

FORMER SHREDDED WHEAT FACTORY
W E L W Y N G A R D E N C I T Y

DELIVERY AND SERVICING PLAN

(P h a s e 1 , B l o c k s 1 0 & 1 1)

October 2019



Former Shredded Wheat Factory, Broadwater Rd, Welwyn Garden City
Residential development (South Site, Phase 1)

DELIVERY AND SERVICING PLAN

Revision	Date	Notes	Author	Checked	Approved
V1	Oct 2019	Draft	LL	RAF	RAF
V2	Oct 19	Issue	LL	RLF	RAF

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CONTENTS

1.0	INTRODUCTION	3
2.0	TRANSPORT IMPLEMENTATION STRATEGY	5
3.0	SERVICING LOCATIONS	5
4.0	DELIVERY AND SERVICING MANAGEMENT	6

FIGURES

1.1	Location Plan
1.2	Means of access
3.1	South site servicing locations

APPENDICES

A	Refuse vehicle swept paths and carry routes
B	Daily delivery vehicle swept paths

1.0 INTRODUCTION

1.1 Overview

- 1.2 This Delivery and Servicing Plan (DSP) has been prepared by Entran Ltd on behalf of Metropolitan Thames Valley Housing (MTVH) in support of the redevelopment of Phase 1 of Former Shredded Wheat Factory South Site in Welwyn Garden City.
- 1.3 In February 2019 Welwyn Hatfield District Council (WHDC) granted planning permission for a mixed use regeneration development on the site of the Former Shredded Wheat Factory (6/2018/0171/MAJ). The approved development includes up to 1340 new homes, 114 extra care homes as well as community, health, arts, employment and retail uses. The Site is generally divided into two development parcels known as the North Site and the South Site. All non-residential uses are located on the North Site; the South Site is entirely residential.
- 1.4 This DSP relates to Phase 1 of the South Site which comprises 208 new homes in Blocks 10 and 11.
- 1.5 The planning application was supported by a Transport Assessment, chapter 9 of which was entitled 'Delivery and Servicing Plan'.
- 1.6 Planning permission was granted subject to a legal agreement and a number of planning conditions. Condition 24 requires a DSP to be submitted prior to the commencement of development of the phase or block to which it refers. This DSP has therefore been prepared in order to discharge Condition 24 in respect of Phase 1 (Blocks 10 and 11).
- 1.7 Condition 24 states that:
- "No development of any phase or block on the south site shall commence until details of a Delivery and Servicing Plan have been submitted to and approved in writing by the Local Planning Authority for the relevant phase or block. The Delivery and Servicing Plan must include details of on-site service vehicle management, vehicle types and numbers, hours of delivery and route management. The development shall not be carried out other than in accordance with the approved plan."**
- 1.8 This DSP is a 'live' management document that will be reviewed on a regular basis and updated as required to address the needs of the residents and operator. This DSP highlights the implications of the proposed development with regard to existing and also proposed servicing constraints. This takes into consideration adopted methods of good design practice. This DSP has been prepared in accordance with the Freight Transport Association document '*Designing for Deliveries*' and the guidance document '*Managing freight effectively: Delivery and Servicing Plans*'.
- 1.9 The application falls within the jurisdiction of Welwyn Hatfield Borough Council who are the planning authority, and Hertfordshire County Council who are the local highway authority. The wider development site consists of approximately 10.4 hectares (Ha) of brownfield land and is located on the eastern edge of Welwyn Garden City's town centre on Broadwater Road. The wider site is bounded by Bridge Road to the north, Broadwater Road to the east, residential developments to the south and the East Coast Mainline to the west. The overall site location plan is shown below in Figure 1.1 below. Phase 1 (Blocks 10 and 11) are located at the southern edge of the overall development Site.

