



ROYAL ARSENAL RIVERSIDE
THE ROPEYARDS
PLOTS D & K

DELIVERY AND SERVICING PLAN

To Support a Reserved Matters
Application

MARCH 2024



Delivery and Servicing Plan

Royal Arsenal Riverside, The Ropeyards, Plots D & K,
(Buildings D1, D2, D3, D4, D5 and K3 K4, K5)

Iceni Projects Limited on behalf of
Berkeley Homes (East Thames)
Ltd

March 2024

ICENI PROJECTS LIMITED
ON BEHALF OF BERKELEY
HOMES (EAST THAMES)
LTD

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Delivery and Servicing Plan
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A1. SWEPT PATH ANALYSIS

1. INTRODUCTION

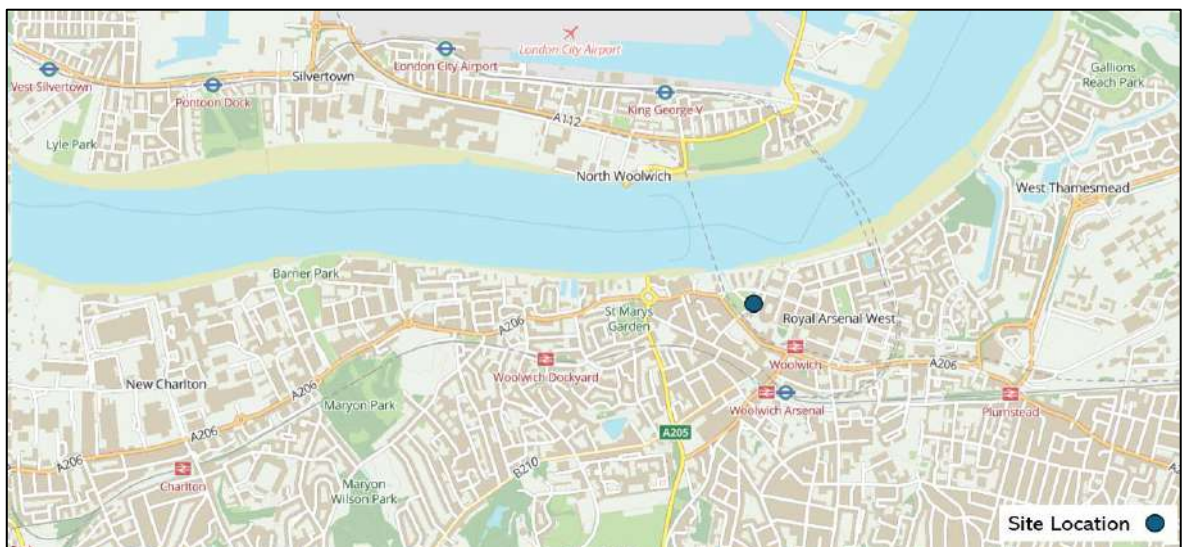
- 1.1 Icen Projects have been appointed by 'Berkeley Homes (East Thames) Ltd (the Applicant) to advise on transport planning matters in relation to the reserved matters application for Royal Arsenal Riverside, The Ropeyards, Plots D & K within the administrative boundary of Royal Borough of Greenwich (RBG).
- 1.2 RBG is defined as an Inner London Borough in the London Plan (LP), which shares certain strategic policy as directed by the Greater London Authority (GLA).
- 1.3 This Delivery and Servicing Plan (DSP) is submitted in support of the reserved matters application (RMA) for Plots D and K of the Royal Arsenal masterplan. The outline consent for Plots D & K is for 717 units and 1,682sqm of floor space, however this delivery and servicing plan relates to the RMA for 663 units and 959.1.1sqm of commercial.
- 1.4 The DSP has been produced with the intention of setting out the servicing and delivery strategy for both the scheme and the adjacent hotel. The hotel does not form part of the application.
- 1.5 This DSP considers the proposals for servicing the site and demonstrates that this can be achieved safely and with minimal disturbance to the highway network.
- 1.6 The DSP will provide information about the proposed servicing of the buildings, including likely timings of deliveries, frequency, type of delivery vehicle and servicing arrangements.
- 1.7 This DSP aims to establish the policies and principles that future occupiers must adhere to.
- 1.8 The DSP will be implemented prior to occupation of the units and will be regularly reviewed by future occupants, in conjunction with RBG, to ensure it remains current. If it is deemed that a revised strategy is necessary, then an updated DSP will be provided.

2. EXISTING SITUATION

Site Location

- 2.1 The Site is located in the Royal Arsenal Masterplan to the north of Woolwich Arsenal Elizabeth Line Station. Plot D sits on the site of the existing park within the development. Plot K is located along the A206. Access into the Site is primarily from the A206 via New Warren Lane as illustrated in Figure 2-1.

Figure 2-1– Site Location

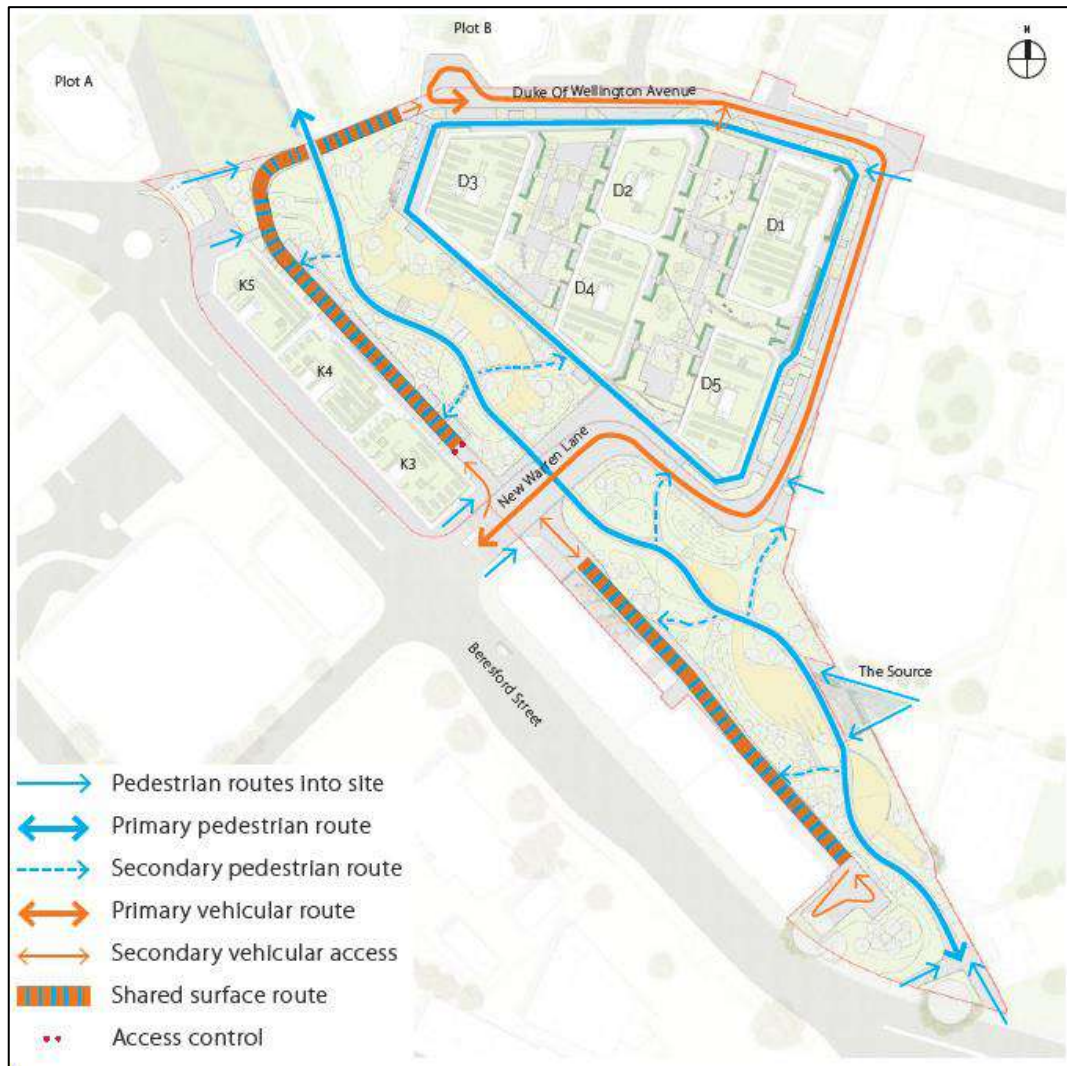


- 2.2 To the east of the Site is the remainder of the Royal Arsenal Estate. To the west of the A206 on the western border of the Site are a number of residential and retail units. Woolwich Town Centre is to the south of the Site, whilst the north of the Site is bordered by the River Thames.

Site Access

- 2.3 Access to the site, for vehicles, is from New Warren Lane. Pedestrian access is available through various routes across the development. New Warren Lane then leads to Duke of Wellington Avenue which provides a route to the north of the Plot D location.
- 2.4 The pedestrian / cycle / vehicular access to the Site is shown in Figure 2-2.

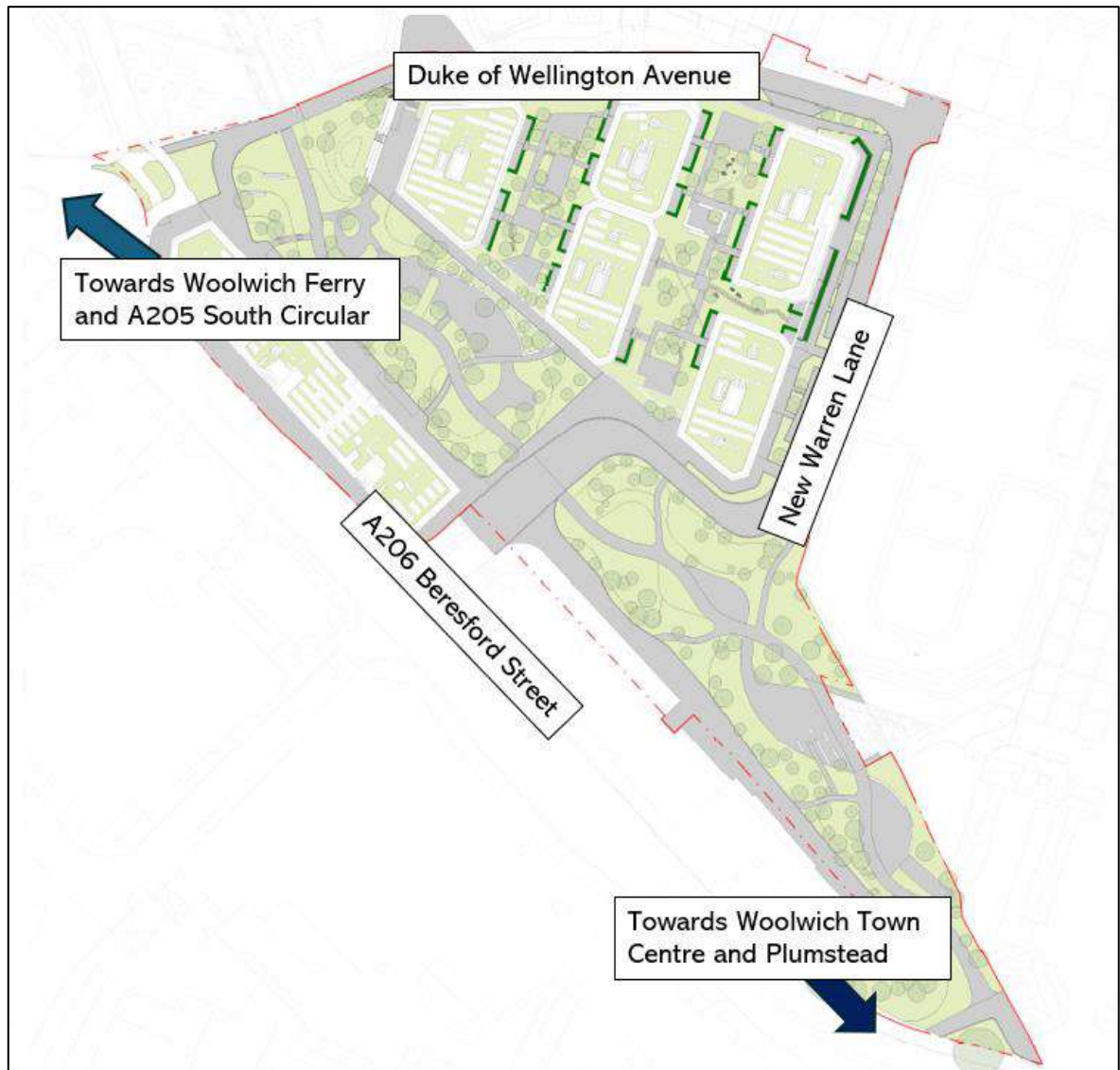
Figure 2-2 Site Access Locations – Source: HTA Landscape Chapter



Local Highway Network

- 2.5 The local highway network surrounding the site is predominantly centred around the A206. All delivery and servicing vehicles will use this route to access the site. Vehicular access to the site for servicing will be from New Warren Lane.
- 2.6 The A206 leads north west towards the Woolwich Ferry and the A205 South Circular, whilst in the other direction it heads south east towards Woolwich Town Centre and Plumstead. The A205 is the south circular which acts as an arterial road across south London. As stated above this connects with the Woolwich Ferry and then continues as the north circular to the north of the river.
- 2.7 The local highway network is shown below at Figure 2-3.

