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# Delivery and Servicing Management Plan

Motspur Park Gas Holder Site

Iceni Projects Limited on behalf of  
Berkeley Homes (West London)  
Limited

September 2025

ICENI PROJECTS LIMITED  
ON BEHALF OF BERKELEY  
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**Delivery and Servicing Management  
Plan**  
MOTSPUR PARK GAS HOLDER SITE



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# 1. INTRODUCTION

## Overview

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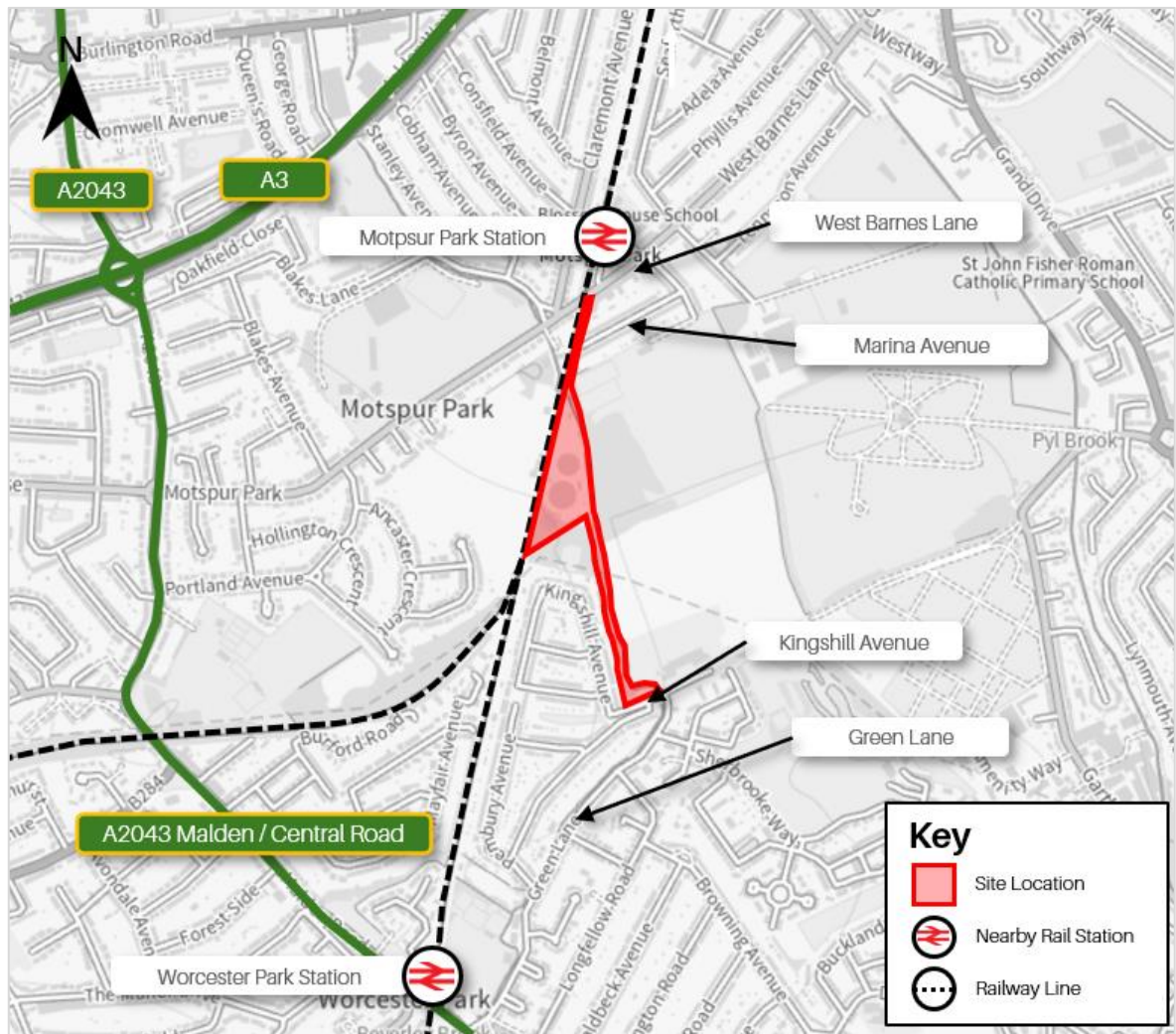
- 1.1 This Delivery and Servicing Management Plan (DSMP) has been prepared by Icen Projects Ltd ('Icen') on behalf of Berkeley Homes (West London) Limited ('the Applicant') to support a Full planning application for a residential redevelopment on land in Motspur Park, south of West Barnes Lane (the Site) situated in Royal Borough of Kingston upon Thames (RBKuT). The northern access to the Site however, sits within the London Borough of Merton (LBM).
- 1.2 The description of development is as follows:
- Demolition of existing gasholders and associated above ground structures / buildings and redevelopment to provide a residential development and ancillary residential facilities (C3 Use Class), together with associated works to the existing accesses and internal vehicular routes, new pedestrian and cycle routes, the provision of new publicly accessible open space, amenity space, hard and soft landscaping, cycle and car parking, works to the brook embankment, re-siting of some gas infrastructure, ground works and plant.*
- 1.3 The development also comprises a cross-boundary application given the red line crosses LBM's boundary around the northern access. The description of development within LBM's jurisdiction is therefore as follows:
- Works to vehicle access onto West Barnes Lane, including hard and soft landscaping and new public realm and associated ground works.*
- 1.4 A plan demonstrating the Site boundary in relation to the Borough boundaries of RBKuT, LBM and the London Borough of Sutton (LBS) is provided in **Figure 1-1**.

