



ASHLEY GARDENS BUILDING 1A

DELIVERY AND SERVICE PLAN

SEPTEMBER 2022

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DOCUMENT CONTROL SHEET

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Issue Purpose	Revised Swept Path to reflect new landscape
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Signature	
Approved By	Ryan Thrower
Date of Issue	03.06.2021
Date of Revision	09.09.2022

DISCLAIMER

The information contained within this Report is based on Drawings and Specifications provided by the Design Team along with information assumed by NRG Consulting for the purposes of compliance. Any budget costs or plant sizing contained within are based upon the best available information, are to be taken as an estimation and guideline only.

NRG Consulting disclaims any responsibility to the Client and others in respect of any matters outside the intended scope of this report.

1. EXECUTIVE SUMMARY

- 1.1 NRG Consulting have been appointed to undertake a Delivery and Servicing Plan for the proposed development at Ashley Gardens (Building 1a), Ashley Road, N17 in order to discharge Planning Condition 43A.
- 1.2 The consented scheme (Planning Reference: HGY/2019/2804 for latest S73 Application and HGY/2017/2045 for the original application) is for:

Demolition of the existing buildings and erection of two buildings to provide commercial floorspace (Class A1/A3/B1/D1), residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.

The Delivery and Service Plan is intended to clear the Planning Condition for the first phase of the implementation – Building 1a that contains 107 residential units and 499.5m² of retail space. This report has been updated from the original following the approval of the Berol Yard landscaping condition (HGY/2017/2044) which provides a revised layout of the Berol Link and therefore requires an update to this plan.

- 1.3 Planning Condition 43A states:

PRIOR TO OCCUPATION - Delivery and Servicing Plan

Prior to occupation of Building 1, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

