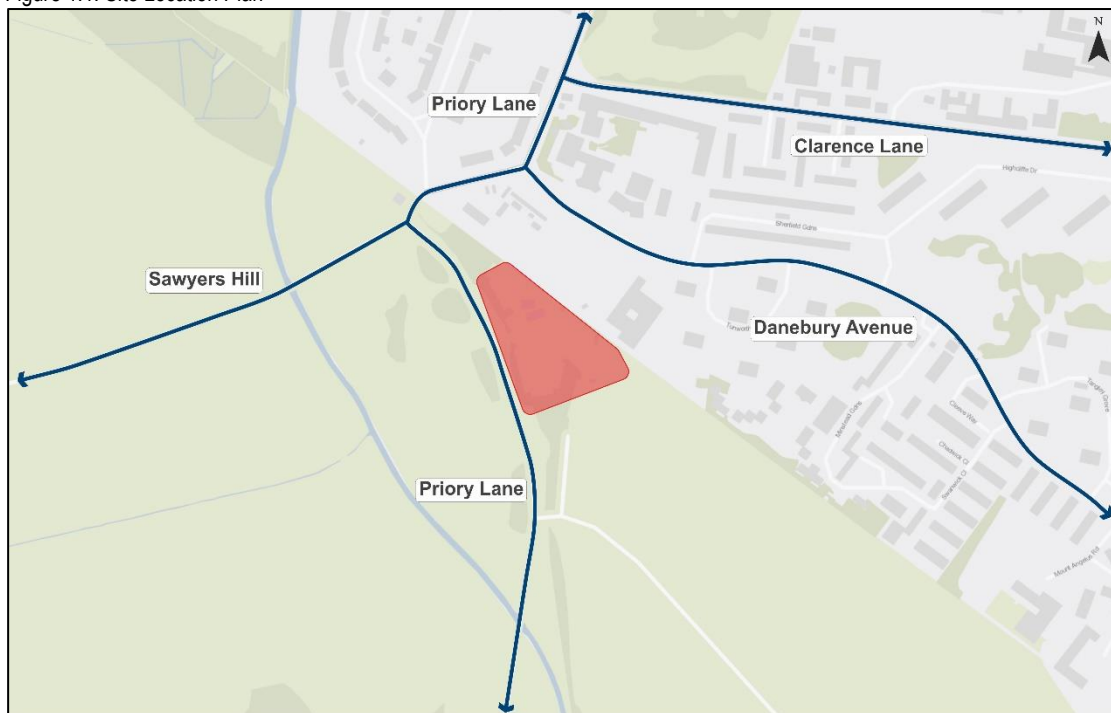
1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by Stantec on behalf of The Royal Parks (TRP) to accompany the detailed planning application for the redevelopment of the existing Roehampton Café located within Richmond Park, London.

1.1.2 This DSP will ensure that servicing of the development will be carried out legally and safely with there being no negative impact on the local highway network, surrounding occupiers and the environment.

1.2 Site Location

1.2.1 The Roehampton Café site is located in the northeast of Richmond Park, within the London Borough of Richmond-upon-Thames (LBRuT). The boundary of the site is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 Existing Site

1.3.1 The existing site includes a café building with external seating areas, other ancillary facilities (including toilets and bike hire hub), landscaping and car/cycle parking.

1.4 Redevelopment Proposals

1.4.1 The development proposals seek to redevelop the existing Roehampton Café to improve the existing facilities for visitors to the Park. The proposal is a new café building with toilets and bike hire hub, and improvements to existing landscaping and parking. The new café will retain the existing land use Class E(b).

1.5 Delivery and Servicing Plan Objectives

1.5.1 The Delivery and Servicing Plan will seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, and refuse/ recycling removed, in a safe, efficient, and environmentally friendly way.
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods.
- Ensure that clear access is maintained through delivery points.
- Look at hours of operation to manage peak periods for deliveries.
- Reduce the impact of delivery and servicing activity on the surrounding highway network.

1.6 Report Structure

1.6.1 The subsequent sections of this report are as follows:

- **Section 2: Policy context** – A review of the relevant planning policies for the delivery and servicing of the development;
- **Section 3: Delivery and Servicing Strategy** – Details of the vehicle routing, site access, delivery and servicing arrangements and waste collection;
- **Section 4: Servicing Trip Generation** – An assessment of future delivery and servicing trip generation; and,
- **Section 5: Management and Monitoring** – An overview of the proposed delivery and servicing management and monitoring arrangements for the development.

2 Policy Context

2.1 Introduction

- 2.1.1 This section provides an overview of the relevant delivery and servicing policy guidance that are applicable to the scheme. The following policies have been considered throughout the development scheme and preparation of the Delivery and Servicing Management Plan.

2.2 National Policy and Guidance

BS: 5909 Waste Management in Buildings – Code of Practice (2005)

- 2.2.1 BS: 5906 is a code of practice for methods of storage, collection, segregation for recycling and recovery, and on-site treatment of waste from residential and non-residential buildings. As a code of practice, this British Standard is the guidance and recommendation which this development will accord with.

Designing for Deliveries Guide, Freight Transport Association (2016)

- 2.2.2 Designing for Deliveries is a guide for planners and engineers to assist in the design of service areas and access roads for commercial vehicles. The document incorporates scaled drawings in the appendices and guidance on how to cater for the largest vehicles that will operate from the site.

