BRACKNELL DATA CENTRE

Delivery and Servicing Plan
20305B-RPS-XX-XX-RP-P-9732

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Bracknell Data Centre
Delivery and Servicing Plan
Final
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rpsgroup.com

Prepared by**:**

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1 INTRODUCTION

1.1 Purpose of the Report

1.1.1 This Delivery and Servicing Plan (DSP) has been prepared to support a planning application for the development of Land at Cain Road, Bracknell.

1.1.2 The application seeks full planning consent for a data centre building.

1.1.3 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park (see Figure 1). The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land.

1.1.4 The Application Site lies within the administrative area of Bracknell Forest Council (BFC).

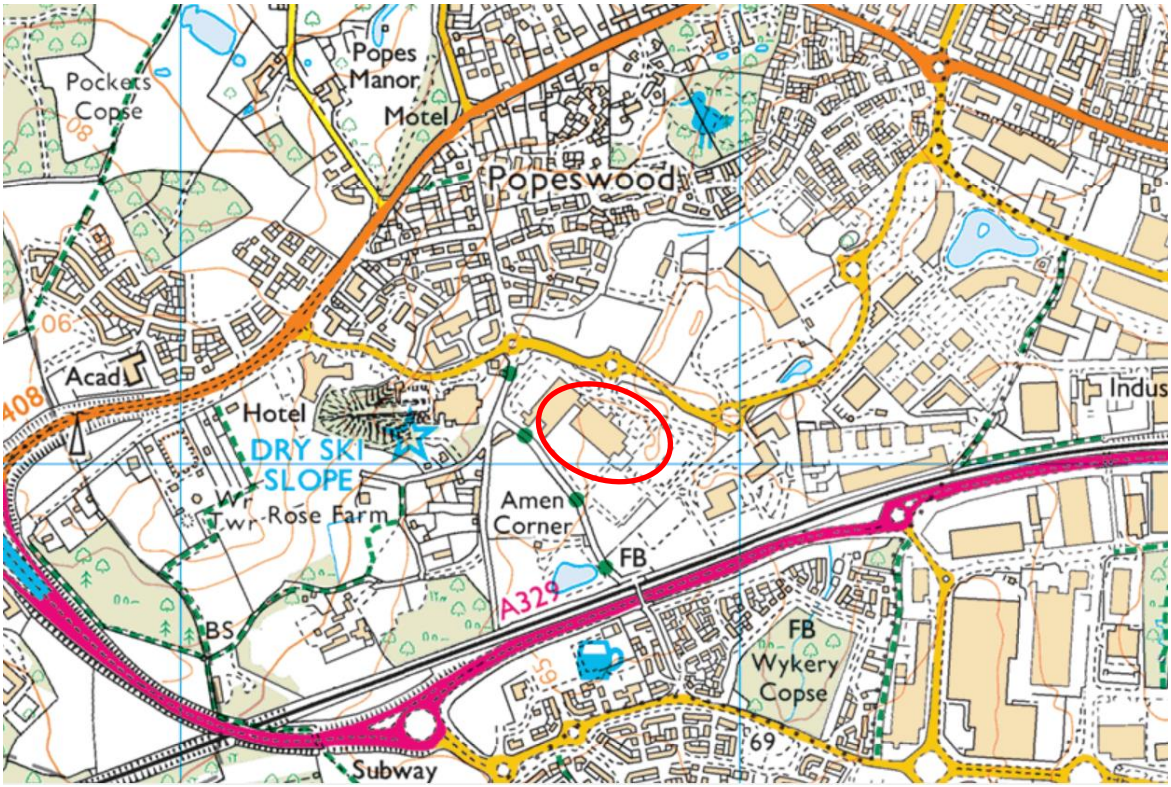

Figure 1: Site Location

1.1.5 There will be three vehicular accesses to the Application Site, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access.

1.1.6 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. A relocated emergency access will also be located on Beehive Road.

