

Delivery Service Management Plan

DWT189 – The Back of Beyond Public House, King’s Road, Reading

September 2019

1. Introduction

This Delivery Service Management Plan (DSMP) has been produced by DW Transportation Limited on behalf of Wetherspoon, in support of a planning application for alterations to and new boundary treatment along Bembridge Place to facilitate dual use of this area as a service yard and beer garden, and associated works at the Back of Beyond Public House, King’s Road, Reading (the Site).

It sets out how the deliveries to the Site will be managed in the future subject to the issue of any planning permission. The Plan has been prepared in accordance with the code of practice produced by the Freight Transport Association (FTA) and provides a strategy for the management and operation of delivery and servicing processes at the Site.

The new residential development on the eastern side of Bembridge Place means that this DSMP is of particular importance in ensuring that the impact on this development, particularly in terms of disturbance, is kept to a minimum.

The objective of this Plan is to set out how deliveries will be undertaken and with minimal disturbance to others if planning permission is granted.

This plan is provided in conjunction with the proposed Site layout drawing, which can be seen at **Appendix A**.

There are four further sections to this Plan following this introduction. Section 2 contains an assessment of the Site, Section 3 sets out the aims and objectives of the plan, Section 4 is the delivery and servicing strategy and Section 5 describes how the DSMP will manage disturbance.

There is one drawing included with this Plan, Drawing 01: Swept Path Analysis.

Planning Context and Suggested Condition

This DSMP will need to be complied with at all times. It has been produced to support an application for alterations to and new boundary treatment along Bembridge Place to facilitate dual use of this area as a service yard and beer garden, and associated work. To ensure compliance with any granted planning permission, it is suggested that the following condition be attached to any approved planning decision notice.

“The Site area required for servicing, as shown on Drawing 01: Swept Path Analysis Using a Small Rigid Vehicle, shall be kept free of any obstruction and shall not be open to the general public during the period 7:00am – mid-day.”

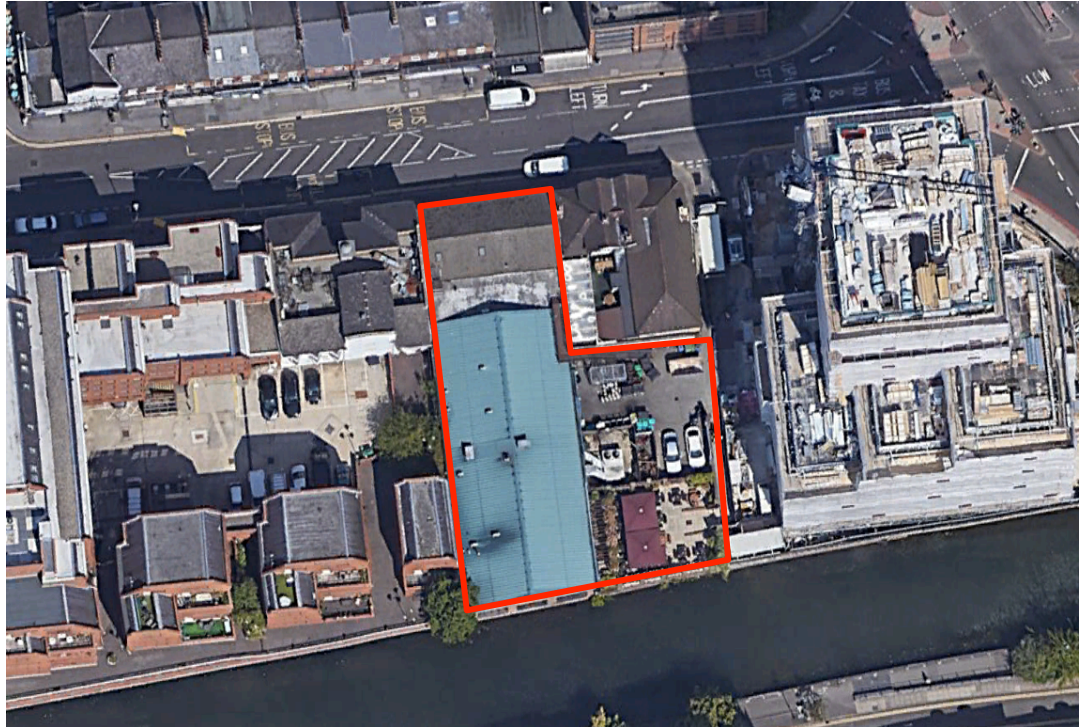
Reason: In the interest of highway safety.

2. Site Assessment

The Site is that of the Back of Beyond public house on King’s Road, Reading. Vehicular access to the Site is from Bembridge Place. Whilst Bembridge Place can accommodate two-way traffic, at 5 metres in width it is narrower than a standard single-carriageway road. A narrow footway is present on the western side.

