

SEVEN SISTERS/EADE ROAD

OUTLINE DELIVERY AND SERVICING PLAN

PROJECT NO. 3760 / 22/161 DOC NO. D003

DATE: DECEMBER 2022

VERSION: 2.0

CLIENT: PROVEWELL LIMITED

Velocity Transport Planning Ltd

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VELOCITY
Transport Planning

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Outline Delivery and Servicing Plan (DSP) has been prepared by Velocity Transport Planning in respect of the proposed development at Seven Sisters/Eade Road within the London Borough of Haringey (LBH) ('the Council').

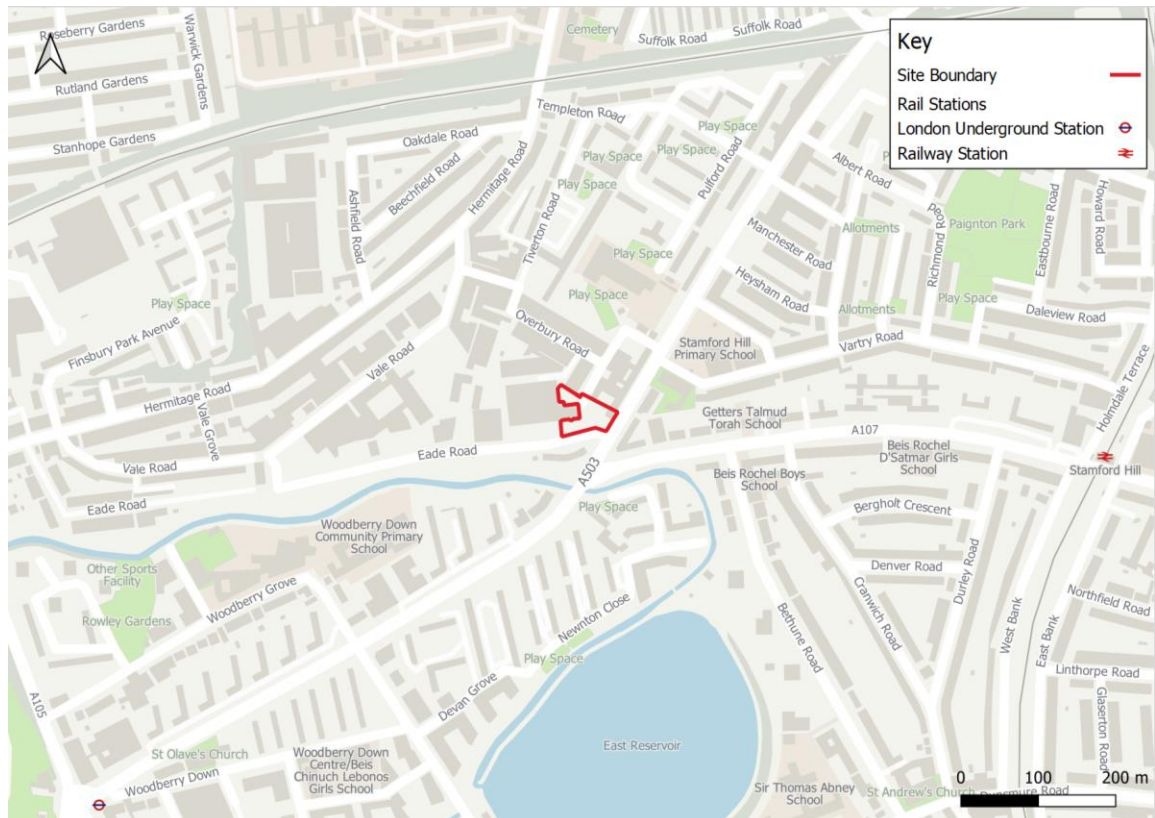
1.1.2 This Outline DSP accompanies the Transport Assessment (TA), also submitted as part of the application. A Detailed DSP would be expected to be secured by planning condition.

