

RAVENS COURT PARK

FORMER ROYAL MASONIC HOSPITAL



TRANSPORT PLANNING ASSOCIATES

DELIVERY SERVICING
MANAGEMENT PLAN

2206-037 / DSMP01 November 2023

A Planning Application by
TT GROUP

In respect of
**Ravenscourt Park Hospital,
LONDON**

Delivery and Servicing Management Plan

November 2023



Document Management

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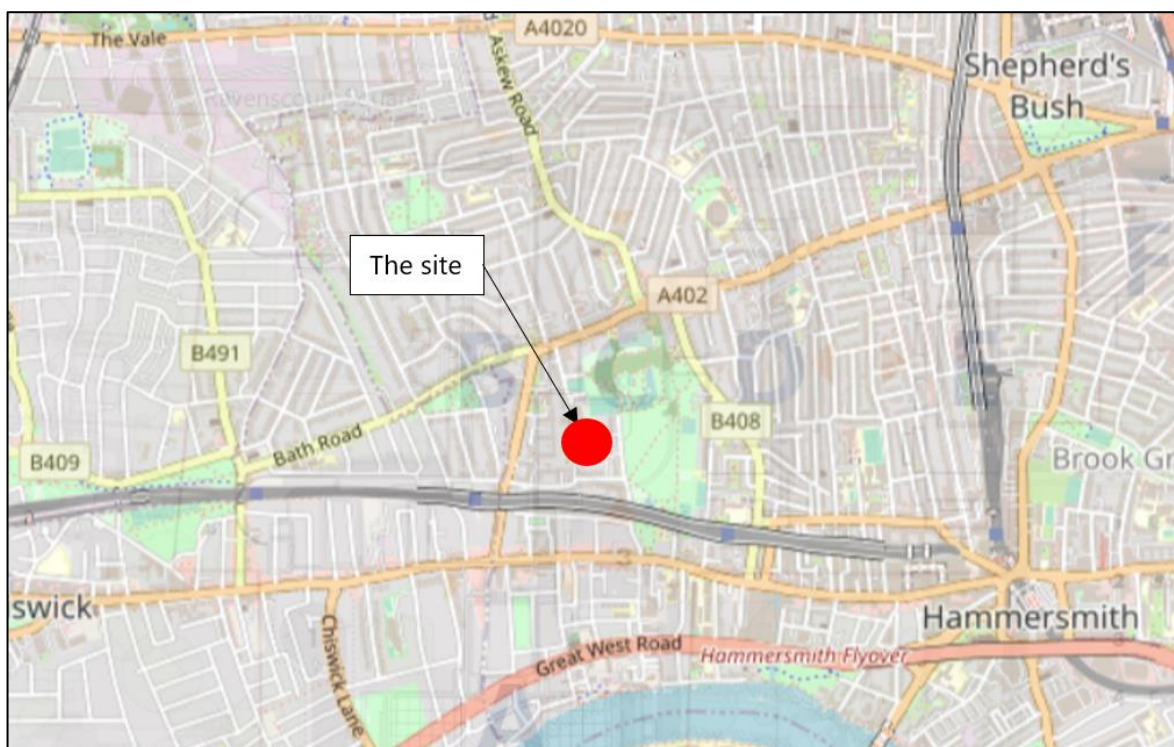
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1 Introduction

1.1 Transport Planning Associates has been appointed by TT Group to provide transport planning consultancy services in relation to its proposed redevelopment of Ravenscourt Park Hospital, Hammersmith, West London. The location of the site is shown at **Figure 1.1** below.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

1.2 A planning application is being submitted for the:

“Part demolition, part extension and alteration of the existing buildings and structures, change of use of the existing buildings and the erection of a new building including provision of a basement, to provide residential units (Use Class C3) and associated ancillary communal floorspace, a Care Home (Use Class C2) and flexible non-residential floorspace (Classes E, F1 and F2), together with associated roof top installations and structures, private and communal amenity space, landscaping, access, refuse storage, parking and associated works”.

1.3 This Delivery, Servicing Management Plan (DSMP) has been prepared to consider the delivery and servicing arrangements of the proposed development and forms part of a suite of documents supporting the planning application.

