

### **A3. TFL PRE-APPLICATION RESPONSE (24/01/25) AND EMAIL CORRESPONDENCE**



Our Ref: KGNT/24/28

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**BY E-MAIL ONLY**

24<sup>th</sup> January 2025

[REDACTED]  
**Motspur Par Gas Holders Site, West Barnes Lane, RB Kingston – TfL Pre-application Advice**

*Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA).*

Thank you for participating in Transport for London's (TfL) pre-planning application process, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter concerns the recent meeting regarding the proposed development of the Motspur Park Gas Holders site Royal Borough of Kingston upon Thames (RBKuT)

## General

The Transport Assessment (TA) must be in accordance with the latest TfL guidance on Transport Assessments. TfL's updated guidance on Transport Assessment can be found from the following webpage: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>.

TfL will continue to provide technical advice throughout the pre-application period and would welcome the opportunity to provide further advice on specific

transport matters as the scheme evolves, as and when appropriate. The applicant should note that if further meetings are required, they may need to pay a follow up pre-application fee.

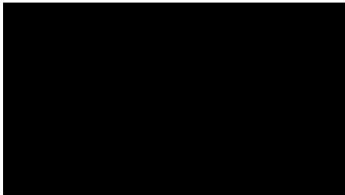
TfL expects all current planning proposals to consider the policies set out within the London Plan.

**Meeting**

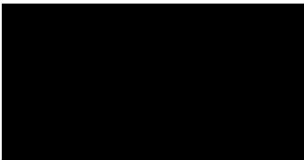
A pre-planning application meeting was held with TfL on the 7<sup>th</sup> January 2025 regarding the development proposals. The meeting was attended by the following:



Iceni Projects  
Iceni Projects  
Iceni Projects  
Berkeley Group  
Berkeley Group  
Lichfields



RB Kingston  
RB Kingston  
RB Kingston  
LB Merton  
LB Merton



TfL Spatial Planning  
TfL Modelling Liaison  
TfL Investment Planning  
TfL Investment Planning

This pre-application response is based on the information provided to date and summarises the key points discussed at our meeting.

**Development Overview**

Based on the information provided in the Transport Assessment Scoping Report (TASR) dated January 2025 and meeting, it is understood that it is proposed to redevelop the site to provide:

- Circa 550 residential units

Some gas infrastructure will remain on site.

It is noted that an initial screening meeting was held with TfL in March 2019.

## **Site Location and Context**

The site is bound by the Beverley Brook and adjacent woodland on the eastern boundary, a South Western Railway (SWR) line on the western boundary and existing residential areas are located to the north and south of the Site. The closest section of the Transport for London Road Network (TLRN) is the A3 Malden Way which is approximately 700m north of the site.

The site is served by two local bus services (K5 and S3) within an acceptable walk distance with stops located on West Barnes Lane and Green Lane. Motspur Park Rail station is located approximately 450m north from the centre of the site on West Barnes Lane and is operated by South Western Railway (SWR). The application site has a public transport access level (PTAL) range of 0 to 2, on a scale of 0 to 6b where 6b is highest. Worcester Park rail station is located approximately 1km to the south of the site.

It is noted that a manual PTAL calculation has been undertaken to reflect the potential enhanced connectivity of the site and whilst the PTAL remains 2 the accessibility index has improved. Furthermore, the centre of the site has increased from 0 to 1a with the introduction of the southern access.

Whilst the majority of the site is located within the RBKuT, the site access on West Barnes Lane falls within the London Borough of Merton. The London Borough of Sutton sits immediately to the south east of the site, although not within the red line boundary.

## **Access**

Vehicle access is currently from a narrow road which runs in a north south direction from West Barnes Lane. There is also an access from Kingshill Avenue to the south.

It is proposed to retain the vehicular access to the south via Kingshill Avenue and provide pedestrian and cycle access only to the north.

## **Healthy Streets and Vision Zero**

The redevelopment of the site will provide permeability for pedestrians and cyclists in north, south and eastern directions, where there is currently none.

The existing northern access will be retained and improved to provide access for pedestrians and cyclists. Emergency vehicles will also use this access. Physical measures will be put in place to ensure that it is not used by standard vehicles.

The proposed southern access will connect to Kingshill Avenue to the south at a priority junction with a raised table. The southern access will include a 2m wide continuous pedestrian footway on the eastern side of the carriageway and



will be designed for low speeds. Cyclists will share the carriageway with vehicles.

It is also proposed to investigate providing pedestrian and cycle access over the Beverley Brook to the neighbouring Sir Joseph Hood Memorial Playing Fields and woodland which would provide direct access for residents and locals to recreational green space.

