

TPHS

TRANSPORT PLANNING
& HIGHWAY SOLUTIONS

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Former Hornsey Police Station Residential Development Scheme

Delivery & Servicing Plan (incorporating Site Waste Management)

May 2024

A report prepared on behalf of Archanaeum Limited

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Contents

1	Introduction	1
1.1	Background	1
1.2	Plan Purpose & Objectives	2
1.3	Plan Structure	3
2	Policy Context	4
2.1	Introduction	4
2.2	Regional (London) Policy & Guidance	4
2.3	Local (Borough) Policy & Guidance	6
3	Delivery & Servicing Arrangements	7
3.1	Overview	7
3.2	Servicing Provision	7
3.3	Servicing Vehicle Demand	9
3.4	Routing & Access Strategy	12
3.5	Waste Storage & Capacity	12
4	Delivery & Servicing Management Measures	14
4.1	Outline	14
4.2	Measures Overview	14

1 Introduction

1.1 Background

1.1.1 This Delivery & Servicing Plan (DSP) has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of Archanaeum Limited in respect of the residential development to come forward at the former Hornsey Police Station site, N8 7EJ, and in line with guidance issued by Transport for London (TfL), 'Delivery & Servicing Plan Guidance (December 2020)'.

1.1.2 This DSP is brought forward to discharge the requirements as set out as Condition 16 of the permission attached to planning application reference HGY/2022/2116, issued by LB Haringey and dated 29th February 2024. Condition 16 requires the following:

'The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval prior to any above ground works. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site. The development shall be in full accordance with the approved details and shall be maintained thereafter.'

1.1.3 The planned development scheme comprises twenty-nine (29) residential dwelling units, split between ten (10) houses and nineteen (19) apartments and across three separate Blocks (Blocks A to C). The scheme comes forward with no vehicular access onto the site, with all servicing and deliveries access of the residential units to be undertaken from on-street.

1.1.4 The houses in Block A fronting Harold Road will each have an individual private entrance onto the street, whilst the houses in Block B will each have an individual private entrance off an internal mews running from a shared gated onto Tottenham Lane / Church Lane.

1.1.5 The communal entrances for the apartment units in each of Block A and Block B will be located along the Tottenham Lane frontage - for Block A close to the corner with Harold Road and for Block B centrally located along this stretch. The communal entrance for the apartment units in Block C will be located along the Harold Road frontage, close to the corner with Glebe Road.

1.1.6 Regular servicing of residential developments is generally limited to the collection of general waste and recyclables, currently on a weekly basis within the LB Haringey area, and the delivery of goods ordered by residents, such as groceries online or one-off occasional bulky items, such as furniture or white goods, on an ad-hoc basis varying from day-to-day.

1.1.7 In terms of day-to-day residential servicing and deliveries, there is to be a kerbside inset public loading / unloading facility along the site's Tottenham Lane / Church Lane frontage, brought forward by means of amendments to the current kerbside restrictions and redesignation of the current demarcated 'POLICE' space for such use. Other kerbside facilities within the vicinity of the site available for the purpose of loading / unloading will be unchanged.

- 1.1.8 The planned site layout ground floor arrangements, which illustrate the location of the planned kerbside inset public loading /unloading facility and the series of residential entrances, are presented on the Archanaeum scheme drawing attached at **Appendix A**.
- 1.1.9 The nature of this DSP is to act as a 'live' document, produced firstly to discharge the condition attached to the issued planning permission, to confirm the key principles of the strategy for scheme and site with regard deliveries and servicing. This is to give confidence to the reviewing authority (London Borough of Haringey) that the management of such activity, as much as practicable, is considered as an integral and continual part of the scheme.
- 1.1.10 In the run-up to the scheme becoming occupied the DSP will be reviewed to ensure that it continues to be 'fit-for-purpose' to support the scheme coming forward, then thereafter will continue to be regularly reviewed and as required updated should there need to be material changes made. Typically, such review will be undertaken in tandem with and as part of the travel planning monitoring and review to be followed for the residential scheme.

1.2 Plan Purpose & Objectives

- 1.2.1 This DSP covers the deliveries and general servicing of the residential units within the scheme, including considerations with regard to refuse collection as part of the site residential waste management strategy for the site. This DSP provides an overarching strategy to be promoted to residents to support, as much as can be practicable within a collection of individual residential units, a managed environment with regard deliveries and servicing activity.
- 1.2.2 By means of this plan there will be active guidance provided to residents with regard the approach to seek to follow for deliveries and servicing to avoid inappropriate activity, such as promoting the facilities available by and within the vicinity of the site for safe and legal loading / unloading and other behaviours which can be adopted to support current best practice.
- 1.2.3 As all sites are different from each other, a plan for an individual site is unique to that site and the corresponding activity. This is demonstrated in particular with regard this residential scheme in that with no off-street servicing arrangements to be provided, there will be a reliance on both existing and planned on-street kerbside arrangements.
- 1.2.4 However, as the TfL guidance outlines, *'any site that receives deliveries or has servicing activity (including waste collection and recycling, and facilities management) can benefit from a DSP'*.
- 1.2.5 Accordingly, this DSP is primarily a means of assisting residents to better manage their deliveries and servicing activity. This is the overarching aim towards which this DSP works.
- 1.2.6 Building upon this overarching aim of the DSP, the objectives moving forward are as follow:
- to reduce the impacts of delivery and servicing movements associated with the site and facilitate sustainable freight travel to and from the development;

- to manage deliveries to reduce the number of servicing trips, such as in terms of servicing during network peak hours and servicing outside of the planned inset bay;
- to reduce CO₂ emissions and congestion by promoting positive relationships between site residents and their deliveries and servicing providers;
- to promote and encourage the use of delivery companies and service providers which can demonstrate commitment to best practice and sustainable freight practices.
- to provide adequate facilities for all site users, so as to maximise scope for recycling and so minimise scope for the generation of general non-recyclable waste.

1.2.7 In working towards these objectives, the implementation of this DSP with regard to servicing and deliveries activity associated with residents at the site is expected to bring forward a number of benefits to both site users and the wider community:

- reducing the environmental impact of residents within the development at the site, through seeking to better manage contribution of such activity to traffic levels;
- improving the safety and efficiency of delivery and servicing activity associated with residents within the scheme, through promoting use of safe and legal facilities;
- promoting opportunities to reduce impacts of delivery and servicing activity associated with residents within the scheme, such as through retiming.

1.3 Plan Structure

1.3.1 The next sections of this Delivery & Servicing Plan (DSP), prepared as the first 'live' version, presents the following information:

- Section 2: Policy Context, which details the policy and guidance at the London-wide and borough-wide levels underpinning both the initial development and subsequent implementation of this plan at the site.
- Section 3: Delivery & Servicing Arrangements, which details the planned arrangements for servicing available to residents within the scheme, including for waste, as well as the typical expected profile for the scheme in terms of deliveries and collections.
- Section 4: Delivery & Servicing Management Measures, which details measures that will be implemented prior to initial occupation to support efficient servicing, including for waste, and measures that will be promoted to continue this following occupation.

