

Pocket Living

2-10 Ossory Road Delivery and Servicing Management Plan

September 2021

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31123/AC/0016_B Position of refuse collection vehicle

1 INTRODUCTION

- 1.1.1 Transport Planning Practice (TPP) has been appointed by Pocket Living to prepare a Delivery and Servicing Management Plan (DSP) for the Ossory Road development in the London Borough of Southwark. This DSP has been prepared in support of the planning application.
- 1.1.2 The application site comprises an online retail company. The site is bound to the north by a residential block, to the east by an Asda Superstore and the south and west by industrial units.
- 1.1.3 The site has a PTAL rating of 4, indicating a 'good' accessibility to public transport. The site is located within proximity to South Bermondsey Station and numerous bus stops.
- 1.1.4 The development is located in the Old Kent Road Area Action Plan (AAP) which aims to enhance pedestrian and cycling opportunities in the area and seeks car free development and intensification. A CPZ is expected to be introduced onto Ossory Road, removing unrestricted parking.

1.2 Proposed development

- 1.2.1 The development proposals comprise the following:

"Redevelopment for the erection of a part one, part ten and part eleven storey building comprising up to 421sqm of Class E floorspace at ground floor and up to 117 homes (Class C3). Provision of ancillary plant, amenity spaces, cycles and refuse stores."

- 1.2.2 The proposals will not provide any car parking in line with the aspirations of the Old Kent Road AAP. Delivery and servicing, including refuse collection will take place on-street along the sites frontage on Ossory Road.

1.3 Report purpose

- 1.3.1 A DSP is used to inform the local and regional authorities of the intent of the applicant in managing the delivery and servicing to and from the proposed development in order to minimise the impact of the delivery and servicing trips on the surrounding local highway network.

2 DELIVERY AND SERVICING PLAN OBJECTIVES

2.1.1 The objective of this DSP is to develop through the planning process a document which will seek to support sustainable and well managed development with regards to delivery and servicing. This DSP has been prepared within the context of the guidance provided within the London Fright Plan and TfL's best practice guidance.

2.1.2 This DSP will therefore 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 the site.
- Reduce the operating costs to building occupants and freight companies.
- Reduce the impact of freight activity on local residents and the environment.

3 DELIVERY AND SERVICING PROPOSALS

- 3.1.1 It is expected that delivery and servicing for the proposed residential and light industrial uses will be undertaken on-street along the sites frontage on Ossory Road. Refuse vehicles will also stop on-street along Ossory Road. A swept path of a refuse collection vehicle, which is the largest vehicle expected to stop at the site regularly stop along Ossory Road is shown in Drawing 31123/AC/016_B.
- 3.1.2 Waiting restrictions in the form of single/double yellow lines along the sites frontage or a loading bay could be introduced to allow unimpeded delivery and servicing activity along the sites frontage. In addition, the Old Kent Road AAP seeks intensification of the area and will remove the unrestricted parking along Ossory Road.

3.2 Refuse storage and collection

- 3.2.1 Collection of residential waste will be undertaken by LBS's waste collection team. Residential refuse will be segregated into residual waste and dry recyclable waste in accordance with best practice and policy requirements.
- 3.2.2 The residential bin store location is shown in Drawing 31123/AC/016_B. The bin store is located within 10m of the collection point on Ossory Road and the bins will be wheeled to the back of the refuse vehicles by the council's refuse and recycling team as part of their existing rounds.
- 3.2.3 Collection for the light industrial waste will be undertaken by private waste contractors. The waste generated by the light industrial element of the site will be stored in a dedicated bin store and will be segregated into residual waste and recyclable waste. The private waste contractor will also stop on-street along the site's Ossory Road frontage.