Figure 2-3 Local Highway Network



Walking and Cycling Network

- 2.8 Walking and cycling are becoming increasingly prevalent ways of carrying out delivery and servicing. The A206 provides advanced stop lines for cyclists looking to enter the development from this route.
- 2.9 Q14 runs along the northern edge of the development along the Thames Path. This provides a link between Central London via other cycle routes to the west and to Erith, passing Thamesmead to the east.
- 2.10 C33 is also located close to the Site and links Woolwich with the Queen Elizabeth Hospital to the south west adjacent to Charlton Park.

2.11 The Thames Path also provides a traffic free walking route for pedestrians. All other roads in the area have footways on either side of the carriageway. The A206 immediately outside the Site has wide footways and there are pedestrian crossings on all four arms of the site access junction between the A206 and New Warren Lane.

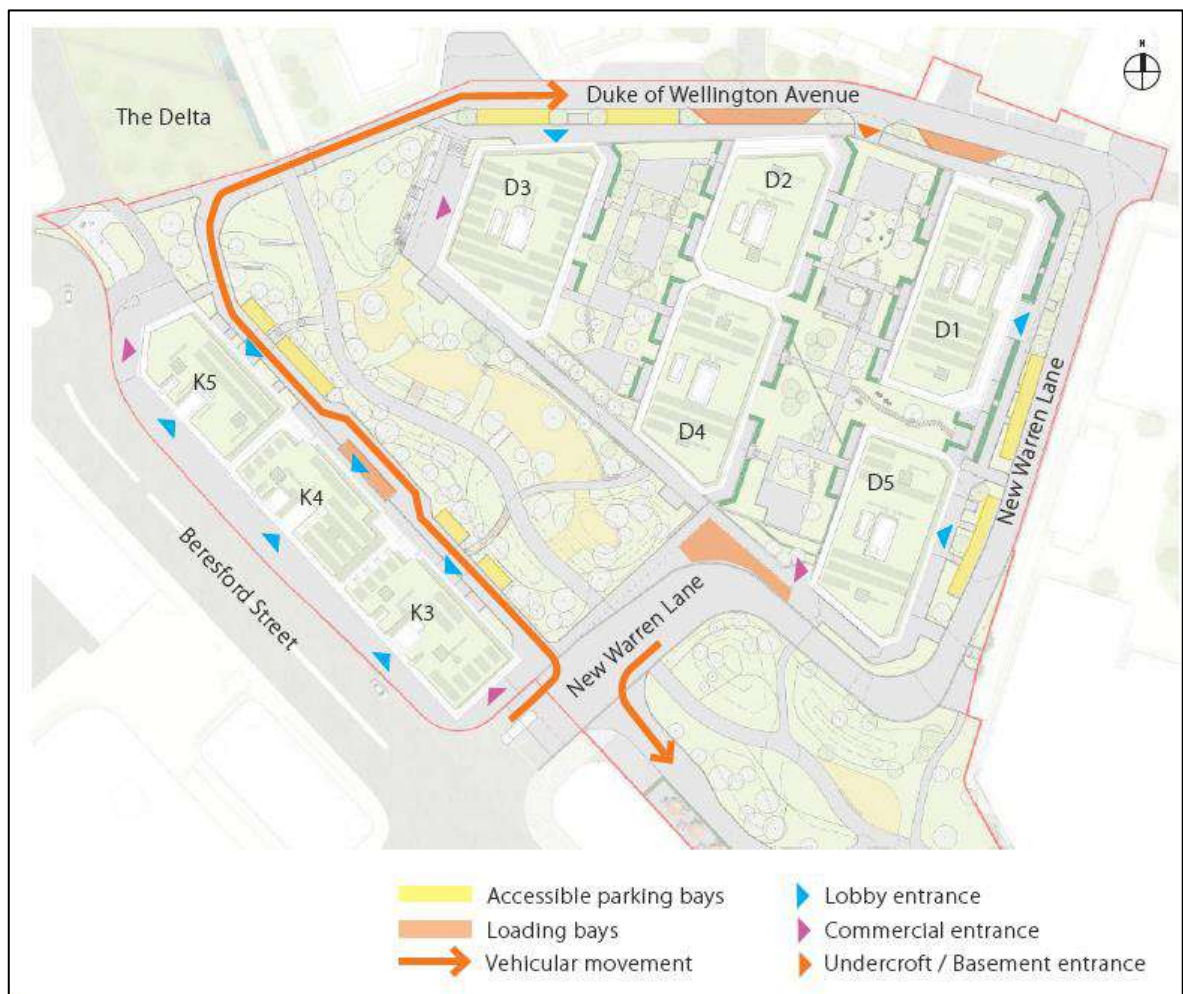
Servicing and Loading Bays

2.12 At present there are a number of servicing bays within the Royal Arsenal Estate. Outside the concierge office there is an area dedicated to temporary parking for deliveries and servicing vehicles.

2.13 There are bays located all around the proposed location for Plot D which can currently be used for either visitor parking or delivery and servicing. This includes a number of bays to the north of Plot D which are dedicated for larger vehicles such as those used for people moving into the existing blocks within Royal Arsenal.

2.14 A plan showing the location of these bays is shown in Figure 2-4 below.

Figure 2-4 – Servicing Facilities

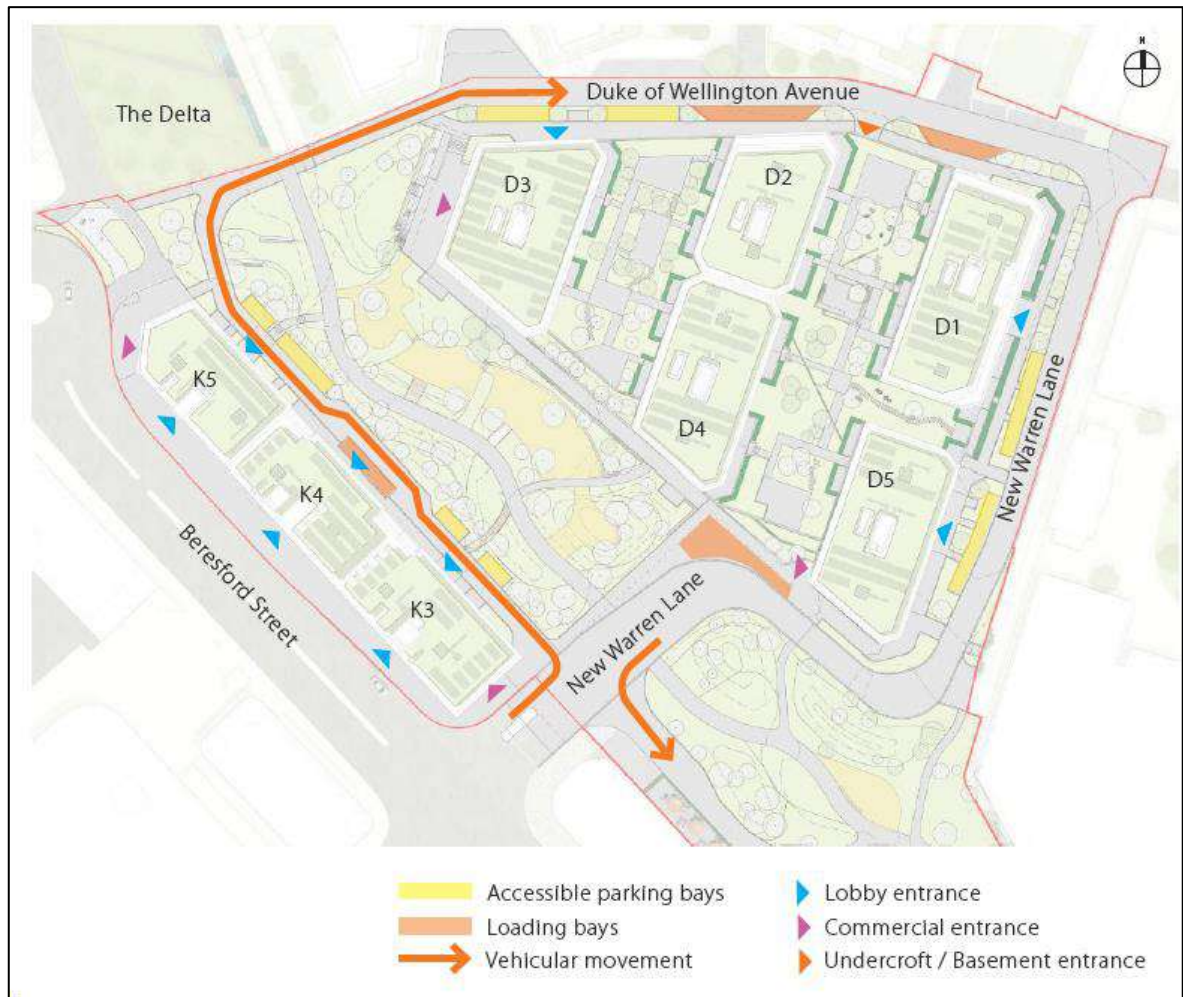


3. SERVICING STRAGEY

Proposed Servicing Strategy

- 3.1 The servicing strategy for Plots D and K has been developed with the wider Royal Arsenal Masterplan in mind. This includes the need to collect building A bins from within a holding area within Building D and the requirement to service the Hotel located at the junction between the A206 and New Warren Lane.
- 3.2 The movement of large vehicles around the estate and ensuring they are able to access all buildings has been considered. The strategy attempts to make use of existing facilities where possible but also provides new servicing areas and routes where necessary. A plan showing where servicing vehicles are able to operate is shown below in Figure 3-1. A description of servicing for each element is then provided below.
- 3.3 The applicant's estate management team will also form part of the strategy, particularly where waste collection is concerned. Whilst bins are to be collected from inside the stores, the estate management team will be used to operate bollards from within the concierge office, move Plot A bins to the bin store in Plot D or outside the Heritage Car Park bin store and to be on hand to support with collection if required.
- 3.4 All loading bays outside of refuse stores are to be used for refuse collection. These will be managed to prevent other vehicles from using bays during collection times. It is proposed that signage will be used to state collection times or periods and that loading bays cannot be used within these times. Estate management will also cone off bays if necessary.

Figure 3-1 Sitewide Servicing Strategy



Plot D

- 3.5 Plot D is to be serviced via New Warren Lane and Duke of Wellington Avenue. In the interim, whilst the blocks are being built out, the temporary bays currently in place that allow for visitor parking, deliveries and servicing will be retained. This will allow for deliveries and servicing to continue in their current form and also allow for more servicing areas when removal vans are more likely to be present.
- 3.6 However, once Plot D is fully occupied the permanent solution will remove these large bays in place of specific bays in targeted locations. This will allow for the collection of refuse, servicing and deliveries to both the commercial and residential units.
- 3.7 Two bays are to be provided to the north of Plot D, this allows for the delivery and servicing of the commercial unit and the collection of bins from the bin stores on the northern side of Plot D including the bins from Plot A that are to be stored within Plot D. The bays on the opposite side of Duke of Wellington Avenue are retained and will also provide additional capacity. The bays will reduce the need to service from on street and will also clear the turning head to allow for larger vehicles to turn.

On site observations indicated that at present some vehicles were carrying out deliveries or servicing from the turning head, so providing additional bays in this location will alleviate this problem.

- 3.8 An additional bay is also to be provided to the south of Plot D. This is to cater for refuse collections and deliveries to the commercial unit on the southern side of the building. Deliveries to cores in the south and west of the building are also possible from this location.
- 3.9 For residential cores on the east of the building it is envisaged vehicles will operate using the parking and turning area outside the concierge office. This provides adequate space for most delivery vehicles to park, deliver / service and turn. The concierge office is also available to all residents in this portion of the Royal Arsenal Estate. Residents will be encouraged to utilise this offering to help reduce the number of missed deliveries.

Buildings K3 K4 and K5

- 3.10 Buildings K3 K4 and K5 will be serviced via a new service road that will run adjacent to the residential block. The service road will be entered from the south off New Warren Lane and vehicles will loop round the site, connecting with Duke of Wellington Avenue adjacent to the turning head outside Plot D. All movements will be in forward gear and will not require reversing except for the refuse vehicle that will need to reverse into the gaps between parking bays to service Plot K.
- 3.11 The service road has been designed to allow two vehicles to pass so that when one vehicle is parked for either a delivery or refuse collection, other vehicles are able to pass. The service road is intended for use by refuse vehicles, deliveries to Buildings K3 K4 and K5, servicing vehicles, blue badge holders and emergency access if required. The route will not be open for general traffic and will be access controlled.

Building K2 and Hotel

- 3.12 Building K2 and the hotel do not form part of this application, but their servicing is affected by the proposals. As such they have been considered in this report. Servicing of Building K2 and the hotel are restricted by routes that are available across the park. The temporary car park adjacent to these buildings is to be replaced by a park and therefore new routes to these buildings have been explored, particularly as there is no desire to have vehicles stopping on the A206 immediately outside the Site.
- 3.13 To avoid vehicles wanting to turn right into a new service road, as this could potentially have implications on traffic backing up onto the A206 if the turn is blocked, a number of options have been explored. In reality, the frequency of these movements is low and mainly off peak and the flows at the junction would have reduced as a result of the new application, nevertheless it was felt prudent to "play safe". The preferred option is then for vehicles servicing these buildings to enter the site via New Warren Lane and then turn outside either the concierge office or at the end of Duke of Wellington

Avenue. They would then be able to turn left into the service road, turning at the end, before exiting back onto New Warren Lane and the A206.

