

Former Holloway Prison

Delivery and Servicing Plan



HOLLOWAY PRISON

DELIVERY AND SERVICING PLAN

PROJECT NO. 2490 / 1130 DOC NO. D004

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CLIENT: PEABODY CONSTRUCTION LIMITED

Velocity Transport Planning Ltd

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VELOCITY
Transport Planning

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Velocity Transport Planning has been commissioned by Peabody to prepare a Delivery and Servicing Plan (DSP) in support of development proposals at the site of the former Holloway Prison, Parkhurst Road, London, N7 0NU (the site).

1.1.2 Figure 1-1 shows the location of the site. It is bound by Camden Road and Parkhurst Road to the south-east and residential areas to the north, east, and south. The site is located within the London Borough of Islington (LBI). Camden Road and Parkhurst Road both form part of the Transport for London Road Network (TLRN) and are red routes.

Figure 1-1: Site location and local context

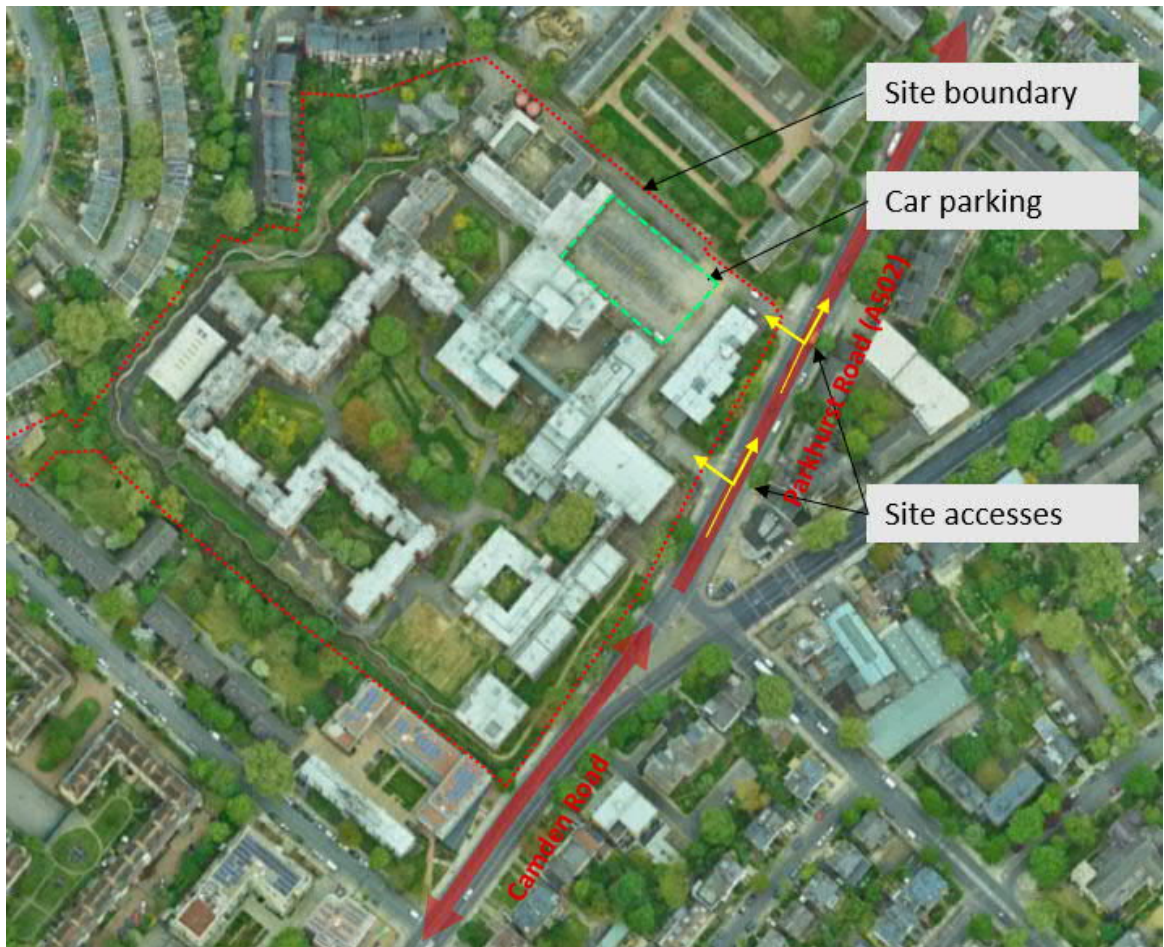


1.2 EXISTING SITE USE

1.2.1 The site is currently occupied by the disused Former Holloway Prison and there are approximately 84 car parking spaces. There are two existing vehicle access points from Parkhurst Road (A503) / Camden Road.

1.2.2 Figure 1-2 shows the location of the site.

Figure 1-2: Existing site layout



1.3 WHAT IS BEING BUILT?

1.3.1 The application is for full planning permission for:

'Phased comprehensive redevelopment including demolition of existing structures; site preparation and enabling works; and the construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height; highways/access works; landscaping; pedestrian and cycle connections, publicly accessible park; car (Blue Badge) and cycle parking; and other associated works.'

1.3.2 The proposed development of the site will provide a new residential-led masterplan comprising:

- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm GIA residents' facility (Land Use Class C3);
- ⊙ 1,822 sqm GIA of flexible commercial floorspace (Land Use Class E);
- ⊙ 1,489 sqm GIA Women's Building (Land Use Class F.2); and
- ⊙ A new Public Garden and play space.

- 1.3.3 A transport strategy has been developed for the scheme that maximises the potential for sustainable travel and minimises impacts on the local transport network. Use of private vehicles has been designed-out as far as possible. Opportunities for healthy and sustainable forms of travel, including the use of cargo bikes for servicing, has been considered. Cargo bikes will be able to stop in the vicinity of residents' facilities including concierge within a loading bay or outside the entrance to the facility.
- 1.3.4 The development will provide new public realm within the site. Appropriate Blue Badge car parking, cycle parking, and servicing facilities will be provided in line with the London Plan and the London Borough of Islington adopted and draft local planning polices which are discussed later within this document.
- 1.3.5 The masterplan for the proposed development is shown by Figure 1-3.

Figure 1-3: Proposed masterplan



RESIDENTIAL UNITS

- 1.3.6 The proposed development will provide 985 residential units including 60 extra care homes. The development will provide 60% affordable housing. The residential units are proposed to be located within all five plots (Plots A, B, C, D and E). The extra care homes are provided within Plot E.
- 1.3.7 Plot D will include a 1,334 sqm GIA residents' facility that will be accessible to all the residential units.
- 1.3.8 The proposed schedule of residential accommodation is summarised in Table 1-1.
- 1.3.9 Extra Care Homes will be provided within Plot E and will provide 60 units as summarised in Table 1-1. Residents will have access to a private garden and for a 24/7 hour service. The employment generation for this facility has been calculated as 10 full time equivalent (FTE) permanent jobs.