1.3.2 Implementation of the DSP will run in tandem with the Travel Plan for the development site, so preparation of this plan comes forward with a parallel objective '*to manage servicing activity to minimise disruption to other road users and to local residents*'.

2 Policy Context

2.1 Introduction

- 2.1.1 At the London-wide level the London Plan provides the overall strategic plan, as it sets out a fully integrated economic, environmental, transport and social framework for the development of the Greater London area, whilst at the borough-wide level Haringey's Local Plan comprises a collection of planning documents that sets out the strategy for future development across the borough.
- 2.1.2 Further policy and guidance have been prepared, primarily at the London-wide level such as with the current TfL guidance *'Delivery & Servicing Plan Guidance (December 2020)'*.

2.2 Regional (London) Policy & Guidance

London Plan

- 2.2.1 The current London Plan (March 2021) puts forward a series of policies relating to transport-related matters at Chapter 10 *'Transport'*, with deliveries and servicing collectively covered in Policy T7 of the plan and with this referencing that:

'Proposals should facilitate safe, clean, and efficient deliveries and servicing' and that 'adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible'.

- 2.2.2 This policy also references that *'Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments'*, as well as that developments *'should be designed and managed so that deliveries can be received outside of peak hours'* and that *'facilities are required to minimise additional freight trips arising from missed deliveries'*.

Freight and Servicing Action Plan

- 2.2.3 Transport for London (TfL) has in place a *'Freight and Servicing Action Plan (March 2019)'*, which has been developed to set out a series of actions *'to support safe, clean and efficient freight operations'*. Action 8, which is put forward with regard to *'opportunities to offer an enhanced service for clean, safe and efficient freight'*, references that:

'Working in partnership with freight and fleet operators over the next year, we will demonstrate how we could jointly improve the reliability and efficiency of operations by providing an enhanced level of service for certain freight vehicle movements and retiming trips to different times of day where there is spare capacity.'

- 2.2.4 Action 11 within the same plan puts forward how TfL will *'raise awareness of the impact of deliveries'*, with this including use of *'communication channels and existing marketing campaigns to raise awareness of the impact of personal deliveries and encourage consumers to make responsible and healthy choices'*, whilst Action 17 sets out how TfL will *'work with our partners to ensure freight and servicing is carefully planned for in new developments'*.

Delivery and Servicing Plan Guidance

- 2.2.5 To address the commitment put forward in Action 17 of the *'Freight and Servicing Action Plan (March 2019)'*, TfL prepared updated guidance with regard to the preparation of Delivery & Servicing Plans (or similar documents) and with *'Delivery and Servicing Plan Guidance – Planning for Safe, Clean, and Efficient freight in London'* published in December 2020.
- 2.2.6 This guidance firstly defines a DSP, with this put forward as *'a Delivery and Servicing Plan (DSP) sets out how building occupiers will enable Safe, Clean and Efficient deliveries to their site'*, then outlines the scope for the DSP, with this being considered to comprise:
- *the physical design and layout of the site, and how it provides adequate provision for delivery and servicing activity from day one;*
 - *the day-to-day policies and measures which will be implemented so that deliveries and servicing are appropriately managed, and how the disruption and environmental impact of that activity locally will be minimised over time. It should set appropriate targets for continuous improvement, and*
 - *it also sets out the forecast trip rates for the site.*
- 2.2.7 The importance of engagement as part of the DSP process is also confirmed within the guidance, such that *'the DSP is communicated to everyone in the building, so that there is a sense of ownership and responsibility'* and *'the communication and implementation of the actions in the DSP needs to be an ongoing conversation and challenge'*.
- 2.2.8 The guidance then sets out the benefits which could be forthcoming from the implementation and management of a Delivery and Servicing Plan at a site, then putting forward measures for consideration for the DSP and the role of data collection and monitoring.

Emissions Zones

- 2.2.9 The Low Emission Zone (LEZ) is a scheme developed and brought forward by the Greater London Authority (GLA) with Transport for London, which covers the vast majority of the Greater London area and is in operation 24 hours daily without exception.
- 2.2.10 The scheme was introduced to encourage the most polluting heavy vehicles, primarily those using diesel, to become cleaner to support improvements to air quality, with strict emissions standards enforced upon HGVs, LGVs, coaches, buses, motorised caravans and other vehicles except private cars; otherwise, should the vehicle not meet the prescribed emissions standards, there is a daily charge ranging from £100 to £300.
- 2.2.11 Currently, for larger vans up to 3.5t gross vehicle weight no charge is applicable if Euro 3 (particulate matter) standards are met; otherwise, there is a daily charge of £100. For lorries and HGVs with gross vehicle weight in excess of 3.5t, there is no charge if Euro VI (NOx and particulate matter) standards are met; otherwise, there is the same daily charge if Euro IV (particulate matter) standards are met, increasing to £300 if the latter standards are not met.

- 2.2.12 In tandem with the LEZ, the Ultra-Low Emission Zone (ULEZ) is in place across the same Greater London area and similarly is in operation 24 hours daily (excluding Christmas Day). Whilst LGVs and HGVs with gross vehicle weight in excess of 3.5t do not pay additionally for travel within the ULEZ, there is a daily charge of £12.50 for light vehicles up to and including this weight should they not meet the corresponding emissions standards (Euro 4 NOx for petrol vehicles and Euro 6 NOx and particulate matter for diesel vehicles).

2.3 Local (Borough) Policy & Guidance

Haringey's Local Plan – Strategic Policies

- 2.3.1 The 'Strategic Policies' part of the Haringey Local Plan, first published in March 2013 and then with alterations adopted in July 2017, provides the overarching policies to guide development within the borough, with Policy SP7 'Transport' of most relevance to this plan and particularly the second part of this in 'Delivering Action on Climate Change and Quality of Healthy Places'.
- 2.3.2 To support 'travel demand management' this part of the policy includes working towards:
- Minimising congesting and addressing the environmental impacts of travel.
 - Seeking to mitigate the impact of road based freight and promote alternatives.
- 2.3.3 The 'Development Management DPD' part of the Haringey Local Plan, published in July 2017, provides the detailed policies to guide development within the borough. Whilst none of the detailed policies specifically relate to considerations of such a Delivery & Servicing Plan, Policy DM4 'Provision and Design of Waste Management Facilities' is of part-relevance, leading with:
- A. All proposals should consider how to sustainably manage waste arising from the development during the...occupation phases of new developments.
- 2.3.4 Part B of the same policy puts forward as the lead to a number of requirements that:
- B. All proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting...

, with Policy BT3 'Freight and Servicing' being that of most relevance to this plan.

3 Delivery & Servicing Arrangements

3.1 Overview

- 3.1.1 This section of the Delivery & Servicing Plan (DSP) provides further details with regard the arrangements that will be available to residents for the purpose of servicing and deliveries, including those arrangements that will be available for purpose of site waste management, and the level and type of servicing and deliveries activity associated with the scheme.
- 3.1.2 As referenced in the 'Introduction' section to this DSP, there is to be a kerbside inset public loading / unloading facility brought forward along the site's Tottenham Lane / Church Lane frontage, whilst other kerbside facilities within the vicinity of the site available for the purpose of loading / unloading will be unchanged. This section of the DSP for the scheme details both these existing and planned arrangements, which will be available from initial occupation.

