



Florentia Clothing Village Extension
Vale Road, London Borough of Haringey

Discharge of Condition 8 - Delivery and
Servicing Plan

For

Florentia Property Unit Trust

Document Control Sheet

Florentia Clothing Village Extension

Vale Road, London Borough of Haringey

Florentia Property Unit Trust

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
22 nd August 2023	v1.0	GL/PdeJ	PdeJ



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1.0 Introduction

- 1.1 Motion has been appointed by Florentia Property Unit Trust to provide transport planning advice to support the planning application for a proposed redevelopment of land located adjacent to the Florentia Clothing Village, 108 Vale Road within the London Borough of Haringey. This document sets out the proposed Delivery and Servicing Plan to be adopted by the Florentia Village (the 'Site') management team when the new development is occupied and operational. Planning permission (ref. HGY/2022/0044) was granted on 9th June 2023 for the redevelopment of the Site for the following:

"Application for full planning permission for a comprehensive redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E(g)) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other works."

- 1.2 The overall vision for the Site is to deliver an 'industrial village' which can be seen as an extension to the existing Florentia Clothing Village which will create workspace and maker units for SMEs and is complementary in terms of character and design.

- 1.3 This site is located to the south-eastern side of Vale Road, within the Haringay Warehouse district, adjacent to the Florentia Clothing village site. The site is currently used as a storage space for light industrial uses and an open air 'pay as you go' car park.

This Report has been prepared by Motion on behalf of Florentia Property Unit Trust Limited to discharge condition 8 attached to planning permission ref. HGY/2022/0044) in respect of the delivery and servicing strategy at the Site. Condition 8 reads:

Prior to commencement of above ground construction works, a final Delivery and Servicing Plan shall be submitted to and approved by writing by the Local Planning Authority. The document shall include the following matters:

- a) Identifying where safe and legal loading and unloading can take place;*
- b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;*
- c) Managing deliveries to reduce the number of trips, particularly during peak periods;*
- d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles;*
- e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).*

Thereafter, the development should operate in line with the final Delivery and Servicing Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that delivery and servicing activities are adequately managed such that the local community, pedestrians, cyclists and other highway users experience minimal disruption and disturbance, in accordance with Policy T7 of the London Plan 2021.'

- 1.4 The purpose of the Delivery and Servicing Plan (DSP) is to ensure that delivery and servicing activities associated with the development can be undertaken in a safe, efficient and sustainable manner. This DSP will therefore consider the day-to-day servicing activities associated with the development with reference to the proposals outlined above.
- 1.5 Following this introduction, the remainder of the Delivery and Servicing Plan comprises the following sections:
- „ Section 2 – Baseline Conditions;
 - „ Section 3 – Access and Servicing Arrangements;

- 17 Section 4 – Servicing Trip Attraction;
- 17 Section 5 – Servicing Management;
- 17 Section 6 – Monitoring; and
- 17 Section 7 – Summary.

2.0 Baseline Conditions

- 2.1 This site is located to the south-eastern side of Vale Road, within the Harringay Warehouse district, adjacent to the Florentia Clothing village site. The site is currently occupied by Storage for London providing 130 storage containers and commercial 'pay as you go' vehicle parking area. The site is bounded by Florentia Clothing Village to the northeast, and Vale Road to the northwest. The rest of the site is bordered by further industrial units. The closest major road link to the site is Seven Sisters Road, circa 300m south of the site. The location of the site is demonstrated in Figure 2.1.