3.3 Delivery and goods trip generation

Residential use

- 3.3.1 The servicing demand of the residential units has been based on servicing surveys on four weekdays at a residential scheme in Victoria, London. The trips recorded include the delivery of goods and also contractors undertaking work at the development. The daily servicing trip rate derived from the survey averaged 0.09 trips per unit. These were spread throughout the day between 07:30 and

19:00 with no discernible peak period. The split of the vehicle types used for servicing were:

- 3% by motorcycle
- 80% by car or van
- 10% by small rigid
- 4% by large rigid
- 3% by PT, cycle or walking modes

3.3.2 Based on the modal split, the 117 residential homes are expected to generate a total of circa 10-11 deliveries between 07:30 and 19:00, which would generate 20-22 vehicle movements. Of these 10-11 deliveries, 8-9 are expected to be undertaken by car or van with the rest by various different servicing modes. The proposed deliveries above would equate to an average of circa 1 delivery per hour between 07:30-19:00.

3.3.3 The trip rates obtained from the residential scheme in Victoria are considered to be robust and suitable to estimate deliveries associated with the residential element of the proposed development. The residential scheme in Victoria comprises a mix of 1, 2 and 3 bedroom apartments, with the average number of bedrooms being above 2 which is likely to result in a higher demand for deliveries than the residential element of the proposed development that only comprises 1 bedroom apartments.

Light industrial use

3.3.4 The servicing demand for the proposed 421sqm light industrial use is expected to be low with on average no more than 2-3 deliveries a day (4-6 trips) for most potential occupiers. However, the exact number of deliveries will be dependent on the nature of the business occupying the unit.

3.3.5 Based on the above, the overall development would result in a total of 12-14 servicing visits or deliveries a day. This will generate 24-28 delivery and servicing trips per day, of which the majority will be by panel vans or Luton vans.

3.4 Access for emergency vehicles

3.4.1 Emergency vehicles will be able to stop along the frontage of the development on Ossory Road, which is a short distance from Old Kent Road.

4 DELIVERY AND SERVICING PLAN MEASURES

4.1.1 This chapter outlines the overarching measures and initiatives included within the DSP which are applicable to the proposed development site.

4.1.2 This DSP aims to ensure that servicing of the development can be carried out efficiently and mitigate any negative impacts on the local residents, highway network and the environment.

4.1.3 In accordance with TfL's best practice guidance the proposed delivery and servicing management and initiatives have been grouped into the following areas:

- Design.
- Procurement Strategy.
- Operational Efficiency.
- Waste Management.
- Road Trip Reduction.

4.2 Design

4.2.1 The London Freight Plan recognises that good design can minimise disturbance for residents at, or on-route to the site and the impact of servicing upon the surrounding highway network. The specific design related measures implemented as part of the development are set out in the following paragraphs.

Servicing facilities

4.2.2 Majority of deliveries and servicing trips generated by the residential and light industrial elements of the proposals will be carried out by Transit or Luton type vans and on-street along the sites frontage on Ossory Road. Refuse collection will also take place on-street.

Servicing restrictions

4.2.3 The largest vehicle types that are reasonably expected to deliver and service the proposed development is as follows:

- 10m Rigid HGV (Width 2.5m; Length 10m; Height 3.7m)
- Refuse vehicle (Width 2.5m; Length 10.9m; Height 3.7m)

4.2.4 The surrounding residential, employment and industrial uses around the site are served by these vehicles, and the additional low level of servicing trips expected to be generated by the development proposals by such vehicles are not expected to have a perceptible impact on the existing operation of the highway network surrounding the development. Any abnormal/overweight vehicles would need to be specifically assessed for appropriate means of accessing the site and any essential mitigation that way be required. These will be treated as exceptional circumstances.

Security measures

4.2.5 Activities would be monitored by CCTV surveillance to ensure that deliveries and servicing are being undertake in a safe and secure manner and at the agreed times.

Accommodating special deliveries

4.2.6 Any special deliveries to the site, such as plot maintenance vehicles will need to be pre-arranged. The delivery time and duration will be agreed with the proposed development management to minimise the impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries wherever possible.

Freight Operator Recognition Scheme

4.2.7 The proposed development management will be encouraged to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). Full details of the benefits associated with FORS can be found at: <https://www.fors-online.org.uk/cms/>

Consolidation of suppliers

4.2.8 Residents and occupiers of the light industrial units will be encouraged to increase walking and cycling which could include sourcing everyday items from local shops in order to contribute towards reducing the number of deliveries to the site.

