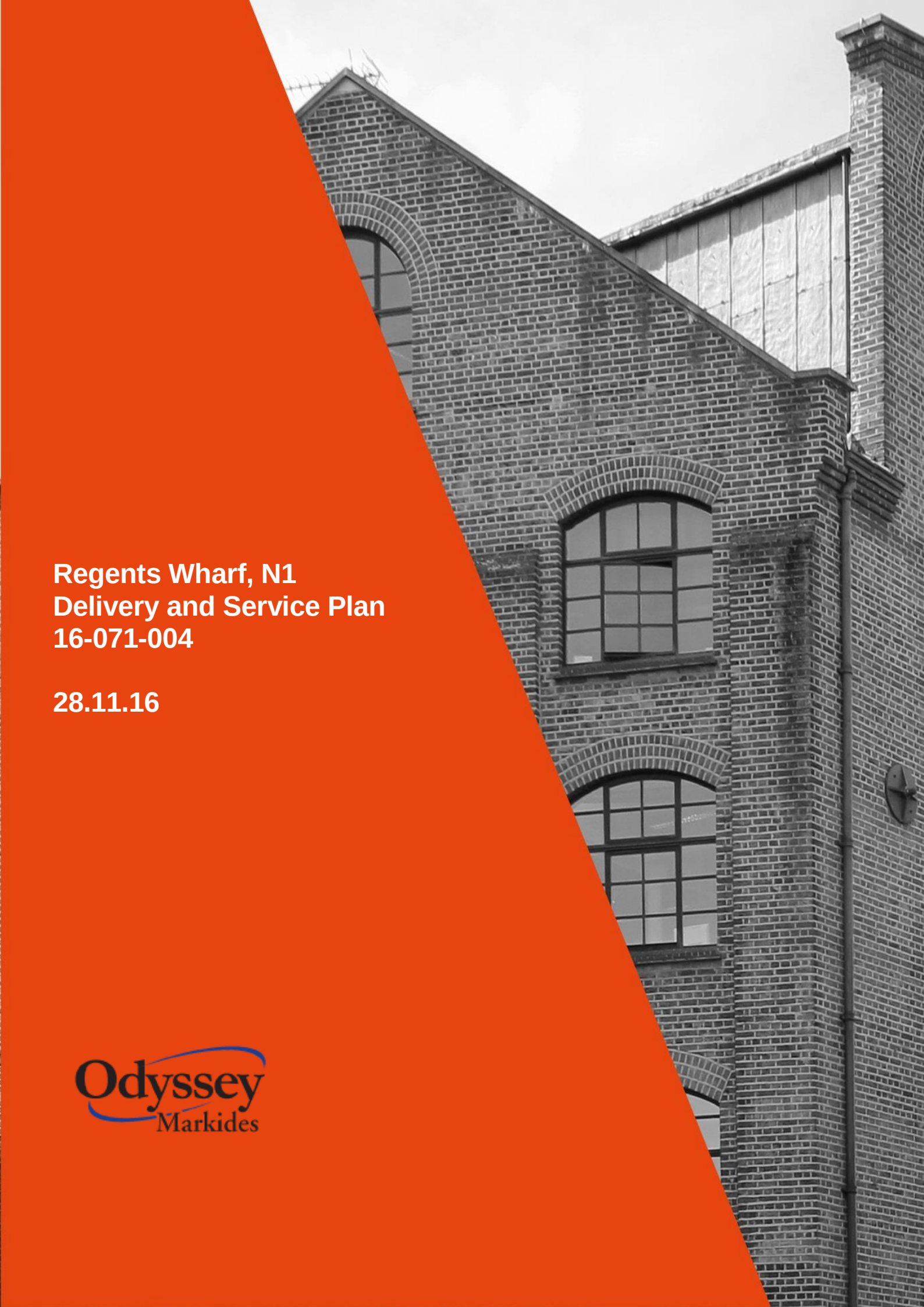

Regents Wharf, N1
Delivery and Service Plan
16-071-004

28.11.16

Odyssey Markides

OFFICE-LED MIXED USE DEVELOPMENT PROPOSAL
REGENT'S WHARF, LONDON, N1 9RL

DELIVERY AND SERVICING PLAN

CLIENT: REGENT'S WHARF UNIT TRUST

Report No. 16-071-04
November 2016

Odyssey Markides

DOCUMENT CONTROL SHEET

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1 EXECUTIVE POLICY STATEMENT

This Delivery and Servicing Plan (DSP) has been prepared by Odyssey on behalf of Regent's Wharf and relates to the proposed redevelopment at Regent's Wharf, All Saints Street, London Borough of Islington.

Regent's Wharf is an existing office complex with a frontage onto the northern side of All Saints Street. Regent's Wharf currently provides a total of 8,916 square metres (GIA) of B1 Office floorspace arranged around a private courtyard that accommodates 37 car parking spaces along with servicing movements and some cycle parking. The courtyard is accessed by way of a crossover arrangement from All Saints Street.

The proposals seek to part demolish and part renovate the existing office complex to provide 11,739 (GIA) square metres of B1 office space, along with ground floor commercial uses including an A1/A3 unit measuring 785 square metres, a 304 square metre A1/A3/B1/D1/D2 unit, a 102 square metre A1/B1/D1 unit along with the provision of business pods (A1/B1) totalling 70 square metres in addition to a general reconfiguration of the site layout in order to accommodate a public courtyard, accessed from All Saints Street.

The Developer commits to the implementation of The Plan at Regent's Wharf and to undertake the following:

i) Proactively manage deliveries at the site with a view to reducing the number of delivery and servicing trips to the site;

ii) Identify areas where safe and legal loading can take place;

iii) Maintain and update The Plan as necessary following the monitoring exercises in order to ensure that the DSP is achieving the defined objectives.

2 INTRODUCTION

This document forms the Delivery and Servicing Plan for Regent's Wharf, London Borough of Islington. A separate Transport Statement has been prepared as part of the planning application package. This DSP has been produced in order to comply with Paragraph 44 of the Greater London Authority's (GLA's) pre-application response based on input from TfL.

"The proposal is car-free, with on and off street servicing, which is supported by TfL subject to the inclusion of a Delivery and Servicing Plan. TfL requests that there is an assessment in the TA to assess whether there is sufficient on street blue badge parking to cater for the demand from this development."

This Plan has been prepared in order to satisfy the requirement above. At the time of the preparation of this Plan there was limited information regarding the prospective tenants and the operation of the building once it is occupied. As such, this Delivery and Servicing Plan prepares an appropriate basis upon which to develop and maintain a detailed 'Servicing Management Plan' or (Delivery and Servicing Plan (DSP)) once the proposed development is occupied and operational.

The DSP is represented by a series of measures and monitoring processes, to be implemented at the development site. This Plan should be seen as 'live' and subject to update and revision as necessary. It will evolve with the operations and be modified to reflect any changes that occur on the site.

Benefits of the DSP

Benefits to be gained by an organisation through the implementation of a Delivery and Servicing Plan include the following:

- ***Minimise Impact on the Public Highway:***
  - Active management of deliveries at the site, including operation of a delivery pre-booking system, which will minimise impact on the public highway.
- ***Save Time and Money:***
  - Lower operating costs resulting from consolidation of deliveries.
  - Free up time spent on receiving goods.
- **Improved Safety:**
  - Lower number of deliveries reduces the potential for accidents.
- ***Lower Carbon Footprint:***
  - Consolidated deliveries result in a lower carbon footprint at the site.
- ***Reduced Congestion on Surrounding Roads:***
  - Lower delivery numbers can reduce congestion on local roads, improve air quality, and reduce noise impact.
- ***Support the Environmental Credentials of the Organisation:***
  - Highlight the Developer's commitment to reducing carbon emissions.

Scope

This DSP has been prepared with due consideration of TfL guidance contained in the document *"Delivery and Servicing Plans – Making Freight work for you"*. The Plan been prepared as part of the planning application

package for the redevelopment at Regent's Wharf, All Saints Street, LB Islington.

Section 3 sets out the existing local transport conditions. **Section 4** details the proposed development.

Section 5 presents an assessment of service vehicle trips at the proposed site whilst **Section 6** sets out proposed service vehicle routeing to and from the development.

