

Cornerstone School

Car Park Management Plan

Galliford Try

Job No: 1030536
Doc Ref: CS-CDL-XX-XX-RP-TP-003
Revision: P02
Revision Date: 28 May 2021

Project title	Cornerstone School	Job Number
Report title	Car Park Management Plan	1030536

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
P01	19 May 2021	For internal comments
P02	28 May 2021	For planning submission

Document Validation (latest issue)

28/05/2021

28/05/2021

28/05/2021



Principal author

Checked by

Verified by

Signed by: Lindsay, Abi

Signed by: Riso, Valeria

Signed by: Riso, Valeria

Contents

1.0	Introduction	3
1.1	Introduction	3
1.2	Purpose Of This Report	3
1.3	Report Structure	4
2.0	Development Proposal	5
2.1	Description	5
2.2	Proposed Site Occupation	5
2.3	Operational Hours	6
2.4	Access	6
2.5	Parking	6
3.0	Management Strategy	8
3.1	Introduction	8
3.2	Vehicular Access	8
3.3	Staff Parking	8
3.4	Visitors Parking	8
3.5	Disabled Parking	9
3.6	Drop-off/Pick-up Parking	9
3.7	Minibus Parking	10
3.8	Delivery Arrangements	10
3.9	Waste and Refuse Collection	10
3.10	Community Use	11
4.0	Parking Capacity And Demand	12
4.1	Baseline Travel Data	12
4.2	Anticipated Trip Generation	12
4.3	Parking Demand	13
5.0	Monitoring And Enforcement	14
6.0	Conclusions	15

1.0 Introduction

1.1 Introduction

Cundall has been commissioned by Galliford Try to prepare a Car Park Management Plan (CPMP) in support of a planning application for the provision of the Cornerstone School, a new secondary school to be located within the former Woodside Sports College site on Halt Robin Road in Belvedere, within the LB of Bexley (LBB).

The proposed new secondary school will accommodate up to 90 pupils with SEMH (Social, Emotional & Mental Health) and ASD (Autistic Spectrum Disorder) needs.

The proposals seek the refurbishment of the existing school building and provision of a new build extension to the school.

The location of Cornerstone School is shown in Figure 1-1.

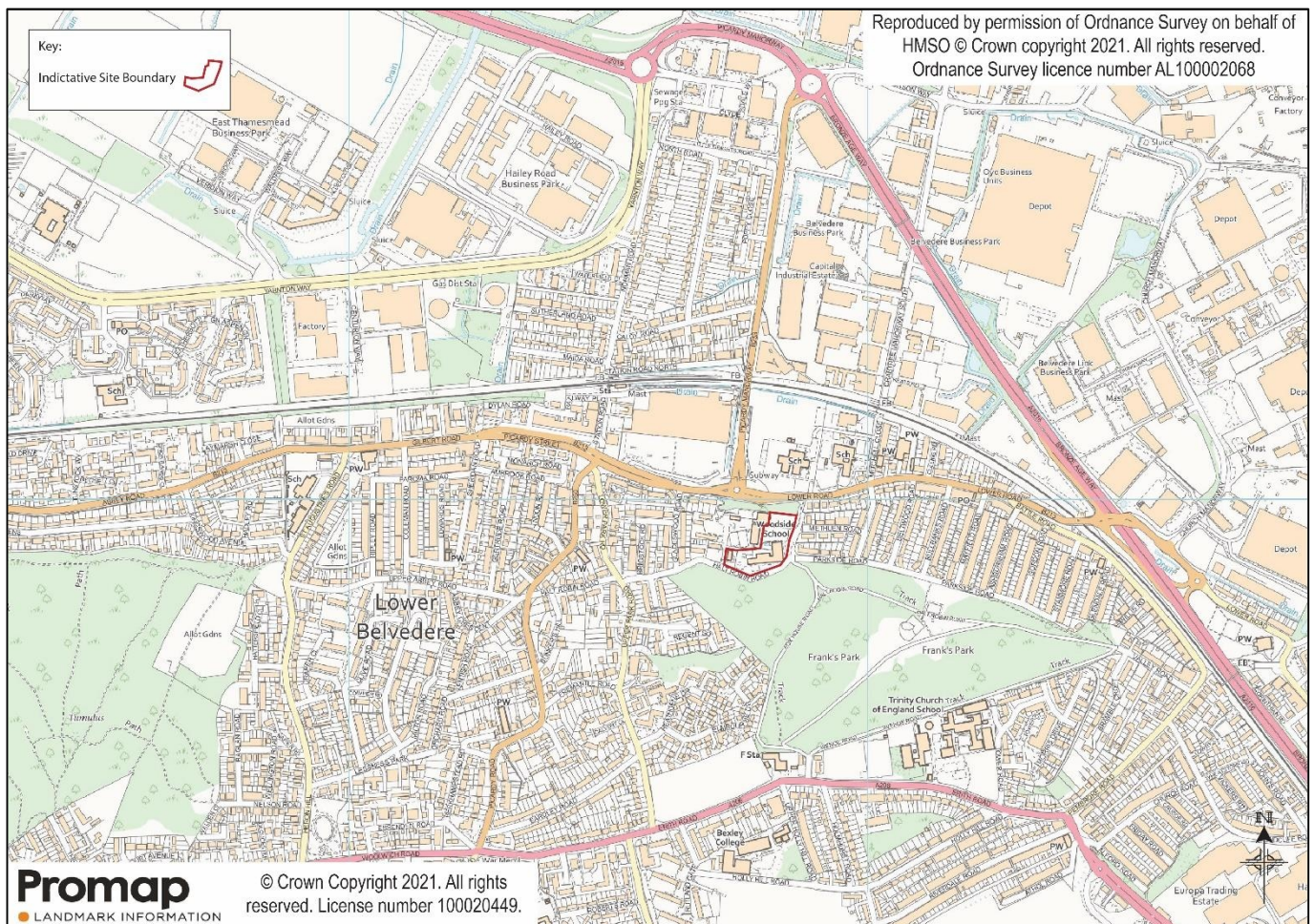


Figure 1-1: Site Location with Indicative Site Boundary

1.2 Purpose Of This Report

This CPMP has been produced in support of the planning application for the Cornerstone School. The document has been produced to outline the access and parking strategies for the school and summarises the management measures that will be implemented.

In addition to the CPMP, a Transport Statement (TS) and School Travel Plan (STP) accompany the planning application.

This CPMP is a 'live' document that will be regularly reviewed by the school.

Liaisons have taken place during the preparation of this CPMP with Trinitas Academy Trust, the operator of the proposed school.

1.3 Report Structure

Following this introduction, the remainder of this report is structured as follows:

- Section 2 summarises the proposal, including access arrangement to the site and parking provision;
- Section 3 describes the proposed parking strategy;
- Section 4 summarises the parking capacity and demand at the proposed site;
- Section 5 summarises proposed monitoring and enforcement measures for the proposed management strategy;
- Section 6 concludes this CPMP.

2.0 Development Proposal

2.1 Description

The proposal seeks the development for a special educational needs secondary school called the Cornerstone School, to be located on Halt Robin Road where the former Woodside Sports School resided.

The project consists of the refurbishment of the existing school building and provision of a new build school extension.

The proposed school will accommodate up to 90 students and will be supported by 40 permanent staff and up to 15 visiting professionals.

The proposed landscape plan is shown within Figure 2-1, and also included in Appendix A. This provides the ground floor outline including the car parking facilities, sporting facilities, grounds and the school building itself.



Figure 2-1: Proposed landscape plan

The proposal includes the provision of a MUGA, located to the north of the school building.

2.2 Proposed Site Occupation

The new school building is proposed to open by September 2022 and operate at full capacity by September 2025. Table 2-1 indicates the breakdown of students per opening years. It is anticipated that the school will be supported by up to 16 staff during its first year of operation.

Key Stage	2022/23	2023/24	2024/25	2025/26
Key Stage 3	32	48	48	48
Key Stage 4		16	32	32
Key State 5				10
Total	32	54	80	90

Table 2-1: Occupation plan

2.3 Operational Hours

The proposed operational hours of the school are summarised in Table 2-2; this information has been obtained through liaison with the school Trust, which also confirmed that pupils are not allowed to arrive on site until the right staff are in place, and that at the end of the day no pupil are left on site without the right member of staff also being present. Table 2-2 takes account of this procedure.