**Figure 1-1 Site Location and Borough Boundaries**



- 1.5 The Proposed Development comprises a total of 586 residential dwellings (C3), inclusive of 35% affordable homes by habitable room – comprised of 50% affordable rent and 50% shared ownership.
- 1.6 A Site location plan is provided in **Figure 1-2**.

Figure 1-2 Site Location Plan



- 1.7 This DSMP has been produced to manage the deliveries and servicing of the site and to ensure that they are planned and managed effectively. This DSMP will be implemented prior to occupation in conjunction with RBKuT and LBM, to ensure it remains current. If it is deemed that a revised strategy is necessary, then an updated DSMP will be provided.

### Transport Documents

- 1.8 This DSMP is accompanied by the following transport documents which support the broader Full planning submission:
- Healthy Streets Transport Assessment (TA);
  - Travel Plan (TP); and
  - Car Park Management Plan (CPMP).

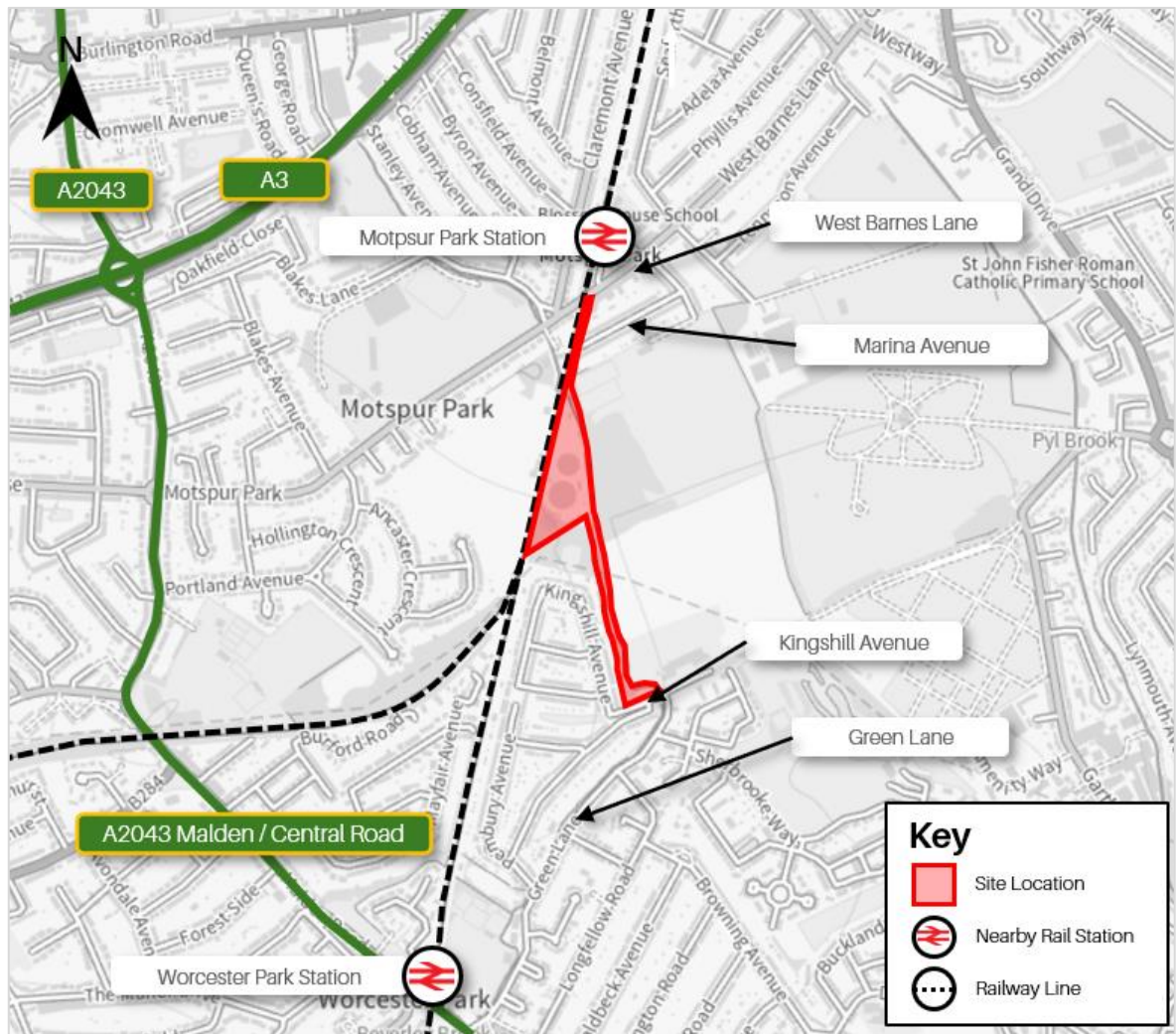
## 2. SITE LOCATION AND ACCESS ROUTES

### Existing Situation

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- 2.1 The development Site is a triangular parcel of land approximately 3ha in size, situated on the eastern boundary of RBKuT, currently accessed from West Barnes Lane adjacent to the northernmost point of the Site, with an additional existing access situated at the southernmost portion of the Site, from Kingshill Avenue.
- 2.2 The entire Site is currently private and therefore is closed to the public, with gated access points at both of the existing access locations.
- 2.3 The Site is bound by the Beverly Brook and adjacent woodland on the eastern boundary, a South Western Railway (SWR) Line on the western boundary and existing residential areas are situated north and south of the Site. Motspur Park and the associated High Street lies to the north of the Site, with Worcester Park to the south, with the High Street located further south along the A2043.
- 2.4 A Site location plan is provided on **Figure 2-1**, which shows the local transport networks and their location in relation to the Site.
- 2.5 The full Proposed Development Layout as per Maccreanor Lavington's *Proposed Site Plan* is provided in **Appendix A1**.

Figure 2-1 Site Location Plan



- 2.6 The majority of the Site, with the exception of the area surrounding the northern access, is designated as Metropolitan Open Land (MOL). The Sir Joseph Hood Local Nature Reserve is an area of land over the Beverley Brook designated as a Site of Importance to Nature Conversation (SINC) within LBM. The Manor Park SINC is also situated approximately 100m southwest of the site, within RBKuT.
- 2.7 West Barnes Lane is a single carriageway road subject to a 20mph speed limit and extends on a northeast/southwest axis to the north of the Site.

