

SHURGARD UK LTD

B8 (SELF-STORAGE) FACILITY DEVELOPMENT

**45-47 GARMAN ROAD, TOTTENHAM, LONDON
BOROUGH OF HARINGEY**

Delivery and Servicing Management Plan

**REPORT REF.
2203251-R02**

March 2024

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Contents

	Page
1. Introduction.....	1
2. Consented Development	4
3. Delivery and Servicing Arrangements	6
4. Delivery and Servicing Management Measures.....	8
5. Waste Management Plan.....	9
6. Summary and Conclusion	10

Drawings

2203251-D01 – Car Park Swept Path Analysis

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	SG	BS	DRAFT ONLY	08/02/2024
-	FINAL	SG	BS	DH	01/03/2024

Distribution

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1. Introduction

1.1. Shurgard UK Ltd have appointed Ardent Consulting Engineers (ACE) to provide Transport and Highways advice regarding a consented B8 self-storage facility at 45-47 Garman Road, Tottenham, in the London Borough of Haringey (LBH).

1.2. This Delivery and Servicing Management Plan (DSMP) has been produced for submission to LBH as the local planning authority. The site has been granted planning permission under application HGY/2022/2293, subject to conditions. This DSMP has been produced to meet the requirements of condition 23, which states:

Prior to the occupation of development, a Delivery and Servicing Plan shall be submitted to and approved in 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 hours;*
- d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and*
- e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).*

1.3. This DSMP provides the framework to manage all delivery and servicing movements to and from the site. Typically, a DSMP will improve the efficiency of delivery, ensure safe and legal loading can take place, improve access for delivery vehicles and contribute to reduced noise, emissions and congestion.

1.4. **Table 1.1** provides a summary of the benefits of a DSMP.

Table 1.1 – Benefits of a DSMP

Benefit	Description
Save time and Money	- Benefit from lower operating costs if deliveries are consolidated into larger, less frequent deliveries free up time staff spend receiving goods and completing activities, such as invoice processing - Supply chain economies of scale.
Improve safety	- Fewer deliveries => fewer accidents; - Compliance with health and safety legislation
Improve reliability	Ensures the supply chain continues to operate effectively during large
Reduce environmental impact	- Reduced emissions at site - Contribute to social responsibility objectives - Creates a more pleasant environment
Supplier and freight operator benefits	- Fuel savings from reduced milage - Increased certainty over delivery times - Reduced risk of collisions due to fewer journeys and less likely to unload in an unsafe location - Less risk of having to park illegally and attracting penalty charge notices; and - Reduced environmental impact

1.5. Implementation of a DSMP can assist in reducing operation costs and help minimise vehicle activity at the site, as well as having wider area benefits associated with more efficient deliveries in terms of emissions on the wider road network.

1.6. This DSMP has been produced in accordance with appropriate policy / guidance, including –

London Plan Policy T4: Assessing and mitigating transport impacts

The London Plan requires that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

Delivery and servicing plans will be required having regard to Transport for London Guidance.

London Freight Plan: Delivery and Servicing Plans

The London Freight Plan, produced by TfL, aims to co-ordinate the role of freight in London. It sets out the requirements for new development to produce DSMPs. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

Within Part D of the document ('Project 2 – The Delivery Plan'), paragraph D.27 sets out the main elements of any management plan. These are as follows:

- A plan to reduce the number of trips, particularly in the peak period, justified by a Transport Assessment that considers the benefit of using consolidation;
- A plan showing when and where deliveries and servicing can take place safely and legally; and
- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify Freight Operator Recognition Scheme membership.

TfL's Freight & Servicing Action Plan

The Freight & Servicing Action, produced by TfL, aims to ensure the impact of freight and servicing vehicles are not detrimental to the overall streetscape of London. It sets out the requirements for new development to produce DSMPs. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

The Planning for Good Growth outlines the requirements for managing freight, specifically that plans demonstrate the application of Healthy Streets Approach, including supporting improved health, and reduced vehicle dominance, emissions and noise through sensitivity designed freight facilities.

