



Servicing Plan

Jackson's Corner, 1-9 King's Road,
Reading RG1 3AR

Commercial Unit Deliveries
01/02/21



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SERVICING STRATEGY

Introduction

This strategy sets out the servicing for the development in order to minimise highway impacts.

Servicing Access

Goods will be delivered to each commercial unit and unloaded to either the existing loading bays on Market Place or Kings Street. Deliveries will be made by larger vehicles, and therefore would require decanting into small trolley cages and be transported a short distance to the servicing accesses point highlighted within the enclosed plan. A contact number for the commercial tenants will be clearly identified on any delivery paperwork to ensure that any delivery issues can be quickly resolved if nobody is present to collect the delivery.

Proposed Delivery/Servicing Route

Delivery and servicing vehicles will route onto King's Street and Market Place from King's Road. Once deliveries/collection have been undertaken, vehicles will turn right onto Butler Market in forward gear. From King Street vehicles will turn left onto A329 Forbury Road as per the IDR one-way system.

All deliveries will therefore use the highest category route available to them and avoid local residential roads. There are no local constraints such as weight restrictions or bridge height restrictions to dictate appropriate routes.

Servicing and deliveries associated with the proposed site would primarily comprise refuse vehicles and deliveries.

Retail/Café Deliveries

The three commercial spaces are relatively modest in scale, comprising a total GIA of 757 square metres. At this stage the specific occupants of the A1/A3 units has not been determined so the precise delivery schedule cannot be provided at this stage; however, for units of this size, whether they are retail or café uses they could expect one HGV delivery per day and approximately two deliveries in smaller 7.5 tonne box or panel vans. All deliveries will take place via the two existing loading bays on Market Place & Kings Street respectively.

The promotion of LGVs where practicable will be mandatory. Clearly, provision is made for large delivery vehicles (7.5 tonne box vans and refuse vehicles) but other deliveries should use LGVs where possible.

Residential Deliveries

Residential delivery vehicles will use the existing loading bay on Kings Street and deliveries will be hand brought to the building via the main entrance and delivery access point, controlled by the onsite telecom system. Deliveries are expected to be associated with online shopping, supermarket deliveries, post etc. and will therefore be undertaken by vehicles no larger than a 7.5 tonne box van. As such a very low number of daily deliveries are expected. It should be noted that general post and most supermarket deliveries will make deliveries as part of an existing round so would not be new to this part of the highway network.

Measures for Reducing Freight Trips

The office uses previously occupying the site would have generated a significant amount of freight trips, therefore it is expected that the proposals would lead to a substantial decrease in the number of daily servicing and delivery trips to/from King's Road. Furthermore the previous uses would have generated a far greater number of HGV movements to/from the site.

Notwithstanding this, a number of measures for reducing the number of trips required for servicing and deliveries will be implemented. These have been worked up in relation to the TfL guidance document *Delivery and Servicing Plans: Making Freight Work for You*, and will ensure the development contributes towards sustainable freight deliveries. It is stated that:

“Less frequent visits by companies that deliver to and/ or collect from your building means that fewer journeys, and therefore less mileage and CO2, will be associated with the site.”

Consolidation

The developer is committed to reducing goods vehicle numbers, not least because of the implications on transport costs. Whenever practicable the policy will be to use delivery vehicles to make any scheduled collections and vice-versa. Therefore, where possible, no vehicle should arrive or depart empty.

A central ordering system covering both commercial units will be established, in order to reduce the likelihood of different suppliers being used for the same products, or of numerous orders being made to the same company.

Furthermore residents will be advised of the importance of consolidating deliveries where possible. New residents will be provided with information explaining how they can consolidate deliveries such as supermarket deliveries with their neighbours and how this can deliver cost savings. This can be coordinated through the residential concierge and is in accordance with RBC advice.

Hours of Delivery

There are no legal highway constraints or physical constraints within the site limiting the hours of delivery. From a highway capacity perspective it would therefore be best practice to allow deliveries throughout the day rather than compressing deliveries into a shortened time-frame in order to minimise the number of vehicle movements during any given hour. Overnight deliveries will not be permitted for reasons of residential amenity.

Summary

The redevelopment of the site is expected to significantly reduce the number of daily servicing and delivery trips compared to the previous situation. The proposed delivery route has been devised so as to minimise the development's impact on the local highway network. A number of measures will be implemented to further minimise the impacts on the local highway network.

PROPOSED WASTE AND RECYCLING STRATEGY

Introduction

This section sets out the proposed waste and recycling strategy for the development in terms of storage and collection.

