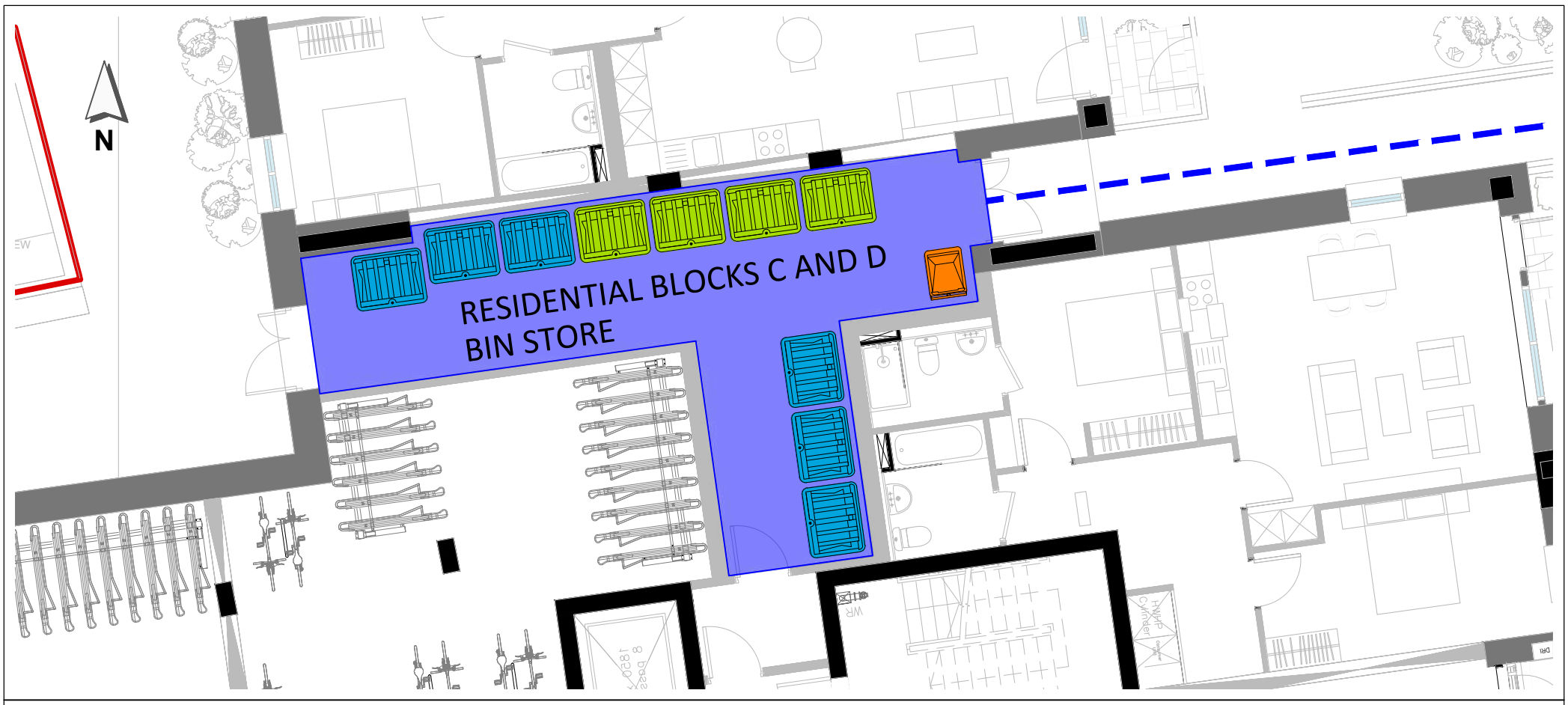

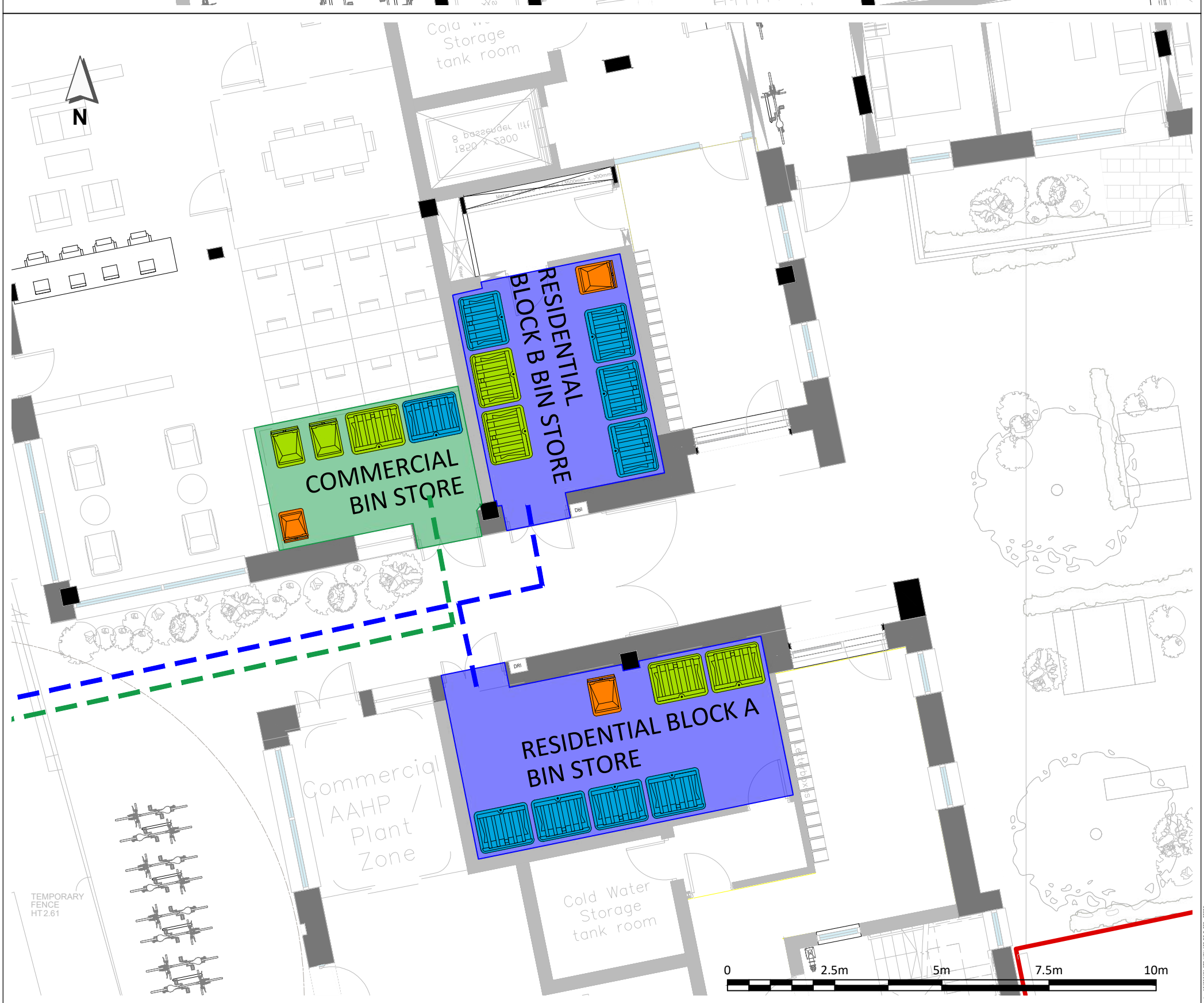

NOTES:

1. THIS DRAWING IS BASED ON PLANS (MAR 2022) AND TOPOGRAPHICAL SURVEY (04 NOV 2021) PROVIDED BY GLENN HOWELLS ARCHITECTS.
2. ALL DIMENSIONS SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.
3. DO NOT SCALE FROM THIS DRAWINGS.

KEY:

- 1,100L EUROBIN (GENERAL WASTE)
- 1,100L EUROBIN (RECYCLABLE WASTE)
- 360L WHEELIE BIN (ORGANIC WASTE)
- 360L WHEELIE BIN (PAPER AND CARD WASTE)
- 240L WHEELIE BIN (ORGANIC WASTE)
- RESIDENTIAL WASTE COLLECTION ROUTE
- RESIDENTIAL WASTE STORE
- COMMERCIAL WASTE COLLECTION ROUTE
- COMMERCIAL WASTE STORE

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P0	16FEB22	ORIGINAL ISSUE	CGF	MHU	

Drawing Title: PROPOSED WASTE STORES

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:100	S2	P1

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C Delivery and Servicing Plan

Outline Delivery and Servicing Plan
March 2022

The Roundway

Hillview Developments LLP
Our ref: 24063401

steer

Outline Delivery and Servicing Plan
March 2022

The Roundway

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Contents

Tables

Appendices

1 Introduction

Background

1.1 This Delivery and Servicing Plan (DSP) (including the Site Waste Strategy) has been prepared by Steer on behalf of Hillview Developments LLP (hereafter referred to as '*the Applicant*') to support the development proposals to deliver a residential led, mixed use development at 313 - 315 The Roundway and 8 - 12 Church Lane, in the London Borough of Haringey (LBH), N17.

1.2 The description of the Proposed Development is as follows:

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

Scheme Overview

Existing Site

1.3 The brownfield former employment site is located between Church Lane, Lordship Lane and The Roundway. The application site is approximately 0.41ha in area. The site is predominantly vacant and contains various buildings and yards, the most recent use being car related industry.

Development Proposals

1.4 The proposed development includes:

- A total Gross External Area (GEA) of 7,960 sqm.
- 76 residential dwellings across the following blocks:
  - Block A – 20 units
  - Block B – 20 units
  - Block C – 21 units
  - Block D – 15 units
- C 608 sqm GEA of Flexible Class E, most likely to include:
  - A 330 sqm GEA convenience food store in Block A accessed from The Roundway (although this could also potentially be another use).
  - 278 sqm GEA of workspace in Block B accessed from The Roundway.

1.5 Blocks A and B will front The Roundway and Blocks C and D will be accessed via Church Lane.

1.6 The Proposed Development ground floor plan is included in **Appendix A**.

What is a DSP?