TfL's Kerbside Loading Guidance: Freight Unit technical advice note FU5/08

This document provides information on kerbside loading facilities on London's Road network, addressing relevant freight and delivery issues, to aid decision making and to influence everyone involved with the streetscape.

2. Consented Development

2.1. The site is located at 45-47 Garman Road in Tottenham, Haringey as shown in **Plate 2.1** below.



Plate 2.1: Site Location

- 2.2. Redevelopment of the site to provide of a self-storage facility (Use Class B8) with associated car and cycle parking facilities.
- 2.3. The consented development will provide a total Gross Internal Area (GIA) of 6,254sq.m with the ability to provide a maximum of 11,426sqm GIA through the use of demountable mezzanine levels in a future scenario.

Access

- 2.4. The consented vehicular access strategy for the site is via the existing all-movements priority junction onto Garman Road.
- 2.5. Pedestrian and cyclist access will also utilise the access junction, with additional pedestrian access directly onto Garman Road on the western boundary of the site.

Vehicular Parking

- 2.6. The consented development will provide a total of 10 parking spaces of which two will be reserved for disabled users. Four will be suitable for vehicles up to 3.5T vans with the remaining spaces suitable for cars. Two spaces will provide electric vehicle charging infrastructure with the remainder benefitting from passive provision.

Cycle Parking

- 2.7. The consented scheme incorporates 24 cycle parking spaces including 4 cargo bike spaces.

3. Delivery and Servicing Arrangements

3.1. This section outlines the delivery and servicing arrangements of the site.

Loading Facilities

3.2. The site will be served from Garman Road, with all delivery and servicing vehicles stopping and loading from the private car park.

3.3. **ACE Drawing 2203251-D01** demonstrates the proposed servicing and delivery vehicle arrangements required to serve the site. A 3.5T rigid vehicle has been considered as the largest vehicle likely to regularly access the site.

Waste Management

3.4. Refuse will be collected from Garman Road and will involve the refuse vehicle stopping on street to service the site. Given the refuse collection will occur weekly, this arrangement is deemed appropriate, and will not have an adverse impact on the operation of Garman Road, nor the surrounding highway network.

Delivery Vehicle Trip Attraction

3.5. The number of delivery movements associated with the site is anticipated to be low and so the servicing demand of the site is expected to have a negligible impact on the local highway network.

3.6. As a robust assessment, every LGV and OGV recorded in the ACE survey of the North Kensington Shurgard site, detailed in the Transport Statement (report ref 2203250-001 submitted with the planning application, has been assumed to be a servicing vehicle. It is considered that this is a 'worst case' scenario as, given the self-storage use proposed, a large proportion of the surveyed trips would have been customers travelling to/from the site utilising LGVs/OGVs carrying goods for storage. It is anticipated that operational servicing trips will be restricted to refuse collection and ad hoc maintenance related servicing/delivery movements associated with the back of house area, forming only a small proportion of the trips set out below.

3.7. **Table 3.1** shows details the trip rates, and calculated trip generation for the proposed 11,426sq.m of development. Whilst servicing and delivery vehicles will be

encouraged to avoid the peak hours, the potential number of servicing vehicles has been shown to demonstrate the potential low volume associated with the site.

Servicing Trips	Trip Rate (per 100sq.m)			Trips (11,426sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak (0800-0900)	0.026	0.026	0.052	3	3	6
PM Peak (1700-1800)	0.013	0.013	0.026	1	1	3
Daily	0.191	0.191	0.382	22	22	44

Table 5.1: Servicing Trip Generation – Any errors are due to rounding

- 3.8. A total of 44 two-way servicing movements are forecast daily, with 6 two-way AM peak hour movements and 4 two-way PM peak hour movements. This equates to a peak frequency of one vehicle every 15 minutes, Which can be easily accommodated on site.