Activity	Operational Hours
Staff Arrives	Before 08:00
Breakfast Clubs	08:00-08:40
Start/End of Lessons	08:40– 15:20
After-School Activities	15:20 - 16:30
Staff Departures	After 16:30

Table 2-2: Operational Hours

2.4 Access

The proposal includes retaining the existing eastern vehicular access located at the end of the cul-de-sac on Halt Robin Road, opposite Parkside Road, in the south east corner of the site for the proposed school. This vehicular access will be used by staff/visitors accessing the car park, minibuses parking within the site (not for drop-off/pick-up), emergency vehicles and refuse vehicles.

The existing western vehicular access is not anticipated to be used by the proposed school. There will be a double manual gate provided at this former emergency access.

The main pedestrian access will be provided at the same location as the existing pedestrian access, located in the south western corner of the site, on Halt Robin Road. This pedestrian access will be for students and staff on foot and will consist of stairs and a ramp, to ensure it is accessible by all. The ramp will have a gradient of 1:21 and will weave down to the lower height of the school.

A second pedestrian access will be situated next to the proposed vehicle access which will lead to the main reception area of the school and will be used by visitors and by staff using the school car park.

The access for cyclists will be via the visitor entrance, where access to the main building can be accessed from; this is because the cycle parking spaces are located near this entrance, as explained in the next paragraphs.

All accesses are indicated on the proposed landscape plan included in Figure 2-1, and will all be gated.

2.5 Parking

2.5.1 Car Parking

Car parking will be provided within the same location as the existing car park, in the north-east side of the site, accessed from the eastern end of Halt Robin Road.

The car park will be provided with a total of 31 parking spaces, accommodating the following breakdown, also indicated in Figure 2-2:

- 28 spaces for staff, provided in the form of perpendicular bays;
- 2 disabled bays;
- 1 enlarged bay.

Additionally, 1 minibus bay is also provided on-site.



Figure 2-2: Proposed car park

6 active EV charging points and 3 passive EV charging points will also be provided. This provision in accordance with the London Plan.

Steps will be provided out of the car park to separate pedestrians from vehicles. A one-way system will also be implemented within the car park.

All the car parking bays measure 4.8m by 2.4m. The disabled/enlarged bays have the same measurement with an additional 1.2m of hatching to the side and back. The minibus parking space measures 2.5m by 7.5m.

A swept path analysis, included in Appendix B, has been undertaken for the car park using the following vehicles:

- Large car;
- Minibus;
- Fire Tender.

The swept path demonstrated that the above vehicles can access and egress the site in forward gear.

2.5.2 Cycle Parking

The proposal includes the provision of 20 cycle parking spaces in accordance with the following breakdown:

- 12 cycle parking spaces for students;
- 6 cycle parking spaces for staff;
- 2 spaces for visitors.

The proposed cycle parking provision is above the London Plan's minimum requirements.

Figure 2-1 displays the location of where the cycle parking will be situated. All of the cycle parking will be situated together (staff, students and visitors). This will be located and accessed to the south of the visitor's entrance, contained within the school fence. All the long stay cycle parking spaces (staff and students) will be covered whilst the visitor cycle parking will not be covered. All cycle parking will be secure.

3.0 Management Strategy

3.1 Introduction

This section outlines the management strategy for the site access and car park. The aims of this strategy are as follows:

- Ensure the car park is used as intended;
- Ensure off-site drop-off/pick up occurs efficiently and potential for conflict is minimised;
- Ensure adequate staff supervision during drop-off/pick up, and of the car park (if required); and
- Ensure the use of the car park for drop-off/pick up does not have an adverse impact on Halt Robin Road.

The school will distribute copies of the car park management plan strategy to staff/students/parents/carers, which will include how the car park is intended to be used; the school will also make visitors aware of the car parking strategy before they attend the site.

3.2 Vehicular Access

It is envisaged that the vehicular gate will be opened at the following time:

- Between 07:30-08:30;
- Between 16:00-17:00.

Access management measures will be in place outside the above time (i.e. electronic fob and intercom buzzer access) to maintain a secure boundary around the site.

It is noted that the width of the access into the car park, from the gate to the location of the minibus bay, only allows for a one-way traffic circulation. Since the car park is proposed for the use of staff members only, it is expected that all vehicles will be arriving and leaving at similar timings of the day (i.e. one-way flow), with no issues with vehicles trying to enter/exit the site at the same time (i.e. two-way flow). However, should this problem arise, the school will locate a member of staff at the proposed school gate to help with vehicular circulation at peak time periods only.

3.3 Staff Parking

The car park includes 28 parking spaces allocated to staff. Additionally, one enlarged parking bay is also provided on site which is anticipated not be marked as a disabled parking bay and therefore would be useable by staff, unless there is a requirement for additional disabled parking bays.

It is envisaged that the school will allocate parking spaces among staff prioritising the following users:

- Carshares;
- Those with special caring requirements;
- Those that live at greatest distances with no option to use non-car modes.

The school may consider assigning some of the parking bays as car share priority parking spaces. Thus, some of the parking spaces within the site will be identified and promoted as being spaces for staff members who travel together only. These spaces can be marked or signed to demonstrate this designation.

Along with the above, the school will have the STP that includes other 'soft measures' to encourage car sharing amongst staff through promotional materials and assisting in planning suitable routes for those who register their interest.

3.4 Visitors Parking

The car park includes no parking for visitors. The school will let any visitors know about the parking restrictions on site and provide information on alternative ways to reach the school site.

3.5 Disabled Parking

Two disabled parking bays are provided on site. These parking spaces are available for use by disabled staff and disabled visitors, and are in addition to the spaces allocated for staff and visitors.

Disabled visitors will be required to contact the school in advance of visiting the site to confirm the availability of the provided accessible bays. They will then be required to ring ahead to confirm the time of their visit so that the site manager /caretaker can make arrangements to open the gate.

One enlarged parking bay is also provided on site. As mentioned, this bay when first occupied will not be marked as a disabled parking bay and therefore would be useable by anyone, but it is in place to be converted to a disabled parking bay should additional spaces be required.

Further, should there be a requirement for additional spaces (i.e. beyond the 2 disabled bays and the enlarged bay converted to disabled bay), this will be provided to the north of the proposed enlarged bay, as identified in Figure 3-1.

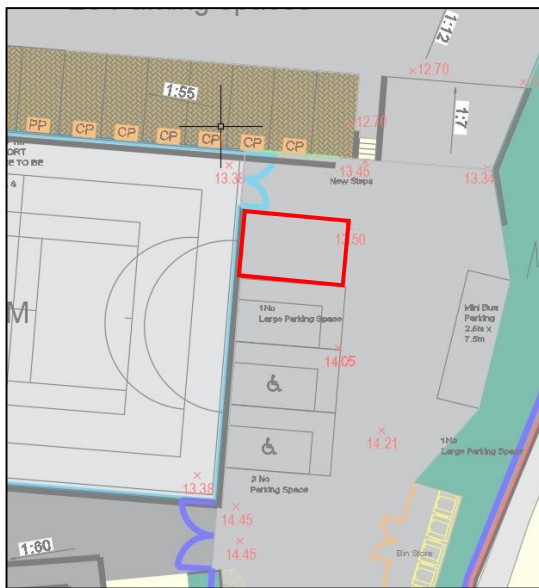


Figure 3-1: Additional disabled parking bays

3.6 Drop-off/Pick-up Parking

As mentioned, drop off/pick up is proposed to be undertaken on street, from Halt Robin Road.

As mentioned, the existing pavement provided along the northern side of Halt Robin Road, by the proposed pedestrian entrance, is in excess of 1.6m, while the width of Halt Robin Road allows for parking cars without interfering with a two-way circulation of the road.

It is proposed that cars/taxis/minibuses will park on the northern side of the road along the 120m extent indicated in red in Figure 3-2, from where they will perform drop off/pick up activities.