1.4 The remainder of this document is set out as follows:

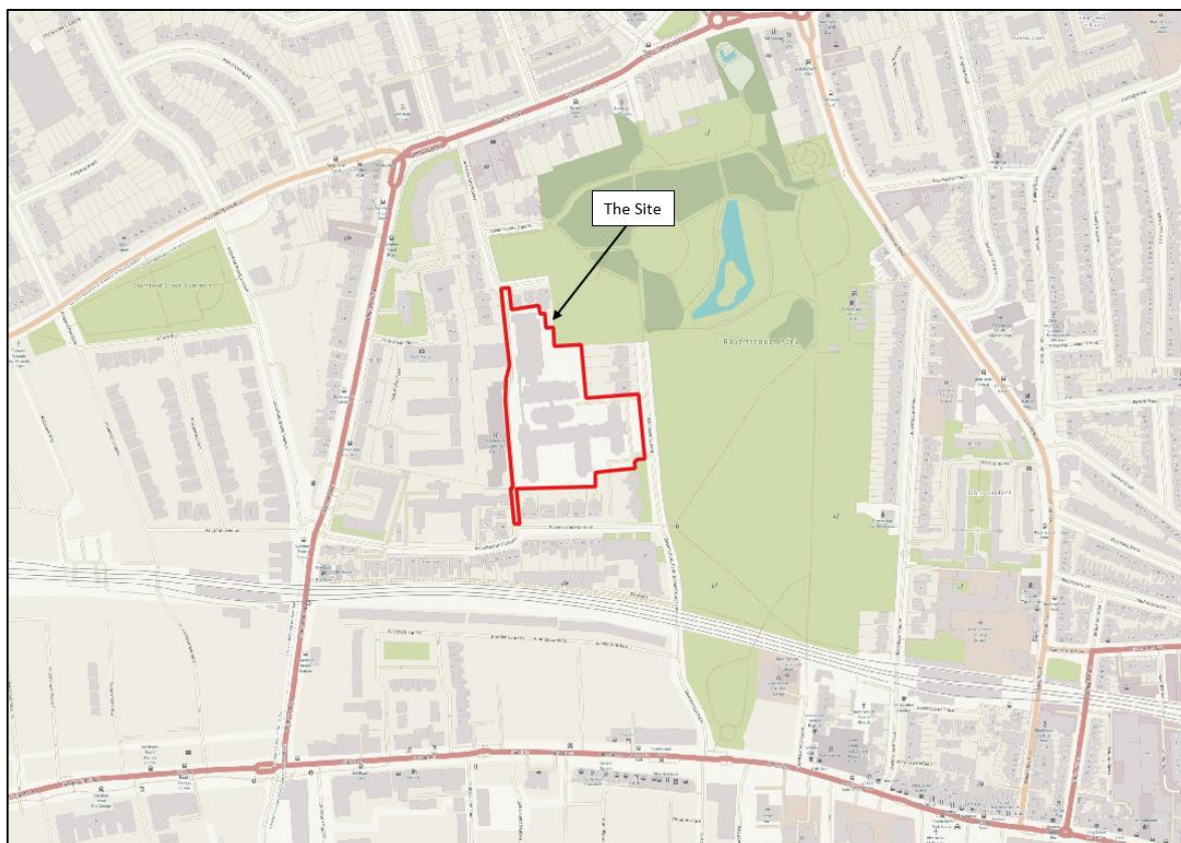
- **Chapter 2** – Baseline transport conditions;
- **Chapter 3** – Development proposals;
- **Chapter 4** – Delivery servicing management plan;
- **Chapter 5** – Measures to reduce impact; and
- **Chapter 6** – Monitoring and review.

2 Baseline Transport Conditions

Existing site

- 2.1 The site, approximately 1.56ha in area, comprises Ravenscourt Park Hospital, which is situated in Hammersmith, in West London. As can be seen from **Figure 2.1**, the site is located to the west of Ravenscourt Park.

Figure 2.1 Site location – local context



Source: © OpenStreetMap contributors and QGIS

- 2.2 The site is bounded by Ravenscourt Gardens to the south, Ravenscourt Park to the east and Ravenscourt Square to the west.