- 3.14 For vehicles that are too large to turn in either turning location, a new route is to be provided with the 12m rigid required by Premier Inn able to have access through the barriers to the west of the concierge Avenue. It will then turn left into the service road and be able to turn using the turning head at the very southern end of the site.

Plot A

- 3.15 As previously mentioned, the refuse and recycling bins from Plot A are required to be collected from Plot D or the Heritage Car Park bin store. A storage area has been provided within Plot D and bins will be able to be dragged from Plot A to Plot D via the new servicing route created. Bins will then be stored and collected from Plot D using the loading bays available. Further details on how waste will be collected across the Site is provided within the Waste Management Plan.

Swept Path Analysis

- 3.16 Swept path analysis of all the movements described in this chapter are provided within **Appendix A1**.

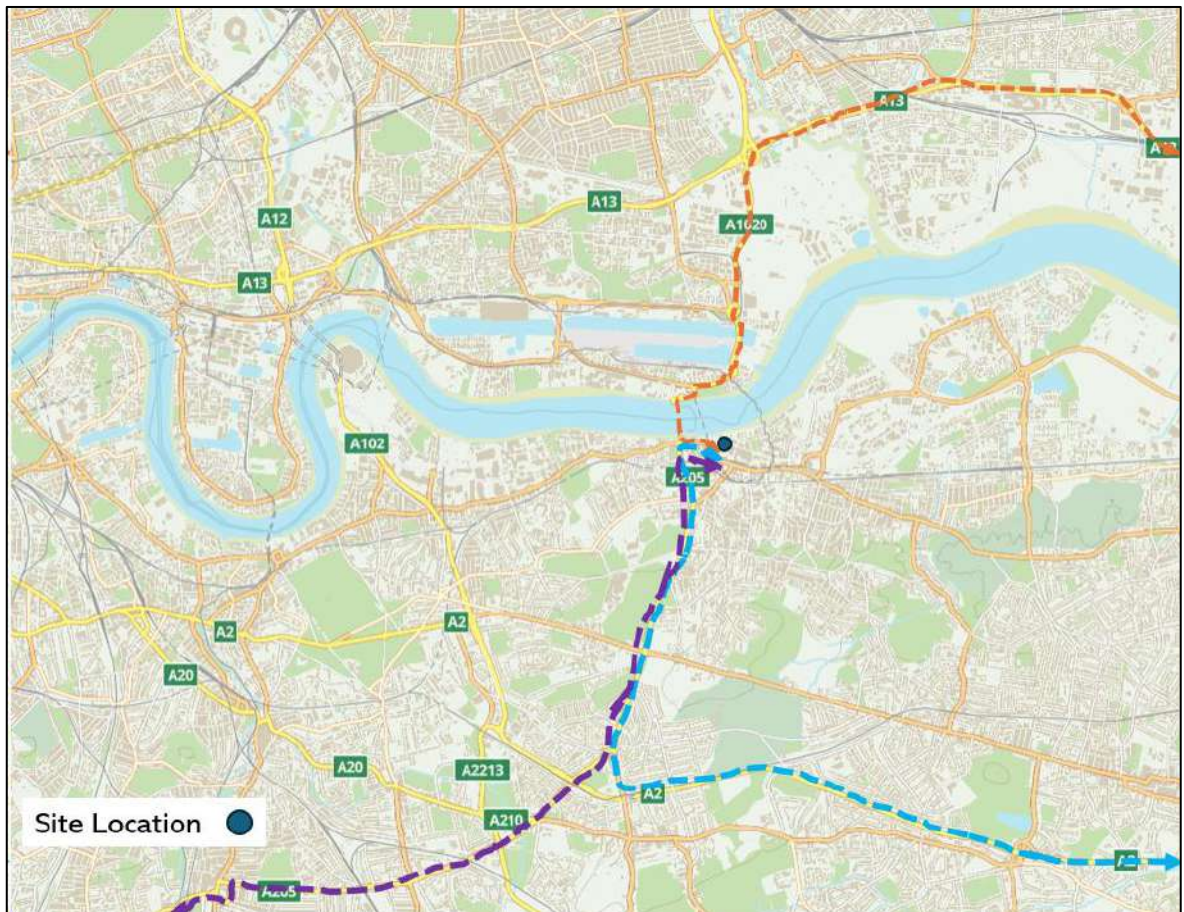
Routing Strategy to and from the Site

- 3.17 An important part of the DSP is identifying the shortest / most appropriate route to / from the site and the strategic road network for deliveries outside the immediate area. This will ensure that the impact of servicing traffic on the local highway is minimised.
- 3.18 However, there is also a need to minimise the impacts of larger vehicles on the road network. As such, the strategic road network has been suggested, as much as practicably possible, as the most appropriate route. As the Site is accessed via the A206, delivery and servicing vehicles coming from the strategic road network will be able to easily access the site from the A205 South Circular which links to the A206 approximately 400m to the north west of the New Warren Lane Access road.
- 3.19 All regular suppliers will be made aware of the proposed routing strategy, including the associated loading area, and will be required to use the routes detailed above. Particular emphasis will be given to where within the development specific vehicles are anticipated to turn.
- 3.20 Table 3-1 outlines routing between the strategic highway network and the Site. Figure 3-2 illustrates the routes identified in Table 3-1.

Table 3-1 Forecast Traffic Distribution

Route Number	Routing
Route 1	Arrive – A13 (Westbound), A1020 (Southbound), Albert Road, Woolwich Ferry, A206 (Orange Route) Depart – A206, Woolwich Ferry, Albert Road, A1020 (Northbound), A13 (Eastbound) (Orange Route)
Route 2	Arrive – A2, A205, A206 (Blue Route) Depart – A206, A205, A2 (Blue Route)
Route 3	Arrive – A205 South Circular, A206 (Purple Route) Depart – A206, A205 South Circular (Purple Route)

Figure 3-2 Vehicular Distribution Routing



Types / Times of Delivery

- 3.21 Any items being delivered to the site will be requested outside of peak hours where possible, which is generally the case given that the majority of residents will either be at, or travelling to / from, their place of employment during the peak hours.

3.22 It is expected that the only regular deliveries to the residential units would be Royal Mail. Mailboxes are to be provided in each individual core. The remainder will be ad-hoc deliveries made by courier companies, including food deliveries and Amazon / other general shopping providers. Whilst some of these suppliers will deliver during a pre-determined time slot, these are often varied and therefore it is difficult to plan for such deliveries. Table 3-2 details the type of delivery likely to be made to the residential units, in addition to likely frequency, typical vehicle type, typical dwell time and typical vehicle length.

Table 3-2 Typical Service Vehicles – Residential Element

Delivery Type	Frequency	Typical Vehicle	Typical Vehicle Length	Typical Dwell Time
Postal Delivery	Daily (pass-by)	On-foot / Cycle / Transit Van	2m to 6m	5 minutes
Waste Collection	Weekly (pass-by)	Refuse Vehicles	8-10m	5 minutes
General Deliveries	Ad hoc	Cycle / Car / Transit Van / Box Van	2m to 8m	5 – 15 minutes

3.23 It is therefore considered that the majority of vehicles associated with servicing and deliveries to the proposed development will be of the transit van type, if not smaller.

3.24 It is clear there is a move towards zero emissions vehicles being used for servicing wherever possible and consolidated deliveries are expected to be of this type. As such it is becoming more frequent that deliveries are made by cargo bikes which have an even lower dwell time and can use either loading bays or footway space outside cores to deliver.

4. SERVICING MANAGEMENT

Residential

- 4.1 Residents will be provided with an information pack on their arrival day. This information pack will provide information on the delivery and servicing arrangements at the Site. Residents will be encouraged to utilise the concierge service on site and have deliveries to use this service to avoid the need for redelivery should the resident be out.
- 4.2 Furthermore, it is also becoming extremely common for residents to get deliveries to their place of employment, instead of their home, as this is often a lot more convenient. It is therefore considered that a number of deliveries to the residential units will occur off-site and, when they do occur at the site, residents will either arrange for deliveries / servicing to take place at a convenient time when they know they will be at home (off-peak), or they will get deliveries to their place of work / local collection point. The post room will act as a collection point for residents.
- 4.3 Clear signage will be provided within the development to assist delivery drivers, which will include clear and legible plot name signage and unit numbers. This will help to reduce the dwell time of delivery vehicles.
- 4.4 Any site maintenance style servicing trips will be pre-arranged where necessary, with the delivery time and duration agreed with the site management company to help minimise the impact upon the daily servicing requirements.
- 4.5 Notwithstanding, if any problems are identified, estate management will work with residents and any necessary third parties to provide an appropriate solution. It is suggested there is a planning condition requiring monitoring and an annual report to the RBG analysing occupancy of loading/waiting bays. Should the annual report suggest to the RBG that alternative solutions are required, the condition should state that alternative solutions are to be agreed within 6 months.

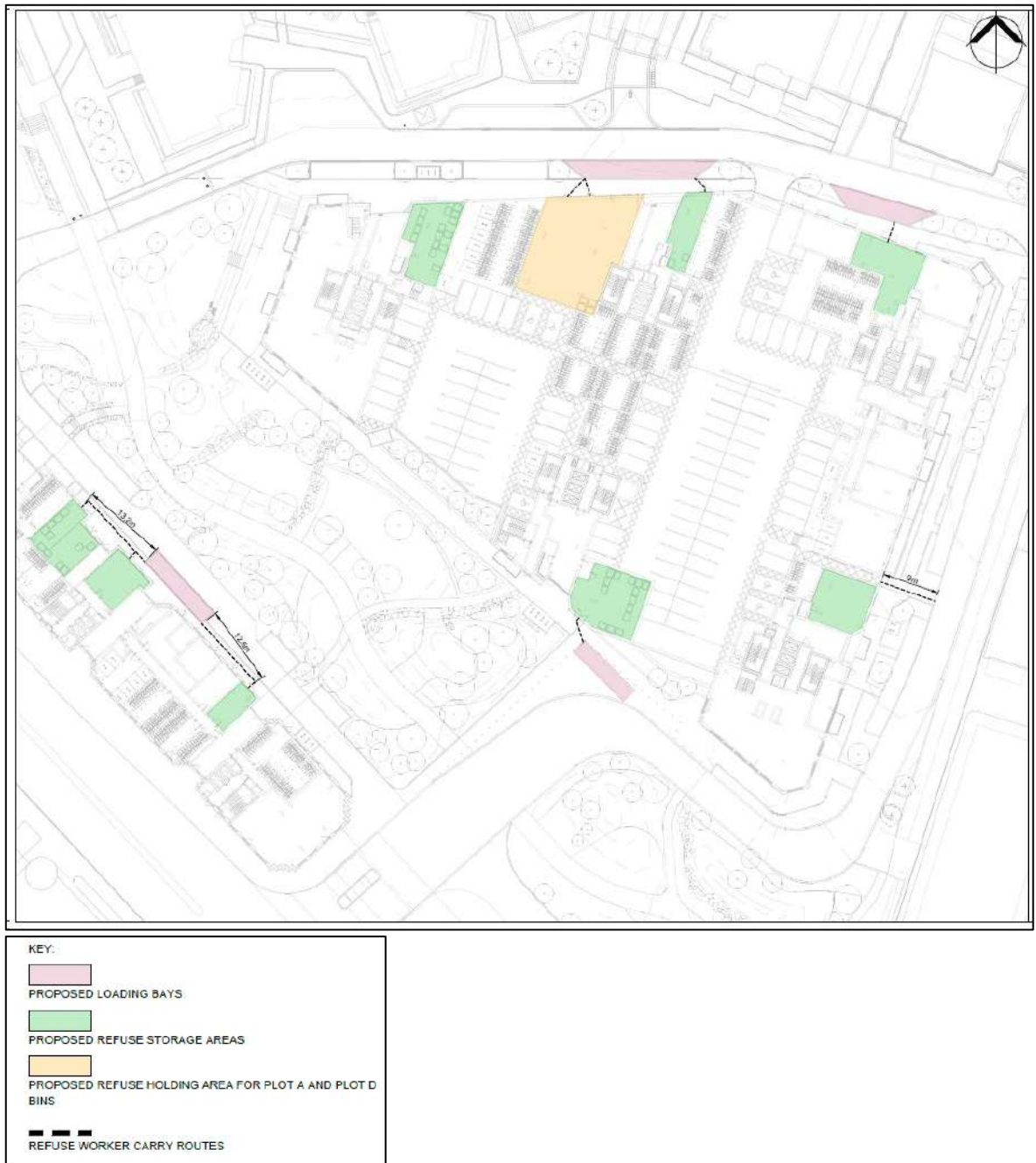
5. REFUSE COLLECTION

- 5.1 Significant consideration has been made to establish the most appropriate location for refuse storage and collection. This chapter provides a summary of the refuse collection strategy, but a separate waste management plan has also been produced.

