

TRANSPORT STATEMENT

St William Homes LLP

Clarendon Gasworks

Blocks H1-H3 (Phase 4)

London Borough of Haringey

August 2023

Transport Statement

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1 Introduction

- 1.1 Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey (LBH). The location of the site is shown at **Figure 1**.
- 1.2 It is proposed to submit a Reserved Matters Application for Buildings H1-H3 (Phase 4) which comprise of 377 homes, 411 sqm A3 café/restaurant floorspace and 2,022 sqm B1a office floorspace. The application also includes basement car parking and upgrades to the public realm on Silsoe Road, which forms the eastern boundary of the Phase 4 site.

Planning Background

- 1.3 A hybrid planning application (planning Ref: HGY/2017/3117) was submitted in November 2017, and approved in April 2018 for:

“A residential led mixed use development comprising the construction of buildings across the site to include the following 178,300m² GEA Use Class C3 Residential; 7,500m² GEA Class B1 Business; 1,500m² to 3,950m² GEA Class A1-A4; 417m² GEA Class D1 Day Nursery; and up to 2,500m² GEA Class D1/ D2 Leisure; New Basement Level, Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.”

- 1.4 As described above, this comprised a part outline / part detailed hybrid planning application. Outline planning permission was granted for:

“The demolition of Olympia Trading Estate and Western Road buildings and structures; 118,150m² Class C3 Residential; 7,168m² to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.”

- 1.5 Detailed permission was granted for:

“The construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332m² Class B1 Business Use / Class A1-A4 Use; 417m² Day Nursery; associated cycle and car parking provision; two basements; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road.”

- 1.6 Condition 2 attached to the permission states that:

“This permission is granted in outline, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:

- appearance;
- landscaping;
- layout;
- scale; and
- access

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing, for each phase of development. The development of each phase shall then be carried out in complete accordance with those particulars.”

1.7 Following this submission of the Hybrid application there have also been subsequent reserved matters applications have been submitted and approved for the following:

- Buildings D1 & D2 (Planning Ref: HGY/2019/0362) on 10/05/2019
- Buildings D3 & D4 (Planning Ref: HGY/2019/1775) on 15/10/2019
- Buildings E1, E2 & E3 (Planning Ref: HGY/2020/1851) on 19/10/2020

Purpose of the Document

- 1.8 This Transport Statement has been prepared to support a Reserved Matters Application for Blocks H1-H3, which form the fourth phase of the outline scheme. This Transport Statement has therefore been prepared in support of discharging Condition 2 of the consent.
- 1.9 The methodologies adopted within this Transport Statement will be the same as those adopted for each of the Reserved Matters applications for the first three phases of the outline scheme i.e. the consented applications for Blocks D1-D4 and Blocks E1-E3.
- 1.10 A Transport Assessment was prepared by Vectos and submitted in support of the planning application (planning Ref: HGY/2017/3117). This document is included at Appendix 8.1 of the Environmental Statement with reference R05-BB-Transport Assessment_171012 Final. Where referenced within this report, the Transport Assessment will be referred to as the ‘approved Vectos Transport Assessment’.
- 1.11 Following this introductory section, the remainder of this report is structured as follows:
- Section 2: Existing Conditions;
 - Section 3: Development Proposals;
 - Section 4: Potential Impact of the Development Proposals; and
 - Section 5: Summary and Conclusion.

2 Existing Conditions

- 2.1 This section of the report establishes the existing conditions at the site in relation to public transport services; walking and cycling facilities; and the local highway network. Where conditions have noticeably changed since submission of the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final) this has been identified.

Site Location

- 2.2 The wider development site is located to the west of Hornsey Park Road, to the east of the rail lines and depot, to the north of commercial units fronting onto Clarendon Road and to the south of Coburg Road. The location of the wider development site is shown at **Figure 1**. The site is bisected by Mary Neuner Road which runs through the entirety of the site from north to south.
- 2.3 Within the wider development site, Blocks H1-H3 are located within the northern section of the site, to the west of Brook Road and Silsoe Road, south of Coburg Road and northeast of Mary Neuner Road, as shown at **Figure 2**. As described in Section 1, the development of these blocks forms the fourth phase of the outline planning consent.

Accessibility of the Site

Walking

- 2.4 The primary pedestrian access points into the site are from:
- Mary Neuner Road which runs through the wider development site;
 - Coburg Road to the north;
 - Western Road to the north west; and
 - Brook Road/ Silsoe Road to the east.
- 2.5 Access to the west of the rail line is provided via the Penstock Footpath, which provides a connection to New River Village. New River Village is a large residential development located to the southwest of the wider development site, on the other side of the railway.
- 2.6 Footpaths are provided on the surrounding roads. These are lit and link to the nearby housing areas and Wood Green town centre. The site is located within walking distance of Wood Green High Road which provides an excellent range of local facilities including a wide range of food and non-food retail units, The Mall Shopping Centre, banks, library services, post office plus a wide range of ancillary services.
- 2.7 A detailed summary of the walking facilities on the roads surrounding the Site can be found below.

Mary Neuner Road

- 2.8 As part of the approved application, it was proposed to enhance the road to create an urban street designed to be lived in rather than driven through. The proposals involved the redesign of the road

with some minor realignment in order to create an environment which prioritises movement by pedestrians and cyclists, creates a social space and allows access for residents and visitors, whilst discouraging through traffic.

- 2.9 The proposals have been implemented and the carriageway width has been reduced from 7.3m to 6.5m, although it is slightly wider than this around bends. This width allows for the use of the road by two buses passing in opposite directions but also assists in reducing vehicle speeds. A 20mph speed limit restriction has been imposed to create a safer and more attractive environment for pedestrians and cyclists. Footways of 2.0m in width have been provided along both sides of the carriageway, which provides sufficient space to accommodate anticipated pedestrian movements. In addition, adjacent to the street there will be courtyards and a pocket park, and these will further contribute to calming the environment and creating a new neighbourhood.

Coburg Road

- 2.10 Footways of adequate width are provided along both sides of the carriageway. Regular street lighting is provided and dropped kerbs with tactile paving are present at junction crossings. The footway surfaces are of adequate quality, and although no formal crossing facilities are provided, traffic levels are low along the link and therefore informal crossing is considered to be appropriate.

Western Road

- 2.11 Along the majority of the link, footways are provided along both sides of the carriageway. Regular street lighting is provided, and the footways are generally considered to be of adequate width. At the north of Western Road, Alexandra Primary School is directly accessed from the footway. Guard railings are present to prevent instances of conflict between pedestrians and vehicles around the school.
- 2.12 A raised table crossing is provided at the north of Western Road, at the junction with Mayes Road, and a Zebra crossing is located approximately 150m southwest of this. Both crossings provide dropped kerbs and tactile paving.

Brook Road / Silsoe Road

- 2.13 Footways are present along both sides of the carriageway, however on-street parking bays are marked half on the carriageway and half on the footway, therefore reducing the effective width of the footway that is available for pedestrians. The link is characterised by industrial development and although there is some street lighting provided, the footway is not overlooked and therefore provides poor natural surveillance at present, however earlier consented phases are being constructed and will improve the pedestrian environment of the area.

Turnpike Lane A504

- 2.14 Turnpike Lane provides a route southwest from the wider development site to Hornsey Park Station and east to Turnpike Lane Underground Station.
- 2.15 To the west of the junction with Hornsey Park Road, Turnpike Lane is a major through route for vehicle traffic. Footways are provided on both sides of the carriageway and these are of adequate

width and surface quality. Due to the nature of the road, formal signalised crossings are provided at the junction with Hornsey Park Road and Wightman Road, and to the immediate west of the junction with Tottenham Lane, which provides a route to Hornsey Station.

- 2.16 To the east of the junction with Hornsey Park Road, footways are provided along both sides of the carriageway. These have sufficient width to allow two pedestrians to walk side-by-side plus allow another pedestrian to pass. Along the north side of the link, residential driveways form much of the northern boundary of the footway, creating the potential for conflict, however this is only for a small section of the link. Dropped kerbs with tactile paving are provided at junction crossings and three signalised crossing are provided between Hornsey Park Road and High Road, allowing pedestrians to cross safely at designated points.

A105 High Road

- 2.17 Footways are provided along both sides of High Road, which operates as a retail destination. The footways are wide and well-lit with a good surface quality, reflecting the nature of this link.
- 2.18 Regular signalised crossings and pedestrian refuge island crossings are provided, and at side streets dropped kerbs with tactile paving are in place. Guard rails are in place along a section of High Road adjacent to The Mall Wood Green, where the level of the footway is higher than the carriageway, therefore reducing the potential for conflicts between vehicles and pedestrians.
- 2.19 Although this link experiences high volumes of traffic, the wide footways, retail frontages and landscaping ensure that it is a pleasant environment for pedestrians.

Cycling

- 2.20 The roads immediately surrounding the wider development site are considered suitable for cyclists. Within TfL's local cycling guide, Coburg Road and Western Road are highlighted as quieter roads that have been recommended by other cyclists, although no formal cycling facilities are provided along these routes. Mayes Road between Coburg Road and Caxton Road is also designated as a quieter road recommended by other cyclists.
- 2.21 Station Road provides clearly marked cycle lanes along both sides of the carriageway between Park Avenue and High Road. The cycle lanes also extend north along High Road to the junction with Bounds Green Road.
- 2.22 To the east of the site, Gladstone Avenue is a route that has been marked for use by cyclists as a mixture of quiet or busier roads, although no formal on-road cycle lanes are provided.
- 2.23 A plan showing the existing cycle routes is shown at **Figure 3**.
- 2.24 It should also be noted that High Road forms part of the Wood Green Town Centre Improvement Plan, which is being brought forward between Haringey Council and TfL to improve Wood Green's public spaces and create a safer, brighter and greener town centre. As part of this improvement plan, High Road will benefit from *"better cycling facilities, with more bike stands and a review of all current cycle routes"*.

- 2.25 It is also understood that improvements are proposed along Coburg Road connecting to the Penstock Tunnel. Plans are not confirmed but it is understood that dedicated cycle lanes and general public realm improvements are likely to be proposed.

Local Bus Services

- 2.26 There are many existing bus stops within walking distance of the Phase 4 site, served by a variety of routes which will be described below. In addition to the existing stops, TfL and LBH are proposing that a number of bus services will be routed through the Haringey Heartlands area and as part of this, it is proposed to create a one-way route along Brook Road and Silsoe Road with two new bus stops on Silsoe Road and toilet facilities for drivers. As a result, in future there will be two bus stops immediately adjacent to the Phase 4 development.
- 2.27 Until the new bus stops are provided, the closest bus stops are located east of the site on High Road (A105), around five minutes' walk from the site and they are served by a total of 14 services. There are further bus stops on Station Road to the north of the site which are served by two services (184 and W3). There are also further stops to the south on Turnpike Lane (Wightman Road Stops E and H) which are served by four bus routes, including two night bus routes.
- 2.28 In addition to these bus stops both Wood Green and Turnpike Lane bus stations are within approximately 13 minutes' walk of the site providing access to an additional four bus services. **Table 2.1** below provides a summary of the services surrounding the site.

