



ttp consulting

transport planning specialists

Verity Trustees Ltd

Unit 39 Queen Street,  
Tottenham

Delivery & Servicing Plan

April 2024

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- Appendix B - Swept Path Analysis 16m artic
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# 1 INTRODUCTION

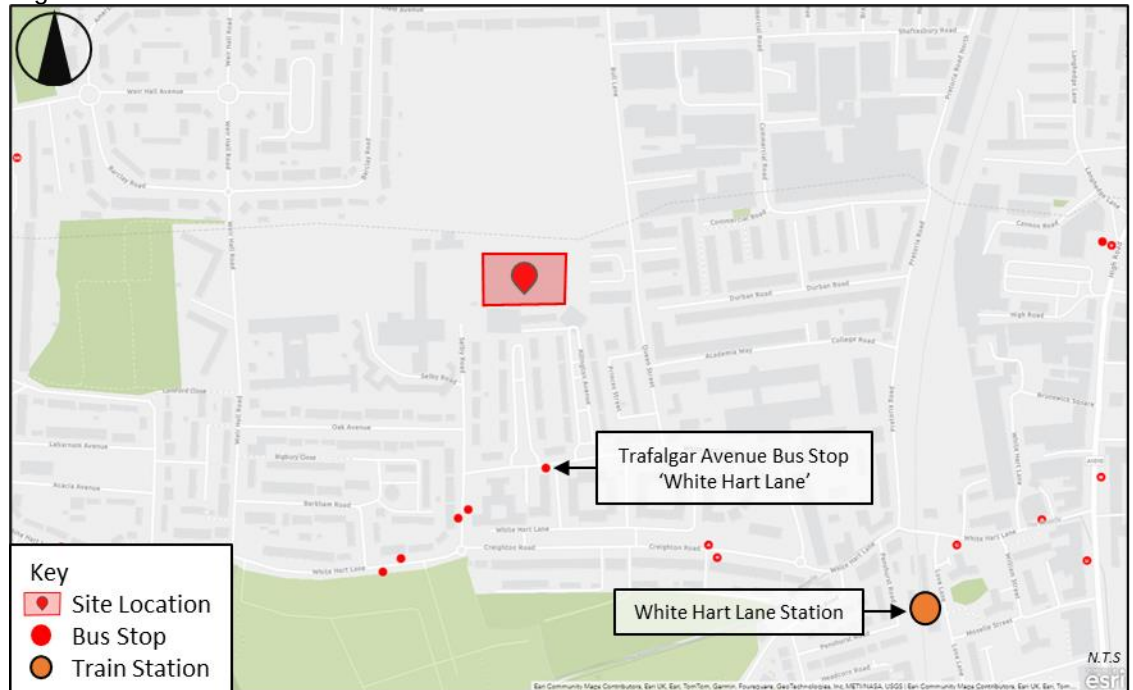
## Overview

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared by TTP Consulting in relation to the proposals for the Booker Warehouse on Queen Street, Tottenham, located in the London Borough of Haringey.
- 1.2 The site is located at Unit 39, Queen Street and comprises a 5,036sqm warehouse which is located along the southern boundary, along with car parking to the east and west plus hardstanding to the north used for manoeuvring and loading HGV.
- 1.3 The description of development is as follows:
- “Redevelopment of site for industrial and warehousing purposes (within Classes E(g)(ii), (iii), B2 and B8, with ancillary office accommodation) along with related access, service yard, car and cycle parking, landscaping, boundary treatment and other related works including demolition.”*
- 1.4 It is proposed to develop the site to provide approximately 6,956sqm of warehouse floorspace in place of the existing building. The warehouse building will be located along the southern boundary of the site with parking and servicing to the north. Car parking provision will be reduced from over 130 spaces to 27 spaces. A flexible range of uses is sought falling within the following use classes Class E(g)(ii)(iii) industrial process, B2 general industrial & B8 distribution. The development will provide ancillary office space, car & cycle parking, service yards and associated soft and hard landscaping.

## Location

- 1.5 The surrounding area is mixed in use. White Hart Lane Overground station is located circa 800m to the southeast whilst Silver Street Overground station is approximately 2.4km to the northeast. The site is located to the north of the borough, abutting the boundary with Enfield. The site location is shown at Figure 1.1.