Residential Refuse Collection

- 5.2 Residential refuse on the Site will be collected within bin storage points to reduce the visibility of waste collection bins. These are provided as close as possible to core entrances to reduce the distance residents have to carry their waste. Bins are then moved by the Estate Management team from the resident's bin stores to the bin holding area. Residents do not have access to the bin holding area for Plot D and Plot A bins. The frequency of collections will be confirmed following discussions with RBG's Waste and Street Cleansing Contracts team but will likely mirror that of the existing plots within the Royal Arsenal Estate.
- 5.3 Refuse vehicles will set down close to the refuse collection points identified in Figure 5-1 below, where there are large bin stores with likely long dwell times for vehicles, loading bays have been provided to enable vehicles to collect from off street. The waste will be separated into different groups, including recycling, and placed into waste bins by all occupiers of the Site ready for collection. In accordance with standard practice bins are located within 30m of access points to residential buildings and collection points are within 15m of the bin stores.
- 5.4 In terms of the number for the proposed site, a total of 129 bins are provided in Plot D with an additional provision to store 120 Plot A bins and 48 bins in Plot K. The bins provided are to be 1,100L four-wheeled Euro Bins for refuse and recycling with 500L wheelie bins for organic waste.

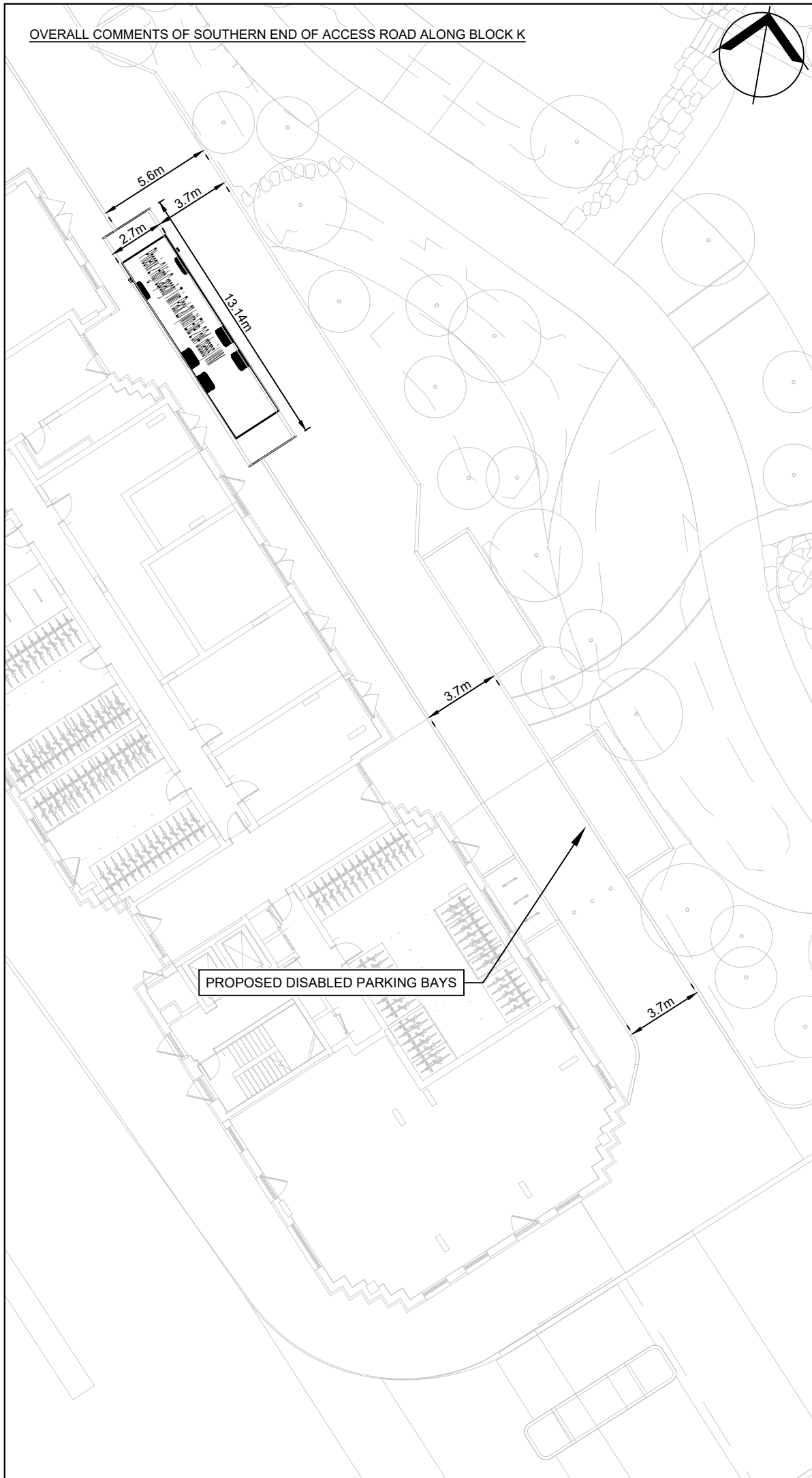
Figure 5-1 Waste Storage Area



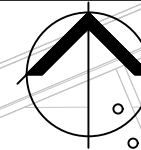
5.5 Swept path analysis has been undertaken demonstrating that a refuse vehicle can successfully manoeuvre around the site and utilise the required loading bays.

A1. SWEEP PATH ANALYSIS

OVERALL COMMENTS OF SOUTHERN END OF ACCESS ROAD ALONG BLOCK K



OVERALL COMMENTS OF NORTHERN END OF ACCESS ROAD ALONG BLOCK K



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D	04.03.2024	REVISED LAYOUT	AP	MJB	CB
C	26.02.2024	REVISED LAYOUT AND AMENDED TRACKS	AP	MJB	CB
B	08.02.2024	REVISED LAYOUT	AP	MJB	CB
A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

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ROYAL ARSENAL BLOCKS D & K

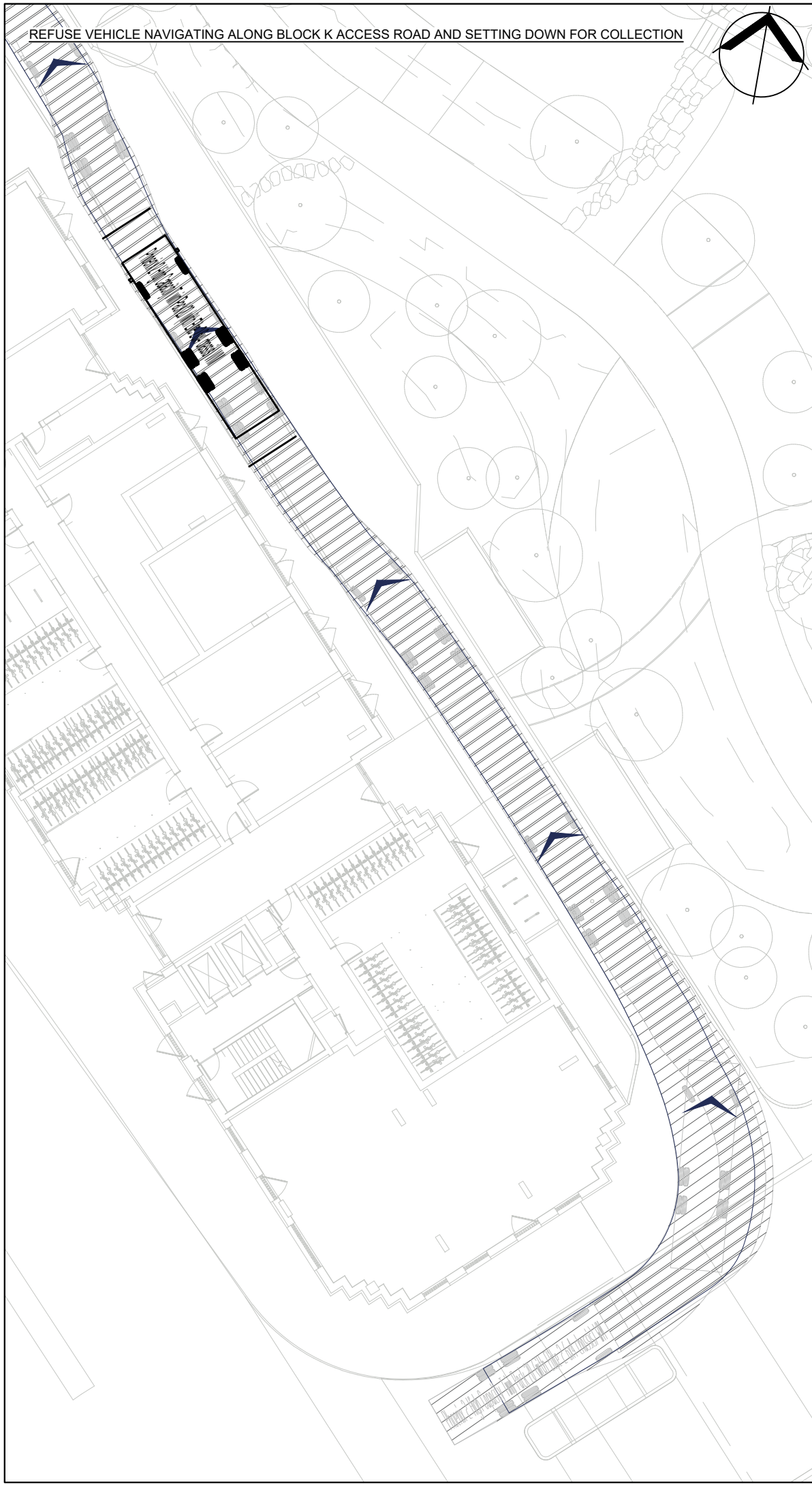
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VEHICLE ROUTING ALONG BLOCK K
 (OVERALL PLAN)

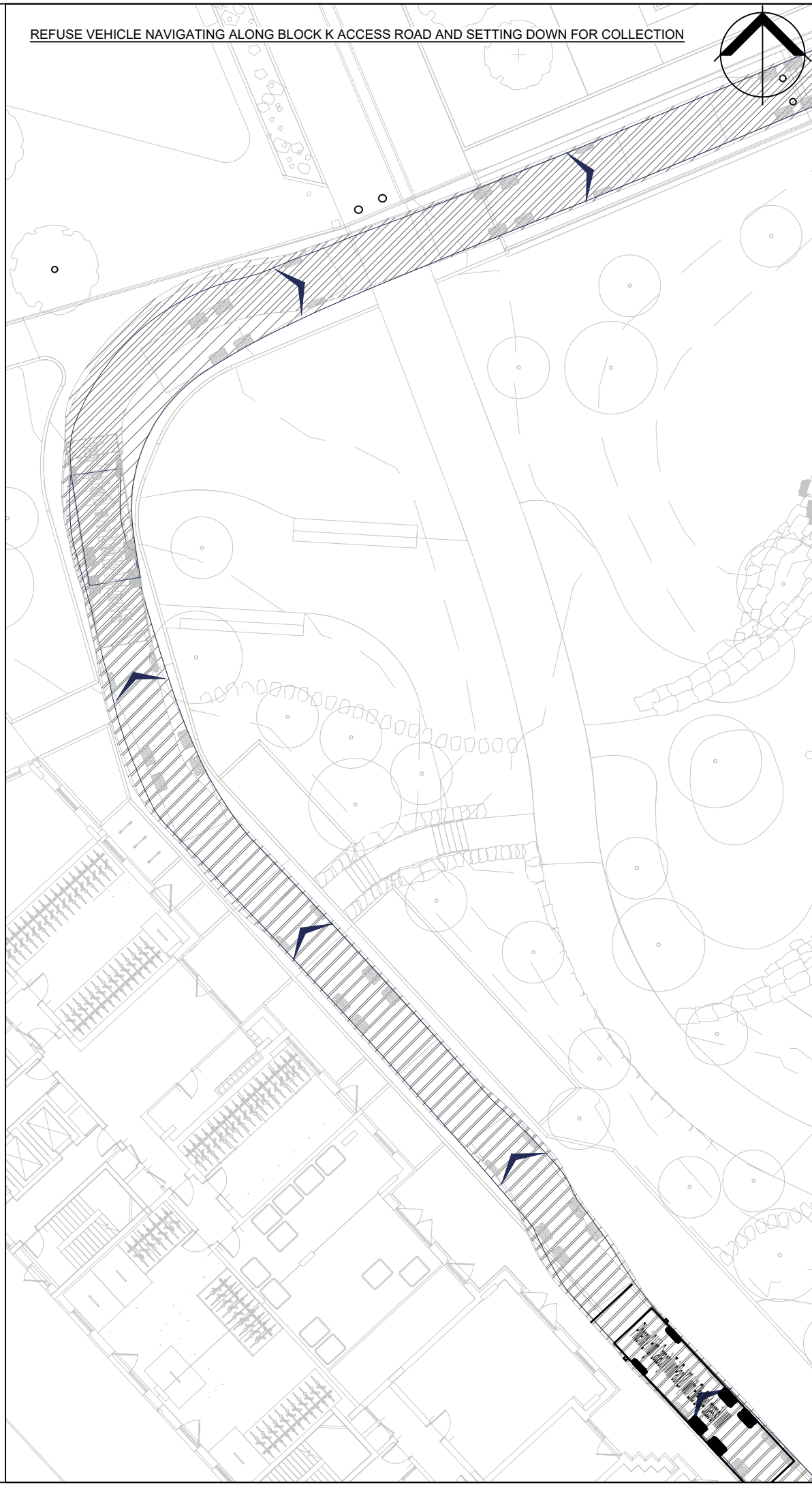
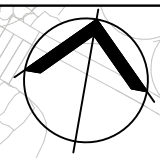
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PROJECT NO. 22-T076	DRAWING NO. 01.1	REV. E
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REFUSE VEHICLE NAVIGATING ALONG BLOCK K ACCESS ROAD AND SETTING DOWN FOR COLLECTION

