

DELIVERY AND SERVICING PLAN

<i>Project</i>	<i>Change of use from B8 storage to Class E [g] iii Light Industrial Processes with associated works</i>
<i>Site address</i>	<i>Units 3,4 and 5 Plough Lane, Teddington, TW11 9BN</i>
<i>Local Authority</i>	<i>London Borough of Richmond Upon Thames</i>
<i>Ref</i>	<i>22/2935/FUL</i>
<i>Date</i>	<i>19th September 2024</i>
<i>Version</i>	<i>1.1</i>
<i>Issue</i>	<i>For Planning</i>

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1. Document Control

Version	Issue date	Notes	Author	Checked
<i>P01</i>	<i>19/09/24</i>	<i>For Planning</i>		

2. Introduction

This Delivery and Servicing Plan (DSP) has been prepared by Dewhurst Consult on behalf of “The Client” to discharge Condition U0152311 attached to the Decision Notice issued pursuant to planning application ref. 22/2935/FUL, which was granted planning permission on 17 March 2023. The planning application description is as follows:

“Change of use from B8 storage to Class E [g] iii Light Industrial Processes with associated works.”

Condition U0152311 is worded as follows:

“Prior to the occupation of the development hereby approved, a delivery and servicing strategy shall be submitted to and agreed in writing by the Local Planning Authority. The scheme approved by the local planning authority shall be implemented at all times in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: To ensure a safe and convenient form of development with limited impact on local roads and to safeguard the amenities of nearby occupiers and the area generally.”

3. Policy Context

The National Planning Policy Framework (NPPF, December 2023) sets out at paragraph 116(d) that developments should ‘allow for the efficient delivery of goods, and access by service and emergency vehicles’.

London Borough of Richmond upon Thames (LBRuT) Transport Supplementary Planning Document (SPD), adopted in June 2020, states in Section 5 that ‘Delivery and Servicing Plans should be developed in accordance with the Local Plan and Transport for London guidance...’

The Transport for London (TfL) guidance document ‘Delivery and Servicing Plan Guidance (December 2020)’ sets out that DSPs can be implemented at any stage of a site’s lifespan and should act as a ‘living document’ which can be continually revised and updated as necessary. DSPs should cover: ‘the physical design and layout of the site, and how it provides adequate provision for delivery and servicing activity from day one; the day-to-day policies and measures which will be implemented so that deliveries and servicing are appropriately managed, and how the disruption and environmental impact of that activity locally will be minimised over time. It should set appropriate targets for continuous improvement; and it also sets out the forecast trip rates for the site.’

This DSP has therefore been prepared in accordance with the above policy and guidance framework, setting out a strategy to minimise the impact of delivery and servicing movements.

The DSP covers both deliveries and servicing in relation to the three consented light industrial units.

4. *Site Description and Consented Development*

SITE DESCRIPTION:

EXISTING SITE

The site is located on the southern side of Plough Lane and consists of three units within a row of eight storage units of varying sizes. The site can be accessed from Field Lane and is in close proximity to Teddington High Street. A site location plan is provided in **Appendix A**.

Plough Lane is a narrow private road accessed off Field Lane. There are no off-street parking spaces either within the site or allocated to it.

All deliveries and servicing, including refuse collection, will be undertaken from the kerbside on Field Lane.

ADJACENT HIGHWAY CONTEXT

Field Lane is a single carriageway road approximately 6.5m wide, which runs from High Street (A313) to Gomer Gardens. The road is provided with footways on both sides.

Street parking is available on Field Lane and nearby roads in designated bays. These are within a Controlled Parking Zone (CPZ) which is in effect 0830-1030am, Monday to Friday.

The carriageway on High Street (A313) is approximately 9.0m wide.

CONSENTED DEVELOPMENT

The site has planning permission for conversion of units 3, 4 and 5 from B8 storage to Class E [g] iii Light Industrial Processes.

Pedestrian and vehicle access to the site will continue to be taken from Field Lane. The site layout is shown in the ground floor plan attached in **Appendix B**.

As shown in the ground floor plan in **Appendix B**, a communal cycle store and communal refuse and recycling storage facilities will be provided on the western side of the building for the industrial unit

5. *Delivery and Servicing Arrangements*

All deliveries and servicing, including refuse collection, will be undertaken from the kerbside on Field Lane, the below paragraphs seek to describe the delivery and servicing arrangements in further detail.