4. Delivery and Servicing Management Measures

- 4.1. To reduce the impact of delivery trips and improve the efficiency of freight movement, delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS) and CLOCS (Construction Logistics and Community Safety) should be selected where possible. This adheres to Planning Condition 23 (e).
- 4.2. Suppliers will be encouraged to use low or no emission vehicles/modes where possible such as when making smaller deliveries e.g. by motorcycle, bicycle or on-foot. It is envisaged that goods and services will be locally sourced where possible to help maintain the sustainable nature of the development and reduce the distances of deliveries. Delivery drivers will, where possible, be briefed on the location and contact of the delivery. Every reasonably possible action will be taken to minimise the waiting times of delivery and servicing vehicles. This adheres to Planning Condition 23 (d).
- 4.3. The majority of deliveries should be arranged to occur outside of peak times (07:30 to 09:30, and 16:30 to 18:30) to minimise the impact on the surrounding area. This adheres to Planning Condition 23 (c).
- 4.4. The above measures will help improve operations at the site by managing and reducing deliveries and servicing trips and by minimising the impact of the proposed scheme on the surrounding highway network.

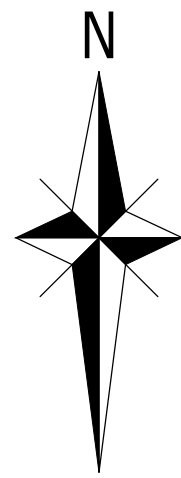
5. Waste Management Plan

- 5.1. A separate Waste Management Plan has been prepared for the development, **Report Reference 2203251-R03**. This report shows the waste management strategy can be undertaken with no impact on the surrounding highway network.

6. Summary and Conclusion

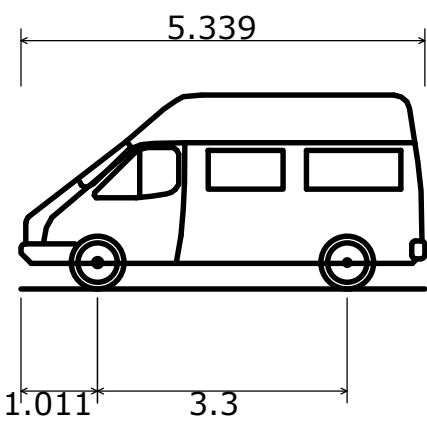
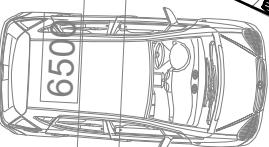
- 6.1. Ardent Consulting Engineers has been appointed by Aitch Group to prepare a Delivery Servicing Plan, for submission to London Borough Haringey to discharge Planning Condition 23 of granted Planning Application HGY/2022/2293.
- 6.2. The DSP provides a framework to manage all delivery and servicing movements to and from the site. Typically, a DSP will improve efficiency of delivery, ensure safe and legal loading can take place, improve access for delivery vehicles and contribute to reduced noise, emissions and congestion.
- 6.3. The majority of servicing is provided to be provided within the onsite car park, which will have minimal impact on the operation of the surrounding highway network.
- 6.4. An onsite management company will assist with deliveries and servicing by:
- Ensuring drivers switch their engines off when stationary; and
 - Be available to receive deliveries from suppliers at the concierge located on the site.
- 6.5. The development can be appropriately serviced on a day-to-day basis, without detrimentally impacting highway safety.

Drawing



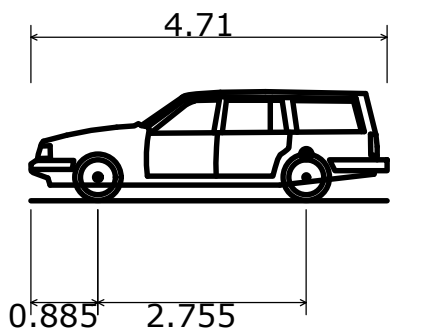
GARMAN ROAD

extg. below services subject to site survey



3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.986m
2.565m
0.338m
1.986m
4.00s
6.400m



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

DRAFT

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Client

SHURGARD UK

Project Title:

45-47 GARMAN ROAD

Drawing Title:

CAR PARK SWEEP PATH ANALYSIS

A1 Scale	Date	Designed by
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1:100	JUL 2023	BS
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Drawn by	Checked by	Approved by
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HP	BS	KM
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