



The Roundway

Delivery and Service Plan

December 2023

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Appendix 1 – Proposed Ground Floor Plans

DOCUMENT CONTROL SHEET	
Report Reference	CS2267-DSP-TR-112023
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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. 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 (DSP) for the proposed development at **313 The Roundway and, 8-12, Church Lane, London, N17 7AB** in order to discharge Planning Condition 11.

1.2 The consented scheme (Haringey Planning Reference: HGY/2022/0967) is for the:

Demolition of existing buildings and erection of a three to five storey building with new Class E/F1 floorspace at ground floor and residential C3 units with landscaping and associated works.

1.3 Planning Condition 11 states:

DELIVERY AND SERVICING PLAN: The approved development shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be updated in writing and re-submitted to the Local Planning Authority within the first six months of occupation or at 75% occupancy, whichever comes first. The development shall thereafter be implemented in accordance with the approved details and retained as such thereafter.



Figure 1.1: Site Location

2 SITE CONTEXT

2.1 Site Location and Background

The development site, an angular land parcel, is situated within a street block demarcated by The Roundway, Church Lane, Lordship Lane, and All Hallows Road. It encompasses the vacant 315 The Roundway and 8 Church Lane sites, as well as the currently occupied 313 The Roundway and 12 Church Lane, which are used for vehicle storage and servicing businesses. The site is neighboured by a Shell petrol station and car wash facility to the north, the Rising Stars nursery and day care centre to the north-east, and the Spurz Autos vehicle garage and an electrical substation to the south.

The site is part of Site Allocation SA63 of the Site Allocations DPD 2017, identified for mixed-use commercial and residential development and the provision of an east-west route. It is located partly within the Bruce Castle Conservation Area (BCCA) and is in proximity to several listed buildings, including the Grade I Listed Bruce Castle Museum and Tower. The site has a public transport accessibility level (PTAL) of 3 to 5.

2.2 Proposed Development

The proposed development includes circa 608 sqm GEA of Flexible Class E floorspace along with 76 residential dwellings across the following blocks:

- Block A – 20 units
- Block B – 20 units
- Block C – 21 units
- Block D – 15 units



Figure 2.1: Site Location Plan



Figure 2.2: Ground Floor Layout Plan also included as Appendix 1

3 SERVICING AND DELIVERY ARRANGEMENTS

3.1 Introduction

This section outlines the servicing arrangements for the development and the arrangements for other servicing and deliveries that will need to be considered in the DSP.

3.2 Delivery and Servicing Proposals

Pedestrian Access

As shown in Figure 2.2, an east-west running pedestrian connection will be provided through the Site which will run from The Roundway between Blocks A and B, through an internal courtyard, and then between Block C and the substation to the south to connect with Church Lane.

Pedestrian access to the proposed commercial space in Block A and Block B will be from The Roundway to the west. The residential Block A and B cores will be accessed from the east-west pedestrian through route, closest to The Roundway.

Block C and D will be accessed from the western side of the building via an additional pedestrian route which runs to the north of the Site around Block D. While this route will connect Church Lane with The Roundway, it will be gated and not an accessible through route.

Vehicular Access

The proposed delivery and servicing vehicle access strategy for the development comprises:

- A 12m inset loading bay on The Roundway capable of accommodating one vehicle at a time including a Haringey c 9.7m long refuse vehicle and a 10m long rigid vehicle. This bay will be 3.7m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks and commercial uses fronting A10 The Roundway.

- A 12m partially inset loading bay on Church Lane capable of accommodating one vehicle including a Haringey c 9.7m refuse vehicle and a 10m rigid vehicle. This bay will be 3m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks fronting Church Lane.

The flats at all Blocks will have post boxes, accessible by key fob or door entry, located at entrance Lobby at Ground Floor level. When a courier or Royal Mail is unable to make a delivery, they will therefore not be able to leave a calling card in the recipients post box to allow the resident to arrange a more convenient redelivery or collect from elsewhere. This will need to be arranged in the relevant App. Additionally, residents will be advised, via Home User Guides, of nearby 'Click and Collect' locations and 'Amazon Delivery Lockers,' to offer residents flexibility and accessibility, making it easier for them to receive their parcels at their preferred location and time.

