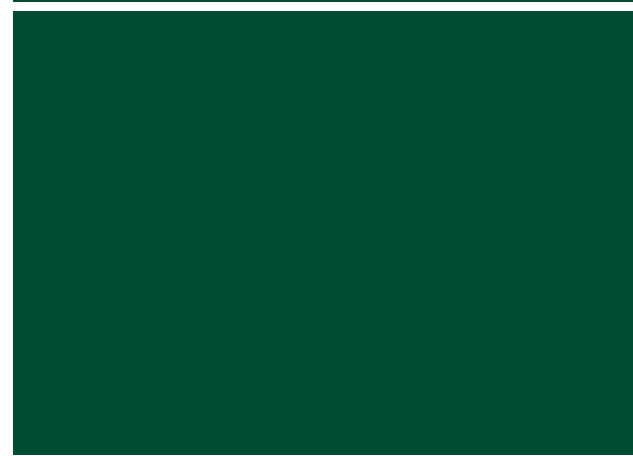




St William Homes LLP

Clarendon Gas Works – Phase 3 Delivery and Servicing Management Plan

December 2022



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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) has been commissioned by St William LLP to prepare a Delivery and Servicing Management Plan (DSP) for the third phase of Clarendon Gas Works development located within the London Borough of Haringey (LBH).

1.1.2 The Clarendon Gas Works scheme is a residential led mixed use development comprising 1,697 residential units, office, retail, day nursery and leisure uses. The third phase of the development will comprise 481 residential units, two retail units (171m² and 435m²), two café units (246m² and 130m²), one workplace/retail unit with 111m², and one office unit with 2,518m².

1.2 Report Purpose

1.2.1 A DSP is used to inform the local and regional authorities of the applicant's intent to manage delivery and servicing trips to and from the proposed development to minimise the impact of these trips on the surrounding local highway network.

1.2.2 This report sets out the likely level of servicing trips, proposed access arrangements for servicing and refuse collection vehicles associated with Phase 3 of the development. This document will also comprise measures to minimise the impact of servicing and refuse collection trips on the existing highway.

1.2.3 This report is structured as follows:

- **Chapter 2 – Policy Context** – summarises planning policies and guidance regarding deliveries and servicing.
- **Chapter 3 – Delivery and Servicing Plan Objectives** – sets out the objectives of this DSP.
- **Chapter 4 – Deliveries and Servicing Arrangements** – outlines the design proposals for delivery and servicing activities within the development.
- **Chapter 5 – Delivery and Servicing Plan Measures** – outlines the overarching measures and initiatives to be implemented at the site.

2 POLICY CONTEXT

- 2.1.1 This section considers the proposed development with regards to delivery and servicing, assessing it against national, regional and local planning policies and guidance.

2.2 National

National Planning Policy Framework, 2021 – Department for Communities and Local Government

- 2.2.1 Paragraph 112 of the document states that applications for development should:
"allow for the efficient delivery of goods, and access by service and emergency vehicles".

Fleet Operator Recognition Scheme

- 2.2.2 The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme that promotes best practice for commercial vehicle operators. FORS encompasses all aspects of safety, efficiency, and environmental protection by encouraging and training fleet operators to measure, monitor and improve performance. FORS provides accreditation pathways for operators of any type, and for those organisations that award contracts and specify transport requirements.
- 2.2.3 FORS Bronze, Silver and Gold membership provides progressive accreditation enabling operators to achieve exemplary levels of best practice. FORS members stand out from the crowd, work to standards above the legal minimum and have access to a wide range of exclusive benefits that provide a real competitive advantage.
- 2.2.4 FORS accreditation drives best practice across the European fleet industry in terms of safety, efficiency and environmental protection. It also offers guidance and training to help operators attain the Standard.

2.3 Regional

London Plan (2021)

- 2.3.1 Policy T4 Assessing and mitigating transport impacts states that delivery and servicing plans will be required to be in accordance with relevant TfL guidance.

2.3.2 Policy T7 Deliveries, servicing and construction states that:

"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and 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.

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.

At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans".

Freight and Servicing Action Plan (2019)

2.3.3 Following the adoption of the new Mayors Transport Strategy in 2018, a new Freight Action Plan has been published. The Freight and Servicing Action Plan identifies and addresses the challenge of delivering freight sustainably in London.

2.3.4 The Plan highlights the following guidance principles:

- The number of freight and servicing trips and the kilometres travelled will be minimised.
- Freight and servicing activity will avoid the busiest times for people walking, cycling and using public transport.
- The cleanest, quietest and safest freight and servicing vehicle practices will be deployed.
- The local barriers to providing the safest and most efficient delivery practices will be identified and addressed through the plans.

Mayor's Transport Strategy (March 2018)

2.3.5 The Mayor's Transport Strategy sets out the policies to reshape transport in London over the next 25 years. The strategy recognises that London's continued success relies on safe, sustainable, reliable and efficient goods delivery and services.

- 2.3.6 Proposal 15 states that 'The Mayor, through TfL, will work with the boroughs, businesses and freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims at reducing the number of lorries and vans entering London in the morning peak by 10% by 2026'.
- 2.3.7 Furthermore, the strategy states that new developments will be expected to be designed to encourage efficient, safe, low-emission delivery and servicing trips. Planning permission should secure delivery and servicing plans that support offpeak (Including night-time) deliveries.
- 2.3.8 This is supported by proposal 81 which states delivery and servicing plans should facilitate off-peak deliveries using quiet technologies, and the use of more sustainable modes of delivery, including cargo bikes and electric vehicles where practicable.

Delivery and Servicing Plan Guidance (December 2020)

- 2.3.9 The TfL document provides guidance on how to develop a DSP, including the benefits of a DSP, data gathering and monitoring tools and measures to include within the DSP. The document focuses on three core elements; safety, cleanness and efficiency. It also outlines how the Healthy Streets Approach should be considered within design.
- 2.3.10 The suggested measures to manage deliveries include:
- Inform suppliers of the delivery location.
 - Implement a delivery booking system.
 - More deliveries outside of peak, or normal working hours.
 - Reduce the time spent on-site by the suppliers.
 - Reduce delivery, servicing and collection frequencies.
 - Establish a centralised ordering system.
 - Comply with emissions legislation.
 - Reduce or consolidate the number of suppliers.
 - Waste Management.
 - Utilise emerging trends i.e., cycling cargo.

Delivery and Servicing Plans: Making freight work for you – Transport for London

- 2.3.11 This TfL guidance provides the most appropriate best practice guidance for preparing DSP's. The guidance is aimed at established organisations. Therefore, this guidance will be used to prepare the full DSP after the occupation of the proposed development when full delivery and servicing surveys have been undertaken.