It is also proposed that all vehicles will use the area at the eastern end of Halt Robin Road to perform turning manoeuvres.



Figure 3-2: Location of drop-off/ pick-up on Halt Robin Road

The school will operate a rota of supervision for site pedestrian entrance in the morning and afternoon during drop-off and collection of students. It is anticipated that a member of staff will be located on Halt Robin Road, to monitor students' behaviour at the site access.

The presence of these staff members on Halt Robin Road (who will make themselves known by wearing hi-visibility vests) will have the additional benefit of being able to check that parents adhere to the parking strategy for drop-off/pick-up activities mentioned in the following paragraph; staff will also be able to move on any parents who may still show poor parking behaviour.

3.7 Minibus Parking

1 dedicated minibus bay is proposed with the car park. This bay will be signed to prevent other site users parking within the bay.

3.8 Delivery Arrangements

Delivery activities are proposed to be undertaken on-street, on Halt Robin Road.

It is proposed that delivery vehicles travelling eastbound on Halt Robin Road will park near to the proposed pedestrian access opposite Parkside Road. The vehicle will then turn within the cul-de-sac of Halt Robin Road, before continuing westbound in forward gear on Halt Robin Road.

It is anticipated that deliveries will be undertaken outside of the school peak hours (i.e. between 07:30-09:00 and between 15:00-17:00), and that reversing manoeuvres will be supervised.

This is also to avoid obstructions of the car park access gate by delivery vehicles.

3.9 Waste and Refuse Collection

Waste and refuse collection are proposed to be undertaken on-site. The refuse vehicle will enter the site in forward gear, pulling up to the bin store within the site boundary (south eastern extent of the site), at a suitable distance as to allow for the storage doors to be able to open and access to the bins. Once loaded and the empty bins are returned to the store, the refuse vehicle will then proceed to reverse out of the main entrance before turning within the cul-de-sac of Halt Robin Road and continuing its journey westbound in a forward gear.

Liaison has taken place with the Waste & Recycling Project Officer at LBB, who confirmed that this arrangement is acceptable. It was also confirmed that each refuse collection team is formed of a minimum of two operatives, which allows for one of them to act as a reversing assistant on manoeuvres.

LBB council have confirmed that the refuse vehicle which is used by the council is the Olympus Duo 16W 6x2RS + Combi Recycling Box, shown in Appendix B. Therefore the 11.2m refuse vehicle which has been used to undertake the swept path analysis (also included in Appendix B) is a suitable representation of the vehicle and the manoeuvres that would need to be undertaken.

It is anticipated that there will be two refuse collections a week, this will include general waste as well as recycling.

3.10 Community Use

It is anticipated that MUGA, Sports hall / fitness room will be available for community use after school hours (i.e. after 17:00) or at weekends.

The school car park might be used for community use, in which case it will be staffed by a lettings company who will manage access to the required area being used.

4.0 Parking Capacity And Demand

4.1 Baseline Travel Data

The Cornerstone School is currently within a planning stage, therefore at the time of preparing this CPMP there is no available 'hands up' surveys or site-specific data.

4.2 Anticipated Trip Generation

The trip generation as carried out within the TS has been summarised here for context and to outline the modal shares of both staff and students.

4.2.1 Students Trips

Table 4-1 includes the anticipated mode share and the predicted trip generation for the 90 students (at full occupation) who will attend the proposed school, as extracted from Section 6 of the TS report (Table 6.2).

Travel Mode	Anticipated mode share %	No. of trips
Car/Taxi	7%	7
Minibus	89%	80
Public Transport	0%	0
Cycle	2%	2
Walk	3%	2
Total	100%	90(*)

Table 4-1: Anticipated students' trips generation *Due to Rounding

Table 4-1 indicates that 89% of students are anticipated to travel by minibus, with 7% will travel by car/taxi. The remaining 5% will either walk (2%) or cycle (2%).

The school Trust confirmed that 16-seater minibuses will be used for transferring these students to and from the site. For robustness of this assessment, it has been assumed that the minibuses will be used to a capacity of 75%, which is 12 students per bus (total of approximately 7 minibuses required for the anticipated 80 pupils travelling by this mode).

With the above assumption, the proposed school is anticipated to generate a total of approximately 14 students' vehicular trips during the morning drop-off and evening pick up periods, including car/taxi and minibus trips.

4.2.2 Staff Trips

Table 4-2 includes the anticipated mode share and the predicted trip generation for the 55 staff (at full occupation) who will support the proposed school, as extracted from Section 6 of the TS report (Table 6.3).

Travel Mode	Anticipated mode share %	No. of trips
Car	56%	31
Taxi	0%	0
Car Share	5%	3
Bus	17%	9
Train	7%	4
Motorcycle	1%	1
Cycle	2%	1
Walk	12%	7
Total	100%	55(*)

Table 4-2: Anticipated staff trip generation * Due to Rounding

Table 4-2 indicates that 56% of staff are anticipated to travel by car, with 5% will travel by car share and 1% travelling via motorcycle. It is anticipated that 17% will use the bus and 7% will use trains. The remaining 14% will either walk (12%) or cycle (2%).

4.3 Parking Demand

Demand calculations are presented in the TS report produced in support of the planning application for the site. A summary is provided here for ease of reference.

4.3.1 On-site

The TS predicted an on-site staff parking demand for 31 spaces, to be accommodated within the 31 car parking spaces provided on-site.

Nevertheless, the STP will include measures to encourage staff to use more sustainable modes of transport in place of the private car. In particular, the STP for the first year of operation (when only up to 16 staff will be working at the school site) targets a reduction in 3 staff's vehicular trips.

Therefore, it is anticipated that there will be no overspill parking on-street.

4.3.2 Off-site

The TS predicted that a total of 14 vehicles would be required for getting students to/from the school site.

The proposal includes for drop off/pick-up activities to be undertaken on street, from Halt Robin Road, along the 120m section indicated in Figure 3-2. Assuming a 7m parking length is required for the average vehicle (this is the worst-case scenario considering that a minibus is 6.3m long while a large car is 5m long), this section of the road could accommodate a total of 17 vehicles all at once (i.e. 120m/7m).

Nevertheless, the STP will include measures to encourage students to use more sustainable modes of transport as much as possible, in order to further reduce the level of on-street parking linked with drop-off/pick-up activities. In particular, the STP for the first year of operation (i.e. with up to 32 students) targets a reduction in 2 students' car trips (in favour of cycling/walking/use of public transport), while maintaining the same % of students travelling by minibus.

Therefore, the selected stretch of the road along Halt Robin Road will be able to accommodate the anticipated parking demand for drop-off/pick-up.

5.0 Monitoring And Enforcement

The school manager with support from staff members will be responsible for the following:

- Distribute copies of the car park management plan strategy to staff and parents/carers of students, which will include how the car park is intended to be used, and make visitors aware of the car parking strategy before they attend the site;
- Carry out monitoring at the site accesses and their close vicinity. This information should be based on observation and the record updated every other month;
- Liaise with staff on duty when students are arriving and leaving the site at peak times and will record any issues identified. Should this be the case, this will be discussed at staff meetings and addressed accordingly;
- Keep a file with the monitoring records, lists of concerns raised, the list of measures implemented to address these concerns and the record of meetings held;
- Highlight the importance of considerate parking within the site and on Halt Robin Road to parents/carers of students in welcome packs, at open days, literature about the school, regular newsletters and if necessary specific letters to parents.

6.0 Conclusions

The CPMP provides a summary of the car parking provision that is proposed as part of the Cornerstone School, and the strategy for its operation and ongoing management. The CPMP should be read in conjunction with the TS and STP submitted as part of the application.

The CPMP will be implemented and overseen by the school manager or someone acting on his/her behalf in their absence.

The CPMP has outlined the strategy for how staff and parent/carer parking will be distributed and the management measures which will be implemented to prevent inappropriate car parking.

Dialogue with the school in relation to the preparation of this CPMP has been undertaken. A draft of the CPMP has been reviewed and approved in relation to its objectives, monitoring and ongoing management strategy.