Section 7 presents the proposed data gathering methodology with **Section 8** setting out the DSP 'tools and techniques' which will be employed at the site.

Section 9 concludes.

3 EXISTING TRANSPORT CONDITIONS

Existing Site

Regent's Wharf ("the site") is located at 10-18 All Saints Street within the London Borough of Islington, 700 metres north-east of King's Cross national rail and underground station. The site is bounded by 8 All Saints Street to the east; All Saints Street to the south; Ice Wharf residential buildings to the west; and the Grand Union Canal to the north.

The development site is well connected to key facilities and the local bus and rail networks including King's Cross and St Pancras rail stations.

The development site is located within Islington Controlled Parking Zone B which is enforced Mon – Fri 8.30 am – to 6.30 pm and Sat 8.30am – 1.30pm. There are numerous sections of single yellow lines and double yellow lines without kerb restrictions, allowing for servicing and deliveries to occur.

Local Highway Network

- *Caledonian Road (A5206)*

Caledonian Road runs in a north-south alignment from Pentonville Road (A501) at its southern extent to Camden Road at its northern extent, connecting the King's Cross area to Holloway. In the vicinity of the site Caledonian Road is approximately 10 metres in width and is subject to a 30mph speed limit. Approximately 150 metres south of the site Caledonian Road becomes restricted to southbound movements only, working in tandem with Wharfdale Road which accommodates northbound movements originating from King's Cross via York Road. Caledonian Road benefits from ample footways on either side, averaging approximately 3 metres.

- *All Saints Street*

All Saints Street runs in an east-west alignment from a priority junction with Caledonian Road at its eastern extent and New Wharf Road at is western extent. The carriageway of All Saints Street is approximately 7 metres wide and accommodates intermittent sections of residential permit holder bays along with sections of single yellow and double yellow lines without kerb restrictions. All Saints Street is lightly trafficked owing to it accommodating access-only movements and is subject to a 20 mph speed limit. The properties on All Saints Street are of a mixture of commercial and residential uses. **Photo 3.1** shows All Saints Street. OM Plan **16-071-099** shows the existing highway arrangement on All Saints Street within the vicinity of the site.

Photo 3.1 All Saints Street (View West)

- *New Wharf Road*

New Wharf Road runs in a north-south alignment from All Saints Street at its northern extent to Wharfdale Road (A5203) at its southern extent. The road is used as an access-only road and is therefore lightly trafficked. New Wharf Road accommodates a section of residents permit holder bay along its eastern kerbline for much of its extent. The properties on New Wharf Road are generally residential with some properties having a direct frontage access onto New Wharf Road.

- *Lavina Grove*

Lavina Grove runs parallel to New Wharf Road in a north south alignment from All Saints Street at its northern extent to Wharfdale Road at its southern extent. Similarly, with New Wharf Road the road serves as a residential road only and therefore is lightly trafficked. No on-street parking bays are provided on Lavina Grove but many of the properties benefit from driveways and dropped kerbs onto the road.

- *Killick Street*

Killick Street runs in a north south alignment from All Saints Street at its northern extent to Caledonian Road at its southern extent, serving a mixture of residential, commercial and healthcare units on the road. The road measures approximately 8 metres in width and accommodates a range of parking including residents permit holder bays, pay by phone bays, a motorcycle parking bay along with a Santander Cycle Hire Docking station.

- *Loading Restrictions*

The single and double yellow lines sections in the vicinity of the site on All Saints Street are not marked with kerb loading restrictions allowing for loading at all times.

4 DEVELOPMENT PROPOSALS

The proposals comprise the part demolition and part refurbishment of existing B1 (Office) units at Regent's Wharf and subsequent construction of buildings to provide new office space and a ground floor commercial units (A1/A3/B1/D1/D2) along with a new publicly accessible courtyard with seating and amenity space.

Car Parking

In line with LB Islington sustainable transport objectives it is proposed that the development be car-free with no car parking spaces provided for the future staff/visitors of the site except for one blue badge space, in line with London Plan requirements.

On-Street Arrangement / On-Street Loading Bay

In order to accommodate vehicle loading and unloading it is proposed that the on-street arrangement is reconfigured along the frontage of Regent's Wharf to incorporate a recessed loading bay and a blue badge bay. This arrangement is shown on OM Drawing **16-071-113A**, whilst Swept Path drawings demonstrating how the loading bay will be used are shown on OM Drawing **16-071-109A**.

To achieve the above, it is proposed to remove the existing 20 metre stretch of residents permit holder bay adjacent to the Regent's Wharf frontage. It is proposed that the parking will be re-provided in 2 x 11 metre sections, with one section at the far western extent of All Saints Street along existing single yellow line, abutting a section of existing residential permit holder bay, and a second stretch located on New Wharf Road. The proposed parking arrangement shown on OM drawing **16-071-110** details how it is proposed replace the residents permit holder bays in proximity to

the site. Given the lightly trafficked nature of the surrounding streets, it is considered that proposed residential permit holder parking bays will not compromise the operation of the surrounding highway network particularly with regard to delivery vehicles seeking access to the site. This arrangement has been discussed with highways officers at LB Islington.

It is considered that the western extent of All Saints Street along the northern kerb line is a suitable location to re-provide the residential permit holder parking as it currently accommodates single yellow line for loading purposes, and when built out, the proposed loading pad adjacent to Regent's Wharf will accommodate the demand for loading in the area and this section of single yellow will not be required.

The second 11 metre stretch of residents parking is proposed to be located at the northern end of New Wharf Road, this location is considered to be suitable as it is a particularly wide stretch of carriageway (approx. 8 metres) ideal to accommodate parking, especially considering how lightly trafficked the road is. To ensure that the operation of the existing private residential perpendicular bays located on the opposite side of the road are not compromised with the new bays in place, a swept path assessment was conducted which demonstrated that the existing perpendicular bays can continue to be reasonably accessed and exited with the new residents parking bays in place (**OM Plan 16-071-111**). For this exercise, a 'Large Car' was selected from the vehicle tracking library. This tracking vehicle is based upon the parameters of a 2006 Mercedes S-Class which is a car with a particularly large wheelbase when compared alongside the average size of a car. Therefore this exercise was considered to be a robust analysis.

The single yellow line adjacent to the kerbside at the eastern end of the development will continue to operate as per present arrangements and will therefore be suitable to accommodate any small deliveries to commercial units adjacent to the eastern courtyard.

On-site Loading Bay

In addition to the proposed on-street loading arrangements, a perpendicular on-site loading bay is proposed to be provided as part of the scheme. This loading bay will be located towards the western end of Regent's Wharf's frontage onto All Saints Street and will be sized to accommodate up to 10 metre long rigid vehicles. It is primarily intended that this loading bay is used for refuse collection purposes but it will also act as a dedicated area to accommodate deliveries should the on-street loading bay be occupied. Swept path plan 16-071-100C demonstrates how a large refuse vehicle would access the loading bay.

Cycle Parking

In line with London Plan standards, the development proposes to make provision for 178 secure long-stay cycle spaces at basement level for staff along with 12 showers and associated changing areas (refer to **Appendix D**).

Cyclists will access the on-site cycle store via the basement from a lift and stairwell at ground floor level accessible from All Saints Street and the on-site loading bay, located at the western frontage of the building.

Additionally, 34 short-stay cycle parking spaces will be provided at ground level within the courtyard areas.

Courier services by bicycle will be able to use the ground level cycle parking to make collections and deliveries to/from the site.

Refuse Collection

As a commercial operation refuse and recyclable waste collections for the office and restaurant use will be undertaken using a private waste collection contractor. This strategy is in line with present arrangements at Regent's Wharf.

- *Office Use*

It is proposed that refuse associated with the office use is collected from a new service bay, located perpendicular to the kerb at the western end of the site. This bay is shown on the ground floor plan, appended at **Appendix A**. Swept Path analysis demonstrating how this bay will be used is shown at OM Drawing **16-071-100C**.

Refuse will be stored and consolidated in the basement and trolleyed to the rear of the service bay by building management by way of a service lift, located towards the rear of the service bay at ground floor level.