SERVICING ARRANGEMENTS

Deliveries and servicing for the industrial units will primarily take place from Field Lane and vehicles will be able to pull into Plough Lane. The existing on-street controlled parking bays along Field Lane will also be used, if necessary, outside the hours of 0830-1030am.

Refuse collection for the industrial units will be carried out by a third-party waste contractor. The units will be serviced by the Council's waste collection vehicles once a week from Field Lane, in a similar manner to the other residential dwellings along Field Lane.

DELIVERY AND SERVICING TRIPS

It is anticipated that the proposed industrial units will require no more than 2 deliveries per day, typically, resulting in up to 6 vehicle movements (two-way). Deliveries will be carried out by local or regional suppliers using smaller rigid lorries and vans. Deliveries to the industrial units will be primarily carried out in the early morning, typically between 06:00 and 08:00.

It is considered that this level of servicing activity for the light industrial units can be accommodated primarily by pulling into Plough Lane whilst smaller vans could also use the on-street parking bays on Field Lane, except between 0830-1030am. Therefore, the expected servicing activity in relation to the light industrial units would not have any adverse impact on the local highway network.

DELIVERY ROUTES

Delivery routes are expected to direct back to the main road network by turning left at the end of Field Lane onto the A313 High Street and out to the A316 Great Chertsey Road. The regional routing and local routing plans are shown in **Fig.5-1 and Fig.5-2 below**.