1.2 SITE LOCATION

1.2.1 The site includes a vacant site on the corner of Eade Road and Seven Sisters Road and associated land as well as 2-4 Tewkesbury Road. Primary access to the site for vehicles and pedestrians is provided from Eade Road to the south, with further accesses from Seven Sisters Road and Tewkesbury Road.

1.2.2 Commercial uses surround the site to the north and west, with residential properties to the south and east. The location of the site is shown in **Figure 1-1**.

Figure 1-1: Site Location



1.3 EXISTING SITE

1.3.1 The existing development site encompasses:

- ⦿ Land within the client's ownership including:
 1. A vacant plot on the corner of Eade Road and Seven Sisters Road
 2. Associated land in front and behind Cara House
 3. 2– 4 Tewkesbury Road
 4. Substation
- ⦿ Land within the Council's ownership including:
 5. Passageway from Seven Sisters Road to Tewkesbury Road into the Warehouse District
 6. End of Tewkesbury Road

1.3.2 Cara House, which does not form part of the planning application, is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses.

1.3.3 The land to the rear of the terraces fronting Seven Sisters Road (2 – 4 Tewkesbury Road) is used as garages and scrapyards.

1.3.4 The site on the corner of Eade Road and Seven Sisters Road is currently vacant.

1.4 PROPOSED DEVELOPMENT

1.4.1 The proposed development seeks to maximise the potential of the site and deliver warehouse living as part of a new build scheme.

1.4.2 The description of development is:

"Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the construction of a new substation to service the new development."

1.4.3 The proposals comprise the provision of 101 residential rooms, including both single- and double-bedroom units, providing a maximum occupancy of 133 persons. Associated workspace uses totalling 647.6sqm (GEA) are also to be provided at ground floor level fronting both Eade Road and Tewkesbury Road. It is highlighted that Cara House, an existing mixed-use warehouse living space, is excluded from this planning application.

1.4.4 The development quantum is summarised within **Table 1-1**.



Table 1-1: Proposed Accommodation Schedule

BLOCK	NO. OF UNITS PROPOSED
Block A	83
Block B	18
TOTAL	101

- 1.4.5 Units containing a range of bedrooms will be provided which will share a living-kitchen-dining-workspace area, with 11 rooms, i.e. 11%, being wheelchair accessible.
- 1.4.6 As part of the development proposals, the existing car park containing 10 spaces will be removed. This will provide a car-free development, with the exception of two Blue Badge parking spaces provided on-street.
- 1.4.7 The proposals will include two on-site servicing bays accessed via the existing access on Eade Road.
- 1.4.8 The proposed ground floor plan is shown in **Figure 1-2**.

Figure 1-2: Proposed Ground Floor Layout



- 1.4.9 In addition, the existing passageway between Seven Sisters Road and Tewkesbury Road will be significantly improved. With the existing staircase being 1.5m wide, the route will be widened to be a minimum width of 3m and will expand at either end into areas of active frontage. The design will provide increased security due to passive and active surveillance.



1.5 SCOPE OF PLAN

- 1.5.1 This Outline DSP has been prepared to set out the principles associated with servicing of the proposed development and establish management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not adversely impact the operation of the local highway network or inconvenience local residents.
- 1.5.2 The document aims to ensure that servicing at the proposed development can be carried out sustainably and efficiently. The aspiration is to achieve wider benefits for the local highway network, including contributing towards a reduction in congestion, the associated environmental impact and improving road safety conditions.
- 1.5.3 This Outline DSP is submitted with the planning application and should be read in conjunction with the supporting TA. A Detailed DSP is expected to be secured by the s106 agreement.

1.6 DOCUMENT STRUCTURE

- 1.6.1 The remainder of this Outline DSP is structured as follows:
- ⦿ **Section 2** – reviews relevant transport planning policy;
 - ⦿ **Section 3** – provides the aims and objectives of the DSP;
 - ⦿ **Section 4** – provides the forecast servicing; and
 - ⦿ **Section 5** – summarises the servicing access and provision;
 - ⦿ **Section 6** – details the management measures of this DSP: and
 - ⦿ **Section 7** – provides details of how this DSP will be monitored and reviewed.