3.2 Servicing Provision

Existing Arrangements

- 3.2.1 The closest dedicated kerbside facility for loading / unloading activity is located along Tottenham Lane in proximity to the junction with Montague Road, around 115m to the south of the site. This facility permits such activity only during the hours of 09:30-16:30 Monday to Saturday, with maximum duration of stay of 1 hour and no return within an hour. No loading / unloading is permitted during the periods of 08:00-09:30 and 16:30-18:30 on the same days.
- 3.2.2 There are no restrictions on the use of this facility outside of these times, thus fully unrestricted prior to 08:00 and following 18:30 Monday to Saturday and also all day Sunday.
- 3.2.3 This existing dedicated facility measures at around 10m in length, so with the scope to accommodate typically a single servicing and delivery vehicle at any one time, either by means of forward entry and forward exit for smaller vans and by means of reverse entry and forward exit for larger vehicles up to those commensurate with the FTA 10m Design Rigid vehicle.
- 3.2.4 Along the opposite side of Tottenham Lane to the site, there is a kerbside stretch subject to single yellow line restrictions. These restrictions preclude any kerbside activity during the periods of 08:00-09:30 and 16:30-18:30 Monday to Friday, but allow kerbside activity solely for the purpose of loading and unloading during the intervening hours of 09:30-16:30 Monday to Friday as well as for the full 08:00-18:30 period on Saturdays when parking is precluded.
- 3.2.5 These existing kerbside arrangements extend along an overall length of around 40-45m, though with around 20m only considered practical and convenient for safe loading / unloading – this being the southern part of this stretch around the Harold Road junction area, with the northernmost stretch not necessarily practical and convenient given the presence of street furniture (such as guardrailing) or the relative width of the carriageway.

- 3.2.6 Additionally, outside of the two-hour 11:00-13:00 period on weekdays (Monday to Friday) and at any time at the weekend (Saturday and Sunday), subject to availability there are no restrictions on the use of the kerbside stretch of around 40-45m along Harold Road directly across the site; during the two-hour weekday period, use is restricted to permit holders only. These same restrictions apply along Glebe Road immediately by the site, to the west.
- 3.2.7 Similarly, along the site side of Harold Road, other than for the '*Disabled Badge Holders Only*' and '*Doctor Permit Holders Only*' spaces at the eastern end towards the junction with Tottenham Lane, the existing restrictions only preclude general use during the two-hour 11:00-13:00 period of weekdays (Monday to Friday), with no restriction on use outside of these hours on weekdays or at any time at the weekend.
- 3.2.8 With these limited restrictions, these further kerbside stretches immediately within the vicinity of the site along Harold Road and Glebe Road provide additional local opportunities for loading / unloading by servicing and deliveries vehicles of varying types.
- 3.2.9 Also, the parking spaces directly by the site can be suspended in certain circumstances, such as moving in / moving out and a need to park a specific vehicle to undertake this activity, with any application for a temporary suspension requiring no less than five (5) working days.
- 3.2.10 The locations of these kerbside facilities for loading / unloading are shown on the plan attached for reference at **Appendix B** of this DSP.

Planned Arrangements

- 3.2.11 There is to be a kerbside inset public loading / unloading facility along the site's Tottenham Lane / Church Lane frontage, brought forward by means of amendments to the current kerbside restrictions and redesignation of the current demarcated '*POLICE*' space for such use. Any restrictions on the use of this facility will be agreed with London Borough of Haringey at the time of traffic regulation order being sought, ahead of any initial occupation.
- 3.2.12 The location of this planned kerbside facility for loading / unloading is also shown on the plan attached for reference at Appendix B of this DSP.
- 3.2.13 This planned dedicated facility measures at around 9.5m in length along the back of the inset kerb and around 11.5m in length along the carriageway side, with a width of 2.1m, so with the scope to accommodate typically a single servicing and delivery vehicle at any one time. Access of this facility is envisaged to be typically by means of reverse entry and forward exit, with this maximising the types of servicing and deliveries vehicles with scope to use the inset facility.
- 3.2.14 For smaller vans, such as 3.5t Panel Vans and 4.6t Light Vans up to around 6m in length, these will have the scope to access the planned inset facility additionally by means of forward entry and forward exit, albeit such manoeuvring may result in a marginal side overhang along the passenger side of the vehicle and when in-situ may result in a marginal protrusion into the carriageway – these short-term positioning issues will be avoided by means of reverse entry.

- 3.2.15 With regard the larger-sized servicing and deliveries vehicles, given both the length and width of these vehicles, when manoeuvring into the planned inset facility there will be similarly a marginal side overhang along the passenger side of the vehicle and when in-situ there will be a marginal protrusion into the carriageway, with such issues being short-term and temporary.
- 3.2.16 A series of swept paths confirming the means of access of the planned dedicated inset facility for loading / unloading is presented on Drawing TPHS/388/TR/001, attached at **Appendix C**.
- 3.2.17 Separate to this, there are to be planned changes to the kerbside restrictions along the site-side of Harold Road, similarly brought forward by means of amendments to the current kerbside restrictions. These changes will result in only the westernmost stretch and spaces, measuring a cumulative length of 25.9m, being available for general use on weekdays (Monday to Friday) outside of the two-hour 11:00-13:00 period or at any time at the weekend.
- 3.2.18 Subject to availability, this local kerbside stretch will continue to provide further opportunity within the vicinity of the site for the purpose of loading / unloading and site-related servicing.
- 3.2.19 Drawing TPHS/388/DR/001, attached at **Appendix D**, puts forward the planned changes to the kerbside restrictions around the site, both along Tottenham Lane and Harold Road.

3.3 Servicing Vehicle Demand

Servicing Assessment

- 3.3.1 The planned scheme comprises twenty-nine (29) residential dwelling units, split between ten (10) houses and nineteen (19) apartments and across three separate Blocks (Blocks A to C).
- 3.3.2 The six (6) houses in Block A fronting Harold Road will each have an individual private entrance onto the street, whilst the four (4) houses in Block B will each have an individual private entrance off an internal mews running from a shared gated onto Tottenham Lane.
- 3.3.3 The communal entrances for the apartment units in each of Block A (with four units) and Block B (with seven units) will be located along the Tottenham Lane frontage - for Block A close to the corner with Harold Road and for Block B centrally located along this stretch. The communal entrance for the apartment units in Block C (with eight units) will be located along the Harold Road frontage, close to the corner with Glebe Road.
- 3.3.4 Each of these units will have the scope to be serviced by means of the range of existing and planned kerbside arrangements detailed in the preceding section of this Delivery & Servicing Plan (DSP), available from the time of any initial preclusion, with the acknowledgement that the use of certain facilities may be better placed than others depending upon the location of the corresponding access onto the site for the residential unit to which the activity relates.
- 3.3.5 A review of the TRICS 7.11.1 database has been undertaken to identify servicing and delivery activity vehicle trip rates which could be considered typical of the planned residential scheme.