Rethinking deliveries summary report – Transport for London

- 2.3.12 This document focuses on how delivery and servicing trips can be consolidated. The document is based on the findings of a range of techniques currently in place in the UK and internationally to help understand how each can be used, their benefits and potential barriers. This document focuses on the main findings and identifies areas where different consolidation solutions can be introduced in a cost-effective way.

The London Low Emissions Zone

- 2.3.13 The Low Emission Zone (LEZ) was introduced in 2008 to encourage the most polluting heavy diesel vehicles driving in London to become cleaner. The LEZ covers most of Greater London. To drive within it without paying a daily charge these vehicles must meet certain emissions standards that limit the amount of particulate matter being discharged from their exhausts.
- 2.3.14 The LEZ aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, large vans, pickups, coaches, buses, minibuses and various other specialist vehicles and deterring the use of the most polluting vehicles by freight operators. Cars and motorcycles are not affected.
- 2.3.15 The LEZ operates 24 hours a day, seven days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for HGV's, coaches and buses; and £100 for large vans, pickups and minibuses which do not meet the required standards.
- 2.3.16 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates as vehicles are driven past within the LEZ and check it against a database of vehicles. The database contains vehicles which meet the LEZ emissions standards and are therefore exempt from charges, are registered for a 100% discount or have paid the LEZ daily charge. Vehicles not within the database are will be issued a penalty charge notice which will need to be paid by midnight the next working day.

Ultra-low Emission Zone

- 2.3.17 The Ultra-Low Emission Zone (ULEZ) came into force 8th April 2019, and was expanded in October 2021 to incorporate everything within the north and south circular. The ULEZ will operate 24 hours a day, 7 days a week.
- 2.3.18 The ULEZ is an area within which all cars, motorcycles, vans, minibuses, buses, coaches and HGV's will need to meet ULEZ exhaust emission standards or pay a daily charge to travel.

2.4 Local

Haringey's Local Plan – 2013 with alterations 2017

- 2.4.1 Policy SP7: Transport states that "The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub".

3 DELIVERY AND SERVICING PLAN OBJECTIVES

3.1.1 The objective of this DSP is to develop through the planning process a document which will seek to support a sustainable and well-managed development with regards to deliveries and servicing.

3.1.2 This DSP 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, re-timed or even consolidated, particularly during busy periods.
- Improve the reliability of deliveries to the site.
- Reduce the operating costs of occupants and freight companies.
- Reduce the impact of freight activity on local residents and the environment.

4 DELIVERY AND SERVICING ARRANGEMENTS

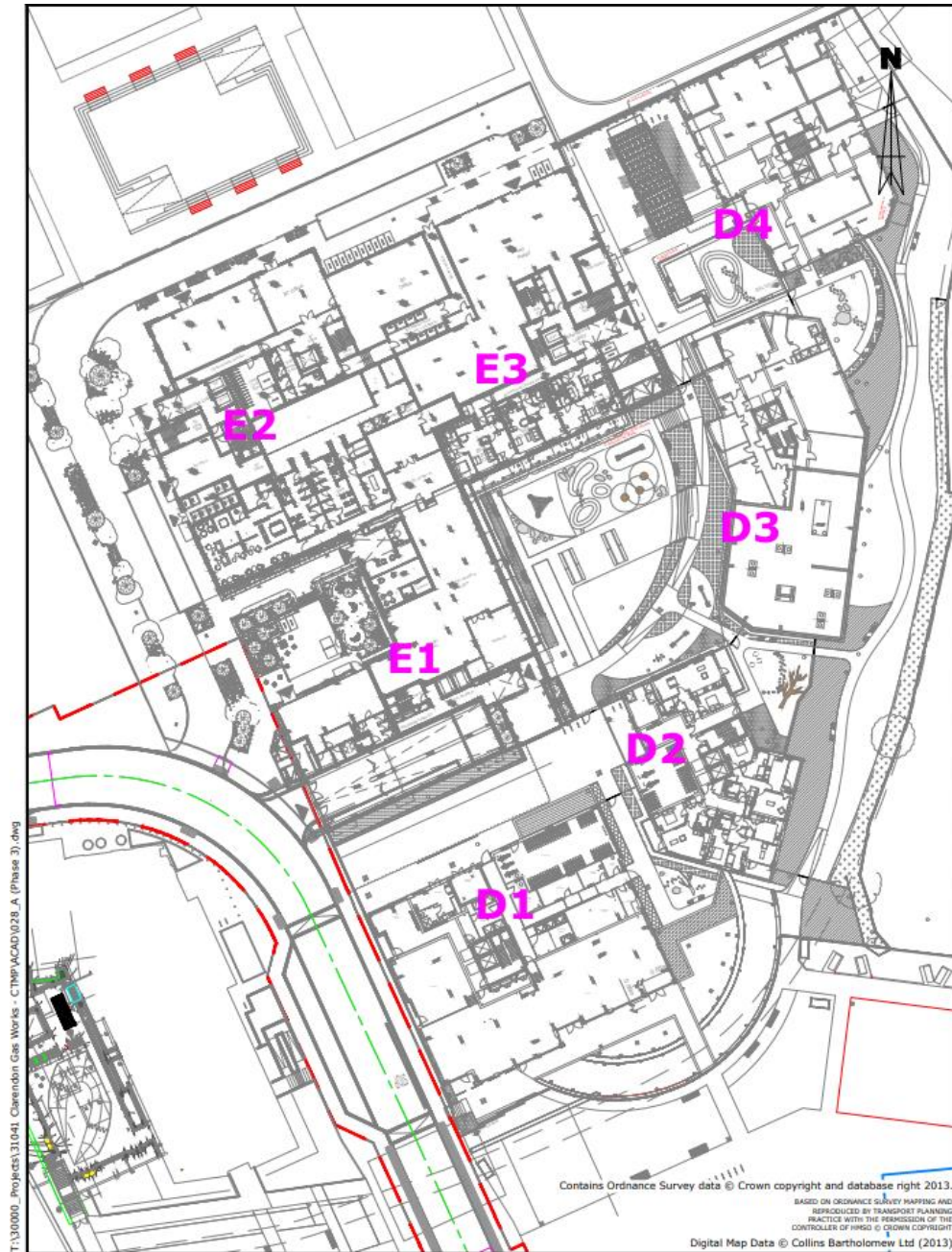
- 4.1.1 The Clarendon Gas Works scheme is a residential-led mixed-use development comprising 1,697 residential units, office, retail, day nursery and leisure uses. The third phase of the development will comprise 481 residential units, two retail units (171m² and 435m²), two café units (246m² and 130m²), one workplace/retail unit with 111m², and one office unit with 2,518m².