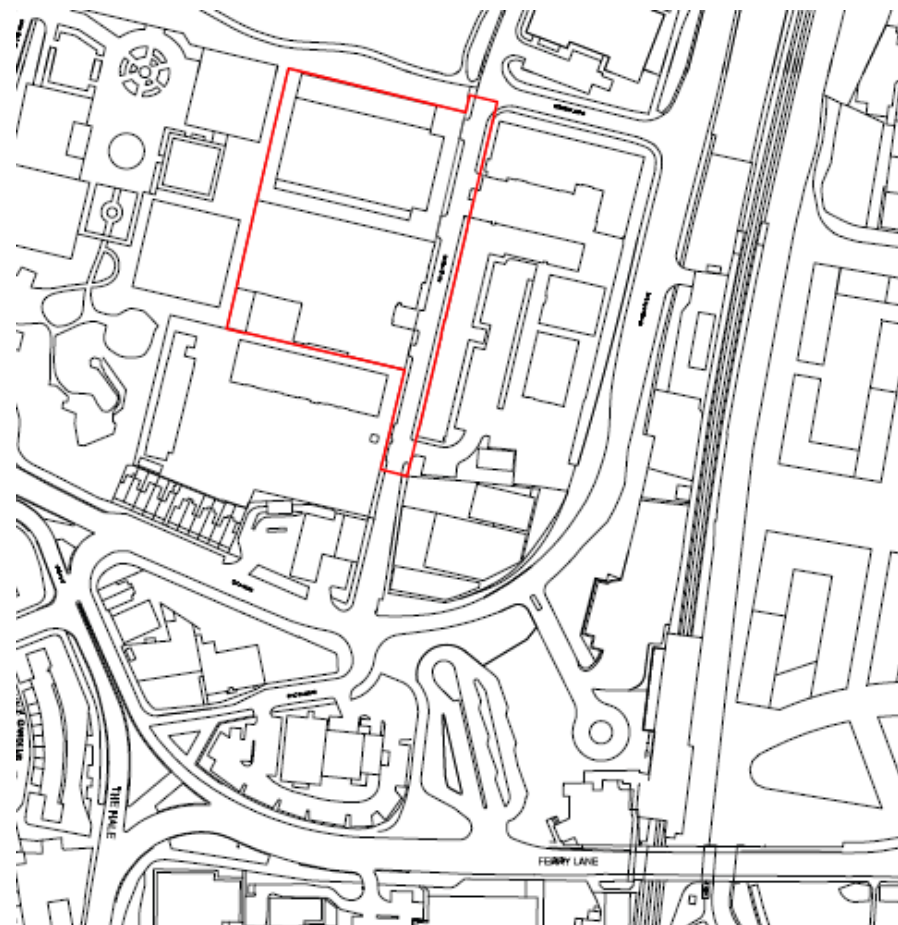


Figure 1.1: Proposed Site Location Plan

2. SITE CONTEXT

2.1 Site Location and Background

The Site is located in Tottenham Hale, within London Travel Zone 3; and is bound by residential 3.1.1 development to the south, Watermead Way to the east, Burdock Road and Harris Academy to the northeast and Down Lane Park to the west and northwest, figure 2.1 shows the site location.

The Site is bound to the north and north west by Down Lane Park, Ashley Road to the east, and a petrol filling station to the south. Down Lane Park is a recreational area that consists of a large green sports field which accommodates two adult sized football pitches, an outdoor gym, a playground located to the south of the park, a mini BMX track, a basketball court, the Tottenham Hale Bowling Club and three tennis courts.

Ashley Road is situated within one of 28 Opportunity Areas (OA) identified in the London Plan, with the key principles for the comprehensive redevelopment of the area identified in a Development Framework which was adopted in July 2013. The Upper Lea Valley OAPF, adopted July 2013, highlights LBH aspirations to commit to providing 'significant investment and improvements to transport infrastructure, including four trains per hour on the West Anglia main. Line and improvements to help people walk and cycle more easily through the area'.

Currently, based on TfL's web-based Planning Information Database, the Site benefits from a 3.1.2 range of PTAL from 5 towards the north, to 6a in the south, with a forecast PTAL value of 6A across the whole site in the year 2020. This represents a highly accessible location, providing an ideal opportunity for a site designed with a focus on sustainable modes of travel.

2.2 Existing Site

The existing site is currently occupied by light industrial and commercial buildings most of which are low grade, with the exception of Berol House, which is locally listed.



Figure 2.1: Site Location

2.3 Proposed Development

The proposal involves the demolition of existing buildings and construction of 107 residential units and 499.5m² of retail space. Figure 2.2 shows the proposed ground floor plan with the cycle storage and bin storage highlighted.

2.4 Cycle Storage

In line with the London Plan standards, the development will provide secure cycle storage for residents and visitors. Residential cycle spaces will be located in an internal cycle store on the ground floor, as indicated in figure 2.2.