Appendix A



NOTE: This drawing is the copyright of UBU Design LTD. All rights reserved.
This drawing is for the use of the client only and is not to be used for any other purpose without the written consent of UBU Design LTD. The client agrees to indemnify and hold UBU Design LTD harmless from all claims, damages, costs and expenses, including reasonable legal fees, which may be incurred by UBU Design LTD in connection with the use of this drawing.

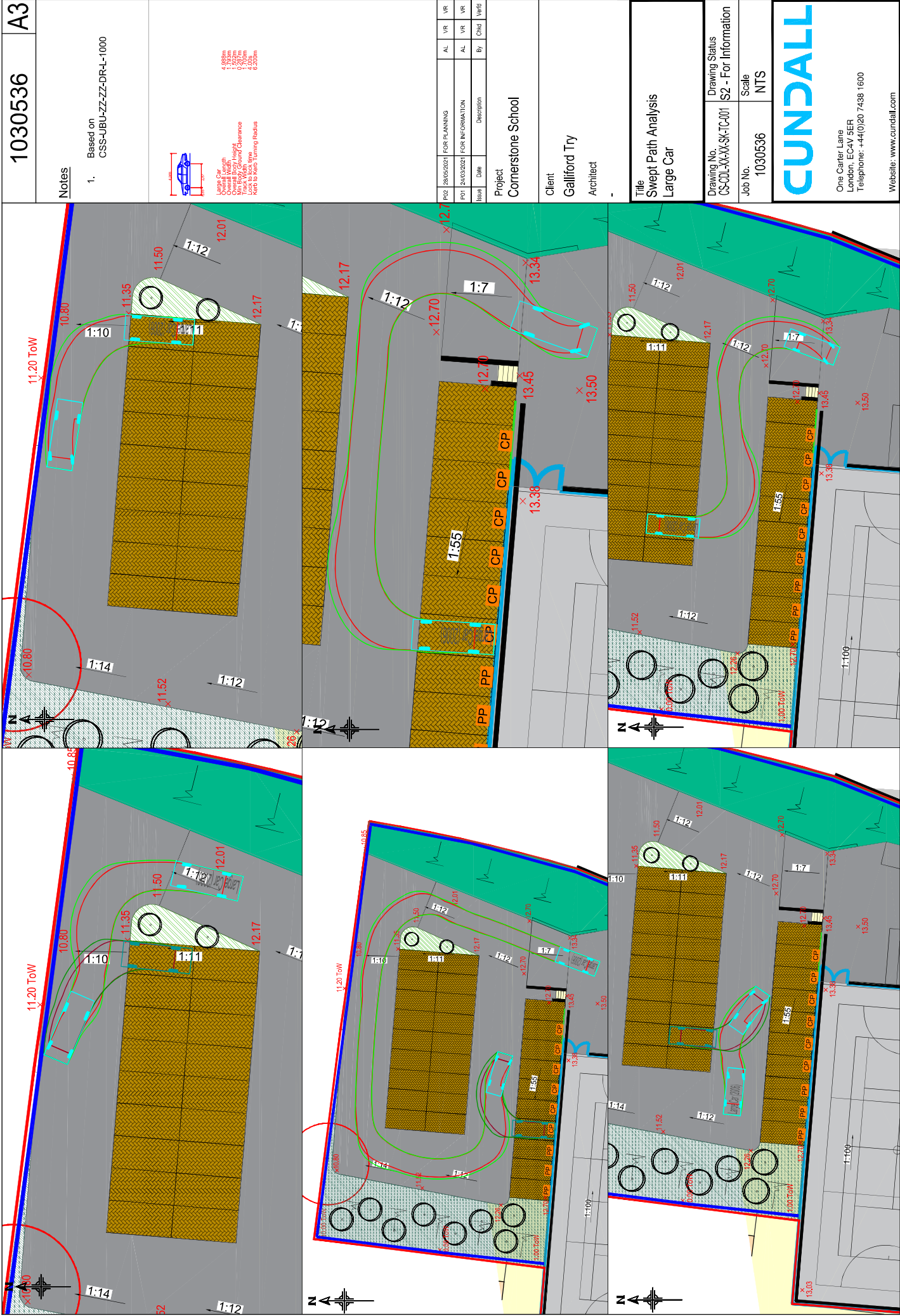
- Site Boundary**
- Proposed Trees
 - Existing Trees to be retained
 - Tree to be removed
 - Existing vegetation to be retained
 - Native and Ornamental Shrub Planting
 - Growing Area
 - Hedge Planting
 - Grass Area
 - Wildflower
- Hardworks**
- Existing building footprint
 - New Pedestrian Blummen
 - New Sports Blummen
 - New Macadam
 - New Vehicular Blummen
 - Macadam
 - Existing Macadam to be retained subject to condition survey
 - Parking Bays
 - Bound Gravel
- Fencing**
- 1.5m Wiremesh Fencing
 - New 2.5m Wiremesh Fencing
 - 3m High Sports Fencing to MUGA, Duo Sports double wire sports fencing system or similar equivalent Black
 - 1.8m High Timber Filt & Mesh Vertical Fencing
 - 1.1 m high ballustrade
 - Existing 3M high ballustrade fence to be clad with 2.1m high doubleboard fencing
 - New retaining wall
 - Existing retaining wall retained
- Furniture**
- Covered Cycle Parking
 - Growing Bed
 - Bench
- Levels**
- Existing level
 - Proposed level
 - Active Charging points
 - Passive Charging points

UBU Design LTD
7a Winter House, Easton Lane
Winchester, Hants, SO22 7RQ
+44 (0) 1962 856 008
studio@ubu-design.co.uk
www.ubu-design.co.uk

PROJECT	CORNERSTONE SCHOOL
TITLE	GENERAL ARRANGEMENT PLAN
CLIENT	GALLIFORD TRY
SCALE	1:250@A1
DATE	15/04/2021
DRAWN BY	1837
STATUS	REV: 1
INFORMATION	P9



Appendix B



1030536

A3

Notes

1. Based on
CSS-UBU-ZZ-ZZ-DR-L-1000

5.602m

0.891m

0.703m

5.079m

1.525m

1.525m

0.310m

4.063m

5.900m

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Lux Track Width

Min Wheelbase

Kerb to Kerb Turning Radius

FOR PLANNING

FOR INFORMATION

Issue

AL

AL

By

VR

VR

Chd

VR

VR

Verd

Project

Cornerstone School

Client

Galliford Try

Architect

-

Title

Sweep Path Analysis

Large Car within disabled bays

Drawing No.

CS-CL-XX-XX-SK-TC-002

Drawing Status

S2 - For Information

Job No.