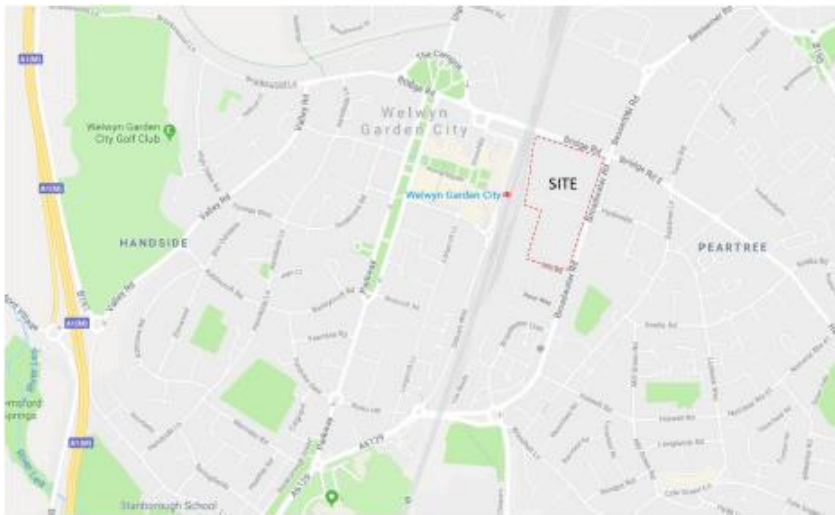


Figure 1.1 – Site location plan

Means of access

- 1.10** The South Site will benefit from four points of access from Broadwater Road; these are described in the approved Transport Assessment as Hydeway, Middle, Broad Court and Southern. Broadwater Road forms part of the A1000 which links the A1(M), to the north of Welwyn Garden City, to the A414 and Hatfield to the south, before continuing on to north London. The approved accesses for the wider redevelopment site are shown in Figure 1.2 below.

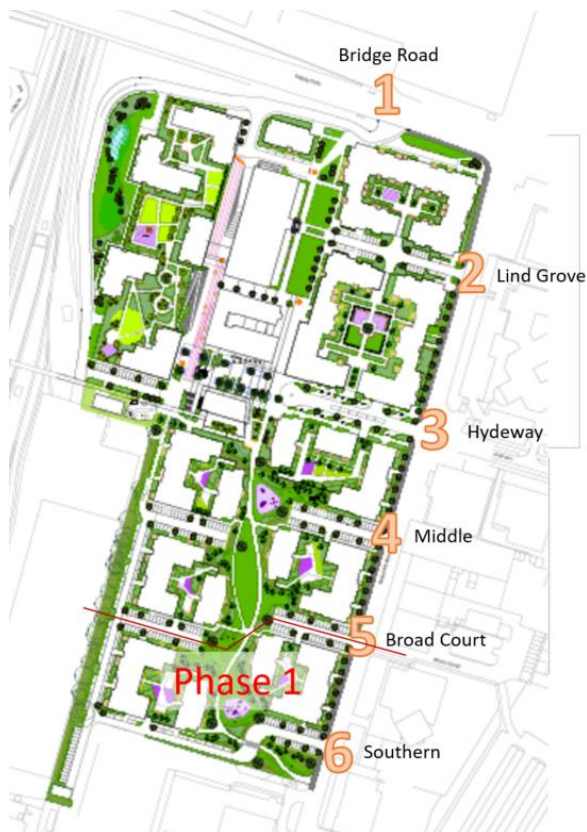


Figure 1.2 – Approved access strategy (wider development site)

- 1.11** Phase 1 includes Blocks 10 and 11 only. Means of access to Phase 1 is via the Broad Court and Southern accesses only.