Table 2.1: Local Bus Services

Service	Route	Average Frequency (Minutes)	
		Weekday	Weekend
29	Trafalgar Square – Charing Cross Station – Wood Green	4 – 8	5 – 9
41	Tottenham Hale – Turnpike Lane – Hornsey – Crouch End – Archway	5 – 9	5 – 9
67	Wood Green – West Green – Stamford Hill – Stoke Newington – Dalston – Shoreditch – Aldgate	8 – 12	8 – 11
121	Enfield Lock – Enfield – Southgate – Palmers Green – Turnpike Lane	8 – 11	8 – 11
123	Ilford – Southend Road – Forest Road – Tottenham – Wood Green	8 – 11	9 – 12
141	Palmers Green – Wood Green – Harringay – Newington Green – Hoxton – Moorgate – London Bridge	4 – 8	6 – 10

144	Edmonton Green – Upper Edmonton – Wood Green – Hornsey – Muswell Hill	7 – 11	8 – 12
184	Barnet – East Barnet – New Southgate – Bounds Green – Turnpike Lane	7 – 11	8 – 12
217	Waltham Cross – Enfield Retail Park – Great Cambridge Road – Turnpike Lane	10 – 12	15
221	Edgware – Mill Hill – North Finchley – Friern Barnet – Bounds Green – Turnpike Lane	6 – 10	7 – 12
230	Upper Walthamstow – Leyton – Walthamstow – Tottenham – Wood Green	15	15
231	Enfield Chase Station – Southbury Road – Great Cambridge Road – Turnpike Lane	15	15
232	Brent Cross – Finchley – New Southgate – Palmers Green – Wood Green	10 – 14	10 – 14
329	Turnpike Lane Station – Wood Green – Palmers Green – Enfield	6 – 10	6 – 10
444	Chingford – Upper Edmonton – Turnpike Lane	10 – 12	10 – 12
W3	Finsbury Park – Northumberland Park Bus Stand	5 – 8	5 – 8
W4	Oakthorpe Park – Wood Green – Broadwater Farm – Tottenham – Ferry Lane Estate	9 – 13	9 – 13

Local Underground Services

- 2.29 As described above, Wood Green and Turnpike Lane Underground stations are within walking distance of the site.
- 2.30 Both stations are served by the Piccadilly Line which provides high frequency services to Cockfosters to the north and Heathrow Airport or Uxbridge via central London to the south.
- 2.31 **Table 2.2** below provides a summary of the services provided at both Turnpike Lane and Wood Green station as they are on the same line.

Table 2.2: London Underground (Piccadilly Line from Wood Green & Turnpike Lane)

Direction of Travel	AM Peak Hour Frequency (Trains per Hour)	PM Peak Hour Frequency (Trains per Hour)	Average Weekday Frequency (Trains per Hour)
Northbound	23	24	21
Southbound	24	24	21

- 2.32 It should be noted that TfL are proposing to improve services on the Piccadilly Line, through the provision of new trains, new signalling and new service centres in order to provide enhanced capacity and reduced journey times. It is proposed that service frequencies will be improved so that they are broadly in line with the frequency of services provided on the Victoria Line. According to TfL, these improvements will result in a 60% increase in capacity on the Piccadilly Line through increase service frequency and new trains and the improvements are anticipated by 2024.

National Rail Services

- 2.33 Both Alexandra Palace and Hornsey National Rail stations are located within walking distance of the site.
- 2.34 Both of the identified stations operate on the Moorgate / London Kings Cross to Letchworth Garden City/Hertford North route. **Table 2.3** below provides a summary of the services provided at both Alexandra Palace and Hornsey station as they are on the same line.

Table 2.3: Rail Services from Alexandra Palace and Hornsey Stations

Destination	Average Weekday Frequency (Trains per Hour)	Average Weekend Frequency (Trains per Hour)
Moorgate	4 – 9	4
London Kings Cross	2	2
Letchworth Garden City	2	2
Welwyn Garden City	4 – 5	4
Hertford North	2 – 4	2

Public Transport Accessibility Level (PTAL)

- 2.35 The Public Transport Accessibility Level (PTAL) is one way of measuring the public transport accessibility of a given location, taking into account walk access time and service availability.
- 2.36 TfL has produced a London-wide assessment of PTAL using the WebCat assessment tool which is available on TfL's website. From TfL's WebCat services it was identified that the PTAL within the wider development site varies between 2 and 4, however the surrounding areas have high PTAL scores of 6a and 6b, particularly those along High Road and Turnpike Lane.
- 2.37 It was agreed with LBH that in order to accurately assess the PTAL level of the site, a manual assessment was to be carried out with distances recorded from the entrances of the site (north, south and eastern entrances) to the relevant public transport nodes, in accordance with the guidance set out in Appendix B PTAL Methodology of TfL's "*Transport Assessment Best Practice Guidance Document*" and taking into account the new permeable routes through the site.
- 2.38 The manual PTAL calculation which was included as part of the approved application, showed that the actual accessibility of the site is considerably higher with the lowest PTAL of any area being 4 (at the southern end of the site) and the highest being 6 (at the north eastern end of the site). This was agreed with the officers at the LBH and is shown illustratively in **Figure 4**. From this figure it can be observed that the actual PTAL for Blocks H1-H3 is 6, indicating a very good / excellent level of accessibility.

Summary of Accessibility

- 2.39 This site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations and transport hubs including Wood Green Town Centre and Turnpike Lane. The PTAL assessment of the site has identified that the PTALs for Block E1-E3 are between 5 and 6, indicating a very good / excellent level of accessibility. The PTAL for the wider development site has identified PTAL scores ranging from 4 to 6, which is classed as good to excellent.

Location of Local Amenities

- 2.40 The site of Blocks H1-H3 is located approximately 450m walking distance of Wood Green High Road which provides an excellent range of local facilities including a wide range of food and non-food retail units, The Mall Shopping Centre, banks, library services, post office plus a wide range of ancillary services. A local facilities plan is included at **Figure 5**.
- 2.41 There are also several schools located within walking distance of the site. Alexandra Primary School is located to the north of the site on Western Road. Heartlands High School is located to the west of Western Road, and provides pedestrian access via the New River Path, or vehicle access from Station Road. St Pauls Catholic Primary School is located further north and is also accessed via Station Road.
- 2.42 To the south of the site, St Mary's CE Primary School can be accessed via the A504 High Street and Church Lane, and Greig City Academy is located to the west of this, with pedestrian access provided via the High Street.

- 2.43 The location of the site within a short walking distance of the town centre, combined with the on-site facilities that will be provided as part of the development proposals, including as part of the wider development, means that the site is highly sustainable, and will encourage future residents to undertake many day-to-day journeys on foot.

Local Highway Network

- 2.44 Mary Neuner Road divides the wider development site with a north-south alignment. The site of Blocks H1-H3 lies to the northeast of Mary Neuner Road.
- 2.45 Mary Neuner Road was consented as part of the original planning approval on the gasworks site. It was planned as a new road to serve the gasworks and provide additional capacity on the local road network. The approved design proposed to enhance the road to create an urban street designed to be lived in rather than driven through. The proposals involved the redesign of the road with some minor realignment in order to create an environment which prioritises movement by pedestrians and cyclists, creates a social space and allows access for residents and visitors, whilst discouraging through traffic.
- 2.46 The carriageway width has been reduced from 7.3m to 6.5m, although it is slightly wider than this around bends. This width will allow for the use of the road by two buses passing in opposite directions but will also assist in reducing vehicle speeds. This realignment has largely been built although some aspects are still to be complete.
- 2.47 Adjacent to a narrowed carriageway are 2m wide pedestrian footways on both sides which provide sufficient space to accommodate all of the proposed pedestrian movements.
- 2.48 Along the length of Mary Neuner Road there are several on street parking and loading bays summarised below:
- 3x short stay 'Pay and Display' parking bays located adjacent to the proposed nursery to allow for pick up and drop off and for visitors to the area;
 - 3x car club parking bays for residents, employees and visitors to the site and surrounding area;
 - 3x disabled parking bays; and
 - 3x loading bays.
- 2.49 Coburg Road forms part of the northern boundary of the wider development site and has a posted speed limit of 20mph. Coburg Road connects Western Road with Mayes Road. Coburg Road provides intermittent sections of on-street parking and caters for commercial and employment land uses. Coburg Road has footways on either side of the road and has dropped kerbs with tactile paving provided at crossing points.
- 2.50 Silsoe Road/ Brook Road forms the eastern boundary of the site. Silsoe Road and Brook Road largely comprise accesses to the rear of properties on Coburg Road in addition to access to the car park

associated with the Iceland food store located to the east of the site. There are footways and intermittent sections of on-street parking on both sides of the carriageway.

- 2.51 Brook Road will provide both vehicle and pedestrian access to the Northern Quarter once this has been completed, and will provide pedestrian access through the Eastern Quarter, connecting with Mary Neuner Road to the west. This will enhance the permeability of the site to encourage future residents, employees and visitors to walk and cycle.

Car Clubs

- 2.52 Zipcar is a car club which gives access to cars and vans when required, without the need for people to own a private vehicle. The provision of these vehicles will allow future residents to access a car as and when they require one and compliment the location of the site in relation to key public transport interchanges.
- 2.53 The closest Zipcar is located on Station Road, approximately 350 metres northeast of the site of Blocks H1 – H3.
- 2.54 As described previously, a total of 3 car club bays will also be provided along Mary Neuner Road and will provide a convenient alternative to the car for residents of Blocks E1 – E3, who will not all be provided with parking.

Summary

- 2.55 As established within the approved Vectos Transport Assessment, the wider development site, including the site of Blocks H1-H3, is in a highly accessible location within a short walking and cycling distance of a number of key destinations and transport hubs including Wood Green Town Centre and Turnpike Lane. It is therefore concluded that the site provides a good opportunity for a sustainable residential development.

3 Development Proposals

- 3.1 This section provides details regarding the schedule of accommodation, access strategy, proposed parking provision and the servicing strategy for Blocks H1-H3, in the context of the wider development. Plans showing the proposed layout of Blocks H1-H3 and of the Northern Quarter basement are included at **Appendix A**. A plan showing the wider development is included at **Appendix B**.

Quantum of Development

- 3.2 As described previously, outline consent was granted for up to 118,150 sqm (GEA) Class C3 residential; up to 7,500m2 Class B1 Business Use; 1,500 to 3,950m2 Class A1-A4; and up to 2,500m2 Class D1 and D2 Leisure Use.
- 3.3 Blocks H1-H3 comprise 377 residential units, 411 sqm (GIA) A3 café/restaurant floorspace and 2,022 sqm (GIA) B1a office floorspace. The application also includes basement car parking and upgrades to the public realm on Silsoe Road, which forms the eastern boundary of the Phase 4 site.
- 3.4 Combined with the previous approved phases, Blocks H1-H3 fall within the maximum permissible floorspace allowed by the outline consent.
- 3.5 A summary of the proposed quantum of development by unit size is provided below in **Table 3.1**. The proposed ground floor site layout plans are included at **Appendix A** for reference.

Table 3.1: Proposed Quantum of Development

Land Use		Quantum of Development
C3 Residential	Studio (1B1P)	85 units
	1 Bedroom (1B2P)	108 units
	2 Bedroom	176 units
	3 Bedroom	8 units
A3 Restaurant/ Tap Room		411 sqm GIA
B1 commercial workspace		2,022 sqm GIA

Public Realm Improvements

- 3.6 It is proposed that new public realm will be created as part of the proposed development, in order to complement the landscape scheme already approved for Northern Quarter (Blocks D1-D4 and E1-E3).