Local Highway Network

- 2.3 The site is located to the north of the A315 King Street. As noted, the roads framing the site are Ravenscourt Park, Ravenscourt Garden and Ravenscourt Square. The latter is a gated private road that provides access to the former hospital and forms part of the development. Ravenscourt Gardens and Ravenscourt Park are subject to a 20 mph speed limit with parking restrictions in place. The site is

within Controlled Parking Zone (Zone M) where parking restrictions apply between 09:00 – 17:00 Monday – Friday.

3 Development Proposals

The Scheme

3.1 The proposed redevelopment of the site would provide:

- 140 new homes (21 affordable and 119 private flats);
- a 65 bed care home; and
- 1,171 m² of community / commercial space

3.2 Most of the proposed dwellings will be car free, in line with relevant planning policies and best practice principles for sites in accessible locations. The proposed ground floor layout is shown at **Figure 3.1**. The care home would be located in the area coloured blue, while the community use would be in the green block.

Figure 3.1 Proposed ground floor layout



Source: SPPARC

4 Delivery Servicing Management Plan

- 4.1 This Chapter provides a DSMP, prepared in line with Transport for London's guidelines on Delivery and Servicing Plans¹, which states:

"Any site that receives deliveries or has servicing activity (including waste collection and recycling, and facilities management) can benefit from a DSP. This applies to large and small facilities and those occupied by a single business or by multiple organisations, and to personal as well as business deliveries. Much of the content of the DSP can also be shared between multiple sites".

Existing use

- 4.2 It is likely that the former hospital was serviced from both Ravenscourt Square and Ravenscourt Park, depending on the nature of the delivery. Deliveries of linen and hospital supplies, including food produce for the kitchen, would have been brought to site in vans or small rigid lorries. Bottled gas and larger deliveries would have utilised 8 – 10 m rigid vehicles.

Proposed use

- 4.3 As briefly described in Chapter 3, most of the former hospital building would be redeveloped as housing, comprising 140 flats (identified as Blocks B to E). The eastern block, (identified as Block A) would be repurposed to provide a community use, while the northern Block (Block F) would provide a 65 bed care home. The location of the identified blocks are shown below at **Figure 4.1**.

¹ *Delivery and Servicing Plan Guidance* (December 2020), TfL

Figure 4.1 Block location

Source: SPPARC

Deliveries

- 4.4 Servicing to the proposed dwellings and care home would take place from Ravenscourt Square. Access to the site via the gated private road would be controlled by a 24 hour concierge. The road is used by ambulances associated with the existing care home located on the west side of the road and delivery drivers will be instructed to take care when passing along the road. The proposed community use(s) to be provided in Block A would be serviced from Ravenscourt Park via an internal drop off area.
- 4.5 The proposed residential units would be expected to generate the majority of deliveries to the site. Of those, most are expected to be made by light goods vehicles (box, transit vans) and be associated with:
- Internet shopping or supermarket food deliveries,
 - Retail deliveries; and
 - Parcel/courier deliveries.
- 4.6 Residential deliveries, including those for residents moving in and out of the scheme, would be anticipated and accepted by the concierge team. Smaller deliveries would be held in a secure area for