2.3 National Planning Policy Framework (2023)

- 2.3.1 The National Planning Policy Framework (NPPF), published in 2012, was most recently updated in December 2023. The document sets out the Government's planning policies for England and how these should be applied.
- 2.3.2 Chapter 9 of the NPPF refers to promoting sustainable transport with respect to development proposals. Paragraph 116 states that developments should *“allow for the efficient delivery of goods, and access by service and emergency vehicles;”*.

2.4 Regional Guidance

The London Plan (2021)

- 2.4.1 The London Plan (2021) is a Spatial Development Strategy for Greater London that sets out a framework for how London will develop over the next 20-25 years. It is part of the statutory development plan for London and aims to ensure that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably.
- 2.4.2 Chapter 10 of the London Plan outlines Transport Strategy for London. Policy T7 states that *“developments proposals should facilitate safe, clean and efficient deliveries and servicing”*.

Delivery and Servicing Plan Guidance (TfL) (December 2020)

- 2.4.3 Transport for London (TfL) produced their specific Delivery and Servicing Plan Guidance in December 2020. This document outlines what a DSP should contain and suggests a typical DSP breakdown.

3 Delivery and Servicing Strategy

3.1 Introduction

- 3.1.1 This section details the site access, delivery and servicing arrangements, including on-site vehicle circulation and refuse collection.

3.2 Vehicle Routing

- 3.2.1 The refuse vehicles are likely to arrive onto site from Priory Lane via the Priory Lane / Sawyers Hill Roundabout.
- 3.2.2 Permission will need to be granted by for LBRuT to access the Site, a 20mph speed limit is in place within Richmond Park.

3.1 Access Arrangements

- 3.1.1 Access to Roehampton Café for all vehicular traffic will be via the relocated access junction to the west of the site via Priory Lane. This will provide access to the car park and delivery and servicing areas.
- 3.1.2 Servicing and refuse vehicles are likely to approach the site via Roehampton Gate to the north of the site. Permission must be acquired from LBRuT for servicing and delivery vehicles to access the site.

3.2 Vehicle Circulation

- 3.2.1 The site operates with two-way movement throughout. Vehicles are able to circulate the site, accessing the servicing areas to the east of the café building and the bin stores at the rear.

3.3 Waste Collection

- 3.3.1 The bin stores can be accessed to the east of the café building. These stores are for general and recycling refuse and are located in accessible locations for refuse vehicles using the servicing areas.
- 3.3.2 All waste collection is to take place on site and sufficient room has been provided for vehicles to circulate around the site, entering and exiting in forward gear. The swept path analysis for refuse vehicles is included in **Appendix A**.

3.4 Trip Generation

- 3.4.1 Due to the nature and scale of the proposed development, the trip generation will be unaffected.

4 Management and Monitoring

4.1 Aim

- 4.1.1 The Delivery and Servicing Management Plan aims to ensure that servicing and deliveries can be made to the site efficiently and safely while not negatively impacting the local highway network.

4.2 Managing Deliveries

- 4.2.1 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.