1.1.7 This is shown on the Application Site masterplan at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A**)**.

1.2 What is a Delivery and Servicing Plan?

1.2.1 A DSP details how deliveries and servicing will be undertaken and managed at a new or redeveloped site, or at existing sites to optimise and minimise the impacts associated with such movements. These are often submitted to accompany planning applications.

1.2.2 A DSP is a travel plan that aims to improve the sustainability of freight and servicing. They are produced jointly by suppliers, clients and the freight industry, and seek to reduce the number of deliveries required while ensuring remaining deliveries are made as safely as possible and in an environmentally friendly way. A DSP will also aid in reducing CO_2 emissions, congestion and road collisions by improving relationships between building operators and their supply chain.

1.2.3 The implementation of measures set out within a DSP will assist in minimising the number of trips made by freight; target deliveries during off peak periods; and promote the use of viable routes to mitigate the impact of servicing and deliveries on the local highway network.

1.3 Report Structure

1.3.1 The DSP is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Local Context and Access;
- Section 4 – Delivery and Servicing Strategy; and
- Section 5 – Supplier Contractual Obligations.

2 POLICY AND GUIDANCE CONTEXT

2.1.1 This section summarises the relevant national and local guidance from which the proposed delivery and servicing arrangements have evolved.

2.2 Planning Policy Context

National Planning Policy Framework (February 2019)

2.2.1 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, (MHCLG) 2019).

2.2.2 When considering development proposals, paragraph 108 of the guidance states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users.

2.2.3 Paragraph 110 states that within this context, applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles.

Bracknell Forest Council Freight Management Strategy

2.2.4 The Bracknell Forest Freight Management Strategy (undated) seeks to enable reliable freight transport between businesses, their supply chains and their customers and so make Bracknell an attractive location for business and employment.

2.2.5 The Management Strategy describes delivery service plans as similar to work place travel plans but focus more on freight and services.

2.2.6 The Management Strategy also outlines the key actions:

> *"Ensure that the design and layout of new development is appropriate and practical for the expected access needs of HGVs;*
>
> *Require construction travel plans on major development projects, with freight considerations and mitigations; and*
>
> *Use planning conditions to manage noise, time, route, access and size of vehicles for both construction and use of developments."*

2.3 Guidance

Transport for London: Delivery and Servicing Plans: Making Freight Work for You

2.3.1 Guidance on DSPs is limited, and Transport for London (TfL) are one of the only Local Highway Authorities (LHA) to produce comprehensive guidance on DSPs. The TfL document 'Delivery and Servicing Plans: Making Freight Work for You' provides guidance on preparing and implementing DSPs. The document states that DSPs can benefit any site that receives deliveries and servicing activity and will specifically help sites to:

> "*Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak; identify and promote areas where safe and legal loading can take place; select delivery companies who can demonstrate their commitment to following best practice – for example, the Freight Operator Recognition Scheme."*

2.3.2 The guidance recognises DSPs help to proactively manage deliveries to reduce the number of delivery and servicing trips, identify and promote areas where safe and legal loading can take place, and select delivery companies who can demonstrate their commitment to following best practice.

2.3.3 It sets out the benefits of a DSP, how to gather data and how to review and manage the supply chain. By completing an initial data collection exercise to better understand their current situation, the guidance gives the following benefits:

- save time and money;
- improve reliability;
- improve safety;
- reduce the impact on the environment;
- benefits to suppliers/freight operators; and
- benefits to local authorities and residents.

2.3.4 The guidance states that improvements can be made by:

- engaging facilities management to consider sustainable freight practices within the overall management of the building;
- working with procurement, suppliers and contracts management to embed sustainable freight practices within your procurement process;
- changing behaviour within a business, to reduce the frequency of stationery orders, for example co-ordinating and managing delivery and servicing activities more effectively;
- encouraging safe and lawful loading, by providing legal loading areas or by scheduling deliveries when it is safe and legal to do so; and
- adopting sustainable procurement practices.