1.7 DSPs provide a framework to better manage all types of freight vehicle movements to and from individual sites. A DSP is essentially the equivalent of a workplace travel plan for freight.

1.8 The London Freight Plan highlights DSPs as one of the four measures to improve freight and servicing in London. The other three measures include the Freight Operator Recognition Scheme (FORS), Construction Logistics Plan (CLP) and Freight Information portal (FIP).

Benefits of DSPs

1.9 The 'Delivery and Servicing Plan Guidance' (TfL, December 2020) document states that DSPs provide a range of benefits in terms of cost savings to businesses, improved neighbour relations and reduce environmental impact of Site occupiers where a DSP is effective including:

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

1.10 DSPs fulfil a commitment set out in the Freight and Servicing Action Plan (2019) in Action 17:

1.11 To support Good Growth as set out in the Mayor's Transport Strategy and London Plan, we will work with our partners to ensure freight and servicing is carefully planned for in new developments. This is particularly important in Opportunity Areas. We will achieve this by:

"Working with our partners, in particular the boroughs, to update the Delivery and Servicing Plans guidance and Transport Assessment Guidance to ensure they are produced for all developments so that freight can be adequately planned for from the outset, starting with publishing updated Delivery and Servicing Plan guidance by Spring 2020."

DSP Objectives

1.12 The overall objective of this DSP is:

'To minimise the impacts of delivery and servicing movements and facilitate delivery and servicing trips to and from the Proposed Development'

1.13 To support the realisation of this overarching objective, several sub-objectives have been set out:

- Promoting smarter operations that reduce the need for freight travel overall or that reduce or eliminate trips particularly those in peak periods.
- Encouraging greater use of sustainable freight modes.
- Encouraging use of greener vehicles.
- Managing the ongoing development and delivery of the DSP with future tenants.
- Communication of Site servicing/delivery facilities (through dissemination of information to staff and suppliers.)
- Communication of the DSP and its constituent measures to the Site occupiers.
- Encouraging the most efficient use of freight vehicles and servicing/deliveries.

DSP Structure

1.14 This DSP is divided into eight chapters, of which this forms the introduction. The structure of the remaining report is as follows;

- **Chapter 2**: Policy Context;
- **Chapter 3**: Servicing Trip Generation;
- **Chapter 4**: Access Arrangements;
- **Chapter 5**: Site Waste Management Plan;
- **Chapter 6**: Encouraging Sustainable Deliveries;
- **Chapter 7**: DSP Strategy; and
- **Chapter 8**: Conclusions.