### Development Proposals

- 2.8 The Proposed Development is a residential development comprised of circa 586 homes of Use Class C3, inclusive of 35% affordable homes, which equates to a total of 177 affordable homes.
- 2.9 The development proposes a total of 89 car parking spaces which will abut the western boundary of the Site, inclusive of 18 blue badge bays. There will also be 3 additional car club bays provided as

part of the development, inclusive of a single on-Site bay and two off-Site bays delivered to the north and south of the development within the public highway. Further details are provided within the accompanying TA.

- 2.10 A total of 1,035 resident cycle parking spaces will be provided via internal ground-floor cycle stores within each block, and a total of 28 visitor spaces will be provided external to the proposed buildings, within the Site boundary.

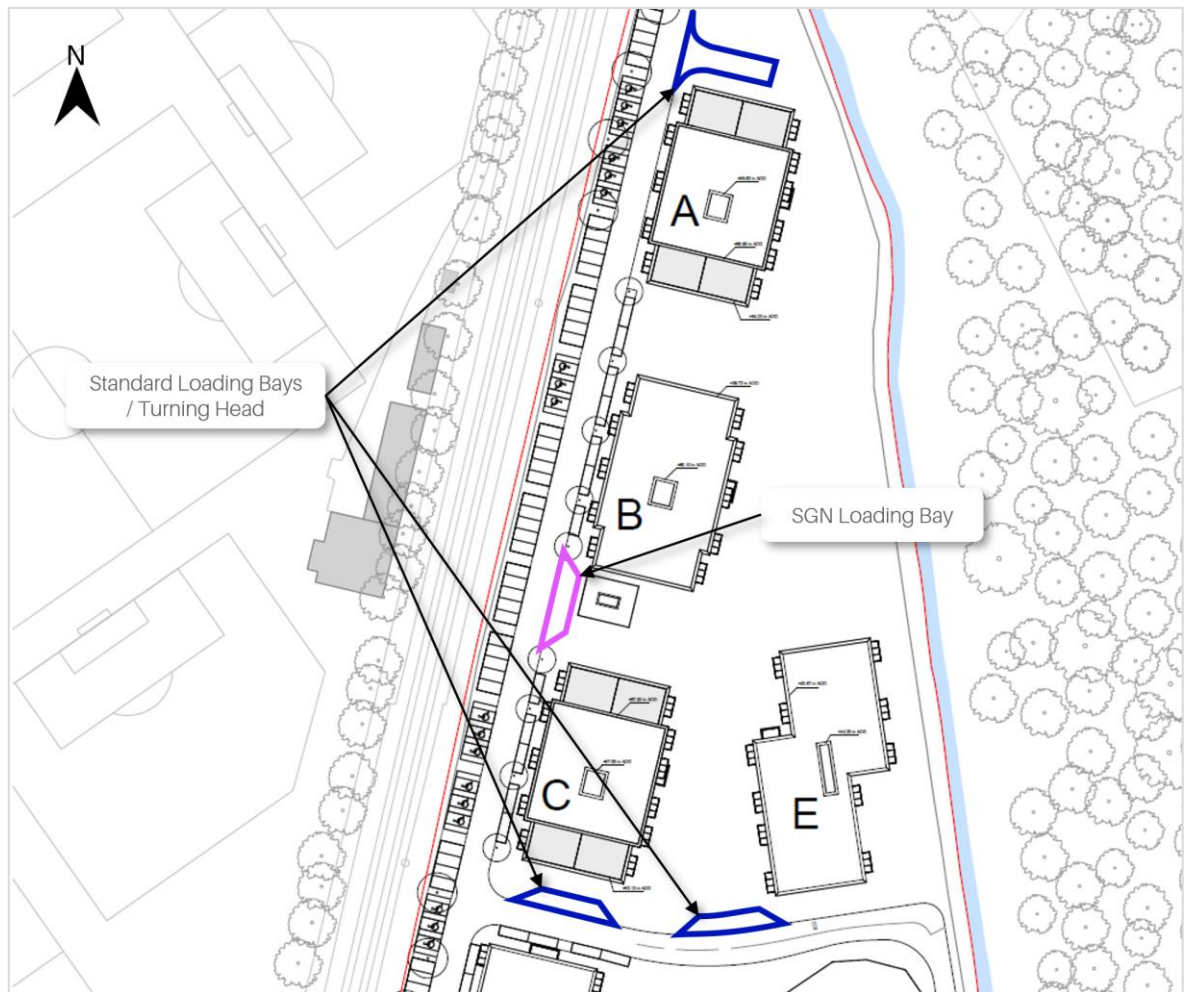
### 3. DELIVERY AND SERVICING STRATEGY

#### Proposed Delivery and Servicing Strategy

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- 3.1 The scheme is designed to ensure that deliveries and servicing can be undertaken within the development. Swept path analysis drawings have been prepared which demonstrate the layout will be able to accommodate the following:
- Refuse vehicles will be able to access, egress and manoeuvre within the site to undertake collection; and
  - Refuse collection areas will be provided within the development to ensure safe and efficient access for refuse vehicles.
- 3.2 In order to demonstrate the largest possible servicing vehicles envisaged to access the development will be accommodated within the proposed layout, the following drawings are provided in **Appendix A2**:
- **I000551\_403.4C and I000551\_403.5C**: Fire tender vehicle swept path analysis utilising the southern access road from Kingshill Avenue.
  - **I000551\_403.8C and I000551\_403.9C**: 10.7m refuse vehicle swept path analysis utilising the southern access road from Kingshill Avenue.
  - **I000551\_405.2B and I000551\_405.1B**: Fire tender vehicle swept path analysis utilising the northern emergency access from West Barnes Lane.
- 3.3 It is envisaged that light goods vehicles (LGVs) typically associated with deliveries such as DPD, Amazon, groceries etc. will utilise the following locations to undertake unloading and delivery operations:
- Either of the proposed loading bays adjacent to blocks C and E at the southern portion of the centre of the development;
  - The turning head provided adjacent to block A at the northern portion of the centre of the development; and
  - Within the internal estate carriageway in the case of deliveries with short dwell times such as mopeds.
- 3.4 The delivery locations listed above are confirmed in **Figure 3-1**.