2.3.5 All DSP related activity should be captured in a central DSP document.

3 LOCAL CONTEXT AND ACCESS

3.1 Introduction

3.1.1 This section of the DSP provides a description of the existing conditions, the surrounding highway network and the existing waste collection arrangements employed at the Application Site. It also describes the operational access arrangements.

3.2 Site Description and Location

3.2.1 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land (former golf course, part of a mixed use allocation).

3.3 Highway Network

3.3.1 The Application Site will be accessed through two existing access points from Cain Road, which forms the northern boundary of the site. Both points provide access for vehicles, pedestrians and cyclists. At present, the south-eastern access is not in use. A further emergency access point is provided off Beehive Road.

3.3.2 Cain Road is a single carriageway road with a 40mph speed limit and no parking restrictions. Street lighting is provided on both sides of the carriageway. There is a footway on both sides of the carriageway running for the length of Cain Road.

3.3.3 Cain Road routes from a four-arm roundabout with John Nike Way at its western end, to a four-arm roundabout with Western Road at its eastern end. Cain Road provides access to the Western Industrial Area to the east of the Application Site.

3.3.4 To the west of the Application Site, Cain Road provides access to the London Road (B3408), via John Nike Way. The London Road provides access to Wokingham and the A329(M), which in turn links to the M4 and Reading to the north.

3.3.5 Eastwards from the Application Site, Cain Road provides access to Western Road, which in turn provides access to Bracknell town centre and to both the A329 and the A322. The A322 provides access to the M3 to the south.

3.4 Development Proposals

3.4.1 The proposals are for a data centre building, with associated office administration areas, emergency generators and emission stacks, diesel tanks and filling area, electrical switchroom, a water sprinkler pump room and storage tank, a gate house / security building, site access, internal access roads, drainage infrastructure and hard and soft landscaping.

3.4.2 There will be three vehicular accesses to the Application Site, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access.

3.4.3 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. A relocated emergency access will also be located on Beehive Road.

3.4.4 The site layout and access has been designed to accommodate an articulated HGV for deliveries and allow a refuse vehicle to manoeuvre within the Application Site.

3.5 Summary

3.5.1 This section provides an overview of the existing site context regarding the local highway network from which the proposed servicing / delivery route and arrangements will be taken.

4 DELIVERY AND SERVICING STRATEGY

4.1.1 The objective of this DSP is to develop through the planning process a document that will seek to support a sustainable and well managed development with regards to deliveries and servicing. This report has been produced in accordance with the guidance documents and best practice, and BFC local policy / requirements.

4.1.2 This DSP will seek to achieve the following objectives:

- demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
- identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- improve the reliability of deliveries to and collections from the Application Site; and
- reduce the impact of freight activity on the local highway network and the environment.

4.2 Servicing and Delivery Trips

4.2.1 During operation, there will typically be six HGVs arriving and departing per day.

4.2.2 There will also be up to 13 external staff / maintenance staff / visitors as part of standard operations of the data centre. It should be noted that whilst a maximum of up to 13 external staff / maintenance staff / visitors may attend the data centre on a given day this would be a seldom occurrence, with typically 5 external staff / maintenance staff / visitors per day.

4.2.3 Maintenance staff will consist of staff conducting routine inspections and checks, and staff will most likely arrive and depart from the Application Site within an hour or two, early in the day. Maintenance vehicles will consist of cars and light goods vehicles (LGVs).

4.3 Refuse and Recycling Collection

4.3.1 Refuse and recycling collection will be undertaken from a ground floor level collection point. A suitable dropped kerb will be included in the design to allow bins to be safely transitioned from the collection points to road level at the rear of the collection vehicle.

4.3.2 Refuse vehicles will access the Application Site in forward gear. The vehicle will then exit in a forward gear once collection has been undertaken.

4.3.3 The collection of bins will occur via the operational vehicular entrance taken from Cain Road. The site layout has been designed to accommodate the manoeuvre of articulated HGVs within the Application Site, and a refuse vehicle will be able to navigate through the Application Site to the refuse collection point.