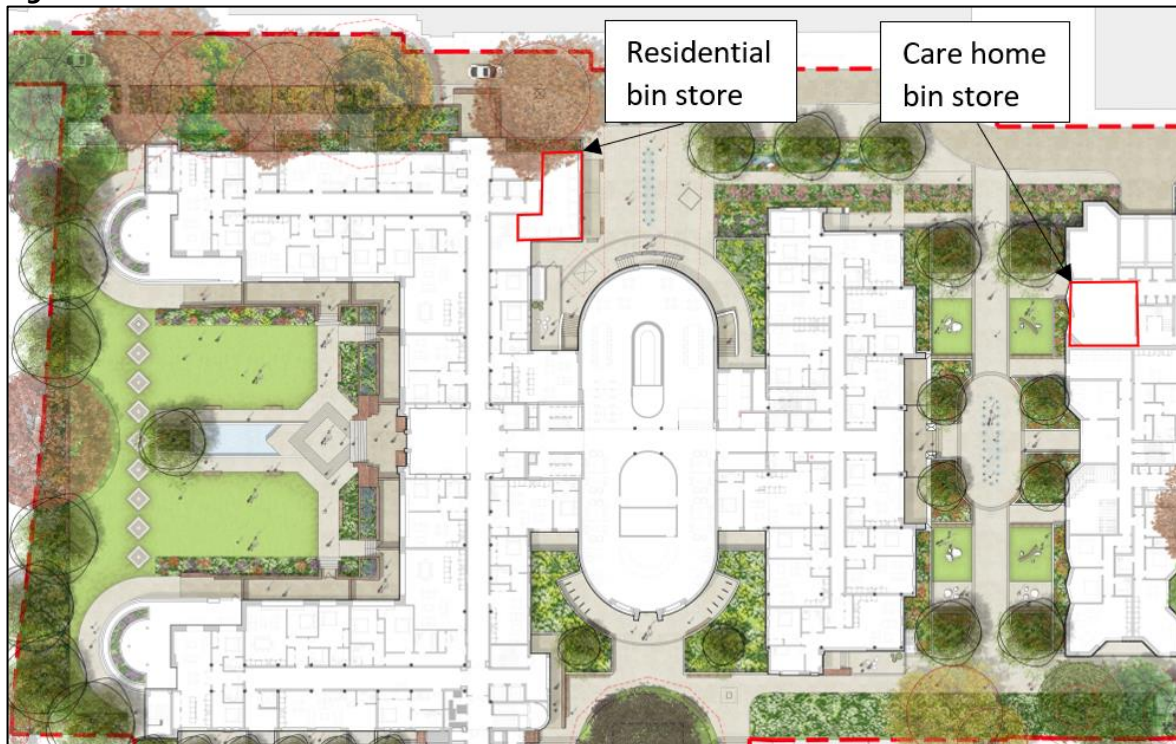
later collection by residents. A suitable window for the delivery of larger goods would be agreed with the concierge team with directions given to the delivery driver using way-markers placed through the site to allow direct delivery to the residents dwelling via a loading bay. As set out in the Transport Assessment, the proposed flats are predicted to generate a total of 12 servicing trips per day.

- 4.7 Deliveries to the proposed care home could be expected to be similar in nature to the former hospital use, depending on the nature of the facilities provided, and primarily consisting of linen and food produce. It is expected that these would be delivered in vans or small rigid vehicles. As set out in the Transport Assessment, weekly servicing and refuse collection trips for the proposed care home is anticipated to be in the order of 12 vehicles a week.
- 4.8 The location of the servicing and delivery points and access routes to the site are shown at **Appendix A**, while the swept path of a panel van accessing the loading bay from Ravenscourt Park is shown at **Appendix B**.
- 4.9 The use of the community space is yet to be confirmed but it is expected that deliveries associated with the use of the site would be limited in both frequency and vehicle size.

Refuse Collection

- 4.10 The proposed residential units would include the provision of communal bin stores to enable the collection of refuse bins from the highway from a loading bay at Block C (residential) or Block F (care home) by the municipal waste collection team operated by LB Hammersmith & Fulham on Ravenscourt Square. This will require access via the gated entrance to Ravenscourt Square. Subject to the location of the bins, site management would bring the bins to the kerbside for collection or the bin stores would be accessible to the refuse collection team. The location of the residential bin stores are illustrated in **Figure 4.2** that shows that bins will be located within an acceptable trundle distance from the road. **Appendix C** Shows the swept path of a refuse vehicle travelling along Ravenscourt Square.

Figure 4.2 Location of bin stores



Source: SPPARC

4.11 Refuse collection for the proposed community use would take place from Ravenscourt Park, with bins brought forward to the edge of the highway on collection days.

Aims

4.12 The aims of this DSMP are to:

- mitigate against the anticipated transport impacts of the development; and
- create a greener and safer environment for future occupiers and local community, as well as for the staff of delivery and refuse collection organisations.