Click and Collect Locations

Shell Tottenham
Open Until 23:00
0.03 miles away
Lucky Wines & News
Open Until 19:00
0.35 miles away

Tottenham Food & Wine
Open Until 23:00
0.35 miles away

Kanesha Food & Wine
Open Until 23:00
0.42 miles away

Jenny Greetings
Open Until 19:00
0.47 miles away

Amazon Locker Locations

Amazon Locker - Blond
Shell The Roundway Haringey, 311 The Roundway, London, Greater
London, N17 7AB
0.2 mi
Mon-Sun: Open 24 hours

Amazon Counter - Lucky Wines & News
81-82 Bruce Grove, London, N17 6UZ
0.4 mi
Mon-Sat: 08:00 - 19:00, Sun: 10:00 - 17:00

Amazon Locker - ladyfingers
Food Warehouse Tottenham -N15 4QD
1.4 mi
Mon-Sat: 08:00 - 20:00, Sun: 11:00 - 17:00

Amazon Counter - Hansa Wines
553 High Road, London, N17 6SB
0.6 mi

Mon-Sat: 09:00 - 23:00, Sun: 10:00 - 22:00

Amazon Locker - juna
News & Booze, 445 High Road, London, London, N17 6QH
0.7 mi
Mon-Sun: 07:00 - 20:00

Residents will also be advised of the benefits of promoting delivery by Light Goods Vehicles. New residents will be advised via Home User Guide 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.

3.3 Delivery and Servicing Measures

With regard to the residential development, the majority of servicing trips generated will be home deliveries ordered directly by residents and therefore it is not possible to control or manage the arrival of such vehicles. However, home deliveries are expected to be already consolidated by suppliers e.g. with multiple packages to different dwellings being delivered by one van in a single visit.

The commercial spaces would be expected to plan all their regular deliveries to avoid vehicles turning up at the same time. The tenants will be encouraged to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). FORS is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry. Full details of the benefits associated with FORS can be found at

www.tfl.gov.uk/fors.

The restriction of peak hour deliveries will be largely self-regulating due to the busy peak hour conditions on the local road network resulting in most suppliers seeking to avoid deliveries during the peak hours.

Servicing Restrictions

Any special deliveries to the site, such as home removal vehicles, will need to be pre-arranged. The arrival time and duration will be arranged with the development management to minimise the impact of servicing activities. Out of peak arrivals will be encouraged for such occurrences wherever possible.

3.4 Delivery and Servicing Plan Measures

The DSP identifies the measures available and actions required to implement them. The purpose of these measures is to minimise the impact of freight vehicle movements and their frequency and encourage freight operations to be as efficient as possible. It is considered that the measures set out in the DSP should be scaled and proportionate to the servicing demand.

Table 3.1 below outlines the DSP measures, the implementation and time scales; and responsibility to take them forward to encourage sustainable freight.

Stage	Target	Actions	Timescale	Responsibility
1	Adoption of the DSP	Ensure that the DSP is an active and living document	Prior to occupation	Management Company/ Commercial Operator
2	Assign responsibility of the DSP	To be responsible for managing the ongoing development, delivery and promotion of the DSP	Prior to occupation	Management Company/ Commercial Operator

	Raise awareness and promote DSP initiatives	Provide site information and promote the DSP to the occupiers (commercial operator/residents)	Prior to occupation	Management Company/ Commercial Operator
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3.5 DSP Monitoring and Review

This DSP will be a 'live' document that is intended to evolve over time. In order to align the DSP such that monitoring, and review can be undertaken, the DSP will be initially monitored over a five-year period.

Review

Undertake a delivery and servicing vehicle survey for the site, within six months of occupation or at 75% occupancy. The surveys will be based on the TfL guidelines and will include questions regarding the frequency of visits, vehicle type, supplier information, type of goods/material delivered, quantity and size of vehicle.