2 PLANNING POLICY

- 2.1.1 Relevant regional and local planning policies and guidance have been reviewed to provide context for deliveries and servicing in relation to the development proposals.

2.2 LONDON PLAN (2021)

- 2.2.1 The London Plan (2021) is part of the statutory development plan, which aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages walking and cycling.
- 2.2.2 Policies D4 and T7 set out the need to provide DSPs in accordance with TfL guidance and in a way that reflects the scale and complexities of developments.
- 2.2.3 Policy T7 (f) notes that development proposals should facilitate sustainable freight and servicing, including providing adequate space for servicing and deliveries off-street.
- 2.2.4 Part A of Policy T7 states that development proposals should facilitate sustainable freight movement by rail, waterways and road.
- 2.2.5 Part G of Policy T7 highlights that developments should be designed and managed to receive deliveries outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.
- 2.2.6 Section 10 of the London Plan states:
- ⊕ *"10.7.5 Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider the facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car-free environments.*
 - ⊕ *10.7.6 Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around the safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction and operational phases of the Proposed Development."*
- 2.2.7 Part F of Policy T6 highlights that adequate provision should be made for efficient deliveries and servicing, and emergency access.

2.3 TFL DELIVERY AND SERVICING PLANS GUIDANCE

- 2.3.1 TfL requires DSPs to be submitted as part of all referable planning applications to minimise the impact of freight movements on the transport network. TfL provides online guidance on its freight portal, including "Delivery and Servicing Plans: Making freight work for you". TfL notes on the online portal:
- "A DSP provides a framework for ensuring servicing freight activity is as effective and efficient as possible... DSPs consist of a range of tools, actions and interventions aimed at reducing and re-*



timing deliveries, redefining building operations and ensuring procurement activities account for vehicle movement and emissions."

2.3.2 TfL guidance identifies the following strategies to manage deliveries and servicing effectively:

Managing Deliveries

- ④ *Inform suppliers of the delivery location and where loading and unloading should take place.*
- ④ *Implement a delivery booking system to manage the timing of arrivals and minimise peak demands and congestion on-site. Suppliers should be made aware of the system. Each delivery should have a specific time slot; however, the regular time slots should have some spare capacity to accommodate unexpected deliveries.*
- ④ *Move deliveries outside of peak or normal working hours. In some circumstances, it may be possible to work with suppliers to undertake deliveries at quieter times, particularly if staff are available to receive goods on-site 24/7.*
- ④ *Reduce the time spent on-site by suppliers by giving defined delivery times to manage loading and unloading durations and locating delivery areas near loading bays.*
- ④ *Ensure loading bays are kept free of staff parking or other unintended uses, such as waste storage.*

Reviewing Supply Chain Operations

- ④ *Reduce delivery, servicing and collection frequencies by consulting with suppliers and consolidating delivery streams.*
- ④ *Use the procurement process to ensure freight vehicles are safe and lawful and operated efficiently.*
- ④ *Reduce or consolidate the number of suppliers, such as suppliers delivering similar products.*
- ④ *Minimise the number of courier/specialist delivery times on same-day orders to consolidate deliveries onto fewer vehicles.*
- ④ *Review waste management processes to minimise the number of collections.*

Working with Suppliers

- ④ *Promote the use of low or no emission vehicles/modes. Bicycles and motorcycles can be suitable for smaller items. The use of electric and hybrid freight vehicles will reduce carbon emissions.*
- ④ *Promote the use of legal loading locations.*
- ④ *Encourage best practice scheme membership amongst suppliers, such as TfL's Freight Operator Recognition Scheme (FORS), which helps suppliers become safer, greener and more efficient.*