2.0 TRANSPORT IMPLEMENTATION STRATEGY

2.1 The Delivery & Servicing Plan (DSP) forms part of a four-part Transport Implementation Strategy (TIS) which is intended as a live management document for the construction and operation of the proposed development and comprises:

- Construction Management Plan (CMP)
- Travel Plan (TP);
- Car Parking Management Plan (CPMP); and
- Delivery and Servicing Plan (DSP)

3.0 SERVICING LOCATIONS

3.1 The South Site is residential in nature. The servicing requirements that influence the layout are refuse collection and daily deliveries. The layout has been designed to accommodate a large 4-axle refuse vehicle. This exceeds the requirements for the smaller 3-axle refuse vehicle currently used by WHDC. The layout has also been tested for daily deliveries (post, supermarket deliveries, parcel deliveries etc.) using a 7.5t box van. Residential properties may also have occasional larger deliveries (removal vans, white goods) but these vehicles will operate in the same manner as the refuse vehicles.

3.2 The South Site includes a number of cul-de-sacs and internal private access roads. For ease of reference, Figure 3.2 below is included as an orientation plan. The service areas for the South Site are described as CS1 to CS6. For Phase 1 (Blocks 10 and 11) only CS1, CS2 and CS6 will be implemented.



Figure 3.1 – South Site servicing locations

4.0 DELIVERY AND SERVICING MANAGEMENT

Refuse collection

- 4.1 Refuse stores are provided at ground floor level with double-doors directly onto the building frontage. Residents will be able to bring refuse down to ground level where they will have easy access into the refuse stores. The refuse stores will have doors opening onto hard paved areas linking directly to the vehicle access routes. This arrangement ensures the bin stores are no further than 15m from the access roads or service locations. Refuse and recycling bins can be collected directly from the stores and wheeled to the vehicles.
- 4.2 The routes from the refuse stores to the collection points have no excessive gradients and include flush dropped kerbs between the footway and the carriageway.
- 4.3 Refuse vehicle swept paths and collection routes are included in Appendix A.

Grocery deliveries

- 4.4 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 accords with WHBC advice.
- 4.5 Vehicle swept paths for daily delivery vehicles are included in Appendix B.

Large residential deliveries

- 4.6 The grocery and parcel deliveries referred to above will constitute the majority of goods vehicle movements; however, occasional larger vehicles may make deliveries such as removal vans or some white goods deliveries. These will be able to wait in the same way as the refuse vehicles; adequate allowance has been made to ensure traffic can still pass while these infrequent deliveries are made.

Hours of delivery

- 4.7 There are some restrictions on commercial delivery hours on the north site; however, there are no restrictions on the hours of delivery to other residential premises in this area so there is no need for a general restriction on servicing hours.