Figure 1.1: Site Location Plan



## Objectives

- 1.6 The primary objectives of the DSP will be to manage deliveries and servicing to the development in order to ensure that servicing activity is undertaken in a safe and efficient manner.
- 1.7 The DSP will manage deliveries and servicing to the premises in order to:
  - Ensure that, where possible, opportunities are taken to source supplies from suppliers that use low or no emission vehicles;
  - Seek to minimise the number of deliveries to the site so as to reduce the trips generated by the development; and
  - Ensure that vehicles load/unload in the minimum time necessary so to avoid the potential for congestion within on site and on street loading areas.
- 1.8 The remainder of the DSP is set out as follows:
  - Section 2 – sets out the development's servicing arrangements; and
  - Section 3 – identifies the initiatives of the DSP;

## 2 SERVICING ARRANGEMENTS

### Local Highway Network

- 2.1 The site takes access from Queen Street which is a single carriageway two-way road that runs in a north – south orientation between White Hart Lane in the south through to circa 50m north of the site from where it continues as Bull Lane through to the A406 North Circular. The bus gate on Bull Lane has been implemented by Enfield Council, which restricts access for motor vehicles allowing only bus and bicycles, as illustrated by the photograph below which was taken just to the north of the site access.

Photograph: Bull Lane Bus Gate

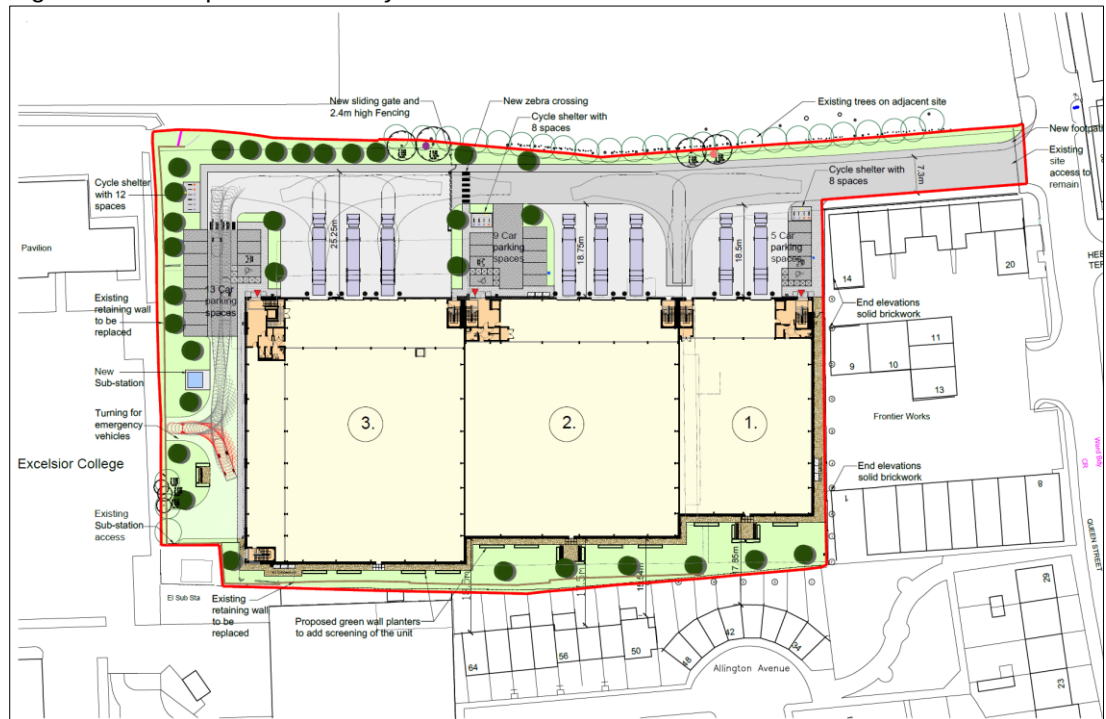


- 2.2 The Queen Street carriageway is circa 7m wide in the vicinity of the Site, with one lane in each direction, footways along both sides and a mixture of on-street parking, single and double yellow lines. It facilitates access to predominantly commercial and residential properties and is subject to a 20mph speed limit.
- 2.3 White Hart Lane which runs in an east to west orientation between the A105 in the west and the A1010 in the east is a single carriageway, two-way road with one lane in each direction. The carriageway is circa 9m wide with footways on both sides and street lighting at regular intervals.
- 2.4 Traffic conditions in the local and wider area will be influenced by a number of factors including commuting to and from work at the start and end of the working day, schools and retail along with through traffic, and the addition of matchday traffic associated with the Tottenham Hotspur Stadium.