2.4 TFL DELIVERY AND SERVICING PLAN GUIDANCE (DECEMBER 2020)

2.4.1 TfL's Delivery and Servicing Plan Guidance assists with planning for safe, clean and efficient freight in London.

2.4.2 The guidance states the following:

- ⦿ *A DSP is usually secured by means of a section 106 obligation or similar planning condition once planning permission is granted to a developer by the local authority.*
- ⦿ *The DSP should cover deliveries and servicing made to the business(es) at the site and the personal deliveries made to its employees or tenants/occupiers.*
- ⦿ *The DSP should be a live document that is updated over time to reflect changes.*

2.4.3 There are benefits in terms of cost savings, improved neighbour relations and reduced environmental impact of site occupiers where a DSP is effectively implemented:

- ⦿ *Save time and money; for example, a delivery booking system can free up space and employees' time;*
- ⦿ *Contribute to Corporate Social Responsibility; for example, out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets; and*
- ⦿ *Improve everyone's safety, for example, by providing adequate off-street loading bays.*

2.5 HARINGEY LOCAL PLAN

2.5.1 Haringey's Local Plan is comprised of a suite of documents including the Strategic Policies DPD and Development Management DPD.

2.5.2 Policy T7 of the Strategic Policies document states that the Council will work to tackle climate change by seeking to mitigate the impact of road-based freight and promote alternatives.

2.5.3 Policy DM39 of the Development Management document highlights the need to ensure warehouse living is provided with appropriate parking and servicing arrangements.



3 AIMS AND OBJECTIVES

- 3.1.1 The main aim of this DSP is to minimise the site's impact on the local highway network by:
- ⦿ Ensuring adequate arrangements are made for deliveries and servicing and to protect the amenity of existing and future occupiers;
 - ⦿ Encouraging out-of-hours/off-peak servicing; and
 - ⦿ Assisting in the management of refuse, delivery and servicing activities at the development by ensuring the efficiency of these activities and reducing the impact of the development on the local road network.
- 3.1.2 The intended benefits of the DSP are as follows:
- ⦿ For the occupier and supply chain – reduced operating costs and improved reliability of deliveries.
 - ⦿ For site users and the local community – reduced risk of accidents.
 - ⦿ For the local community and wider environment – reduced CO2 emissions.
- 3.1.3 The nature of the development and the low number of delivery and servicing trips (as set out in **Section 4**) means that it is not necessary for the DSP to provide specific targets and formal monitoring.



4 SERVICING DEMAND

- 4.1.1 This section outlines the estimated quantity of servicing and delivery vehicle movements associated with the proposed development.
- 4.1.2 Servicing demand for the proposed development has been forecasted using the survey data obtained on Wednesday 27th and Thursday 28th April 2022. A review of vehicles servicing the site, both within the car park and on Eade Road, has been undertaken across two survey days. Trip rates have subsequently been determined by calculating the average number of trips across both days and applying this to the existing rooms at the site.

PROPOSED SERVICING ON-SITE

- 4.1.3 The expected daily on-site servicing trip generation calculated pro-rata for the proposed development based on the existing site surveys is presented in **Table 4-1**. From this data, **Table 4-2** shows the calculated probabilities of no vehicles, 1+ vehicles, 2+ vehicles and 3+ vehicles being on-site in any one 15-minute period.

Table 4-1: On-Site Servicing Trip Generation

	CYCLE	M/C	CAR	LGV	OGV1	OGV2	TOTAL
ON-SITE SERVICING TWO-WAY TRIPS							
Daily (07:00 – 19:00)	0	10	15	20	2	0	46

Table 4-2: On-Site Servicing Trip Generation Probabilities

	Cycle	M/C	Car	LGV	OGV1	OGV2
P(0)	100%	90%	85%	80%	97%	100%
P(1+)	0%	10%	15%	20%	3%	0%
P(2+)	0%	1%	2%	4%	0%	0%
P(3+)	0%	0%	0.2%	0.6%	0%	0%

- 4.1.4 **Table 4-1** shows that the proposed development is expected to generate 46 two-way servicing trips on-site throughout the day.
- 4.1.5 **Table 4-2** shows that most of the time, there would be no vehicles in the on-site loading bays. The likelihood of the demand exceeding two bays in any particular 15-minute window is very low, with less than 1% probability. Therefore, the provision of two servicing bays on-site is deemed sufficient.