- *Ground Floor Commercial uses*

5.1 There will be dedicated refuse storage areas at basement level to accommodate waste generated by the ground floor commercial uses and staff / site management will be responsible for trolleying the refuse to the appropriate holding locations.

Deliveries

There will be a range of opportunities to accommodate delivery vehicles. Firstly, there will be the on-site servicing bay located towards the western end of the development, this bay will be primarily used for refuse collection but will also accommodate large delivery vehicles up to a 10 metre rigid size. Secondly, the proposed on-street recessed loading bay adjacent to the site on All Saints Street which will be suitable to accommodate deliveries up to the size of a 7.5 tonne box van on a day to

day basis. Depending on what size of delivery vehicles require access to the on-street loading bay, there is potential to accommodate up to 2 light goods vehicles in the on-street loading bay simultaniously.

For commercial uses located around the eastern courtyard, it is intended for deliveries to be undertaken adjacent to the eastern courtyard where there is currently a section of single yellow line abutting the footway where loading is permitted at all times. Dependent upon the nature of the delivery and the dwelling time required, drivers may wish to use the proposed drop-off/loading bay as described above.

The new main courtyard area to the rear of the proposed loading bay, in proximity to Building A will not be made available for vehicular use except in exceptional circumstances, such as external building maintenance or office fit out. Access to this area would be via double doors to the rear of the loading bay.

5 SERVICE VEHICLE TRIP ASSESSMENT

The TRICS assessments contained within the Transport Assessment, in relation to the number of OGV's (other goods vehicles category) generated by the proposed development, is not relied upon for the prediction of service vehicle trips. Furthermore, the TRICS data does not distinguish between cars and light goods vehicles. In this respect it is acknowledged that some deliveries to the proposed site would be made via smaller vehicles such as light vans which are not included in the total number of OVG's presented in the TRICS output. A service vehicle matrix (for both Phase 1 and for the complete development) has therefore been prepared which has been calculated based on TRICS, TRAVL and other survey information for similar land uses. Relevant outputs from the service vehicle generation matrix is presented in **Tables 5.1**, **5.2** and **5.3**. Given that the exact use of the ground floor commercial areas is yet to be determined, a servicing trip rate was sought for both retail and restaurant uses. The trip rates are presented in **Table 5.1, below.**

Table 5.1: Service Vehicle Trip Rate and Resultant Trips by Land Use

	Either Retail (1261 sq.m)	**Or Restaurant (785 sq.m)**	**Office**
Trip Rate (veh/100m²)	0.53	1.0	0.2
Trips	7	8	23

Applying the above trip rates to the proposals, it can be expected that the development will attract in the order of 30 two-way service/delivery vehicle trips per day. Dependent upon how the ground floor commercial space is utilised, slight variations on this figure may occur. In order to ascertain the size of the deliveries, **Table 5.2** presents likely vehicle splits based upon the same research matrix.

Table 5.2: Estimated Vehicular Split

	Retail	Restaurant	Office
16m articulated vehicle	0%	0%	0%
10 metre rigid vehicle	0%	0%	0%
8 metre box/panel van	60%	57%	67%
6 metre panel van or smaller	40%	43%	33%
Total	**100%**	**100%**	**100%**

Table 5.2 demonstrates that the vast majority of trips are expected to be by vehicles less than 8 metres long and can therefore be accommodated in the proposed on-street loading bay. Should this bay be fully occupied when a delivery arrives, the delivery can be accommodated in the dedicated on-site loading bay, or by parking adjacent to the kerb line near the eastern courtyard, where loading is permitted.

In order to determine when service/delivery vehicles are likely to arrive, a further interrogation of the servicing trip generation matrix was undertaken and the resultant service vehicle arrival split (%) by hour is therefore presented in **Table 5.3**.

Table 5.3: Service Trips Hourly Split

Time period	Service Vehicle Arrival Split (%)		
	Retail	Rest / Café	Office
0000 - 0100	0.0%	0.0%	1.5%
0100 - 0200	0.0%	0.0%	0.3%
0200 - 0300	0.0%	0.0%	0.6%
0300 - 0400	0.0%	0.0%	1.1%
0400 - 0500	0.0%	0.0%	2.0%
0500 - 0600	0.0%	0.0%	2.9%
0600 - 0700	10.6%	22.0%	6.1%
0700 - 0800	9.6%	21.0%	8.1%
0800 - 0900	7.4%	18.0%	7.4%
0900 - 1000	19.1%	8.0%	10.7%
1000 - 1100	8.5%	2.0%	7.9%
1100 - 1200	7.4%	3.0%	8.7%
1200 - 1300	8.5%	3.0%	6.9%
1300 - 1400	8.5%	13.0%	6.2%
1400 - 1500	7.4%	10.0%	6.6%
1500 - 1600	6.4%	0.0%	4.7%
1600 - 1700	4.3%	0.0%	4.7%
1700 - 1800	0.0%	0.0%	2.5%
1800 - 1900	0.0%	0.0%	5.0%
1900 - 2000	2.1%	0.0%	1.8%
2000 - 2100	0.0%	0.0%	1.6%
2100 - 2200	0.0%	0.0%	0.8%
2200 - 2300	0.0%	0.0%	0.3%
2300 - 0000	0.0%	0.0%	1.6%
TOTAL	**100%**	**100%**	**100%**

Table 5.3 shows that service/delivery movements will occur generally throughout the day therefore distributing the impact of servicing and delivery activity with a daily peak hour evidently occurring between 9am and 10am.

With regards to the duration of loading activity, reference is made TRAVL research into the length of each delivery/ freight visit. Analysis of the trips assigned to those service modes (MC, Car, Small Van) yields the following information:

- Average duration of visit: 13.33 minutes. (Number of visits assessed: 151).

Included in the above 'Average duration of visit' is a single visit lasting in excess of 9 hours. Excluding that visit from the analysis yields an average loading duration of 9.79 minutes per trip.

Given the numerous opportunities to load at the proposed development (on-street loading bay, on-site loading bay and single yellow line opportunities adjacent to the eastern courtyard), the anticipated quantum of deliveries and associated durations of stay, are not anticipated to result in any parking stress in the vicinity of the site.

As part of this assessment, the quantum of anticipated deliveries, the size of the vehicles and the likely arrival times and durations has been accounted for and It is considered that the above operations will not have a detrimental impact on the operation of the local highway network. In this respect, vehicles loading/ unloading in the on-site and on-street loading bay along with single yellow line opportunities are able to do so clear of through traffic on this street.

6 SERVICE VEHICLE ROUTEING

Delivery/ Service Routes

The site is well placed in relation to London's strategic road network. The A5203 operates within 250m to the south and east of the site, providing a connection northerly and southerly whilst Pentonville Road (A501) is within 500m of the site, providing a strategic connection in both easterly and westerly directions. **Figure 6** demonstrates that the site is readily accessible from all directions and that suitable routeing can be achieved from north, south, east and west via the surrounding primary strategic roads.

Whilst the site management will, as part of this Plan, promote the use of local suppliers and service providers, it is still deemed relevant to consider access to the site from the wider strategic road network especially for commercial occupiers. A detailed assessment of the routeing of delivery/ service traffic is therefore presented on **Figure 6** and is described below:

- **Access to the site from the North:** Service/ delivery vehicles would arrive from the north via Caledonian Road (A5203) before entering All Saints Street.
- **Egress from the site to the North:** Vehicles leaving the site towards the north would proceed from All Saints Street turning left onto Caledonian Road (A5203) and continuing northbound.
- **Access to the site from the South:** Access from the south can be gained from Gray's Inn Road, York Way and accessing A5203 Wharfdale Road (A5203) before turning left onto New Wharf Road to enter the local road network in the vicinity of the site to access All Saints Street.
- **Egress from the site to the South:** Egress from the site to the south requires vehicles to exit from All Saints Street

via Killick Street southbound and onto Caledonian Road (A5203), along King's Cross Bridge and onto Gray's Inn Road.

- **Access to the site from the East:** From the east of the site the local street network in the vicinity of the site can be accessed from Pentonville Road (A501), York Way and Wharfdale Road (A5203).
- **Egress from the site to the East:** Vehicles leaving the site towards the east can head south along Killick Street and Caledonian Road (A5203) before turning left onto Pentonville Road (A501) and continuing in an easterly direction.
- **Access to the site from the West:** Access to the local street network leading to All Saints Street from the west will be via Euston Road (A501), York Way and Wharfdale Road
- **Egress from the site to the West:** Egress from the site to the west will require vehicles to travel southbound along Killick Street and Caledonian Road before rurning right onto Pentonville Road and continuing in a westerly direction.