3.7 An extract showing the proposed public realm at ground floor level is provided below at **Figure 6**.

Figure 6: Ground Floor Public Realm



- 3.8 A new public square will be created to south of Block H1 and the west of Block H3, as shown on the ground floor layout plan included at **Appendix A**. This will lie to the north of the consented internal movement corridor which was approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 3.9 Public seating will be provided along with trees and other soft landscaping. The proposed A3 restaurant / taproom spaces will also overlook the square and have outdoor seating in order to take advantage of the attractive setting and create a strong sense of place.
- 3.10 From the square, two connections will be provided to Coburg Road.
- 3.11 At the west of the site, a shared pedestrian and cycle route will be provided, connecting the internal movement corridor to Coburg Road. This will provide a total width of 7.7m (between Phase 4 and Phase 5 building lines) and a minimum clear width of 3.0m with landscaping, seating and visitor cycle parking along the west side, adjacent to the boundary of future Phase 5 development. This route will be signed to ensure all users are aware that cycles are present. This route will connect to Coburg Road via a dropped kerb, as shown on the layout plan included at **Appendix C**. Corduroy paving will be provided at the end of the route along the dropped kerb edge, indicating to cyclists that they are

joining a carriageway where vehicles are present. Further corduroy paving will be provided either side of the route to indicate to pedestrians walking east-west along Coburg Road that they are crossing a shared footway/cycleway and vice versa, indicating to cyclists that they are not permitted to cycle on the footway along Coburg Road.

- 3.12 It should be noted that this connection does not prejudice any future upgrades to Coburg Road, including installation of cycle lanes, that we understand LBH are in the process of designing.
- 3.13 A central connection, known as The Arcade, will also be provided between the square and Coburg Road, between Block H1 and Block H2/H3. This will be designated for pedestrians only and will have a covered canopy between the buildings to provide shade and shelter. Further seating and planting will be provided to create an attractive space for people to sit and rest.
- 3.14 On Coburg Road, the buildings will be set back from the public highway in order to create a wide, pedestrian footway with sufficient space available for tree planting, short stay cycle parking and seating. The width of the public realm along Coburg Road will vary between 7.1m and 8.4m.

Silsoe Road

- 3.15 A key feature of the evolution of the Haringey Heartlands Area is the creation of a new destination within Wood Green. As part of the wider development, LBH are keen to create a hierarchy of streets, including strategic cycle routes which will be focussed on Coburg Road, and a north-south route via the Clarendon Gasworks site and the Chocolate Factory Site to the north.
- 3.16 In addition, TfL and LBH are proposing that a number of bus routes will come through the area. As part of this, there is a proposal to create a one-way route along Brook Road and Silsoe Road. As part of this, and the Outline Planning Consent for Clarendon Gas Works, TfL has requested that two bus stands are provided on Silsoe Road along with toilet facilities for drivers.
- 3.17 To accommodate pedestrian movement and access to buildings and the bus stands requested by TfL, it is proposed to:
 - Widen the western footway on Silsoe Road by setting the H2 & H3 building back for pedestrian movement. The width of the public realm along Silsoe Road will vary between 3.7m (minimum) and 7.8m;
 - Create two bus stands adjacent to the proposed toilet facilities. These stands have been designed to operate independently of one another, as requested by TfL;
 - Remove all on street parking to allow northbound vehicle movements past the bus stands; and
 - Create a raised table – designed as part of Phase 3 from Brook Road into Northern Quarter.
- 3.18 Swept path analysis demonstrating how Silsoe Road can accommodate vehicle demand is included at **Appendix D**. This demonstrates that the bus stands can operate independently of one another so

that if one is occupied, a bus can enter or exit the other stand. Vehicles, including refuse collection vehicles, are also able to pass the stands unimpeded if both are occupied.

- 3.19 These proposals have been discussed in detail with LBH throughout the pre-application scoping process and accommodate specific requests by TfL.

Car Parking

- 3.20 Car parking will be provided for the residential dwellings at basement level, as shown on the basement layout plan included at **Appendix A**. No parking will be provided for the non-residential aspects of the proposed development.
- 3.21 The basement car park will be located under the Northern Quarter. Vehicle access to the basement will be provided from Mary Neuner Road underneath Block E3 via a simple priority junction and this was approved as part of the outline consent and previous Reserved Matters applications.
- 3.22 The basement will be built out in phases, with the first phase associated with Blocks E1-E3 consented and under construction. The Phase 4 basement will be accessed via the consented basement and will provide a total 19 Blue badge parking spaces (5% provision based on 377 units), as shown on the basement layout plan included at **Appendix A**.
- 3.23 It is acknowledged that this is a deviation from the consented outline scheme. The outline application was approved in 2018 on the basis of providing Blue Badge holder parking at a ratio of 10% of the number of units and total site-wide parking at a ratio of 0.25 spaces per unit (inclusive of the 10% Blue Badge). This requirement was also captured within the signed S106 agreement which was subsequently amended by Deed of Variation in relation to the provision of 10% blue badge which now requires 3% to be allocated to Blue Badge Holders and 7% to be available should they be requested by Blue Badge Holders.
- 3.24 However, since the Deed of Variation agreement was signed, trends in car ownership and Blue Badge ownership have changed and as the early phases of development have been occupied, significant insight has been gained into the take up of parking within the development. Alongside this, the demand for space within the basement in relation to waste storage, cycle storage and plant space have increased.
- 3.25 For example, Phase 1 and over 60% of Phase 2 of the Clarendon Gasworks scheme have been completed, comprising Blocks A1-A4, Blocks B1-B4 and Block C1. As per information received from the sales team, to date, there have been no requests for Blue Badge holder parking spaces and the Blue Badge spaces which have been provided remain empty. It stands to reason that future phases are likely to be similar in terms of demand and as such, providing Blue Badge spaces equating to 10% of the number of homes for Phase 4 (and within the overall Northern Quarter basement) would represent a significant over-provision. Furthermore, Phase 4 is located in the most accessible area of the site within a very short distance of the high street and immediately adjacent to the new bus services which are being brought forward on Silsoe Road.
- 3.26 As such, St William are seeking agreement to reduce the need to provide 10% Blue Badge holder parking for homes in Phases 4, and in tandem with this, across the remainder of the Northern Quarter basement designed to serve Phases 3 – 5.

3.27 A full Blue Badge Parking summary report, setting out proposed parking provision across the site, is provided at **Appendix E** for reference.

Cycle Parking

3.28 Long stay and short stay cycle parking will be provided for each land use, in accordance with the minimum standards contained within the London Plan. It should be noted that these are more onerous standards than what was agreed as part of the consented outline application and therefore the proposed cycle parking provision is much higher than what would be permitted by the consent. This reflects changes in travel behaviour and transport policy, encouraging active travel modes and discouraging private car ownership.

3.29 A summary of the parking requirements by land use (based on standards) is shown in **Table 3.2** below.

Table 3.2: Cycle Parking Requirements

Land Use		Cycle Parking Standards		Cycle Parking Required Provision		Cycle Parking Proposed	
		Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
C3 Residential	1B1P (Studio) 85 units	1 space per unit	1 space per 40 units	85	9	86	24*
	1B2P 108 units	1.5 spaces per unit		162		162	
	2B & 3B 184 units	2 spaces per unit		368		368	
A3 Restaurant / Tap Room (411 sqm)		1 space per 175 sqm	1 space per 40 sqm	2	10	24*	
B1 Workspace (2,022 sqm)		1 space per 150 sqm	1 space per 500 sqm	13	4		
Total				630	23	640	24

*The number of spaces proposed is higher than the requirement according to London Plan standards

All Short Stay (Visitors)

- 3.30 A total of 12 Sheffield stands will be provided within the public realm, providing 24 short-stay cycle parking spaces for visitors. This represents two additional spaces that what is required by the standards contained in the London Plan.

Non-Residential Long Stay

- 3.31 A commercial cycle parking store will be provided at ground floor level in Block H1, on the east side of the building. This location is overlooked by the workspace lobbies and H1 residential lobby, ensuring a good level of natural surveillance.
- 3.32 24 spaces will be provided in the form of two-tier racks. This represents nine additional spaces than what is required by the standards contained within the London Plan. Direct access to the store will be provided via the public realm. Access to the store will be fob controlled.

Residential Long Stay

- 3.33 A total of 615 long stay residential cycle parking spaces are required based on the standards contained within the London Plan. Of these, a minimum of 5% should be designed for larger cycles, in accordance with the London Cycle Design Standards (LCDS) document.
- 3.34 A total of 616 long stay residential cycle parking spaces will be provided. Of these, 30 spaces will be designed for larger cycles (equating to 5% of total spaces).
- 3.35 Residential, long stay cycle parking will be provided in dedicated cycle stores. One store will be located at ground floor level in Building H1, on the west side of the building. This store will provide five enlarged Sheffield stands (10 spaces) which are designed to accommodate larger cycles such as cargo bikes and recumbent bikes.
- 3.36 The remaining spaces, including 20 enlarged Sheffield stands, will be provided at cycle stores within the basement. These stores will be accessible via lifts which have been designed to accommodate larger cycles, based on the minimum dimensions included in the LCDS.
- 3.37 The usage of cycle parking will be monitored as part of the Travel Plan and if further spaces are required then the Travel Plan Coordinator will work with the site owner / management to identify further locations for cycle parking.

Deliveries & Servicing

- 3.38 A draft Delivery & Servicing Management Plan is included at **Appendix F** for reference.
- 3.39 Deliveries and servicing will be undertaken from the internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).

Delivery & Servicing Vehicle Movements

- 3.40 Based on the proposed quantum of development, it is estimated that Blocks H1-H3 will generate a total of 30 delivery vehicles (60 two-way movements) per day.

3.41 This includes 5 deliveries (10 two-way movements) associated with the restaurant / taproom units, 4 deliveries (8 two-way movements) to the proposed workspaces and 21 deliveries (42 two-way movements) to the residential dwellings.

3.42 This is summarised below in **Table 3.3**.

Table 3.3: Daily Delivery Vehicle Trips & Locations

Block	Land Use	Number of Deliveries
H1	A3	2
	B1	1
	C3	10
H2	A3	3
	B1	2
	C3	5
H3	A3	-
	B1	1
	C3	6
TOTAL		30 (60 two-way movements)

Delivery & Servicing Locations

3.43 As described previously, deliveries and servicing will be undertaken from the one-way internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851). This corridor is accessed from the corner of Brook Road and Silsoe Road, just south of Block H3. The route runs through the Northern Quarter on a west and then south alignment and then connects with Mary Neuner Road.

3.44 The internal movement corridor/ servicing road will have controlled access through the provision of rising bollards at the east of the route where it connects with Brook Road/ Silsoe Road. An intercom system will be installed allowing delivery / servicing vehicle drivers to contact the site management team, who will permit entry to the vehicle providing there is capacity along the internal route. Vehicles will only be permitted to travel in one direction, from Brook Road to Mary Neuner Road. Signage will be provided at the entrance to the internal route indicating that vehicles are permitted to travel in one direction. At the exit onto Mary Neuner Road, signage will be installed informing site users that there is no entry apart from for cyclists.

3.45 Coburg Road will also be available to use for refuse collection, which will be described below.

Refuse collection

3.46 An extract showing the location of refuse stores for each proposed land use is included below at Figure 7.

Figure 7: Refuse Store Locations



Residential

3.47 Residential refuse stores will be located at basement level and this is where residents will take their refuse and recycling to on a daily basis.

3.48 For collection, a residential holding store will be located at ground floor level on the east side of Block H3, adjacent to Silsoe Road. Bins will be transported to this location from the basement, via a service lift, throughout the week as they become full. This will be undertaken by the site management team.