**Figure 3-1 Delivery Set-down Locations**



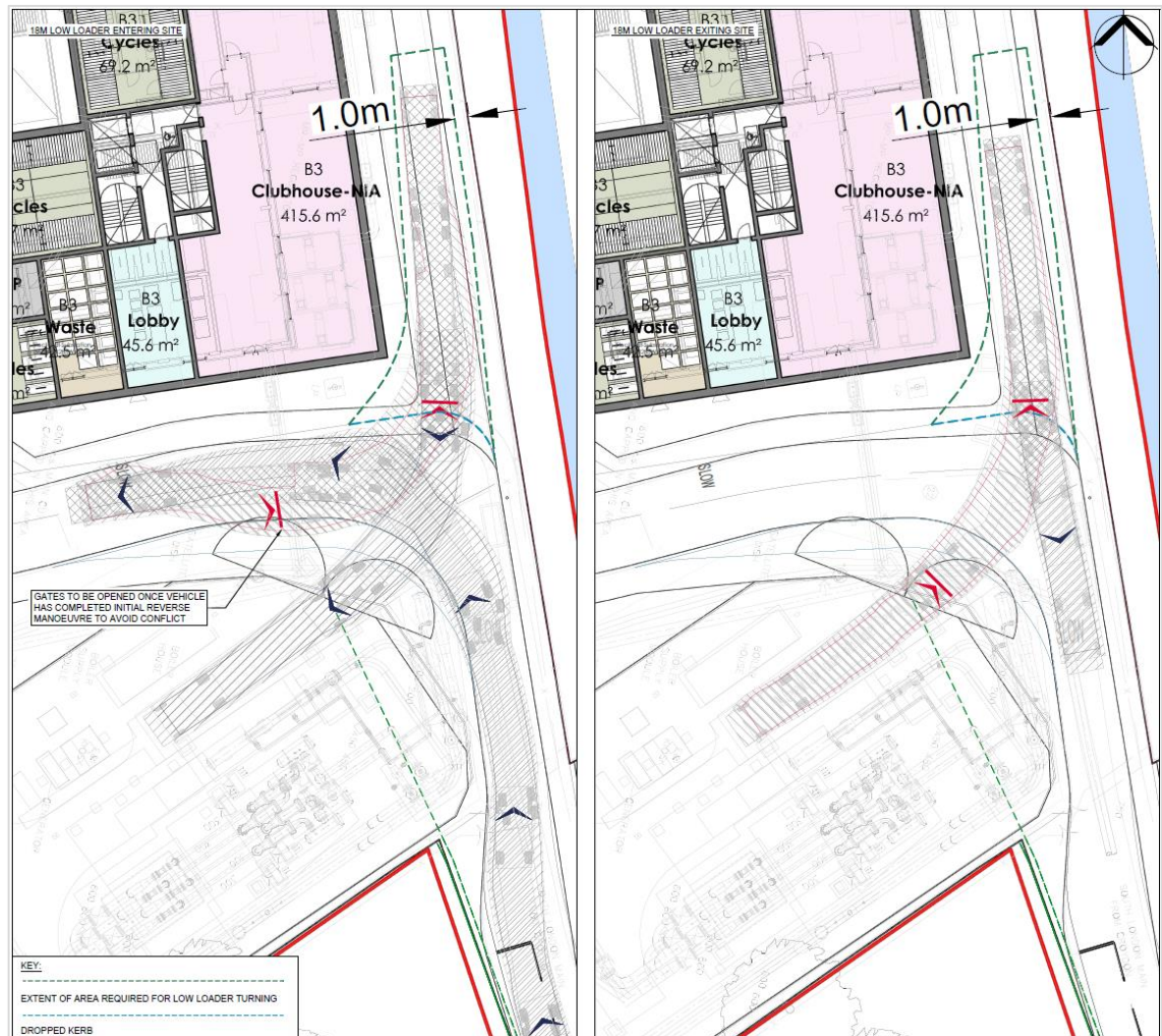
- 3.5 For cycle courier deliveries, these will be accommodated within the 28 visitor cycle parking spaces provided throughout the layout in the form of 'Sheffield' stands. The visitor cycle parking will also be located adjacent to the building entrances of the various blocks.
- 3.6 There will be a third loading bay provided within the development layout (shown in **Figure 3-1**), between block B and C – however the loading bay has been requested by Scotia Gas Networks (SGN – the gas utility operator at the existing Site) to be for the sole purposes of accessing the gas infrastructure housed within the unit immediately south of block B. As such, manual bollards will be installed at this bay to preclude use for deliveries and servicing.

### Existing Gas Facilities

- 3.7 There will be an element of the existing gas facilities operated by SGN which will need to be retained for maintenance purposes. As such, the internal layout has been designed to accommodate the largest possible vehicles envisaged to require access to the facilities – which could be an 18m low loader.

- 3.8 As such, a swept path analysis exercise has been undertaken to demonstrate an 18m low loader will be accommodated within the layout – demonstrated in **Figure 3-2** and provided in full in **Drawing I000551-404-C** in **Appendix A2**.

**Figure 3-2 Existing Gas Facilities – 18m Loader Swept Path Analysis as per Icen Drawing I000551-404-C**



- 3.9 As shown in **Figure 3-2**, a markup indicating the area required to accommodate the loader's manoeuvres within the Site is plotted, in addition to a highlighted extent of the internal road which will require a dropped kerb to enable access to the gas facilities.
- 3.10 Whilst this movement takes up a lot of space in a constrained area, this manoeuvre will only take place once every 10 – 15 years and will be heavily controlled by banks persons. Advanced warning will be given to all residents in advance of the vehicle so that they are aware of any disruption.