## Proposal Overview

- 2.5 The new building will provide three units offering modern commercial floorspace that has been designed to cater for the needs of prospective tenants. There will be HGV loading bays, car parking spaces and cycle parking provision. An extract of the layout plan is shown in Figure 2.1, with the drawing contained in Appendix A.

Figure 2.1: Proposed Site Layout



- 2.6 There will be three warehouses in a single terrace with a combined gross floor area of 6,956sqm (GIA). Table 2.1 provides a breakdown of existing and proposed floor areas, with the proposal representing a 27% increase in floor area.

| Table 2.1: Existing and Proposed Floor Areas Gross Internal Area (sqm) |          |          |            |
|------------------------------------------------------------------------|----------|----------|------------|
| Land Use                                                               | Existing | Proposed | Net change |
| Warehouse with ancillary office                                        | 5,036    | 6,956    | 1,920      |

## Access

- 2.7 The site access will remain broadly as currently laid out with a new pedestrian footway added along the northern side of the access road, providing a 2m wide connection from the site to the wider footway network. Swept path analysis has been undertaken which has shown that heavy goods vehicles can access the site. With the introduction of the bus gate on Bull Lane, vehicle movements are restricted to the north of the site access, and as such all vehicle movements will be to the south on Queen Street.
- 2.8 A sliding gate is proposed within the site between Unit 2 and 3. Zebra crossing markings are also proposed at this point. A separate pedestrian gate is also proposed on the footway.
- 2.9 The existing substation will be relocated to a position adjacent to the western side of the proposed building. Access to this has been allowed with swept path analysis demonstrating the suitability of the layout to accommodate fire tenders. The drawing is contained in Appendix B.

## Servicing and Delivery Arrangements

- 2.10 The expected number of deliveries and vehicle trips during the morning period between 0700 – 1000 and the afternoon period between 1600 – 1900 are set out in Table 2.2. This formed part of the assessment in the associated Transport Assessment.

| Table 2.2: Class B8 Proposed Trips (Commercial Warehouse) |      |      |      |      |      |      |       |      |
|-----------------------------------------------------------|------|------|------|------|------|------|-------|------|
| Time                                                      | Cars |      | HGV  |      | LGV  |      | Total |      |
|                                                           | Arr. | Dep. | Arr. | Dep. | Arr. | Dep. | Arr.  | Dep. |
| 0700 - 0800                                               | 14   | 2    | 3    | 3    | 1    | 1    | 18    | 7    |
| 0800 – 0900                                               | 23   | 3    | 2    | 3    | 3    | 1    | 28    | 7    |
| 0900 – 1000                                               | 7    | 2    | 3    | 3    | 4    | 3    | 15    | 8    |
| 0700 – 1000                                               | 44   | 7    | 8    | 9    | 8    | 5    | 61    | 22   |
| 1600 – 1700                                               | 5    | 10   | 3    | 2    | 2    | 2    | 10    | 15   |
| 1700 – 1800                                               | 7    | 26   | 2    | 3    | 2    | 2    | 11    | 32   |
| 1800 – 1900                                               | 7    | 13   | 2    | 1    | 2    | 3    | 12    | 17   |
| 1600 – 1900                                               | 19   | 49   | 7    | 6    | 6    | 7    | 33    | 64   |

- 2.11 Each unit will be provided with HGV loading bays for the delivery and collection of items. Units 2 and 3 have three dedicated bays each, and Unit 1 has two dedicated bays. The drawings contained in Appendix C illustrating the suitability of the site access and loading bays for heavy goods vehicles.

## Parking

- 2.12 There will be 27 parking spaces, of which 3 will be disabled bays and 6 will provide electric charge facilities.
- 2.13 There will be cycle parking for visitors that would be suitable for cargo bike parking. In total there will be 28 cycle parking spaces for staff and visitors to use.

## Refuse Storage and Collection

- 2.14 There will be refuse storage within each unit and collection will be by private arrangement, as per the existing situation.

### 3 INITIATIVES OF THE PLAN

3.1 The following initiatives are proposed to enable delivery and servicing activity to be efficiently managed and controlled. The DSP is a live document and the site management will review and add to initiatives as necessary to enable the objectives of the plan to be met.