- 3.3.6 The exercise comprised a review of sites within the Greater London area, firstly within the 'Houses Privately Owned' sub-category and secondly within the 'Flats Privately Owned' sub-category of the 'Residential' main category, with no more than fifty (50) units and for which there were defined servicing and deliveries activity records (as opposed to generic surveys by vehicle type) from 2016 onwards (the current TRICS default cut-off).
- 3.3.7 This identified five (5) sites from the 'Houses Privately Owned' sub-category and four (4) sites from the 'Flats Privately Owned' sub-category, following exclusion of surveys undertaken during periods of activity restrictions associated with the COVID-19 pandemic which may not be analogous with servicing and deliveries activity moving forward.
- 3.3.8 A full list of the sites, with corresponding number of units and survey day details in terms of vehicle numbers by type, is provided at **Appendix E**, with Table 3.1 presenting an overview of the resultant servicing and deliveries event rates both by unit type and as weighted averages, by vehicle type. These rates are then applied to the number of units across the scheme, by unit type and then site-wide, with the resultant servicing events presented in Table 3.2.

	Servicing & Deliveries Event per Unit				
	Car	LGV	M/C	OGV1	OGV2
Houses	0.068	0.444	0.023	0.119	0.000
Flats	0.000	0.099	0.000	0.018	0.000
Residential (All)	0.038	0.291	0.019	0.074	0.000

Table 3.1: Summary of Residential Servicing & Deliveries Rates (based on TRICS Database Review)

	No. of Units	Servicing & Deliveries Event per Unit				
		Car	LGV	M/C	OGV1	OGV2
Houses	10	1	4	0	1	0
Flats	19	0	2	0	0	0
<i>Scheme-Wide</i>		1	6	0	1	0
Residential (All)	29	1	8	1	2	0

NOTE: For each servicing and deliveries event, there is a corresponding vehicle arrival and vehicle departure.

Table 3.2: Summary of Scheme Residential Servicing & Deliveries Events

- 3.3.9 From the cumulative data collected from the nine residential sites identified through the TRICS analysis, without further consideration of the form and extent of arrangements available for servicing and deliveries, an indication of the typical hours for which an event by vehicle type is undertaken can be identified. Further details of these profiles are presented also within the data attached at Appendix E, with Table 3.3 summarising a typical arrival and departure profile, firstly by generic vehicle type and then for the vehicle types combined.
- 3.3.10 The same data infers that typically servicing and deliveries events by all but HGVs are undertaken within the same hour in terms of vehicle arrival and vehicle departure, whilst for HGVs these events may be either similarly within the same hour in terms of vehicle arrival and vehicle departure or with the vehicle departures in the hour following the vehicle arrival. These patterns have been applied to the projected servicing and deliveries events profile.

	LGVs (incl. Cars & M/Cs)			OGVs			VEHICLES (All)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00-08:00	0	0	0	0	0	0	0	0	0
08:00-09:00	1	1	2	0	0	0	1	1	2
09:00-10:00	1	1	2	0	0	0	1	1	2
10:00-11:00	2	2	4	0	0	0	2	2	4
11:00-12:00	0	0	0	0	0	0	0	0	0
12:00-13:00	1	1	2	0	0	0	1	1	2
13:00-14:00	1	1	2	0	0	0	1	1	2
14:00-15:00	1	1	2	1	0	1	2	1	3
15:00-16:00	1	1	2	0	1	1	1	2	3
16:00-17:00	0	0	0	0	0	0	0	0	0
17:00-18:00	1	1	2	0	0	0	1	1	2
18:00-19:00	1	1	2	0	0	0	1	1	2
19:00-20:00	0	0	0	1	0	1	1	0	1
20:00-21:00	0	0	0	0	1	1	0	1	1
NOTE: Vehicles by hour distributed by TRICS servicing rates, with OGVs separately by TRICS OGV rates.									

Table 3.3: Summary of Scheme Residential Servicing & Deliveries Events by Hour Intervals

- 3.3.11 These profiles confirm no more than two vehicles in any single hour seeking access of the site for the purpose of residential servicing and deliveries, with typically the demand equating to a single vehicle in any single hour. Acknowledging that some of the projected events are identified for the peak periods during which such activity is typically discouraged (up to four), subject to planning there will be no preclusion to these being undertaken during other hours.

Vehicle Types & Purpose

- 3.3.12 Whilst a generic split of servicing and deliveries vehicles between LGVs (typically up to 7.5t and including cars) and OGVs (typically from 7.5t) has informed the derivation of the servicing and deliveries profiles for the residential scheme, as shown by the TRICS data and as this DSP acknowledges these vehicle groups will comprise a number of vehicle types.
- 3.3.13 Table 3.4 summarises the typical range of both LGVs and OGVs for such a residential scheme and thus carried forward as those typically seeking access of the range of kerbside arrangements around the site for servicing and deliveries activity. For each vehicle type, the information presented confirms the typical dimensions (length, width and height) and the typical scheme-wide frequency of servicing and deliveries across a weekday.

	KEY VEHICLE DIMENSIONS			DAILY EVENT FREQUENCY
	Length (m.)	Width (m.)	Height (m.)	
3.5t Panel Van	5.350	1.970	2.562	10 ⁽¹⁾
4.6t Light Van	5.885	2.000	2.526	
7.5t Panel Van	7.210	2.192	2.544	
7.5t Box Van	8.010	2.100	3.556	
FTA Design HG Rigid	10.000	2.500	3.645	2
1. Overall LGV figure includes car-based activity associated with residential scheme.				

Table 3.4: Key Dimensions of Typical Servicing & Deliveries Vehicles

3.4 Routing & Access Strategy

- 3.4.1 With the range of kerbside facilities available within the vicinity of the site, both existing and planned, putting forward a fully-prescriptive routing and access strategy to be promoted to residents is not necessarily practical and convenient.
- 3.4.2 However, where residents are able to directly engage with their service provider seeking access of the site for the purpose of servicing and deliveries, they will be encouraged to advise the service provider to make use locally of the A103 corridor only to travel to and from the site and not to make use of the network of residential streets running off of this.
- 3.4.3 If travelling from or to the north, the promoted route will be to use the stretch of Tottenham Lane between Hornsey High Street and the site area in terms of arrival and to use the stretch of Church Lane between the site area and Hornsey High Street in terms of departure. If travelling from or to the south, the promoted route will be to use the stretch of Tottenham Lane between the Crouch End Broadway area and the site area in both directions.
- 3.4.4 The routing strategy further afield will be to guide service providers to make use of the 'A' road network only, as much as practicable depending upon the undertaking of any previous or subsequent servicing and delivery event elsewhere, and for any longer-distance servicing and delivery events to make use of the strategic TLRN, with the closest stretch of this network to the site being the A1 corridor running between the North Circular and Seven Sisters Road.
- 3.4.5 The '*Local Routing Strategy*' plan attached for reference at **Appendix F** of this DSMP illustrates the location of the site relative to the primary A103 access corridor and to the secondary 'A' road network linking in with this.