Table 1-1: Schedule of accommodation (residential)

PLOT	TENUERE	1B1P	1B2P	2B4P	2B3P	3B4P	3B5P	4B5P	4B6P	4B7P	TOTAL
Plot A	Private sale	-	17	49	1	-	-	-	-	-	67
	Shared ownership	-	20	30	2	-	-	-	-	-	52
	Social Rent	-	13	68	-	-	26	-	6	3	116
	Total	-	50	147	3	-	26	-	6	3	235
Plot B	Private sale	-	52	58	16	-	3	-	-	-	129
	Shared ownership	-	-	71	34	3	-	-	-	-	108
	Social Rent	-	-	53	13	1	14	-	3	-	84
	Total	-	123	145	32	1	17	-	3	-	321
Plot C	Private sale	-	-	-	-	-	-	-	-	-	-
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	33	75	-	9	37	1	-	-	155
	Total	-	33	75	-	9	37	1	-	-	155
Plot D	Private sale	-	12	122	7	-	24	-	-	-	165
	Shared ownership	-	5	12	1	-	-	-	-	-	18
	Social Rent	-	-	-	-	-	-	-	-	-	-
	Total	-	17	134	8	-	24	-	-	-	183
Plot E	Private sale	-	6	24	1	-	-	-	-	-	31
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	60	-	-	-	-	-	-	-	60
	Total	-	66	24	1	-	-	-	-	-	91
Total	Private sale	-	87	253	25	-	27	-	-	-	392
	Shared ownership	-	96	76	6	-	-	-	-	-	178
	Social Rent	-	106	196	13	10	77	1	9	3	415
	Total	-	289	525	44	10	104	1	9	3	985

COMMERCIAL UNITS

- 1.3.10 The proposed development will provide 1,822 sqm GIA of flexible commercial space (Class E). This will include a unique range of units that can accommodate a supermarket, small-scale retail units, small offices, or café, bar, or restaurant uses.
- 1.3.11 The commercial units (i.e. Class E) will be located within Plots B and C on the ground floor and will form active frontage of the development fronting Parkhurst Road and Camden Road.
- 1.3.12 The employment generation for the commercial units has been calculated as between 9 and 228 full time equivalent (FTE) permanent jobs, subject to the end users/occupiers of the units. This calculation is provided as a minimum and maximum range to acknowledge that that units could come forward with a range of different occupiers given the Class E use.
- 1.3.13 The proposed schedule of class E land use is summarised in Table 1-2.

Table 1-2: Schedule of accommodation (Class E)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot B	1,152	1,667	1,819
Plot C	142	155	168
Total	1,294	1,822	1,987

WOMEN'S BUILDING

- 1.3.14 A Women's Building will be provided as part of the development and will be located within Plot C at the Lower Ground Floor and Upper Ground Floor. The Women's Building will provide 1,489 sqm GIA of floor area and will have a public presence on Camden Road and a secondary entrance at the rear of the site.
- 1.3.15 The need for a Women's Building in this location has been identified within the Holloway Prison Site Supplementary Planning Document, published by LBI in 2018.
- 1.3.16 The Women's Building will be able to accommodate c. 200 people at any one time. The Building is expected to generate between 17 to 21 full time equivalent (FTE) permanent jobs.
- 1.3.17 The proposed schedule of Women's Building is summarised in Table 1-3.

Table 1-3: Schedule of accommodation (Women's Building)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot C	1,409	1,489	1,610
Total	1,409	1,489	1,610

1.4 WHY IS IT BEING BUILT?

- 1.4.1 The proposed development is located on the site of the former Holloway Prison, which was identified as an appropriate site for a residential-led development. The London Borough of Islington (LBI) consulted on a Supplementary Planning Document (SPD), which it adopted in January 2018. This sets out a detailed policy framework for the site, making clear that the priority for the area is housing, especially affordable housing.

- 1.4.2 The former Holloway Prison site is subject to an emerging allocation in the emerging Local Plan for residential-led development, with other uses including a Women's Building and open space.
- 1.4.3 The prison closed in 2016.
- 1.4.4 Based on the 'GLA Housing-led Projection Results' report published in March 2020, there is a need for more housing within LBI. The population is expected to rise by 7% between 2018 and 2041, while the number of dwellings is forecast to increase by over 15,670 over the 23-year period to 2041. This is an increase of 15% over current stock and equates to 680 additional dwellings per year.
- 1.4.5 It is expected that the proposed development will be delivered over five years (circa 200 dwellings per year), which will contribute circa 30% of the Borough's annual housing delivery projection.
- 1.4.6 Finally, the development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, by opening up new connection (i.e. Trecastle Way) for the benefit of existing neighbours.

1.5 WHEN IS IT BEING BUILT?

- 1.5.1 The anticipated programme for demolition and construction is set out in the Construction Environmental Management Plan. In accordance with the current programme, the demolition works are anticipated to commence in July 2022 and construction works will follow with anticipated completion in October 2027. The construction works are anticipated to take 5 years.

1.6 DELIVERY AND SERVICING PLAN OVERVIEW

- 1.6.1 The purpose of a Delivery and Servicing Plan (DSP) is to inform the authorities of the intent of the applicant in managing service vehicle trips (and associated activity) to and from the development to minimise their impact on the surrounding public highway.
- 1.6.2 The remainder of this document is structured as follows:
- ⊙ Section 2 – reviews the relevant planning policy and guidance in relation to deliveries and servicing;
 - ⊙ Section 3 - presents the Development Proposals and access arrangements;
 - ⊙ Section 4 - presents the proposed servicing strategy;
 - ⊙ Section 5 - identifies the objectives of the Delivery and Servicing Plan,
 - ⊙ Section 6 - presents the measures and initiatives to be employed to increase servicing efficiency for the site; and
 - ⊙ Section 7 - presents the proposed methodology for monitoring and review.



2 POLICY CONTEXT

2.1 OVERVIEW

2.1.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the Development Proposals.

2.2 LONDON PLAN (MARCH 2021)

2.2.1 In March 2021, the Mayor adopted "The London Plan (March 2021)".

2.2.2 Policy T7G (Freight and servicing) notes that development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. 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.

2.2.3 Policy T7H highlights that developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. Policy T7I requires large developments to enable micro-consolidation, with management arrangements set out in Delivery and Servicing Plans.