3.2 In order to meet the objectives of the DSP, the following initiatives will be adopted:

- Customer deliveries are scheduled so as to avoid the potential for congestion within the on site loading area.
- Goods delivered to the warehouse are scheduled to take outside of peak hours wherever possible. Vehicles stop on-site to load and unload.
- Drivers will be asked to switch off engines when their vehicle is stationary.
- Written instructions will be provided to tenants to advise them of the location of loading areas where delivery vehicles should stop when delivering to the site. This information can then be passed on by tenants to delivery companies when goods and services are ordered.
- Tenants will be encouraged to source deliveries from the same suppliers so as to enable the consolidation of deliveries.
- The use of electric vehicles and other zero emission delivery vehicles such as cargo bikes will be promoted to tenants.
- Tenants will be advised that personal deliveries to members of staff will not be permitted, this will be noted in tenancy agreements.
- All delivery and servicing activity will be monitored to enable issues to be identified and resolved at the earliest opportunity.

## Appendix A

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group.

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Revisions: Drawn/Chkd: Date:

Client:  
VERITY TRUSTEES LTD

Project:  
BOOKER TOTTENHAM

Drawing Title:  
PROPOSED SITE LAYOUT

Scale @ A2: 1:500  
Checked by: ME  
Date: MAR 24

Job No: 11472  
Stage: PL 002  
Drawing No: \*  
Rev:

Issue Status:  
Construction ☐ Preliminary ☐  
Information ☐ Approval ☐  
Tender ☐  
Offices:  
Woking  
London  
Milton Keynes  
Warsaw

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|                     |       |       |                |               |     |       |             |  |
|---------------------|-------|-------|----------------|---------------|-----|-------|-------------|--|
| SITE AREA           |       |       |                |               |     |       |             |  |
| 3.06 acres          |       |       |                |               |     |       |             |  |
| SITE COVERAGE       |       |       |                |               |     |       |             |  |
| 58% (SITE AREA/GIA) |       |       |                |               |     |       |             |  |
| GEA                 |       |       |                |               |     |       |             |  |
| UNIT                | GF M² | FF M² | TOTAL M² / FT² | TOTAL GIA FT² | FF% | CIH M | CAR PARKING |  |
| 1.                  | 1,217 | 243   | 1,460 / 15,715 | 14,886        | 20  | 8.5   | 5           |  |
| 2.                  | 2,124 | 423   | 2,547 / 27,415 | 26,500        | 20  | 8.5   | 9           |  |
| 3.                  | 2,412 | 839   | 3,251 / 34,993 | 33,486        | 34  | 10    | 13          |  |
| TOTAL               |       |       | 7,258 / 78,123 | 74,872        |     |       |             |  |

NOTES:

FLEXIBLE USE CLASSES E(g)(iii), B2 & B8, CAR PARKING PROVIDED AT 1 PER 250², HAUNCH HEIGHT BASED ON DAYLIGHTING OF 25° 1.5M ABOVE GROUND LEVEL ON RESIDENTIAL PROPERTIES TO THE SOUTH.

FIRST FLOOR OFFICES EXTEND OVER LOADING DOORS.

6 ELECTRIC CAR CHARGING SPACES

CYCLE PARKING 10 SHORT STAY NEEDED FOR VISITORS (1 STAND TO UNITS 2, 2 STANDS UNIT 1 & 3)

|     |                                                         |
|-----|---------------------------------------------------------|
| KEY |                                                         |
|     | SITE BOUNDARY                                           |
|     | EXISTING BUILDINGS TO BE DEMOLISHED                     |
|     | BROXAP APOLLO CYCLE SHELTER, SHEFFIELD CYCLE HOOPS      |
|     | BOLLARDS                                                |
|     | ELECTRIC VEHICLE CHARGING POINT (TWO VEHICLES PER POST) |
|     | PROPOSED BUILDINGS                                      |
|     | BLOCK PAVING (VEHICULAR AREAS) CHARCOAL                 |
|     | BLOCK PAVING (PEDESTRIAN AREAS) NATURAL                 |

|  |                                            |
|--|--------------------------------------------|
|  | BRUSHED CONCRETE SERVICE YARD              |
|  | TARMACADAM SURFACING                       |
|  | WELL CONSOLIDATED GRAVEL WITH FINES        |
|  | SOFT LANDSCAPING                           |
|  | GRASSCRETE                                 |
|  | TREES TO BE RETAINED                       |
|  | PROPOSED TREES                             |
|  | 2.4M HIGH WELDMESH FENCE WITH ACCESS GATES |
|  | AMENITY AREAS                              |
|  | CAR SHARE SPACE                            |
|  | PROPOSED SUBSTATION AND SWITCH ROOM        |

|  |                        |
|--|------------------------|
|  | BIRD BOXES             |
|  | BAT BOXES              |
|  | LONG STAY CYCLE SPACE  |
|  | SHORT STAY CYCLE SPACE |
|  | ELECTRIC CYCLE CHARGER |