Fig 5-1. Regional Routing Plan

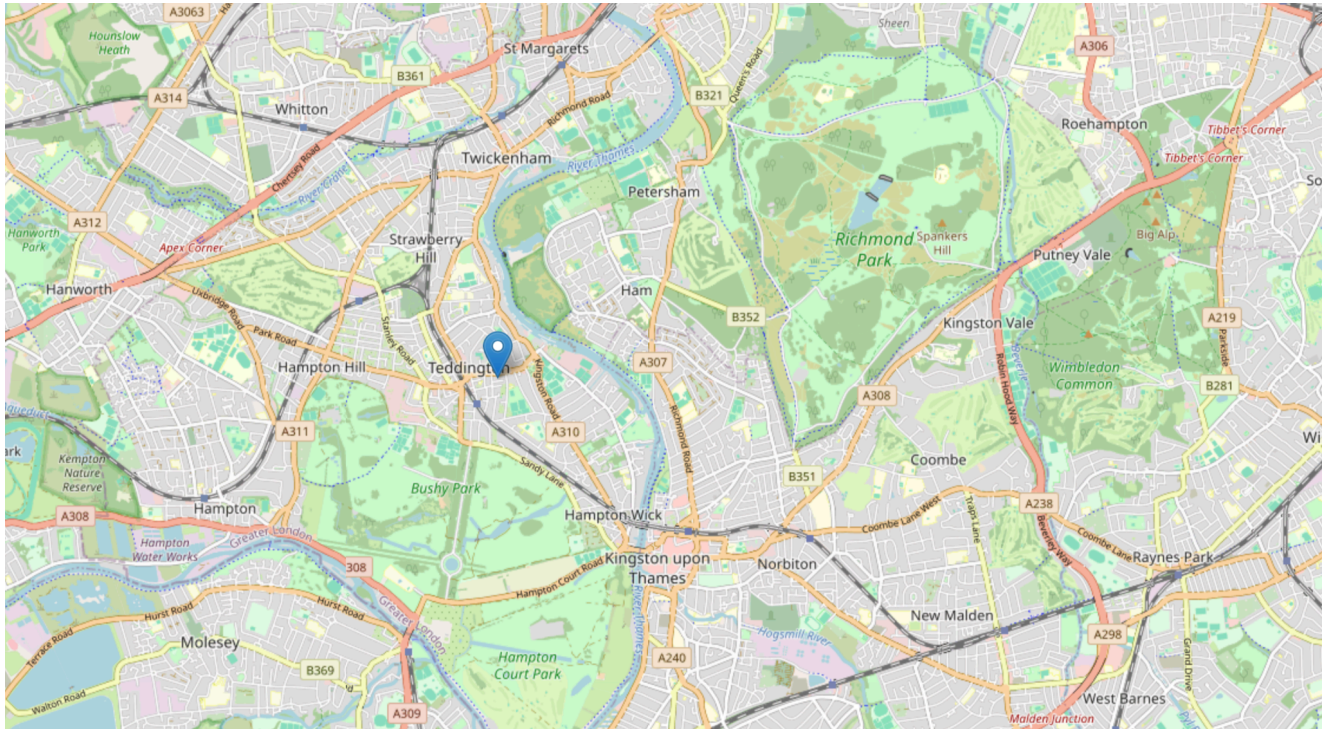
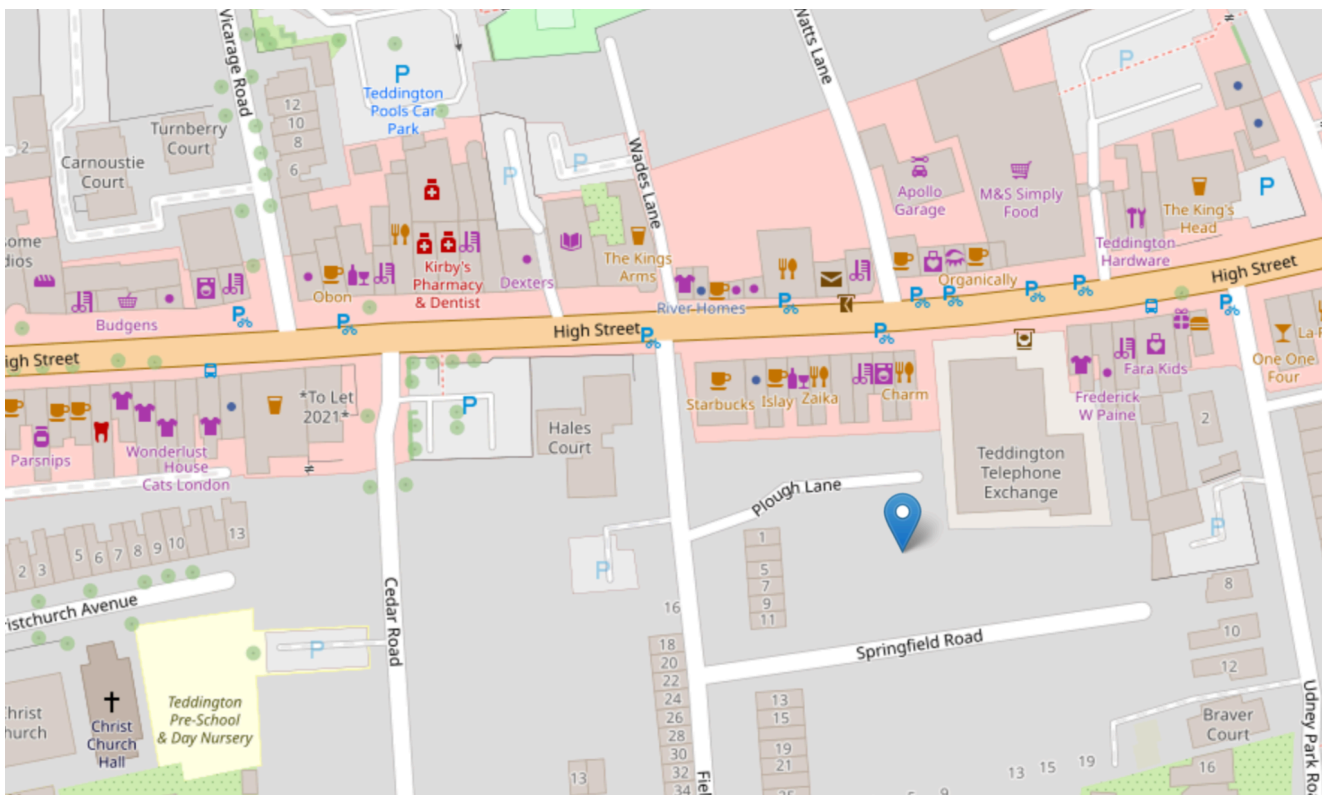


Fig 5-2. Local Routing Plan



6. Objectives and Measures

OBJECTIVES

The objective of this DSP is to minimise the impacts of delivery and servicing movements at the site.