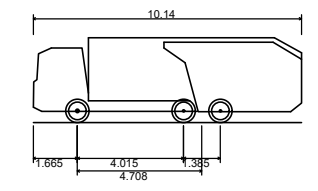


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VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
 Overall Length 10.140m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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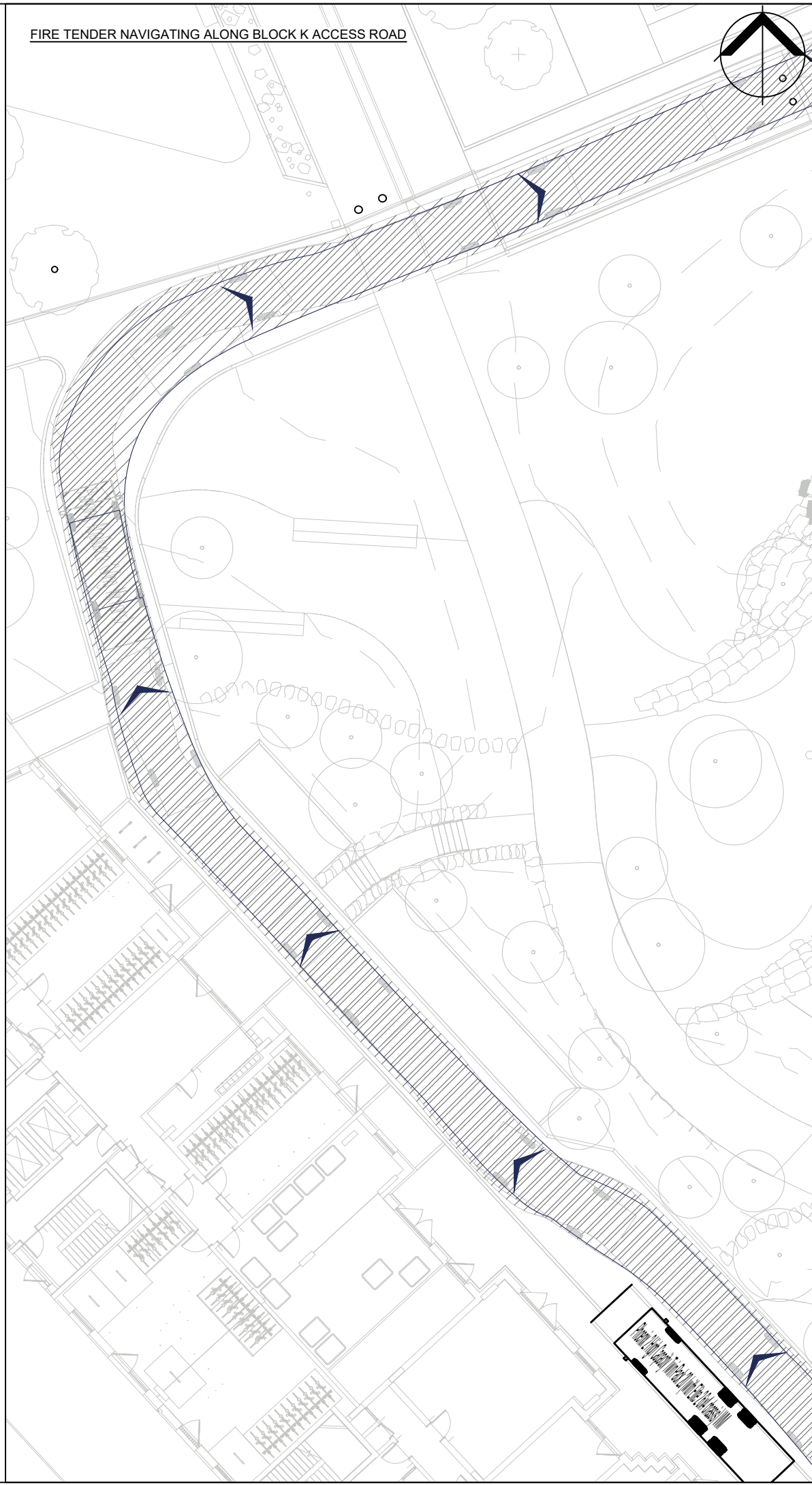
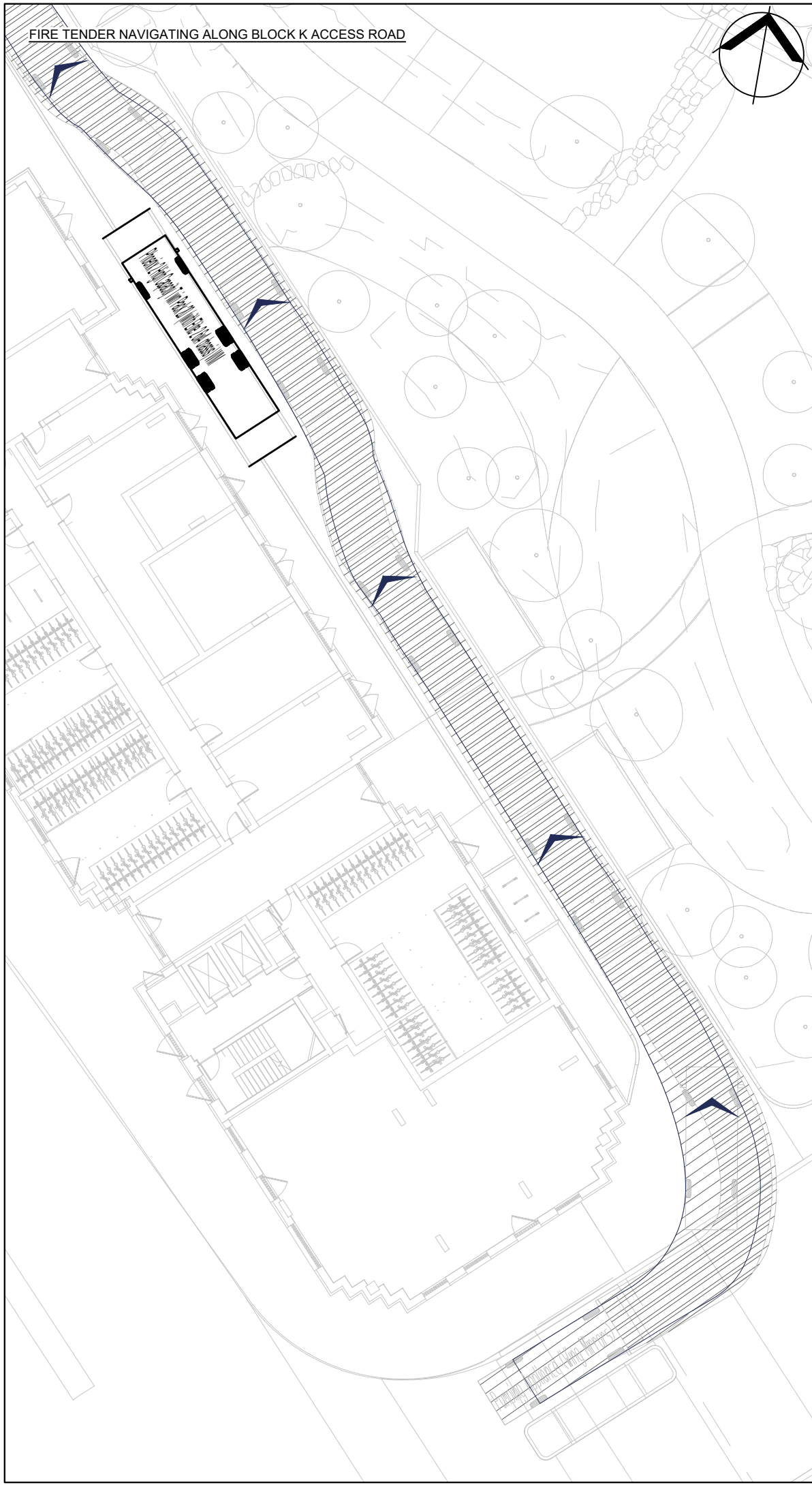
VEHICLE ROUTING ALONG BLOCK K
 (REFUSE VEHICLE)

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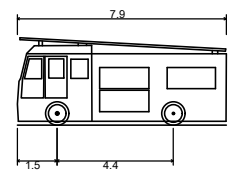
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VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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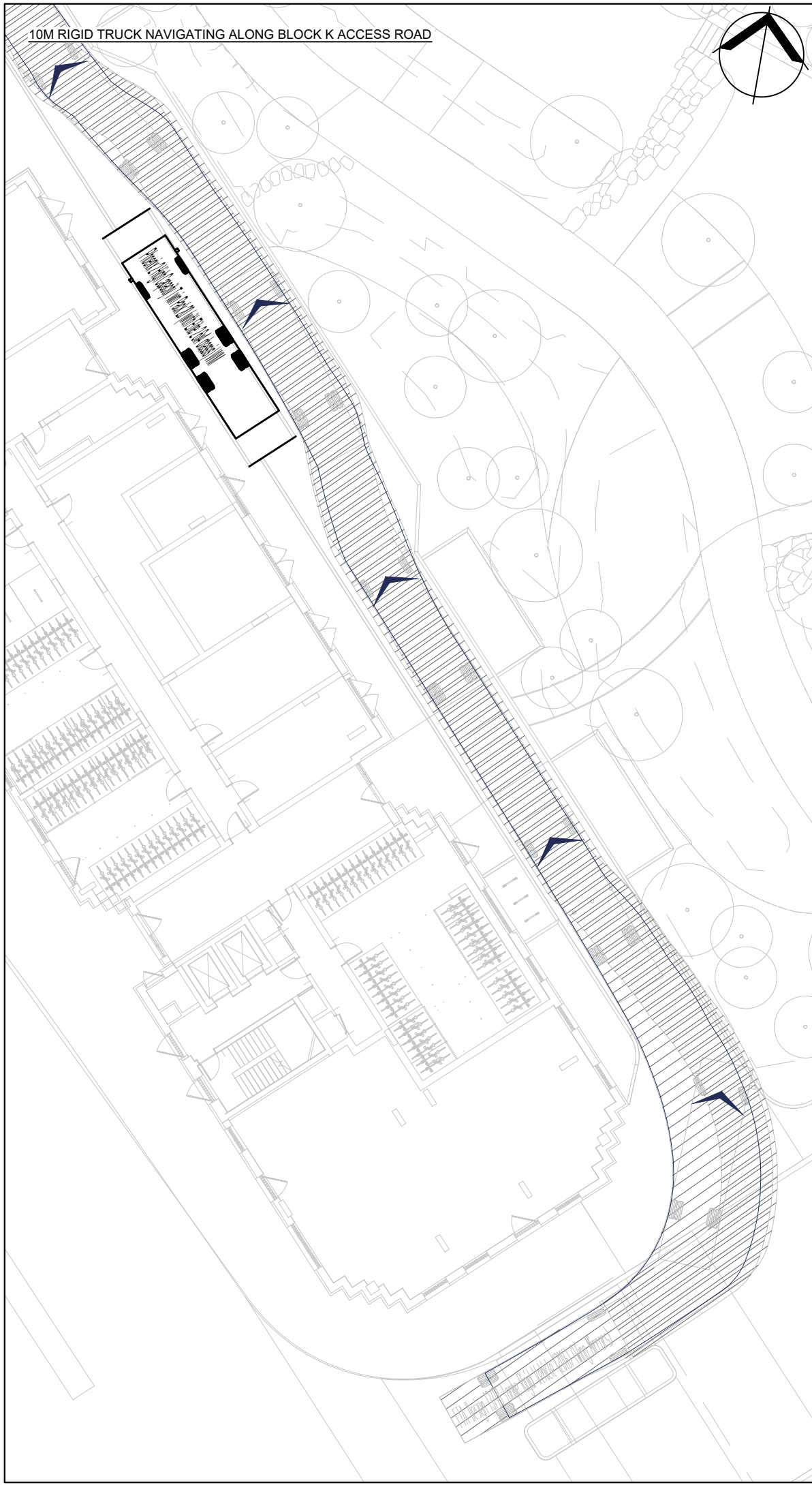
VEHICLE ROUTING ALONG BLOCK K
 (FIRE TENDER)

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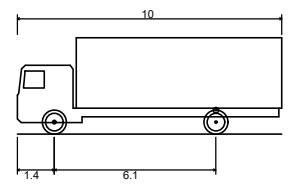
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VEHICLE PROFILE:



FTA Design 13/18 Tonne Rigid Vehicle (2016) (Wing Mirrors)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
E	06.03.2024	REVISED LAYOUT	AP	MJB	CB
D	04.03.2024	REVISED LAYOUT	AP	MJB	CB
C	26.02.2024	REVISED LAYOUT AND AMENDED TRACKS	AP	MJB	CB
B	08.02.2024	REVISED LAYOUT	AP	MJB	CB
A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

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BERKELEY GROUP

PROJECT _____

ROYAL ARSENAL BLOCKS D & K

TITLE _____

VEHICLE ROUTING ALONG BLOCK K
 (10M RIGID TRUCK)