## Appendix B



| Rev | Details              | Drawn | Checked | Date       |
|-----|----------------------|-------|---------|------------|
| A   | Site layout updated. | DW    | JP      | 19.02.2024 |
| B   | Swept paths revised. | DW    | JP      | 12.03.2024 |

- NOTES :**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

**FTA DESIGN ARTICULATED VEHICLE (1998)**

Overall Length 16.480m  
Overall Width 2.550m  
Overall Body Height 3.870m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.470m  
Lock to Lock Time 3.00s  
Kerb to Kerb Turning Radius 6.550m

|  |                                              |
|--|----------------------------------------------|
|  | FORWARD MOVEMENTS<br>(design speed - 5kph)   |
|  | REVERSE MOVEMENTS<br>(design speed - 2.5kph) |

Client

...

Project

Unit 39, Queens Street,  
Tottenham

Drawing Title

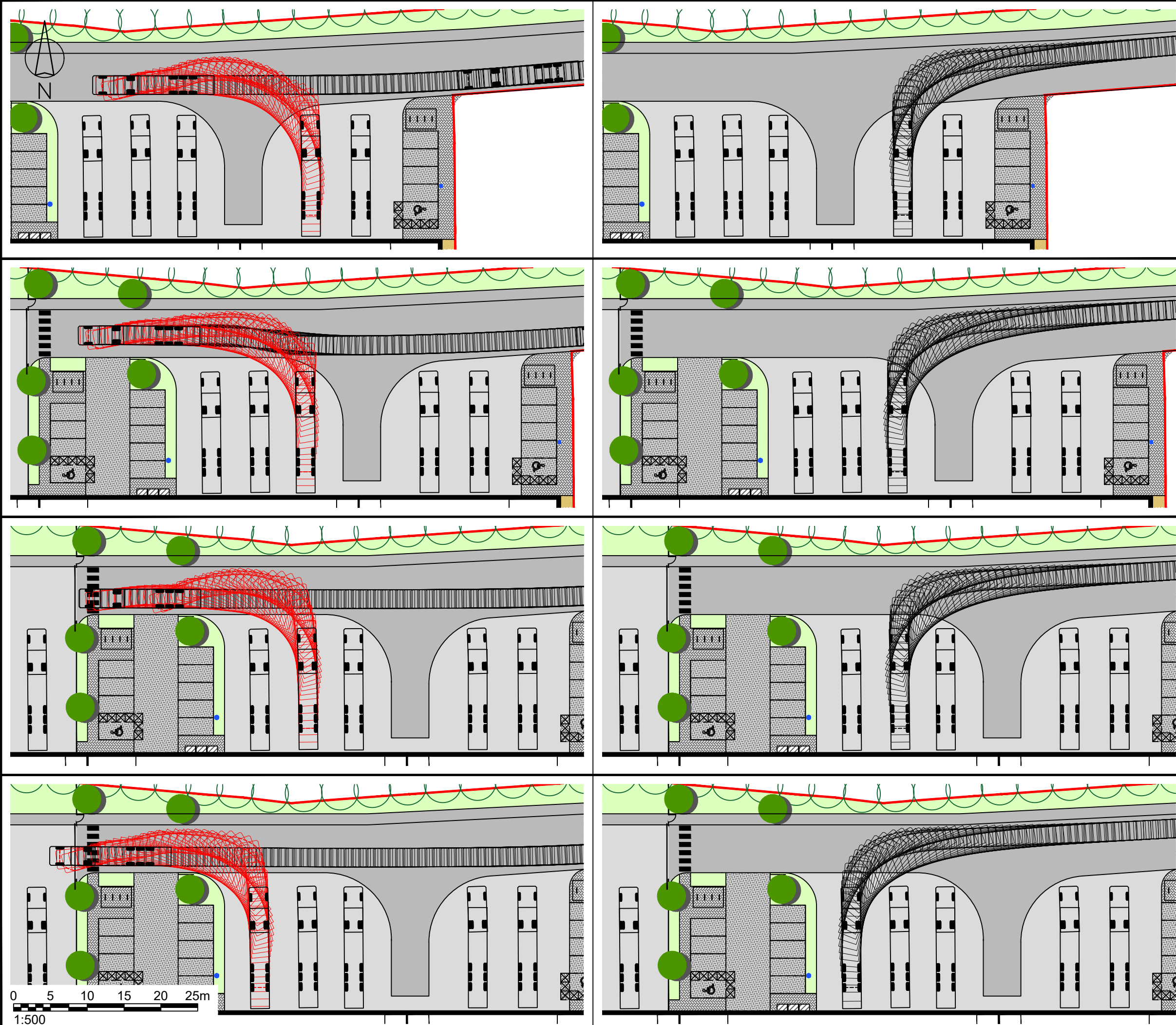
Vehicular Swept Paths Analysis  
using FTA Design Articulated  
Vehicle (Sheet 1 of 3)