PROPOSED SERVICING ON-STREET

- 4.1.6 The expected on-street servicing trip generation is presented in **Table 4-3** and **Table 4-4**.

Table 4-3: Proposed On-Street Servicing Trip Generation

	CYCLE	M/C	CAR	LGV	OGV1	OGV2	TOTAL
ON-STREET SERVICING TWO-WAY TRIPS							
Daily (07:00 – 19:00)	2	2	10	7	0	0	22

Note: Discrepancies due to rounding



Table 4-4: Proposed On-Street Servicing Trip Generation Probabilities

	Cycle	M/C	Car	LGV	OGV1	OGV2
<i>P</i> (0)	97%	97%	90%	92%	100%	100%
<i>P</i> (1+)	3%	3%	10%	8%	0%	0%
<i>P</i> (2+)	0%	0%	0.8%	0.4%	0%	0%
<i>P</i> (3+)	0%	0%	0%	0%	0%	0%

- 4.1.7 **Table 4-3** shows that the proposed development is expected to generate 22 on-street two-way servicing trips throughout the day.
- 4.1.8 **Table 4-4** shows that the vast majority of the time, there will be no vehicles using Eade Road for delivery and servicing. A small proportion of the time there will be one vehicle related to the development using Eade Road for delivery and servicing, and a very small proportion of the time (1.2%) there would be two or more delivery and servicing vehicles using Eade Road. During the surveys, the median stay of servicing vehicles was observed to be approximately four minutes.
- 4.1.9 Based on the analysis of the availability of yellow line loading space on Eade Road, and the predicted on-street demand, there is sufficient capacity to accommodate the development servicing activity.



5 SERVICING ACCESS STRATEGY

5.1.1 This chapter sets out the proposed servicing access strategy of the proposed development.

5.2 SERVICING STRATEGY

5.2.1 Two on-site loading bays are proposed to be provided within the site. This will enable deliveries being undertaken in 4.6t vans or smaller to take place within the site. Access and egress to the site is in forward gear. The traffic survey data and trip generation exercise presented in the TA demonstrates that the two on-site spaces will be sufficient to accommodate the expected on-site servicing demand.

5.2.2 For larger vehicles and refuse collection vehicles, it is proposed servicing is undertaken on-street on the yellow lines on Eade Road. For longer stays, vehicles can utilise the 'Pay and Display' bays which provide a maximum stay of 2 hours.

5.2.3 It is expected that the two delivery bays will be managed by booking slots with the site management for loading and deliveries to avoid multiple vehicles arriving on-site.

5.2.4 Swept path analysis on the proposed site layout is shown in **Figure 5-1** and in **APPENDIX A**.

Figure 5-1: Swept Path Analysis



5.3 WASTE STRATEGY

5.3.1 Waste management facilities for the proposed development have been designed in accordance with the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties. All waste storage facilities will be designed to British Standard BS5906:2005 Waste Management in Buildings – Code of Practice.