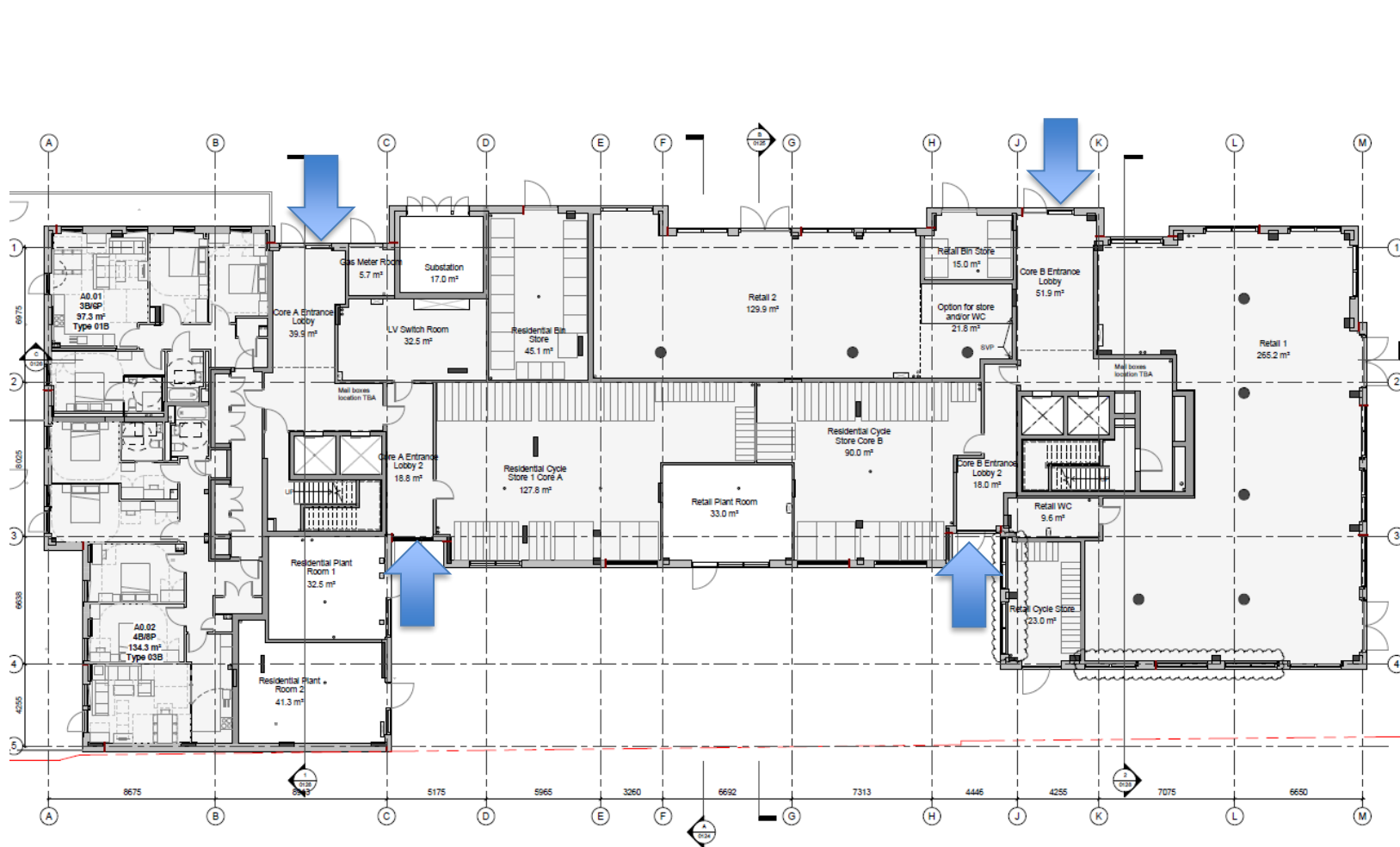


Figure 2.2: Proposed Ground Floor Plan with Access Points Highlighted [GF Plan also included as Appendix 1 of this report]

3 SERVICING ARRANGEMENTS AND ACCESS

3.1 Introduction

This section describes the design of access arrangements for the residential units, the location of refuse storage and the arrangements for other servicing and deliveries which will need to be taken into account in the DSP.

3.2 Delivery and Servicing Proposals

The proposals include the provision of a 22.5m long double bay for Building 1a which allows for two 10m rigid vehicles to load at the same time but provides the flexibility for any larger vehicle to serve the site if necessary, providing additional resilience to the scheme.

Potential unattended deliveries will be managed through the travel plan and informing future residents of local click and collect facilities in the vicinity of the site. It will be advised that the commercial occupiers of each site regularly meet and discuss servicing in order to ensure all sites operate harmoniously to minimise the likelihood of concurrent deliveries.

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 TfL advice.

The Ashley Road Masterplan has been designed to accommodate the servicing requirements of all buildings proposed within the masterplan. Therefore, including the provision of three loading bays within the Ashley Gardens development site, six loading bays will be provided across the wider Ashley Road Masterplan site as listed below:

- A 45m double bay at Building 1 providing 2 HGV spaces;
- A 22.5m single bay at Building 1a providing 1 HGV space;
- A 22.5m single bay at Building 2 & 2a providing 1 HGV space;

- A 22.5m single bay at Building 3 providing 1 HGV space;
- A 22.5m single bay at Building 4 providing 1 HGV space ; and
- A double loading bay has been constructed on Watermead Way for Building 4 and the proposed development of 2 Berol Yard, on the former ADA College site.