1.15 This DSP has been prepared in accordance with best practice guidance.

2 Policy Context

Introduction

2.1 This DSP has been prepared in the context of the national, regional and local DSP related policy and guidance listed below:

National Policy and Guidance

- National Planning Policy Framework (NPPF) – Ministry of Housing, Communities & Local Government, 2021;
- BS:5906 Waste Management in Buildings - Code of Practice – British Standards, 2005; and
- Designing for Deliveries – Freight Transport Association, 2006.
- Waste Management Plan for England (2021).

Regional Policy and Guidance

- The London Plan – GLA, 2021;
- Mayor's Transport Strategy (MTS) – TfL, 2018;
- Freight Operator Recognition Scheme (FORS);
- Freight and Servicing Action Plan – TfL 2019;
- 'Delivery and Servicing Plan Guidance' - TfL, 2020.

Local Policy and Guidance

- London Borough of Haringey Development Management DPD (2017); and
- London Borough of Haringey Sustainable Design and Construction SPD (2013).

3 Servicing Trip Generation

Introduction

3.1 This section considers the servicing arrangements for the Proposed Development and provides a comparison of servicing activity between the existing and proposed uses.

Servicing/Delivery Trip Generation

3.2 Steer holds a database of servicing and delivery information for a range of developments across London. The servicing database has been used to estimate the number of servicing vehicle trips associated with the Proposed Development, which combines survey information from developments within Canary Wharf, Westminster and the City of London.

3.3 Steer have forecast the likely delivery and servicing trips for the Site using Steer's servicing trip generation database. Trip rates provided by this database, as well as preliminary forecasts based on the proposed development area schedule, are outlined in **Table 3-1.**

3.4 It is therefore, assumed that the Proposed Development will generate approximately 17 delivery and servicing trips (one-way) per day on average.

Table 3-1: Expected Daily Delivery / Servicing Vehicle Trip Generation (one-way)

Use Class	Daily Trip Rate per 100 m2 NIA	NIA (m2)	Vehicle Composition		Total Daily Vehicle Trips (One-way)
			MGVs / HGVs	Cars / Vans	
Food retail	2.00	283	25%	75%	6
Office	0.21	248	25%	75%	1
Residential	0.20	4,729	10%	90%	10
Total		**5,260**	-	-	**17**

**Number of servicing trips has been rounded up for robustness*

3.5 Of the above trips only five servicing trips would use the Church Lane loading bay, with these associated with the Block C and D residential uses.

3.6 Based upon **Table 3-1**, **Table 3-2** sets out the estimated peak hour and daily delivery and servicing vehicle trips for the different uses of the Proposed Development.

Table 3-2: Forecast AM, PM peak and Daily Delivery and Servicing Trips (one-way)

Time	Service Profile (%)	Forecast Delivery/ Servicing Trips by Use		
		E Retail/ Office	Residential	Total
AM Peak (08:00-09:00)	5.0%	1	1	**2**
PM Peak (17:00-18:00)	5.0%	1	1	**2**
Total (Daily)	**100.0%**	**7**	**10**	**17**

3.7 Assuming dwell times of 15 mins for cars vans <7.5T and 25 minutes for MGVs/ HGVs applying the above peak servicing profiles to the daily trips, the following loading bays for the Proposed Development shown in **Table 3-3** would be required.

Table 3-3: Proposed Development Loading Bay Requirements

Type of Vehicle	Peak Demand (vehicles/hour)	Minimum Bays Required
Cars / Vans < 7.5T van	1.14	1
MGV / HGV (7.5T vans and larger)	0.21	1
Total	**1.35**	**2**

3.8 As a sensitivity test the proposed number of loading bays have been assessed for a scenario with all the commercial space being delivered as food retail, as this is the highest servicing trip rate. The associated loading bay requirement based on this assessment is shown in **Table 3.4**.

Table 3-4: Proposed Development Loading Bay Sensitivity Test (Assuming all commercial space is food retail)

Type of Vehicle	Peak Demand (vehicles/hour)	Minimum Bays Required
Cars / Vans < 7.5T van	1.40	1
MGV / HGV (7.5T vans and larger)	0.30	1
Total	**1.70**	**2**

3.9 The above demonstrates that the two bays proposed for the development (one on The Roundway and one on Church Lane) will be sufficient to meet the forecast vehicle demands. The proposed split loading bay approach is considered sensible given that Blocks A and B front The Roundway and Blocks C and D front Church Lane.

4 Access Arrangements

General

4.1 This chapter provides details on the delivery and servicing vehicle access arrangements for the Proposed Development.

4.2 Further details regarding refuse collection arrangements are contained within the following chapter.

Proposed Vehicular Access

4.3 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. The proposed loading bay on The Roundway will require the relocation/ removal of the existing VMS sign in this location.
- 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. A potential alternative to a formally marked loading bay in this location could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated. This could potentially be from 7.30 – 9.30am and 4.00 – 6.30pm, Mondays to Fridays, or similar.

4.4 The locations of these bays and associated swept path analysis for the vehicles accessing them is included in **Appendix B.**

4.5 It should be noted that the proposed loading bay is forecast to generate only five delivery vehicle trips per day associated with the residential blocks (C and D) fronting Church Lane and it is proposed to be restricted to avoid use at peak pedestrian and cyclist periods. Due to the low number of vehicles forecast, the loading bay would be unoccupied for the majority of the day, which would mean it could serve as a passing point for cyclists.

4.6 Although the loading bay has been designed for a max 10 m sized vehicle (refuse vehicle/ removal lorry), it is likely that this size of vehicle may only need to stop in the bay infrequently (potentially 2-3 times per week), and it would mainly be used by smaller vans/ cars, which would take up less space and allow further passing cyclist space to the north and south of where they would stop.

4.7 The design includes 3m gaps to the north and south of the 12m loading bay, so even if a 10m vehicle were parked in the bay the 3m spaces either side could be used as a passing location for cyclists. These gaps will be longer when smaller vehicles occupy the bay. When the loading bay is not in use (the majority of the time) the length of the cycle passing space would be 18m.

4.8 A 3.8m gap has also been included between the proposed northern on-street accessible space and the spaces outside the children's nursery.

4.9 As discussed previously, an alternative to a formally marked loading bay could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated.

5 Site Waste Management Plan

5.1 This chapter outlined the waste strategy for the Proposed Development. The drawing within **Appendix C** outlines the proposed waste storage locations and strategy.

5.2 Pre-application discussions have been held with LBH to scope the waste storage volume requirements for the development and agree the proposed waste strategy.