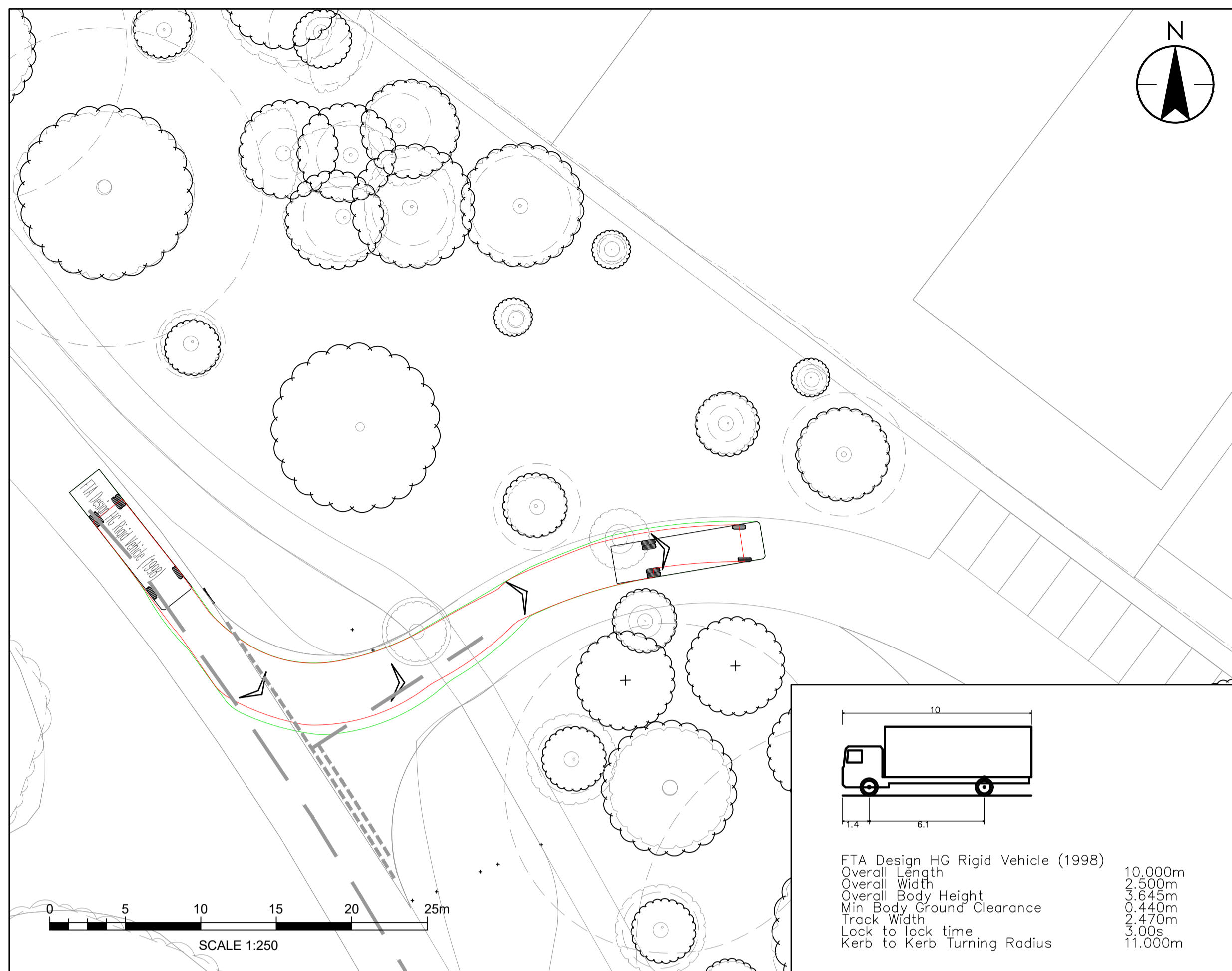
4.3 Waste Management

- 4.3.1 The proposed development will provide sufficient segregated waste storage for general waste and recycling in accordance with the LBRuT guidance. It will be stored within the designated storage areas of the site.
- 4.3.2 Where possible, refuse collection will be undertaken outside of peak hours, with the specific aim to minimise impacts on the operation of the site.