### **Servicing Management**

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- 3.11 There will be an on-Site concierge provided within the ground-floor of block E, which will be staffed across standard working hours to ensure that the on-Site servicing strategy is enforced.
- 3.12 Should any issues with deliveries and servicing management arise following the occupation of the development, it will be the responsibility of the on-Site concierge to review, update and submit a revised version of the DSMP to RBKuT.
- 3.13 Berkeley Homes will also be seeking agreements with delivery companies to consolidate trips as best as possible. For example, at some of their existing Sites, they have an agreement where only one amazon vehicle per day can access the Site. This will also be explored for Motspur Park to help consolidate deliveries and reduce the number of trips.

### **Servicing Trip Generation**

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- 3.14 In order to calculate the trip generation associated with servicing for the proposed development, accepted TfL guidance recommends a ratio of deliveries per dwelling across a typical day of 0.43. Using this ratio – the development is anticipated to generate in the order of 252 associated trips with the dwellings.
- 3.15 In reality, the above trip generation figure does not equate to one vehicle per trip, as a number of trips will be 'linked trips' which represent one vehicle visiting multiple homes within the development. As such, the 252 servicing trips are reduced by a factor of 20% to account for linked trips – which equates to a total of 202 trips across a typical weekday as agreed with TfL. Dividing this across a typical 12-hour day gives an hourly delivery rate of 17 deliveries per hour associated with the development. The 20% linked trip assumption has been agreed in principle by TfL regarding servicing trip rates for other proposed residential development schemes, whereby TfL provided this assumption to agree servicing trip rates.
- 3.16 The above assumptions are deemed as acceptable by TfL as part of pre-application correspondence, they were also discussed with RBKuT and LBM.

### **Monitoring**

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- 3.17 As part of the management of the estate, the concierge service will also monitor servicing patterns across the Site. Should there be any issues with misuse of loading bays, or issues caused by delivery and servicing vehicles, the concierge service will at first remind operators of the delivery and servicing strategy and should issues continue, seek enforcement options through the chosen enforcement company on site.

## 4. SUMMARY

- 4.1 This DSMP has been prepared by Iceni Projects on behalf of Berkeley Homes (West London) Limited to support a Full planning application for the residential redevelopment on land in Motspur Park, south of West Barnes Lane (the Site) situated in RBKuT.
- 4.2 The Proposed Development comprises a total of 586 residential dwellings (C3), inclusive of 35% affordable homes by habitable room – comprises of 50% affordable rent and 50% shared ownership.
- 4.3 The DSMP has concluded the following matters:
- All deliveries and servicing operations will be undertaken within the development, and the layout has been designed to accommodate these activities.
  - Two loading bays will be provided within the development layout which will provide set-down areas for refuse vehicles and LGVs seeking to access any of the dwelling on-Site. A turning head will also be provided within the development layout to enable larger vehicles to manoeuvre within the development and egress in a forward gear. An additional loading bay will also be provided within the development which will be solely for use by SGN to access the gas compound in the centre of the development. This additional loading bay will be bollarded to restrict wider public use of the bay.
  - A suite of swept path analysis drawings has been prepared by Iceni to demonstrate the largest vehicles envisaged to access the development will be able to do so.
  - A staffed ground-floor concierge will be provided in Block E, which will be responsible for enforcing the on-Site delivery and servicing arrangements. Should the arrangements require future amendments, the concierge will be responsible for reviewing and updating the DSMP and submitting a revised submission to RBKuT.
  - A servicing trip generation methodology has been agreed with TfL and RBKuT as part of pre-application correspondence for the scheme – which determined the development will generate in the order of 202 trips across a typical weekday, which will equate to 17 deliveries per hour.

## **A1. PROPOSED DEVELOPMENT LAYOUT**

## **A2. ICENI SWEPT PATH ANALYSIS DRAWINGS**