Refuse Collection

5.3 The Proposed Development waste stores and waste storage strategy are illustrated in the drawings in **Appendix C.**

5.4 On refuse collection days it is proposed that 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.

5.5 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 pre-application scoping discussions.

5.6 For commercial waste the private company waste operatives will collect the bins directly from the store in Block B and then return these once they have been emptied.

Proposed Waste Storage

5.7 The waste storage provision for the proposed land uses is set out below.

Residential

5.8 The LBH residential waste provision requirements are set out in the Haringey Local Plan Sustainable Design and Construction SPD Appendices document (2013) and are included in **Table 5.1** overleaf.

Table 5-1: LB Haringey Residential Waste Storage Requirements

Waste Stream	Bin Type	Dimensions	Standard
Refuse	1100 litre Eurobin	985mm D x 1260mm W x 1370mm H	One per 6 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.
Dry recycling	1100 litre Eurobin		One per 10 dwellings. Preferred collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.
Food waste	360 litre Eurobin	885mm D x 620mm W x 1100mm H	One per 40 dwellings. Collection frequency, once per week.

5.9 The proposed waste storage provision by block based on the above standards is set out in **Table 5.2** below.

Table 5-2: Residential Waste and Recycling Storage Requirements

Block	Number of units	Waste Stream		
		General Refuse	Dry Recycling	Organic Waste
		1,100L Eurobin per 6 dwellings	1,100L Eurobin per 10 dwellings	360L bin per 40 dwellings
A	20	4	2	1
B	20	4	2	1
C and D	36	6	4	1
Total	**76**	**14**	**8**	**3**

5.10 Blocks A and B will have their own dedicated ground floor bin stores accessed from the east-west pedestrian through route, located towards the western end of the route near The Roundway. Blocks C and D will have a consolidated ground floor bin store, situated within the northern section of the Site, between the two Blocks.

5.11 As per the standards, it is proposed for general refuse and mixed recyclables to be collected at a maximum frequency of twice per week, with food waste collected once per week. There will be separate collections for the three waste streams.

Commercial

5.12 As LBH has no dedicated commercial waste standards guidance it is proposed to base the commercial waste provision on the following Westminster City Council (WCC) Recycling and Waste Storage Requirements (2021):

- Office Standard (4 days storage):
  - 2,000 litres waste storage for every 1,000m2 gross floorspace
  - 70% of storage for recyclables (50% paper/ cardboard, 10% other dry mixed recyclables, 10% food waste)
- Retail Standard (4 days storage):
  - 4,000 litres waste storage for every 1,000m2 gross floorspace

– 70% of storage for recyclables (50% paper/ cardboard, 10% other dry mixed recyclables, 10% food waste)

5.13 These standards have been applied to the proposed Net Internal Areas for the proposed convenience store (283 m2) and workspace (248 m2). This results in the waste provision requirements set out in **Table 5.3**, which assume no compaction and two days storage.

Table 5-3: Flexible Commercial/ Retail Waste Requirements (Two day's storage)

Block	Required Storage Volume m3				Required Storage Bins			
	General Waste	Dry Recyclables	Organic	Paper/ Card	General Waste (1,100L bin)	Recyclables (1,100L bin)	Organic (240L bin)	Paper/ Card (360L Bin)
Consolidated waste store (for both blocks A and B)	0.244	0.081	0.081	0.41	1	1	1	2

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

6 Encouraging Sustainable Deliveries

DSP Measures

6.1 The Applicant is keen to minimise the impacts of deliveries upon the local environment.

6.2 **Table 6-1** overleaf details the DSP measures, the benefits they offer, the timescale for their implementation and responsibility to take them forward. The measures aim to achieve the DSP objectives and to minimise the impact of the delivery and servicing activities associated with the Proposed Development.

6.3 The DSP measures for the Proposed Development will need to be refined once the needs of the development have been identified through the servicing / delivery surveys. However, at this stage the DSP considers a combination of the measures (but those not exclusively) within **Table 6-1**.

DSP Targets

6.4 Once the tenants are finalised and servicing and delivery surveys have been undertaken, targets can be developed for the full DSP, following six months of occupation. Examples of targets that could be developed are as follows:

- Minimising servicing and delivery trips to be undertaken during the AM and PM network peak hours (08:00 – 09:00 and 17:00 – 18:00).
- Minimising servicing and deliveries to be undertaken during the night-time period (23:00 – 06:00) to prevent disturbance to nearby residential properties.
- Specifying a maximum number of daily delivery and servicing vehicle trips to encourage the consolidation of trips to the Site.
- All, or a specific proportion, of servicing and delivery companies used, to be a member of FORS.
- Specific percentage of the Proposed Development servicing and delivery vehicles to be 'green' vehicles.
- Number / percentage of servicing trips to be made by non-motorised means (cycle etc.)

6.5 The targets should align with the objectives and measures set out previously and should be SMART (Specific, Measurable, Achievable, Relevant, Time-bound).

Table 6-1: DSP Measures for Fairfield Homes

Measure	Description	Benefit	Timescale for Implementation	Responsibility
Management of the DSP				
Adoption of the DSP	'Buy in' from the tenants will be vital to ensure that the DSP is an active, living document.	The involvement of the Applicant and tenants will mean that more policies could be implemented and better results could be delivered.	Prior to occupation or when the occupiers are confirmed.	The Applicant.
Assign responsibility of DSP to the Site Management Company/ Travel Plan Co-ordinator	To be responsible for managing the ongoing development, delivery and promotion of the DSP.	This will ensure that the DSP is taken forward and results are delivered.	Prior to occupation or when the occupiers are confirmed.	The Applicant.
Travel Surveys	Surveys of all servicing and delivery movements that occur during a typical weekday.	To inform the future development of the DSP and to quantify progress.	Within six months of occupation and 3rd and 5th years.	Site Management.
Raise awareness and promote DSP initiatives	Provide Site information and promote the DSP to employees, visitors, and other key stakeholders. This could be provided by a website/ on-site noticeboard, in development welcome packs, and/or in Site meetings.	To encourage sustainable freight to and from the Site.	Upon to occupation and on-going.	Site Management.
User Awareness	Ensure all employees and visitors are made aware of the DSP and its requirements.	To ensure all employees and visitors are aware of the DSP and its likely implications.	Prior to occupancy	Site Management.
Service Vehicle Access				
Access routes for servicing and deliveries	Provide sufficient space and clear and uncongested routes for waste collection and goods deliveries.	Minimise localised congestion and ensure that there are no access issues.	This will be implemented when the Proposed Development is built.	The Applicant.

