

**Appendix 5 – Deliveries, Servicing and Construction**

5.1 In addition to the specific requirements around the management of waste, arrangements for deliveries and servicing and for the management of construction can have a significant impact on the environment, both on a development site and in the surrounding area. Managing these impacts is important for the quality of life of communities and the amenity of the area.

<b>Deliveries, Servicing and Construction</b>	
1)	All development proposals must consider arrangements for deliveries, collections, and servicing and demonstrate that adequate provision can be made for future occupiers. Where possible, delivery and servicing arrangements should be accommodated off-street and the use of delivery and servicing bays should be strictly controlled.
2)	In all cases there should be no adverse impacts of deliveries, servicing or collections on the amenity of local residents and businesses including from vehicle noise or the size of vehicles.
3)	Proposals for development should demonstrate that delivery, servicing and emergency vehicles are able to enter and exit the site in forward gear and that the proposed arrangements will be safe and will not cause traffic obstruction or nuisance.
4)	Applications for major developments must demonstrate suitable provision for refuse and recycling collection, including details of storage and collection points and locations for vehicles to turn and wait.
5)	Delivery and Servicing Plans (DSPs) will be required for developments that by virtue of likely vehicle movements may impact on the operation of the public highway, private roads, the public realm and/or on the amenity of residents and businesses. The DSP should demonstrate how any potential impacts will be mitigated, and should seek to encourage use of low-emission vehicles and efficient and sustainable delivery systems which minimise motorised vehicle trips.
6)	Development proposals located close to Strategic Road Networks (SRNs) should be consulted with National Highways. Construction Management Plans (CMPs) will be required for development sites positioned close to SRNs, or which would place a sizeable amount of construction vehicles on the SRNs, any impacts arising from any disruptions during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported.

**Reasoned Justification**

5.2 Delivery and servicing arrangements can have significant impacts on the quality of the environment and living and working conditions of an area and must be considered as an important part of proposals for new development.

5.3 This includes ensuring that there is adequate space and access within a site to accommodate requirements for storage and collection of waste and deliveries as well as managing associated vehicle movements so that these do not result in harm to the amenity of the area or any neighbouring occupiers. Where possible, delivery and servicing arrangements should be accommodated off-street, and the use of delivery and servicing bays provided should be strictly controlled.

5.4 It is proposed that, where relevant, applications for development should include details of:

- Delivery hours;
- Delivery frequency;
- Location of service bays;
- Size of servicing vehicles;
- Operation of servicing bays including swept path analysis

5.5 To help manage impacts over the lifetime of a development, it is proposed that Delivery and Servicing Plans (DSP's) will be required for some larger developments to demonstrate how any potential impacts will be mitigated.

5.6 Developments should adhere to best practice construction techniques to limit impacts on the environment, reduce noise and vibration from construction, and manage the transportation of construction waste and materials.