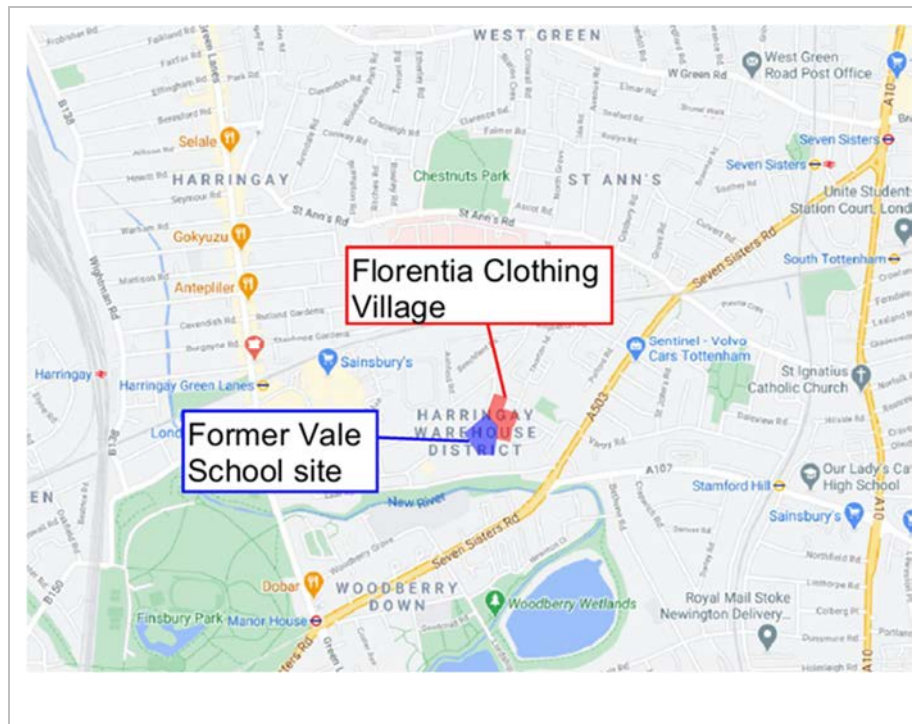


Figure 2.1 - Location Plan – wider network

- 2.2 The Site is in the heart of the Harringay Warehouse District surrounded by residential areas. The local roads are suitable for cars and light vans and the occasional HGV (e.g. refuse collection vehicle) as would be expected in a residential area. The immediate local road network serving the Florentia Clothing Village are presented on Figure 2.2.

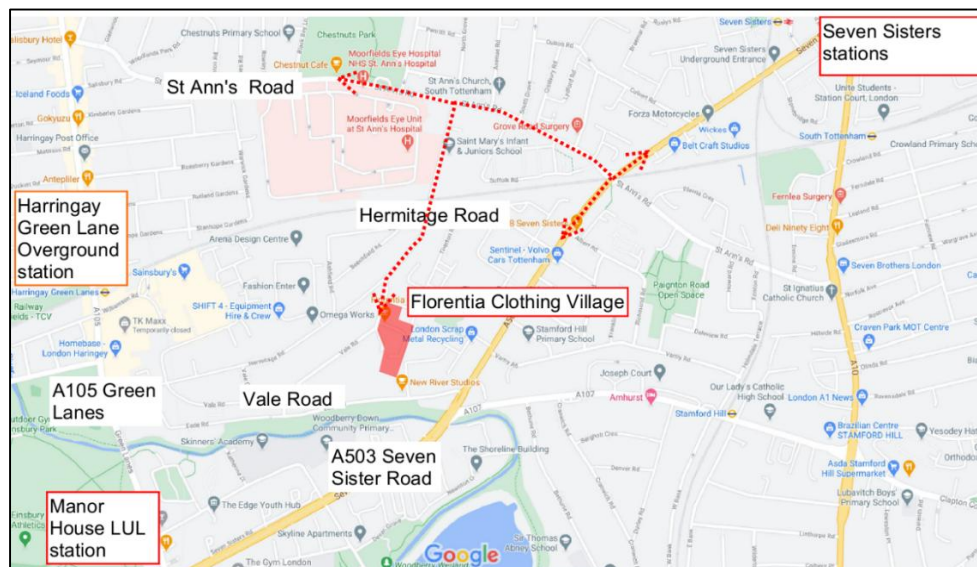


Figure 2.2 - Location Plan

- 2.3 The local highway network provides good access to the local strategic road network via distributor roads connecting to the industrial areas. The key roads that will form the connections are:

- „ A503 Seven Sisters Road;
- „ A105 Green Lanes;
- „ B152 St Ann's Road; and
- „ Hermitage Road/Vale Road

A503 Seven Sisters Road

- 2.4 The A503 Seven Sisters Road provides a link between A1 Archway Road to the south-east and A10 to the north-west, linking Holloway, Finsbury Park and Tottenham Hale. The road is a principal road and in the vicinity of the Harringay Warehouse District and is either single carriageway or dual carriageway with a central reserve (no barrier). The road is dedicated as part of the Transport for London Road Network (TLRN) and is a Red Route. Bus lanes are provided intermittently, and traffic is subject to 30 mph. The pedestrian network is good with footways are provided on both sides of the road and regular controlled pedestrian crossings.