Service and Delivery Vehicles

As set out within the Transport Statement, service/ delivery vehicles will access and egress the on-site service bay and the on-street loading bay from All Saints Street. The majority of these servicing activities will take place by means of "Cars", "Small Vans" or "Light Vans". Some deliveries/collections will take place by bicycle.

Deliveries to the site are expected to comprise approximately 30 visits per day. Commercial deliveries will be scheduled by means of a vehicle pre-booking system which forms part of this DSP. (Note: the expected number of deliveries at the site are considered in more

detail in **Section 5**). All commercial deliveries will be pre-booked. Any un-booked deliveries will be turned away, rescheduled for the next available delivery slot, and the delivery attempt logged.

7 DATA GATHERING METHODOLOGY

Data Collection

Service/ delivery data will be gathered at the development site by the DSP Co-ordinator with a view to refining The Plan and establishing a baseline against which the effectiveness of the Plan can be measured. The surveys will identify the number of deliveries that take place at Regent's Wharf, over the course of two weeks. This baseline survey will take place once the site is fully operational. It is thus suggested that the survey takes place no later than 6 months after first occupation of the respective development uses.

A *Data Collection Template* is included at **Appendix B** and allows for the recording of the following information:

- Date, arrival and departure time of delivery;
- Delivery organisation;
- Delivery item description;
- Which building the delivery is for;
- Which organisation the delivery is from;
- Vehicle type/ size.

To ensure that all deliveries at the site are recorded, early engagement will be sought by the DSP Co-ordinator with relevant staff (of the commercial units) and building management to help them understand the benefits and importance of managing freight-related activity at the site. The survey data will be presented to LBI for consideration as part of the DSP monitoring process. Contact details of the DSP Coordinator at the site will be added to a revised DSP in due course.

Data Analysis

Upon completion of the data collection exercise, the appointed representative at the site will analyse the results with a view to addressing any particular trends, including the following:

- Identifying if more than one delivery/ collection takes place per day, or over a short period by the same supplier (if such deliveries take place on a regular basis, can this practice be reviewed with a view to reducing the frequency of deliveries?);
- If different companies supply the same goods to the site and if so, if such activity can be consolidated.

The manager of the Plan (the DSP co-ordinator) will, based on the above, seek to rationalise deliveries at the site. This is discussed in more detail in the following section.

DSP co-ordination will ensure that all commercial deliveries to and from the site are pre-booked and recorded. As per good practice, monitoring will be undertaken every year for the first 5 years with the logs showing the number of delivery vehicles to the site.

8 DSP TOOLS AND TECHNIQUES

This section of the DSP outlines a range of measures to be adopted at the Regent's Wharf with a view to better manage delivery and service related activity.

Appointment of a DSP Co-ordinator

The appointment of a DSP co-ordinator is fundamental to the effective implementation of The Plan. He/ she fulfils the role of co-ordinating the implementation of The Plan and facilitating the monitoring process. The co-ordinator will be the point of contact for the relevant sustainable transport officers at LBI.

General responsibilities of the DSP co-ordinator can be summarised as follows:

- Hold responsibility for the implementation of initiatives and measures;
- Manage the programming/ pre-booking of all commercial deliveries at the site;
- Monitoring the progress of the DSP in conjunction with the relevant representatives at the Council;
- Coordinate the baseline and monitoring surveys;
- Act as an interface between site management and the Local Authority (LBI).

The name and contact details of the co-ordinator of the DSP at Regent's Wharf will be added to a revised document in due course.

Delivery Location

All suppliers to the site will be allocated a delivery/ loading area based on the size of the vehicle that they will use and they will be made aware of the access arrangements associated with each area. Vehicles no larger

than a 7.5 tonne box van (8 metres long) will able to use the on-street loading bay adjacent to All Saints Street. Vehicles larger than a 7.5 tonne box van (HGV'S) will be able to use the on-site loading bay. The DSP Co-ordinator will encourage suppliers, where possible, to designate a suitable delivery location.

It has been estimated that the vast majority of delivery vehicles will be 8 metres or less in length and therefore can be suitably accommodated in the on-street loading bay. However, given the restrictive nature of the surrounding streets, where possible, vehicle sizes will be kept to a minimum. In providing this information to suppliers, use will be made of **Figure 6** attached herewith, which indicates the location of the site/ delivery areas and routes there to.

Drawing 16-071-109A presents the swept path envelope of a 7.5 tonne box van accessing and egressing the on-street loading bay whilst a car is situated in the adjacent blue badge bay. **Drawing 16-071-100C** demonstrates how a large refuse vehicle would access the on-site loading bay.

Delivery Booking System/ Centralised Ordering System

A delivery booking system ensures that orders placed by the various commercial uses at the site are centrally managed and ensures rationalisation of deliveries where possible. The first action to take place as part of the implementation of this Plan, will be to ensure that relevant staff at the site are aware of the delivery pre-booking system. Ensuring that as many staff as possible at the site coordinate procurement and deliveries will result in a reduction in the overall number of trips to the site and will ensure that the minimum number of delivery vehicles as is required is present at any one time. Competent operation of this system will also importantly ensure efficient use of the dedicated loading bay.

Additionally it is considered that in order to avoid conflicts between cyclists and servicing vehicles, where possible deliveries will be

scheduled to avoid peak hour traffic. This will also reduce the risk of conflicts between cyclists parking bikes in the storage area and vehicles on the servicing bay.

Importantly, it is considered that a well enforced booking system can benefit the security strategy associated with the operation of the building. Deliveries and servicing activity that is not approved/scheduled within the booking system can be identified as a potential breach of security and provide suitable alarm for the building management/security officers to address any potential risks and to exercise necessary precautionary procedures.

Consolidation of Deliveries

The DSP co-ordinator will review the data collected with a view to consolidating deliveries at the site. The co-ordinator will review the frequency of regular deliveries and will seek to extend the period between such deliveries where possible, thereby reducing overall trips.

The co-ordinator will review the survey data and will seek to identify any regular commercial deliveries which might be replaced by a more 'local' supplier thereby reducing distances travelled.

Consolidation of Services

In addition to deliveries at the site the following servicing activity is expected to take place:

- Alarm/ access systems maintenance;
- Air Conditioning maintenance;
- IT system support;
- Building maintenance.

The DSP co-ordinator will ensure that the (not exhaustive) services listed above are efficiently co-ordinated at the development site. The ultimate effectiveness of such co-ordination will be identified by consideration of the data collection exercise discussed in the previous section of this Plan.

Working With Suppliers

The DSP co-ordinator will actively seek to procure the services of suppliers with green credentials. This will include consideration of suppliers who operate 'green' vehicles (electric/ hybrid) or in some cases, suppliers who make use of bicycles instead of carbon fuel based vehicles.

The above measure would also include use of suppliers that are part of TfL's Freight Operator Recognition Scheme (FORS).

Compliance with the DSP

Compliance with this DSP will be a requirement written into the lease of tenants of the building. The DSP will specify where loading can take place and the type of vehicles that can be accommodated within the on-site delivery area. The DSP will also include measures to seek to ensure that delivery and servicing activity takes place in a safe and efficient manner. Appropriate measures will include;

- Ensure that the service access is manned to enable goods to be unloaded quickly and efficiently;
- Set targets for delivery duration;
- Co-ordinate and schedule deliveries so as to avoid any peaks in servicing and delivery activity;
- Advise occupants and 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;

- Encouraging tenants to source goods from suppliers and freight operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
- Encourage tenants of the site to source supplies locally and from suppliers used by other tenants;
- Maintain a record of all deliveries including time of arrival and departure, recipient and vehicle type; and
- Review and monitor delivery activity to enable issues to be promptly identified and dealt with.