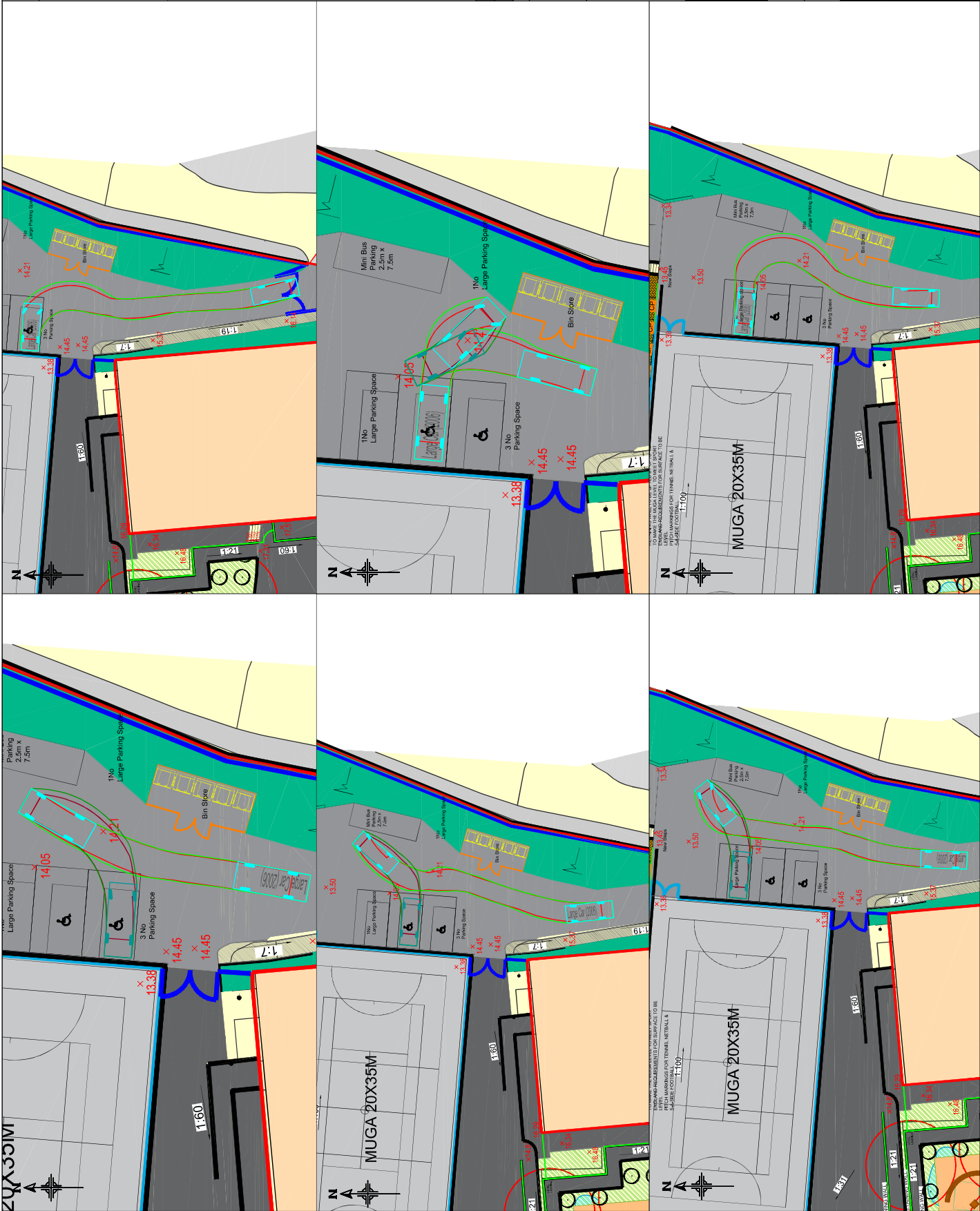
1030536

Scale

NTS

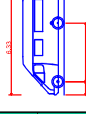
CUNDALL

One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600
Website: www.cundall.com



Notes

1. Based on
CSS-UBU-ZZ-ZZ-DR-L-1000



Mini Bus
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

P02	28/05/2021	FOR PLANNING	AL	VR
P01	24/03/2021	FOR INFORMATION	AL	VR
Issue	Date	Description	By	Verifd

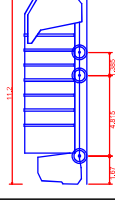
CUNDALE

One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600

Website: www.cundall.com

Notes

1. Based on
CSS-UBU-ZZ-ZZ-DR-L-1000



P02	28/05/2021	FOR PLANNING	AL	VR
P01	24/03/2021	FOR INFORMATION	AL	VR
Issue	Date	Description	By	Verifd

Project
Cornerstone School

Client
Galliford Try
Architect

Title	Swept Path Analysis 11.2m Refuse Vehicle
-------	---

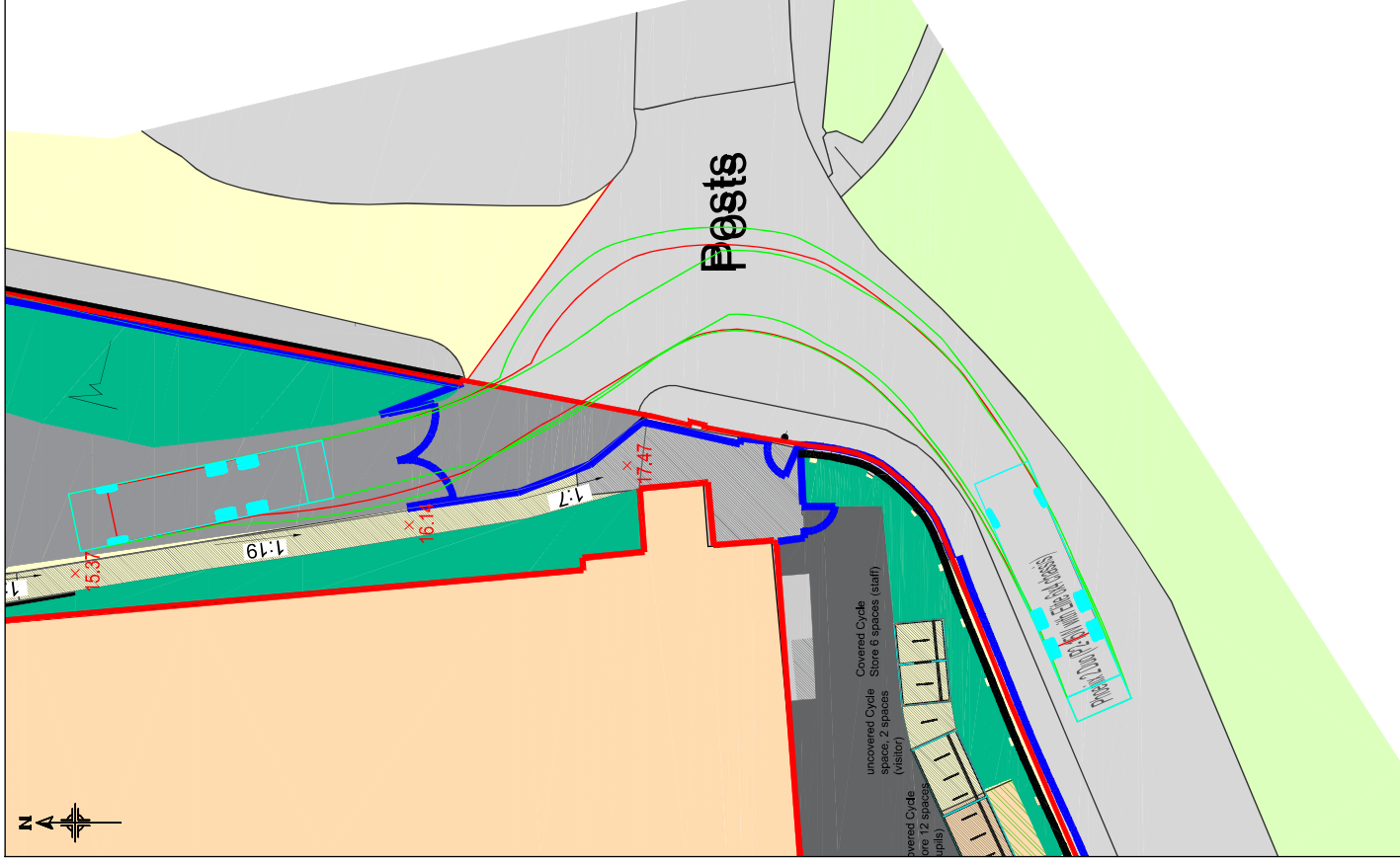
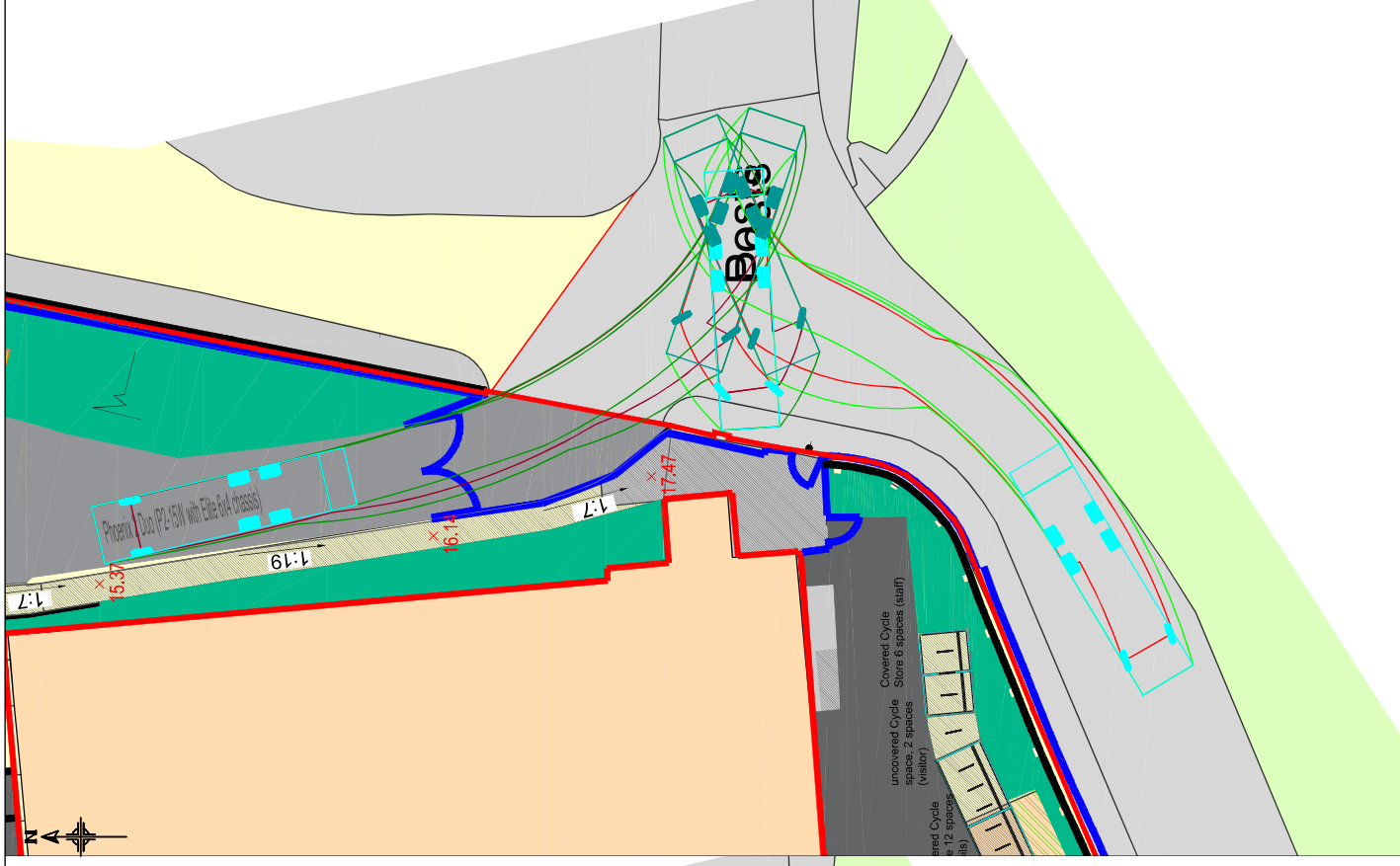
Drawing No. CS-CDL-XX-XX-SK-TC-004	Drawing Status S2- For information
---------------------------------------	---------------------------------------