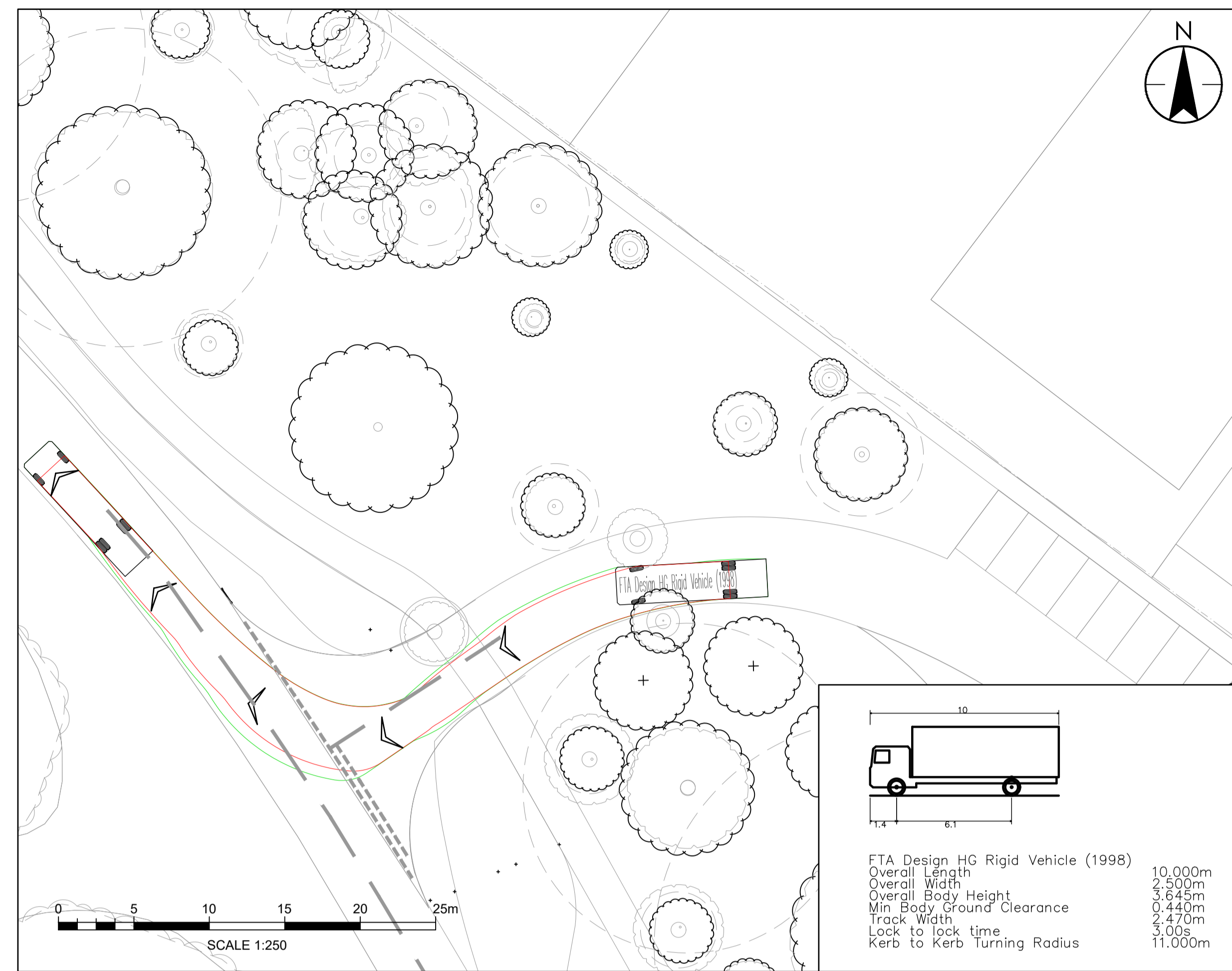
Appendix A Swept Path Analysis

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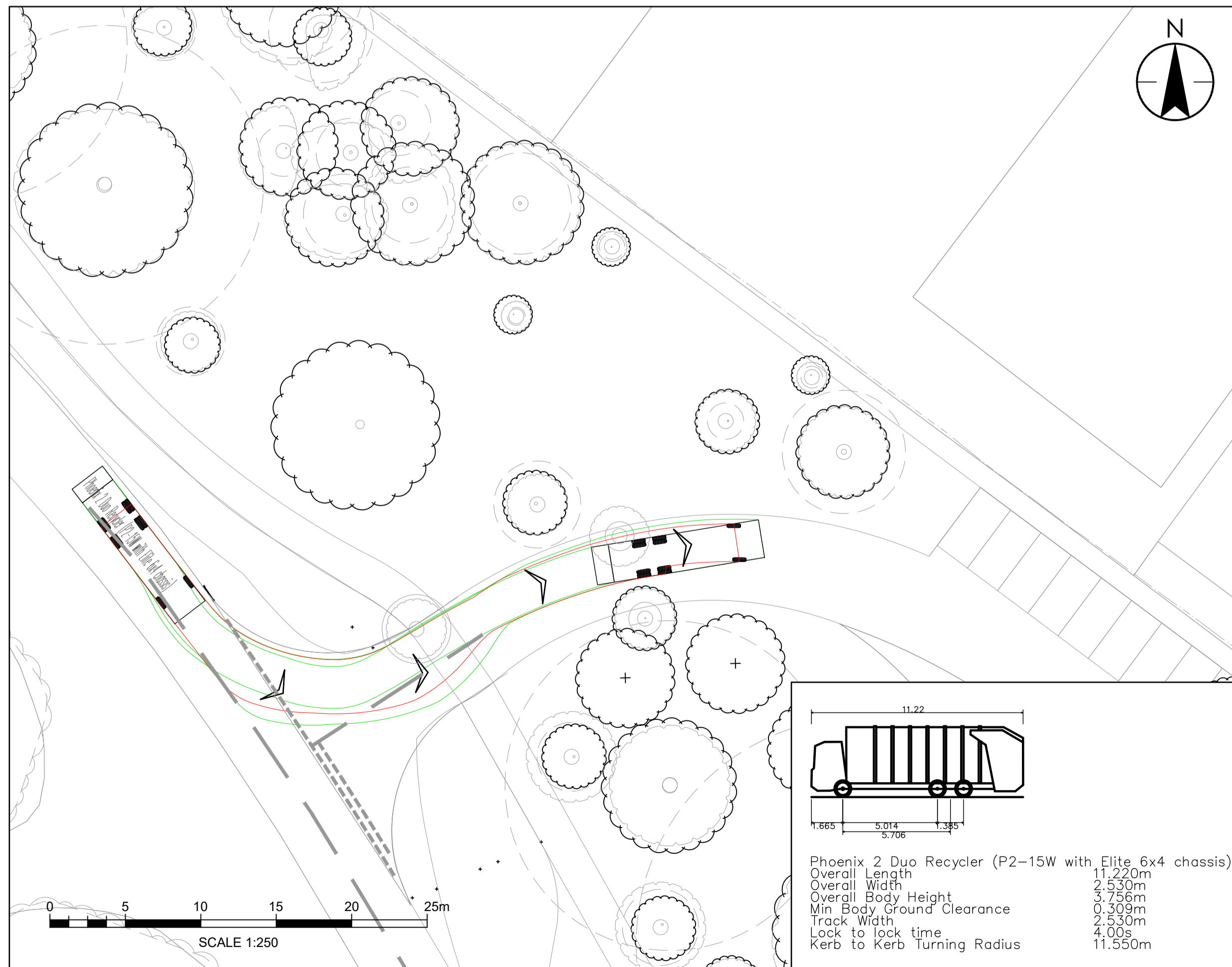