4.2 Delivery and servicing arrangements

- 4.2.1 The blocks associated with Phase 3 are located to the east of Mary Neuner Road and the south of Brook Road. The new blocks are called the D and E blocks and are titled D1-D4 and E1-E3 respectively. Block D1 and D2 will be serviced via the new loading bay created on the west side of Mary Neuner Road create as part of Phase 2, and also the on-site loading area immediately north of Block D1. Blocks to the south and east of Brook Road including D3, D4, E1, E2 and E3, will be serviced via two new loading bays created on the one-way internal route linking Brook Road to Mary Neuner Road.
- 4.2.2 The proposed road is a one-way route with restricted access for only delivery and servicing vehicles. It will be accessed from Brook Road north of the site. Drivers of the servicing and delivery vehicles will have to use the intercom when initially driving on to the route. The intercom will connect with staff at the concierge desk who can remotely lower the retractable bollards and give delivery vehicles access.

4.2.3 Blocks D1-D4 and E1-B3 are illustrated in Inset 1 below.

Inset 1: Proposed blocks for phase 3 (D1-D4 and E1-E3)



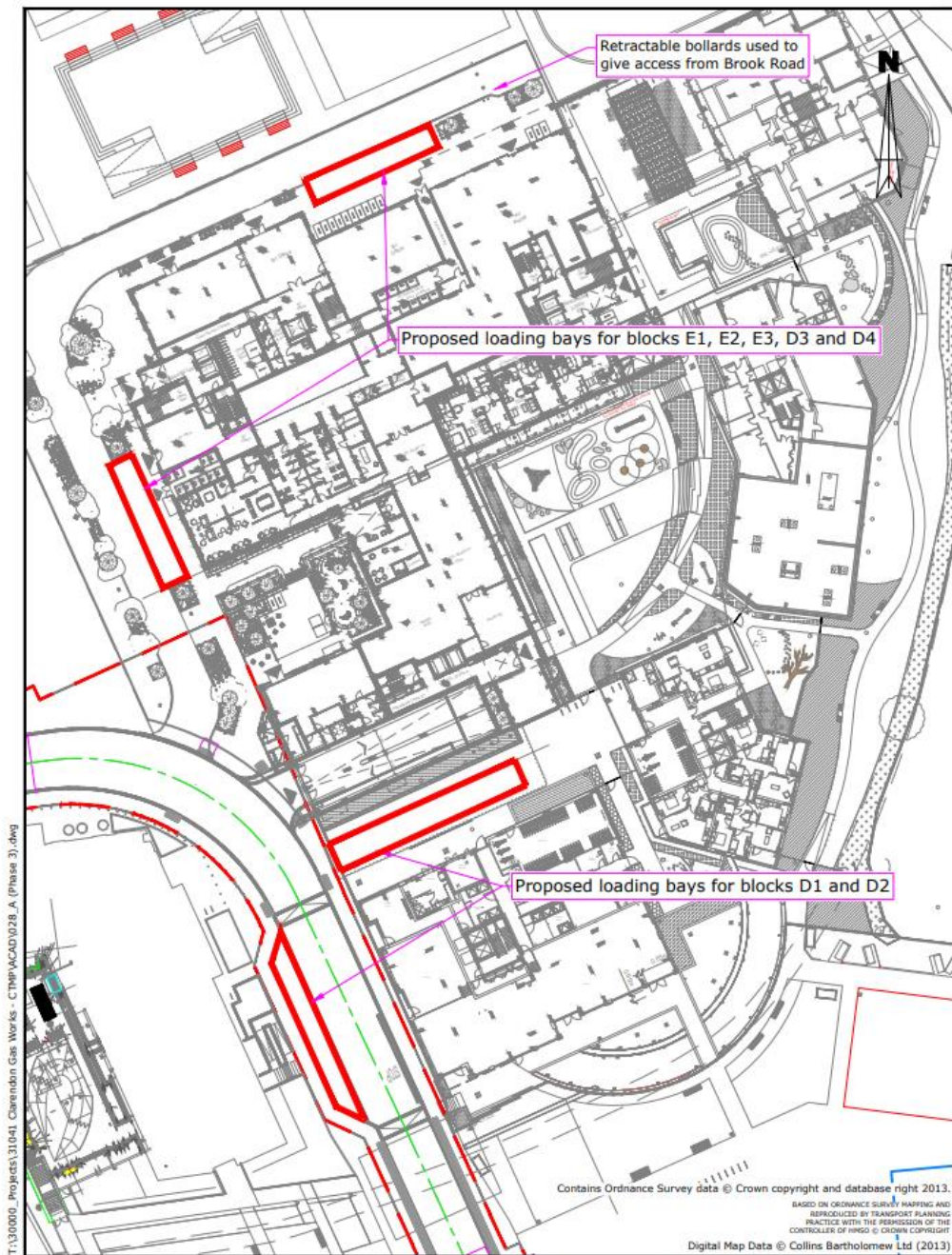
Proposed blocks for phase 3 (D1-D4 and E1-E3)

TPP
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

Inset 1

- 4.2.4 The location of the proposed loading bays on the western side of Mary Neuner Road and on the proposed one-way route are illustrated in Inset 2 below.

Inset 2: Proposed loading bays for phase 3



Proposed loading bays for phase 3

Inset 2

- 4.2.5 Refuse collection for blocks D1 and D2 will take place from a collection point located north of Block D1 on a paved area. Block D1 contains a residential refuse store and a dedicated commercial store for the A3 café units and A1 retail unit. For Block D1, the bin stores are within a 10m distance from the loading bay and will therefore be transferred to the collection vehicle by collection operatives. For Block D2, bins will be wheeled from the refuse store to the collection point on the paved area north of Block D1 by members of the site management company.
- 4.2.6 Blocks D3 and D4 both contain a residential refuse store adjacent to a common courtyard between both buildings. Bins will be rolled from both refuse stores to a collection point North of the courtyard, for ease of access by the refuse vehicle.
- 4.2.7 For blocks E1-E3, the site management team will transport the bins for the appropriate waste stream, using electric vehicle tugs, up the basement car park ramp and into the waste holding store located at ground level. The bins requiring collection will be made available, by the internal management team within 10m of the waste vehicle at the designated collection point, located on a smooth, level surface. Full details of the waste storage and collection arrangements are outlined in the Waste Management Strategy submitted to address Planning Condition 40 for each phase of the development.
- 4.2.8 The loading bays will comprise 'Loading only' signage which will be monitored by the site management team to ensure the bay is not used for parking.
- 4.2.9 Vehicle tracking for the proposed loading bays is provided in Appendix A of this report.

4.3 Delivery and servicing trip generation

- 4.3.1 The estimated number of delivery and servicing trips has been calculated by using the servicing trip rates presented in the DSP agreed for Phase 2. The daily trip rates used are summarised below in Table 4.1.