|         |       |            |    |
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| Scale   | 1:500 | Size       | A3 |
| Drawn   | DW    | 11.01.2024 |    |
| Checked | JP    | 11.01.2024 |    |

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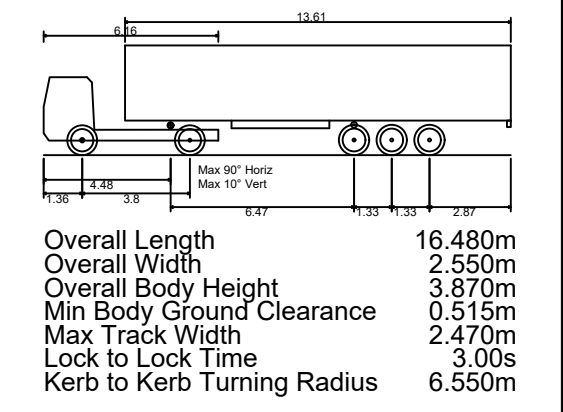
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|--------------------|-----|
| Drawing Number     | Rev |
| 2023-4969-TR01 (1) | B   |



| Rev | Details              | Drawn | Checked | Date       |
|-----|----------------------|-------|---------|------------|
| A   | Site layout updated. | DW    | JP      | 19.02.2024 |
| B   | Swept paths revised. | DW    | JP      | 12.03.2024 |

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**FTA DESIGN ARTICULATED VEHICLE (1998)**



|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

Client

...

Project

Unit 39, Queens Street,  
Tottenham

Drawing Title

Vehicular Swept Paths Analysis  
using FTA Design Articulated  
Vehicle (Sheet 2 of 3)

|         |       |            |    |
|---------|-------|------------|----|
| Scale   | 1:500 | Size       | A3 |
| Drawn   | DW    | 11.01.2024 |    |
| Checked | JP    | 11.01.2024 |    |



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|                    |     |
|--------------------|-----|
| Drawing Number     | Rev |
| 2023-4969-TR01 (2) | B   |

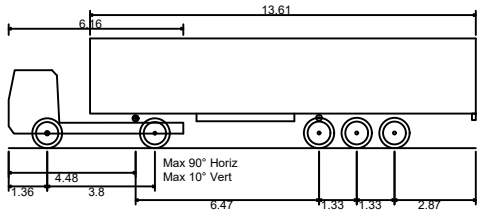


| Rev | Details              | Drawn | Checked | Date       |
|-----|----------------------|-------|---------|------------|
| A   | Site layout updated. | DW    | JP      | 19.02.2024 |
| B   | Swept paths revised. | DW    | JP      | 12.03.2024 |

NOTES :

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FTA DESIGN ARTICULATED VEHICLE (1998)



|                             |         |
|-----------------------------|---------|
| Overall Length              | 16.480m |
| Overall Width               | 2.550m  |
| Overall Body Height         | 3.870m  |
| Min Body Ground Clearance   | 0.515m  |
| Max Track Width             | 2.470m  |
| Lock to Lock Time           | 3.00s   |
| Kerb to Kerb Turning Radius | 6.550m  |

FORWARD MOVEMENTS  
(design speed - 5kph)

REVERSE MOVEMENTS  
(design speed - 2.5kph)

Client  
...