4.3 Operational efficiency

Communication of delivery procedures

- 4.3.1 The delivery procedures in operation on the site will be communicated to residents and occupiers of the light industrial elements upon occupation. Freight operators will be able to contact the proposed development management prior to arriving at the site so that they can be informed of the site arrangements for deliveries and any procedures they should undertake to deliver goods and services to the site safely and efficiently.

Moving in/out arrangement

- 4.3.2 The moving in/out process will be managed by residents liaising with the site management company. Residents will be advised not to arrange for delivery vehicles to arrive/leave during weekday morning and evening peak traffic hours.

Out of hours deliveries

- 4.3.3 The design of the site is such that care will need to be taken for managing and permitting out of hour's deliveries, taking a cognisance of the mixed residential/light industrial nature of the site.

Training requirements and responsibility

- 4.3.4 The proposed development management will be responsible for all of their site-based staff to receive appropriate training related to the process and procedures in operation on the site.

4.4 Waste Management

Waste reduction, storage and removal measures

- 4.4.1 Guidance contained within the London Freight Plan identifies that development should provide sufficient facilities for storage and collection of segregated waste.
- 4.4.2 The proposed development will provide waste storage for the residential units in communal stores with waste segregated into general waste and dry recyclables. A separate waste store will be provided for the light industrial element which will also provide segregated waste storage for general and dry recyclables waste.

Refuse collection procedures

- 4.4.3 On refuse collection days, residential refuse collection will be undertaken as set out in Section 3 of this document. The waste generated by the light industrial element can be collected by private contractors or an agreement with Southwark can be reached to collect the commercial waste. The scheme design and waste storage provision allows for both scenarios to be adopted.
- 4.4.4 Refuse collection will be undertaken outside of the peak hours where possible, with the specific collection times being arranged with the local authority to minimise impacts upon the uses within the site.

4.5 Road Trip Reduction

Delivery and servicing vehicle requirements

- 4.5.1 The number of delivery and servicing trips has been considered earlier on in this document in Section 3. It is predicted that there will be a total of 12-14 delivery and servicing trips (24-28 total trips) generated by the site on a daily basis for the overall development. This includes trips associated with postal deliveries, online grocery shopping deliveries, occasional courier deliveries and stock movement associated with the light industrial use. The majority of these trips are expected to be carried out by LGV's. All delivery and servicing associated with the development will stop on-street along Ossory Road.

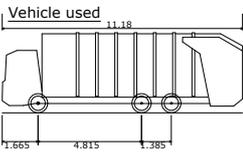
Encouraging deliveries by sustainable modes

- 4.5.2 Residential and light industrial occupiers of the site will be encouraged to use suppliers who are affiliated to the FORS and operating green fleets complying with the emission standards set out by the London Emission Zones. In so doing, this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

5 SUMMARY AND CONCLUSION

- 5.1.1 Transport Planning Practice (TPP) has been commissioned by Pocket Living to provide transport planning advice to support the proposed mixed use, residential led development at 2-10 Ossory Road, London Borough of Southwark.
- 5.1.2 This DSP has been prepared to accompany a planning application and aims to minimise the impact of delivery and servicing trips on the surrounding highway network. Section 3 sets out the proposed servicing arrangement which involves delivery and servicing vehicles stopping on-street along the sites frontage on Ossory Road.
- 5.1.3 A servicing and trip generation assessment has been undertaken for the proposed development. The proposed development is expected to generate a total of 12-14 servicing visits and deliveries a day and is expected to have a negligible impact on the surrounding highway network.
- 5.1.4 Section 2 and 4 sets out the objectives and measures of this DSP respectively. The range of measures is in accordance with TfL's best practice guide and includes servicing restrictions, security measures and waste reduction measures.