3.5 Waste Storage & Capacity

- 3.5.1 Separate refuse storage and collection arrangements are to be provided for the houses and the flatted units, with those for the former individually and those for the latter communally.
- 3.5.2 Each house within the scheme is to be provided with 1 x 240L bin (refuse), 1 x 240L bin (recycling), 1 x food waste box and 1 x garden waste sack, with collection from the six units fronting Harold Road to be directly from the street frontage and with collection from the four units along the mews to be from an area around the shared access no more than 10m from the street. These arrangements support convenient access for both residents and operatives.
- 3.5.3 Each of the flatted unit blocks is to have a communal refuse storage area for the corresponding flatted units, with receptacles within each corresponding with LB Haringey's requirements of 1 x 1100L bin (refuse) per 6 dwellings, 1 x 1100L bin (recycling) per 10 dwellings and 20L (food waste) per dwelling. For the flatted units in each block this corresponds with no less than:
- Block A (4 units): 1 x 1,100l (Refuse), 1 x 1,100l (Recycling), 1 x 140l (Food Waste)
 - Block B (7 units): 2 x 1,100l (Refuse), 1 x 1,100l (Recycling), 1 x 140l (Food Waste)

- Block C (8 units): 2 x 1,100l (Refuse), 1 x 1,100l (Recycling), 2 x 140l (Food Waste)
- 3.5.4 The Block A and Block C storage areas are to be accessed directly from Harold Road frontage, with access of the Block B storage area to be via the mews. Again, these arrangements support convenient access for both residents and operatives. The locations of these communal storage arrangements are shown on the scheme drawing attached at Appendix A.
- 3.5.5 No receptacle awaiting collection by an operative will be more than 10m from the street.
- 3.5.6 It is to be the responsibility of the residents of the individual houses to ensure that their waste receptacles are appropriately by or close to the street frontage in time for collection, whilst direct access of the communal waste storage areas for each of the flatted units blocks is to be by means of a universal key system (or equivalent), as agreed with LB Haringey.
- 3.5.7 As a result, both general waste and recyclables have the scope to be collected directly from the street, be this as either as part of an existing routing strategy or as an additional event. Currently for this area all waste streams are collected typically on Tuesdays – weekly for recyclables and food waste for both the houses and the flatted units, with general waste collected fortnightly for the houses and weekly for the flatted units.

4 Deliveries & Servicing Management Measures

4.1 Outline

- 4.1.1 As part of the implementation of this Delivery & Servicing Plan (DSP), which again will run in tandem with the Travel Plan for the scheme, the following series of measures and controls will be promoted to residents to support a regulated and managed servicing and deliveries access strategy, as much as can be practicable for a residential scheme. Such promotion by means of this DSP will look to support minimising the impacts of servicing and deliveries.
- 4.1.2 Each dwelling, be it one of the houses or one of the flatted units, will be presented with a *'Home Users Guide'* (or equivalent) at the time of first initial occupations. This guide will provide advice to both the areas and measures available to support practical and convenient servicing and deliveries of the site for those events for which the resident has the scope to plan and arrange with the service provider, acknowledging this cannot be done for all events.
- 4.1.3 These measures and controls can be classified primarily as being in relation to either *'periods of access'* or *'means of access'*, but secondarily with consideration also of *'general behaviour'* and *'other management measures'*. All considerations are undertaken to support both the overarching and subsidiary objectives of this plan.
- 4.1.4 In terms of the management and implementation of this DSP, this will be undertaken in tandem with and as part of the Travel Plan for the site, with the nominated Travel Plan Co-ordinator (TPC) assuming the DSP responsibilities. This allows the named TPC representative to be notified to all residents at the time of initial occupations, then to inform residents of the purpose of this DSP and how they can assist in supporting the plan's objectives.
- 4.1.5 This TPC representative will be notified to LB Haringey no less than a month prior to initial occupation of any of the residential units, but until such an appointment has been made TPHS Limited (as the lead preparator of this DSP) will assume responsibility with regard discussions with LB Haringey on behalf of the scheme promoter, unless otherwise advised.

4.2 Measures Overview

Periods of Access

- 4.2.1 With regard periods of access, when and where practicable to do so in liaison with the service provider planning to seek access of the site to undertake a servicing and delivery event, the resident arranging the event will be encouraged to schedule such activity primarily during the period running between 09:30 and 16:30 Monday to Saturday or at any time Sunday, then secondarily either prior to 08:00 or subsequent to 18:30 Monday to Saturday.
- 4.2.2 The primary preferred windows for servicing and deliveries events have been identified so as to not overlap with periods of peak vehicular activity on the local network on weekdays and to be consistent with the existing local restrictions with regard loading / unloading activity.

- 4.2.3 Should the servicing and delivery event being sought by a resident be of a longer duration, such as for the purpose of moving in or moving out of a property within the scheme, the resident will be encouraged to seek guidance from LB Haringey as to whether there can be the scope to temporarily suspend kerbside space directly by the site to park a specific vehicle to undertake this activity and advised of the notice period of no less than five (5) working days.
- 4.2.4 Both these preferred windows of access for servicing and deliveries at and within the vicinity of the site and the potential availability and means of seeking a temporary suspension of kerbside space for certain activities will be promoted to residents in the *'Home Users Guide'*.

Means of Access

- 4.2.5 With regard means of access, when and where practicable to do so in liaison with the service provider planning to seek access of the site to undertake a servicing and delivery event, as referenced in the *'Routing & Access Strategy'*, the resident arranging the event will be encouraged to advise the service provider to make use locally of the A103 corridor only to travel to and from the site and not to make use of the network of adjacent residential streets.
- 4.2.6 Again as referenced previously, the resident will be encouraged to include with any advice guidance to service providers to make use of the 'A' road network only and TLRN, as much as practicable depending upon the servicing and delivery event being undertaken at the site.
- 4.2.7 Should the servicing and delivery event seeking access of the site be linked with a kerbside suspension, additionally the resident will be advised to inform their service provider of the location of the kerbside suspension, to allow a full route to and from the site to be confirmed, but not to be in conflict with the overarching principles of the *'Routing & Access Strategy'*.
- 4.2.8 These key principles of means of access as they relate to the routing of the service provider to and from the site will be promoted to residents in the *'Home Users Guide'*.
- 4.2.9 Additionally, the *'Home Users Guide'* (or equivalent) will confirm the locations of the existing and planned arrangements available by and within the site for the purpose of loading / unloading associated with the site, as well as any restrictions of use attached to each, to allow residents to plan their servicing and delivery event with the provider when able to do so in terms of the key parameters of where and when the event can be undertaken practically.
- 4.2.10 Residents will be provide with means of access of a 'Site Location Plan' further confirming the locations of the existing and planned arrangements available for the purpose of loading / unloading and their corresponding restrictions, to pass on to their service provider. This will be made available through the *'Home Users Guide'* for ease of reference.

General Behaviour & Other Measures

- 4.2.11 With regard general behaviour, that of service providers seeking access of the site to undertake a servicing and delivery event on behalf of a residents has the scope to contribute to mitigating and minimising the impacts of deliveries and servicing within the local area.