Objectives

4.13 The objectives of this DSMP are to:

- outline the way in which goods, services and waste can be delivered or removed from the site in a method that is safe efficient, and environmentally friendly;
- promote use of low or zero emission vehicles for delivery and servicing whenever possible;
- raise awareness of the servicing and refuse collection process for the development;

- manage the timing of deliveries of and servicing to reduce the impact in peak periods; ensure appropriate routing strategies are in place for travel;
- minimise the opportunity for conflict between servicing, refuse collection and occupiers/residents, staff and visitors; and
- minimise the impact of the servicing and refuse collection for the site on the local community and maintain good relations with neighbours.

5 Measures to Reduce Impact

Delivery Management

- 5.1 Delivery and servicing vehicles will be required to observe local signposted restrictions, concerning stopping, loading and parking, in the vicinity of the site.
- 5.2 On arrival, the following requirements will be put in place for delivery personnel:
- Automatic cab radios are switched off;
 - Switching vehicles engine, chillers, freezers off while unloading and loading;
 - Doors and tailgates are opened and closed carefully; and
 - Potential trolleys and palletisers used for making the delivery are properly maintained to minimise noise.
- 5.3 Future operators of the community unit will be required to use reputable companies / couriers when deliveries are made to the site.

Safer Vehicles

- 5.4 There are a number of requirements already in place in London to make vans and lorries safer. The Direct Vision Standard will require HGVs to have a permit showing that they meet certain safety standards to operate in London.
- 5.5 The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme that recognises operators who have adopted cleaner, safer and more efficient practices. Procurement can be used to encourage operators to adopt the latest safety and environmental standards.

Delivery Times

- 5.6 Residents will be advised that where possible deliveries should be arranged outside of peak hours.
- 5.7 While details are not yet available, the future occupiers of the community unit will ensure that all deliveries will be carried out during permitted times and minimise disruptions to pedestrians and other road users.

Demand for Deliveries

- 5.8 As demonstrated within Chapter 3 of the Transport Statement, which forms part of a suite of documents supporting the planning application, the site lies close to a range of local amenities, including shops, supermarkets, pharmacies and post offices. As such, the range of amenities within walking distance of the site, which provides future residents with the opportunity to shop locally to limit the need for online shopping. This should therefore serve to reduce the demand for deliveries generated by the residential aspect of the development.

Monitoring and refreshing the DSMP

- 5.9 The responsibility for the DSMP lies with the developer but must be passed on to the site operator on occupation. The requirements of the DSMP may be included in leases and contracts with occupiers.
- 5.10 Monitoring and review of the DSMP will be the responsibility of the landowner or the agent on their behalf. This will be undertaken when / if significant changes to the DSMP are required, such as if a new company manages the site or if waste collection and recycling, and facilities management change over time.

Full Delivery and Servicing Management Plan

- 5.11 As the occupier(s) of the proposed community unit is not known at this stage, it is not possible to provide more than an outline detail regarding servicing logistics. As such, it is suggested that a detailed DSMP is secured by way of a condition of planning consent in accordance with TfL's '*Delivery and Servicing Plan Guidance*' (December 2020).

APPENDIX A

APPENDIX B

A2
ORIGINAL
PLOT SIZE

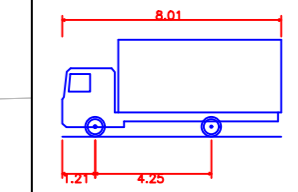
VEHICLE INBOUND

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NOTES:

- Based on Landscape Masterplan: 13691A-30-C01-07-F Landscape Masterplan
- Based on Topographical Survey
- Based on Indicative Existing Lining