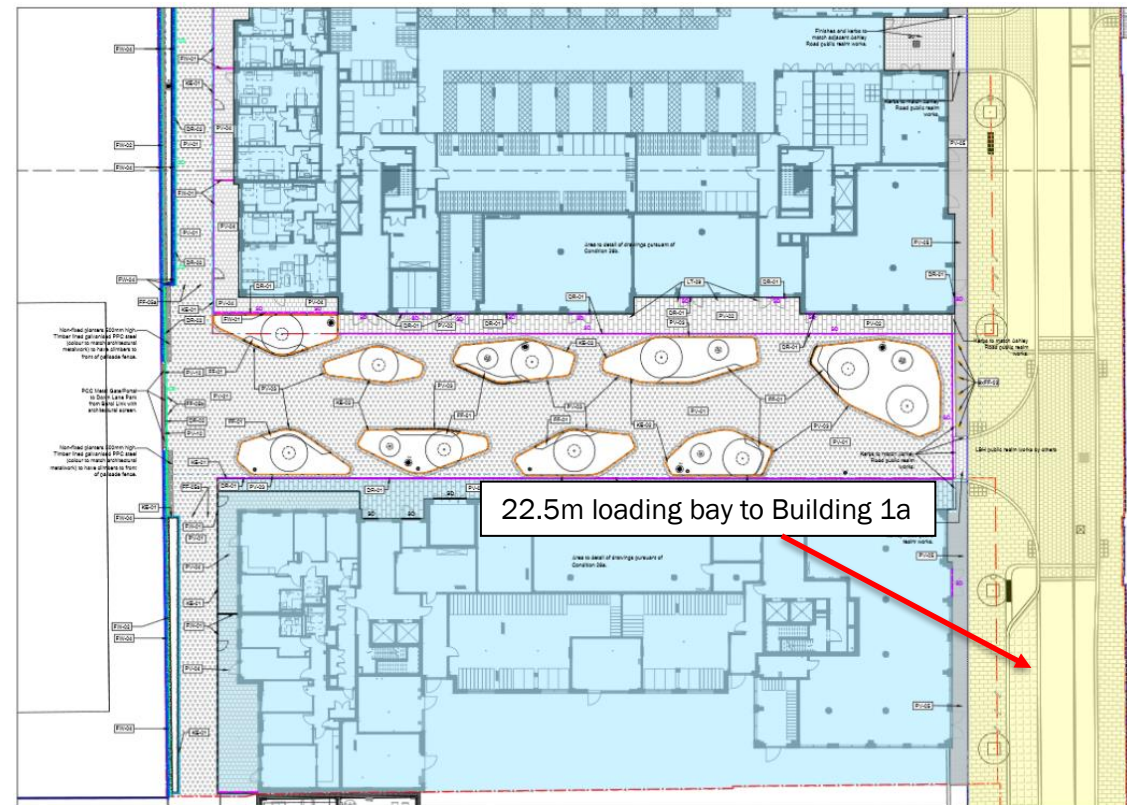


Figure 3.1: Location of Building 1a loading bay on Ashley Road.

3.3 Residential Refuse Storage and Collection

Figure 2.2 above shows the ground floor location of the four proposed residential bin stores. These will comply with the following guidelines set out by Haringey Council in the Sustainable Design and Construction Supplementary Planning Document (2013):

- Wheelie bins or bulk waste containers must be provided for household collections.
- Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed.
- Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.
- All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.
- If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.
- Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.

The refuse storage units will be constructed to BS 5906 (2005) and conform to Building Regulations 2015, Part H6. The storage units will provide enough space and the double doors will provide a wide enough doorway for operatives to easily manoeuvre the containers in and out, with the doors at least 200mm wider than the largest bin housed within it. Residents would segregate and store their refuse and recycling through the use of internal waste storage in their kitchens. This would promote the

separation of refuse and recyclable materials at source. Residents would then be responsible for manually transporting and depositing their refuse and recycling in the appropriate containers to the residential waste store rooms.

The facilities are located at ground level and are easily accessible for all residents including residents with disabilities or mobility difficulties. The storage units are positioned so that disturbance to residents or neighbours is kept to a minimum. Signage will be provided on or adjacent to the doors of bin storage units. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.