Refuse Storage

A refuse store of approximately 45 square metres GIA will be located and accessed via the service alleyway off of Market Place. The store is of a sufficient size to accommodate all residential and commercial waste generated by the site. Separate Eurobins for waste, recycling and organic waste will be provided.

Refuse Collection

Refuse collection will take place by means of kerbside collection on Market Place. The refuse store is located so as to provide a direct and clear route between the refuse vehicles and the store, allowing the bins to be wheeled 10 metres to the highway on refuse collection days.

The building manager will liaise with the local authority or the private waste operator to confirm the time period within which refuse and recycling collection would take place.

Refuse collection for the separate site uses will be undertaken on a weekly basis.

Summary

The proposals provide for a suitable waste and recycling strategy that minimises impacts on the local highway, by co-ordinating the collections and removing refuse and recycling bins from the site in an efficient manner.

SUPPLIER CONTRACTUAL OBLIGATIONS

Details will be provided of contracts with relevant suppliers to ensure that they are contributing towards reducing the number of freight trips. Suppliers would be selected, as far as possible, to ensure that they are members of the Freight Operator Recognition Scheme (FORS). This is consistent with the *Delivery and Servicing Management Plans: Making Freight Work for You* which states:

“To be confident that you’re using a high-quality company, you should encourage your suppliers to join a best practice scheme, such as TfL’s Freight Operator Recognition Scheme (FORS), if they haven’t already done so.”

It is noted that FORS members are safer, greener and more efficient, and therefore:

“By contracting FORS members, you may also benefit from cost savings, as members have access to a range of benefits designed to help them improve further and become more efficient.”