Measure	Description	Benefit	Timescale for Implementation	Responsibility
Reducing Servicing and Delivery Trips				
Couriers	A smart courier policy could reduce the number of motorised vehicle trips to, from and around the Site.	Using cycle couriers where appropriate could reduce the number of motorised vehicle trips to, from and around the Site, cut congestion and reduce pollution and carbon emissions.	Within first year of occupation.	Site Management.
Use of local sources/suppliers	Encourage tenants to source items locally, or from the same supplier.	To reduce the number of deliveries required.	Within first year of occupation.	Site Management
Servicing and Delivery Operations				
Site information	Publish details of preferred servicing/delivery arrangements and procedures to tenants indicating: • suitable entrances to use related to types of goods being delivered / waste collection; • best times for deliveries; • delivery locations; • 'best practice' suppliers /couriers; • delivery schedule for each tenant.	Encourage deliveries out of busy (peak) times and use 'best practice' companies. To ensure waste collections/deliveries are efficient and spend a minimal amount of time at the site to ensure minimal impact on traffic operations.	Upon occupation.	Site Management
Delivery times and quiet loading/ unloading measures	Encourage where possible delivery and servicing trips outside of peak hours. The loading bay on Church Lane could be time limited.	To minimise delivery and servicing trips during peak hours.	Upon occupation	Site Management

Measure	Description	Benefit	Timescale for Implementation	Responsibility
FORS	Priority given to use of companies who are FORS members and encourage companies to sign-up to FORS scheme.	FORS offers incentives to members to increase the sustainability of freight movements including training/vehicle maintenance and fleet management to improve safety/fuel efficiency and reducing CO2 emissions.	Within six months of occupation and on-going.	Site Management
Vehicle Booking and Management System	Produce a delivery and servicing schedule to set out how and when vehicles can best access the Site for each unit. It will encourage off-peak servicing and the consolidation of servicing and deliveries.	Implementing a delivery and servicing schedule will ensure that access routes, delivery and waiting areas are used efficiently and congestion is minimised.	Within first year of occupation.	Site Management
Low Emission Vehicles	Encourage where possible the use of suppliers that operate Low Emissions Vehicles.	To reduce vehicle impacts on air quality	Upon occupancy	Site Management
Waste Management				
Efficient waste storage	Provide sufficient storage capacity for different waste streams, in accordance with tenants' at LBH requirements.	Encourage minimal waste collections by providing the appropriate volume of waste storage.	Within six months of occupation and on-going.	Site Management

7 DSP Strategy

Management of the DSP

7.1 The DSP will be implemented upon first occupation of the development and will be developed into a full DSP, after the baseline surveys (within six months of occupation).

7.2 The Applicant will work with the Site Management Company to ensure the DSP is implemented and developed over time.

7.3 The management of the DSP will be the responsibility of the Site Management Company. It will also be their responsibility to draw up a delivery schedule as this will be tenant specific and could easily change over time.

7.4 The DSP will be managed through the support of each individual tenant within the development. This will help ensure that the DSP is taken forward effectively and will feedback to senior management of the Site to ensure continued support and resources for the DSP.

Raising Awareness

7.5 It will be important to inform the occupiers about this DSP including:

- the content and need for the DSP;
- the importance of DSPs, freight movements and their impacts;
- what tenants can do to help encourage the use of sustainable servicing and delivery movement to and from the application Sites; and
- the potential benefits of successfully using and implementing a DSP.

7.6 This will ensure that the residents/ tenants are on board and are supportive of the DSP.

7.7 To increase awareness of the DSP, residents, relevant staff and suppliers will be given information on the DSP and encouraged to use sustainable vehicles to access the Site.

7.8 It is essential that residents, relevant employees working at the Site and suppliers are involved in the implementation and development of the DSP. The servicing / delivery surveys will contribute to raising awareness at the outset. They will also allow staff and suppliers to have an input into the on-going development of the DSP.

7.9 It is proposed that the review and monitoring cycle of the DSP will be the same as the Travel Plan. The DSP will have a five-year timescale. The document will be monitored and reviewed to ensure that the document reflects the changing requirements of the development and is up-to-date with servicing/delivery options available.

Review and Monitoring

7.10 The review and monitoring cycles of the DSP will be the same as the Travel Plan. The first stage of the monitoring and review programme will be to undertake comprehensive servicing / delivery surveys. The surveys are expected to be undertaken within six months of Site occupation, with these repeated three years and five years post occupation.

7.11 The DSP will have a timescale of at least five years. The document will be regularly monitored and reviewed to ensure that the document reflects the changing requirements of the development and is up-to-date with the servicing / delivery options available.

7.12 The ongoing development of the DSP will be the responsibility of the Site Management Company and Travel Plan Co-ordinator, who will be identified prior to occupation.

7.13 **Table 7-1** below sets out programme for monitoring and review of the DSP.

Table 7-1: Programme of Monitoring and Review

Action	Timescale
Baseline delivery travel surveys	Within six months of occupation or at 75% occupancy
Produce a full DSP	Within seven months of occupation, to be confirmed following initial surveys.
Future servicing and delivery surveys	3rd and 5th Year
Feedback to the tenants	Following monitoring meetings
Undertake comprehensive strategic review of all aspects of the DSP (including the objectives, targets, the action plan and the monitoring programme)	Six months, 3rd and 5th Year

Development of the DSP

7.14 It is envisaged that an interim DSP will be secured and developed through an appropriate planning condition following planning approval. This will be developed further into a Full DSP once the occupiers of the Proposed Development are known and baseline surveys have been carried out.

8 Conclusions

Summary

8.1 This report presents the proposed delivery and servicing strategy for the Proposed Development at The Roundway.

8.2 The forecast future delivery and servicing vehicle trip generation of the Proposed Development is c. 17 delivery and servicing vehicles per day and the report demonstrates these can be sufficiently accommodated without detriment to the local highway network.

8.3 The document sets out how the DSP will be managed, reviewed and monitored, ensuring the future commitment to the development of this document. This report is therefore, considered to be a living document and will evolve over time.

8.4 A toolkit of measures is proposed to be taken forward as the DSP evolves over time in order to encourage sustainable freight movements to / from the Site and to reduce unnecessary servicing and delivery trips, particularly during peak times. The building management company will be responsible for creating a delivery schedule once the tenants have occupied the various land uses, and targets will be developed following occupation.