Continued Review and Monitoring

After the implementation of the DSP, it will remain a live document whereby the management company will oversee it's continued monitoring and updates.

Table 3.2 below shows the DSPs continued review and monitoring programme.

Target	Timescale
Produce, agree (with the LPA) and implement the DSP	Prior to occupation
Delivery and servicing vehicle survey	First six months of occupation or at 75% occupancy
Survey to update the DSP	Within 1 st , 3 rd and 5 th years
Strategic review of the DSP	Within 6 months and after the 1 st , 3 rd and 5 th years

4 REFUSE STORAGE AND COLLECTION

4.1 Introduction



Figures 4.1 and 4.2 below illustrate the proposed locations of the bin stores on the ground floor that will serve the site. The bin stores and collection proposal will adhere to the guidance set out in the *Haringey Local Plan Sustainable Design and Construction SPD Appendices document (2013)*:

LPA Requirements	Proposed Development
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 1:12 and surfaces should be smooth and sound, concrete rather than flexible.	✓
Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.	✓
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.	✓
Incorporate robust signage to (a) direct residents to recycle and waste locations, and (b) explain how to use the recycle and waste deposit locations.	✓

Residents are encouraged to segregate and store their refuse and recycling using internal waste storage in their kitchens, promoting the separation of refuse and recyclable materials at source. The responsibility of manually transporting and depositing refuse and recycling in the appropriate containers lies with the residents.

Blocks A and B each have dedicated ground floor bin stores, accessible from the east-west pedestrian through route and located towards the western end of the route near The Roundway. Blocks C and D share a consolidated ground floor bin store, situated within the northern section of the site, between the two blocks.

These bin store facilities, located at ground level, are easily accessible for all residents, including those with disabilities or mobility difficulties. They are positioned to minimise disturbance to residents or neighbours. Signage will be provided on or adjacent to the doors of bin storage units, and all material will be contained within dedicated containers to prevent issues associated with litter and vermin.

On refuse collection days, the residential refuse bins for Blocks A and B will be wheeled to/from a temporary bin holding location on The Roundway by the on-site Facilities Management Team. LBH waste operatives will then wheel the bins to the refuse vehicles and return the empty bins to the temporary holding area. Facilities Management will then return the empty bins to the bin stores. This strategy ensures that LBH waste operatives will not have to wheel the bins further than 10m.

The residential refuse from the Block C and D bin store will be collected from the loading bay on Church Lane. The wheeling distance in this location is 14m due to the need to set the building back to address LBH heritage comments. LBH Waste Officers have confirmed that this distance is acceptable during the Planning Application stage.

The commercial/retail bins will be provided in a consolidated waste store at ground floor level to the south of Block B. It is proposed that a private waste contractor will collect the waste every two days.