2.3 TRANSPORT FOR LONDON – DELIVERIES IN LONDON

2.3.1 TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.

2.3.2 The 'Deliveries in London' online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road users. The guidance seeks to:

- ⊙ Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London's economy;
- ⊙ Minimise the adverse environmental impact of freight transport and servicing in London; and
- ⊙ Minimise the impact of congestion on the carriage of goods and provision of servicing.

2.3.3 A summary of the TfL guidance and best practice in relation to deliveries and servicing is provided below.

RETHINKING DELIVERIES REPORT

2.3.4 The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.

2.3.5 The goal of the report is to help consolidate deliveries, whereby they reduce the number of vehicles carrying freight into a city by making sure that their carry capacity is fully utilised. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- ⊙ Behavioural solutions



- ⊙ Procurement led solutions;
- ⊙ Upstream supply chain; and
- ⊙ Click & collect at store.
- ⊙ Physical solutions
- ⊙ Urban consolidation centres;
- ⊙ Micro-consolidation centres; and
- ⊙ Pick up drop off (PUDO) parcel shop.

2.3.6 The Rethinking Deliveries Report identifies that working in tandem “with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts”.

GETTING THE TIMING RIGHT: MAKING THE MOST OF QUIETER TIMES FOR DELIVERIES

2.3.7 The guidance aims to help local authorities, businesses and fleet operators make the most of the opportunities that re-timing deliveries can offer, outlining the benefits and key issues to consider when planning deliveries.

2.3.8 Relating to businesses specifically, the guidance sets out that re-timing deliveries brings the following benefits:

- ⊙ More cost-effective deliveries, at a time to suit the business;
- ⊙ More reliable delivery patterns, as journeys are less likely to be delayed by congestion, enabling businesses to plan the working day more effectively;
- ⊙ A better experience for customers if products are always available when they want them, premises are clear of delivery equipment and staff have more time to focus on offering a good service; and
- ⊙ Being a better neighbour and enhancing corporate social responsibility by reducing the number of vehicles delivering to site.

2.3.9 The guidance document also explains that, provided deliveries are completed quietly, spreading them more evenly throughout the day ensures a better environment for businesses, residents and visitors to the area. Other benefits of spreading deliveries include;

- ⊙ Safer streets, with less risk of collisions between goods vehicles and vulnerable road users;
- ⊙ Reduced congestion and more efficient use of on-street loading facilities; and
- ⊙ Air quality improvements, as traffic moves around the area more easily.

CODE OF PRACTICE FOR QUIETER DELIVERIES

2.3.10 TfL’s Code of Practice for Quieter Deliveries offers guidance on how to minimise noise from out-of-hours deliveries. The guidance provides a list of general guidance pointers, as well as measures for drivers and measures to reduce noise at the delivery point. Key measures include:

- ⊙ Ensuring all equipment is well maintained and in good working order;
- ⊙ Using quieter vehicles and equipment where possible e.g. quiet roll cages, rubber floor mats;



- ⦿ Making sure all colleagues involved are briefed and trained appropriately, and are aware of the Code of Practice;
- ⦿ Liaising with suppliers to minimise the likelihood of vehicles arriving at the same time; and
- ⦿ Ensuring the driver is aware of any local access issues.

FREIGHT OPERATOR RECOGNITION SCHEME

- 2.3.11 Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.
- 2.3.12 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
- ⦿ Training to improve safety and reduce CO2 and emissions;
 - ⦿ Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
 - ⦿ Management of road risk to improve safety, particularly for pedestrians and cyclists;
 - ⦿ Fuel efficiency, to save costs and reduce CO2 and emissions; and
 - ⦿ The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.
- 2.3.13 It will recognise legal compliance as the base 'bronze' level and promote the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. It will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO2 emissions and collisions between heavy goods vehicles (HGVs) and cyclists.
- 2.3.14 Benefits will be developed recognising operator needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the on-going competencies requirements for drivers.
- 2.3.15 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.
- 2.3.16 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure the sustainable credentials of freight operators.

DELIVERY AND SERVICING PLANS

- 2.3.17 Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions. They also provide a tool for use by Traffic Authorities and Planning Authorities to improve reliability.



- 2.3.18 DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including the consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.
- 2.3.19 Specific consideration will be given to increasing the number of freight operators using best practice, and promoting Freight Operator Recognition Scheme (FORS) membership through appropriate contract award criteria for servicing, maintenance and supply contracts. Organisations using this approach will be able to demonstrate best value and environmental credibility. DSPs specifically help to:
- ⦿ Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
 - ⦿ Identify and promote areas where safe and legal loading can take place; and
 - ⦿ Select delivery companies who can demonstrate their commitment to follow best practice (e.g. FORS).
- 2.3.20 These plans can sit alongside, and work in conjunction with, an employee travel plan, to ensure that all transport associated with a site is efficient, cost-effective and as sustainable as possible. DSPs will ultimately be integrated into the travel planning process and monitored in the same way as a Travel Plan.
- 2.3.21 TfL and the GLA will take a lead in implementing DSPs for their own premises, with the boroughs following in due course. In parallel, DSPs will be linked to planning conditions for major new developments.
- 2.3.22 In time, borough and GLA planners will require all large planning applications for developments and all smaller developments over an agreed threshold to develop and implement DSPs. Plans will be tracked through the Travel Plan iTrace system and will feed the TRICS database to provide valuable freight data.
- 2.3.23 To help prioritise where attention should be focused in line with the Traffic Management Act 2004, London's traffic authorities will be encouraged to monitor the location and density of penalty charge notices for commercial vehicles.

2.4 TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT

THE LONDON LOW EMISSIONS ZONE - 2008

- 2.4.1 The Low Emissions Zone (LEZ) is a traffic pollution charge scheme with the aim of reducing the exhaust gas emissions of diesel-powered vehicles in London. The scheme applies London-wide to commercial vehicles. Vehicles that do not conform to various emission standards are charged; the others may enter the controlled zone free of charge.
- 2.4.2 The low emission zone started operating on 4 February 2008 with phased introduction of an increasingly stricter regime until 3 January 2012.
- 2.4.3 The current standard for large commercial vehicles (over 3.5 tonnes) is Euro IV. From October 2020, all commercial vehicles in London will need to meet Euro VI standards or face a penalty of £100 per day. Commercial vehicles which do not meet the older standards (Euro IV) will be charged £300 per day.
- 2.4.4 The zone operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays.