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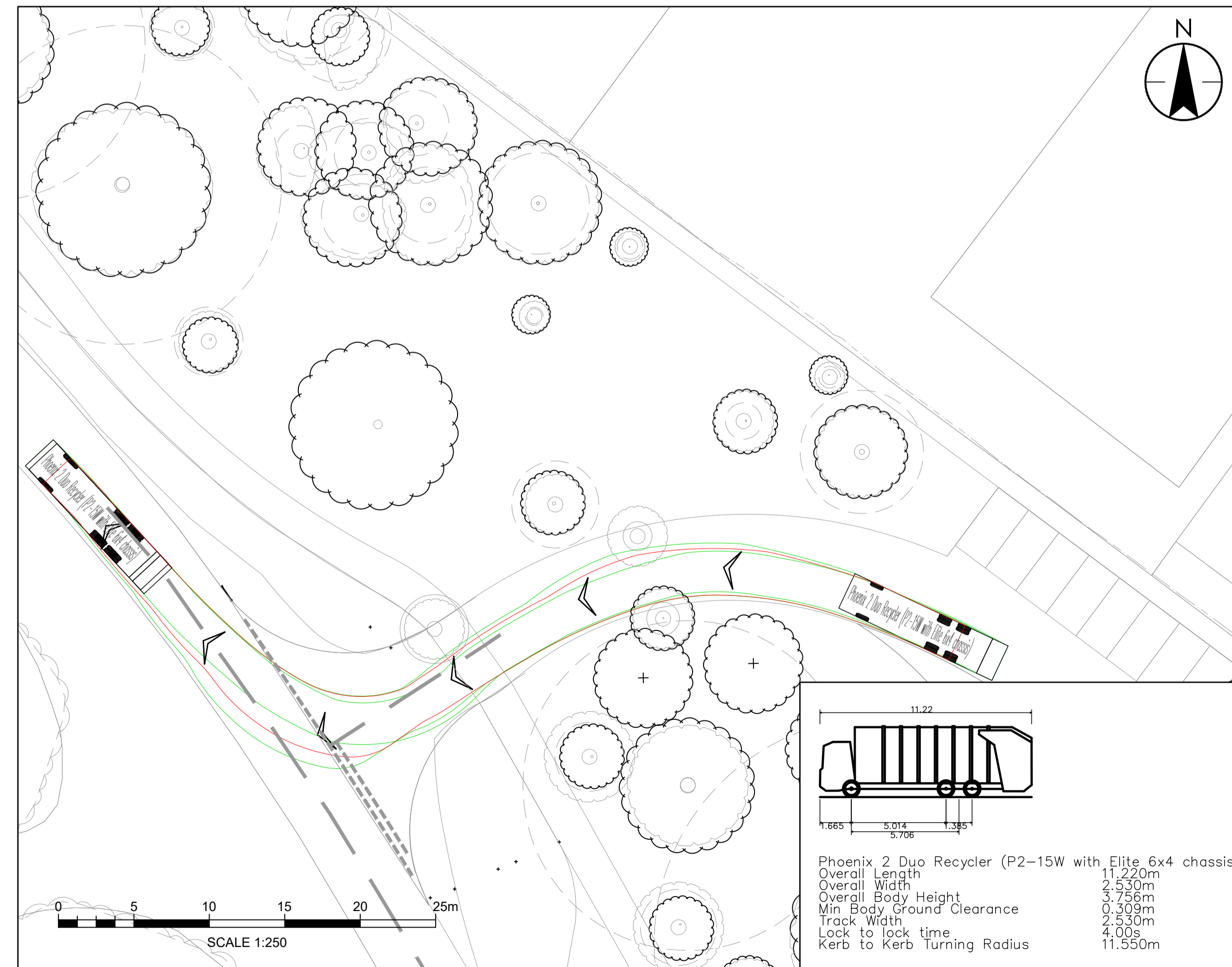
INBOUND SWEEP PATH
 10m RIGID VEHICLE