4.3.4 In order to reduce the time spent on site by refuse collectors, the waste bins will be pre-positioned at ground floor level ready for collection. The building manager will liaise with the refuse collection operator to confirm the time period within which refuse and recycling collection would take place.

4.3.5 The proposals provide for a waste and recycling strategy that accords with the BFC guidance in terms of storage and collection. It is also noted that the proposed strategy will co-ordinate the collections and minimise the time refuse vehicles will remain on the Application Site.

4.4 Proposed Delivery / Servicing Route

4.4.1 Servicing and deliveries associated with the operation of the data centres will primarily comprise of refuse vehicles and deliveries. All deliveries and servicing will be pre-booked in advance. Where

possible, deliveries and servicing should be undertaken during off peak hours where feasible to ensure that the impact on the local highway network is minimised.

4.4.2 When two or more HGVs are on site on the same day, delivery and servicing vehicles will be scheduled to, where possible, be staggered to minimise the impact of deliveries on the local highway network.

4.4.3 All regular delivery and servicing vehicles will access the Application Site from Cain Road via the operational access, the north western vehicular access along the northern boundary of the Application Site. The Application site will include a controlled access enclosure involving a series of secure barriers, electronic bi-fold gates and an intercom system linked to the Security Gatehouse The gatehouse will be manned 24 hours a day: upon entry all delivery and service vehicles will be directed to the appropriate location on the Application Site.

4.4.4 Upon arriving at the Application Site, delivery vehicles will arrive from Cain Road through the proposed operational access and proceed towards the gatehouse where there are two lanes for incoming vehicles. They will either continue into the Application Site or if rejected at the gatehouse, for either operational reasons or on security grounds, will reverse and turn (within the Application Site) using the turning area located to the north of the gatehouse. Vehicles will then be able to turn and exit onto the highway. Any reversing and turning of rejected vehicle would occur off the highway.

4.4.5 It is envisaged that delivery vehicles arriving / departing to / from the Application Site will route from the A329 and access the Application Site from the west, via Cain Road, John Nike Way and the B3408 London Road. Some delivery vehicles may use alternative routes if their origin / destination is in the local area to the Application Site.

4.5 Measures

4.5.1 Details are provided of measures for reducing the number of trips required for servicing and deliveries to the Application Site. These have been worked up from available guidance documents and will ensure the development contributes towards sustainable freight deliveries.

4.5.2 The available guidance states that less frequent visits by companies that deliver to and / or collect from a business means that fewer journeys, and therefore less mileage and CO_2, will be associated with the Application Site.

4.5.3 In order to reduce the number of goods vehicles visiting the Application Site, the following measures will be considered:

- appropriate interior design to allow the provision of suitable storage space, to maximise the size of deliveries;
- awareness of all vehicle activity associated with the procurement process, its impacts and appropriate measures to reduce it, to optimise the delivery process;
- commitment to safer, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme, such as Fleet Operator Recognition Scheme;
- move deliveries outside of peak and normal commuting hours, and provide onsite staff to receive the deliveries;
- implement a vehicle booking / management system, which will manage deliveries away from peak hours and minimise congestion by giving each delivery a timeslot;
- establish a central ordering system, where feasible, to reduce the likelihood of different suppliers being used for the same products, or of numerous orders being made to the same company;

- ongoing review of delivery and collection frequencies; and
- ensuring that local suppliers are considered where feasible and cost effective.

4.6 Summary

4.6.1 The proposed data centre is not expected to have a significant number of daily servicing and delivery trips. The proposed delivery route has been devised to minimise the impact of the development on the local highway network. A number of measures will be implemented to further minimise the impact on the local highway network.

5 SUPPLIER CONTRACTUAL OBLIGATIONS

5.1.1 Contracts with relevant suppliers will be reviewed and monitored on a regular basis to ensure that they are contributing towards reducing the number of freight trips.