Job No.	Scale
1030536	NTS

CUNDA

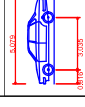
One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600

Website: www.cundall.com

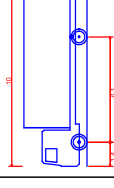


Notes

1. Based on
CSS-UBU-ZZ-ZZ-DR-I-1000



Large Car (2006)	5.079m
Overall Length	1.672m
Overall Width	1.525m
Overall Body Height	0.310m
Min Track Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	



FTA Design HG Rigid Vehicle (1998)	10,000mm
Overall Length	2,500mm
Overall Width	3,645mm
Overall Body Height	0,440mm
Min Body Ground Clearance	2,470mm
Track Width	3,000mm
Lock to lock time	11,000mm
Kerb to Kerb Turning Radius	

P02	28/05/2021	FOR PLANNING	AL	VR
P01	24/03/2021	FOR INFORMATION	AL	VR
Issue	Date	Description	By	Chkd
				Verfd

Project
Cornerstone School

Client	Galliford Try
Architect	

Title
Swept Path Analysis
10m Rigid Vehicle and Large Car
using off-site turning area

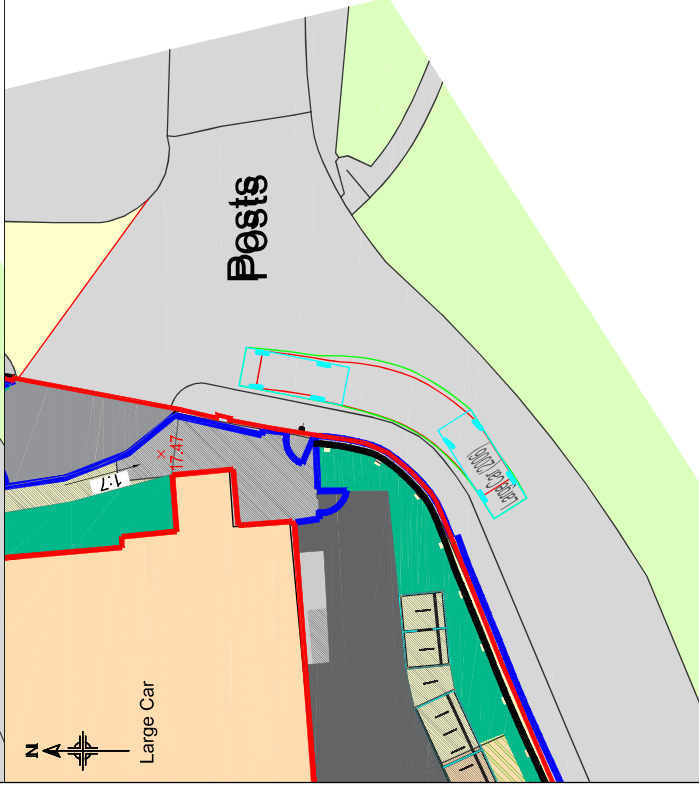
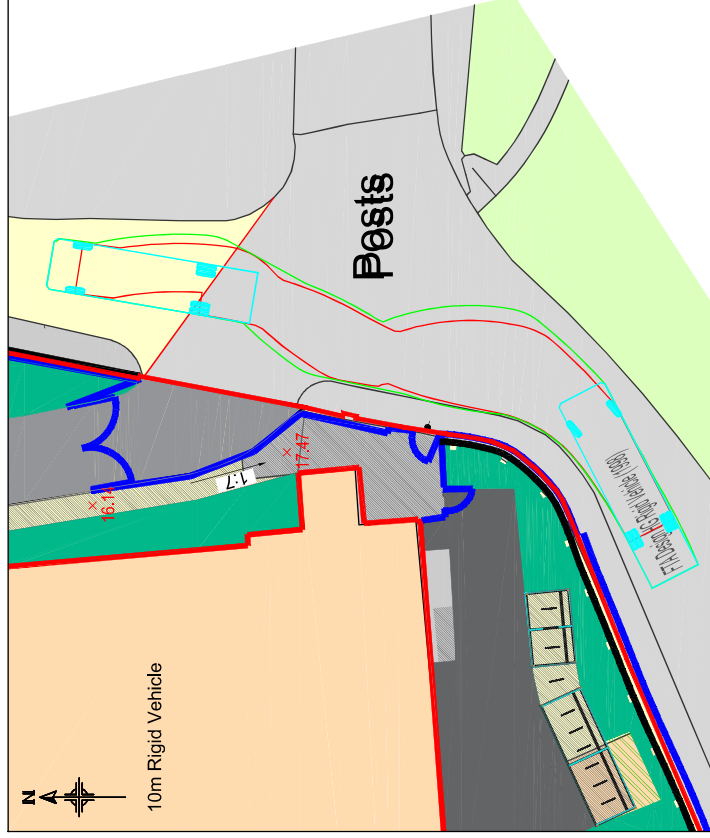
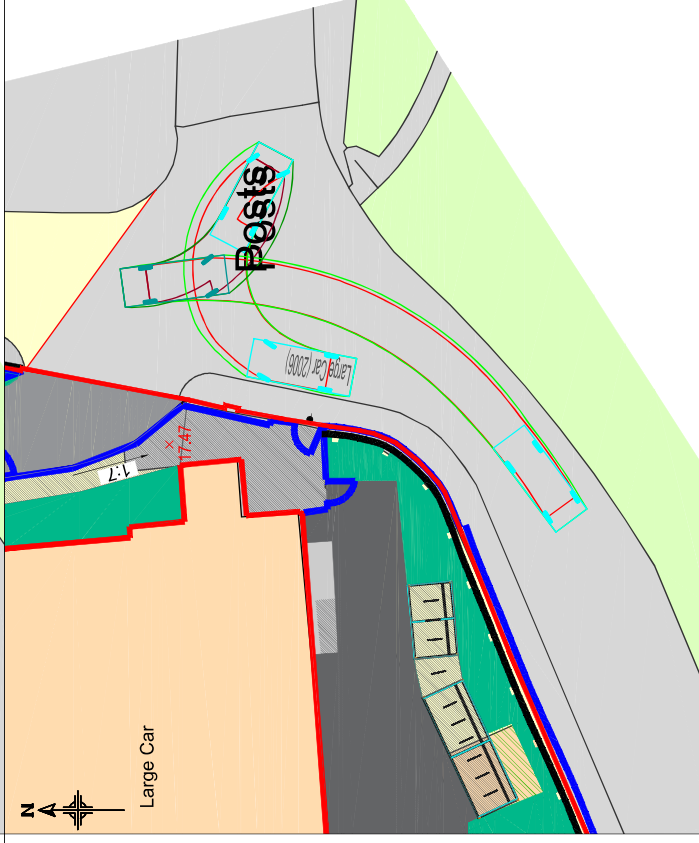
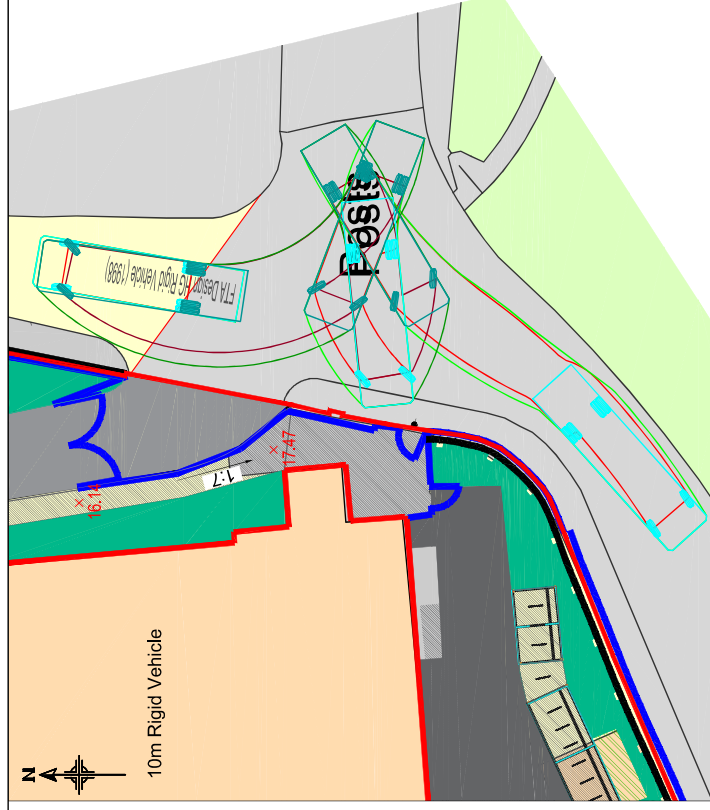
Drawing No. CS-CDL-XX-XX-SK-TC-006	Drawing Status S2 - For Information
---------------------------------------	--