Conclusion

9

This Delivery and Servicing Plan has been prepared by Odyssey on behalf of Regent's Wharf Unit Trust and relates to the redevelopment of Regent's Wharf, All Saints Street, London Borough of Islington. The Plan seeks to promote the co-ordination of delivery and service related traffic at the site, across all land uses, in accordance with local, regional, and national policy

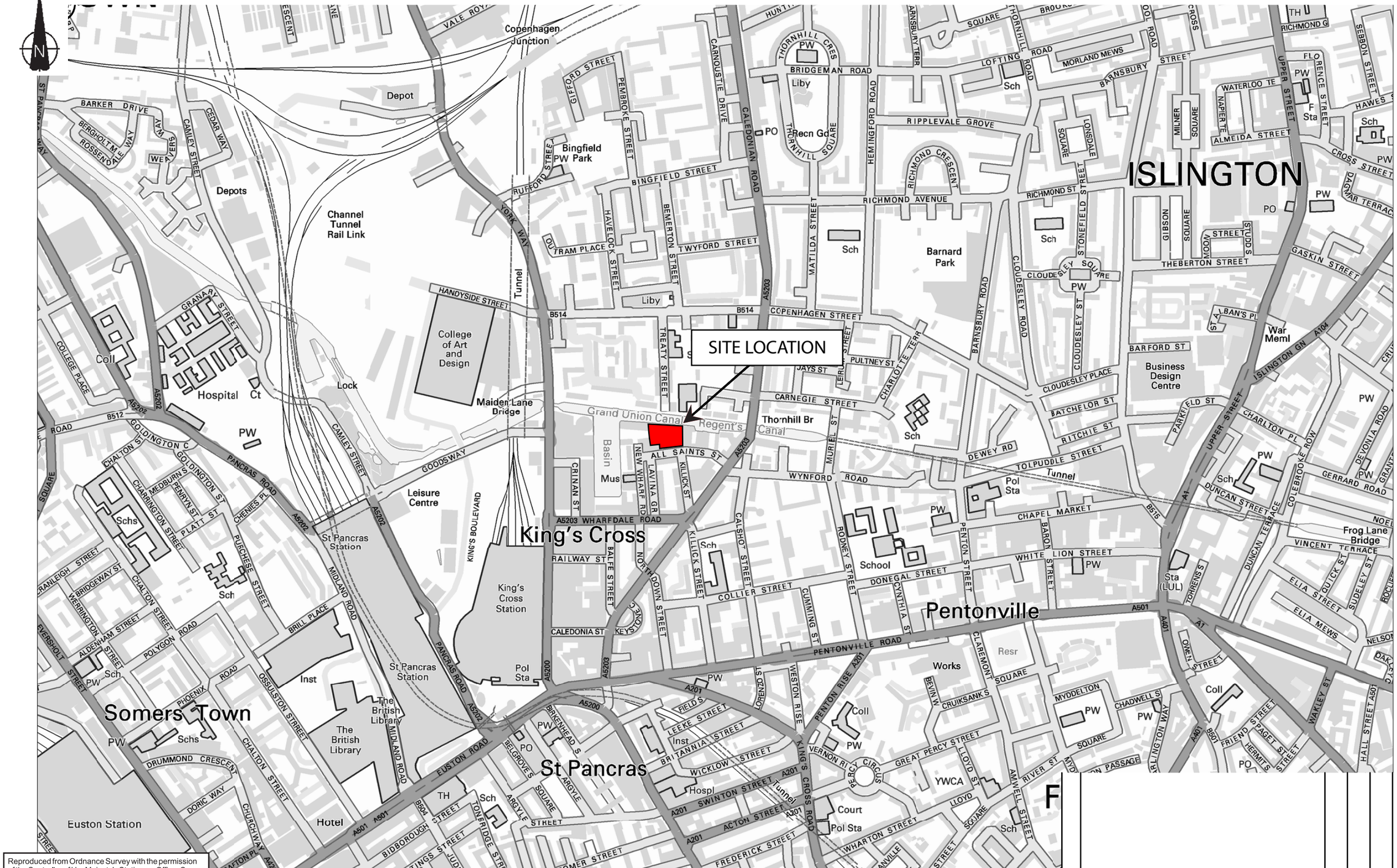
The redevelopment at Regent's Wharf will comprise numerous opportunities to accommodate service/delivery vehicles including an on-site loading bay, an on-street loading bay, along with a further kerbside opportunity adjacent to the single yellow line restrictions towards the eastern extent of the site. It is considered that this provision is ample and will suitably cater for the approximately 30 service/delivery trips expected to arrive per day at Regent's Wharf alongside any delivery trips associated with surrounding land uses.

Refuse collection will be carried out from the on-site loading bay where refuse will be trolleyed ahead of scheduled refuse collections by building management.

A vehicle delivery pre-booking system will be implemented at the site with a view to co-ordinating deliveries.

The implementation of the DSP will be overseen by the DSP Co-ordinator, contact details of whom will be provided as a revision to this Plan in due course.

FIGURES



Rev	Amendments	Drn	Chk	App	Date

Odyssey Markides

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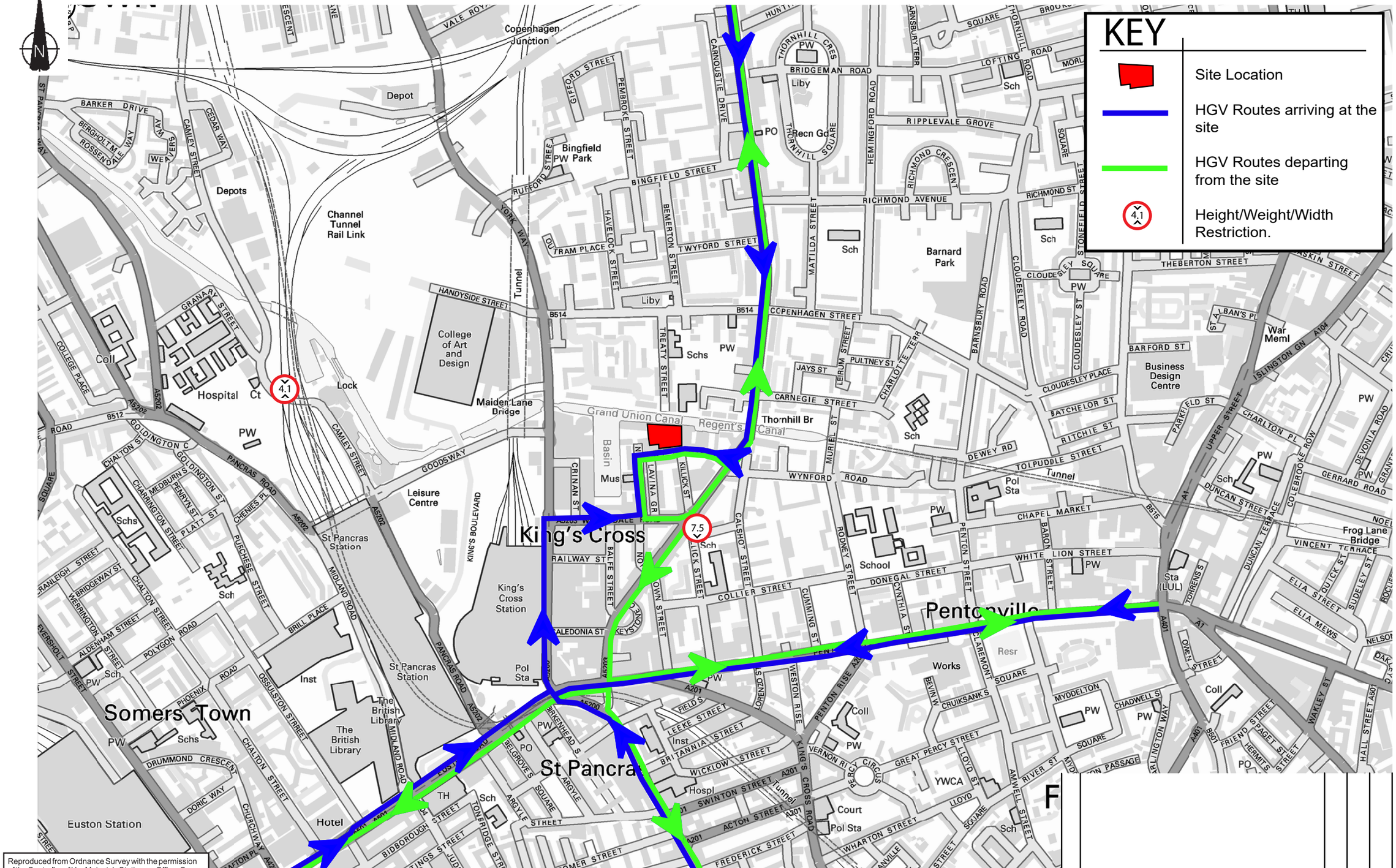
Job Title
REGENT'S WHARF, ISLINGTON