Table 4.1: Servicing Daily Trip Rates by Land Use

Land Use Class	Daily Two-Way Trip Rate
A1 Retail	1.060
A3 Café/Restaurant	2.720
B1 Business	0.400
C3 Residential	0.140
D2 Leisure	0.400

- 4.3.2 As a sensitivity test, the above residential trip rate was compared to the servicing trips recorded at the Riverlight development on Nine Elms Lane, which comprises circa 900 residential units and a variety of other land uses. Approximately 70% of the development had been completed at the time of the survey, and of that 80% was occupied (circa 500 residential units). No non-residential floorspace was occupied. A delivery survey of the Riverlight development was undertaken for a week period.
- 4.3.3 The lowest number of deliveries occurred on the weekend, when an average of six deliveries were undertaken per day. During the weekdays, the average daily number of deliveries was 24 (i.e. 48 two-way trips) and a max. of 36 deliveries was recorded.
- 4.3.4 A comparison of the daily servicing trip rate per residential unit between the BBC site and the Riverlight scheme is provided in Table 4.2.

Table 4.2: Comparison of Residential Daily Servicing Trip Rates

Development scheme	Daily Two-Way Servicing Vehicle Trip Rate
BBC Site	0.140
Riverlight – Average	0.096
Riverlight – Maximum	0.144

- 4.3.5 It can be seen from the trip rates presented in Table 4.2 that the trip rates used for this assessment are higher than the number of average trip rates derived from Riverlight. The trip rates are similar to the higher number derived from Riverlight, however the difference is not significant when trips are distributed throughout the day and the proposed trip rate of 0.140 is considered to be appropriate.
- 4.3.6 The above trip rates have been applied to the proposed quantum of Phase 3 of the development: 481 residential units, two retail units (171m² and 435m²), two café units (246m² and 130m²), one workplace/retail unit with 111m², and one office unit with 2,518m². The daily servicing trips are presented in Table 4.3 below.

Table 4.3: Servicing Daily Trips by Land Use

Land Use Class	Daily Two-Way Trip
C3 Residential	67
Retail	6
Café/Restaurant	10
Commercial, business and services	11
Total	94

- 4.3.7 Table 4.3 indicates that the Phase 3 development is expected to generate a total of 94 two-way trips on a typical day.

- 4.3.8 The total number of trips has been distributed throughout a typical weekday based on the distribution profile provided within the draft DSP.
- 4.3.9 Based on this a maximum of 11 deliveries/servicing trips are typically expected during a one-hour period across the four loading bays, i.e., one to the east of Mary Neuner Road, one to the north of D1 and two bays located on the southern and northern side of the proposed road alongside blocks E1, E2 and E3. This represents an average of three delivery/servicing vehicles per bay which equates to a delivery every 20 minutes per bay. The majority of deliveries are expected to be couriered light goods which usually result in a very short vehicle dwell time, typically less than five minutes. Therefore, the maximum predicted number of serving trips in an hour of three indicates the do not present concerns with regard to capacity issues.
- 4.3.10 However, as a robust assessment, consideration has also been given for deliveries and servicing activities that may require a longer dwell time e.g., an average of 20 minutes. In these cases, a large delivery or refuse collection vehicle may remain parked within the bays for up to 20 minutes. To account for this, it has been assumed that of the 11 deliveries during the busiest period two HGVs will undertake deliveries/servicing activities and that these will require an average stay of 20 minutes. Additionally, it is assumed that the other nine deliveries will be in light vans and that these will also require an average stay of 20 minutes. As indicated on drawing 31041/AC/028, 31041/AC/032, 31041/AC/034, three of the four loading bays can accommodate two light vans at a time.
- 4.3.11 It is anticipated that the most frequent delivery vehicles will be cars and light goods vehicles (LGVs) and that occasional deliveries would be undertaken by heavy goods vehicles (HGVs).

4.4 Emergency vehicles

- 4.4.1 Mary Neuner Road has been designed to accommodate emergency services vehicles. Mary Neuner Road is designed to be a minimum of 6.5m wide along its entire length so allows for a bus and emergency services vehicle to pass.
- 4.4.2 The proposed internal road alongside blocks E1, E2 and E3 has been designed to accommodate refuse, delivery and emergency vehicles. The proposed road is designed to be 4m wide along its entire length.

5 DELIVERY AND SERVICING PLAN MEASURES

- 5.1.1 This chapter outlines the overarching measures and initiatives included within the DSP which are applicable within the proposed development site.
- 5.1.2 This DSP will specifically aim to ensure that servicing of the development can be carried out efficiently and mitigate any negative impacts on the local residents, the highway network and the environment.
- 5.1.3 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' the proposed management measures and initiatives have been grouped into the following areas:
- Design
 - Procurement Strategy
 - Operational Efficiency
 - Waste Management
 - Road Trip Reduction

5.2 Design

- 5.2.1 The London Freight Plan recognises that good design can minimise disturbance for residents at or on route to the site, and the impact of servicing upon the surrounding highway network. The specific design-related measures implemented as part of the development are set out in turn below:

Servicing Facilities

- 5.2.2 The proposed development's servicing arrangements have been designed to ensure all delivery and servicing activities will take place from the loading bays located on the western side of Mary Neuner Road, north of block D1 on a paved area, and the northern and southern sides of the proposed road. The location of the bays ensures that delivery and servicing vehicles can park within the bays without obstructing traffic flows. Details of the servicing proposals are provided within Chapter 4 of this report.

Risk assessment of servicing area

- 5.2.3 A risk assessment would be normally undertaken by suitably trained site management staff prior to use. This assessment will examine the following issues:
- Adequate manoeuvring space for the vehicles

- Interaction with pedestrians
- Adequate unloading area
- Level route from vehicle to destination
- Interaction with vehicles
- Visibility of management staff through the use of personal protective equipment (PPE)

Servicing Restrictions

5.2.4 The largest vehicle types that can reasonably be expected to deliver to and service the proposed development are as follows:

- 10m rigid HGV (width 2.5m; length 10m; height: 3.7m)
- Refuse vehicle (width 2.5m; length 10.7m; height: 3.2m)

5.2.5 However, it is anticipated that the most frequent delivery vehicles will be light goods vehicles (vans) and cars.

5.2.6 Occupiers of the development, particularly the commercial occupiers will be advised that any delivery and servicing vehicles exceeding the size of the vehicles set out above are expected to make specific delivery arrangements with the site management company in advance to make sure they can be accommodated. Any abnormal/overweight vehicles would need to be specifically assessed for appropriate means of accessing the site and any essential mitigation that may be required. These are expected to be rare events, and typically would relate to major repair/maintenance works to the development.

Accommodating Special Deliveries including home removals

5.2.7 Any special deliveries/home removals to and from the development will need to be pre-arranged with the site management company. The delivery time and duration will be agreed with the site management company to minimise the impact upon the routine daily servicing requirements of the development. Out-of-peak deliveries will be encouraged for such deliveries wherever possible.

5.3 Procurement Strategy

5.3.1 The procurement process should demonstrate an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it. This will be undertaken by the estate management company.