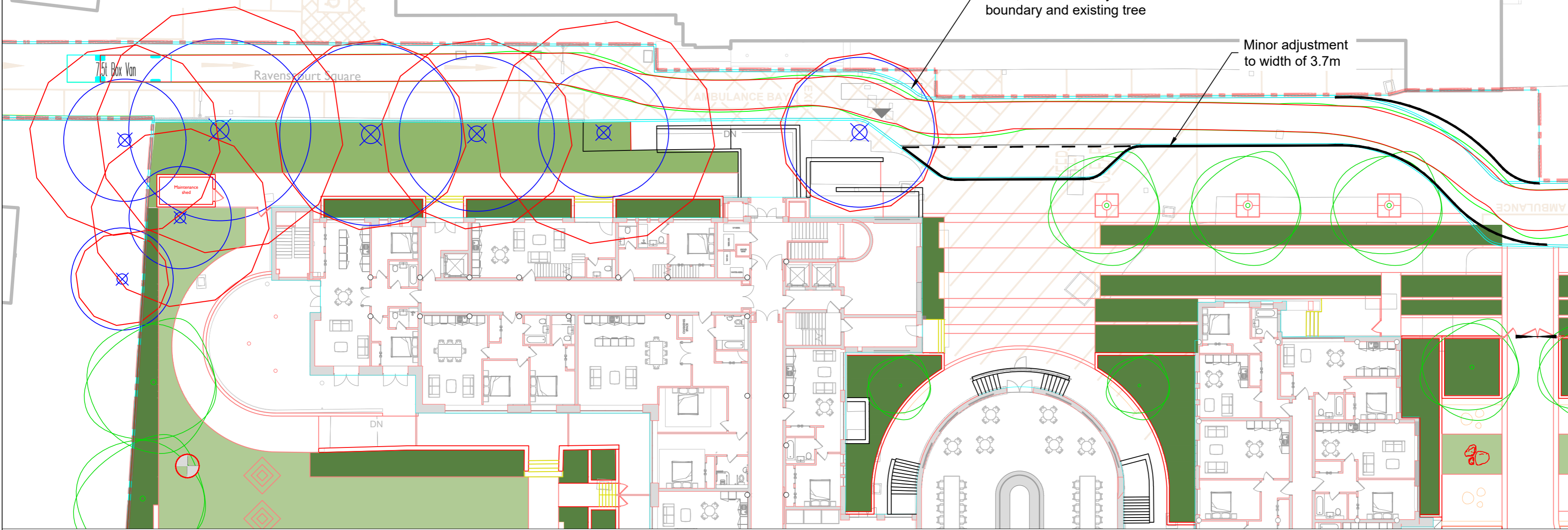
— = Proposed Kerbline



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 5.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Existing width of less than 3.7m, constrained by site boundary and existing tree