- 4.2.12 When and where practicable to do so in liaison with the service provider planning to seek access of the site to undertake a servicing and delivery event, the resident arranging the event will be encouraged to advise the service provider to turn off the engine of the vehicle when stationary in this area, as well as to turn off any other sound-making equipment such as radio and communications equipment, to mitigate against noise levels and to particulate matter.
- 4.2.13 These key principles of general behaviour will be promoted to residents in the '*Home Users Guide*' and be incorporated into the 'Site Location Plan' to be made available to residents to pass on to their service provider again through the '*Home Users Guide*' for ease of reference.
- 4.2.14 With the management and implementation of this Delivery & Servicing Plan (DSP) being undertaken in tandem with and as part of the Travel Plan for the site, the following details further measures which will be applied to support the purpose and objectives of this DSP:
- surveys undertaken to support monitoring of the Travel Plan for the site will collect detailed information in relation to utilisation of the existing and planned kerbside loading / unloading arrangements available for and used to support servicing and deliveries for residents of the site, including a review of activity against the optimum windows;
 - any changes to the nominated Travel Plan Co-ordinator, having the responsibilities in terms of the management and implementation of this DSP as part of the overarching travel planning for the scheme, will be identified to those within the development;
 - this DSP will be reviewed as part of the Travel Plan monitoring and review cycle for the scheme, with an initial review within three (3) months of initial occupation or once reaching 75% occupation, whichever sooner, then reviewed annually for five years.
- 4.2.15 Specifically and additionally in relation to the Site Waste Management Strategy, the following details further measures which would be applied:
- promotion to all residents of the benefits of recycling and of the on-site provision to do so, from initial occupation and then ongoing, with each resident provided a copy of LB Haringey's standard recycling guide;
 - as part of the monitoring and review cycle, monitor the separate utilisation of each of the communal waste storage areas, and within each of these of the different types of storage receptacles, so as to have a record of typical waste arising by type;
 - as part of the monitoring, should there be a shortfall in the number of storage receptacles for any waste stream (general waste, recyclables and food waste), arrange for additional waste storage to be brought forward for the corresponding waste arising group(s).



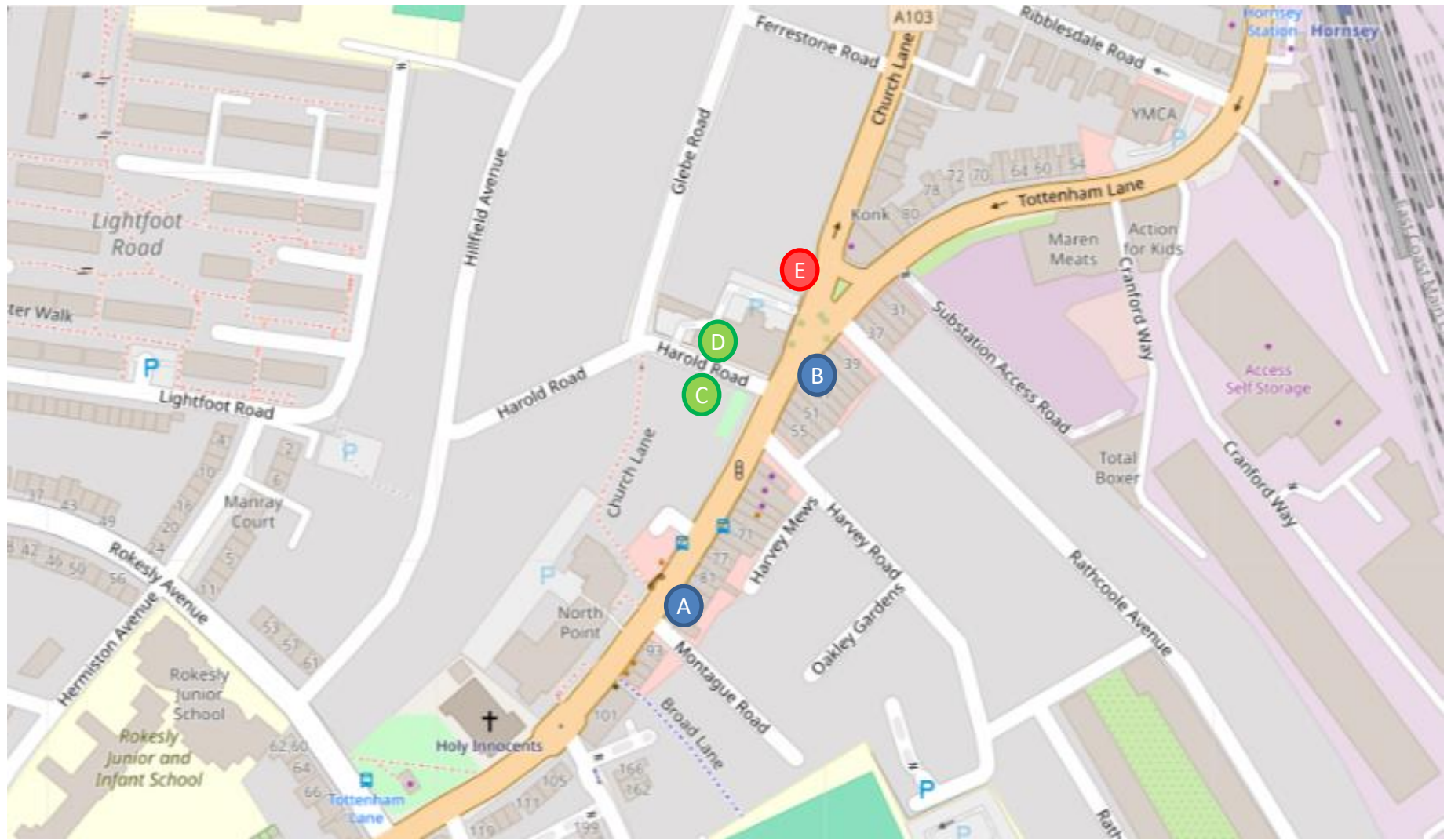
APPENDICES



APPENDIX A



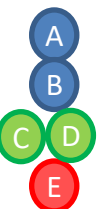
APPENDIX B



HORNSEY POLICE STATION

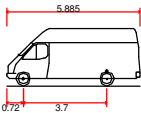
LOCAL KERBSIDE LOADING FACILITIES – EXISTING & PLANNED

Existing Loading Space
Existing Loading Kerbside
Existing Kerbside Parking
Planned Inset Loading Space

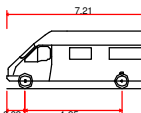




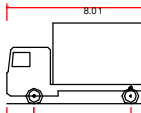
APPENDIX C



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.000m



7.5t Panel Van
Overall Length 7.21m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m



7.5t Box Van
Overall Length 8.01m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m