THE LONDON ULTRA LOW EMISSIONS ZONE – 2019 (CURRENT) / 2021 (EXPANDED)

- 2.4.5 The Ultra Low Emissions Zone (ULEZ) is a fee charged to the most polluting vehicles in Central London.
- 2.4.6 The ULEZ currently operates midnight to midnight, every day of the year.
- 2.4.7 The £12.50 charge applies 24 hours a day every day of the year, and is based on European emission standards:
- ⊙ Motorbikes that do not meet Euro 3 standards (most vehicles pre-2007)
 - ⊙ Petrol cars and vans that do not meet Euro 4 standards (most vehicles pre-2006)
 - ⊙ Diesel cars and vans that do not meet Euro 6 standards (most vehicles pre-2015)
 - ⊙ Buses, coaches and lorries must meet or exceed the Euro VI standard or pay £100 a day
- 2.4.8 From 25 October 2021, the existing central London Ultra Low Emission Zone will expand to create a single larger zone bounded by the North Circular Road (A406) and South Circular Road (A205).



3 SERVICING AND REFUSE PROPOSALS

3.1 SUMMARY OF DEVELOPMENT

3.1.1 The application is for full planning permission for the demolition of the existing buildings and redevelopment of the site. The proposed development of the site will provide a new residential-led masterplan comprising:

- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm GIA residents' facility (Land Use Class C3);
- ⊙ 1,822 Sqm GIA of flexible commercial floorspace (Land Use Class E);
- ⊙ 1,489 Sqm GIA Women's Building (Land Use Class F.2); and
- ⊙ A new Public Garden and play space.

3.1.2 The key transport and access principles associated with the proposals are as follow:

- ⊙ Provide a car free scheme, with the exception of Blue badge parking spaces;
- ⊙ Provide half-on, half-off carriageway loading bays, enabling the street space to be used more efficiently.
- ⊙ Provide convenient short-stay cycle parking spaces across the site within easy access of building cores / entrances and close to active frontages; and
- ⊙ Provide an open landscaped public realm which provides pedestrian access around the site and opens up to the river frontage.

3.2 VEHICULAR ACCESS

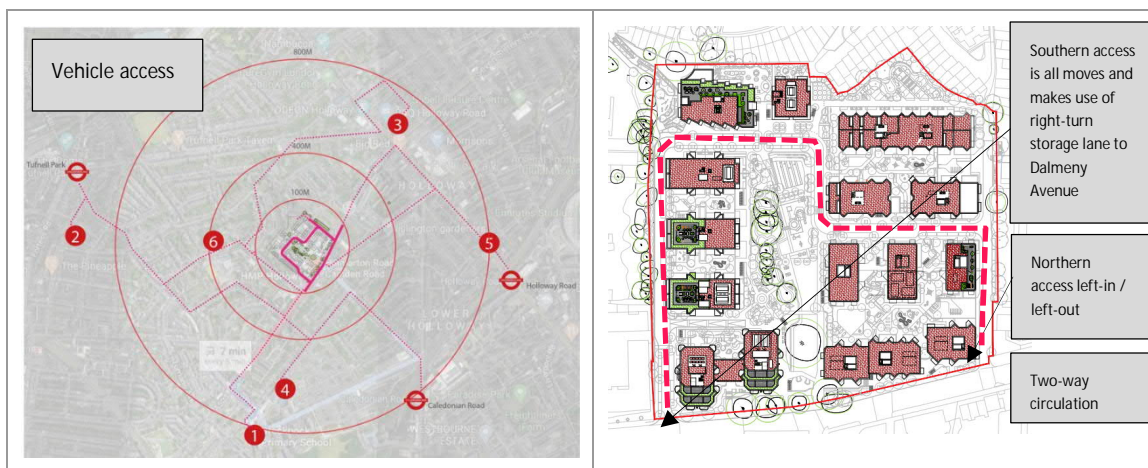
3.2.1 The proposed development will have two vehicular access points:

- ⊙ Northern access will be left-in/left-out access;
- ⊙ Southern access with all movements allowed. Vehicles approaching the site via the southern access will use the existing right-turn storage lane to Dalmeny Avenue which will be modified, and
- ⊙ The internal road within the site will operate as a two-way road.

3.2.2 The vehicular access strategy for the site is presented in Figure 3-1.

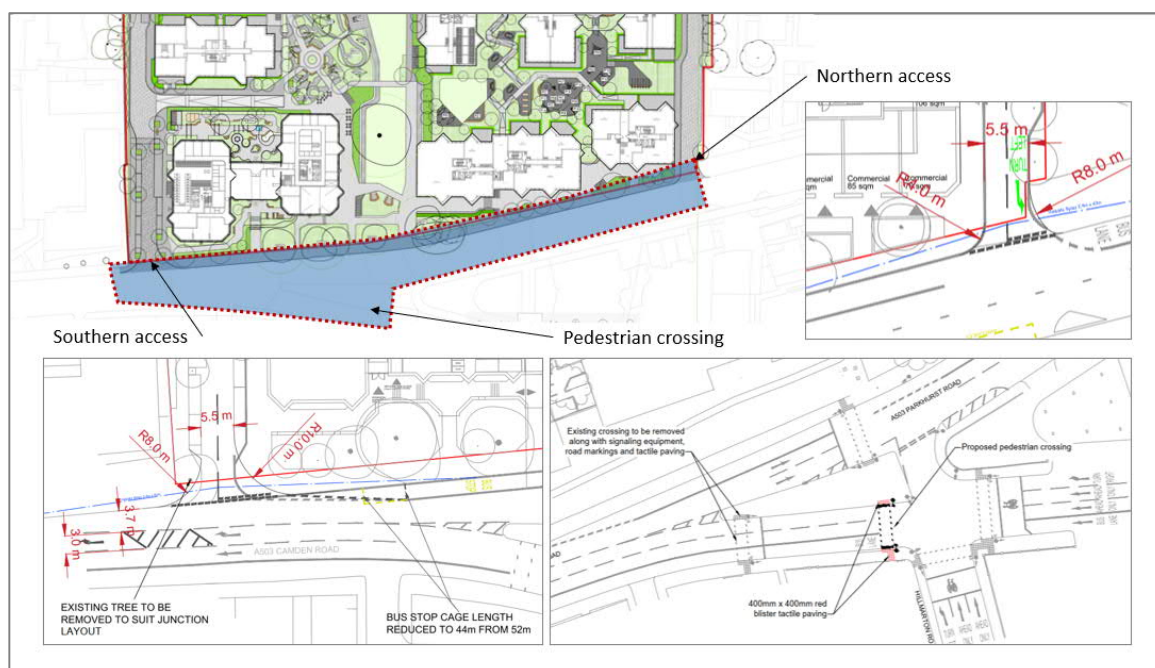


Figure 3-1: Vehicle access strategy



- 3.2.1 The vehicular access is expected to be used primarily by delivery and servicing vehicles and Blue Badge holders to access the accessible parking spaces. Vehicle demands at each of the accesses are expected to be low. Swept path analysis drawings for delivery and servicing vehicles are included in Appendix A.
- 3.2.1 The preliminary site access points design is presented in Figure 3-2.