- 3.49 Refuse will then be collected by the collection operatives directly from the holding area from Silsoe Road. Swept path analysis demonstrating this is included at **Appendix G**.

Non-Residential

- 3.50 A dedicated refuse store will be provided for the B1 workspace on the ground floor level of Block H2, adjacent to Silsoe Road. Tenants will be responsible for taking their refuse and recycling to this store.
- 3.51 On collection days, the refuse collection vehicle will collect directly from the store via Silsoe Road. Swept path analysis demonstrating this is included at **Appendix G**.
- 3.52 A dedicated refuse store will also be provided for each of the A3 restaurant/ taproom spaces. One will be provided at the ground floor level of Block H1 and tenants will be responsible for taking their refuse and recycling to this store and subsequently moving the bins to Coburg Road on collection days for the vehicle to pick up from on-street. The second will be located at the ground floor of Block H3. Refuse from this store will be collected directly from the internal movement corridor, consented as part of the Reserved Matters application for Blocks E1-E3. Swept path analysis demonstrating this is included at **Appendix G**.

Emergency Access

- 3.53 Emergency access to Blocks H1- H3 will be provided from Coburg Road, Silsoe Road and via the internal route through the Northern Quarter, as shown at **Appendix H**. Fire tenders are able to travel through the site and pull up within 40m of each core.

4 Impact of the Development Proposals

- 4.1 As described previously, the wider site benefits from outline consent for up to 118,150m² Class C3 Residential; 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use in the northern part of the site.
- 4.2 As set out in Section 3 of this report, the proposed quantum of development in Blocks H1 – H3 combined is as follows:
- C3 (Residential) floorspace of 31,089 sqm (377 units),
 - 411 sqm (GIA) A3 restaurant/ taproom space and
 - 2,022 sqm GIA) B1 workspace.
- 4.3 This level of development falls within the quantum of development permitted by the outline consent, as described above.
- 4.4 The potential impact of the development proposals therefore falls well within the parameters of the impact assessment undertaken for the consented outline application and set out in the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final). It is therefore concluded that the impact of the proposals is acceptable, given that it will fall within the parameters of the accepted outline scheme.

5 Summary & Conclusion

- 5.1 Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey (LBH).
- 5.2 A hybrid planning application (planning Ref: HGY/2017/3117) was submitted in November 2017, and approved in April 2018 for:
- “A residential led mixed use development comprising the construction of buildings across the site to include the following 178,300m² GEA Use Class C3 Residential; 7,500m² GEA Class B1 Business; 1,500m² to 3,950m² GEA Class A1-A4; 417m² GEA Class D1 Day Nursery; and up to 2,500m² GEA Class D1/ D2 Leisure; New Basement Level, Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.”*
- 5.3 As described above, this comprised a part outline / part detailed hybrid planning application. Outline planning permission was granted for:
- “The demolition of Olympia Trading Estate and Western Road buildings and structures; 118,150m² Class C3 Residential; 7,168m² to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.”*
- 5.4 Detailed permission was granted for:
- “The construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332m² Class B1 Business Use / Class A1-A4 Use; 417m² Day Nursery; associated cycle and car parking provision; two basements; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road.”*
- 5.5 This Transport Statement has been prepared to support a Reserved Matters Application for Blocks H1-H3, which form the fourth phase of the outline scheme.
- 5.6 The proposed quantum of development in Blocks H1-H3 combined is 31,067 sqm residential floorspace (377 units), 411 sqm A3 restaurant/ taproom space and 2,022 sqm B1 workspace.
- 5.7 Car parking will be provided for the residential dwellings at basement level. No parking will be provided for the non-residential aspects of the proposed development. The Phase 4 basement will be accessed via the consented basement and will provide a total 19 Blue badge parking spaces (5% provision based on 377 units).
- 5.8 Long stay and short stay cycle parking will be provided for each land use, in accordance with the minimum standards contained within the London Plan. It should be noted that these are more onerous standards than what was agreed as part of the consented outline application and therefore

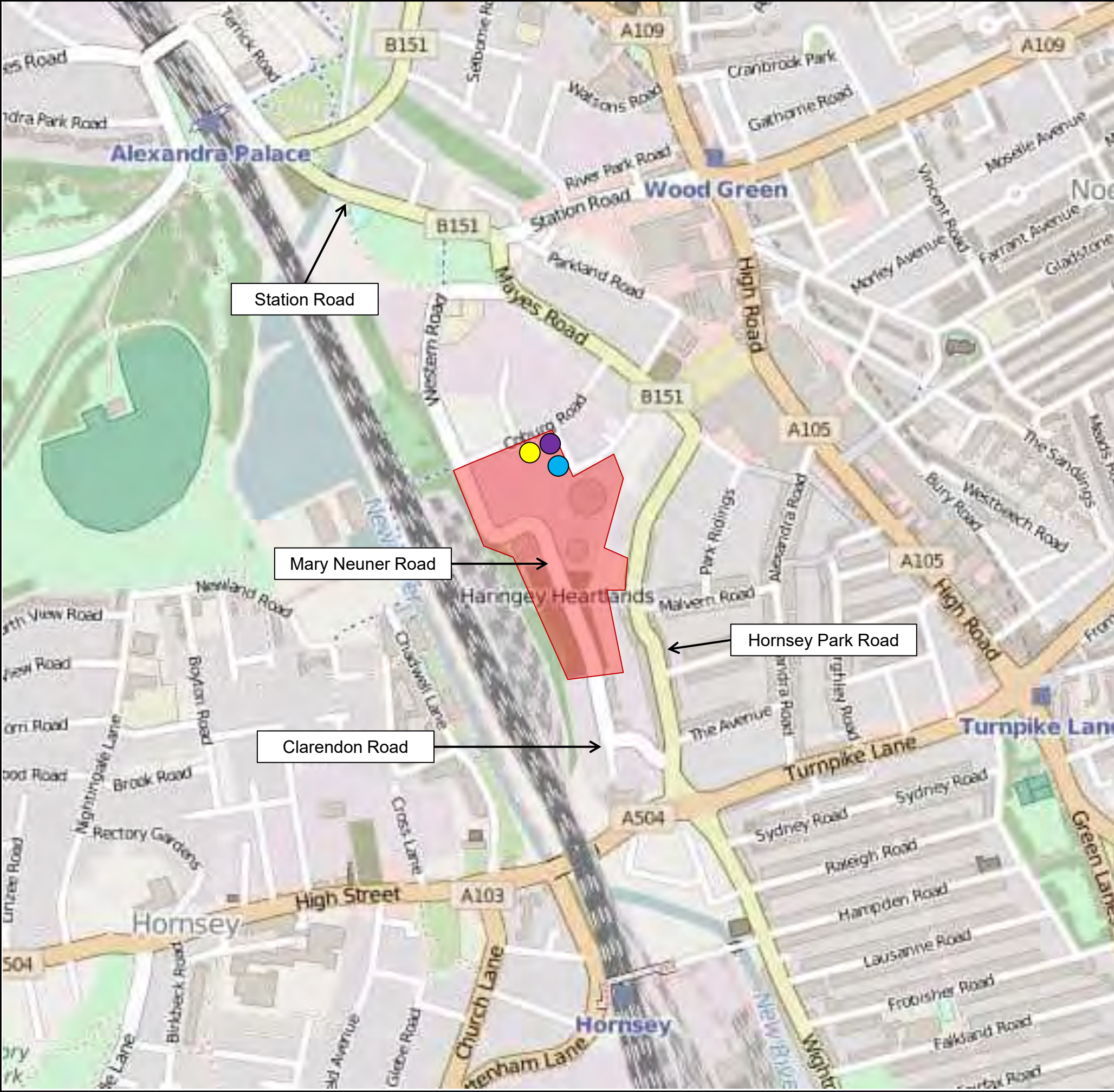
the proposed cycle parking provision is much higher than what would be permitted by the consent. This reflects changes in travel behaviour and transport policy, encouraging active travel modes and discouraging private car ownership.

- 5.9 It is proposed that new public realm will be created as part of the proposed development, in order to complement the landscape scheme already approved for Northern Quarter (Blocks D1-D4 and E1-E3). A new public square will be created to south of Block H1 and the west of Block H3.
- 5.10 Public seating will be provided along with trees and other soft landscaping. The proposed A3 restaurant / taproom spaces will also overlook the square and have outdoor seating in order to take advantage of the attractive setting and create a strong sense of place.
- 5.11 From the square, two connections will be provided to Coburg Road. At the east of the site, a shared pedestrian and cycle route will be provided, connecting the internal movement corridor to Coburg Road. A central connection, known as The Arcade, will also be provided between the square and Coburg Road, between Block H1 and Block H2/H3. This will be designated for pedestrians only and will have a covered canopy between the buildings to provide shade and shelter. Further seating and planting will be provided to create an attractive space for people to sit and rest.
- 5.12 On Coburg Road, the buildings will be set back from the public highway in order to create a wide, pedestrian footway with sufficient space available for tree planting, short stay cycle parking and seating. The width of the public realm along Coburg Road will vary between 7.1m and 8.4m.
- 5.13 Deliveries and servicing will be undertaken from the internal movement corridor which was approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 5.14 Based on the proposed quantum of development, it is estimated that Blocks H1-H3 will generate a total of 30 delivery vehicles (60 two-way movements) per day.
- 5.15 Residential refuse stores will be located at basement level and this is where residents will take their refuse and recycling to on a daily basis. For collection, a residential holding store will be located at ground floor level on the east side of Block H3, adjacent to Silsoe Road. Bins will be transported to this location from the basement, via a service lift, throughout the week as they become full. This will be undertaken by the site management team. Refuse will then be collected by the collection operatives directly from the holding area.
- 5.16 A dedicated refuse store will be provided for the B1 workspace on the ground floor level of Block H2, adjacent to Silsoe Road. Tenants will be responsible for taking their refuse and recycling to this store. On collection days, the refuse vehicle will collect from Silsoe Road.
- 5.17 A dedicated refuse store will also be provided for each of the A3 restaurant/ taproom spaces. One will be provided at the ground floor level of Block H1 and tenants will be responsible for taking their refuse and recycling to this store and subsequently moving the bins to Coburg Road on collection days for the vehicle to pick up from on-street. The second will be located at the ground floor of Block H3. Refuse from this store will be collected directly from the internal movement corridor.
- 5.18 The proposed quantum of development falls within the maximum parameters permitted by the outline consent, as described above. The potential impact of the development proposals therefore falls well

within the parameters of the impact assessment undertaken for the consented scheme, which is set out in the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final). It is therefore concluded that the impact of the proposals is acceptable given that they fall within the parameters of the accepted outline scheme.

- 5.19 As described above, the development proposals, including the access and servicing strategy; and cycle parking provision, are in line with the planning consent and therefore the proposed development is concluded to be acceptable.