Project  
Unit 39, Queens Street,  
Tottenham

Drawing Title  
Vehicular Swept Paths Analysis  
using FTA Design Articulated  
Vehicle (Sheet 3 of 3)

Scale  
1:500

Size  
A3

Drawn  
DW

11.01.2024

Checked  
JP

11.01.2024

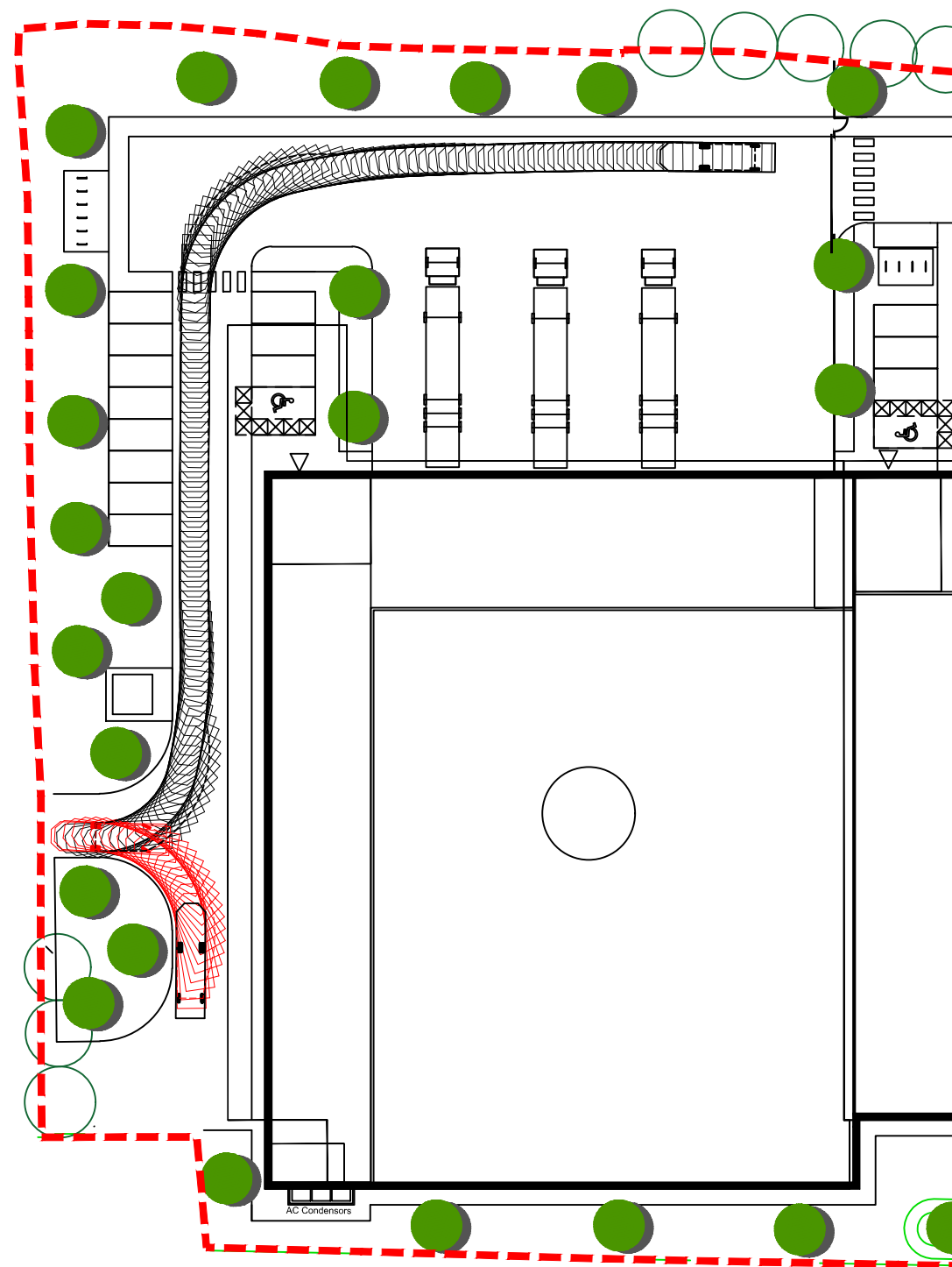
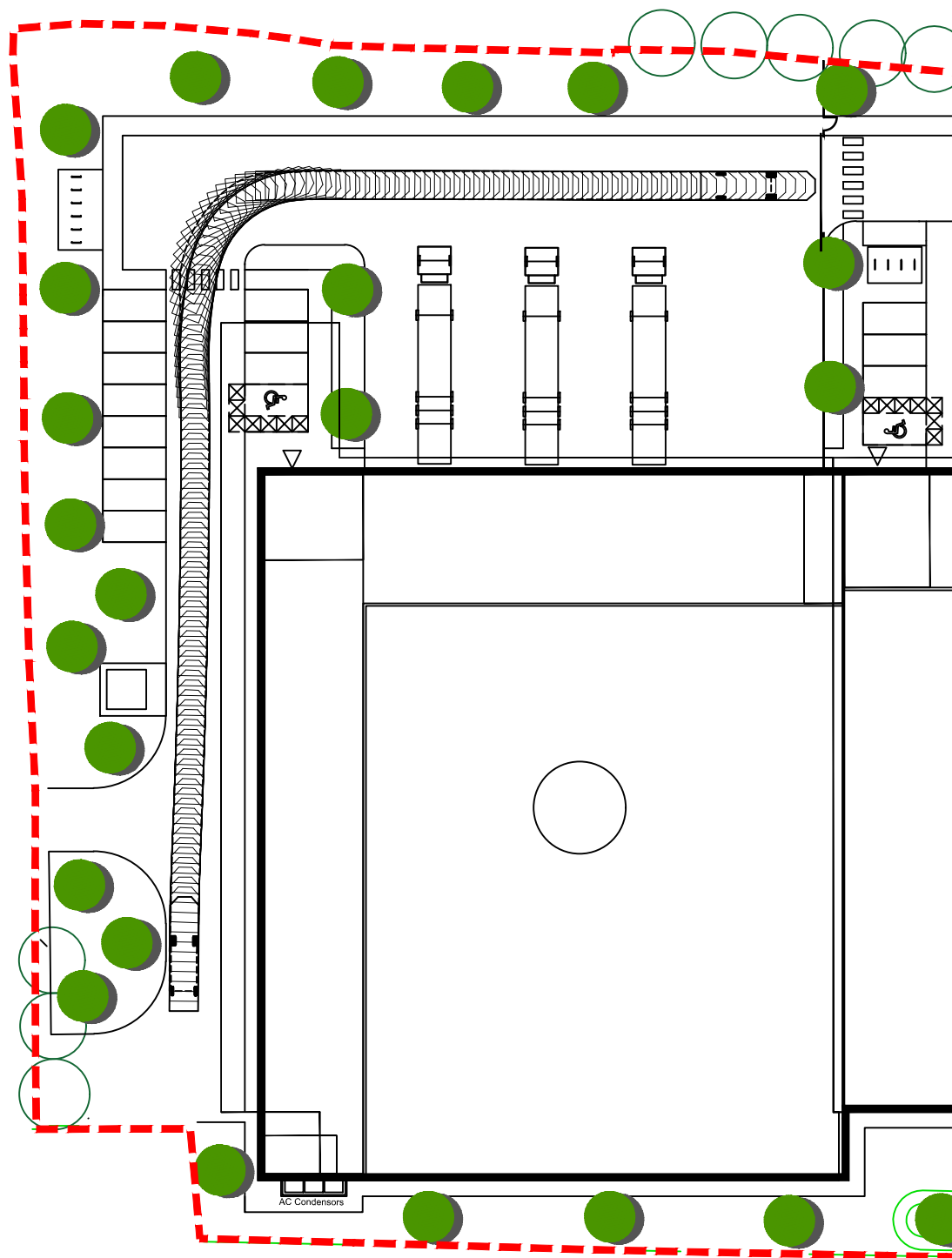