Waste will be collected directly from the bin stores with a waste operative vehicle entering the site via Ashley Road. The bin store is conveniently located next to the road, within 10metres of the collection points, to allow for swift and efficient waste collection a Swept Path Analysis can be found in Appendix 2. This shows that waste collection vehicle and vehicles are able to enter and exit the site using forward motions only. The road will be constructed to ensure it can withstand a 32-ton vehicle and the path from the bin stores will be level, with no gravel, with no obstructions. It is proposed that refuse collections will occur twice a week.

The development will benefit from a Concierge service. Part of their remit would be to manage the refuse room to ensure that the waste bins are rotated to prevent the overfilling of any one bin and managing bulk waste. This is standard practice across high density residential blocks. This responsibility will be extended to include using a compactor to reduce the volume of waste. The equipment will be provided as part of the development so there is no rental cost. It is envisaged the cost involved in the use of a compactor will be initial training for the Concierge and a maintenance and servicing contract for the equipment. With 107 units at this development, it is expected that the cost per unit of providing a compactor will have a minimal impact on service charges.

Table 3.1 below outlines the size and number of bins that will be provided to the residential units (Bin specification sheet included as Appendix 3).

Waste Stream	Size of Bin	No. of Bins
Dry Recycling	1100litre eurobin	6
Refuse	1100litre eurobin	9
Food Waste	360litre eurobin	4

Bin Type	Depth	Width	Height
360litre eurobin	885mm	620mm	1100mm
1100litre eurobin	985mm	1260mm	1370mm

Table 3.1: Size and Number of Bins Provided to Each Plot

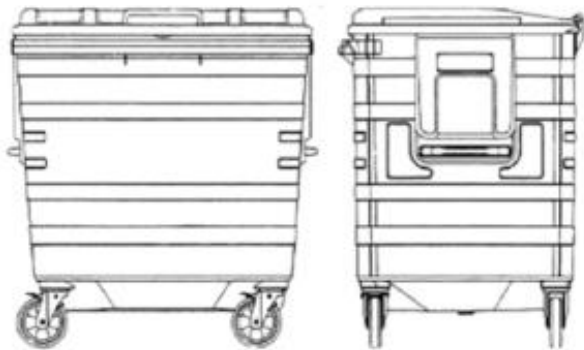


Figure 2.2: 1100litre Eurobins

3.4 Retail Refuse Storage and Collection

Refuse from the retail units would take place via a private collection company from the retail bin store located next to the Core B Lobby entrance.

4 MANAGEMENT OF SERVICING AND DELIVERIES

4.1 Delivery and Servicing Manager

A Delivery and Servicing Plan Manager role will be elected by the facility management company for the new development and employed prior to occupation. The DSP Manager will be responsible for implementing and managing the DSP as a natural extension of their duties. The DSP managers role includes:

- Keeping in regular contact with the residents;
- Answering related queries about site and local matters;
- Managing the arrival and exit of contractors;
- Managing the arrival of residents and the moving in and out of the development, notifying other residents in each case.
- Providing all residents with a Home User Guide which will include details on how to book deliveries;
- Keeping in regular contact with the residents via email and text (if the resident signs up to the information alerts).
- To provide a communal residential notice board or otherwise to provide information to residents on delivery and servicing;
- Establish and maintain a delivery and servicing schedule on the residential notice board in conjunction with the refuse/ recycling collection and maintenance visits.
- Residents will be encouraged by the DSP Manager to update the delivery and servicing schedule to inform other residents that large deliveries will be taking place on certain days, to assist in avoiding multiple deliveries occurring at once and encouraging vehicles avoid the road network peak periods.

The Commercial management teams will be required to adopt the following initiatives to meet the key objectives of the plan (i.e. to minimise service vehicle / car conflict and safeguard the amenity of pedestrians):

- Encourage suppliers to use car, transit vehicles to deliver goods where possible;
- Work with delivery companies (including food retailers) to minimise the number of arrivals per day and to consolidate deliveries, where

possible;

- Keep a logbook ensure a record of delivery times is recorded and the Premises Manager will sign and accept the deliveries;
- Ensure that deliveries remain in the vicinity of the site for as little time as required and that vehicle engines are switched off while stationary (where possible); and
- Seek to minimise, where possible, deliveries during the peak hours.