Figures



- Key:
- Wider Site Location
 - Indicative Location of Block H1
 - Indicative Location of Block H2
 - Indicative Location of Block H3

Clarendon Gas Works

St William Homes LLP

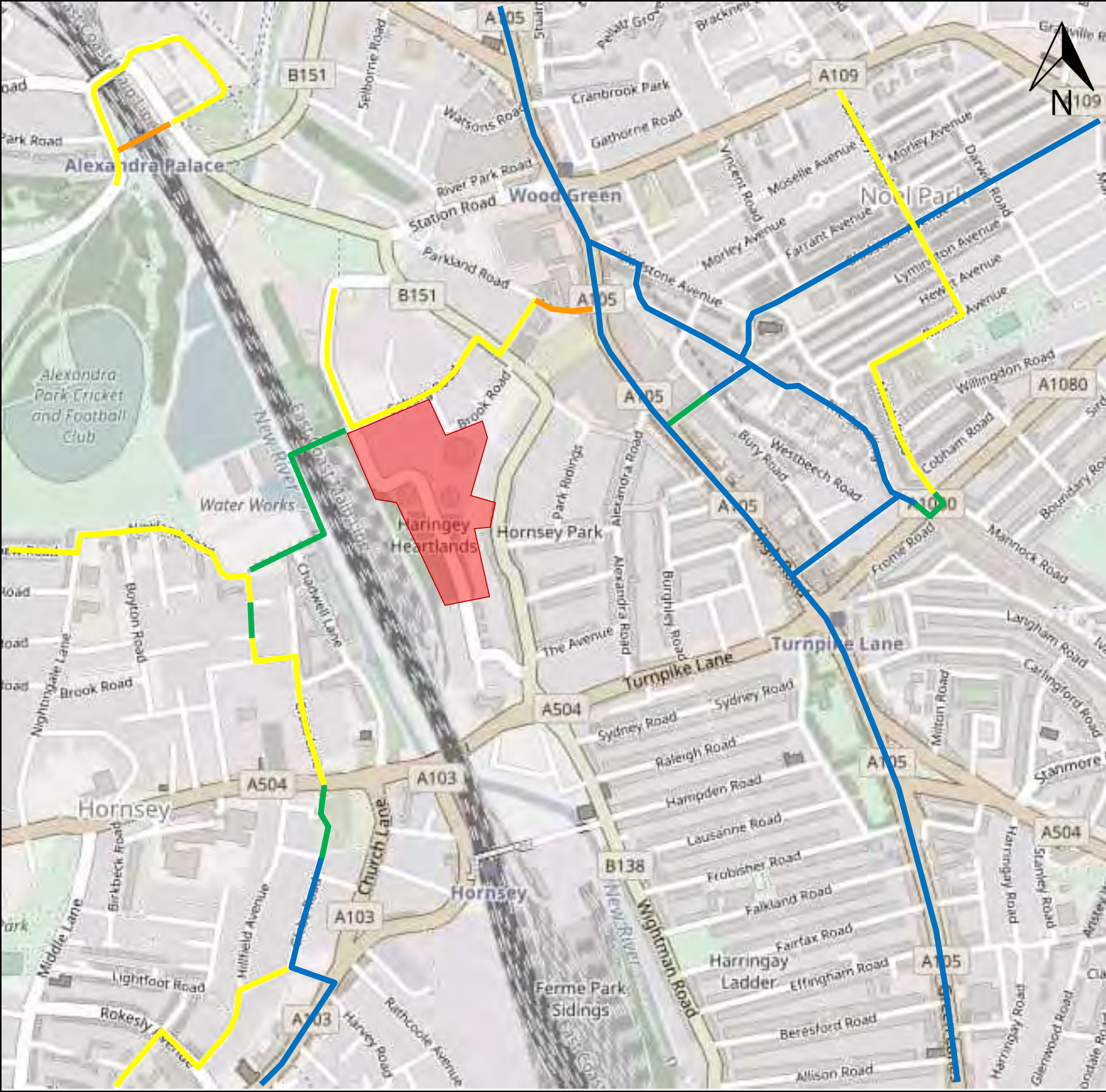
Site Location Plan

SCALES: NTS			
DRAWN: BB	CHECKED: MDC	DATE: 210619	REVISION: .



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Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1



Key:

 Site Location

Cycle Link Classification

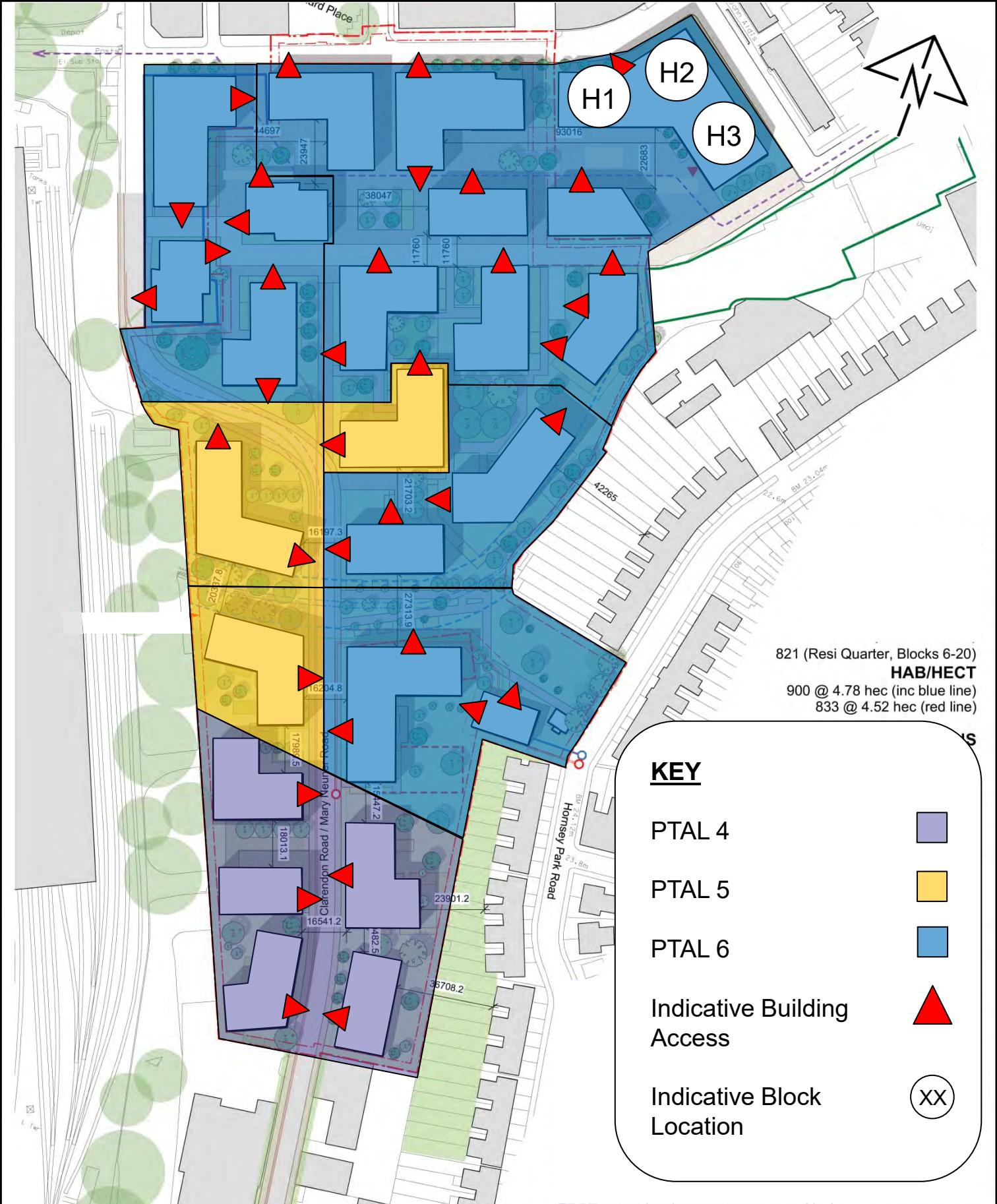
 Route signed or marked for use by cyclists on a mixture of quieter or busier roads

 Quieter roads that have been recommended by other cyclists, may connect other route sections

 Off-road routes

 Pedestrian only route which connects cycling sections

Clarendon Gas Works			
St William Homes LLP			
Existing Cycle Routes			
SCALES:		NTS	
DRAWN: BB	CHECKED: GS	DATE: 210619	REVISION: •
			
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DRAWING REFERENCE:		Figure 3	



Project: Clarendon Gas Works

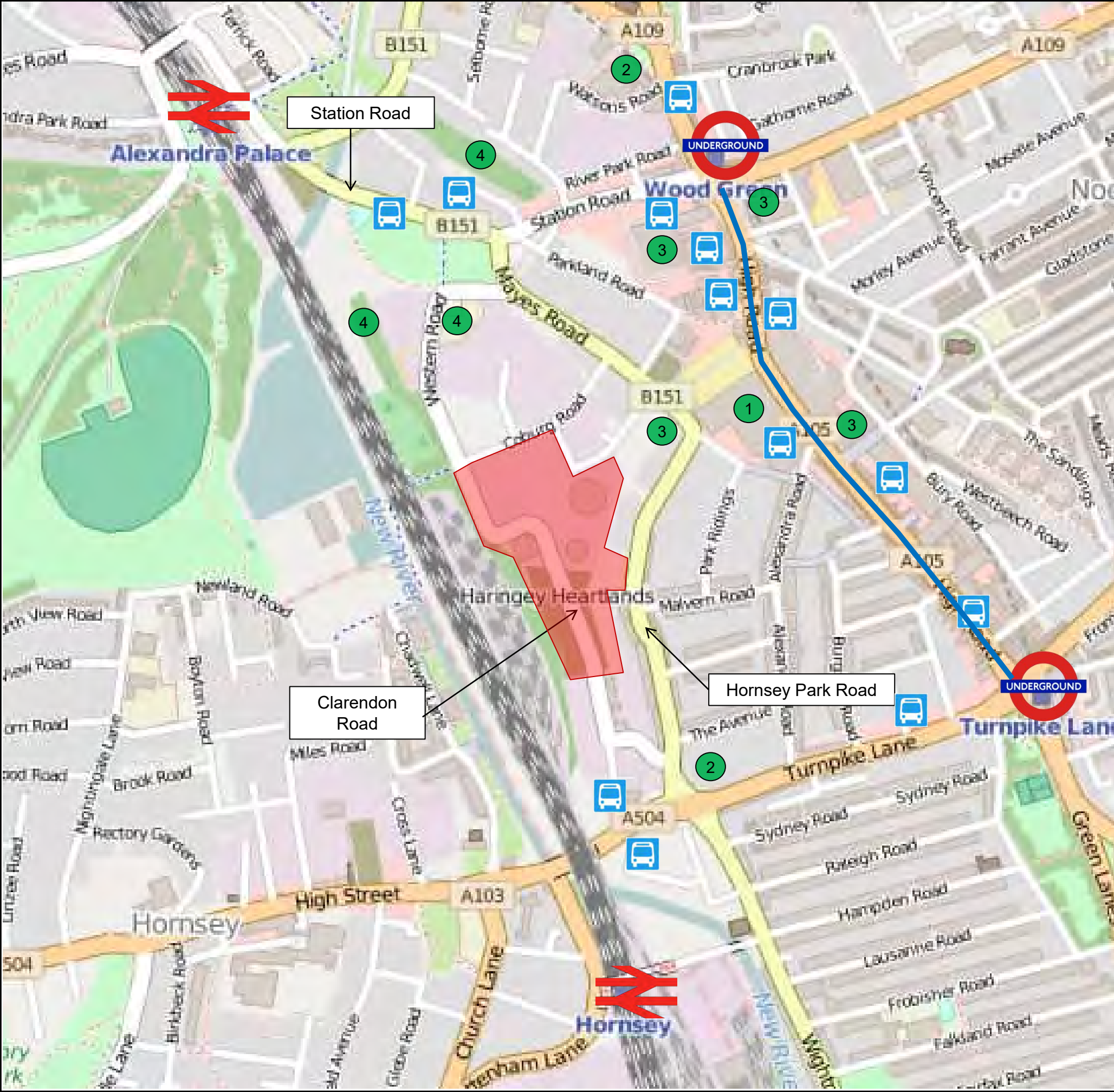
Client: St William Homes LLP

Title: Manual PTAL Site Plan
(Indicative Site Layout Plan)