A105 Green Lanes

- 2.5 A105 Green Lanes connects to Seven Sisters Road at the eastern side of Finsbury Park close to Manor House London Underground Station. The road generally has one traffic lane in each direction and footway is provided on both sides of the road. The road is bounded by a mix of residential, park and retail uses. Traffic is subject to speed limits of 20 or 30 mph depending on the area. On-street cycle facilities are provided on Green Lanes where there is adequate space.
- 2.6 Green Lanes links to Hermitage Road to the west of the Florentia Clothing Village and may be used for inbound and outbound access for people working at both the existing and proposed Florentia Village or service vehicles.

B152 St Ann's Road

- 2.7 B152 St Ann's Road links to Seven Sisters Road and Hermitage Road and provides a link between the Site and the wider highway network. The road is similar in nature to Green Lanes in that residential and

retail properties front onto the road and it generally has single traffic lane in each direction. Traffic is subject to a speed limit of 20 mph and on-street parking is evident for much of the route. Generous width footways are on both sides of the road and street lighting is provided.

Hermitage Road / Vale Road

- 2.8 Hermitage Road runs parallel to Seven Sisters Road (e.g. south-east to north-west) and provides a local access to residential areas and the Haringay Warehouse District including the Site. The road is generally 7m wide with traffic calming measures (road cushions) and has footways provided on both sides of the road. At the northern end Hermitage Road connects to St Ann's Road via a mini-roundabout and parking restrictions are in place on both sides of the road to keep the road clear. As the road becomes more residential in nature, on-carriageway/on-footway car parking is evident on both sides of the road.
- 2.9 Vale Road is similar in nature to Hermitage Road being approximately 7m wide but provides access to many industrial/commercial buildings within the Haringay Warehouse District. Similar on-street/on-footway car parking is provided.

3.0 Access and Servicing Arrangements

General

Service Vehicle access

- 3.1 A new vehicular access is proposed from Vale Road and will enable inbound movements and route through the site in a one-way route ensuring vehicles can leave the site in forward gear onto Overbury Road. Access to the site has been designed to allow vehicles to easily turn into the development without restricting the flow of the local highway network. This route will connect to internal yards and new business units. For information, an existing access point which forms part of the existing Florentia Clothing Village is to be retained and is located further up Vale Road. This access will still be used for access to existing Florentia Clothing Village car parking areas and internal service areas for deliveries. The access points can be seen in Figure 3.1.
- 3.2 The proposed route will connect to internal yards and new business units. The route through the site has been designed to accommodate larger vehicles. The route through the site is demonstrated in Figure 3.1.