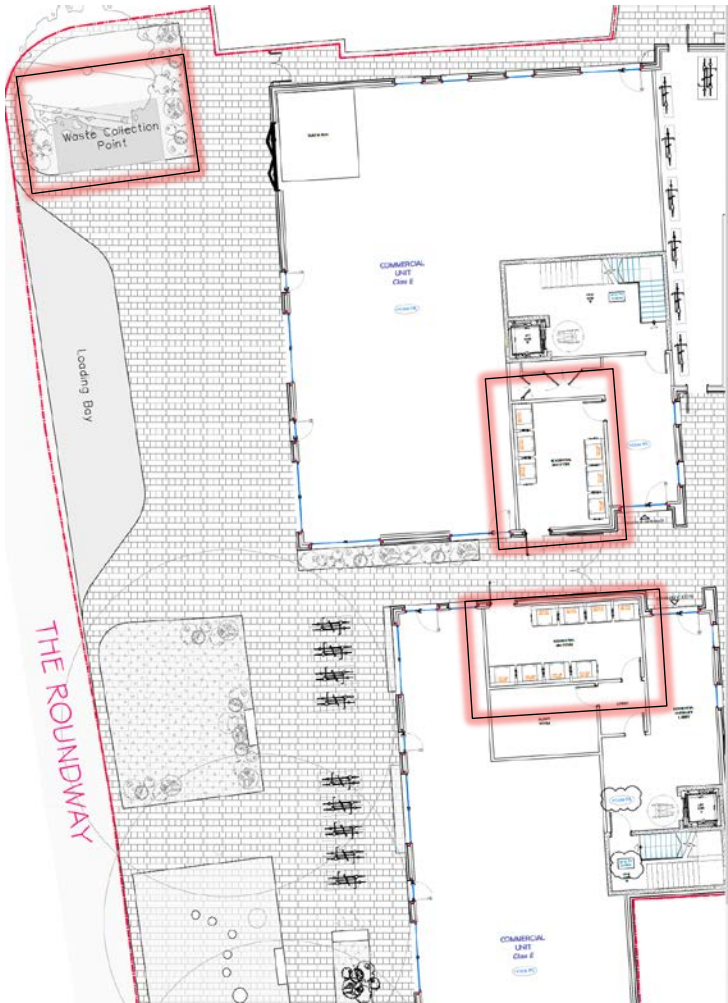


Figure 4.1: Blocks A and B bin store locations and temporary bin holding location also included as Appendix 1

Blocks C and D are served by a dedicated refuse and recycling store located on the east side of the site as depicted in Figure 4.2.

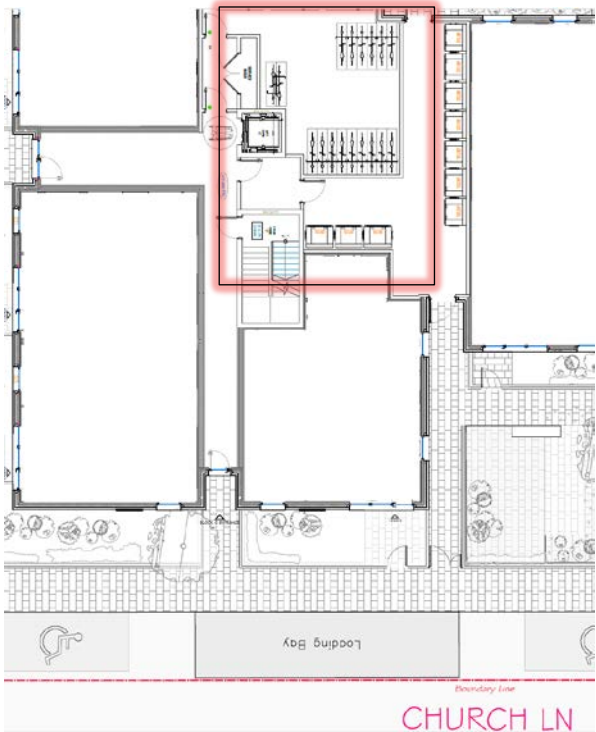


Figure 4.2: Blocks C and D bin store and collection loading bay location also included as Appendix 1. Table 4.1 below outlines the bin provision

Bin Type	Blocks A and B	Blocks C and D
General refuse 1,100L	8	6
Dry recycling 1,100L	4	4
Organic Waste 360L	2	1

Table 4.1: Size and Number of Bins Provided.

5 CONCLUSION

This report outlines a series of well-defined procedures related to the delivery and servicing requirements associated with the approved development at The Roundway.

The report establishes that all delivery and servicing related to the proposed development will be accommodated by two loading bays (located on the Roundway and Church Lane). It also confirms that communal bin stores will be provided for residents, suitable to accommodate the required bin storage provision.

In conclusion, the report assures that all vehicular and pedestrian traffic will not encounter any congestion, thereby ensuring more efficient and considerate operations for the public and the environment. Therefore, based on the contents of this report, it is our opinion that this Delivery and Service Plan is sufficient to discharge Planning Condition 11.