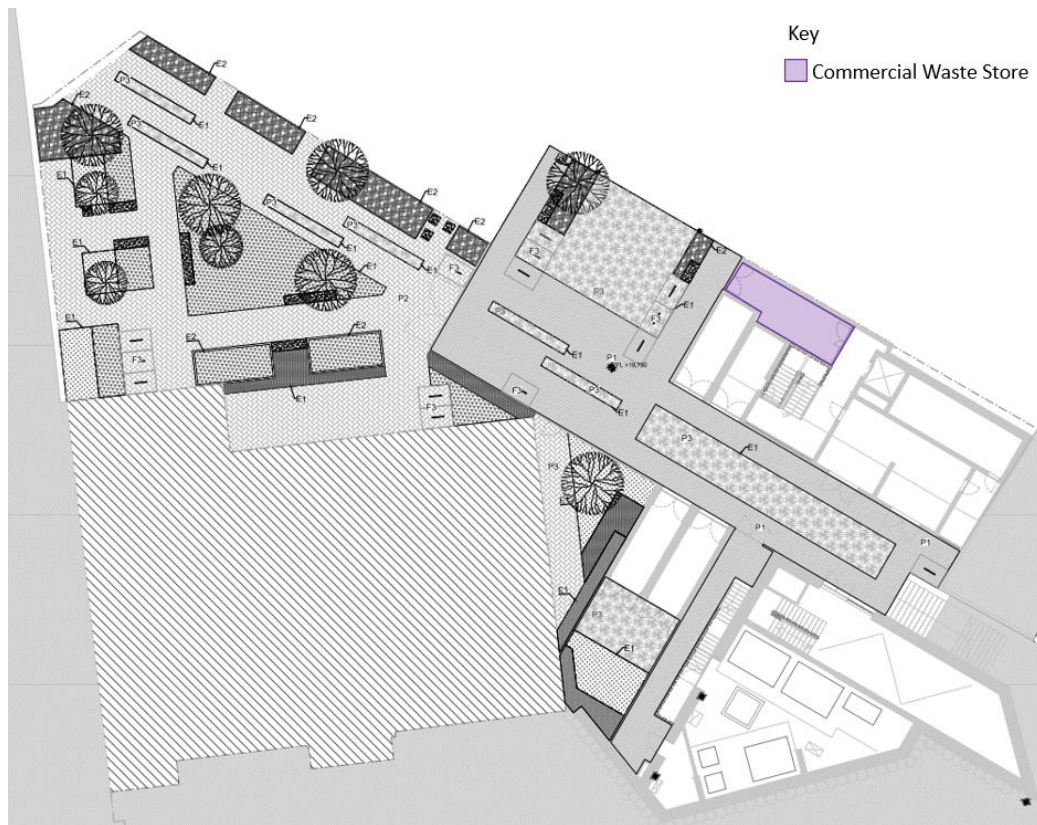


- 5.3.2 The principles of the operational waste strategy have been discussed and agreed with the Council's waste officer during pre-application discussions.
- 5.3.3 Residents will be provided with separate storage for the following:
- Residual waste;
 - Dry-Mixed Recycling (DMR); and
 - Food Waste.
- 5.3.4 Residential waste storage capacity has been calculated using the metrics agreed with the Council's waste officer for the Harringay Warehouse District, with residual waste and DMR stored in 1,100-litre Eurobins and food waste in 240-litre wheeled bins. Internally, residents will be provided with segregated storage within their kitchen units.
- 5.3.5 Two residential waste stores will be located at ground level for residents to deposit their segregated waste.
- 5.3.6 On collection days, the LBH Refuse Collection Vehicle (RCV) will position itself on the kerbside of Eade Road, within 10m of each of the store access, secured by code or fob. Once the collection operatives have emptied the bins into the RCV, they will be returned to the residential waste stores.
- 5.3.7 A separate commercial waste store will be provided for the commercial tenants.
- 5.3.8 **Figure 5-2** and **Figure 5-3** illustrates the proposed locations of the waste storage areas.