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Key:

-  Site Location
-  Bus Stop
-  National Rail Station
-  London Underground Station
-  The Mall Wood Green
-  GP Surgery
-  Food Store
-  School
-  Wood Green High Street Area

Clarendon Gas Works

St William Homes LLP

Local Amenities Plan

SCALES:		NTS	
DRAWN:	CHECKED:	DATE:	REVISION:
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DRAWING REFERENCE: **Figure 5**

Appendix A

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Key

- Phase 3 - 22 Parking Spaces - (5% Blue Badge Parking)
- Phase 4 - 19 Parking Spaces - (5% Blue Badge Parking)
- Phase 5 - 22 Parking Spaces - (5% Blue Badge Parking)

- Extent of building above
- Phase 4 site boundary
- Temporary walls

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review

0 3 6 9 12 15
m

KEY PLAN

CLIENT

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PROJECT

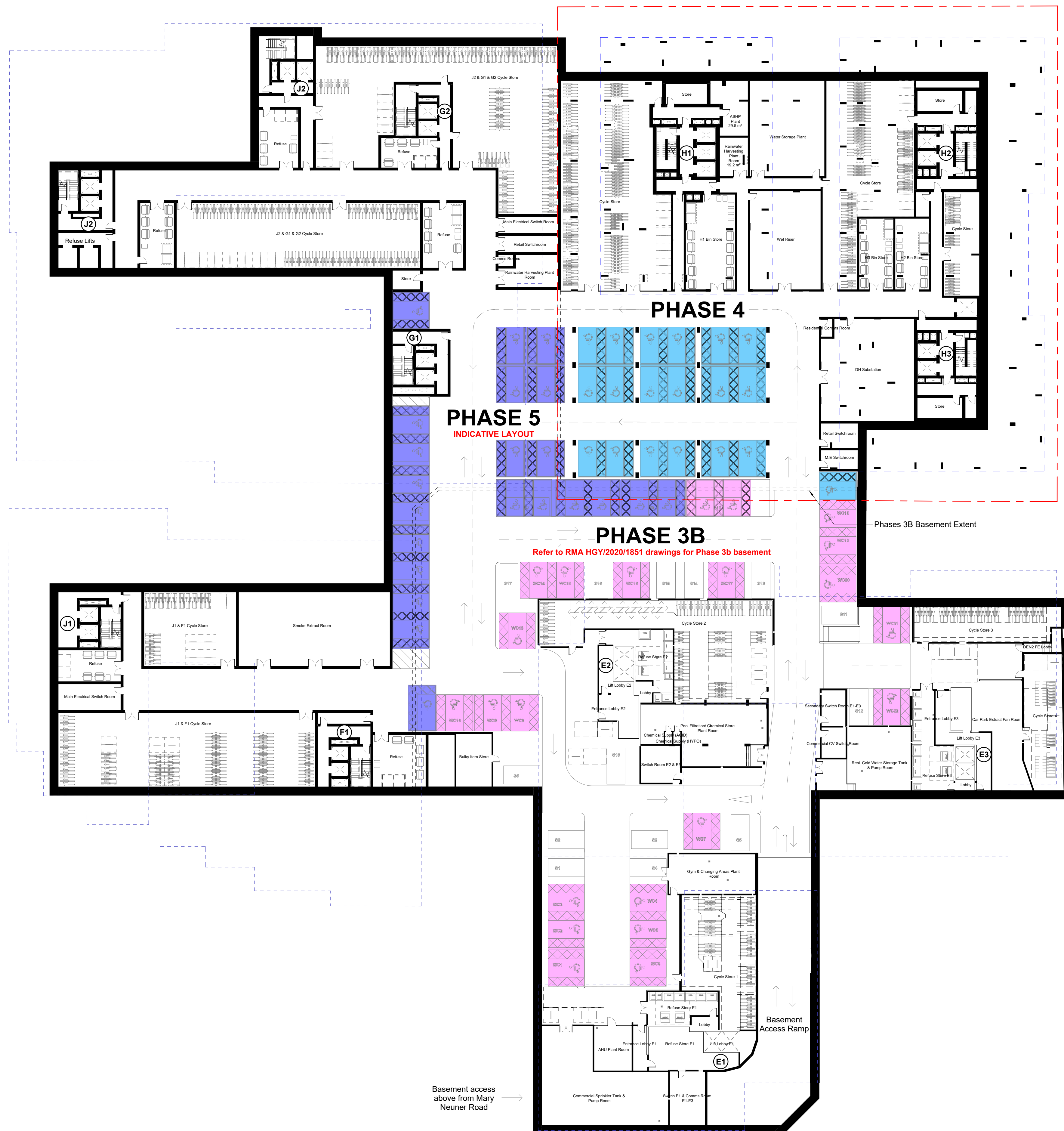
Clarendon, Phase 4

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**General Arrangement
Combined Illustrative Basement**

Stage 2

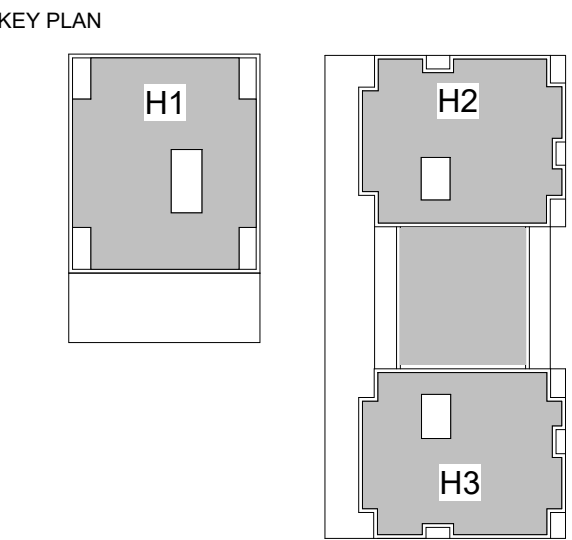
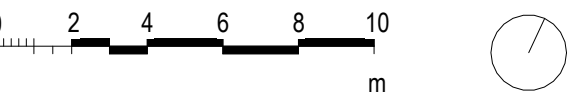
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S2	Planning	6726
DRAWING NO.	REV.	
6726 · SRA · ZZ · B1 · DR · A · 02100	P02	



- Key
- Cycle & Refuse Store
 - Plant / BOH
 - Residential Lobby

- Extent of building above
- Phase 4 site boundary
- Temporary walls

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review



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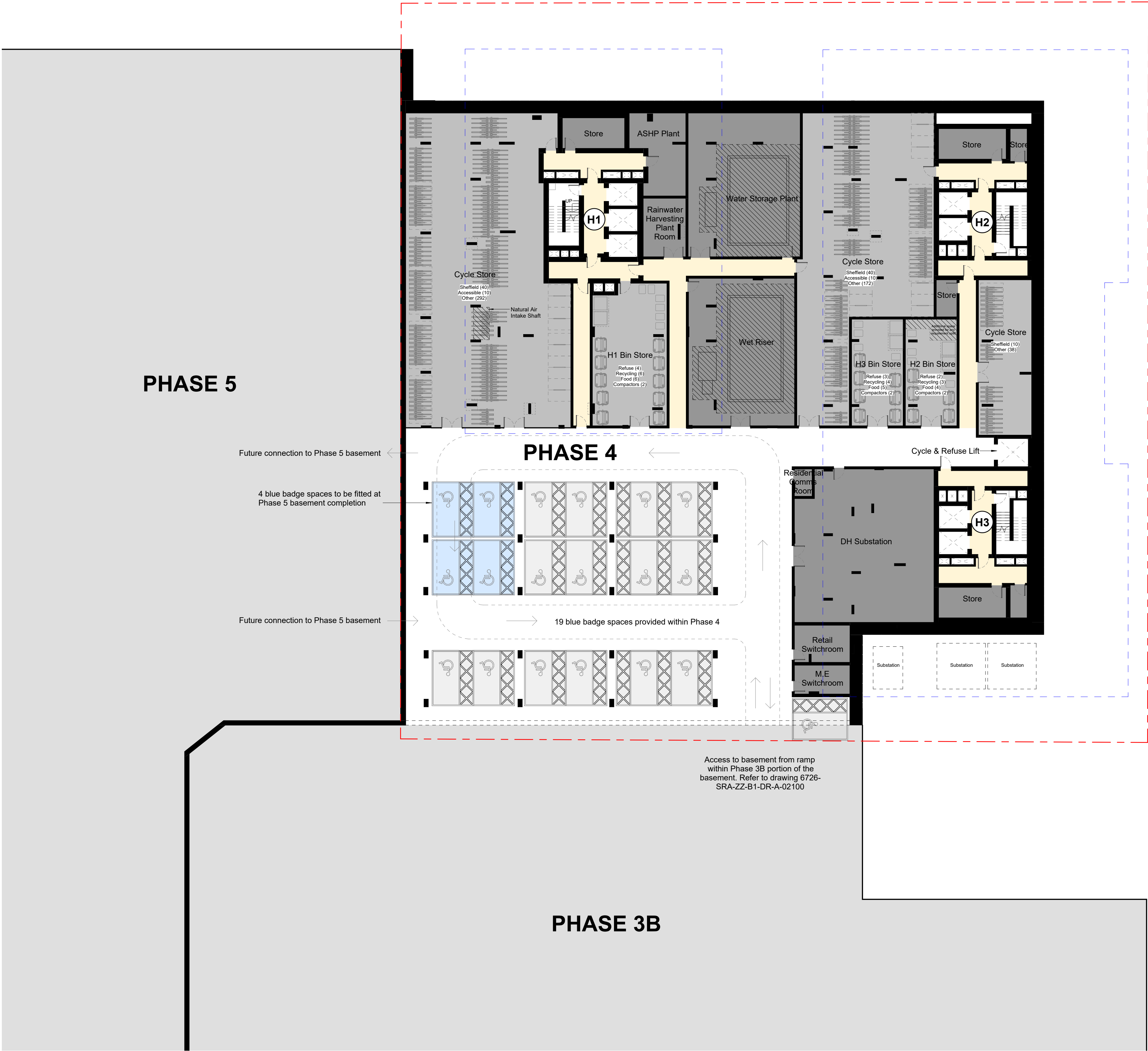
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PROJECT
Clarendon, Phase 4