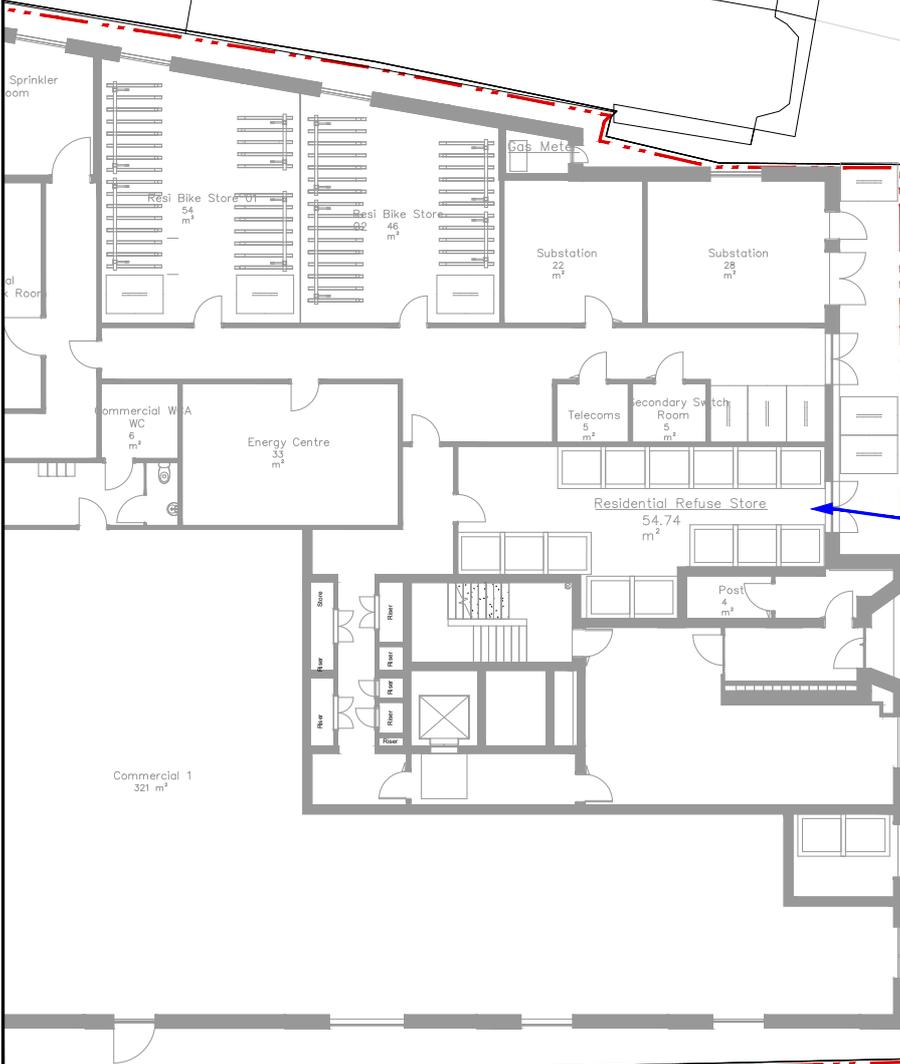
Drawings



Vehicle used
 Phoenix 2 One-Pass (with Elite 6x4 chassis)
 Overall Length 11.180m
 Overall Width 2.550m
 Overall Body Height 3.760m
 Min Body Ground Clearance 0.312m
 Track Width 2.550m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.150m

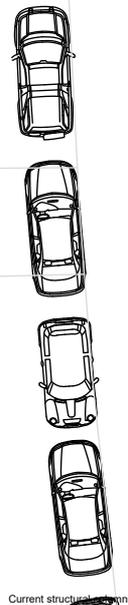


Roman House, 2B Ossory Road



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Ossory Road



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Based on drawing number 1PLOR-HBA-01-00-DR-A-08-0100. TPP REF - IN_23.

OSSORY ROAD, SOUTHWARK

Refuse collection location

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
 London, EC1M 6EL

t: 020 7608 0008
 w: www.tppweb.co.uk



SCALE @ A4 1:250
 0 2.5 5m

DATE 16/08/21

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CHECKED CVR/JH

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REV B

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Transport Planning Practice
70 Cowcross Street
London EC1M 6EL
020 7608 0008
email@tppweb.co.uk

www.tppweb.co.uk