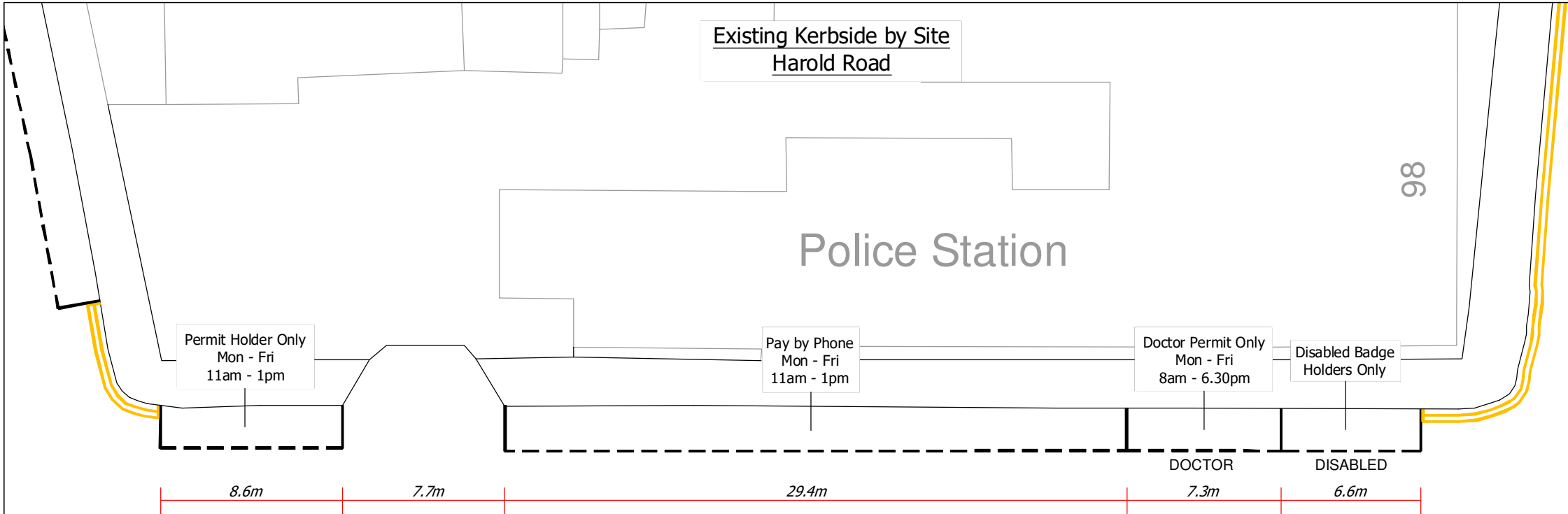


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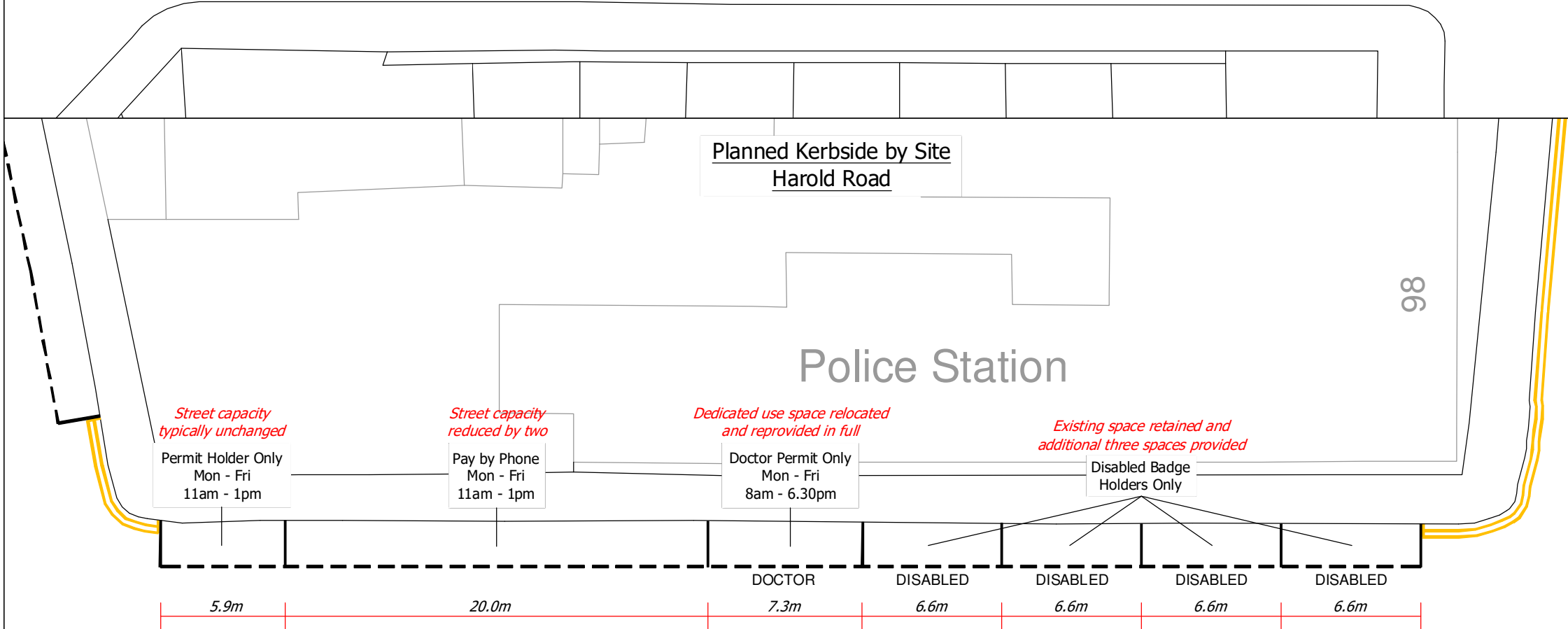
CLIENT: ARCHANAEUM LIMITED		
PROJECT: HORNSEY POLICE STATION		
TITLE: PLANNED INSET LOADING BAY - SERVICING VEHICLES SWEEP PATHS		
SCALE: 1:200	PLOT SIZE: A3	DATE: 31/03/24
DRAWING No. TPHS/388/TR/001		REV. -



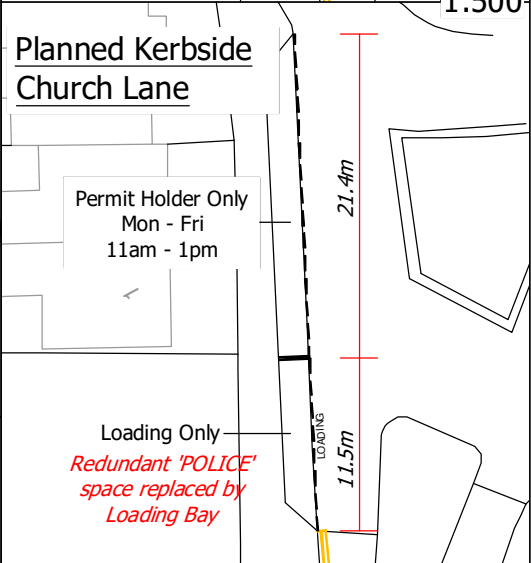
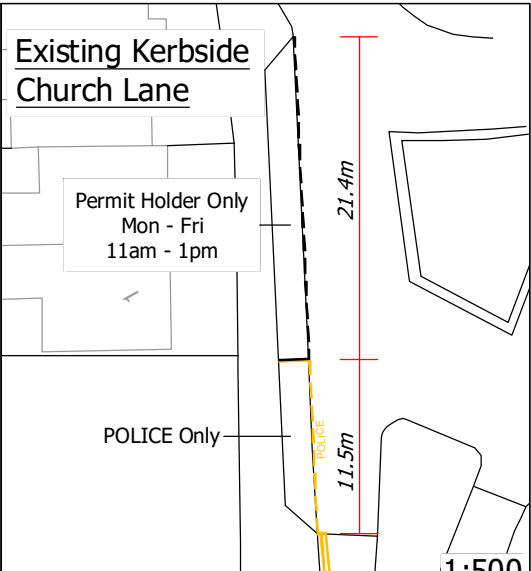
APPENDIX D