Figure 5-2: Proposed Waste Strategy (Eade Road Level)



Figure 5-3: Proposed Waste Strategy (Tewkesbury Road Level)



6

SERVICING MANAGEMENT AND MEASURES

- 6.1.1 This DSP has been developed to provide an effective and efficient servicing strategy that minimises the impacts of servicing.
- 6.1.2 The aim of this DSP is to ensure that activities are managed appropriately such that the local community, pedestrians, cyclists, the local highway network and other highway users experience minimal disruption and disturbance once the development is operational.
- 6.1.3 It is expected that the development will receive different types of deliveries throughout the day, including ad-hoc deliveries from retailers such as Amazon, alongside servicing and deliveries to the workspaces within the warehouse living spaces.
- 6.1.4 This DSP seeks to meet the following high-level objectives:
- ⦿ Ensure delivery activities do not hinder the flow of traffic on the public highway;
 - ⦿ Manage deliveries to reduce the number of trips, particularly during peak hours;
 - ⦿ Minimise vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles;
 - ⦿ Improve safety for pedestrians and cyclists through reducing vehicle movements;
 - ⦿ Improve air quality through reduced vehicle emission; and
 - ⦿ Reduce noise from commercial vehicle.
- 6.1.5 In general, deliveries and servicing will take place within the two on-site loading bays and from the street, and the strategy has been planned such that the on-site loading bays are booked via the site management.
- 6.1.6 Residents would be made aware of the delivery and servicing arrangements before occupation.

6.2 MANAGEMENT

- ⦿ Make suppliers/delivery companies aware of the locations where deliveries should be undertaken.
- ⦿ Encourage drivers to switch off vehicle engines whilst goods are being loaded/unloaded.
- ⦿ Ensure that refuse containers are returned to the refuse storage following refuse collection.

6.3 SCHEDULING

- ⦿ Schedule deliveries outside of the peak hours during quieter times of the day.
- ⦿ Reschedule any missed deliveries outside of the peak hours and advise residents to book any deliveries outside of the peak hours where possible.
- ⦿ Select low emissions deliveries (electric vans or cargo bikes) where the suppliers offer this choice.



6.4 REVISING MODE

- 6.4.1 Revising the travel mode to more sustainable forms of transport can reduce the impact of servicing through reduced emissions and noise.
- 6.4.2 There are growing trends for customers to be able to pick the type of vehicle (i.e. to opt for an electric vehicle or e-bike) to make deliveries. Retailers offer booking slots that reduce the carbon footprint of your delivery by informing customers using a green van icon where delivery is already taking place in the area. Residents will be encouraged to choose low-emission delivery vehicles when arranging deliveries to the site.



7

MONITORING AND REVIEW

- 7.1.1 The Council will use information and feedback from occupiers and neighbouring properties to conduct an annual review of delivery and servicing activity. This review shall assess the efficiency to meet the objectives of minimising the potential environment impact on the surrounding area and providing servicing arrangements for the building which meet road management and safety requirements.
- 7.1.2 This review will be conducted by the Council within 12 months following full occupation of the site, in addition to reviews as necessary thereafter for a period of five years. Where necessary, changes to the DSP will be made to reflect the findings of any review.