OUTBOUND SWEEP PATH
 10m RIGID VEHICLE



INBOUND SWEEP PATH
 LARGE REFUSE VEHICLE



OUTBOUND SWEEP PATH
 LARGE REFUSE VEHICLE

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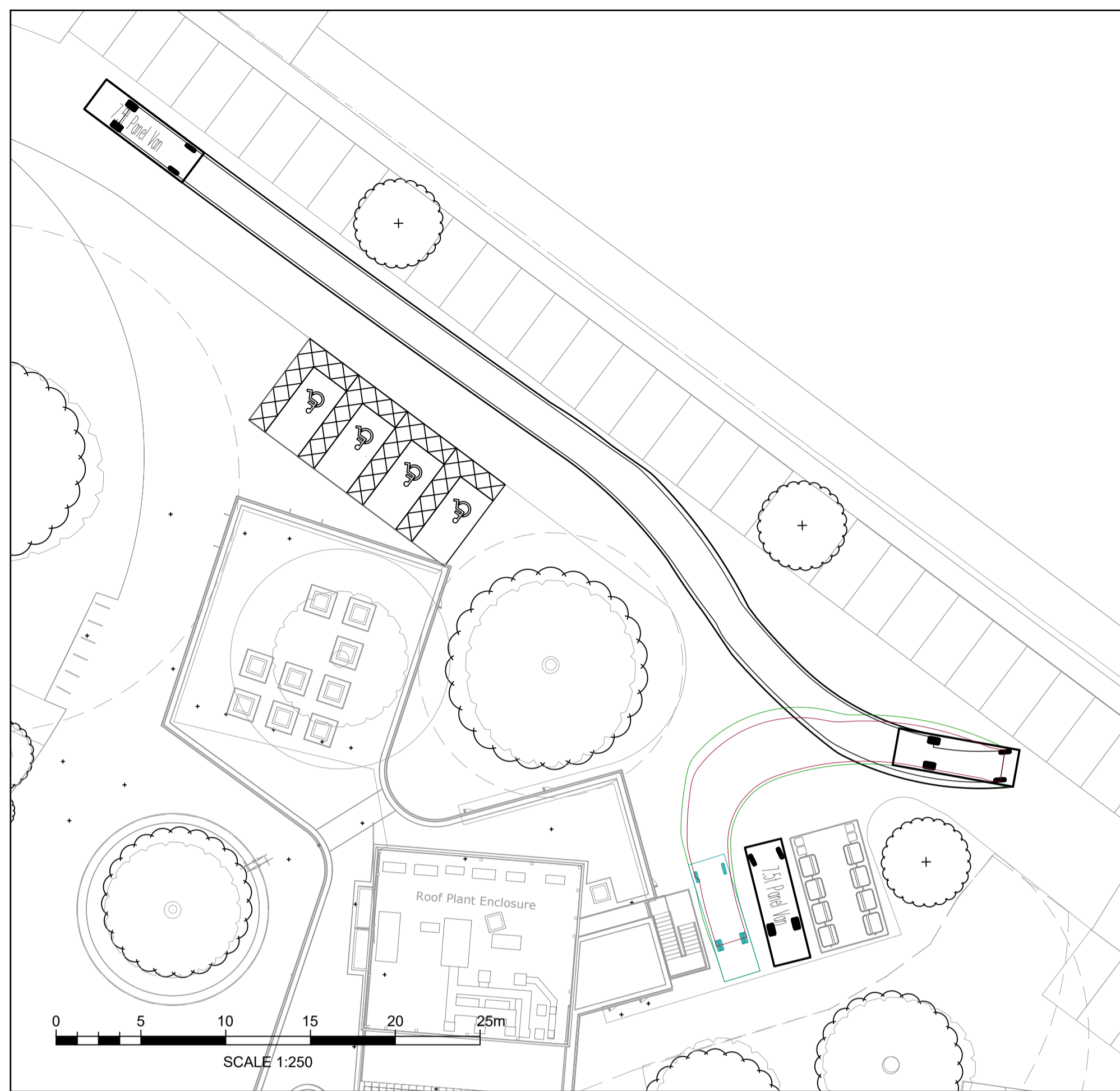
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THE ROYAL PARKS
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 RICHMOND PARK
 LONDON BOROUGH OF RICHMOND, UK