Job No.	Scale
1030536	NTS

CUNDA

One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600

Website: www.cundall.com



OLYMPUS Duo 16W - 6x2RS Wide - Kitchen & Food Waste Recycler

Elite 6 - 6x2RS Wide Track

Euro 6 SPECIFICATIONS



Vehicle model		OL-16W 6x2RS + Combi Recycling Box	
Compaction body type - effective volume(s)		Olympus 16W (15.6 m ³)	
Elite chassis type		6x2RS (Rear Steer) Wide Track	
GVW (Gross Vehicle Weight)		26000	
Front axle plated weight		8000 (7100*)	
Rear axle/bogie plated weight		19000	
Recycling box type		Terberg Combi recycler box with pannier binlift - top discharge	
Recycling box type (capacity m ³)		TD3 TL 3.3W (3.3 m ³)	TD3 TL 4.8W (4.8 m ³)
V1	Overall wheelbase	5550	5900
Turning circle - overall (metres)		17.8***	19.1***
Vehicle unladen weight**		14870	15030
V2	Overall length [§]	9430	9840
	Overall length - tailgate raised [§]	10510	10920
V3	Front axle to front of compaction body	2140	2550
V4	Front overhang	1665	
	Front overhang - cab tilted	3465	
V5	Rear overhang	2215	2275
	Rear overhang - tailgate raised	3295	3355
V6	Overall height	3540	
	Overall height - tailgate raised	5100	
V7	Height at exhaust tip	3530	
V8	Cab roof height	3130	
	Cab roof height - cab tilted	3690	
V9	Cab floor height	825 Driver side, 885 Passenger side	
V10	First cab step height from ground	495	
V11	Rave rail height	1050	
V12	Ground clearance at lowest part of vehicle	250	
V13	Ground clearance - tailgate	435	
V14	Approach angle	15.5°	
V15	Departure angle	15°	

(*) Optional front axle plated weight of 7100 kg with 295/80R22.5 tyres.

(**) Typical rear mounted lifting device equipment will add up to 1200 kg.

(***) Turning circle shown is for worst case, fitment of optional tyres may reduce turning circle.

(§) Excludes front view mirror which adds approx. 230 mm

NOTE: Unless otherwise stated, all dimensions are nominal, in mm and represent an unladen vehicle without a lifting device and fitted with standard tyres; tyre deflection is not included. All specifications are subject to manufacturers tolerances. An allowance of +/- 2% should be made for all weights. All weights are in kgs and include oil and water, and on diesel fuelled vehicles, AdBlue and 50 litres of fuel. Additional equipment may alter dimensions and weights quoted.

DENNIS EAGLE



OLYMPUS Duo 16W - 6x2RS Wide - Kitchen & Food Waste Recycler

Elite 6 - 6x2RS Wide Track

Euro 6 SPECIFICATIONS

Chassis cab

- Elite 6 6x2RS (Rear Steer) Wide Track.
- Cab - Low floor with one step entry, Cromwell stainless steel construction, standard seating for driver + 3 crew, optional driver + 1 or driver + 4 seating.
- Engine - Volvo (Euro 6) D8K 280/320 bhp, 6 cylinder, 7.7 litre in-line diesel.
- Braking system - full air - twin circuit, EBS with Electronic Stability Program, Traction control (ASR), 4 wheel parking brake.
- Gearbox - Allison MD 3000, 6 speed automatic.
- Electronic Levelling Control (ELC)
- Front suspension - Full air self-levelling suspension with anti-roll bar.
- Drive axle suspension - Self-levelling air suspension with chassis raise and chassis lower functions and anti-roll bar.
- Rear axle suspension - Trailing arm air.
- For detailed specification and options, see relevant Elite 6 Datasheet.

Body

- Constructed from high tensile steel one piece rolled side sheets and braced by front and rear hoops, with pressed integral channels and 'keel' type floor.
- Sides in 4 mm S275 EN10025, Roof in S355 EN10025.
- Floor in three sections across width: 4-5 mm S355 EN10025.
- Rear hoop: 5-6 mm S355 EN10025.
- Barrier rails: 8 mm DOMEX 700 (700 N/mm²).
- Rear cross-member: 6 mm DOMEX 650 (650 N/mm²).
- Fitted with under-floor sump to prevent liquid seepage and to allow clean discharge of any liquid content. (100 mm depth).
- Only two greasing points in body and tailgate.

Refuse Ejection Plate

- Ejection plate face is manufactured from high tensile abrasion resistant steel, forming a smooth and unobstructed discharge surface.
- Pressure regulation of the ejection plate from cab display.
- Self lubricating bearings guide the ejection plate along rails within the body.
- Multi-staged double acting hydraulic cylinder enables efficient ejection and retraction.