The application area is shown on Figure 2-1.

Figure 2-1
Application Area



Existing Delivery Arrangements

Wetherspoon, via its logistics operator DHL uses a large fleet of lorries to distribute goods between its distribution centre at Daventry and its pubs and hotels. DHL utilises Paragon technology to route and schedule a wide variety of products. As a result of the Paragon computer technology, since 2010 Wetherspoon's logistics have seen a reduction in its pub deliveries from an average of 27 per week to just 3 per week. Whilst DHL has a range of vehicle in its fleet, the Site is serviced using a 16.5m artic from King's Road and has been for many years. Bembridge Place is not suitable for HGVs as they are unable to turn, even with the use of the Site.

Notwithstanding the presence of any traffic regulation orders on King's Road, HGV drivers for corporations and International breweries, such as those used to service the Site, are trained to ensure that deliveries are always made safely with minimal disturbance to others. There are no known incidents recorded as a result of the existing delivery arrangements.

Other deliveries are accepted throughout the week by Carlsberg, Heineken (both in 16.5m artic lorries) and smaller microbrewery suppliers using small vehicles no larger than a small rigid. The artic deliveries are generally made early in the morning around 7am but can occasionally be accepted as late as 11am. The local microbrewery deliveries can arrive at any time of the day and are small enough to drive into Bembridge Place and turn within the exiting Site access.

Whilst the Site has the potential to allow microbrewery deliveries to be made within the Site, these deliveries are made from Bembridge Place as the service yard is usually occupied by parked cars, bins, etc. This is the same delivery arrangement as the adjacent public house, which has no service yard provision at all.

Existing Waste Collections

Waste is collected twice a week on Tuesdays and Thursdays. Waste vehicles currently reverse into and stop on Bembridge Place. Due to the width of Bembridge Place, the larger refuse vehicles which measure approximately 11 metres in length are unable to reverse into the site to turn.

3. Aims and Objectives of the DSMP

The key aim of this document is to set out how the Site would accept deliveries and be serviced following the introduction of the development proposals. The objective is to ensure that the Site continues to operate safely, efficiently, with minimal disturbance to others and in accordance with any granted planning permission.

4. Deliveries and Servicing Strategy

The largest vehicle that would require access to the Site is a small rigid although in reality most vehicles would be vans. These smaller delivery vehicles would access the Site by driving into Bembridge Place past the Site and reversing into the Site as shown by the swept path analysis on Drawing 01. Any vehicle entering the Site would be able to leave in forward gear.

Wetherspoon would hold discussions with the local microbreweries to ensure that they are able to make deliveries between the hours of 7am and midday only. For the purpose of this DSMP, it is assumed that this would be possible.

Prior to the arrival of any vehicle requiring access to the Site, the service yard would be cleared of all obstructions and would not be open to the general public. No dedicated storage area will be required to store furniture; furniture will be moved within the Site as shown on Figure 4-2.

Figure 4-2
Proposed Service Yard Arrangement During Deliveries



Waste Collections

Waste will continue to be collected from Bembridge Place. The proposals would not affect the weekly collection of waste, which is normally undertaken early in the morning before the AM peak hour.

5. Managing Disturbance

A code of practice produced by the Freight Transport Association (FTA) gives guidance to operators on minimising, and if possible avoiding disturbance to local residents when making deliveries. The responsibility for controlling noise is placed on everyone from lorry drivers to pub staff. In accordance with the FTA guidance, delivery personnel and staff will make sure that when deliveries are received:

- a) Automatic cab radios are switched off;
- b) Refrigerated units are turned off during the visit;
- c) Doors and tailgates are opened and closed carefully to avoid banging; and
- d) Trolleys used for transferring goods are properly maintained to give quiet operation.

Delivery activity will be contained within the Site with minimal trolleying of goods required.

Wetherspoon will instruct its drivers to turn off fridge motors, radios and reversing beepers prior to arrival and throughout the delivery. No engines are to be left idling for more than 30 seconds whilst vehicles remain stationary in the service yard or waiting on Bembridge Place. All delivery vehicles are to be driven in as quiet a manner as possible, avoiding unnecessary engine revving. There will be no external vehicle PA system used at the Site. Goods will generally be trolleyed out of the delivery vehicle onto the dock leveller. The trolleys will be properly maintained for quiet operation.