6 REFERENCES

Ministry of Housing, Communities and Local Government, 2019. National Planning Policy Framework (NPPF)

Bracknell Forest Council, 2011. Bracknell Local Transport Plan 3 2011-2026: Bracknell Freight Strategy

Bracknell Forest Council, (undated). Bracknell Freight Management Strategy

Transport for London, 2011. Delivery and Servicing Plans: Making Freight Work for You

APPENDICES

Appendix A

Site Masterplan

Site Furniture

Entrance Canopy (Image shown for illustration)

Length: 4.9m
Width: 5.1m
Height: 3.0m
Finish: PPC powder coated steel
Colour: Anthracite (RAL 7016)

Smoking Shelter (Image shown for illustration)

Length: 3.135m
Width: 1.540m
Height: 2.25m
Finish: PPC powder coated steel
Colour: Anthracite (RAL 7016)

Security Kiosk (Image shown for illustration)

Length:1.9m
Width: 1.2m
Height:2.25m
Finish: Plastic coated steel
Colour: Grey

Cycle Shelter (Image shown for illustration)
Capacity: 10 cycles

Length:5m
Width: 2.75m
Height: 2.66m
Finish: PPC powder coated steel
Colour: Anthracite (RAL 7016)

Bin Store (Image shown for illustration)

Length: 3.5m
Width: 4.3m
Height: 2.4m
Finish: Treated softwood timber fence with double gate
Colour: Natural

Building Dimensions

	Length	Width	Height	Total Area (GEA)		Drawing references
Data Centre	139.2m	67.4m	12.2m	8,892m²	Breakdown	20305B-RPS-01-XX-DR-A-9515 20305B-RPS-01-XX-DR-A-9516 20305B-RPS-01-XX-DR-A-9515 20305B-RPS-01-XX-DR-A-9521 20305B-RPS-01-XX-DR-A-9522
					Office and Personnel Space: 1,425m²	
					Technical Space: 7,267m²	

Ancillary Structures

Water Tanks	6.1m Ø	n/a	10.9m	50m²	20305B-RPS-01-XX-DR-A-9515 20305B-RPS-01-XX-DR-A-9522
Sprinkler Tank	11.0m Ø	n/a	5.8m	95m²	20305B-RPS-02-XX-DR-A-9542
Pumphouse	9.7m	8.7m	4.8m	85m²	20305B-RPS-03-XX-DR-A-9542
Gatehouse	10.4m	8.2m	5.4m	85m²	20305B-RPS-03-XX-DR-A-9540 20305B-RPS-03-XX-DR-A-9546
MV Room	13.0m	16.6m	6.9m	216m²	20305B-RPS-04-XX-DR-A-9544
Fuel Tank	9.5m	7.5m	4.7m	72 m²	20305B-RPS-05-XX-DR-A-9543
Temporary MV Building	16.6m	12.1m	5.6m	199m²	20305B-RPS-40-XX-DR-A-9546
Permanent Utility MV Building	16.1m	9.6m	5.6m	165m²	20305B-RPS-50-XX-DR-A-9545
Permanent Occupier MV Building	17.1m	12.4m	5.6m	230m²	20305B-RPS-50-XX-DR-A-9545
Transformers	17.0m	6.9m	4.6m	124m²	20305B-RPS-50-XX-DR-A-9545

NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. Aerial imagery (c) Google 2021

10m SCALE 1:1000

Key

- Development boundary
- Outer perimeter fence
- Inner perimeter fence
- Existing tree to be retained
- Additional trees to be planted

Rev	Description	By	Ckd	Date
P01	Planning Issue	LTS	KF	15.02.21

MAKING COMPLEX EASY

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Client

Project: Bracknell Data Centre

Title: Master Site Plan

Status	Scale	Date Created
Preliminary	1:1000@A1	15.02.21

Task Team Manager	Information Author	Task Information Manager
KF	LTS	KF

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