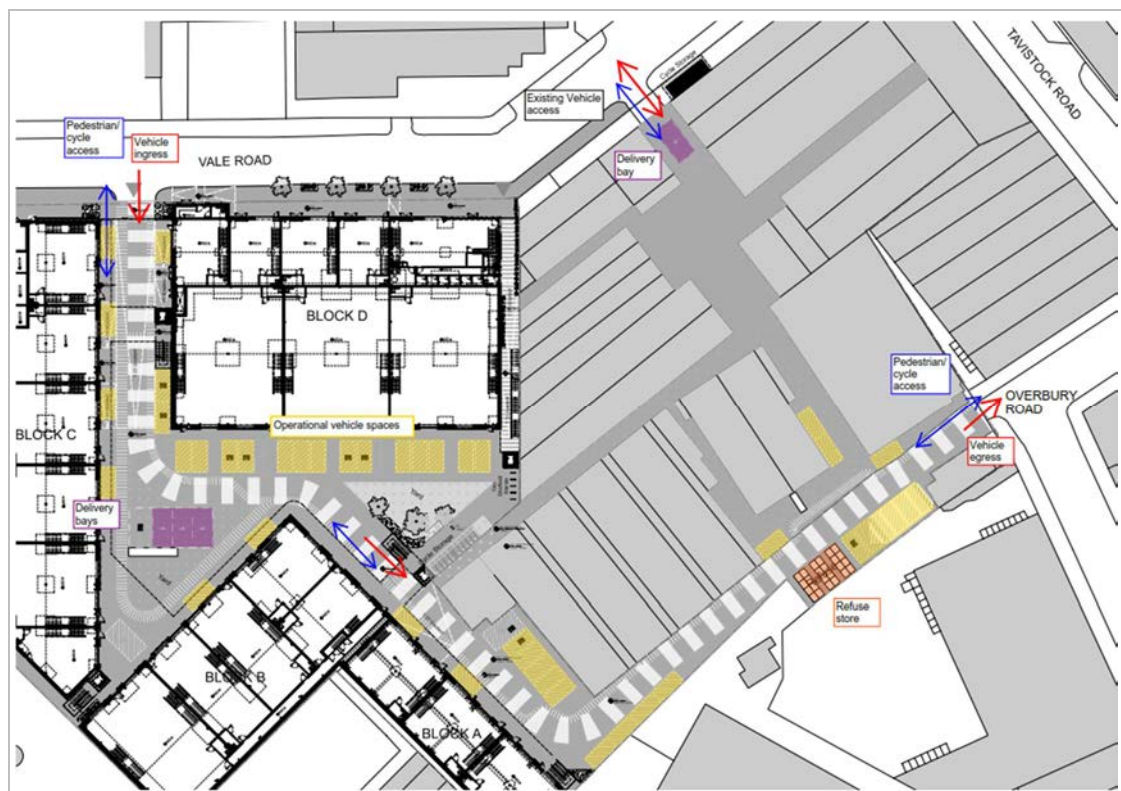


Figure 3.1 – Site Access Route & Delivery Bays (full Florentia Village site)

- 3.3 Refuse store will be located to the east of the site, near the end of the vehicular route through the site, allowing refuse vehicles to collect the waste within the site without blocking parking spaces or pedestrian routes.
- 3.4 Three delivery bays are located close to the entrance to the site to allow 8 metre delivery vans to load and unload in a central location when required. One delivery bay will be located close to Overbury Road to serve the If 10 metre delivery vehicles are required to access the site, the Florentia Village Management Team will manage the loading / unloading within the 44 no. operational vehicle spaces across the whole Florentia Village. The future parking/servicing provision for the whole Florentia Village is as follows:

- „ 4 no. Delivery van bays (short-stay for delivery vans only – up to 7m long); and
 - „ 44 no. operational vehicle parking bays.
- 3.5 All vehicle parking spaces around the site are operational and will not be used for commuter parking; an 'Operational Parking Management Plan' was submitted as part of the application and will need to be implemented by the Florentia Village Management Team so ensure delivery and operational vehicles use the site in its designated way.

Swept Path Analysis

- 3.6 The vehicle movements associated with delivery, refuse collection and emergency vehicles have been assessed using swept path analysis and the outputs are provided in [Appendix A](#). The plots provided are as follows:
- „ Motion drawing 2102018-TK01 - 10.5m Refuse Collection Vehicle (RCV) – Path through one-way system;
 - „ Motion drawing 2102018-TK02 – 8m Rigid Van – Path through one-way system; and
 - „ Motion drawing 2102018-TK03 – 7m Rigid – Path through one-way system.

Proposed Waste Strategy

- 3.7 Refuse and recycling from the commercial units will be stored locally within the unit until the bin /bins are full. The waste from the units will be regularly transferred by the Management Team operatives. Where necessary, waste will be brought down to the ground floor via the lifts and manually transferred to the main waste storage area.
- 3.8 On collection days, the appointed waste management contractor will temporarily park their Refuse Collection Vehicle on the internal site road within 10 metres of the presentation point where bins will be unloaded into the vehicle. The refuse store layout and the proposed refuse bin route between the store and the collection point is presented on Figure 3.2:

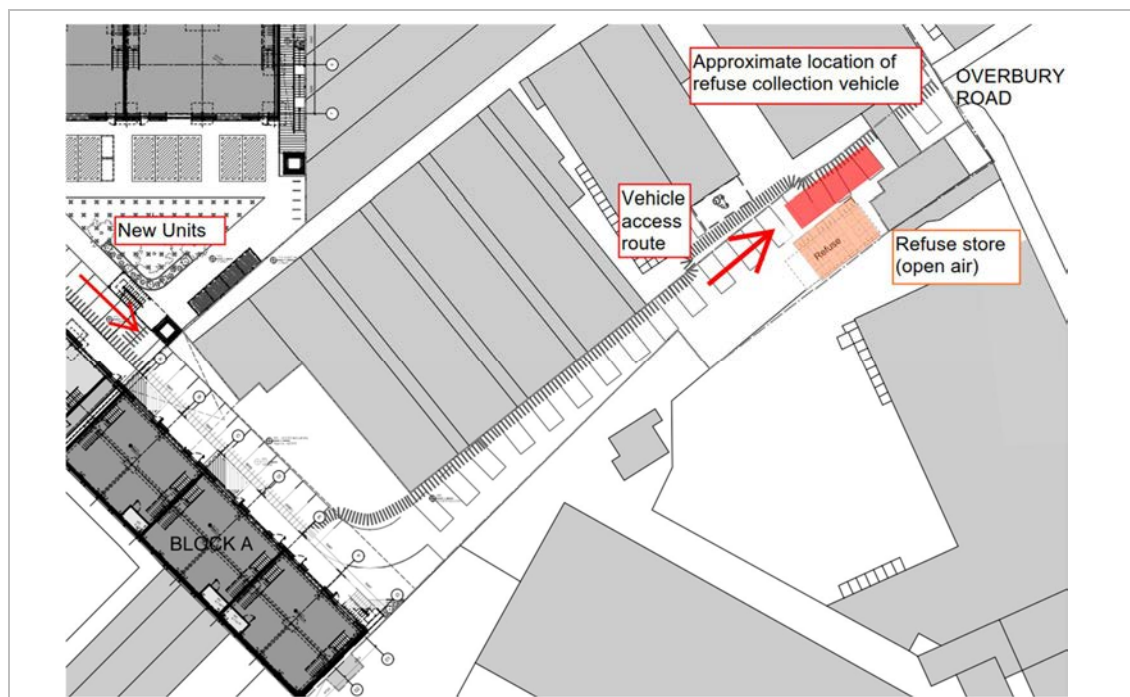


Figure 3.2: Florentia Waste Storage area - Two-day storage

- 3.9 The general refuse and recycling collections would be separate – the Florentia Village Management Team would need to pre-arrange collection times to minimise conflict. The team will ensure there are no other deliveries during the early morning period when the waste collections are programmed as part of the managed operations. Swept path analysis for the refuse collection vehicle is provided in Appendix A.

4.0 Servicing Trip Attraction

4.1 The new proposals will introduce flexible light industrial floorspace (Class E(g)) and storage and distribution units (Class B8):

- „ Light industry;
- „ Manufacturing;
- „ Storage;
- „ E-commerce;
- „ Last mile distribution; and
- „ Building trade operations/retail.

4.2 It is unlikely one type of land use will occupy all of new units.

4.3 The estimated delivery demands have been prepared based on a flexible light industrial use given the site is not yet fully operational. Table 4.1 summarises the proposed trips for typical industrial space to reflect the Florentia Village with the new extension.

		Flexible Light Industrial use – AM Peak Service Vehicle Trips per hour (0800-0900)			Flexible Light Industrial Use – PM Peak Service Vehicle Trips per hour (1700-1800)			Flexible Light Industrial Use - Weekday Daily Person Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Estimated Service vehicles	LGVs	21	21	41	5	9	14	216	214	430
	HGVs	4	3	7	1	1	2	43	39	82
	TOTAL	24	23	47	7	10	17	259	253	512

Table 4.1 – Estimated Trips for Proposed Development site – Flexible Light Industrial use

4.4 The proposed development will accommodate light industrial uses therefore the likely trip demands will generate a total of 512 daily servicing vehicle trips, and a maximum of 54 peak hour trips.

4.5 Assuming a light industrial use, the maximum hourly delivery demand will be up to 28 vehicles per hour (0900-1000) with the majority being smaller vehicles (23 LGVs). On the basis of a 15-minute dwell time for deliveries, the 4 no. delivery bays spread out the Florentia Village site will provide adequate capacity for up to 16 deliveries per hour and this will be adequate to accommodate the 5 no. predicted larger vehicles as well as some of the smaller delivery vehicles. The remaining 12 delivery vehicles will be able to be loaded/unloaded within the 44 no. operational spaces close to the units.