Local facilities

- 5.3.2 There are local shops, supermarkets and services which are expected to encourage residents and commercial tenants to source everyday items from the local area which will contribute to reducing the number of deliveries to the site.

5.4 Operational efficiency

Communication of delivery procedures

- 5.4.1 The delivery procedures in operation at the site will be communicated to all occupiers upon occupation. All non-residential operators will be provided with written/emailed instructions on how to book deliveries and the procedures to be adopted to reduce or consolidate deliveries. All residents will also be provided with a Home User Guide which will include details on how to book deliveries.
- 5.4.2 Freight operators will be able to contact the estate management company prior to arriving at the site so that they can be informed of the site arrangements for deliveries and any procedures they should undertake to deliver goods and services to the site safely and efficiently.

Reducing repeat deliveries

- 5.4.3 The concierge will have the ability to receive goods from courier deliveries (i.e. online retailers such as Amazon) if a resident is not available to minimise the number of repeat trips on the network.

5.5 Waste management

Waste reduction, storage and removal measures

- 5.5.1 The guidance contained within the London Freight Plan identifies that developments should provide sufficient facilities for storage and collection of segregated waste.
- 5.5.2 The development will provide segregated waste storage for the proposed uses. Waste will be segregated into residual waste and recyclable waste. Provision for recyclables is provided within the site in accordance with the relevant local guidance and as outlined in the Waste Management Strategy submitted to address Planning Condition 40 for each phase of the development.

Refuse Collection Procedures

- 5.5.3 On refuse collection days, refuse collection will be undertaken as summarised in Chapter 4 of this document with full details set out in the Waste Management Strategy documents submitted to address Planning Condition 40.
- 5.5.4 Refuse collection for non-residential uses will be undertaken outside of the peak hours where possible, with the specific collection times arranged with private waste contractors to minimise impacts upon the uses within the site.
- 5.5.5 Refuse collection for non-residential uses will be undertaken outside of the peak hours where possible, with the specific collection times arranged with private waste contractors to minimise impacts upon the uses within the site.

5.6 Road trip reduction

Delivery and servicing vehicle frequencies

- 5.6.1 The number of delivery and servicing trips has been considered earlier on in this document in Chapter 4.

Encouraging Deliveries by Sustainable Modes

- 5.6.2 Occupiers of the commercial units will be encouraged to use suppliers who are affiliated to the Freight Operator Recognition Scheme (FORS) and operating green fleets complying with the emission standards set out by the London Emission Zones. This measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

5.7 Targets and monitoring

Monitoring

- 5.7.1 A programme of monitoring and review will be carried out in accordance with TfL's guidance for undertaking surveys as set out in *Delivery and Servicing Plans, Making freight work for you*. These surveys will be undertaken on a periodic basis.
- 5.7.2 Monitoring and review of deliveries to the site will be the responsibility of the estate management company. A delivery survey audit will be undertaken after the development is occupied. This will comprise an assessment of the usage of the loading bays as well as recording the average duration of stay for vehicles.
- 5.7.3 The estate management company (or appointed consultant) will undertake delivery monitoring surveys on the third and fifth year after the initial survey.

Review

- 5.7.4 The results of the surveys will be used to identify particular trends such as a particular supplier visiting the site more than once a day or that a number of different companies deliver similar products. The results will then help the development management to look for 'quick wins'.
- 5.7.5 These could include for example, that four suppliers deliver the same types of products to the site four times a week, which could potentially be reduced to twice, or even once, a week.
- 5.7.6 This process will provide the opportunity for delivery operations and procedures on the site at the time to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives set out within Chapter 3.

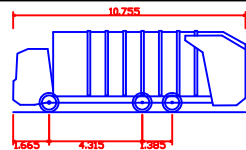
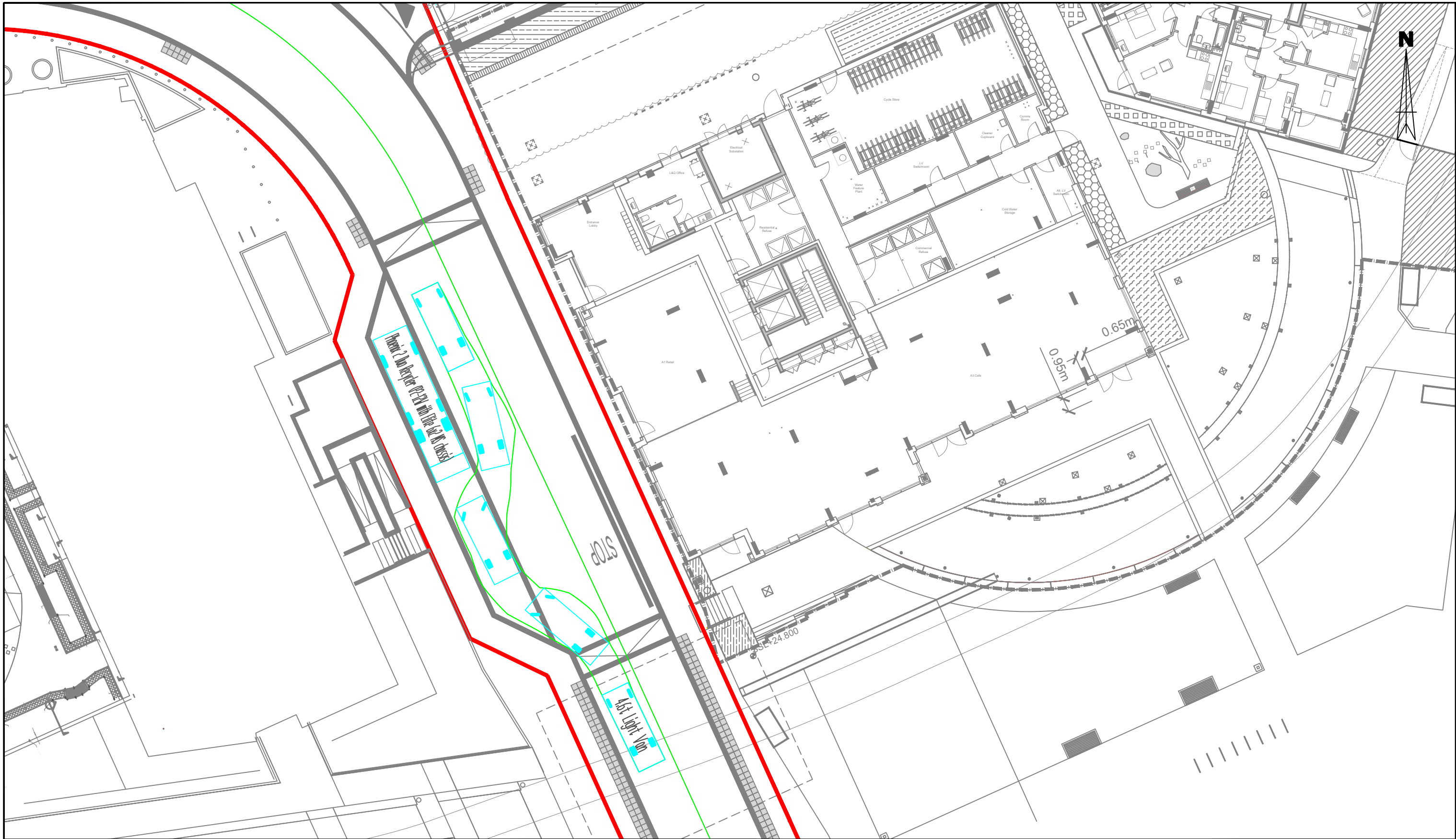
5.8 Enforcement