8.5 Finally, this report demonstrates that the delivery and servicing requirements are appropriate for the Proposed Development. It also demonstrates, the commitment by the Applicant (Hillview Developments LLP) to minimising the impact of delivery and servicing trips on the surrounding highways and to encourage sustainable modes of delivery/ servicing access to and from the Proposed Development.

Appendices

A Proposed Site Layout

NOTES:
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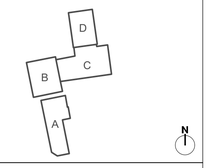
KEY

Application Boundary

0 5 10 15 M

Date	Rev	By	Details
16.03.22	-	IS	Design Freeze Issue

LOCATION KEY



For Coordination

Glenn Howells Architects
Middlesex House, 34-42 Cleveland Street, London, W1T 4JE
glennhowells.co.uk

Project
The Roundway
Haringey

Client
Hillview Limited

Drawing Title
Illustrative Plans
Proposed Ground Floor Plan

Date	Scale	Drawn by	Checked
16.03.22	1:200@A1 1:400@A3	IS	DH

Project Ref.	Drawing No.	Revision
2242	2242-GHA-ZZ-00-DR-A-(20)100	-

B Proposed On-street Loading Bays and Accessible Spaces

EXISTING PARKING BAY TO BE SHORTENED (BY 7.5m, EQUIVALENT TO APPROX. 1 STANDARD PARKING BAY)

EXISTING PARKING BAYS TO BE REMOVED (12m LONG, EQUIVALENT TO APPROX. 2 STANDARD PARKING BAYS)

TEMPORARY BINS HOLDING AREA

EXISTING VMS SIGN TO BE RELOCATED

PROPOSED LOCATION OF VMS SIGN

2.6m CARRIAGEWAY WIDTH (AS PER EXISTING)

14m

2.0m CLEAR SPACE

THE ROUNDWAY

CHURCH LANE

LORDSHIP LANE

BUS STOP

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

Hatched Body Envelope

Wheel Tracks

Phoenix 2-15N (with Elite 2 6x2 RS chassis)

Overall Length	9.620m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.100m

Hatched Body Envelope

Wheel Tracks

0 12.5m 25m 37.5m 50m

NOTES:

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2. ALL DIMENSIONS SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.
3. DO NOT SCALE FROM THIS DRAWINGS.

KEY:

- PROPOSED KERBLINE
- PROPOSED WHITE ROAD MARKING
- PROPOSED YELLOW ROAD MARKING
- SITE BOUNDARY
- PROPOSED LOADING BAY
- PROPOSED ACCESSIBLE BAY
- VISIBILITY SPLAY @30MPH (X = 2.4m, Y = 43m, REF: MANUAL FOR STREETS)

REV	DATE	DESCRIPTION	DES	CHK	APP
P2	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P1	19JAN22	UPDATED LOADING BAY ON CHURCH LANE	CGF	JZC	MHU
P0	23NOV21	ORIGINAL ISSUE	CGF	JZC	MHU

Drawing Title: PROPOSED ON-STREET LOADING BAYS AND ACCESSIBLE PARKING SPACES

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:500	S2	P2

Drawing No.: 24063401-STR-HGN-100-DR-D-00501

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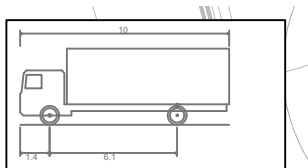
Client: HILLVIEW DEVELOPMENTS LLP

Project Title: THE ROUNDWAY

DATE: 17/03/2022 CAD REFERENCE: \\stfpworld.net\Data\London\Projects\24063401\SA\01\CAD\Drawings\24063401-STR-HGN-100-DR-D-005 - 00501



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
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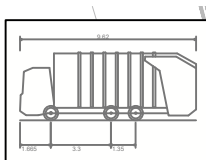
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

Hatched Body Envelope

Wheel Tracks



Phoenix 2-15N (with Elite 2 6x2 RS chassis)

Overall Length	9.620m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.100m

Hatched Body Envelope

Wheel Tracks

THE ROUNDWAY

BUS STOP

LOADING ONLY

Substation

LOOK RIGHT

LOOK LEFT

0 5.0m 10.0m 15.0m 20.0m

NOTES:

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KEY:

- PROPOSED KERBLINE
- PROPOSED WHITE ROAD MARKING
- PROPOSED YELLOW ROAD MARKING
- SITE BOUNDARY
- PROPOSED LOADING BAY

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P0	23NOV21	ORIGINAL ISSUE	CGF	JZC	MHU