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1 : 200	31/05/23	JM	RX	NH

General Arrangement
Basement Floor Plan

Stage 2		SR NO.
STATUS	PURPOSE FOR ISSUE	
S2	Planning	6726
DRAWING NO.	REV.	
6726 · SRA · ZZ · B1 · DR · A · 02101	P02	





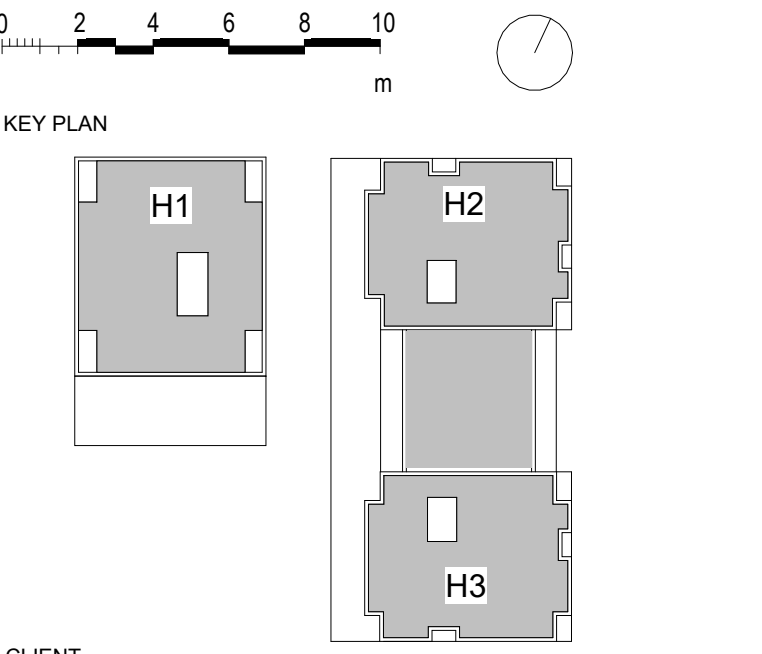
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- Key
- A3 Use
 - B1 Use
 - Bus Driver Facilities
 - Cycle & Refuse Store
 - Plant / BOH
 - Residential Lobby

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review
P03	13/06/23	Planning set for client review
P04	03/07/23	Planning set for client review
P05	11/07/23	Planning set for client review
P06	31/08/2023	Issued for Planning



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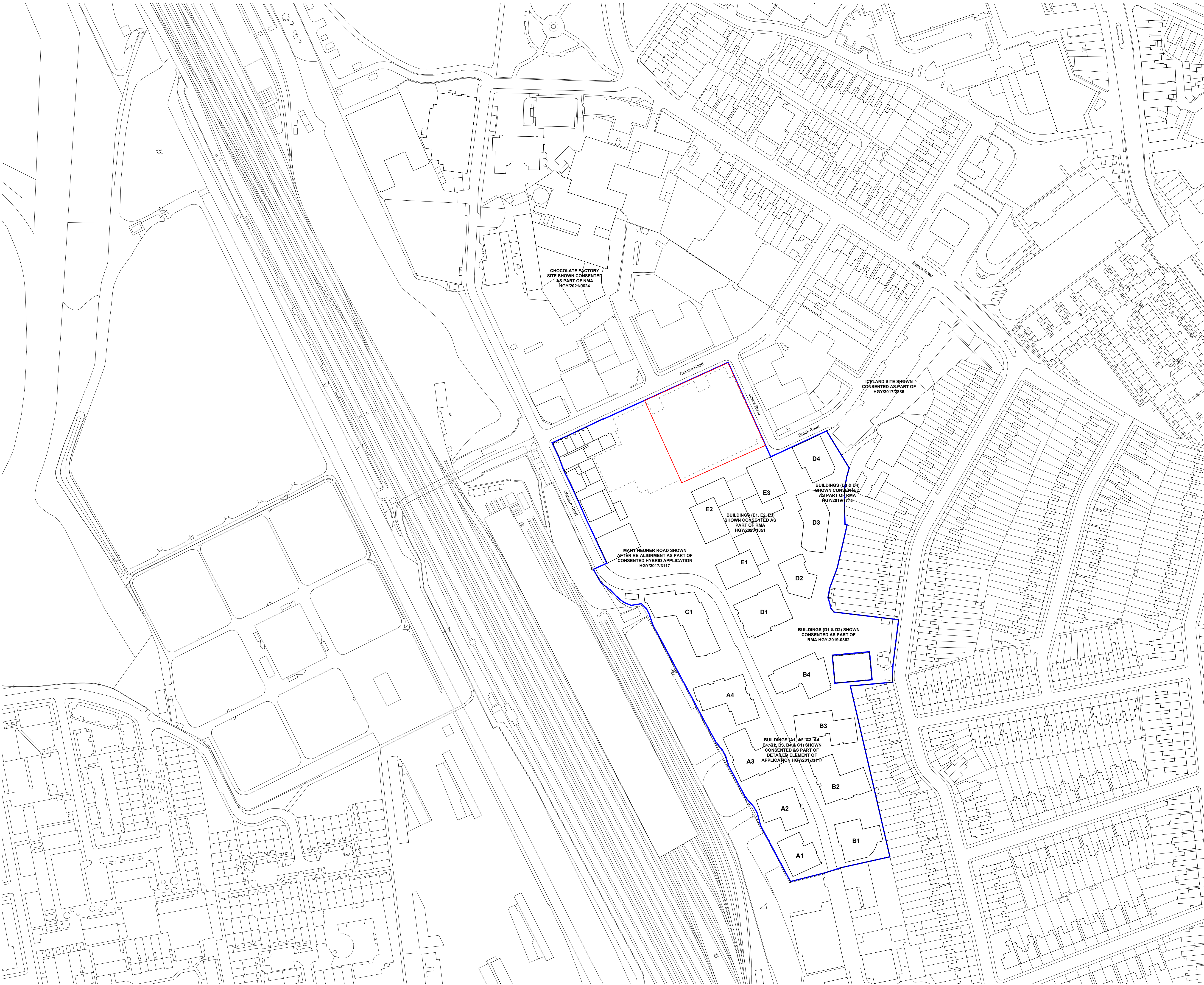
General Arrangement
Ground Floor Plan

Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	6726

DRAWING NO. REV. 6726 - SRA - ZZ - 00 - DR - A - 02102 P06

Appendix B



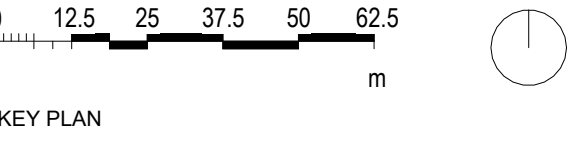
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- Phase 4 site boundary
- Hybrid permission boundary
- Existing buildings on site to be demolished

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review



KEY PLAN

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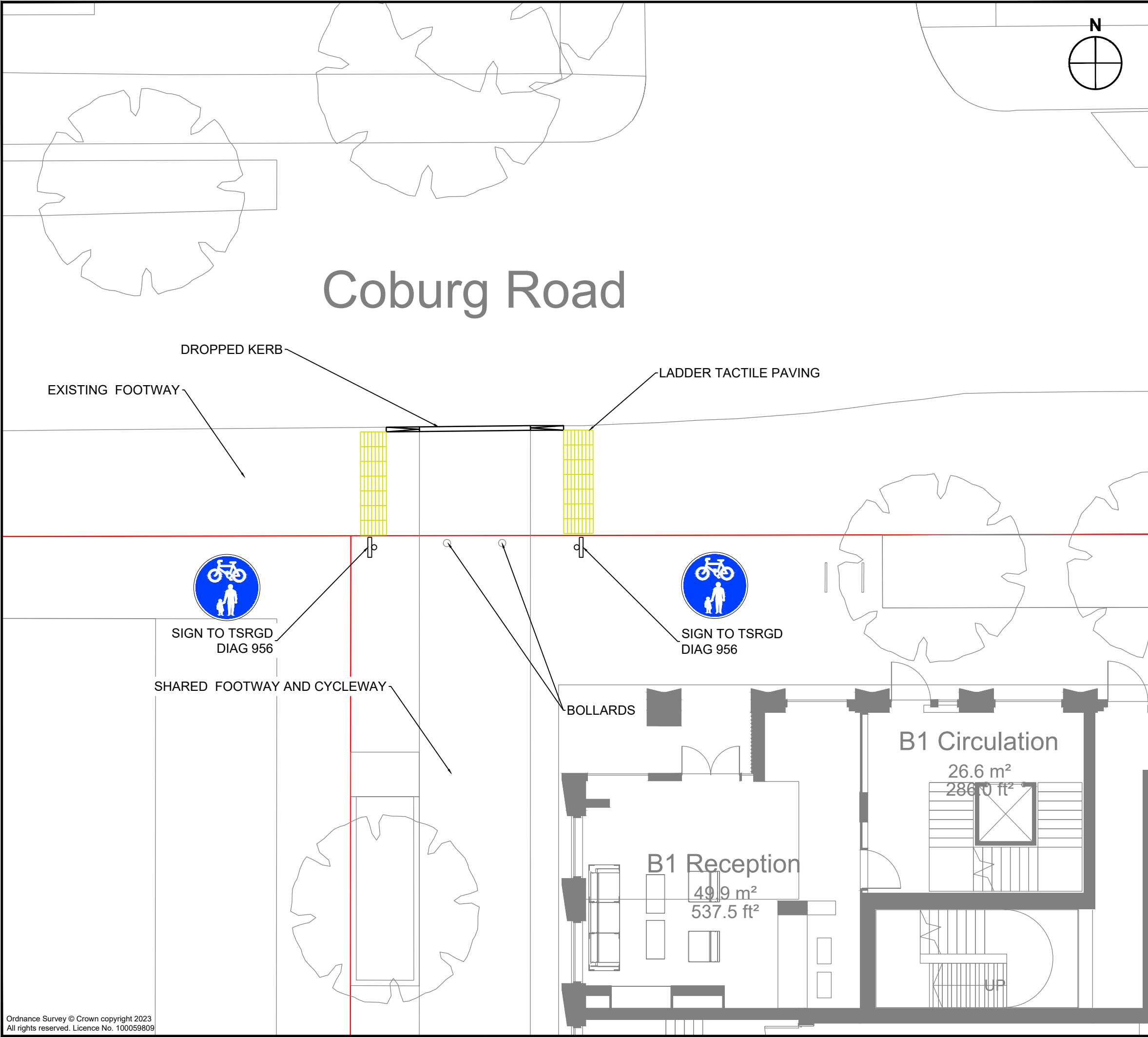
PROJECT
Clarendon, Phase 4

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Site Location Plan

Stage 2		
STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	6726
DRAWING NO.		REV.
6726 · SRA · ZZ · XX · DR · A · 02010		P02

Appendix C



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
St William

PROJECT:
Clarendon Phase 4

DRAWING TITLE:
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Footway/Cycleway Option 2**