Title
PROPOSED SITE ACCESS
VEHICLE SWEEP PATH ANALYSIS

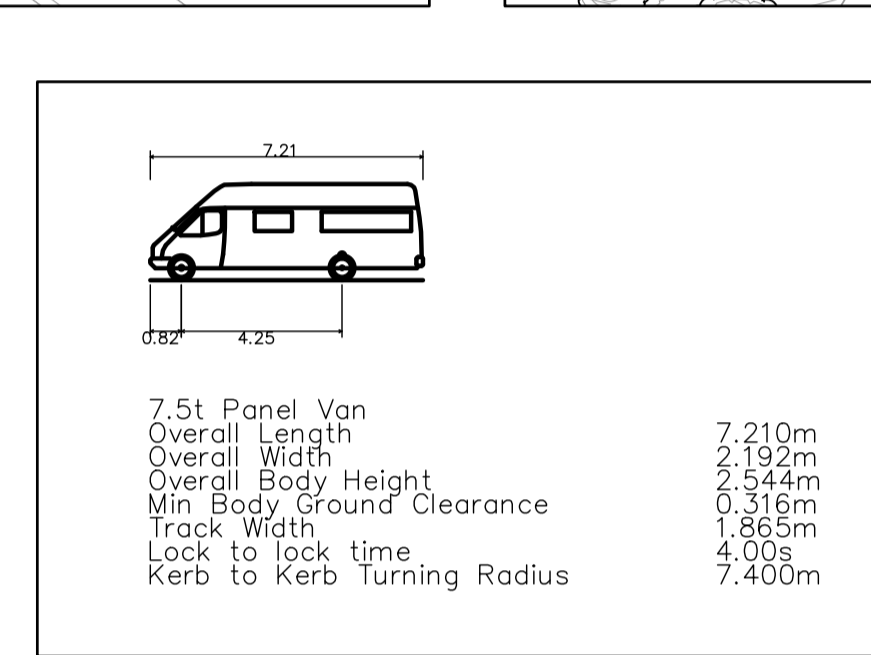
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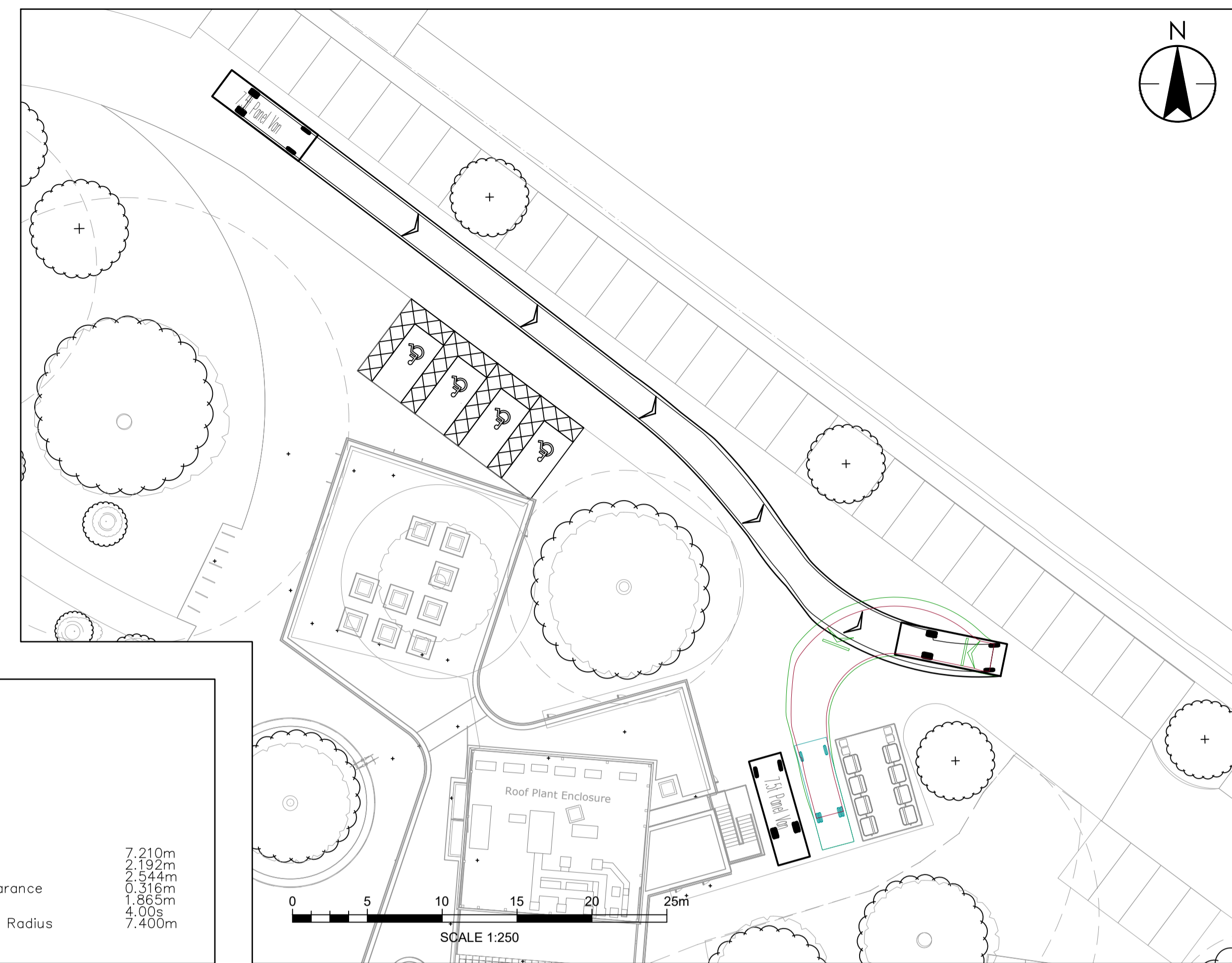
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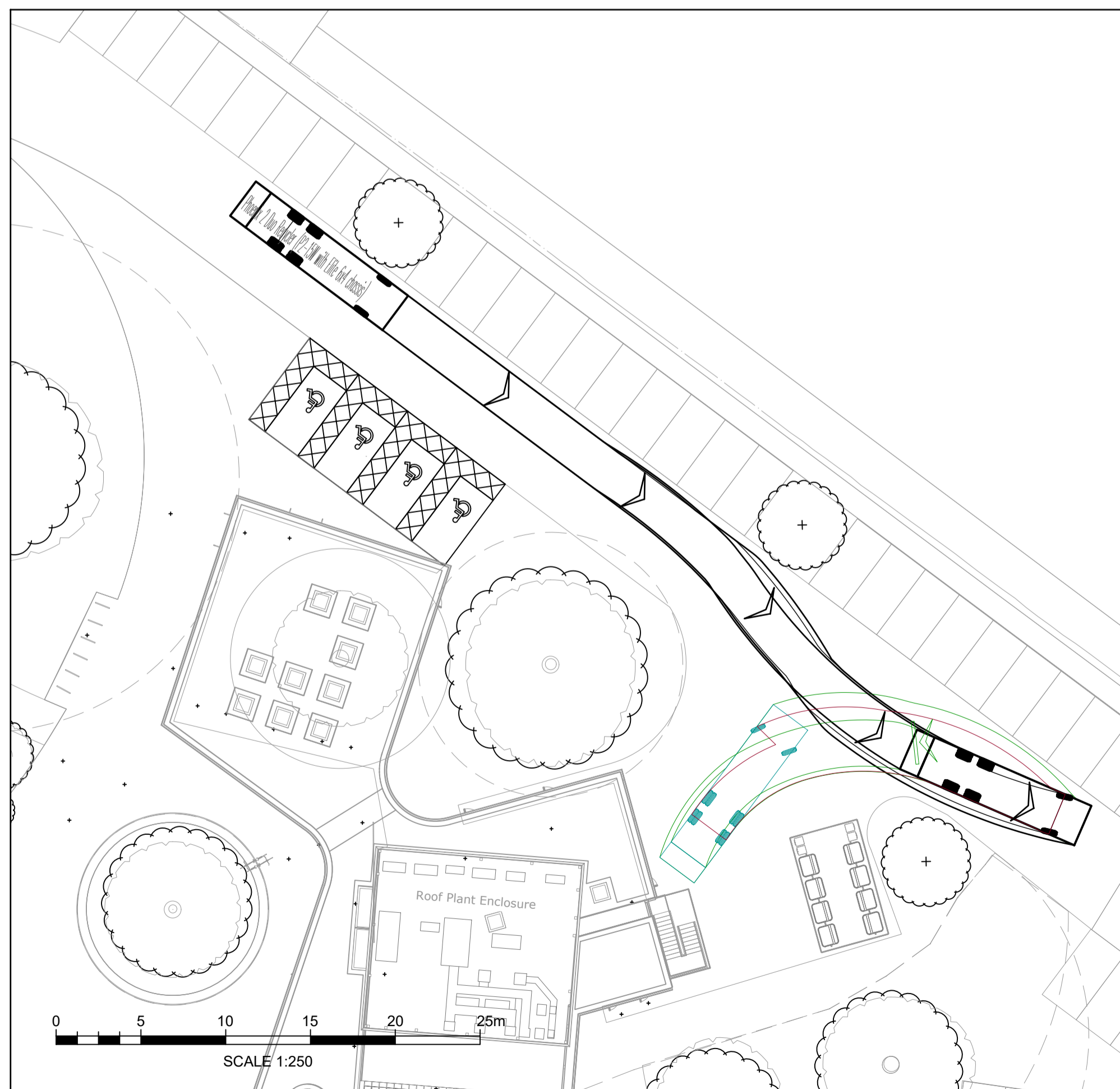
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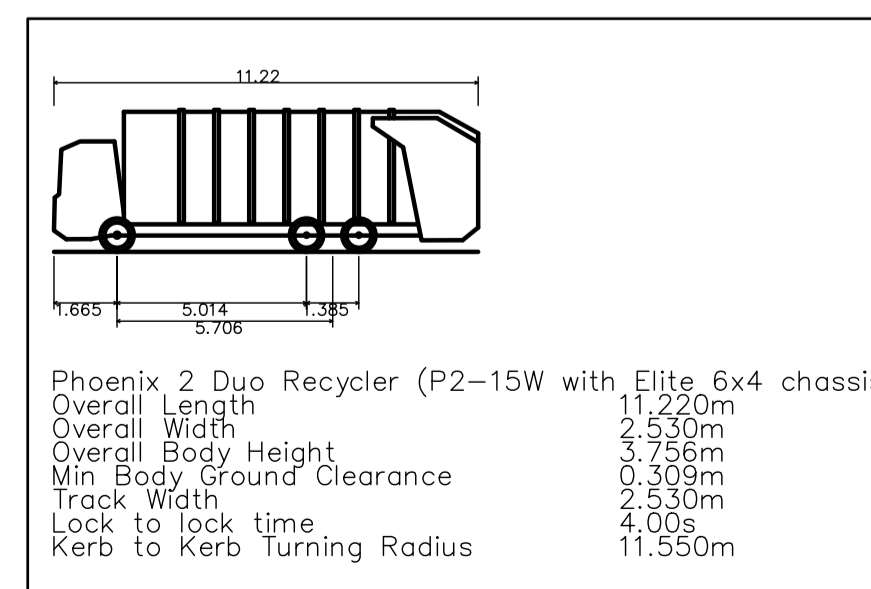
DELIVERY VEHICLE SWEEP PATH
 7.5t PANEL VAN