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Drawing Number  
2023-4969-TR01 (3)

Rev  
B

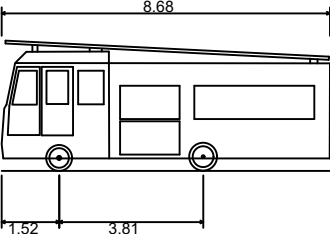
## Appendix C



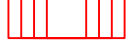
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|-----|---------|-------|---------|------|
| ... | ...     | ...   | ...     | ...  |

- NOTES :**
1. Do not scale from this drawing.
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**DB32 FIRE APPLIANCE**



Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to Lock Time 6.00s  
Kerb to Kerb Turning Radius 7.910m

|                                                                                       |                                              |
|---------------------------------------------------------------------------------------|----------------------------------------------|
|   | FORWARD MOVEMENTS<br>(design speed - 5kph)   |
|  | REVERSE MOVEMENTS<br>(design speed - 2.5kph) |

Client  
...

Project  
Unit 39, Queens Street,  
Tottenham

Drawing Title  
  
Vehicular Swept Paths Analysis  
using DB32 Fire Appliance

|         |       |          |    |
|---------|-------|----------|----|
| Scale   | 1:500 | Size     | A3 |
| Drawn   | MG    | 23.03.24 |    |
| Checked | JP    | 23.03.24 |    |



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|                |     |
|----------------|-----|
| Drawing Number | Rev |
| 2023-4969-TR08 |     |