- 5.8.1 The contents of this DSP have been prepared in order to inform the planning authority of the developer's intent for the planning application for this site. Therefore it must be complied with unless otherwise agreed in writing with the planning authority.
- 5.8.2 This DSP will be updated where appropriate after the baseline surveys have been carried out in line with the TfL's guidance, *Delivery and Servicing Plans, Making freight work for you*, a maximum of six months after the proposed development has reached 75% occupation.

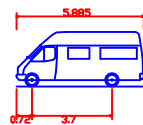
Appendix A

Swept path analysis

T:\30000_Projects\31041 Clarendon Gas Works - CTMP\ACAD\028_A (Phase 3).dwg



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
Overall Length 10.755m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.450m



4.6t Light Van
Overall Length 5.895m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.259m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

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Based on W257-LDA-DD-XX-DR-LS-90-3007 layout, TPP REF - IN_18.

CLARENDON GASWORKS

Swept path analysis of a 4.6t light van -
Access and egress from Phase 3 loading bays
whilst a refuse vehicle is parked

SCALE @ A3 1:250
0 2.5 5m

DATE
01/12/22

DRAWN BY
DC

CHECKED
CVR

TRANSPORT PLANNING PRACTICE

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London, EC1M 6EL

t: 020 7608 0008
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DRAWING NUMBER

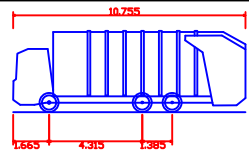
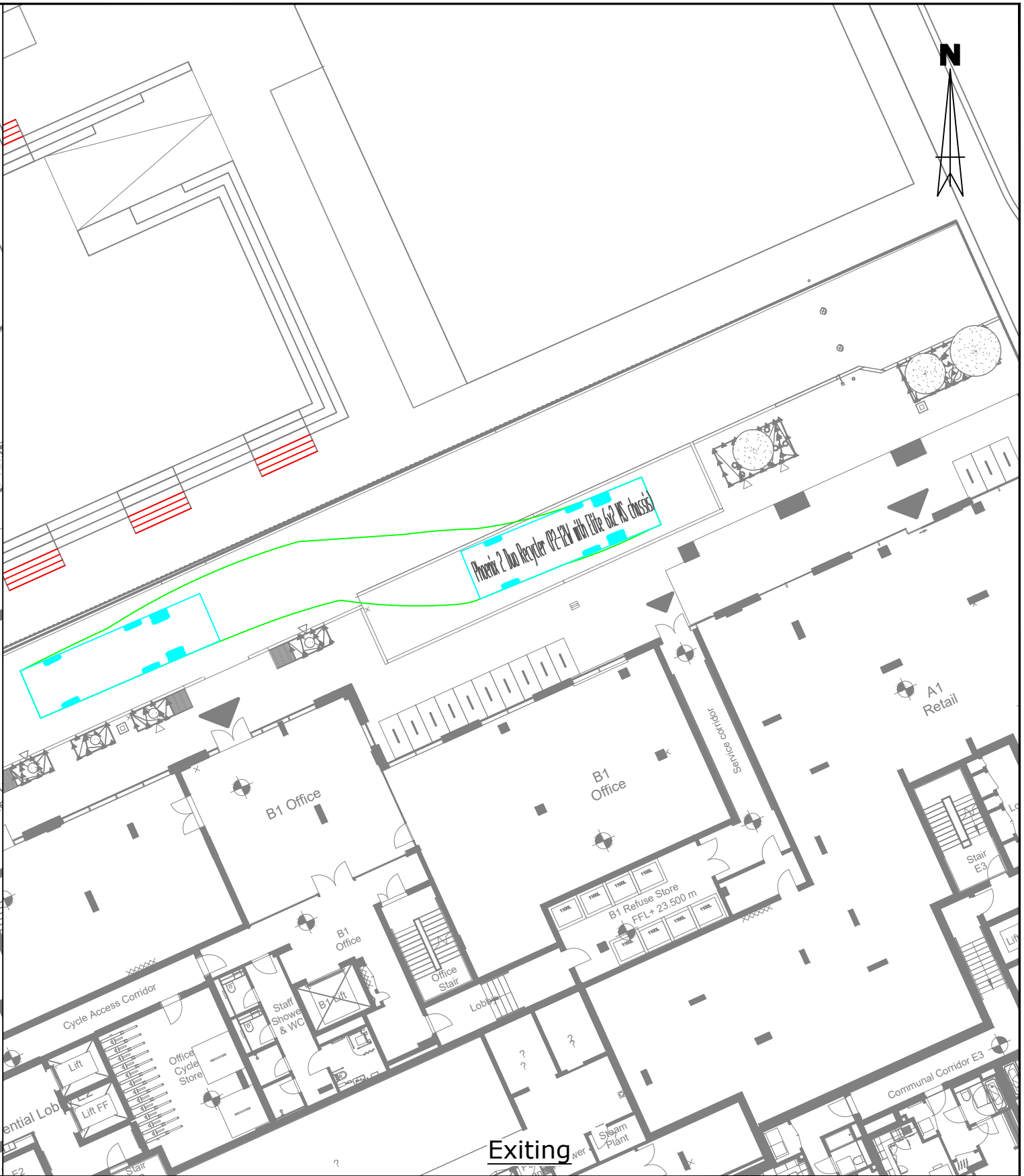
31041/AC/030

REV

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This drawing has been prepared for planning purposes and should not be used for construction.

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Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
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Based on W257-LDA-DD-XX-DR-LS-90-3007 layout, TPP REF - IN_18.