Figure 3-2: Proposed site accesses



4 DELIVERY AND SERVICING STRATEGY

4.1 INTRODUCTION

4.1.1 This section sets out the servicing strategy for the development and builds upon the servicing strategy presented in the Transport Assessment.

4.2 SERVICING STRATEGY

4.2.1 Delivery and servicing trips will be entirely within the development site. Servicing bays will be located along the internal road within the development site and designated servicing bays are located within Plots A and B, that will be used for refuse collection. The servicing area within Plot B is designed to accommodate the refuse collection and delivery vehicle for the flexible Class E units. Vehicles will access and exit the servicing bays in a forward gear, and reverse into the podium servicing bays within Plot A and B. A residents' facilities including concierge will be introduced within the development site to help reduce the time taken for couriers to make deliveries to reduce instances of failed deliveries. A Waste Management Strategy, produced by WSP, also accompanies the planning application and provides further detail regarding the waste storage provision in the scheme.

4.2.2 It should be noted that the bin presentation points have been designed to ensure that pedestrian movement along the footway is not hindered on bin collection day. The refuse areas will be located behind public highway and within the red line boundary of the site.

4.2.3 Figure 4-1 illustrates the site-wide delivery and servicing strategy.

Figure 4-1: Loading and servicing strategy



RESIDENTIAL DELIVERIES

- 4.2.4 The proposals provide several opportunities for residential delivery to take place including half-on, half-off carriageway loading bays.
- 4.2.5 Larger missed deliveries could be stored in the dedicated concierge post room.

RESIDENTIAL REFUSE

- 4.2.6 It is proposed to collect all refuse associated with the residential units using the servicing bays provided on-street or using the podium servicing bays within Plot A and B.
- 4.2.7 The refuse collection vehicles will stop and collection operatives will be able to safely wheel bins to and from the back of the vehicle. The bin presentation point has been designed to ensure that pedestrian movement along the footway is not hindered on bin collection day as no bins will be presented outside. The wheeling route will be step-free.

COMMERCIAL DELIVERIES

- 4.2.8 The proposals provide several opportunities for commercial delivery to take place, including designated loading bays.

COMMERCIAL REFUSE

- 4.2.9 All commercial tenants will provide their own interim waste stores within their premises as part of their fit-out. It is proposed that commercial waste stores will be provided at lower ground floor level. This waste stores will be used by all commercial occupiers and will be the location where all commercial waste will be stored prior to collection. The commercial tenants appointed waste management contractor will ensure an appropriate strategy and undertake waste collections. This will take place using the podium loading bay provided within Plot B and from on-street loading bay for Plot C.

4.3 SERVICING TRIP GENERATION

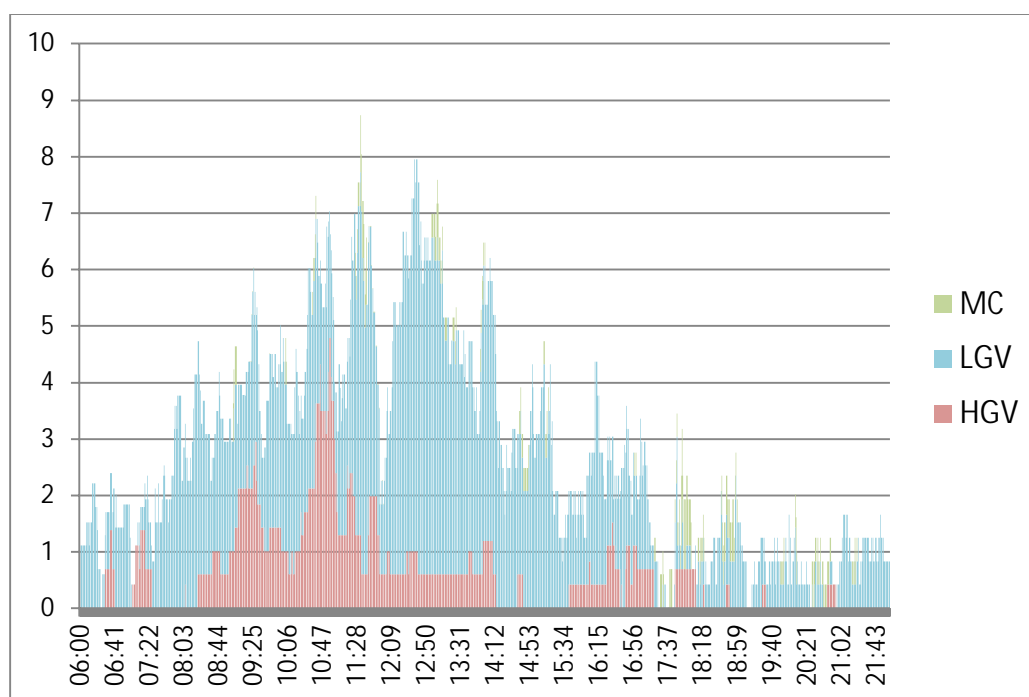
- 4.3.1 Delivery and servicing demand has been forecast using surveys of comparable residential developments as summarised in Table 4-1. The resultant servicing demand is presented in Figure 4-2 and Table 4-2.



Table 4-1: Delivery and servicing survey sites

SITE	LAND USE		
Bow Quarter	Residential	773	units
Imperial Wharf	Residential	1745	units
Imperial Wharf	Retail	3623	sqm NIA

Figure 4-2: Forecast hourly servicing arrivals across an average day



- 4.6.1 The daily servicing trip forecast is set out in Figure 4-2 shows that 412 trips are expected to be generated through the day.

Table 4-2: Forecast daily delivery and servicing trips

MODE	DAILY TRIPS (06:00 - 22 :00)		
	In	Out	Total
MC	16	16	32
LGV	161	161	322
HGV	29	29	58
Total	206	206	412

- 4.6.2 The vast majority (around 78%) of servicing vehicles will be LGVs (i.e. 3.5t box vans or smaller) with around 14% being box vans that are 8-10m in length.
- 4.6.3 The peak hours servicing trip forecast is set out in Table 4-3. The table shows that 16 and 20 trips are expected to be generated during the AM and PM peak hours respectively.

Table 4-3: Forecast peak hour delivery and servicing trips

MODE	AM TRIPS (08:00 - 09 :00)			PM TRIPS (17:00 - 18 :00)		
	In	Out	Total	In	Out	Total
MC	0	0	0	2	4	54
LGV	5	7	12	87	7	14
HGV	3	2	4	1	1	2
Total	8	8	16	10	1	20

- 4.6.4 The accumulation profile has been calculated based on the arrival and departure trips and shows that the predicted site peak occupancy will include nine vehicles; comprising one HGVs, seven LGVs and one Motorcycle.