Drawing Title
SITE LOCATION

Client
REGENT'S WHARF UNIT TRUST

Scale	Date	Designed
N.T.S	OCT 16	DWE
Drawn	**Checked**	**Approved**
DWE	MJS	SRB
Job No	**Figure No**	**Rev**
16-071	FIGURE No. 1	

DRAWING-NO 16-071-001



Rev	Amendments	Drn	Chk	App	Date

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Job Title
REGENT'S WHARF, ISLINGTON

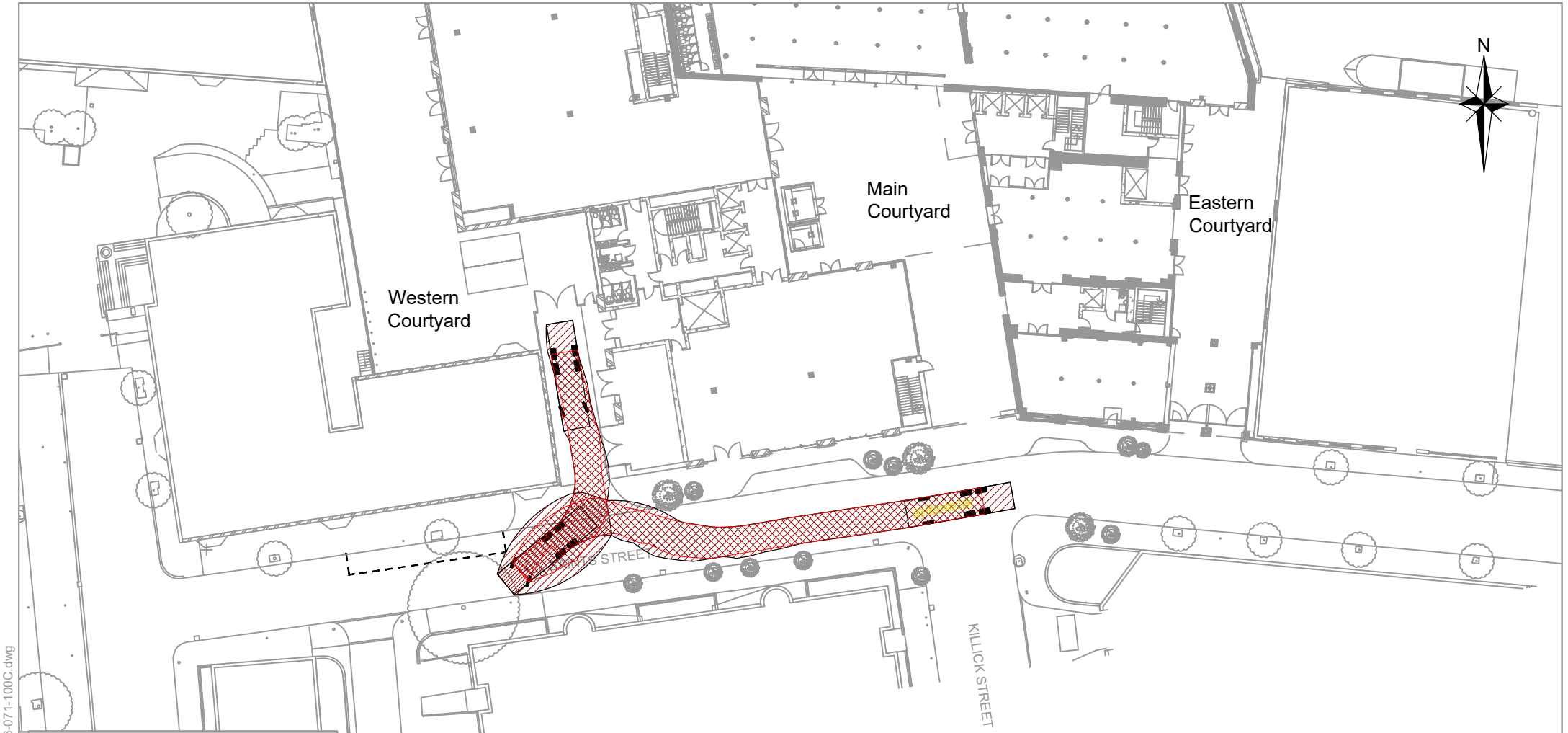
Drawing Title
SERVICE/DELIVERY HGV ACCESS AND EGRESS ROUTES

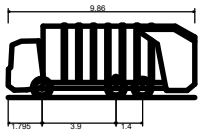
Client
REGENT'S WHARF UNIT TRUST

Scale	Date	Designed
N.T.S	NOV 16	DWE
Drawn	**Checked**	**Approved**
DWE	MJS	SRB
Job No	**Figure No**	**Rev**
16-071	FIGURE No. 6	

DRAWING-NO 16-071-006

DRAWINGS





Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Rev	Amendments	Drn	Chk	App	Date

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Job Title: Regent's Wharf
LB Islington

Drawing Title: Swept Path Analysis
Proposed Perpendicular On-site Service Bay

Client: Regent's Wharf Unit Trust

Scale	Date	Designed
1:500	Aug 16	MJS
Drawn	Checked	Approved
MJS	MJB	SRB
Job No	Drawing No	Rev
16-071	16-071-100	C

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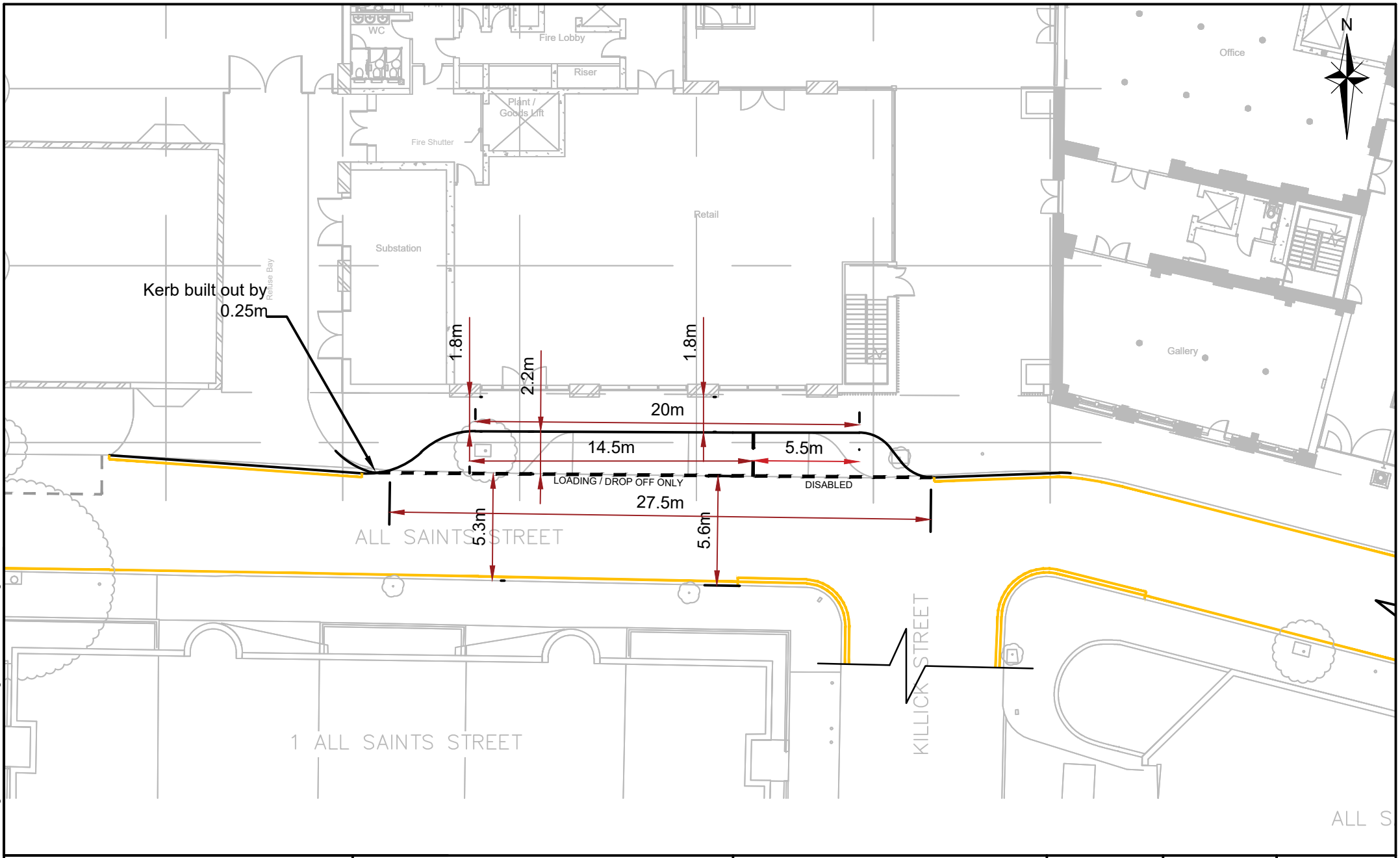