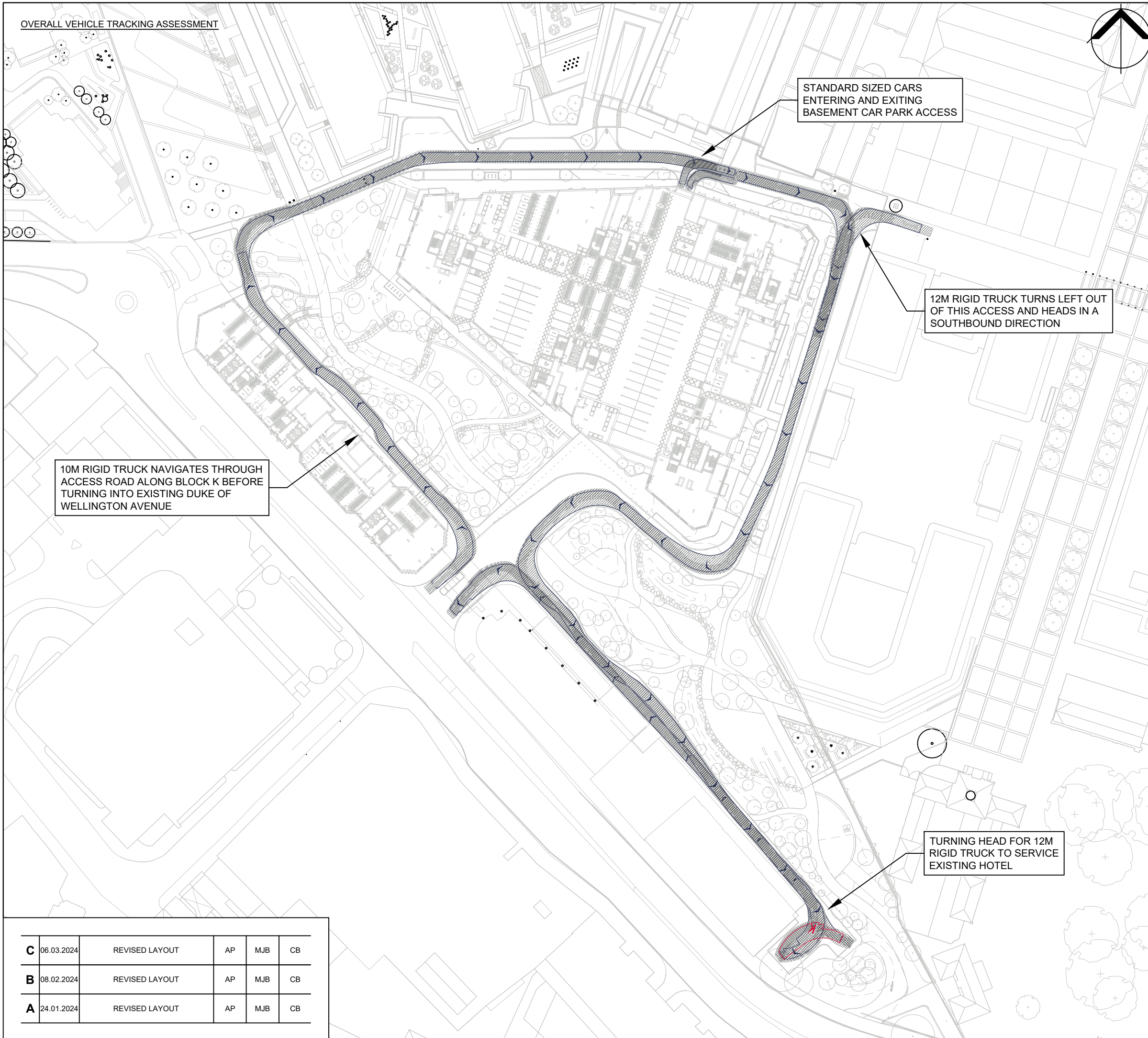
DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	DATE 18.01.2024	DATE 18.01.2024

SCALE @ A3 1 : 250	DATE 18.01.2024
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PROJECT NO. 22-T076	DRAWING NO. 01.4	REV. E
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OVERALL VEHICLE TRACKING ASSESSMENT



STANDARD SIZED CARS
ENTERING AND EXITING
BASEMENT CAR PARK ACCESS

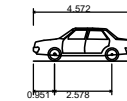
12M RIGID TRUCK TURNS LEFT
OUT OF THIS ACCESS AND HEADS IN A
SOUTHBOUND DIRECTION

10M RIGID TRUCK NAVIGATES THROUGH
ACCESS ROAD ALONG BLOCK K BEFORE
TURNING INTO EXISTING DUKE OF
WELLINGTON AVENUE

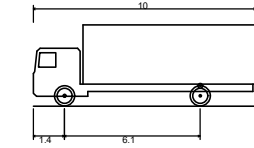
TURNING HEAD FOR 12M
RIGID TRUCK TO SERVICE
EXISTING HOTEL

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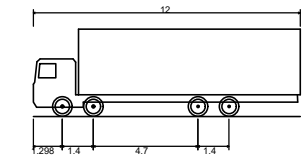
VEHICLE PROFILE:



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.498m
Min Body Ground Clearance 0.249m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



FTA Design 13/18 Tonne Rigid Vehicle (2016) (Wing Mirrors)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



Rigid Truck (WM)
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

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BERKELEY GROUP

PROJECT _____

ROYAL ARSENAL BLOCKS D & K

TITLE _____

OVERALL VEHICLE SWEEP PATH ANALYSIS

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	18.01.2024	18.01.2024

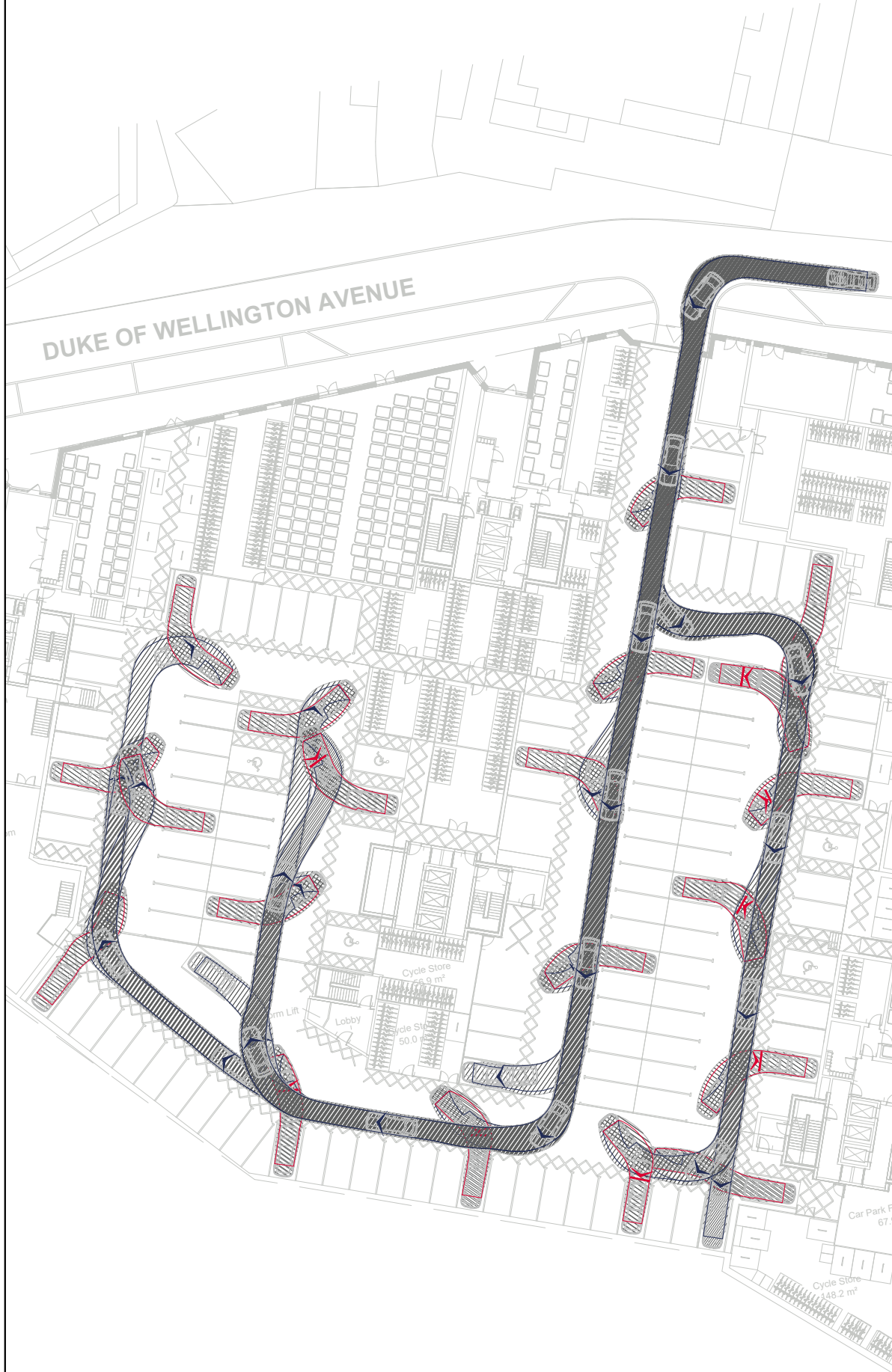
SCALE @ A3 1 : 1,000	DATE 18.01.2024
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PROJECT NO. 22-T076	DRAWING NO. 02	REV. C
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C	06.03.2024	REVISED LAYOUT	AP	MJB	CB
B	08.02.2024	REVISED LAYOUT	AP	MJB	CB
A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

STANDARD SIZED CAR ENTERING PROPOSED BASEMENT CAR PARKING BAYS

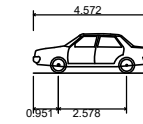


STANDARD SIZED CAR EXITING PROPOSED BASEMENT CAR PARKING BAYS



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VEHICLE PROFILE:



Skoda Octavia	Overall Length	4.572m
	Overall Width	1.769m
	Overall Body Height	1.488m
	Min Body Ground Clearance	0.249m
	Max Track Width	1.713m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.100m

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PROJECT

ROYAL ARSENAL BLOCKS D & K

TITLE

BASEMENT VEHICLE SWEEP PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB	CB
	DATE	DATE
	06.02.2024	06.02.2024

SCALE @ A3	DATE
1 : 500	06.02.2024

PROJECT NO.	DRAWING NO.	REV.
22-T076	03	-

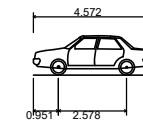
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MEDIUM SIZED CAR ENTERING CAR PARKING SPACES



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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE _____

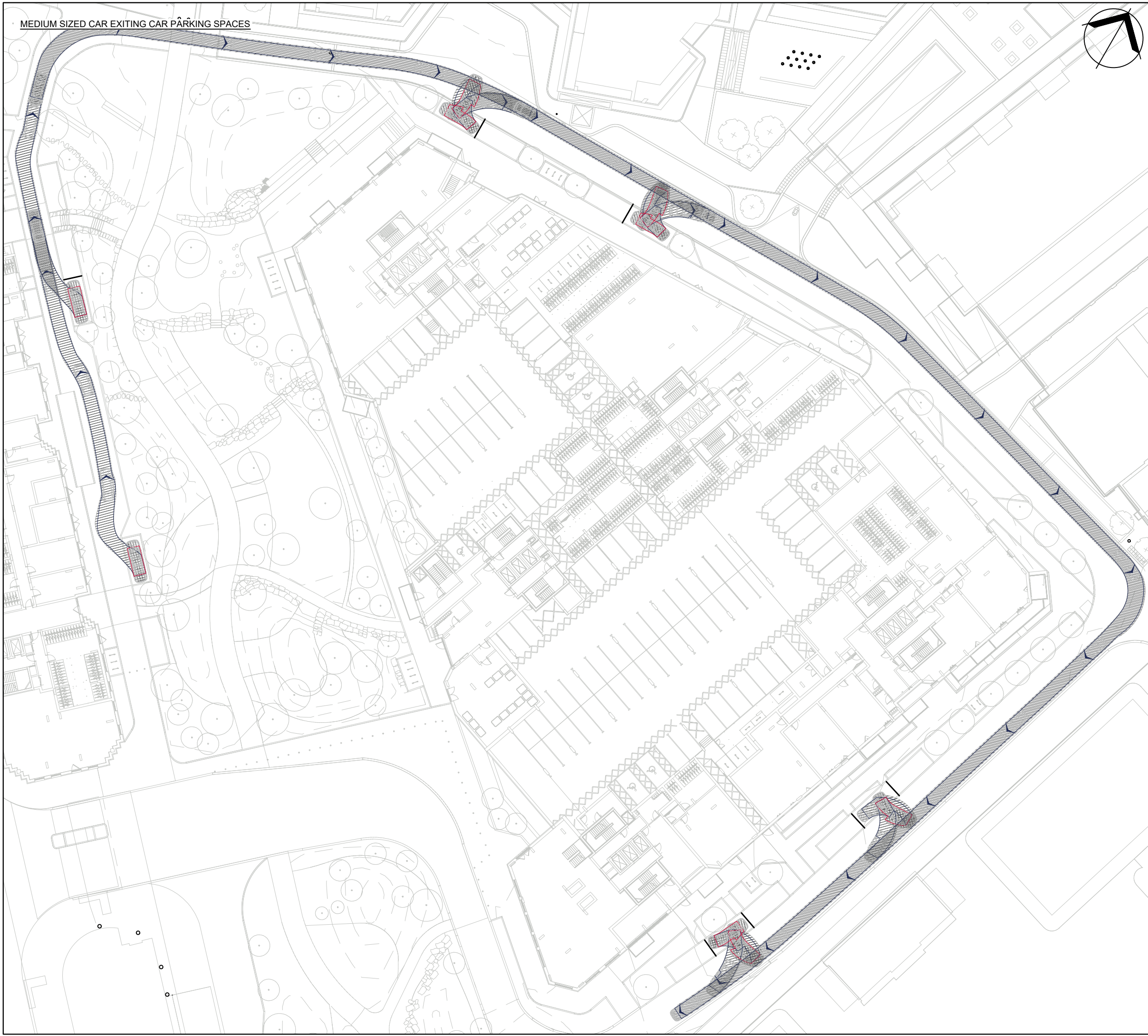
MEDIUM SIZED CAR
 (ENTERING PARKING SPACES)