5 OBJECTIVES

5.1.1 The key objectives of this plan are set out below.

5.2 OBJECTIVES

5.2.1 Delivery and Servicing Plans developed through the planning process seek to support more sustainable developments. They are drafted within the context of the guidance provided within the relevant London policy documents.

5.2.2 This Delivery and Servicing Plan will therefore seek to achieve the following objectives:

- ⦿ Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
- ⦿ Identify deliveries that could be reduced or re-timed, particularly during busy periods;
- ⦿ Improve the reliability of deliveries to the site;
- ⦿ Identify alternative modes by which to provide deliveries;
- ⦿ Consider sourcing supplies from operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
- ⦿ Source supplies locally when possible;
- ⦿ Schedule deliveries so as to avoid any peaks in delivery and servicing activity; and
- ⦿ Adhere to on-street highway arrangements for loading/unloading of goods.



6 MANAGEMENT MEASURES

- 6.1.1 This Section sets out the overarching measures and initiatives that will be implemented at the proposed development in order to support the above objectives.
- 6.1.2 The aim of the DSP is to ensure that servicing of the development can be carried out efficiently, without creating any significant negative impacts on the local highway network, on residents or on commercial occupiers surrounding the Site, and with minimal impact on the environment.
- 6.1.3 All servicing trip generation forecasts are prior to any DSP measures and the aim will be to measure a reduction against these forecasts or any updated forecast contained within the final DSP (which will be secured by s106 agreement).

6.2 MANAGEMENT MEASURES

- 6.2.1 Site management will endeavour to minimise negative effects of delivery and servicing activity by implementing measures for both residential and commercial elements of the scheme such as:

- ⦿ Requiring drivers to enter and exit the site in a forward gear;
- ⦿ Coordinating amongst the commercial/ tenants to see where common suppliers could be used such as a common waste contractor;
- ⦿ Offering / providing training to commercial/ tenants to help them select suppliers who sign up to FORS and safer lorry scheme;
- ⦿ Consider sourcing supplies from operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
- ⦿ Source supplies locally when possible;
- ⦿ Investigate the potential of sourcing goods and services from companies using alternatively fuelled vehicles, for example electric and LPG vehicles and bicycle couriers;
- ⦿ Maintain a record of deliveries;
- ⦿ Schedule deliveries so as to avoid any peaks in delivery and servicing activity, where practicable;
- ⦿ Communication of delivery procedures; and
- ⦿ Advise suppliers of the delivery strategy for the site, to ensure that they are aware where they can stop to deliver and collect from the site.

FLEXIBLE CLASS E

CONSOLIDATION OF SUPPLIERS

- 6.2.2 The site management team will be encouraged to co-ordinate deliveries wherever possible in instances where common suppliers are used. The use of micro-consolidation facilities will be used where possible to consolidate large loads (from HGV's) in a single location before being loaded on to low emissions vehicles ready for delivery.



SUSTAINABLE SUPPLIERS

- 6.2.3 Measures will be recommended to suppliers. For example, using smaller vehicles or motorcycles where possible; switching to hybrid and/or electric vehicles; and seeking to ensure safe, efficient and considerate operations, such as switching off engines when making deliveries.

6.3 DELIVERY RESTRICTION & ENFORCEMENT

- 6.3.1 Encouraging out-of-peak hour deliveries will effectively be self-regulating due to the peak hour conditions on the wider road network in London, resulting in most suppliers seeking to avoid non-essential deliveries during the peak hours and instead choosing to deliver inter-peak or at weekends.
- 6.3.2 All deliveries, irrespective of time of day, should minimise nuisance caused by noise by ensuring engines and audio equipment are turned off whilst stationary.
- 6.3.3 Class E tenants will be responsible for their dedicated site-based staff to receive appropriate training related to the processes and procedures in operation on the site. This will enable deliveries and servicing to be dealt with in a safe, efficient and environmentally friendly way. Class E tenants will also encourage staff not to have personal deliveries made to work.

6.4 SERVICING STRATEGY

- 6.4.1 Site specific advice will be made available where possible to service providers, suppliers and delivery companies and all suppliers will be made aware of the servicing requirements.
- 6.4.2 With respect to delivery and servicing facilities, access routes to the site, as well as servicing locations, will be communicated amongst each party involved in servicing.
- 6.4.3 Commercial tenants will be made aware of delivery and servicing arrangements, including any restrictions, through welcome packs provided on occupation. Facilities management will also advise and update commercial tenants on any future changes to the delivery and servicing arrangements.

RESIDENTIAL

- 6.4.4 In addition to the relevant initiatives included within the commercial strategy above, the following initiatives with a residential focus could be implemented where possible.

COMMUNICATION OF DELIVERY PROCEDURES

- 6.4.5 Site specific advice will be made available to service providers and delivery companies. The delivery and servicing facilities (location/access routes to the site) will be communicated amongst each party involved.
- 6.4.6 The Estate Management Company (EMC) will implement procedures to manage delivery and servicing activity. The EMC will work to ensure effective and efficient delivery and servicing. They will be responsible for providing appropriate training related to the processes and procedures in operation on the development site.



7 MONITORING AND REVIEW

7.1 MONITORING

- 7.1.1 A programme of monitoring and review will be implemented for a period of time to generate information by which the success of the Delivery and Servicing Plan can be evaluated against the objectives set out within Section 5.
- 7.1.2 Monitoring and review of deliveries to the site will be the responsibility of the Facilities Management Company. This process is expected to be aligned to the monitoring of the associated Travel Plans.
- 7.1.3 Delivery monitoring surveys will be undertaken alongside the Travel Plan monitoring where possible, with the initial surveys being undertaken within six months of 75% occupancy of floorspace. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline delivery monitoring survey).
- 7.1.4 The delivery surveys will be undertaken simultaneously with the travel surveys associated with the implementation of the Travel Plan, where timescales permit.
- 7.1.5 The Facilities Management Company will ensure that the delivery surveys are undertaken during the third and fifth years following the initial survey.
- 7.1.6 The monitoring reports will be prepared to summarise the result of each survey for submission to the local planning authority, as set out below.

7.2 REVIEW

- 7.2.1 The Facilities Management Company will report the survey results to LBI within one month of the survey being undertaken. The results of the delivery survey will then be reviewed in consultation within LBI.
- 7.2.2 This process will provide the opportunity for current delivery operations and procedures on the site to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives set out within Section 5.