MEASURES

To achieve the above objective, the following measures will be implemented:

- The occupiers of the units will be in regular contact with each other to ensure that deliveries for the light industrial units are not scheduled at similar times.
- Deliveries and servicing will be scheduled to be undertaken early in the morning, outside of peak hours, wherever possible.
- Vehicles will use the strategic road network wherever possible to minimise the impact of delivery and servicing trips on residential areas and sensitive locations, including schools.
- Occupiers will ensure that local suppliers are contracted to undertake deliveries and servicing wherever possible.
- Where possible, deliveries would be consolidated so as to reduce the number of vehicles serving the site.
- A delivery booking system will be implemented to reduce missed deliveries and the need to redeliver.
- Delivery vehicles will comply with the Direct Safety Standard and suppliers will be encouraged to join the Fleet Operator Recognition Scheme (FORS) and become accredited.
- The occupants of the units will continually review the deliveries and servicing at the site, as well as the effectiveness of the measures contained in this DSP.

7. Summary

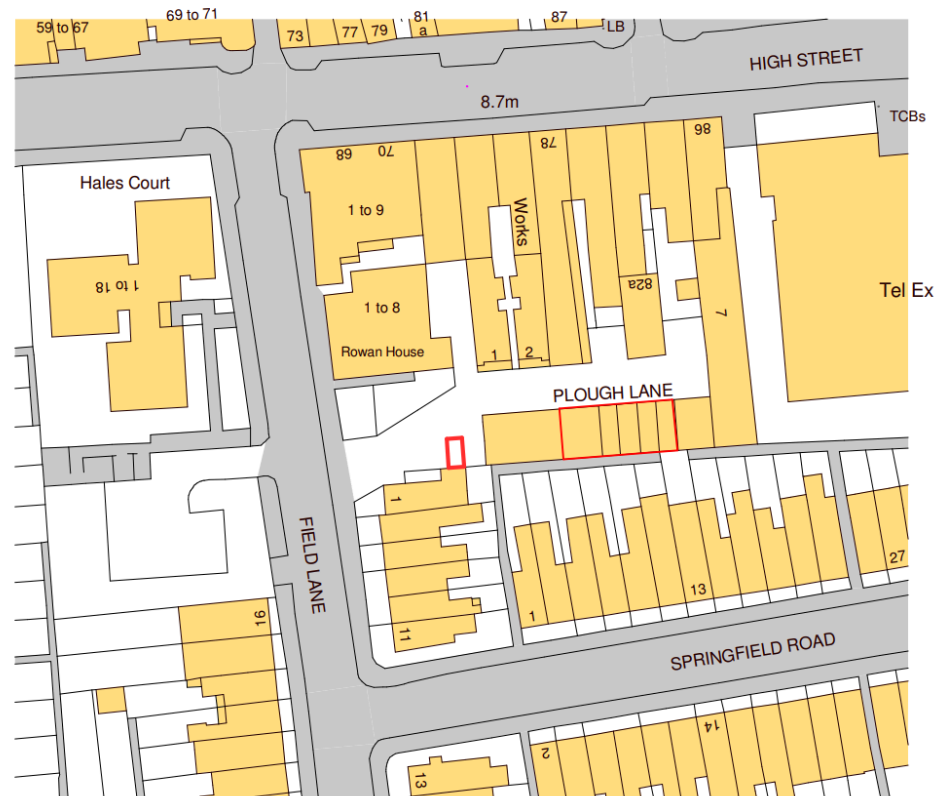
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The main points of this DSP are summarised as follows:

- Servicing for the light industrial units on site will take place from Field Lane. Deliveries of supplies to the units will be made early in the mornings in adherence to the existing restrictions in place and are not expected to have any material impact on the local highway network.
- A set of measures have been identified to assist in minimising the number of trips to and from the development, including promotion of off-peak deliveries to mitigate the impact of delivery and servicing trips on the local highway network.

This DSP includes a set of measures which will be implemented so that deliveries and servicing will be appropriately managed, thereby ensuring that the local disruption and environmental impact of that activity will be minimised. The DSP will be a living document that will be updated over time to reflect changes.

8. Appendix A Site Location Plan



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Location Plan

9. Appendix B Ground Floor Plan