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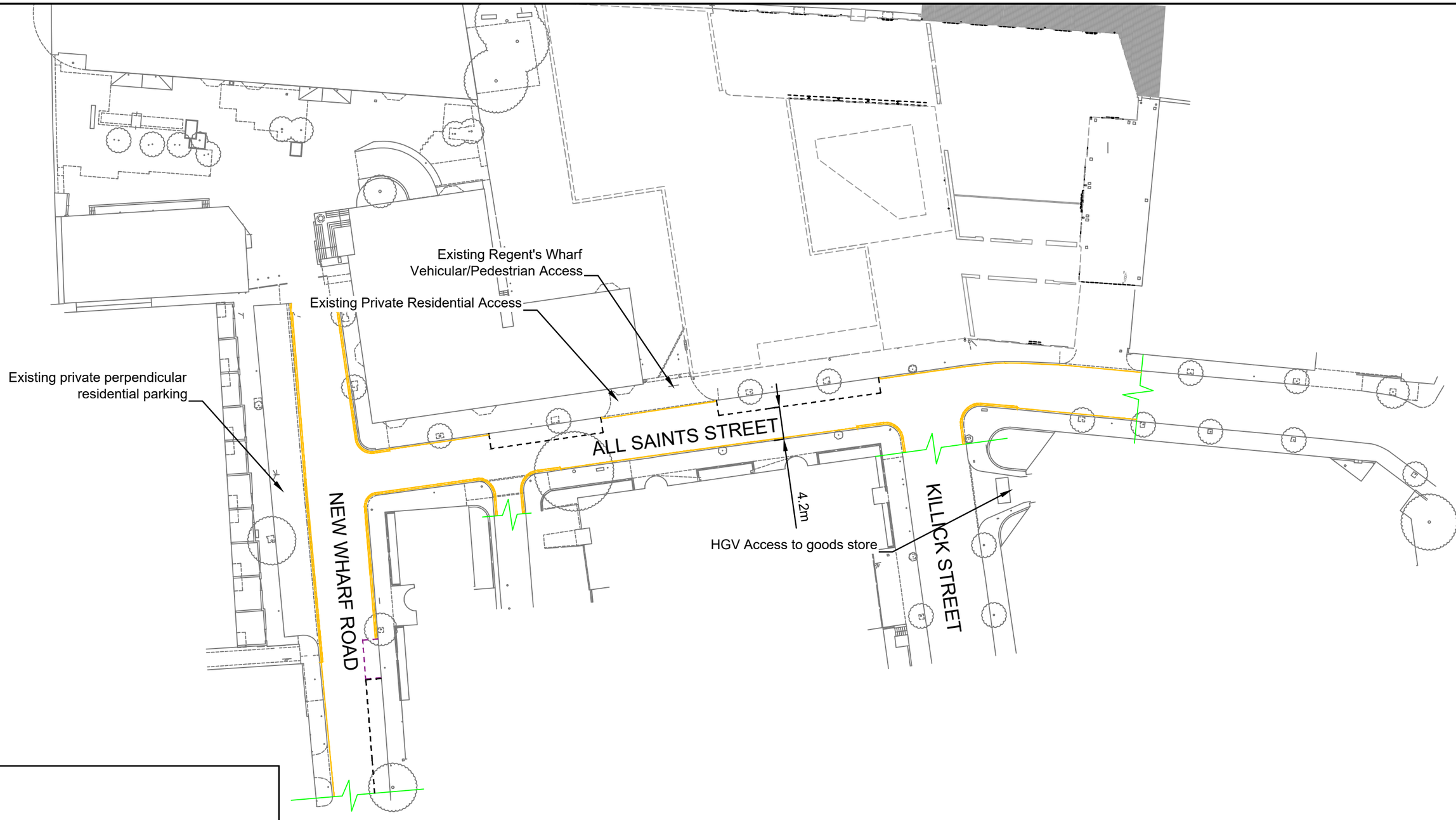
Job Title	Regent's Wharf LB Islington
Drawing Title	Proposed Highway Arrangement
Client	Regent's Wharf Unit Trust

Scale: 1:250	Date: Sept 16	Designed: MJS
Drawn: MJS	Checked: MJB	Approved: SRB
Job No: 16-071	Drawing No: 16-071-113	Rev: C



LEGEND

- Existing Resident Permit Holder Bay
- Existing Car Club Bay

Rev	Amendments	Drn	Chk	App	Date

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Job Title: Regent's Wharf
LB Islington

Drawing Title: Existing Highway Arrangement

Client: Regent's Wharf Unit Trust

Scale	Date	Designed
1:500 @ A3	Mar 16	MJS
Drawn	**Checked**	**Approved**
MJS	MJS	MJS
Job No	**Drawing No**	**Rev**
14-199	14-199-099	A