Signs will be positioned in appropriate locations to notify drivers of the following:

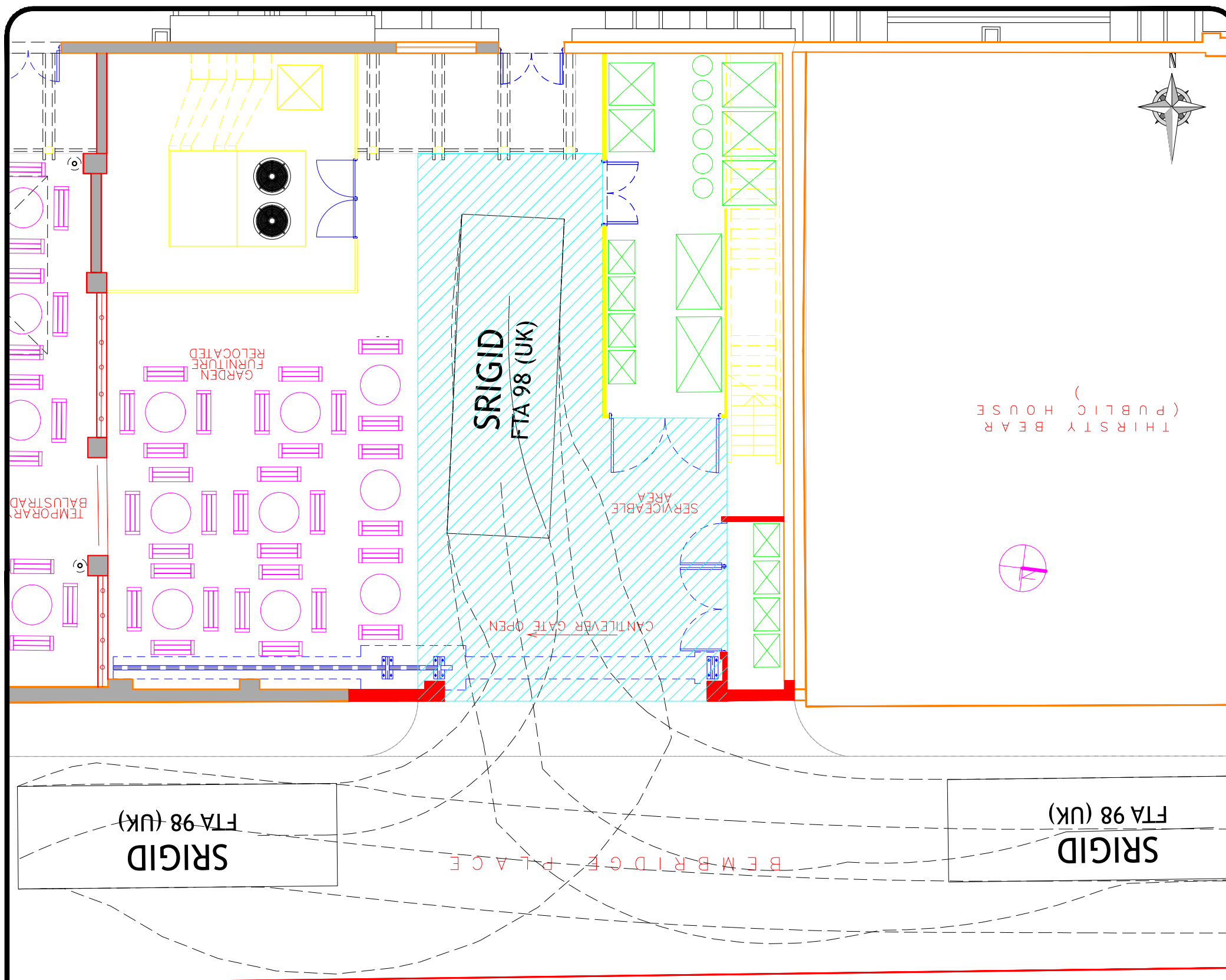
- a) That they are in a noise sensitive area;
- b) The normal working hours; and
- c) The need to switch off engines and refrigeration units.

6 Training And On-Going Management

The following training and management measures will be implemented throughout the initial 12-month period.

- Pub management staff will undertake a minimum of weekly checks, to ensure that this Plan is being adhered to;

- Wetherspoon regional management will undertake unannounced checks to ensure that this Plan is being adhered to;
- Management checks will be sent to Reading Borough Council on a monthly basis; and
- Minimum of monthly servicing and maintenance checks by Wetherspoon management observed during use of the rear yard to check for the integrity of the yard for potential gaps/noise from equipment etc that would be solved by servicing of equipment or replacement parts.



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Notes		
No.	Revision/Issue	Date

Client

wetherspoon

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Project

THE BACK OF BEYOND
PUBLIC HOUSE, KING'S ROAD
READING

Drawing

SWEPT PATH ANALYSIS USING A
SMALL RIGID VEHICLE

Project No DWT189	Drawing No. 01
Date 05.09.2019	
Scale 1:100@A3	