Route management

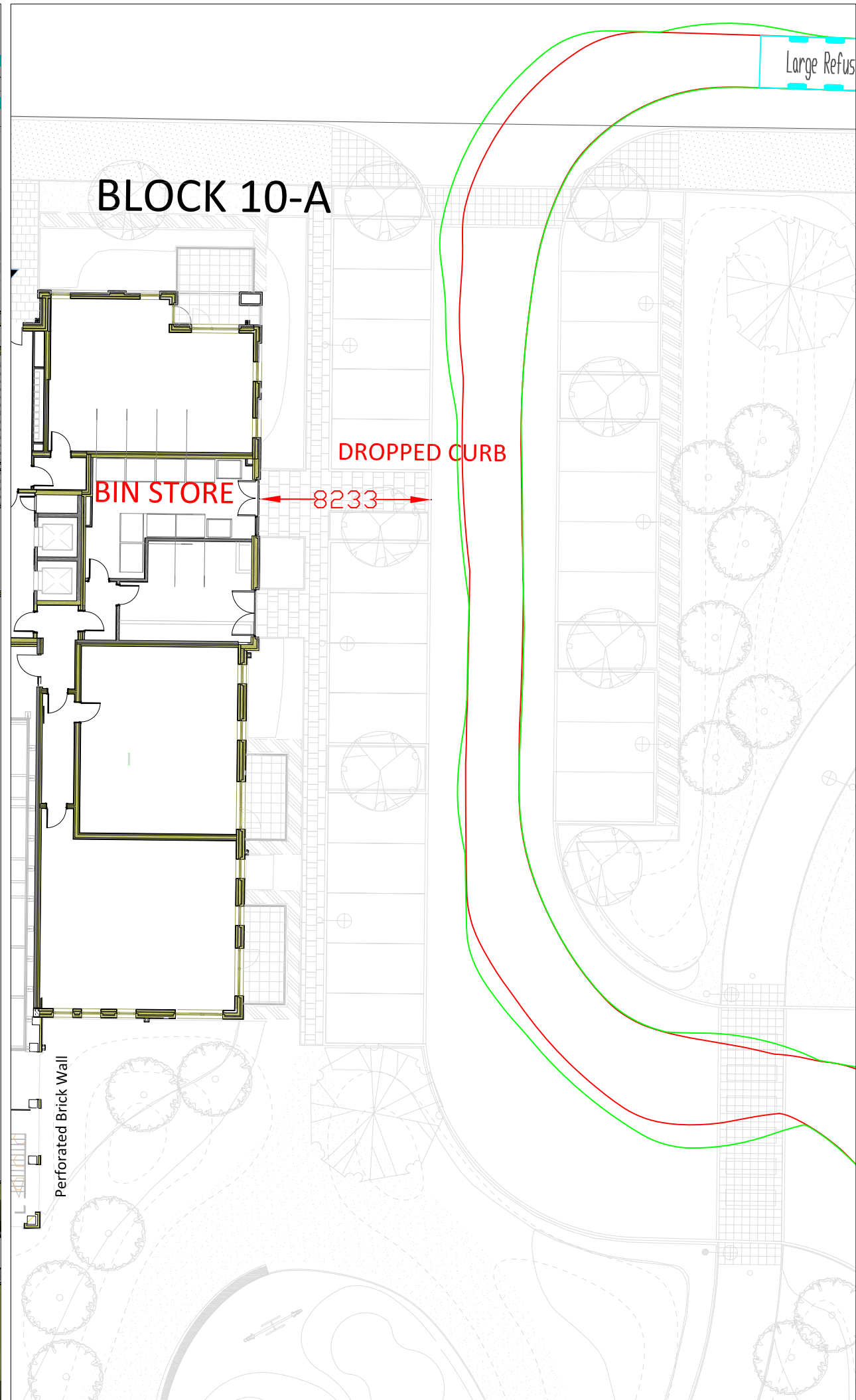
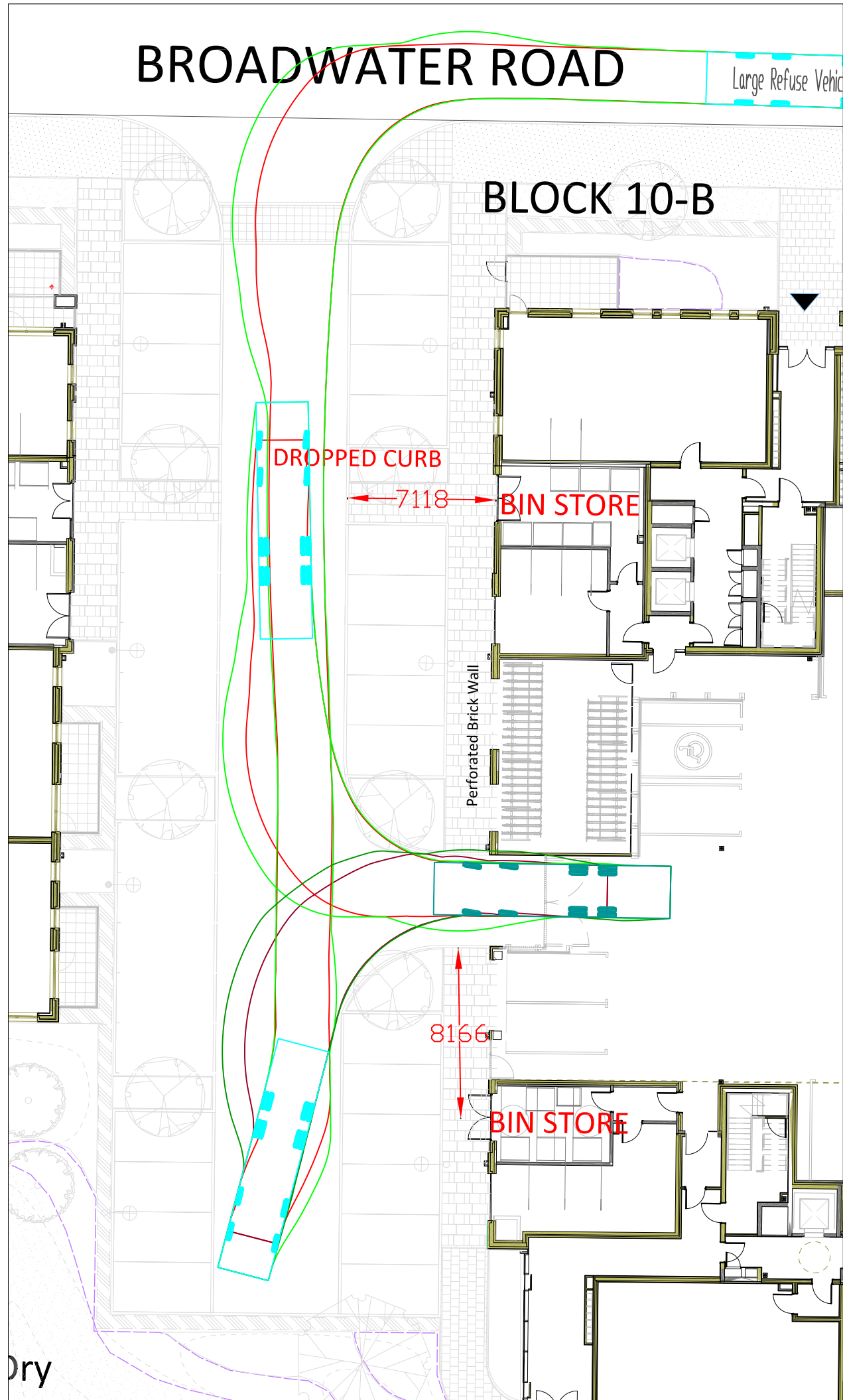
- 4.8 The site takes access from Broadwater Road (A1000). There are no height or weight restrictions on this road that would result in HGV diversion routes to or from the site. As a principle, all drivers will be advised to use the highest category of road legally available to them and to avoid residential roads where practicable.