4.6 The predicted and delivery and servicing demands will be accommodated within the operational vehicle parking bays and the larger delivery bays within the central service area. The proposed arrangements will be sufficient to accommodate predicted demands and will not impact the local highway.

5.0 Servicing Management

- 5.1 The purpose of the DSP is to ensure that delivery and servicing activity associated with the proposed development can take place in a safe, efficient and sustainable manner. Site management will be responsible for the ongoing management and implementation of the DSP.
- 5.2 Site management will liaise with occupiers to manage the arrival of deliveries with the aim of avoiding deliveries during peak hours on the highway network and to avoid peaks in delivery activities on site.
- 5.3 The provision of security barriers manually controlled by the security hub building provides the facility for servicing and delivery schedules to be policed and enforced. Vehicles arriving outside of schedule may be denied entry and/or subjected to punitive/disciplinary measures at the discretion of occupiers and/or site management.

Service vehicle access

- 5.4 All delivery activities will be off-street and contained within the Site. The access location for the delivery and refuse collection vehicles is from Vale Road to the north-west of the site. Once through the access gates into the site, all delivery vehicles will move through the internal one-way system until they reach the parking allocated to the business they are visiting. The refuse collection vehicle will move through to the waste storage area close to the Overbury Road exit on the eastern side of the site.

Headroom Requirements

- 5.5 The loading bays within the development will be provided with a minimum clear headroom of 4.25m to accommodate all typical delivery vans up to 10m long to safely service and route through the site.

Servicing Management Strategy

- 5.6 The development will have a Service Yard Manager as part of the Florentia Village Management Team. There will be a dedicated office in the servicing area where deliveries and other building service operations will be managed.
- 5.7 In order to enforce the service and refuse strategy, the following measures will be introduced by Building Management and the security staff / Service Yard Manager:
 - „ Communication of Delivery Restrictions: As part of the appointment of all contracts at the development that would involve deliveries or collections, the company being contracted will be made aware of the delivery access restrictions and be asked to accept these restrictions in writing. It is envisaged that all delivery vehicles, as far as reasonably possible, will be approved and contracted suppliers, with the driver names and vehicle registrations of suppliers held by development security staff;
 - „ Accommodating non-regular Deliveries: Any other occasional delivery companies who do not normally deliver to the development will also be provided with delivery restrictions by the relevant business and will have an allocated on site servicing area;
 - „ Enforcement: If a driver does not comply with the delivery access restrictions (as witnessed by Florentia Village Management, Service Yard Manager or security staff) the supplier will be informed of the vehicle registration. Non-compliance can then be used as a deciding factor in the appointment of future contracts at the development;
 - „ Delivery Scheduling: Scheduling routine deliveries to occur outside of the network peak hours to avoid congestion and minimise impact on the road network at the busiest and most constrained times;
 - „ Synchronising Deliveries: Synchronisation of deliveries from common suppliers (i.e. for soft drinks, paper supplies, etc.) with other occupiers and land uses within the site, therefore reducing the number

of deliveries to the site whilst simultaneously reducing the economic and environmental costs associated with goods vehicle deliveries;

- „ Accommodating Special Deliveries: Any special deliveries to the site such as plant maintenance vehicles will need to be pre-arranged. The delivery time and duration will be negotiated with the Florentia Village Management office to minimise the impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries where possible; and
- „ Encouraging Deliveries by Sustainable Modes: Occupiers of the site will be encouraged to use suppliers who are affiliated to the Freight Operator Recognition Scheme and operating green fleets complying with the emission standards set out by the London Emission Zones. Workplace occupiers will also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

Servicing Routes

- 5.8 The service routes between the loading bay and the goods lifts and the delivery areas for the supporting uses will be wide enough for goods trolleys and bins to be wheeled through. Corridors and doorways will be a minimum of 2m wide and adequate space will be required for trolleys/bins to be manoeuvred through doorways and round corners. The servicing routes (pedestrian) will be step free with a gradient of no more than 1:12.

Drivers Training / Freight Operator Recognition Scheme

- 5.9 This project is designed to encourage freight operators to take up green fleet management and the use of best practice and to increase the sustainability of London's freight distribution. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.