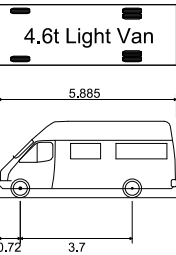
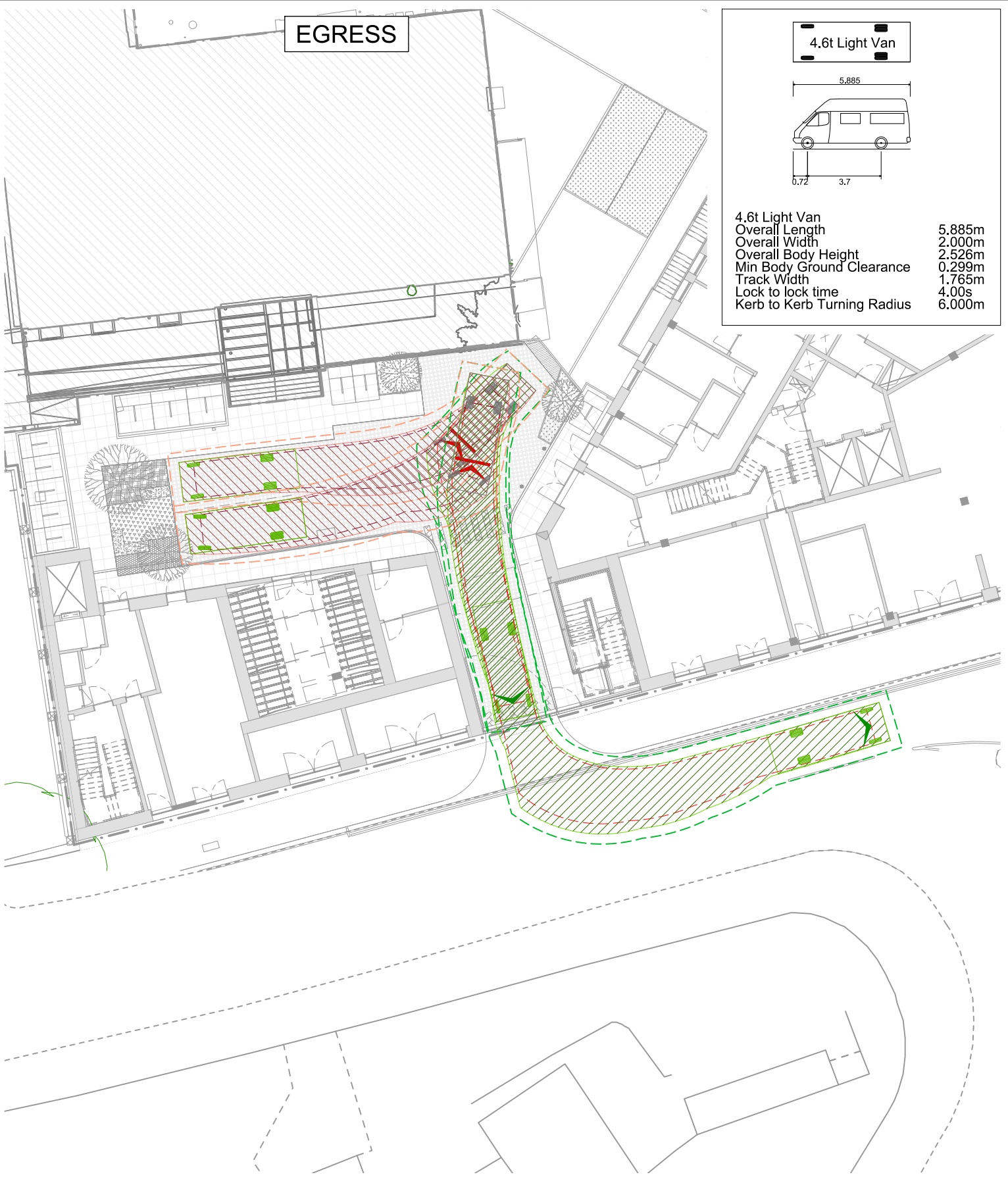


APPENDIX A

SWEPT PATH ANALYSIS



Drawing file: 22-161-SP-005-C - 4.6t Van.dwg Date: Dec 08, 2022 - 4:18pm



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

Rev	Date	Description	Drn	Chk	App
C	08/12/22	REVISED LAYOUT & TRACKING	EP	WLL	CG
B	24/11/22	REVISED LAYOUT & TRACKING	EP	WLL	CG
A	26/10/22	FIRST ISSUE	EP	WLL	CG

- Notes:
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Drawing Status	S2 - FOR INFORMATION				Project Title				
Client	PROVEWELL LTD.				Drawing Title				
Architect					WAREHOUSE LIVING				
					SWEPT PATH ANALYSIS				
					4.6t LIGHT VAN				
		Scale @ A3	Date	Designed/Drawn	Checked	Approved			
		1:250	24/10/22	EP	WLL	CG			
		Project Ref	Drawing Number				Rev		
		22-161	22-161-SP-005				C		