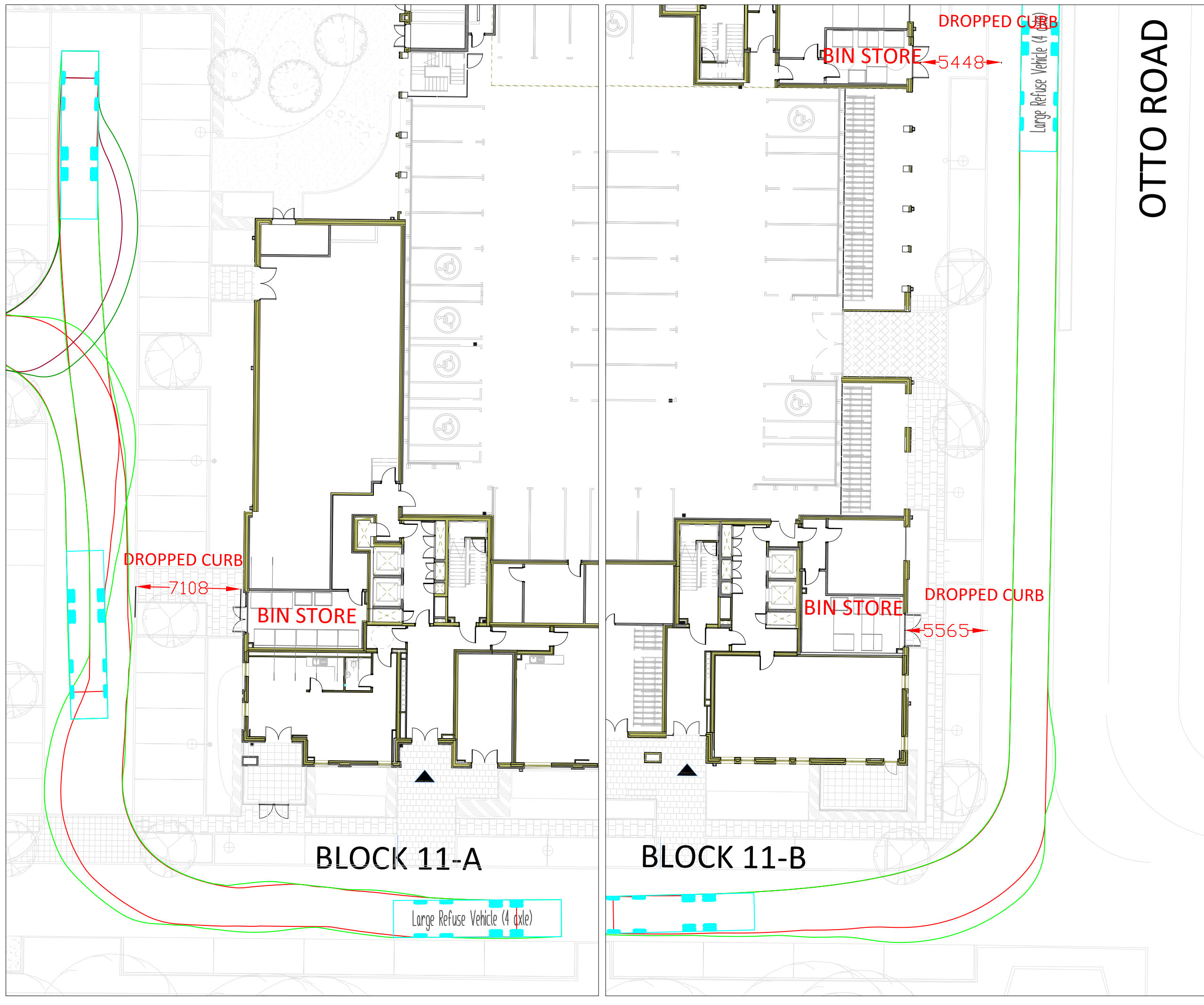
Promotion of LGV rather than HGV

- 4.9 Residents will be advised of the benefits of promoting delivery by Light Goods Vehicles. New residents will be provided with a leaflet explaining what information should be provided to delivery companies to maximise the use of small vehicles for deliveries or to advise of appropriate servicing arrangements for larger vehicles. This accords with WHBC advice.