CLARENDON GASWORKS

Swept path analysis of a refuse vehicle -
Access and egress from Phase 3 loading bays

SCALE @ A3 1:250
0 2.5 5m

DATE
01/12/22

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DRAWING NUMBER

31041/AC/031

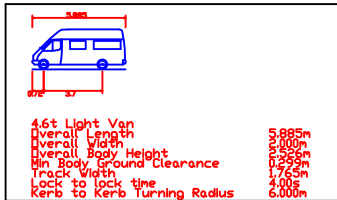
REV

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T:\30000_Projects\31041 Clarendon Gas Works - CTMP\ACAD\028_A (Phase 3).dwg



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CLARENDON GASWORKS

Swept path analysis of a 4.6t light van -
Access and egress from Phase 3 loading bays
whilst another van is parked

SCALE @ A3 1:250
0 2.5 5m

DATE
01/12/22

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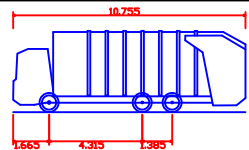
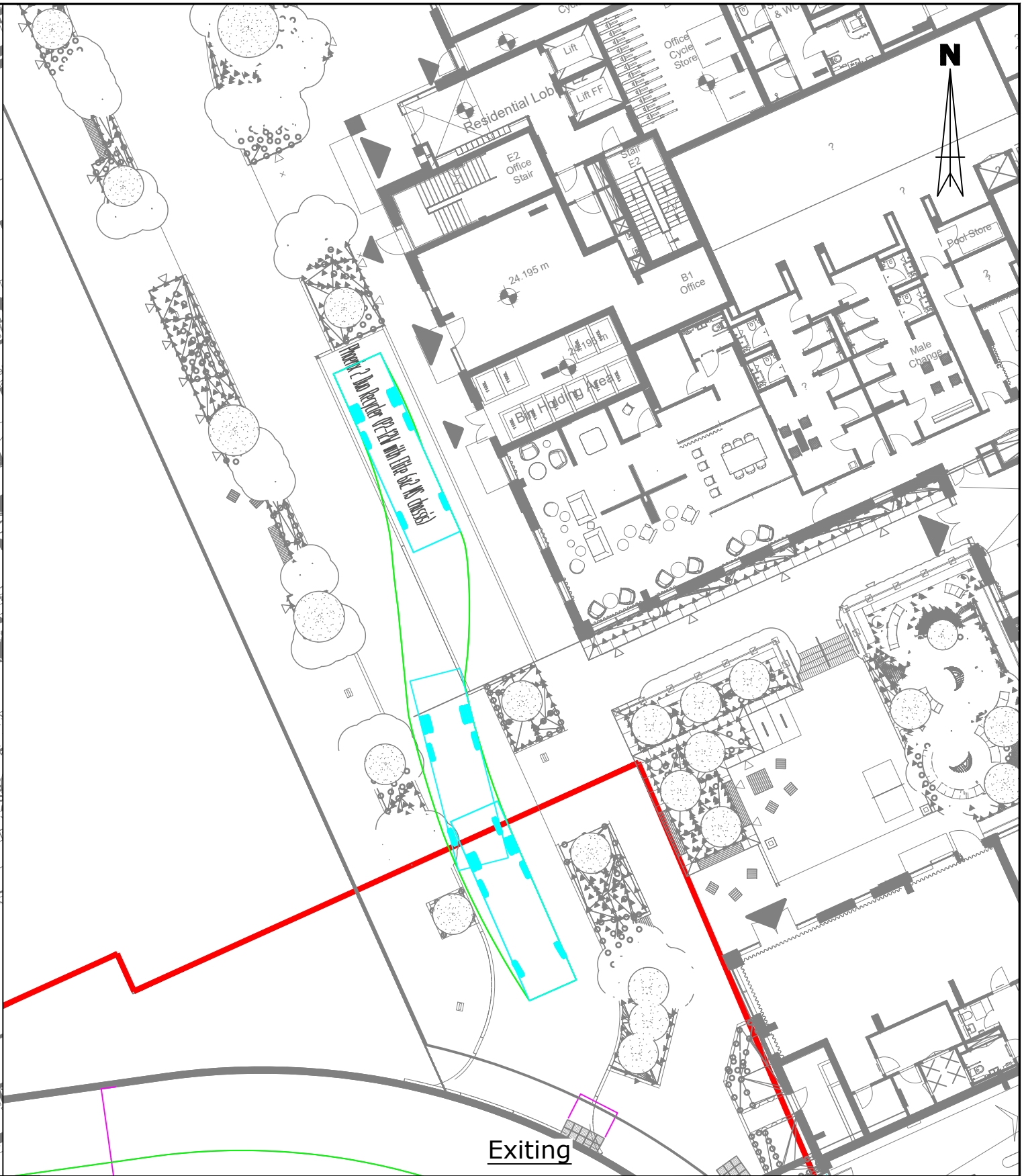
31041/AC/032

REV

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Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
Overall Length 10.755m
Overall Width 2.530m
Overall Body Height 3.535m
Min Body Ground Clearance 0.305m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.450m

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CLARENDON GASWORKS

Swept path analysis of a refuse vehicle -
Access and egress from Phase 3 loading bays