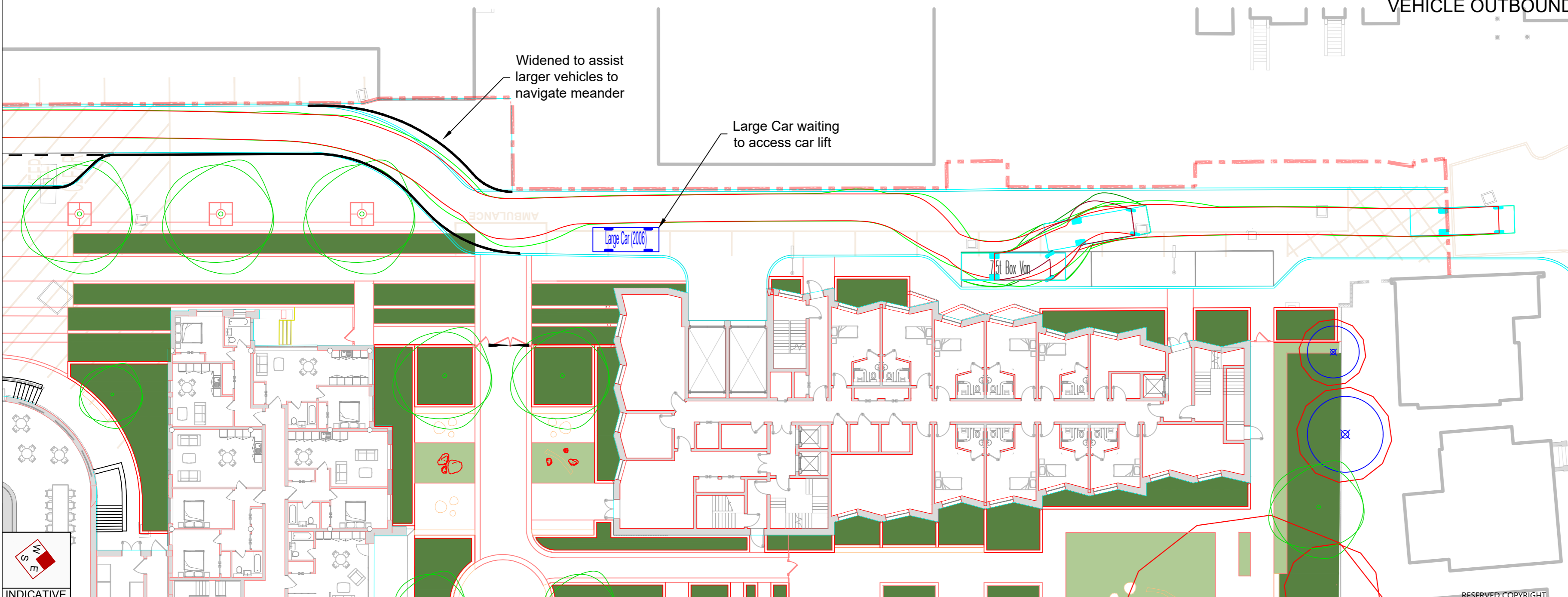
Minor adjustment to width of 3.7m



VEHICLE OUTBOUND

Widened to assist larger vehicles to navigate meander

Large Car waiting to access car lift



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CLIENT:
TELEREAL TRILLIUM

PROJECT:
RAVENS COURT PARK HOSPITAL

TITLE:
SWEPT PATH ANALYSIS OF A 7.5T BOX VAN THROUGH RAVENS COURT SQUARE

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 01/09/23	DRAWN: TS	CHECKED: AC	APPROVED: DE
JOB NO: 2206-037	DRAWING NO: SP08	REVISION: -		



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APPENDIX C

A2
ORIGINAL
PLOT SIZE

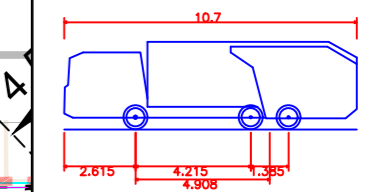
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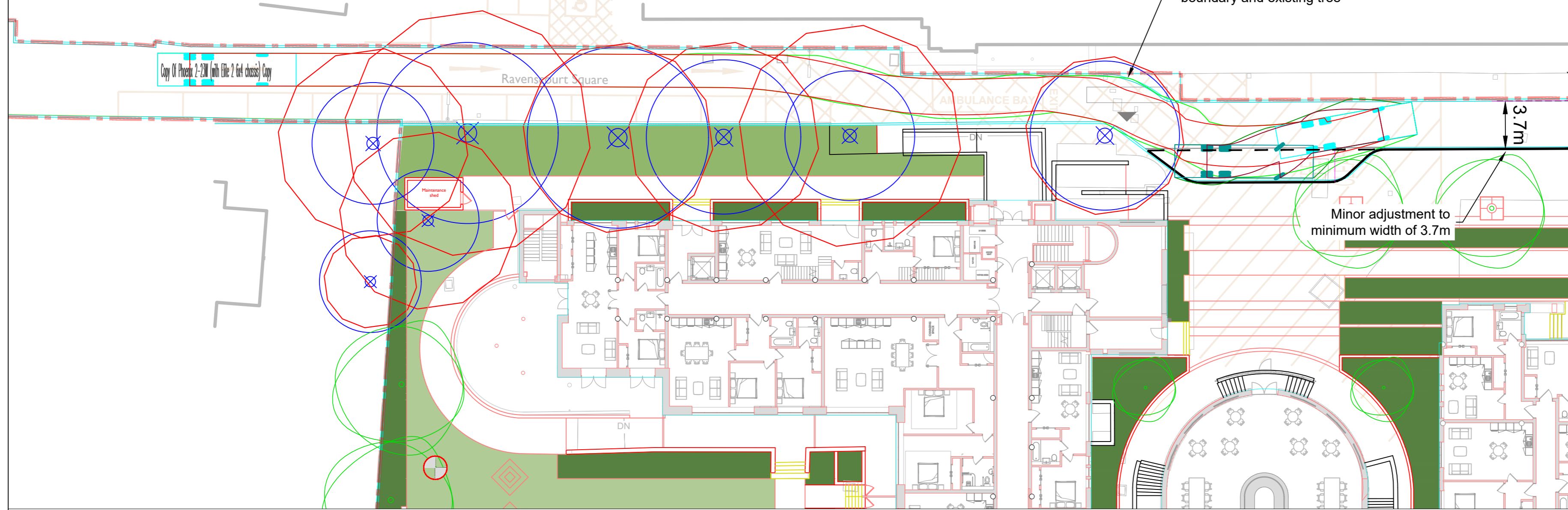
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- Based on Topographical Survey
- Based on Indicative Existing Lining