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	08.02.2024	08.02.2024

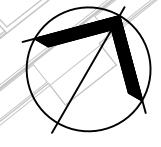
SCALE @ A3 1 : 500	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 04.1	REV. A
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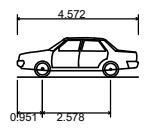


MEDIUM SIZED CAR EXITING CAR PARKING SPACES



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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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ROYAL ARSENAL BLOCKS D & K

TITLE _____

MEDIUM SIZED CAR
 (EXITING PARKING SPACES)

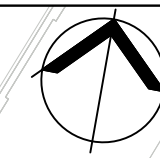
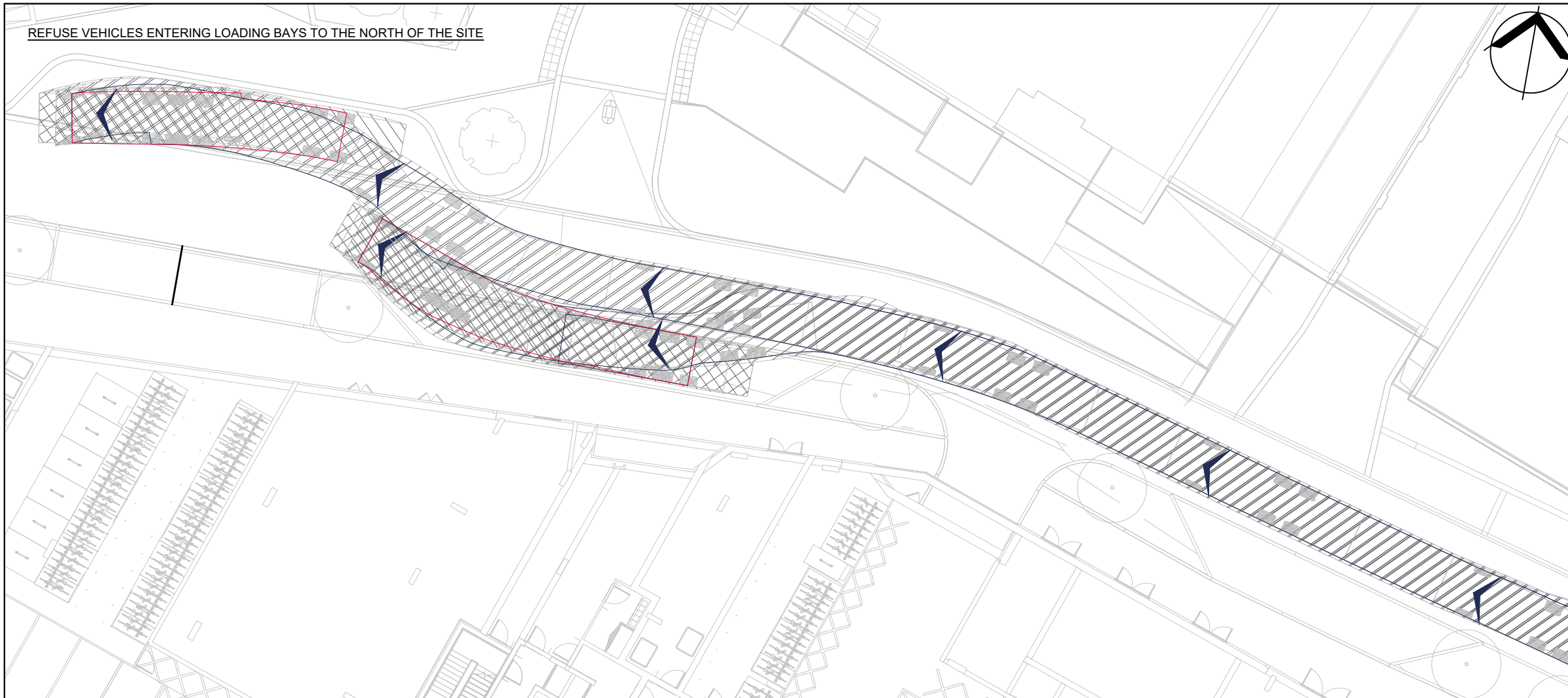
DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	08.02.2024	08.02.2024

SCALE @ A3 1 : 500	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 04.2	REV. A
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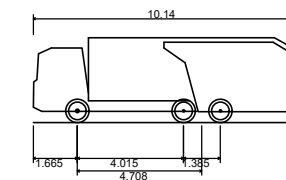
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REFUSE VEHICLES ENTERING LOADING BAYS TO THE NORTH OF THE SITE



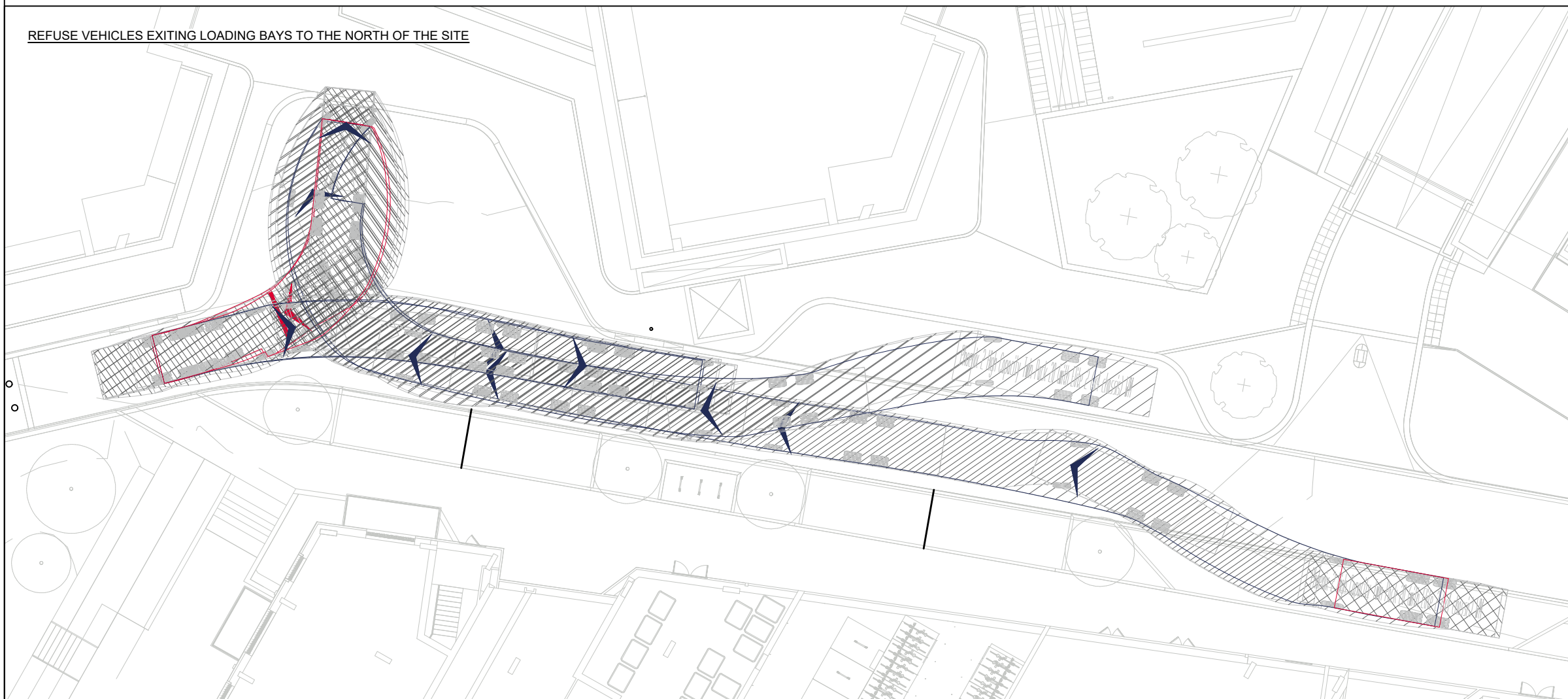
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VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
 Overall Length 10.140m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m

REFUSE VEHICLES EXITING LOADING BAYS TO THE NORTH OF THE SITE



A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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PROJECT

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TITLE

REFUSE VEHICLE
 (ENTERING AND EXITING LOADING BAYS)

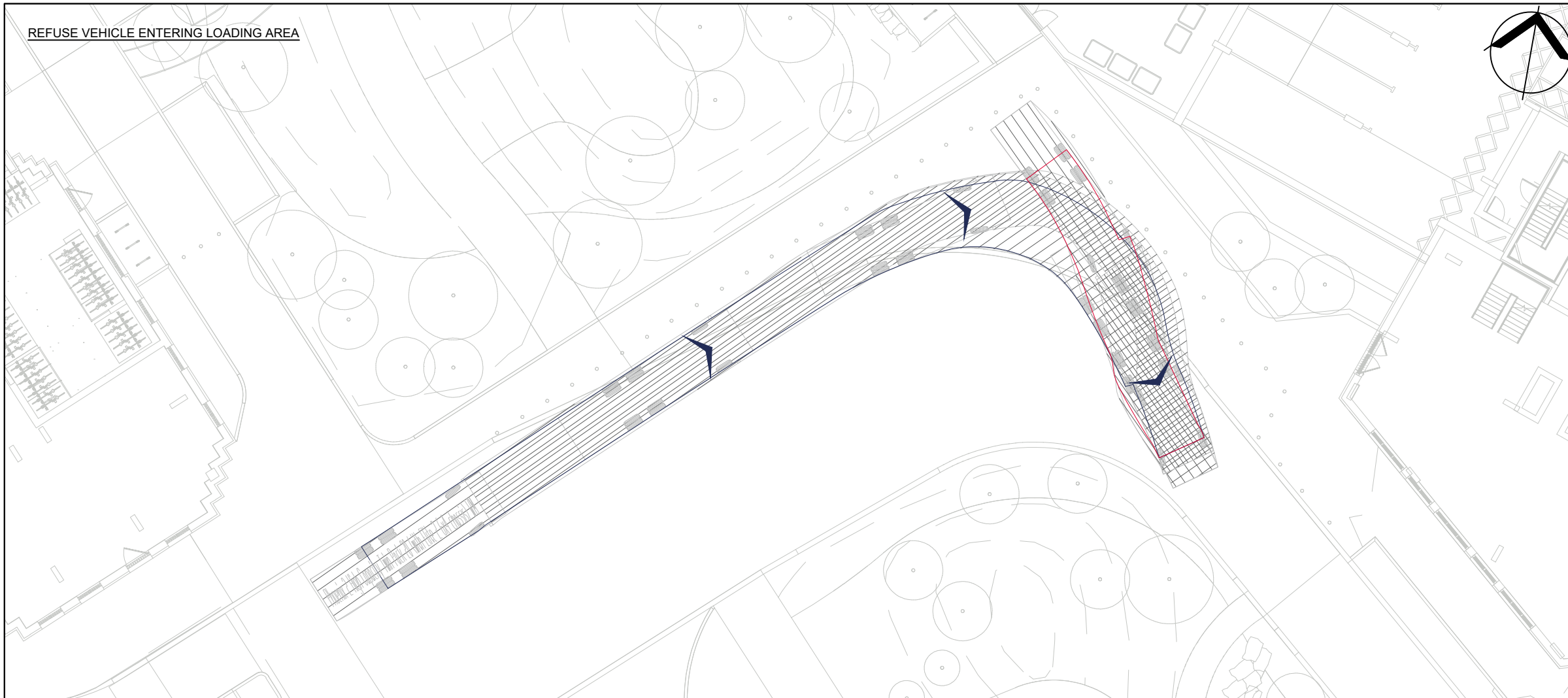
DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB	CB
	08.02.2024	08.02.2024

SCALE @ A3	DATE
1 : 250	08.02.2024

PROJECT NO.	DRAWING NO.	REV.
22-T076	05.1	A

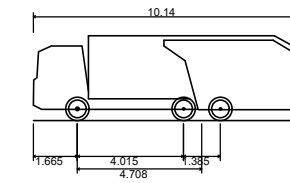
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REFUSE VEHICLE ENTERING LOADING AREA



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VEHICLE PROFILE:

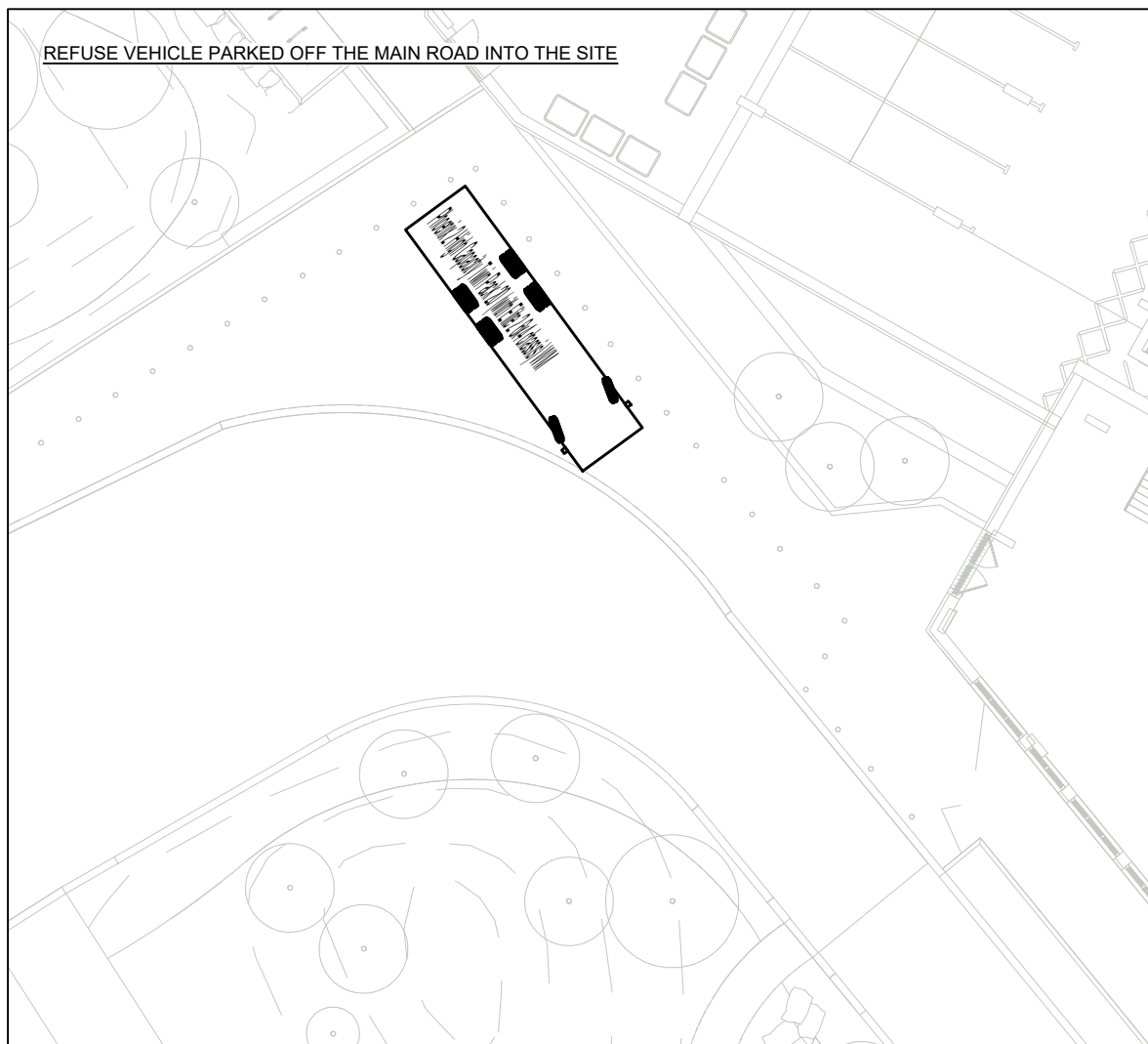


Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
 Overall Length 10.140m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m

REFUSE VEHICLE EXITING LOADING AREA



REFUSE VEHICLE PARKED OFF THE MAIN ROAD INTO THE SITE



A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE

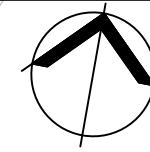
REFUSE VEHICLE
 (ENTERING AND EXITING LOADING BAYS)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB	CB
	08.02.2024	08.02.2024

SCALE @ A3	DATE
1 : 250	08.02.2024

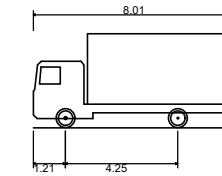
PROJECT NO.	DRAWING NO.	REV.
22-T076	05.2	A

7.5T BOX VAN ENTERING LOADING BAY TO THE NORTH OF THE SITE



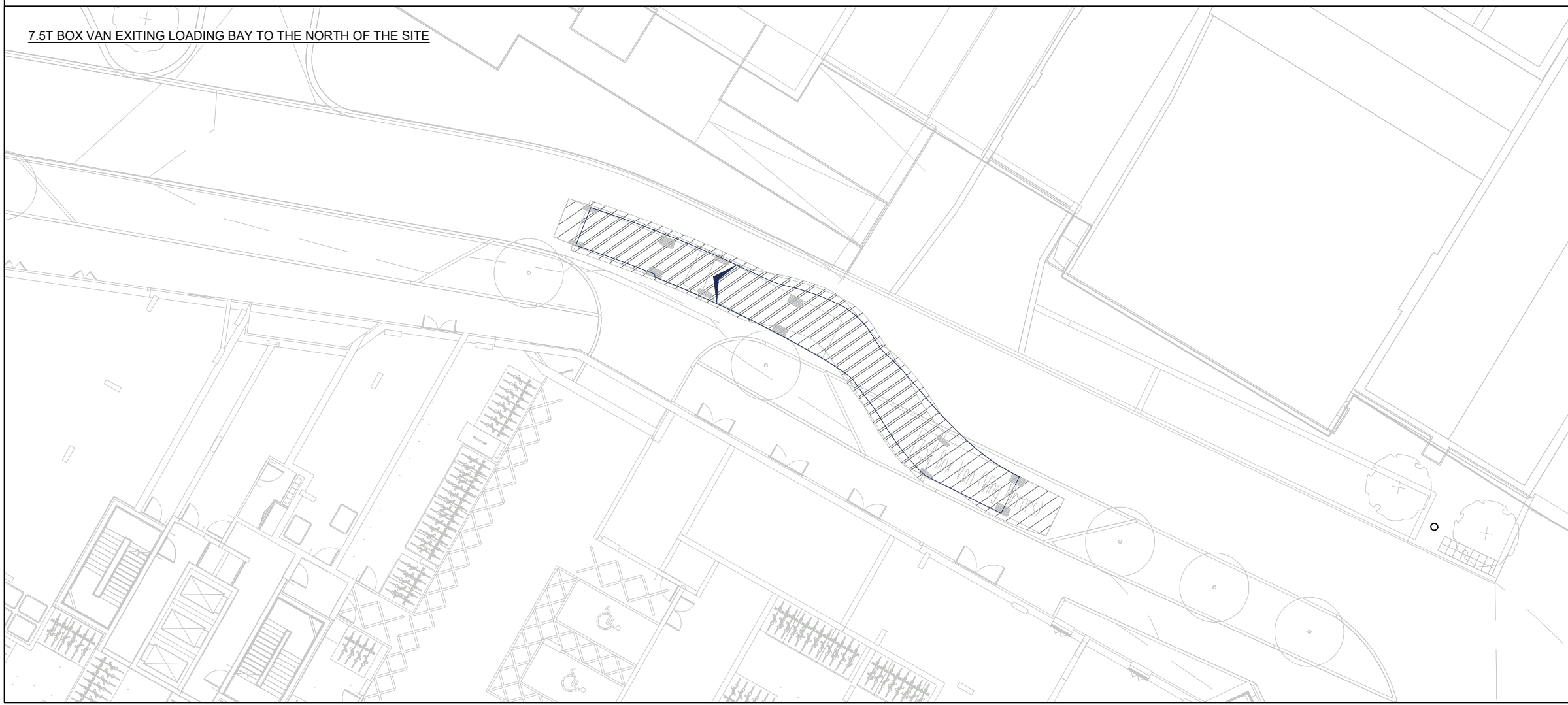
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VEHICLE PROFILE:



7.5t Box Van (Wing Mirrors)
 Overall Length 8.01m
 Overall Width 2.10m
 Overall Body Height 3.56m
 Min Body Ground Clearance 0.35m
 Track Width 2.06m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.40m

7.5T BOX VAN EXITING LOADING BAY TO THE NORTH OF THE SITE



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	06.03.2024	REVISED LAYOUT	AP	MJB	CB

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ROYAL ARSENAL BLOCKS D & K

TITLE _____

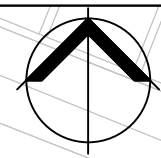
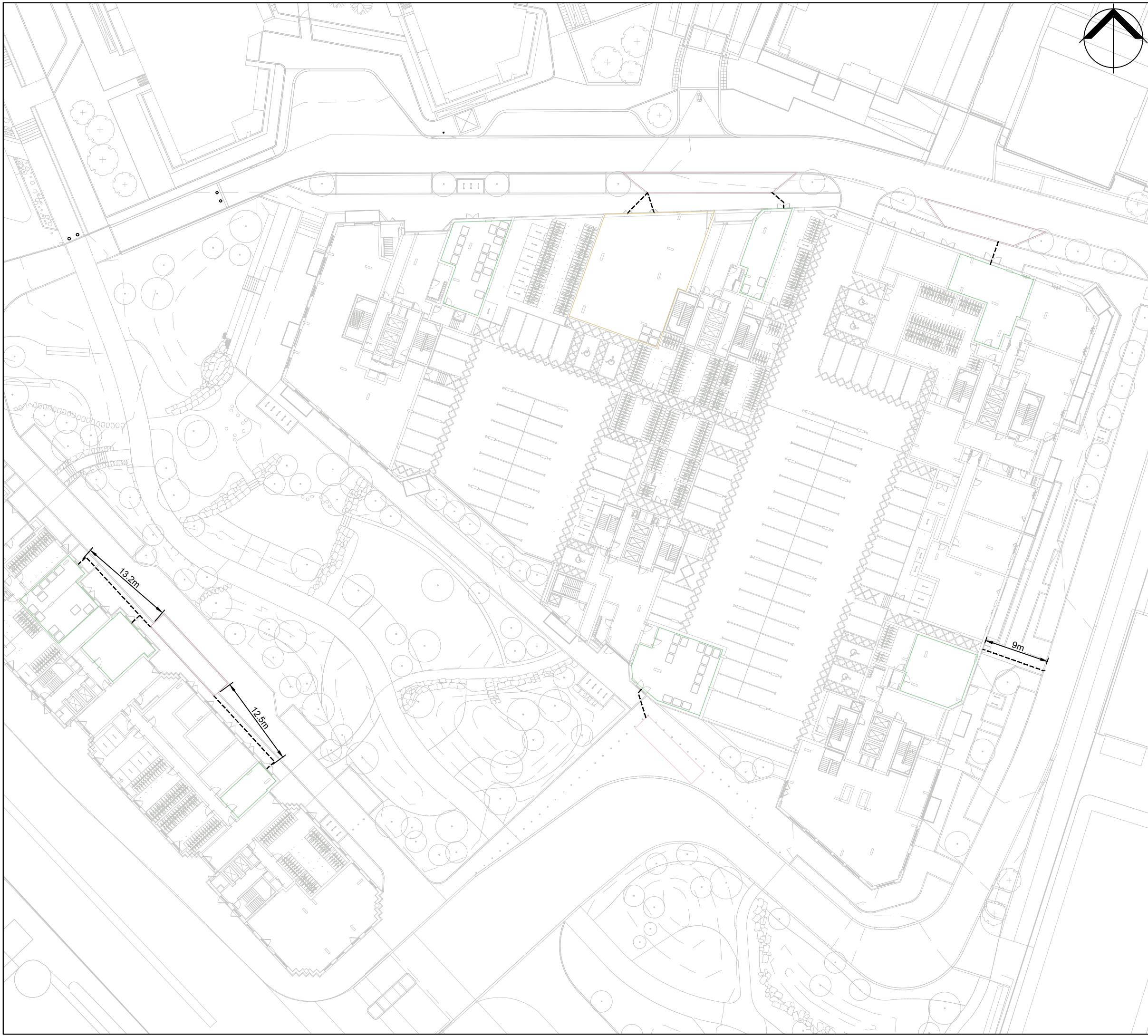
7.5T BOX VAN
 (ENTERING AND EXITING LOADING BAYS)

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	DATE 08.02.2024	DATE 08.02.2024

SCALE @ A3 1 : 250	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 05.3	REV. A
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- KEY:
- PROPOSED LOADING BAYS
 - PROPOSED REFUSE STORAGE AREAS
 - PROPOSED REFUSE HOLDING AREA FOR PLOT A AND PLOT D BINS
 - REFUSE WORKER CARRY ROUTES

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CLIENT <p style="text-align: center;">BERKELEY GROUP</p>			
PROJECT <p style="text-align: center;">ROYAL ARSENAL BLOCKS D & K</p>			
TITLE <p style="text-align: center;">REFUSE COLLECTION DISTANCES</p>			
DRAWN BY <p style="text-align: center;">AP</p>	CHECKED BY <p style="text-align: center;">MJB</p>	APPROVED BY <p style="text-align: center;">CB</p>	
SCALE @ A3 <p style="text-align: center;">1 : 500</p>		DATE <p style="text-align: center;">06.03.2024</p>	
PROJECT NO. <p style="text-align: center;">22-T076</p>	DRAWING NO. <p style="text-align: center;">06</p>	REV. <p style="text-align: center;">-</p>	
<small>iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.</small>			