- 5.10 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- „ Training to improve safety and reduce CO2 and emissions;
- „ Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
- „ Management of road risk to improve safety, particularly for pedestrians and cyclists;
- „ Fuel efficiency, to save costs and reduce CO2 and emissions; and,
- „ The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.



- 5.11 The applicant is committed to employing FORS suppliers and contractors with an obtained Silver level accreditation. This level follows Bronze, where attaining a Bronze accreditation is required to progress to higher accreditation levels such as Silver and Gold. Silver level is defined by:

“quality operators committing to improving safety, environmental impact, and efficient – this is the intermediate level of accreditation”.

- 5.12 FORS promotes the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through these higher Silver and Gold levels. It will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO2 emissions and collisions between Heavy Goods Vehicles (HGVs) and cyclists.
- 5.13 Benefits will be developed recognising operators needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the ongoing competencies requirements for drivers.
- 5.14 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.
- 5.15 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure sustainable credentials of freight operators.

Summary - servicing

- 5.16 In terms of delivery and servicing, this section is summarised as follows;
 - „ The predicted development quantum will provide at least 4 no. off-street delivery bays for delivery vans up to 8m long with a further operational parking spaces for smaller vans up to 6m long close to the commercial units (43 spaces in total for the whole of the Florentia Village);
 - „ The operational parking arrangements will allow for vehicle loading/unloading spaces to be provided close to the units; and
 - „ Refuse collection will occur within the site, at the end of the sites vehicular one-way system.

6.0 Monitoring and Review

- 6.1 The Florentia Village Management team will be responsible for the ongoing monitoring of the DSP. The monitoring process will generate information by which the Plan can be evaluated. Monitoring activity will include the recording of deliveries and collections made to and from the site.
- 6.2 The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise. The management of the site will undertake a comprehensive review of the Plan with representatives of the occupants annually.
- 6.3 Any changes or amendments to the DSP arising as a result of monitoring or the annual review will be submitted to the Council for approval.

7.0 Summary

7.1 This Report has been prepared by Motion on behalf of Florentia Property Unit Trust to discharge condition 8 attached to planning permission ref. HGY/2022/0044.

7.2 Within the conditions it states:

"Prior to commencement of above ground construction works, a final Delivery and Servicing Plan shall be submitted to and approved by writing by the Local Planning Authority. The document shall include the following matters:

- f) Identifying where safe and legal loading and unloading can take place;*
- g) Ensuring delivery activities do not hinder the flow of traffic on the public highway;*
- h) Managing deliveries to reduce the number of trips, particularly during peak periods;*
- i) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles;*
- j) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).*

Thereafter, the development should operate in line with the final Delivery and Servicing Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that delivery and servicing activities are adequately managed such that the local community, pedestrians, cyclists and other highway users experience minimal disruption and disturbance, in accordance with Policy T7 of the London Plan 2021.'

7.3 The purpose of the Delivery and Servicing Plan (DSP) is to ensure that the delivery and servicing activities associated with the development can be undertaken in a safe, efficient and sustainable way. This DSP has considered the day-to-day servicing associated with the development in reference to the obligations as outlined above.

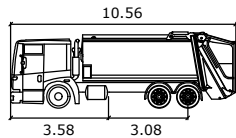
Appendix A

Swept path analysis

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Mercedes Benz Econic 2629 LL 2012
Width : 2.52 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 24.9



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Project:
Florentina Clothing Village

Title:
Swept Path Analysis
Refuse Vehicle

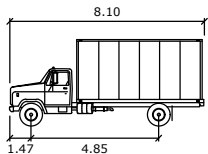
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Drawing: 2102018-TK01
Revision: D

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RIGID VAN 17T

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.8



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Project:
Florentina Clothing Village

Title:
Swept Path Analysis
8m Rigid Van

Scale: 1:500 (@ A3)

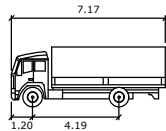
Drawing:
2102018-TK02

Revision:
D

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SRIGID
Width : 2.30
Track : 2.12
Lock to Lock Time : 6.0
Steering Angle : 42.7



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Project:
Florentina Clothing Village

Title:
Swept Path Analysis
7m Rigid Van

Scale: 1:500 (@ A3)

Drawing:
2102018-TK03
Revision:
D