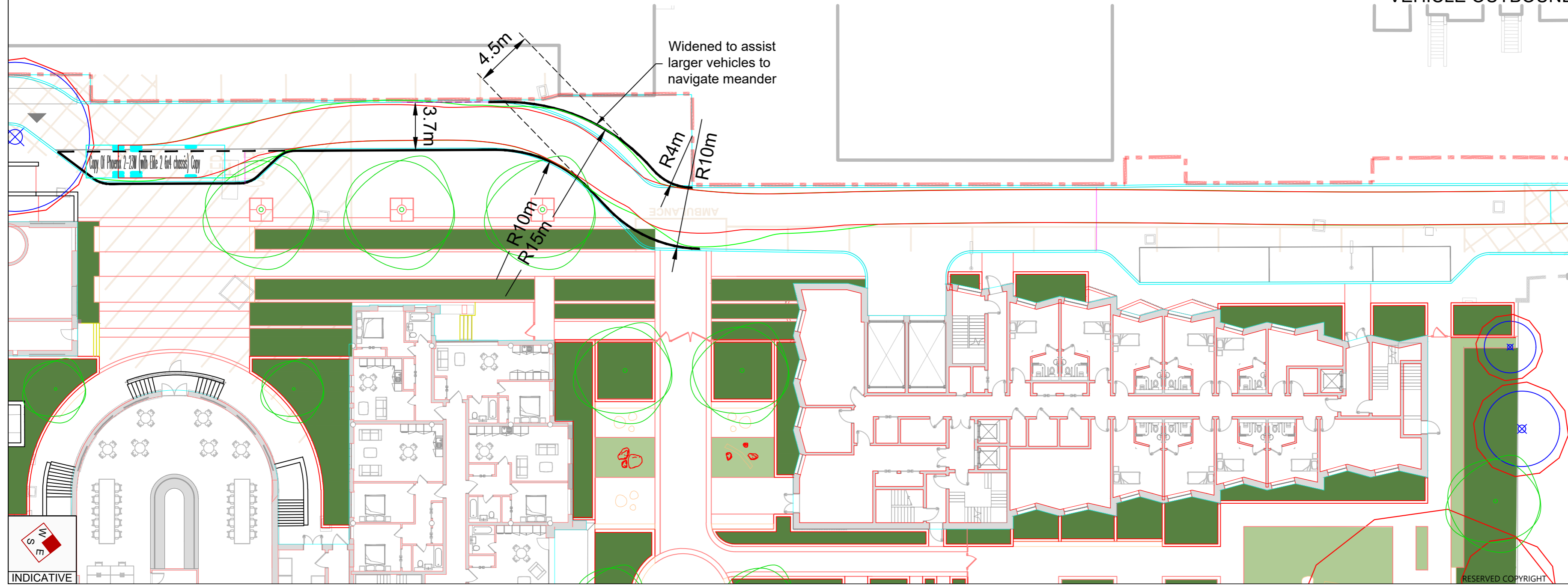
— = Proposed Kerbline



Copy Of Phoenix 2-23W (with Elite 2 6x4 chassis) Copy
 Overall Length 10.700m
 Overall Width 2.530m
 Overall Body Height 2.211m
 Min. Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.950m



VEHICLE OUTBOUND



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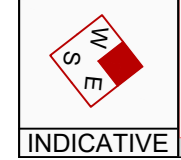
CLIENT:
TELEREAL TRILLIUM

PROJECT:
RAVENS COURT PARK HOSPITAL

TITLE:
SWEPT PATH ANALYSIS OF AN 10.7M REFUSE VEHICLE THROUGH RAVENS COURT SQUARE

STATUS:
FOR INFORMATION

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