Tailgate

- Optimised 2.8 m³ swept volume capacity, resulting in fewer packing cycles, reducing wear, fuel consumption and noise.
- Full 2.2 m uncluttered loading width without lifting device.
- Low rave rail height for manual loading and versatile lifting device mounting with bolt-on rave rail adaptor for lifting devices.
- Substantial pressed side plates form integrated channels to guide the compaction mechanism.
- Hydraulic packer plate cylinders are positioned to eliminate damage from waste.
- Reduced overhang for improved weight distribution and manoeuvrability.
- Integral rear frame for lifting device mounting.
- Floor: 8 mm HARDOX 400 (400 HB- 1000 N/mm²).
- Sides: 7 mm HARDOX 400 (400 HB- 1000 N/mm²).
- Rave Rail: 4 mm HARDOX 400 (400 HB- 1000 N/mm²).
- Retainer Plate: 4 mm WELDOX 700 (700 N/mm²).

Compaction Mechanism

- Proven two-plate fabricated carriage plate and packer plate design.
- Manufactured using high tensile abrasion resistant steel.
- Slides within tailgate channels on low friction self lubricating bearings.
- Heavy duty carriage and packer cylinders.
- The remaining structural elements are constructed in steel S355 EN10025 (355 N/mm²).
- Base sheet & tube: 4 mm HARDOX 400 (1000 N/mm²).
- Packer plate base: 6 mm HARDOX 400 (1000 N/mm²).
- Nominal 18 second cycle time.

Hydraulic System

- Quiet, PTO mounted close-coupled standard pump delivers 88 litres/minute at 1000 rpm.
- Body mounted 125 litre tank with remote pressure fill.
- Full flow 10 micron return line filter controls contaminant levels.
- Engine speed is maintained by electronic throttle control system when hydraulic power consumption increases.
- Heavy duty inverted packer plate cylinders fitted with maintenance free spherical bearings.
- Heavy duty inverted compaction cylinders mounted outside the compaction mechanism, clear of the loading area.
- Roof mounted tailgate lift cylinders.
- Retention barrier with adjustable pressure.

Electrical System

- Fully integrated CANbus system logic (CANopen) with integral axle load weight indication.
- Simple display unit in cab for body controls and diagnostics.
- Fully water-proofed side mounted junction box contained within a locker allowing easy access for diagnostics and maintenance via laptop.
- Number and colour coded wiring for easy identification, maintenance and fault finding.
- Weatherproof switch, plug and socket connectors.

Safety

- CE Approved. Safe by design.
- Circuit designed to enhance Health & Safety features, and installation of lifting devices.
- Prepared for EN 1501-1:2011 & EN 1501-5:2011.
- Two-plate design, automatic body/tailgate locks and clean discharge remove the need to approach moving parts.
- Interlocks prevent the mechanism from working unless the tailgate is fully lowered.
- Automatic gearbox interlocks enhance safe operations.
- Tailgate lift rams are fitted with integral pilot operated load holding valves so that even if a hose fails, or is removed, the tailgate cannot descend unless positively powered downwards.
- Indicator icons show the driver when the mechanism is in operation, and when the tailgate is out of its locks.
- In cab discharge controls as standard, with external tailgate lower controls for optimised safety.
- Interlocked access door for safe maintenance operations.

Recycling Box

- Fabricated steel construction with fully 'tanked' pod, means no liquid leak. Mounted in robust steel frame.
- Pneumatically locked lid.
- Payload emptied to right-hand side of vehicle by means of high-level tipping pod with safety valves to hydraulic cylinders.
- In-cab controls for tipping and door operation.
- Push button controls for lifter operation.
- TL360 Lifting device for single 240 or 360 litre waste container with option of detachable pannier.

Options

- A range of compatible lifting devices and DIN frames are available.
- Ladder to access the side door of the body.
- Leachate tank between body and tailgate.
- Brush & shovel with mountings.
- Hand wash unit.
- Rubber packer plate flap.

Dennis Eagle Ltd. (the company) reserves the right to change the specification, design, material, procedures and dimensions of the vehicles described herein without prior notice at any time in the future, in accordance with the company's constant product improvement policy.

© Dennis Eagle Ltd. 2013

www.dennis-eagle.com

e: sales@dennis-eagle.co.uk

t: +44 (0) 1926-458500

Dennis Eagle Ltd. Heathcote Way, Heathcote Industrial Estate, Warwick CV34 6TE. UK

For more details of specifications and options please consult a Dennis Eagle Sales representative.

DENNIS EAGLE


Riso, Valeria

From: Matthews, John <John.Matthews@bexley.gov.uk>
Sent: 26 April 2021 13:56
To: Riso, Valeria
Subject: RE: Cornerstone pre application meeting- 20/00662/PREAPP

Valeria,

Sorry for the delay in getting back to you on this.

Option 2 would be the preferred approach. The reversing manoeuvre looks to be acceptable and I can confirm that all teams are formed of at least two operatives so that one of the team can act a reversing assistant for manoeuvres such as this.

Regards

John Matthews
Waste & Recycling Projects Officer
London Borough of Bexley

Tel: 020 3045 4632
Fax: 020 3045 4610
Email: john.matthews@bexley.gov.uk

Waste & Street Services Team
1st Floor, Foots Cray Offices
Maidstone Road, Sidcup,
Kent DA14 5HS
www.bexley.gov.uk/recycling



From: Riso, Valeria <v.riso@cundall.com>
Sent: 19 April 2021 17:58
To: Matthews, John <John.Matthews@bexley.gov.uk>
Subject: RE: Cornerstone pre application meeting- 20/00662/PREAPP

Hi John

Please find attached a pre-app letter response we received from Avril below, for a proposed school site on Halt Robin Road, in Belvedere. Avril asked us to check refuse collection arrangements with you.

Attached is a WIP landscape plan, for which we have tested the following options:

1. On-site refuse collection, using a smaller vehicle as included in drawing TC-005
2. On-site refuse collection with a large refuse vehicle, which need to reverse out of the site as included in drawing TC-004
3. On-site refuse collection with a large refuse vehicle, which would require parking management measures in place so that no cars are parked in the bays highlighted in red in drawing TC-008

Would you be happy with either option 1 (using smaller vehicles) or option 2 (vehicle reversing out – reversing manoeuvres to be manned)?

Many thanks in advance and please let me know if you require any additional information.

Regards,
Valeria

Valeria Riso
Associate Director
Cundall

One Carter Lane, London, EC4V 5ER, United Kingdom
D +44 20 7438 1663
T +44 20 7438 1600
M +44 7718 492855

www.cundall.com | [Blog](#) | [Twitter](#) | [YouTube](#) | [Linkedin](#) | [Register](#) | [Join our team](#)

From: McNamara, Avril <Avril.McNamara@bexley.gov.uk>
Sent: 15 April 2021 19:37
To: Chris Maltby <chris.maltby@edgeplan.co.uk>
Subject: RE: Cornerstone pre application meeting- 20/00662/PREAPP

Hi Chris

Please find attached the pre-app letter and details of refuse vehicle specification.

Kind regards

Avril McNamara
Planning Officer
Development Control
Bexley Civic Offices
✉ e-mail : avril.mcnamara@bexley.gov.uk
☎ Direct Dial. 0203 045 4433
Ext. 4433

From: Chris Maltby <chris.maltby@edgeplan.co.uk>
Sent: 15 April 2021 08:38
To: McNamara, Avril <Avril.McNamara@bexley.gov.uk>
Subject: RE: Cornerstone pre application meeting- 20/00165/PREAPP

Perfect, thanks very much Avril,

Regards,

Chris

Chris Maltby
EdgePlan
m. 07908 046060

This email and any attachments are confidential and for use by the intended addressee(s) only. If received in error please notify the sender immediately by return. Whilst efforts have been made to safeguard the contents, no responsibility is accepted by Edgeplan and recipients should carry out appropriate virus checks. In accordance with European GDPR your personal details may be stored and used by Edgeplan. If you object to this use, please contact us immediately. Edgeplan Ltd. Registered in England & Wales at Reedham House 31 King Street West, Manchester M3 2PJ Company No. 08077578