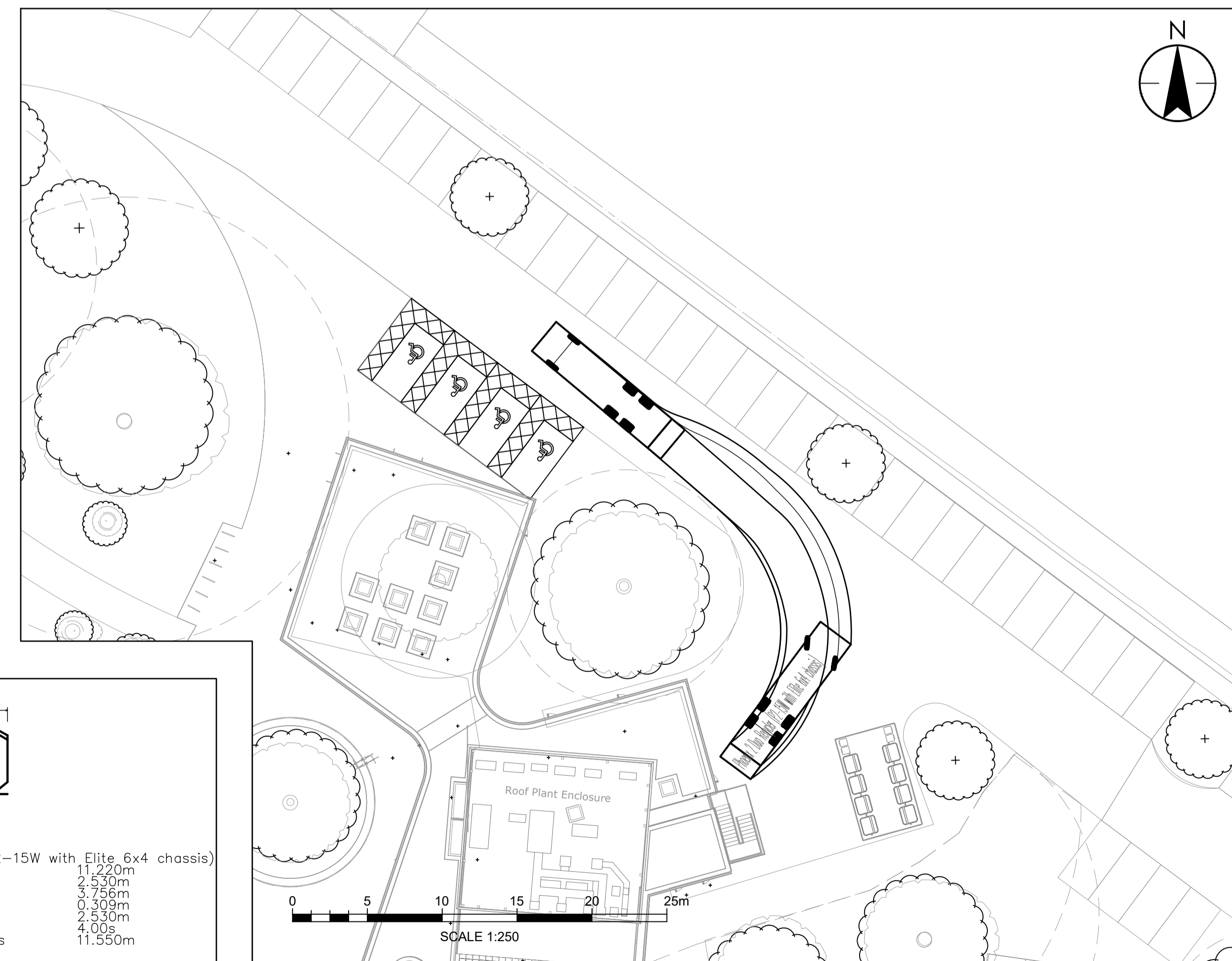
BAY #2



INBOUND



LARGE REFUSE VEHICLE SWEEP PATH
 PHOENIX 2 DUO RECYCLER



OUTBOUND

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