Drawing Title:
THE ROUNDWAY
PROPOSED INSET LOADING BAY

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:250	S2	P1

Drawing No.
24063401-STR-HGN-100-DR-D-00502

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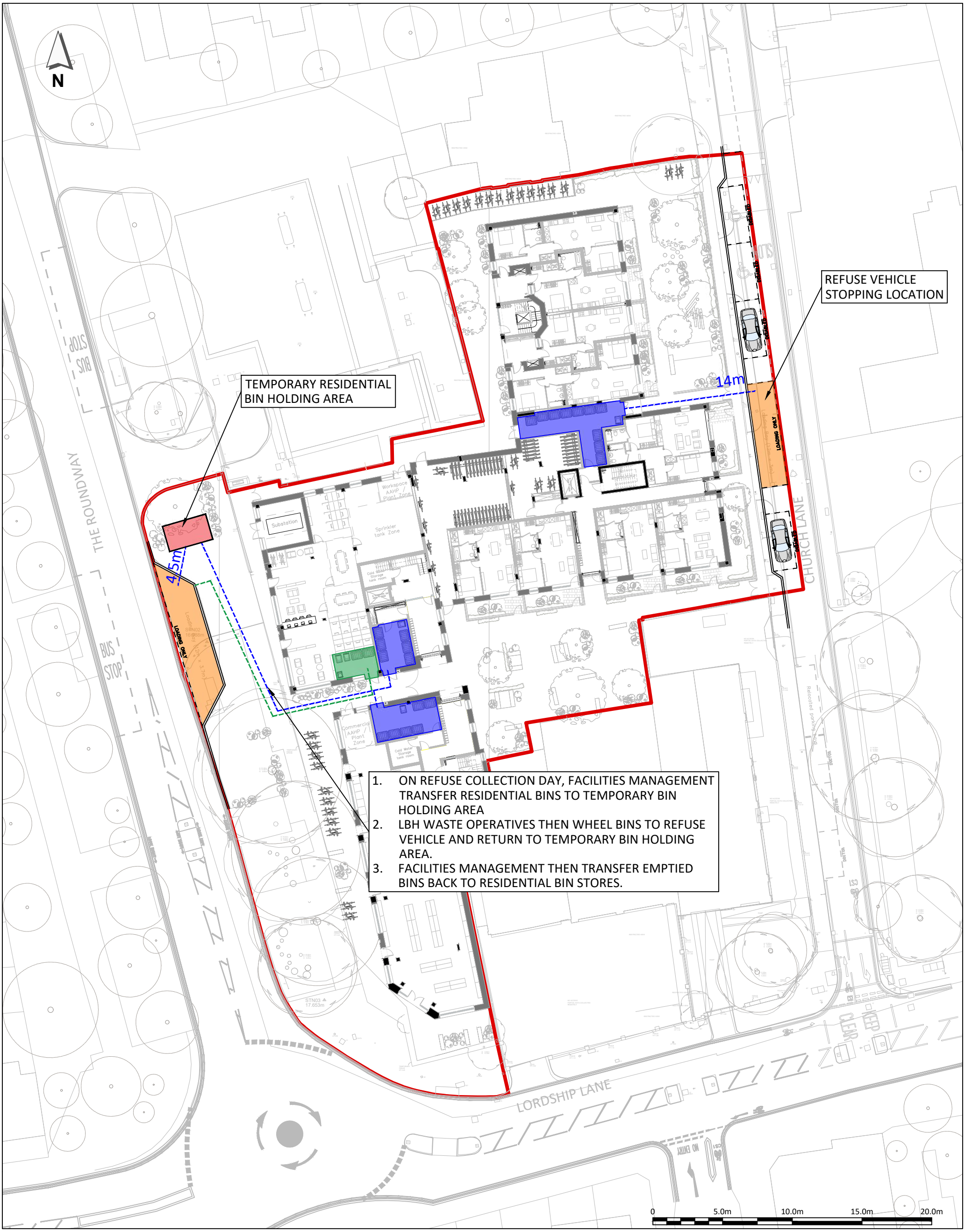
Client:
HILLVIEW DEVELOPMENTS LLP

Project Title:
THE ROUNDWAY

DATE: 17/03/2022 CAD REFERENCE: \\steer.win\Data\London\Project\240\05\A1\01\CAD\Drawing\240634401-STR-HGN-100-DR-D-00502

C Proposed Waste Stores and Waste Strategy



1. ON REFUSE COLLECTION DAY, FACILITIES MANAGEMENT TRANSFER RESIDENTIAL BINS TO TEMPORARY BIN HOLDING AREA
2. LBH WASTE OPERATIVES THEN WHEEL BINS TO REFUSE VEHICLE AND RETURN TO TEMPORARY BIN HOLDING AREA.
3. FACILITIES MANAGEMENT THEN TRANSFER EMPTIED BINS BACK TO RESIDENTIAL BIN STORES.

NOTES:

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3. DO NOT SCALE FROM THIS DRAWINGS.

KEY:

- RESIDENTIAL WASTE COLLECTION ROUTE
- RESIDENTIAL WASTE STORE
- COMMERCIAL WASTE COLLECTION ROUTE
- COMMERCIAL WASTE STORE
- TEMPORARY RESIDENTIAL BIN HOLDING AREA

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P0	16FEB22	ORIGINAL ISSUE	CGF	MHU	