Appendix A

Refuse vehicle swept paths and carry routes





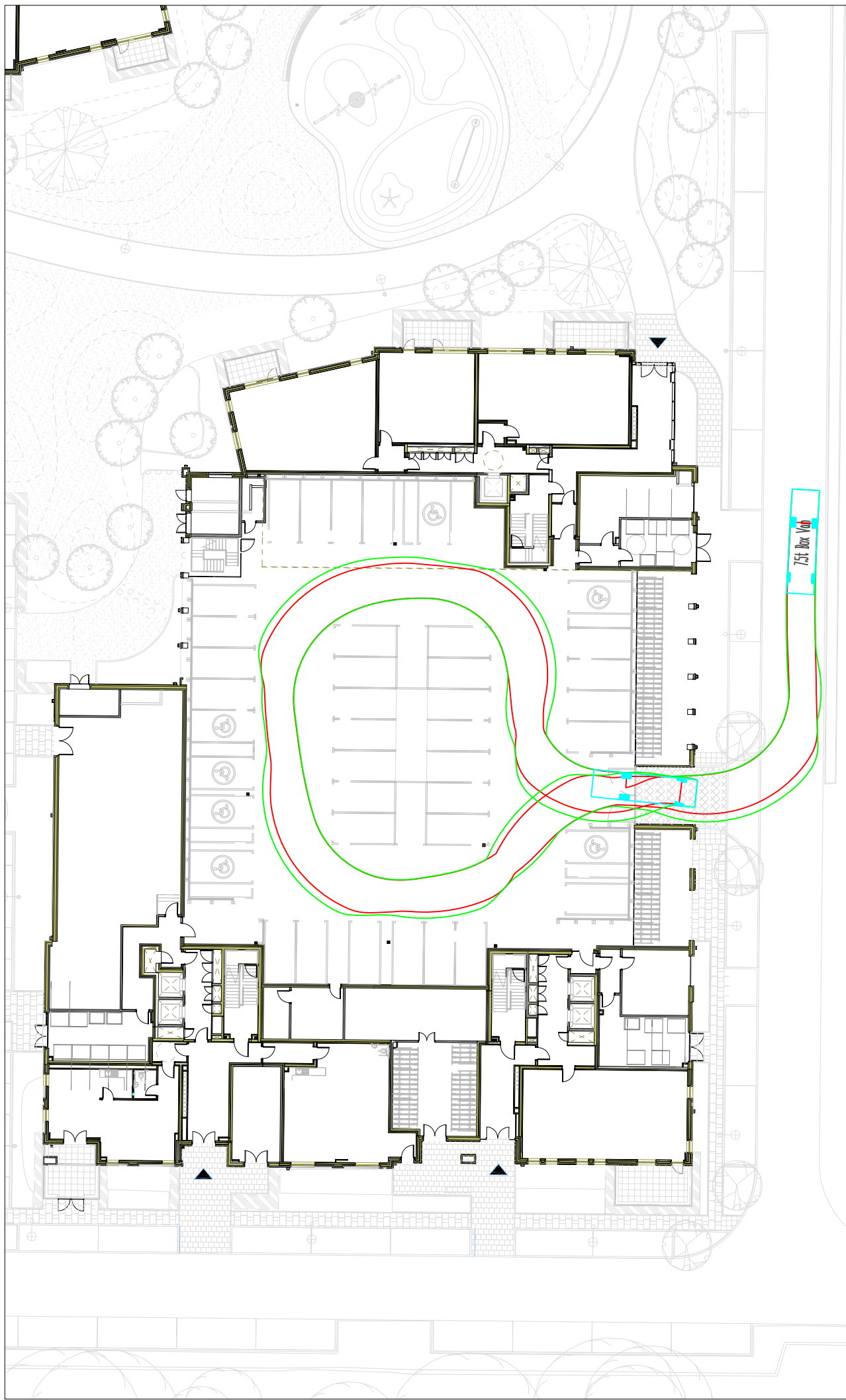
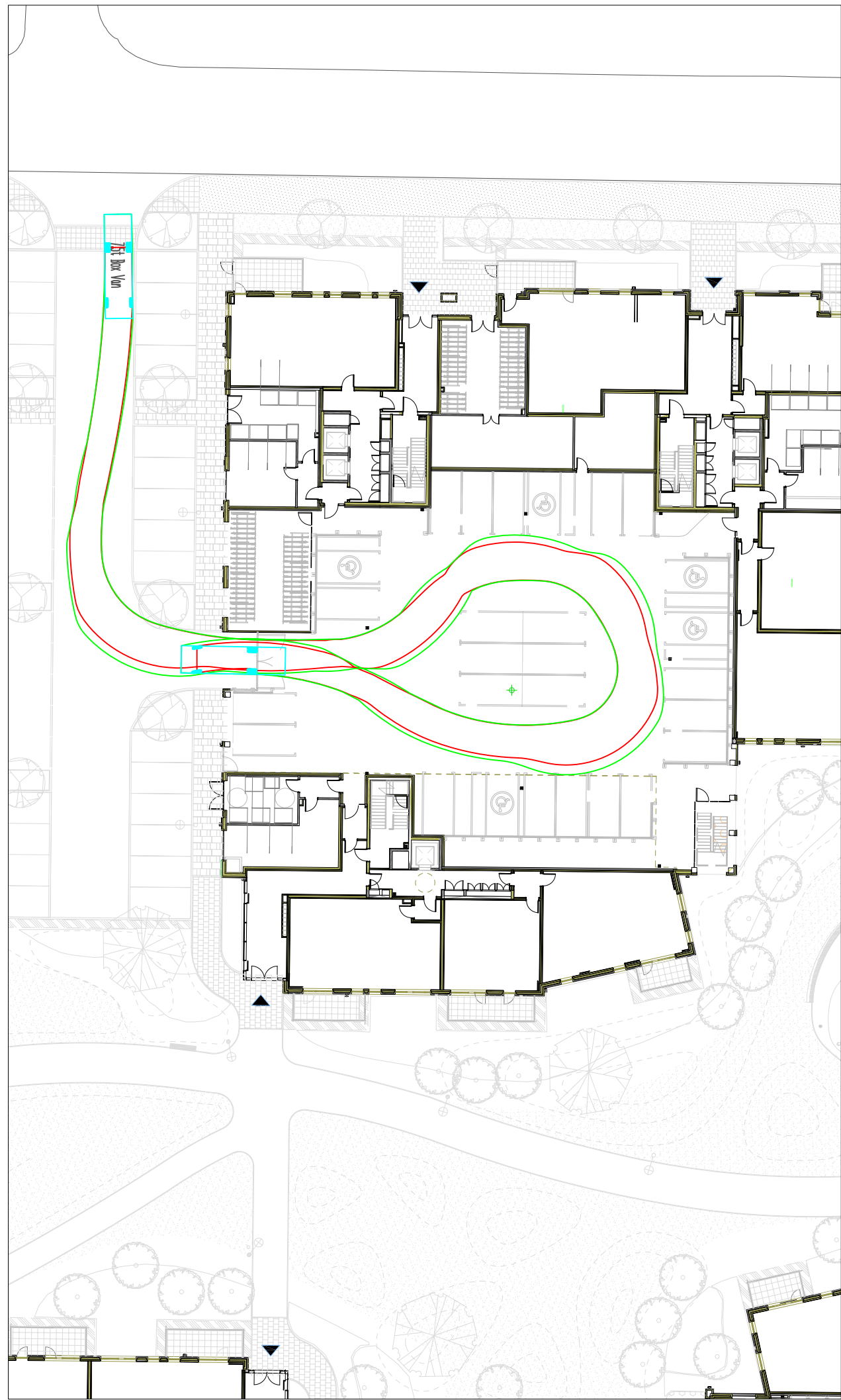
REV	DATE	REVISION DETAILS	BY
B	10/19	NEW PLAN	LL
A	10/19	ANNOTATION ALTERATIONS	LL




PROJECT TITLE FORMER SHREDDED WHEAT FACTORY			
DRAWING TITLE PHASE ONE REFUSE COLLECTION BLOCK 11			
CLIENT / ARCHITECT METROPOLITAN			
STATUS			
SCALE 1:250	AT A3		DRAWN LL
CHECKED RF			APPROVED
DRG SIZE A3	DATE 10/19	DRAWING NUMBER SK202	REV B

Appendix B

Daily delivery swept paths



A	10/19	NEW PLAN	LL
REV	DATE	REVISION DETAILS	BY



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL
TELEPHONE : 0117 937 4077

PROJECT TITLE
FORMER SHREDDED WHEAT
FACTORY

DRAWING TITLE
PHASE ONE DAILY DELIVERIES
SPA 7.5T PANEL VAN

CLIENT / ARCHITECT
METROPOLITAN

STATUS

SCALE 1:400	AT A3	DRAWN LL
CHECKED RF		APPROVED
DRG SIZE A3	DATE 10/19	DRAWING NUMBER SK204
		REV A