HAROLD ROAD



HAROLD ROAD



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CLIENT:
ARCHANAEUM LIMITED

PROJECT:
HORNSEY POLICE STATION

TITLE:
EXISTING & PLANNED
TRAFFIC REGULATIONS -
KERBSIDE PARKING & OTHER

SCALE: As Shown	PLOT SIZE: A3	DATE: 31/03/24
DRAWING No. TPHS/388/DR/001	REV. -	



APPENDIX E

PROJECT: HORNSEY POLICE STATION - DSMP

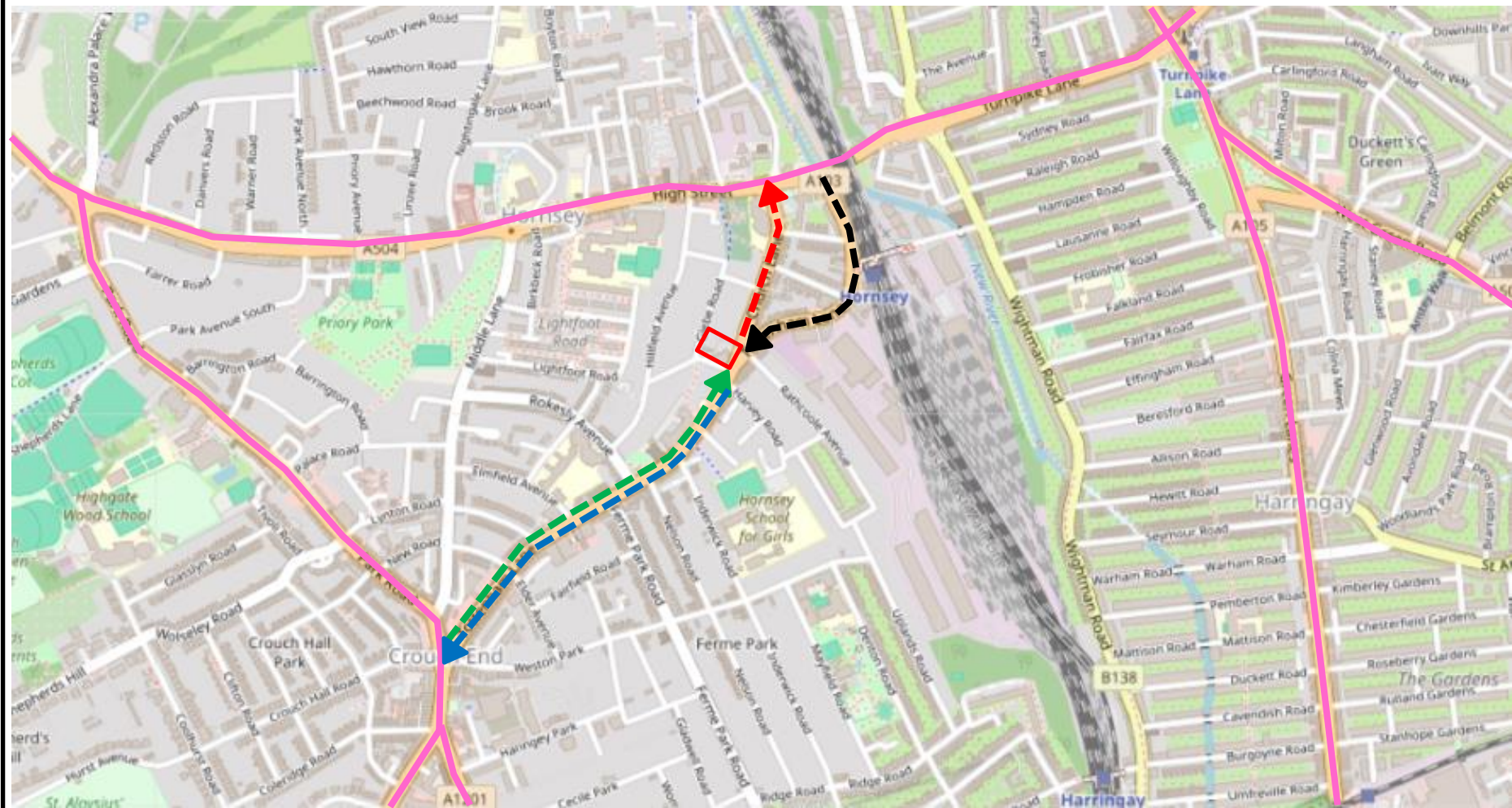
TOPIC AREA: TRICS Servicing & Deliveries Review

Type of Unit	TRICS Ref.	Site Location	No. of Units	Servicing Events by Vehicle Type					
				Cars	LGVs	MCs	OGV1	OGV2	TOTAL
HOUSES	BN-03-A-02	Whetstone, Barnet	21	0	6	-	0	0	6
	EN-03-A-01	Cockfosters, Enfield	32	0	7	3	0	0	10
	EN-03-A-02	Hadley Wood, Enfield	9	0	5	0	0	0	5
	HG-03-A-01	Tottenham, Haringey	20	7	21	0	9	0	37
	WF-03-A-02	Walthamstow, Waltham Forest	9	0	1	0	0	0	1
FLATS	HO-03-C-05	Hounslow, Hounslow	14	0	2	0	0	0	2
	IS-03-C-05	Finsbury, Islington	15	0	2	-	0	0	2
	IS-03-C-06	Holloway, Islington	14	0	1	-	1	0	2
	KI-03-C-03	Surbiton, Kingston-upon-Thames	20	0	1	-	0	0	1

	Servicing Events by Vehicle Type by Hour						All by Hour (%)
	Cars	LGVs	MCs	OGV1	OGV2	TOTAL	
07:00 - 08:00	0	0	0	1	0	1	1%
08:00 - 09:00	0	7	0	0	0	7	10%
09:00 - 10:00	1	1	0	2	0	4	6%
10:00 - 11:00	2	6	0	1	0	9	13%
11:00 - 12:00	0	2	0	1	0	3	4%
12:00 - 13:00	1	3	0	1	0	5	7%
13:00 - 14:00	0	4	1	0	0	5	7%
14:00 - 15:00	0	6	0	2	1	9	13%
15:00 - 16:00	1	4	1	1	0	7	10%
16:00 - 17:00	0	1	0	0	0	1	2%
17:00 - 18:00	2	4	0	0	0	6	9%
18:00 - 19:00	0	6	0	1	0	7	10%
19:00 - 20:00	0	0	1	3	1	5	7%
20:00 - 21:00	0	1	0	0	0	1	1%



APPENDIX F



TPHS
TRANSPORT PLANNING
& HIGHWAY SOLUTIONS

HORNSEY POLICE STATION

LOCAL ROUTING STRATEGY

Approach Route from the NORTH ———▶

Exit Route to the NORTH ———▶

Approach Route from the SOUTH ———▶

Exit Route to the SOUTH ———▶

Further Local 'A' Road Network ———

Site □