SCALE @ A3 1:250
0 2.5 5m

DATE
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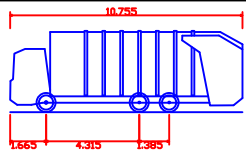
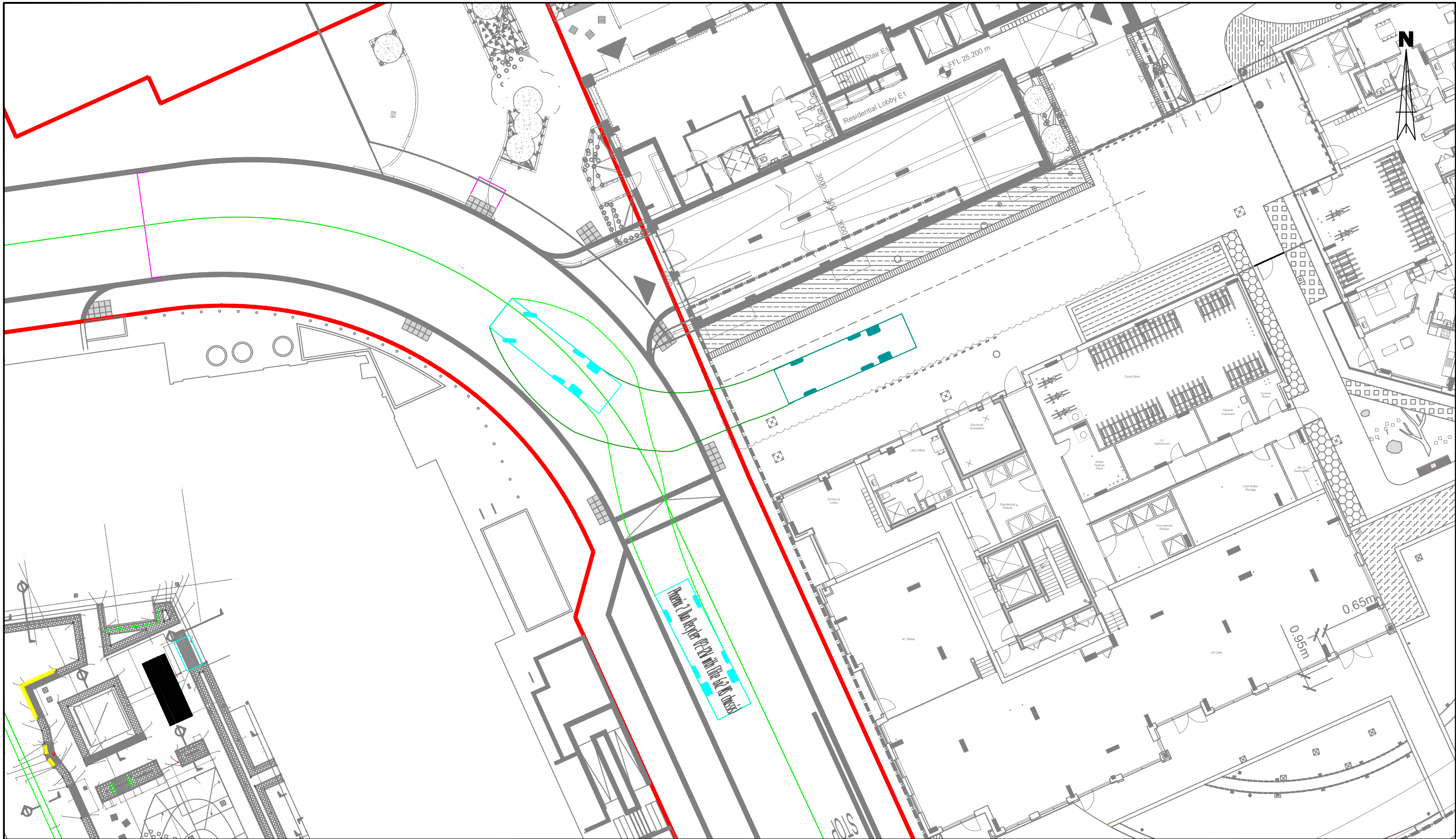
31041/AC/033

REV

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Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
Overall Length 10.755m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.450m

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CLARENDON GASWORKS

Swept path analysis of a refuse vehicle -
Accessing the paved loading area of Block D1

SCALE @ A3
0 2.5 5m

1:250

DATE

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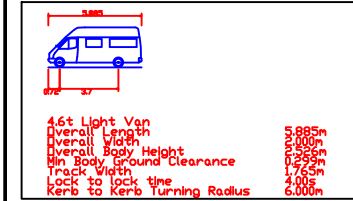
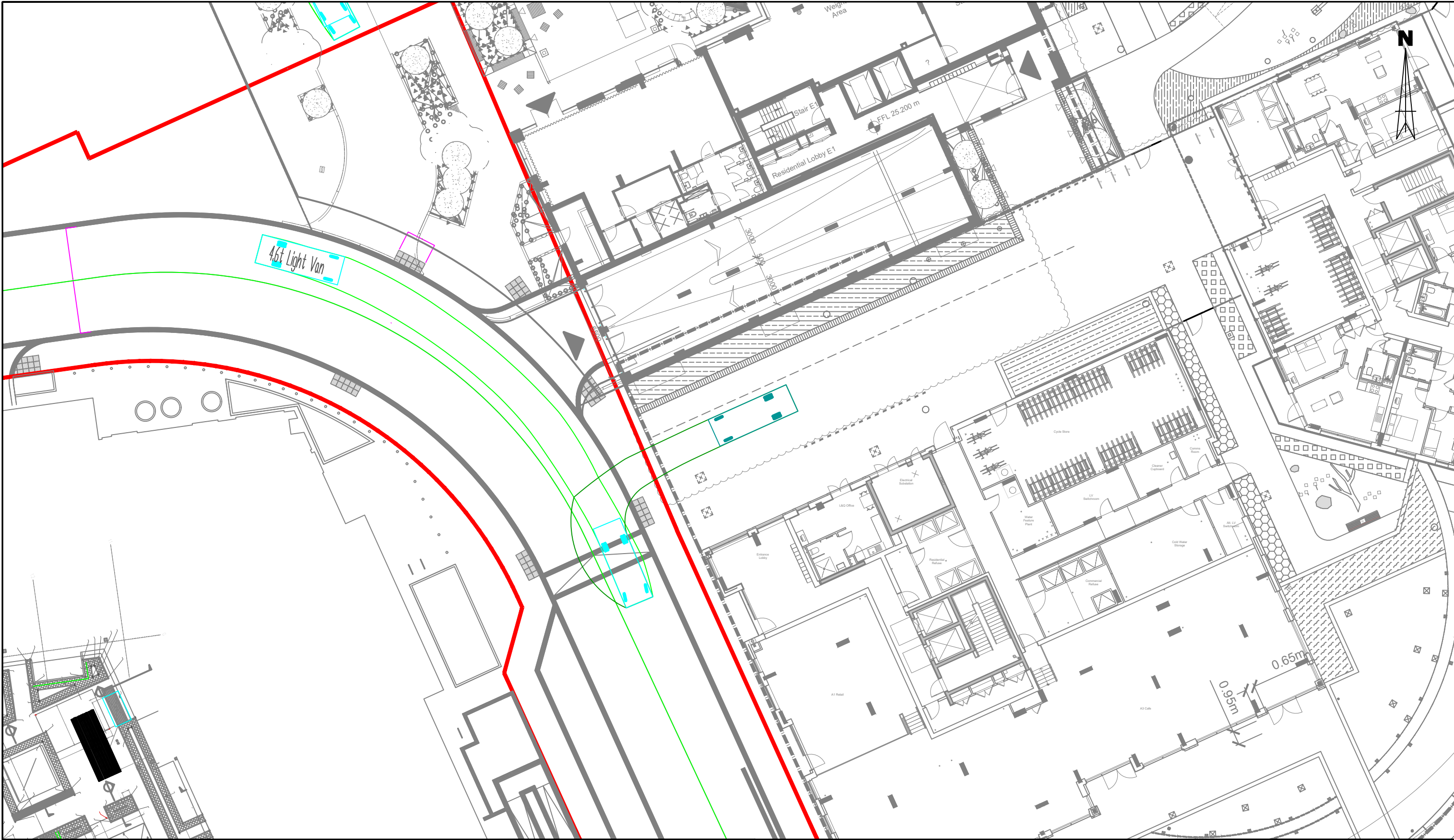
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CLARENDON GASWORKS

Swept path analysis of a 4.6t light van -
Accessing the paved loading area of Block D1

SCALE @ A3 1:250
0 2.5 5m

DATE
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Transport Planning Practice
70 Cowcross Street
London EC1M 6EL
020 7608 0008
email@tppweb.co.uk

www.tppweb.co.uk