4.2 Likely Development Service and Delivery Trips

The development can be expected to have the following frequent delivery and servicing trips:

- Refuse collection
- Courier services
- Retail stock deliveries
- Post
- Supermarket food deliveries
- Fast food deliveries
- Building maintenance

Most of these trips are likely to be by van or smaller vehicle which can load and unload from the Ashley Road loading bay.

The DSP Manager will inform the residents of the block that new people will be moving in/out, so making them aware that long periods of loading/unloading will be taking place during those times. Information will also be provided by the DSP Manager to any new resident before they move in, informing them of all the packing and loading restrictions that are in place, surrounding the site.

4.3 Food store and Takeaway Deliveries

Food stores and takeaway outlets usually incur large financial, time and resource costs when delivering food and often a greater profit for the supplier, a cheaper deal for the customer and a quicker delivery of the meal /

groceries can be facilitated when the customer collects these items from the shop. It is likely that residents would walk up to 1 km in order to collect food and within this distance there are several food and convenience stores and wine shop shops within this distance.

Residents should be made aware of the advantages of walking to collect takeaways. The DSP Manager will include information on a communal notice board about existing local carry out deals at local restaurants/takeaways (within 1 km of the site). Often there is a significant discount for collection of food at such outlets

4.4 Courier Deliveries

It would be un-realistic to expect co-ordination of courier deliveries to residents but they should be advised where possible to use cycle couriers or consider the ethos of the company undertaking the delivery in terms of sustainable credentials, whether they operate their own green travel plan, their level of commitment to utilising a modern fuel efficient vehicle fleet, the quality of their operations and driver management systems minimising journey lengths etc.

Advising residents on courier deliveries will be part of DSP manager's role and include the following:

- Information advising residents on the above points will be included in the home user guide information pack provided to each resident moving into the development;
- periodic emails of local courier deliveries that operate a green travel plan.

4.5 Building Maintenance and Servicing

Building maintenance external works will be the responsibility of the facility management company. Management of maintenance projects should ensure that they are not dealt with ad-hoc but in an organised manner where possible to minimise the number of trips.

The DSP Manager will inform residents and the commercial unit occupiers of

any maintenance being carried out on the block, with sufficient notice via email/text alerts and updating the delivery and servicing schedule, so as to ensure that other deliveries are not made during these times.

5 CONCLUSION

NRG has been commissioned by to undertake a Delivery and Service Plan for the Ashley Gardens Building 1a development.

The objective of this DSP is to manage deliveries and servicing to the premises in order to ensure the successful operation of the servicing (including refuse storage and collection) for all elements of the scheme.

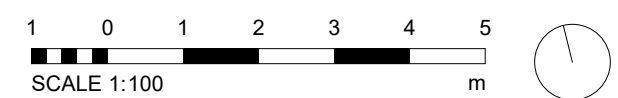
A facility management company for the new development will be employed prior to occupation and appoint a DSP manager. The DSP Manager will be responsible for implementing and managing the DSP as a natural extension of their duties.

The DSP manager's role includes keeping in regular contact with the residents answering related queries about site and local matters and managing the arrival and exit of contractors. Additionally, they will manage the arrival of residents and the moving in and out of the development, notifying other residents in each case.

The above document demonstrates that deliveries, servicing and refuse collection will be effectively managed without any detrimental impact on the local area.