Drawing Title: PROPOSED WASTE STRATEGY

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:250	S2	P1

Drawing No.: 24063401-STR-HGN-100-DR-D-00804

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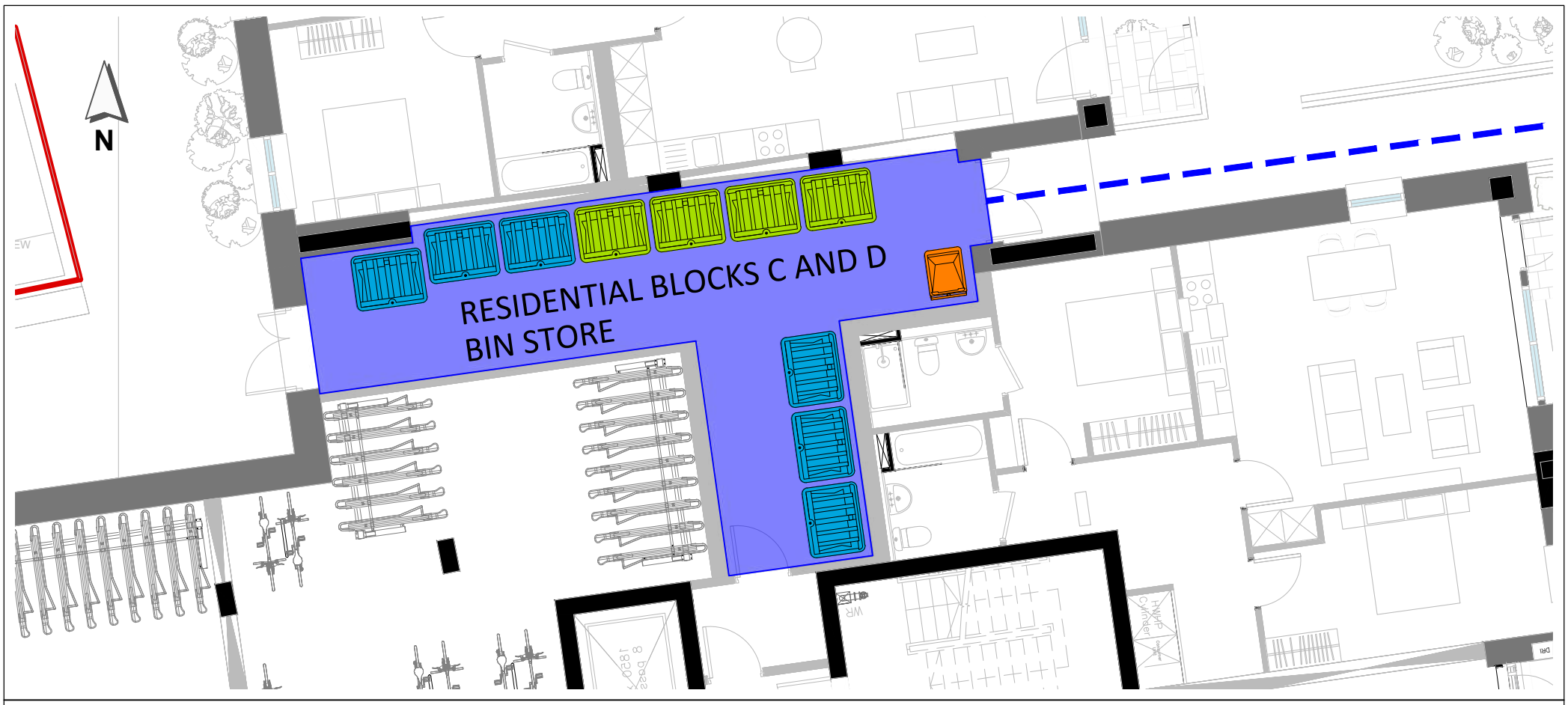
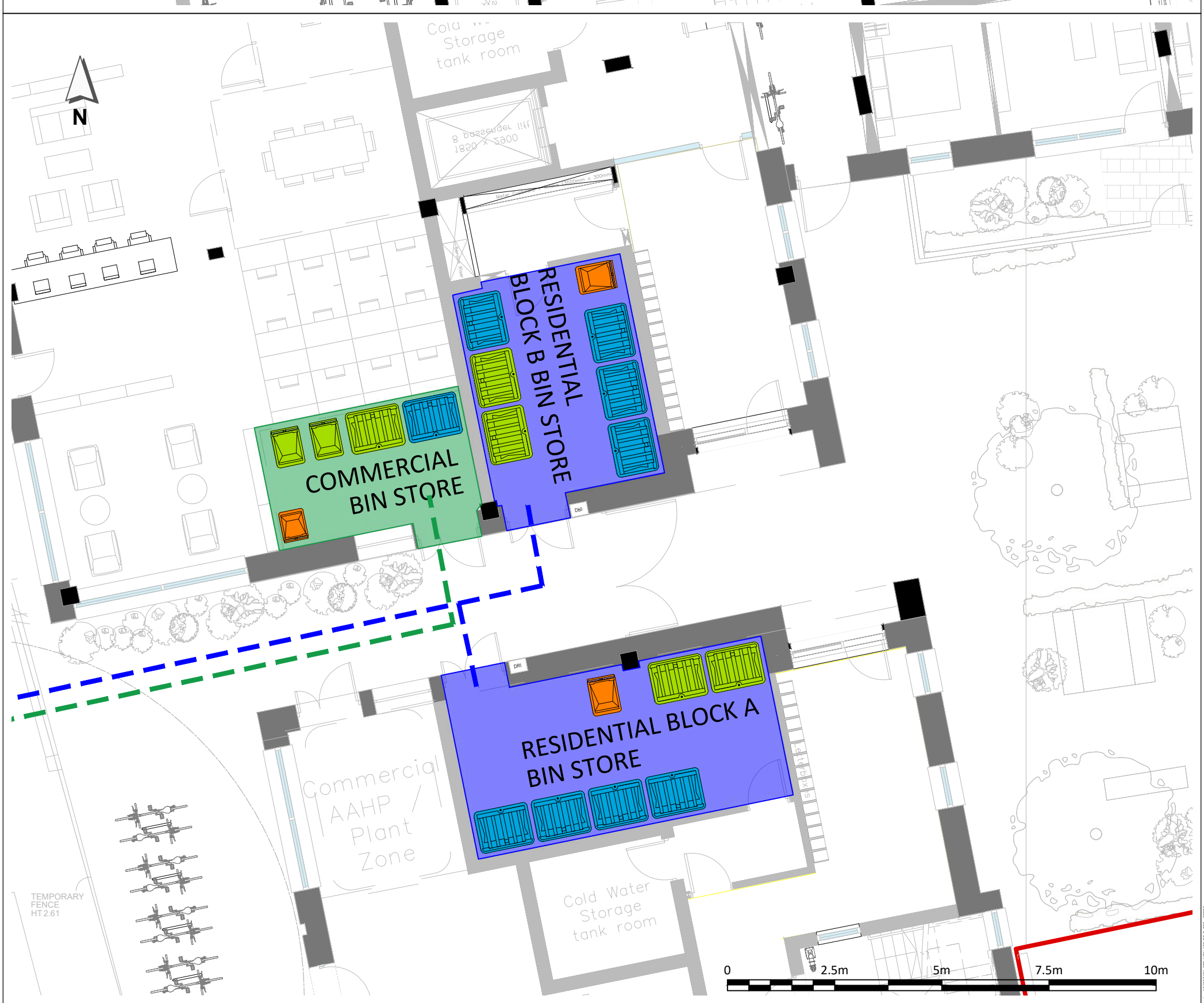
Client: HILLVIEW DEVELOPMENTS LLP

Project Title: THE ROUNDWAY

DATE: 17/03/2022 CAD REFERENCE: \\atlpworld.net\Data\London\Projects\240\SA\01\CAD\Drawings\24063401-STR-HGN-100-DR-D-00E - 00804





NOTES:

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3. DO NOT SCALE FROM THIS DRAWINGS.

KEY:

- 1,100L EUROBIN (GENERAL WASTE)
- 1,100L EUROBIN (RECYCLABLE WASTE)
- 360L WHEELIE BIN (ORGANIC WASTE)
- 360L WHEELIE BIN (PAPER AND CARD WASTE)
- 240L WHEELIE BIN (ORGANIC WASTE)
- RESIDENTIAL WASTE COLLECTION ROUTE
- RESIDENTIAL WASTE STORE
- COMMERCIAL WASTE COLLECTION ROUTE
- COMMERCIAL WASTE STORE

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P0	16FEB22	ORIGINAL ISSUE	CGF	MHU	

Drawing Title: PROPOSED WASTE STORES

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:100	S2	P1

Drawing No.: 24063401-STR-HGN-100-DR-D-00805

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Client: HILLVIEW DEVELOPMENTS LLP

Project Title: THE ROUNDWAY

DATE: 17/03/2022 CAD REFERENCE: \\atkinsnet\Data\London\Projects\240\63401\01\CAD\Drawings\240634401-STR-HGN-100-DR-D-00805 - 00805

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Version control/issue number	Date
DRAFT ISSUE v1.0	18.03.2022
FINAL ISSUE v2.0	28.03.2022

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D Existing Site Plan and Areas