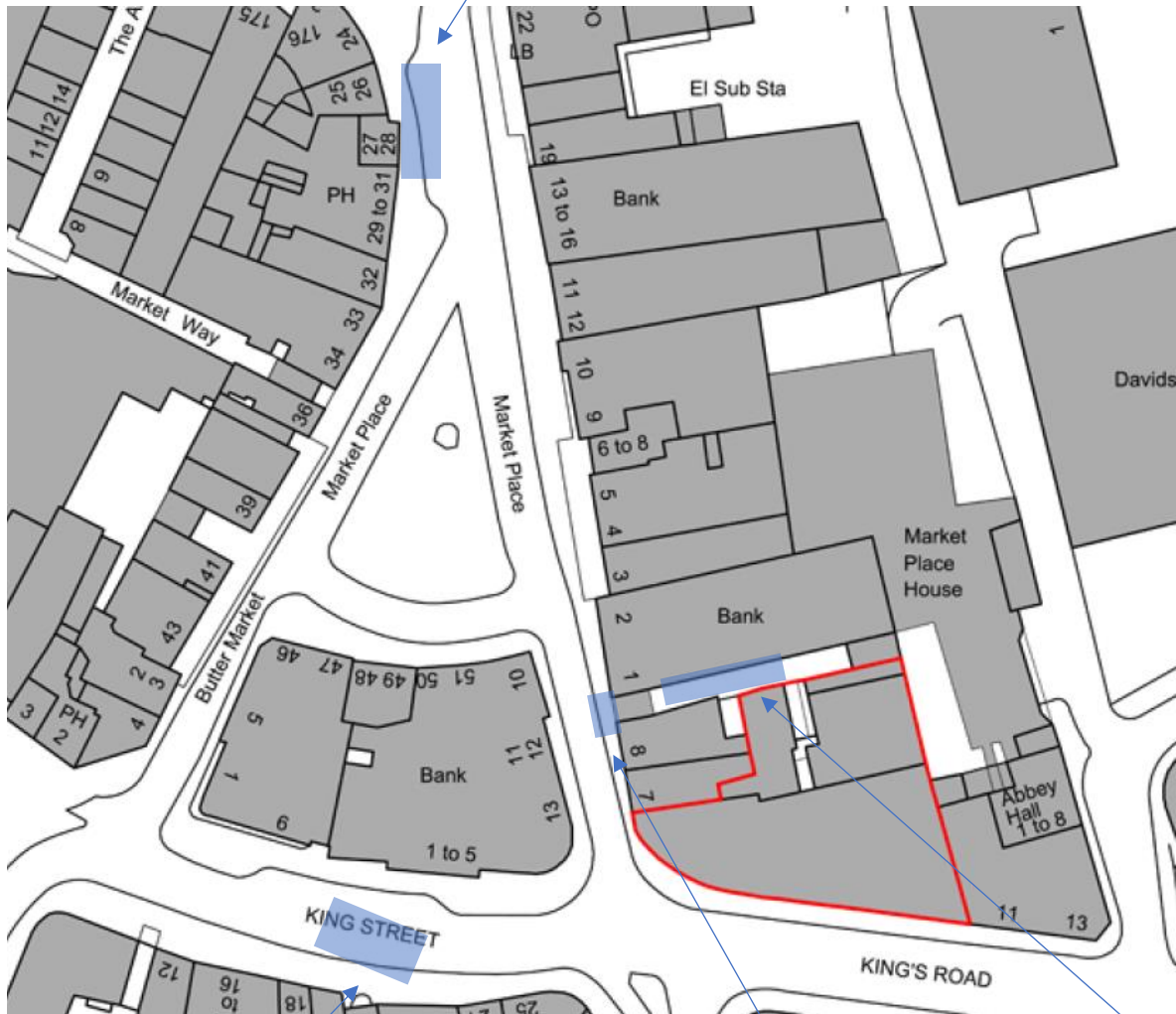
PROPOSED LOADING BAY

Once implemented, the newly proposed loading bay on Kings Road will serve as a more permanent solution to service deliveries for the commercial units. The incoming tenants will dedicate the use and the sort of delivers that could be expected, however, it is estimated, that due to the 13.00m length of the loading bay (See enclosed plan) deliveries will be undertaken by vehicles no larger than a 7.5 tonne box van and as such, a very low number of daily deliveries are expected.

Hours of Delivery

There will be imposed, a legal highway constraint within the proposed loading bay, limiting the hours of delivery. From a highway capacity perspective, it will be prudent that all incoming commercial tenants are made aware that the restricted loading hours are to be; 7pm – 7am, 11am – 4pm. Overnight deliveries will not be permitted for reasons of residential amenity.

Existing Loading Bay #1



Existing Loading Bay #2

Main Entrance

Delivery Access

Service route for
1100L Eurobins

Refuse Area

NOTES:
Drawings to be read in conjunction with Structural Engineer
Drawings and Reports
Information to be read in conjunction with Services
Engineer Drawings and Reports
Information to be read in conjunction with the Strategy
Refer to CAMM drawings 175 Series
Internal Layouts in commercial areas indicative only,
TBC with Franchisee
RWP Locations and routes indicative only, pending further
coordination with MEP Consultant
GIA figures shown for Commercial Units 01/02 & 03 include
Ground and Basement Levels

- Rain Water Falls
- ⊗ Drainage Outlet
- Rain Water Pipe
- DRI - Dry Riser Inlet
- DRO - Dry Riser Outlet
- ▬ Linear Drain Channel
- ▬ Rain Water Gutter
- Rain Water Hopper



1. Do not scale from this drawing - use figured dimensions only.
2. This drawing and design are copyright - do not reproduce or pass to third parties without the written consent of the architect.
3. The contractor shall verify all dimensions and levels and other relevant information before ordering materials or components or carrying out work and shall advise the architect of any discrepancies.
4. Drawings are based upon Deister Maren Associates T2 Tender issue.

Scale 1:100

REVISION	BY	DATE	NO
Amended to self information provided by Deister Maren Associates T2 Tender issue	SO	26.11.20	C19
Amended to self information provided by Deister Maren Associates T2 Tender issue	SO	11.11.20	C18
Drawing updated to include opening to external refuse area	SO	25.06.19	C17
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	04.06.19	C16
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	30.05.19	C15
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	09.05.19	C14
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	21.05.19	C13
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	30.05.19	C12
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	13.05.19	C11
Drawing updated to self information provided by Deister Maren Associates T2 Tender issue	SO	31.05.19	C10

SCALE	DATE	DRAWN
1:100B&1	21.07.2018	SO
DRAWING STATUS		
PRELIMINARY	☐ TENDER	☐
PLANNING	☐ BILLS OF QUANTITIES	☐
BUILDING REGULATIONS	☐ CONSTRUCTION	☐
COMMITMENT/PROVAL	☐ AS BUILT	☐

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**DRAWING HAS BEEN
AMENDED TO SUIT
INFORMATION PROVIDED BY
ANKOR CONSTRUCTION LTD.**

PROJECT
JACKSON'S CORNER
1-9 KINGS ROAD, READING
TITLE
PROPOSED FIRST
FLOOR PLAN
DRAWING NO
1827-A-100-003
REV
C10