Appendix 1





C8	Revised as clouded	07/04/22
C7	Revised as clouded	09/07/21
C6	Revised as clouded	15/06/21
C5	Revised as clouded	24/05/21
C4	Unit mix and Part M (4) 3 units revised (NMA)	12/03/21
C3	General update	11/11/20
C2	Revised as clouded	23/07/20
C1	Issued For Construction	02/07/20
Revision	Description	Date

For Construction

Ashley Gardens Building 1A

Ground Floor GA Plan

DRAWN BY RC		CHECKED BY CB		DATE April'20	
SCALE (@ A1) 1 : 100			PROJECT NUMBER 19014		
DRAWING NUMBER AG1A - DAR - XX - 00 - DR - A - 0100					REV C8
Project Identifier	Originator	Zone	Level	Type	Revision



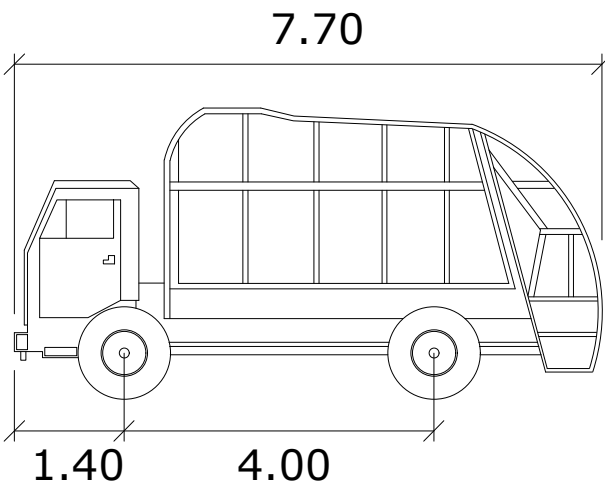
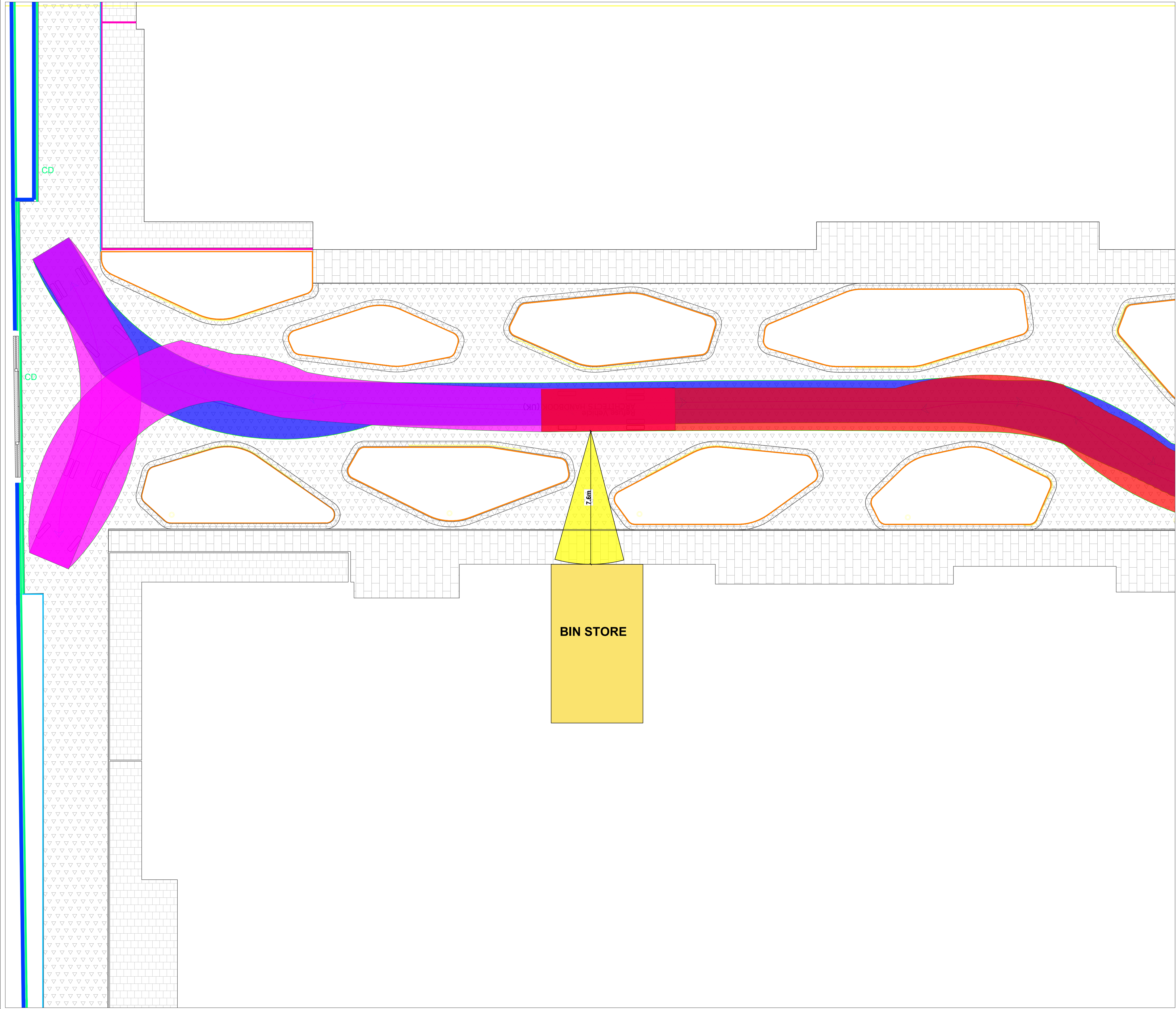
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Appendix 2