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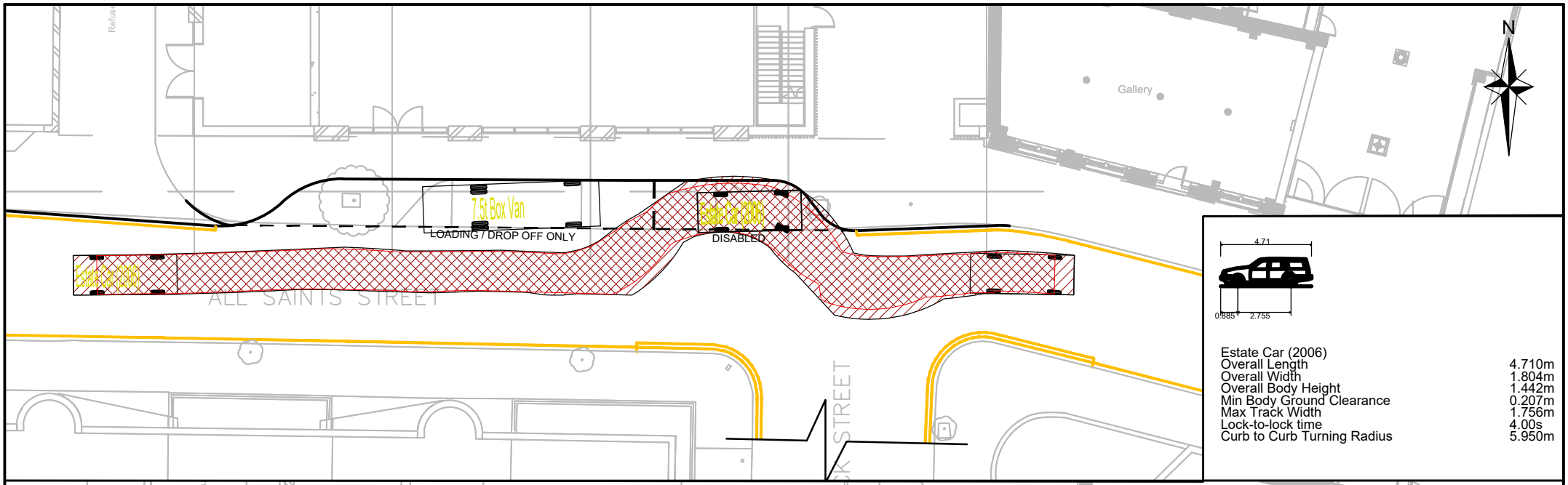
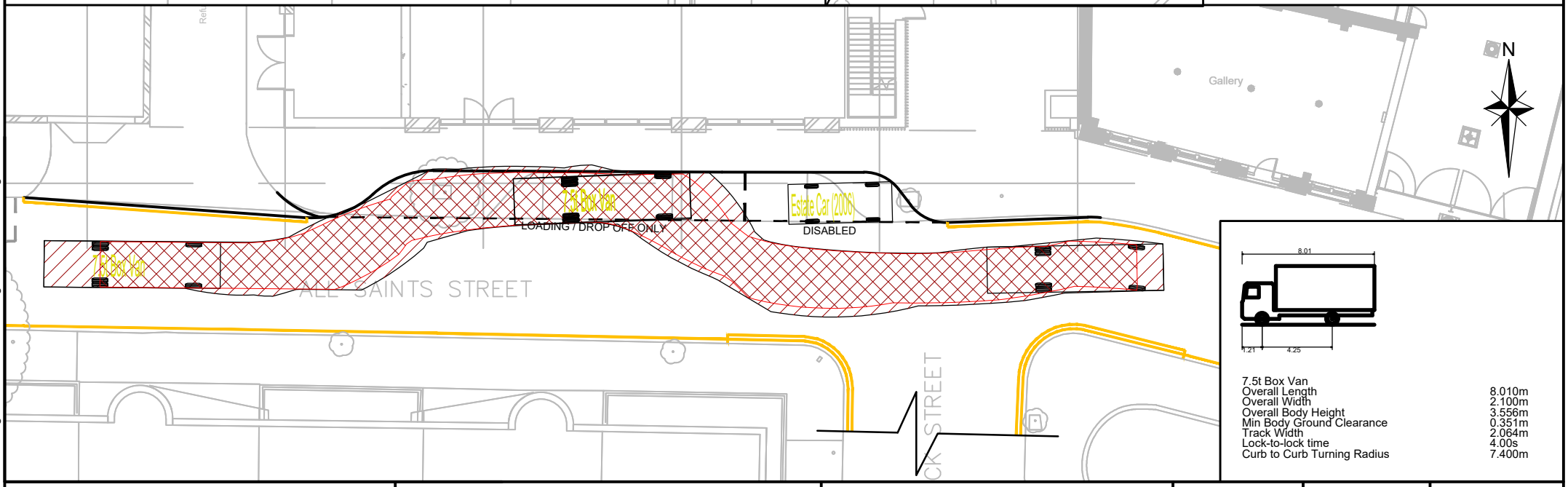


Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.950m



7.5t Box Van

Overall Length	8.010m
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
Curb to Curb Turning Radius	7.400m

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Job Title: Regent's Wharf
LB Islington

Drawing Title: Swept Path Analysis
Proposed On-Street Loading/Disabled Bay

Client: Regent's Wharf Unit Trust

Scale	Date	Designed
1:250	NOV 16	MJS
Drawn	Checked	Approved
MJS	MJB	SRB
Job No	Drawing No	Rev
16-071	16-071-109	A

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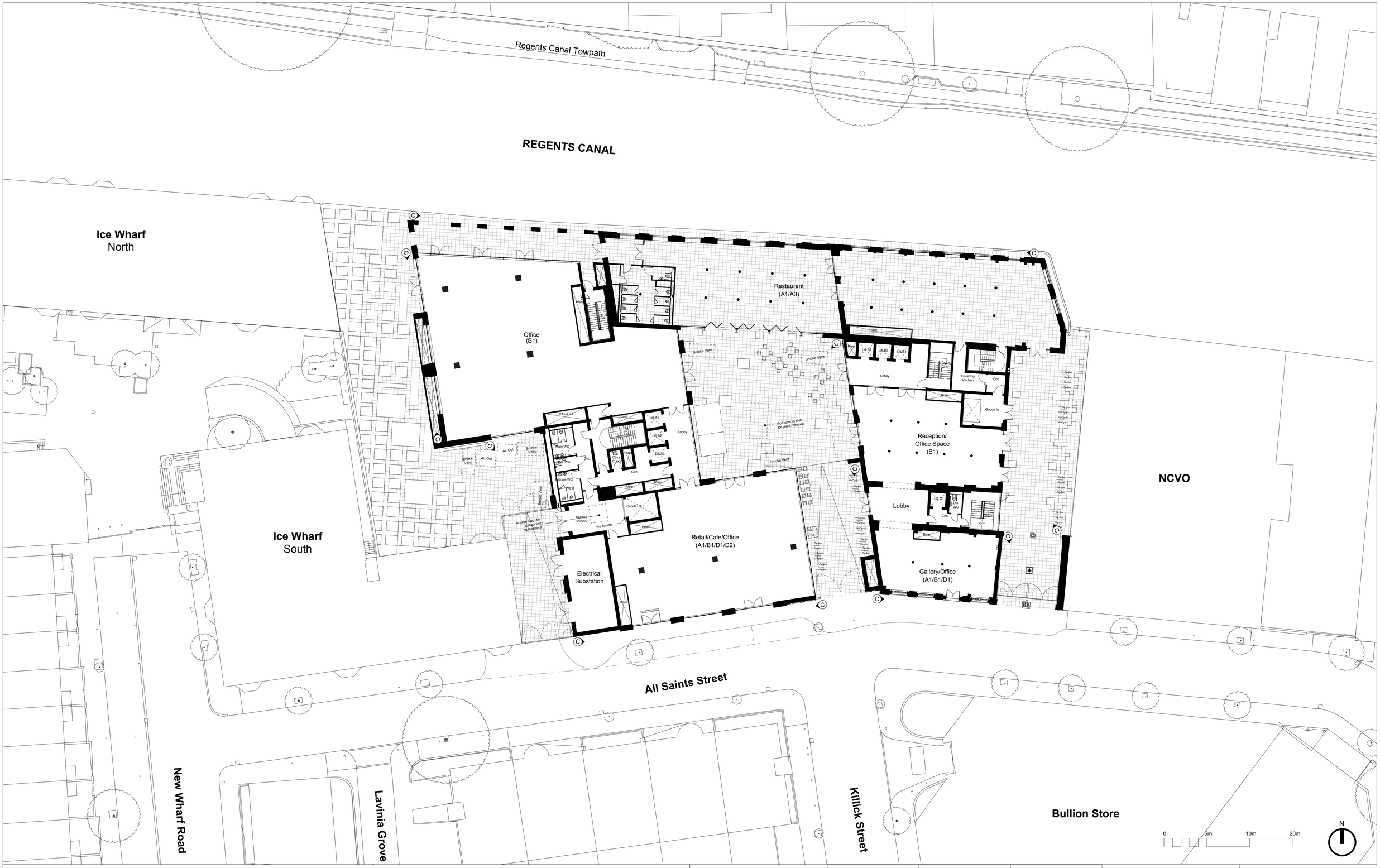
APPENDIX A

ARCHITECTS LAYOUTS



Revisions

PL01 28.11.2016 Issued for Planning

Key

- Indicative location for affordable micro buisiness Pods
- C Indicative CCTV layout and viewing direction

Job Number	Date	Scale
HB1641	Nov 2016	1:200 (A1)
Drawn by	Checked by	Status
OT	EG	Planning

Drawing No. & Revision

RWG-HBA-00-00-DR-A-PL20-0101

Project

Regents Wharf
N1, Islington

Drawing

Proposed Ground Floor Plan

159 St John Street
London EC1V 4QJ
mail@hawkinsbrown.com
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Hawkins\Brown

APPENDIX B

DATA COLLECTION TEMPLATE

Data collection template example:

Date	Vehicle registration no.	Arrival time	Duration	Location	Received by	Delivery organisation	Vehicle Type	No. of items	Item description	Who delivery is for