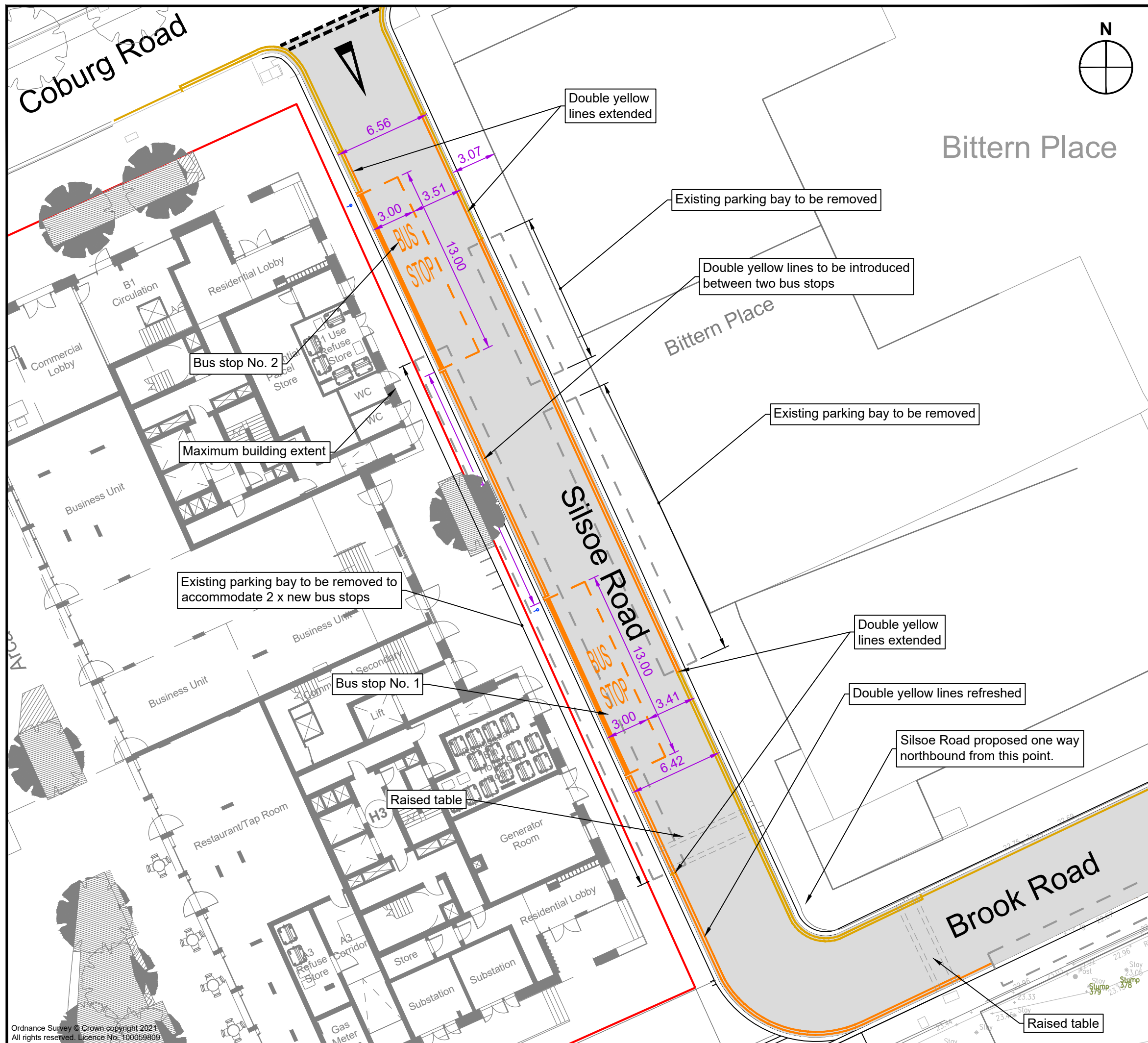
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DRAWN:	MZ	CHECKED:	TF
DATE:	05.07.2023		



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Appendix D



Notes:

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2. White lining is indicative only.
3. Based on Sheppard Robson layout: 6726-SRA-ZZ-00-DR-A-02102
4. Based on Walsh S278 layout: W250-WAL-SW-00-DR-C-95-0366_P1

KEY

- Proposed White Markings
- Proposed Yellow Markings
- Existing Yellow Lines

A	Site Layout Updated	MZ	GS	31.08.2023
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

DISCUSSION

CLIENT:

St William

PROJECT:

Clarendon Phase 4

DRAWING TITLE:

**Silsoe Road
Layout Proposals
Option 3**

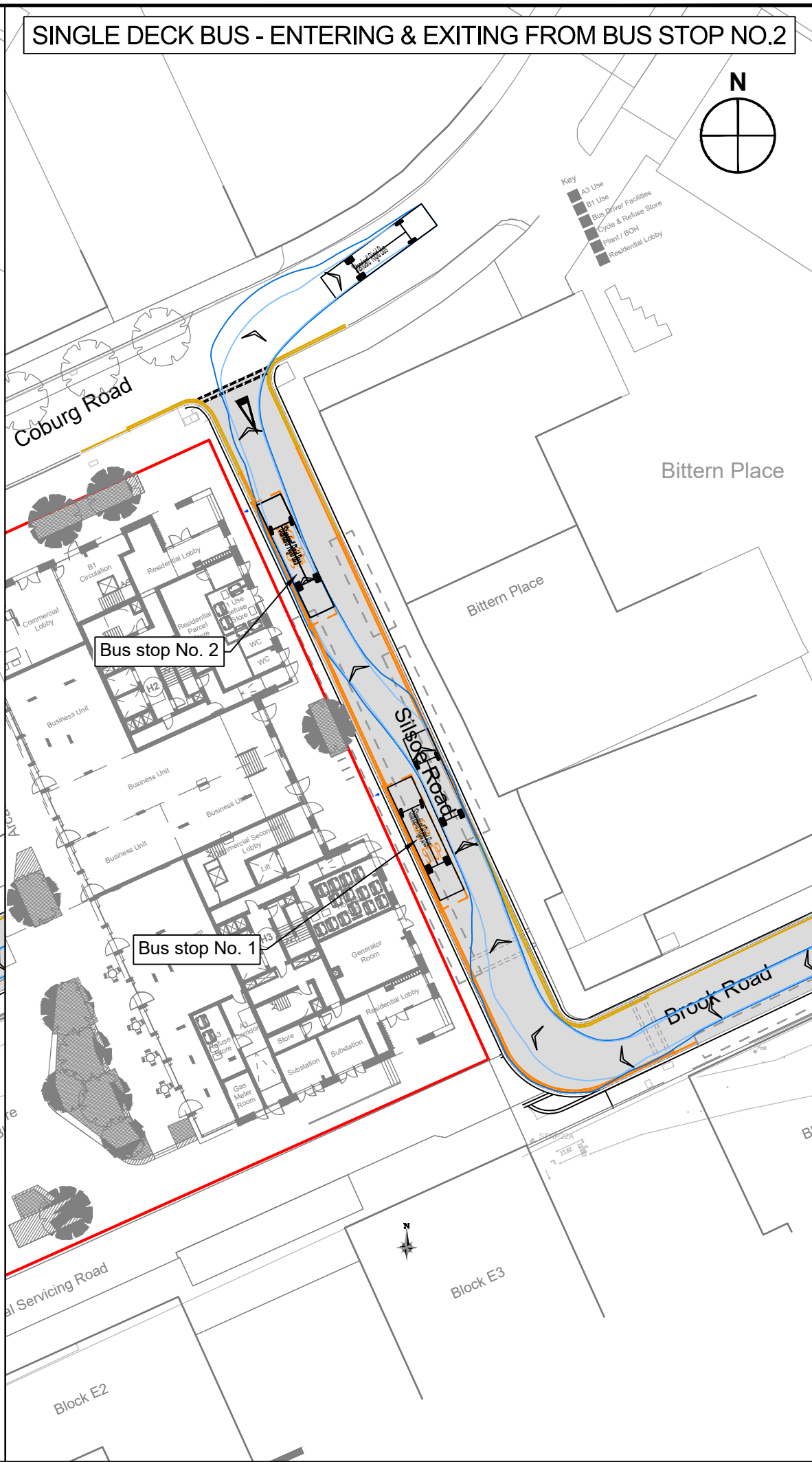
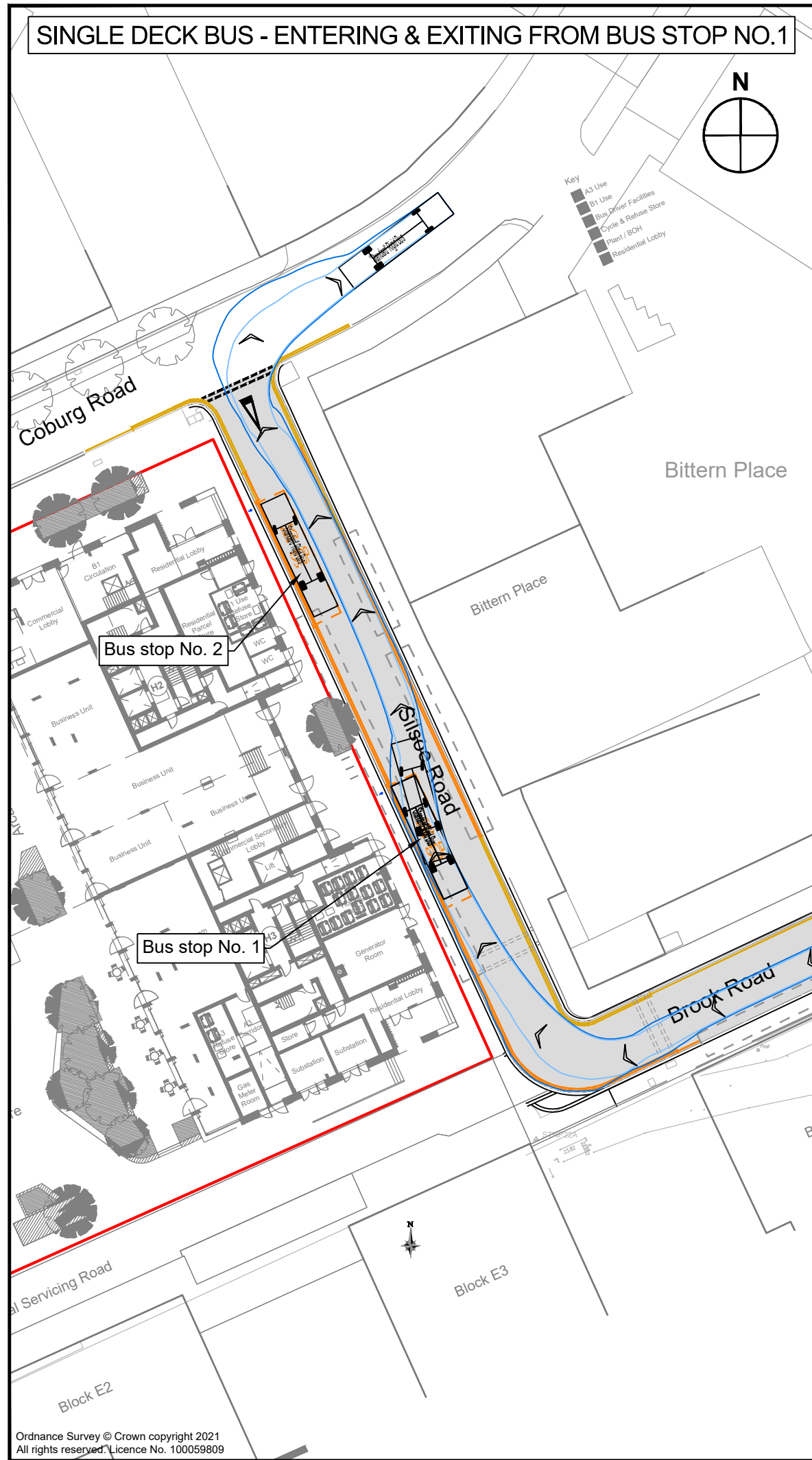
SCALES:

1:250 at A3

DRAWN:	NS	CHECKED:	TF	DATE:	25.08.2022
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SLR

DRAWING NUMBER:	130935G_PD04	REVISION:	A
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Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.
- Based on Sheppard Robson layout: 6726-SRA-ZZ-00-DR-A-02102
- Based on Walsh S278 layout: W250-WAL-SW-00-DR-C-95-0366_P1

Standard Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.303m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

A	Site Layout Updated	MZ	GS	31.08.2023
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

DISCUSSION

CLIENT:

St William

PROJECT:

Clarendon Phase 4

DRAWING TITLE:

Swept Path Analysis
Silsoe Road
Rigid Bus

SCALES:

1:500 at A3

DRAWN:	NS	CHECKED:	TF	DATE:	25.08.2022
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SLR

DRAWING NUMBER:	130935G_PD04_AT01	REVISION:	A
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