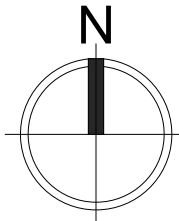
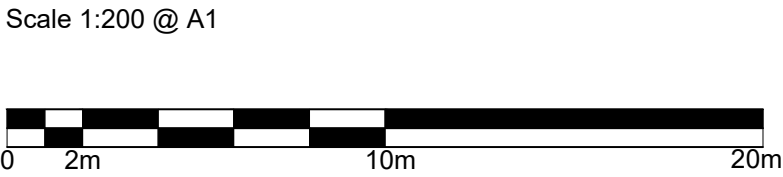




REFUSE

	Meters
Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0 s
Steering Angle	: 28.1 deg

- Vehicle entering to the site
- Vehicle leaving the site



H	22.08.2022	New Landscape Drawing	AV	RT
Rev.	Date	Revision	Drawn	Checked

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Job: **ASHLEY GARDENS**

Drawing Title: **SWEPT PATH ANALYSIS**

Drawing Number: B1666	Scale: 1:200	Date: August 2022
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Appendix 3



Continental™ 1100 Litre Trade

Technical information



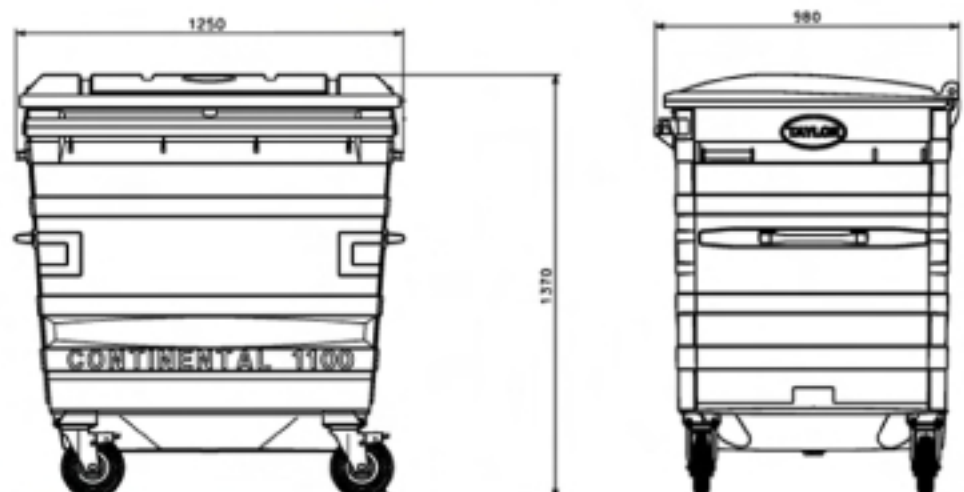
Product Image & Key Features



Technical Drawing

Empty Weight
102KG

Safe Lifting Weight
440KG



the name
for innovation.



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