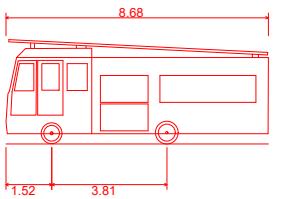


APPENDIX A

SWEPT PATH ANALYSIS

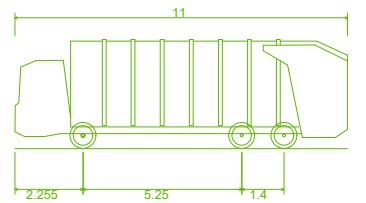


DB32 Fire Appliance



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

Islington Refuse Vehicle



Islington Refuse Vehicle
Overall Length 11.000m
Overall Width 2.650m
Overall Body Height 3.600m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.500m

REV	DATE	COMMENT	APP
I	26.10.21	Revised Layout	ML
H	13.10.21	Revised Layout	ML
G	30.09.21	Revised Layout	ML
F	26.08.21	Revised Layout	ML
E	10.08.21	Revised Layout	ML
D	16.06.21	Revised Layout	ML
C	14.09.20	Revised Layout	TM
B	13.07.20	Revised Layout	TM
A	28.05.20	First Issue	TM

REVISION DETAILS

DRAWING NO.

2490-1130-T-006

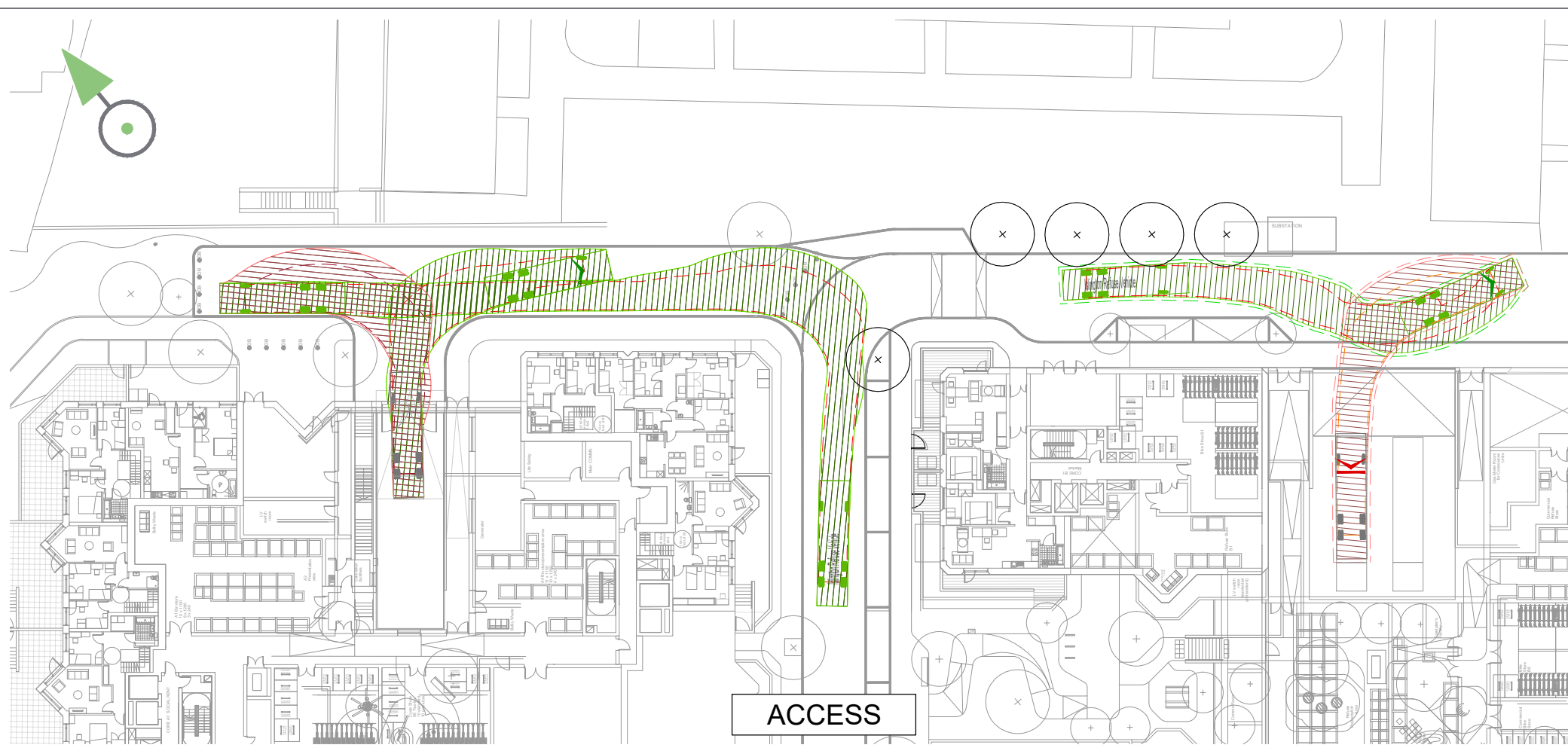
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EP ML AUG 21

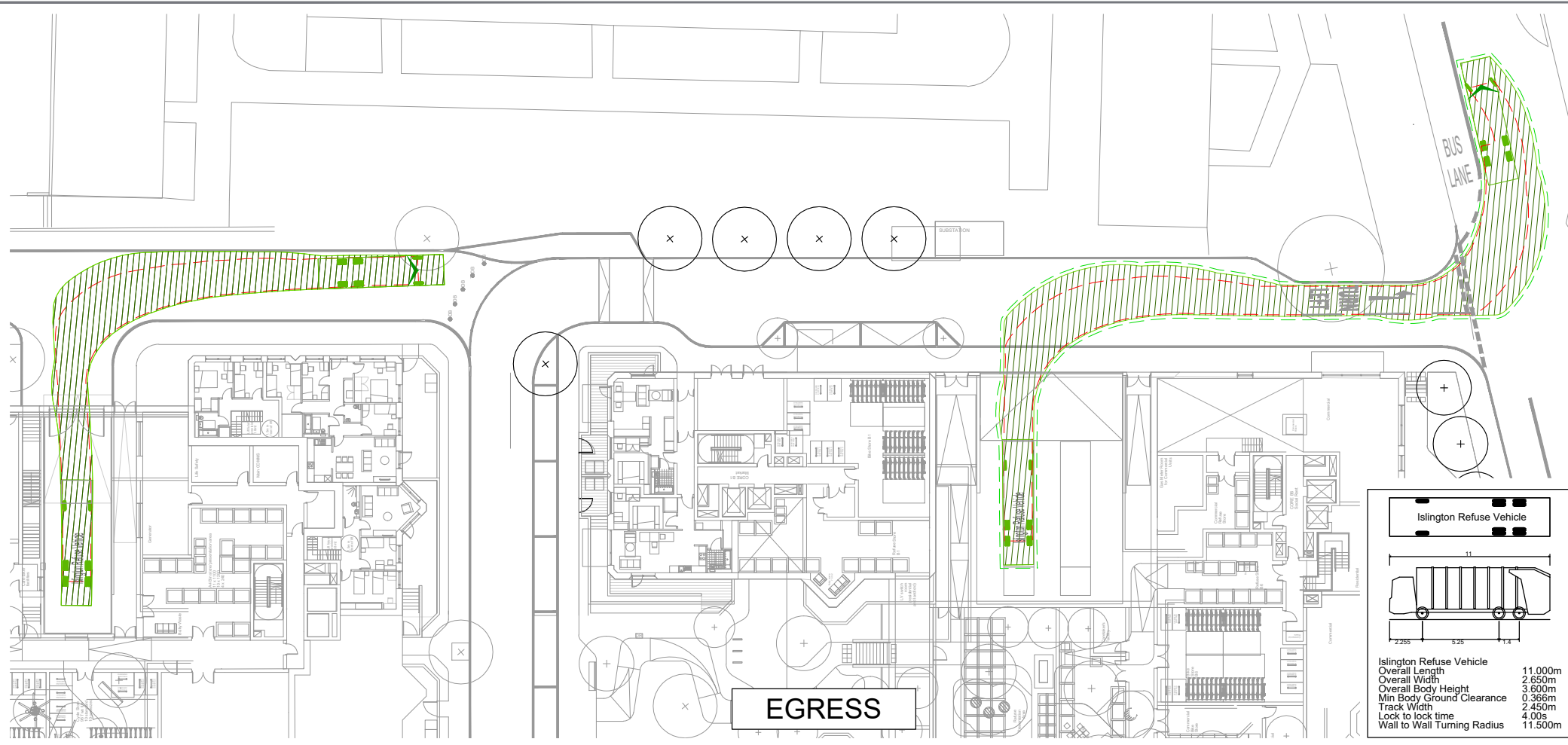
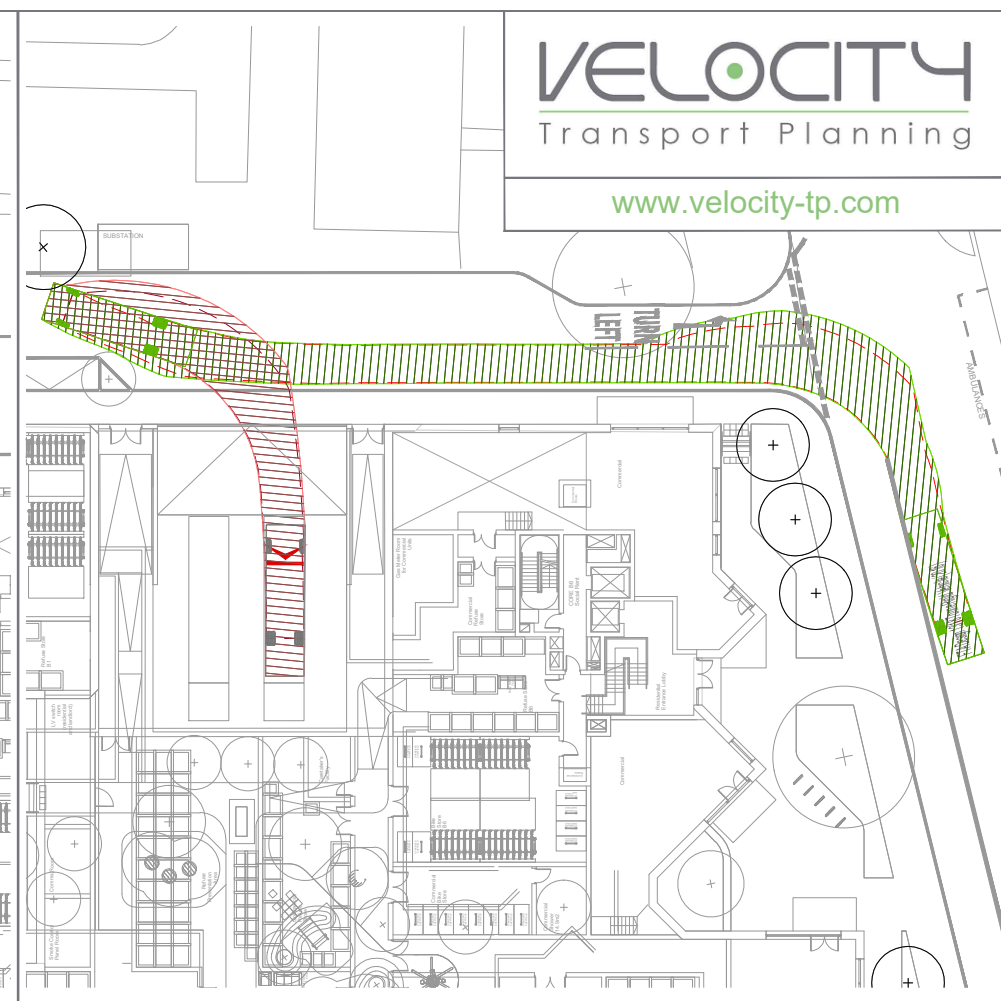
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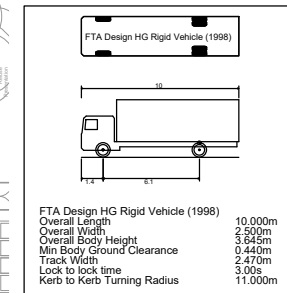
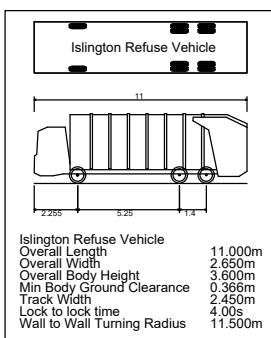




ACCESS



EGRESS



REV	DATE	COMMENT	APP
I	26.10.21	Revised Layout	ML
H	13.10.21	Revised Layout & Tracking	ML
G	30.09.21	Revised Layout & Tracking	ML
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A	28.05.20	First Issue	TM

REVISION DETAILS		
DRAWING NO.		
2490-1130-T-007		
DRAWN	APPROVED	DATE
EP	ML	AUG 21
SCALE		REV
1:1000 @ A3		I

CLIENT
PEABODY
PROJECT
HOLLOWAY PRISON

DRAWING TITLE
**SWEPT PATH ANALYSIS
BLOCKS A & B - ACCESS - EGRESS**