At the initial screening meeting TfL queried whether there was a need for a formal crossing point on West Barnes Lane. This should be investigated.

The proposal should ensure that the Healthy Streets approach is considered both throughout the site and within the local area. In terms of aligning to London Plan policy T2 Healthy Streets, the development proposals should:

- Demonstrate how it will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>
- Reduce the dominance of vehicles on London's streets whether stationary or moving (including through a reduction in car parking).
- Be permeable at all times of day by foot and cycle and connect to local walking and cycling networks as well as public transport.

An Active Travel Zone (ATZ) Assessment will be undertaken. The TASR includes routes to key destinations. It will be for Kingston and Merton to confirm that these are acceptable. A night-time assessment to assess the safety of routes to public transport nodes will also be required. TfL's night-time assessment advice note is currently being finalised and will be circulated as soon as it is available.

The Mayor's Vision Zero ambition is the elimination of all deaths and serious injuries from London's streets by 2041. The Vision Zero approach requires reducing the dominance of motor vehicles and creating streets safe for active travel. The TA should also take into consideration the impact of an uplift in pedestrian and cyclist movements associated with the development.

## **Car Parking**

The TASR states that car parking will be provided at a ratio of 0.26 spaces per unit. Based on the current development quantum this would equate to a total of 143 car parking spaces. Whilst this would accord with London Plan Policy T6.1, TfL would support a further reduction in car parking provision which would further encourage sustainable travel. Disabled person parking will be provided for 3% of dwellings from the onset. A Car Parking Management Plan (CPMP) will be required and should detail how parking will be allocated, managed, enforced, and monitored, and where additional disabled parking spaces could be provided should demand arise.

Electric vehicle charging is also proposed to be provided in accordance with London Plan policy.

The car parking layout will need to be carefully designed to ensure it does not impact negatively on the public realm.

### **Cycle Parking**

The TASR states that where possible cycle parking will be provided in accordance with London Plan Standards. Given the housing mix has not been clarified it is not possible to identify the minimum long-stay cycle parking requirement for the site. However, based on the current development quantum 14 short stay spaces will be required.

The London Cycle Design Standards (LCDS) recommended that at least 5% of all spaces should be capable of accommodating a larger cycle. TfL would also recommend that at least 20% of spaces are Sheffield stands at standard spacing. This is to ensure that long-stay cycle parking is suitable for all types of users.

All cycle parking should be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycling Design Standards (LCDS).

### **Trip generation**

The TRICS database has been used to determine the predicted residential trip generation. Whilst the 'privately owned' flat trip rate appears low this is balanced out with the 'affordable' flat trip rate and the combined resultant total person trips are acceptable.

Mode share is based on 2011 Census data and adjusted to account for the restrained parking provision. Since the meeting the vehicle mode share has been further adjusted using local car ownership data to quantify the ratio of cars to dwellings from all three boroughs and this is now acceptable to TfL.

The applicant proposes to use TfL's methodology for the proposed service vehicle trip generation. The applicant should provide justification to adjust the current linked trip assumption.

### **Highways Impact**

The applicant is proposing to undertake local junction highway modelling to support the planning application submission. Whilst all these junctions are on borough roads, the A2043 Central Road / Green Lane signalised junction is of interest to TfL. TfL regularly receive complaints (from both buses and the general public) about the operation of this junction. Bus route Superloop 7

(SL7) also runs along Central Avenue therefore TfL would want to maintain any green time to the main road. Since the meeting TfL have confirmed that all signals within the SCOOT region 473 will need to be modelled together in one LinSig. TfL have also provided a copy of the template of the Modelling Expectation Document (MED). Once the MED has been complete a Stage 1 Modelling Audit Process (MAP) meeting can be organised.

It is noted that vehicle distribution is based on TfL's Travel Demand Forecast Dashboard using the Forecast Travel Demand by Mode or Trip Purpose dataset which is accepted.

### **Public Transport Impact**

Once the trip generation assessment is agreed, TfL will use this information to assess the impact of development including the cumulative impact and will be able to confirm if any additional bus capacity enhancements are required to accommodate the uplift in demand.

### **Crossrail 2 (CR2)**

As highlighted during the initial screening meeting CR2 proposals within the vicinity of the site included the closure of both of the level crossings on West Barnes Lane and another between Motspur Park and Raynes Park stations. One of the options for a replacement highway crossing (and the worksite needed to construct it) would clash with the northernmost tip of the application site and the site access road from West Barnes Lane.

Since the Safeguarding Direction 2015, TfL have focused on the central section because of uncertainty around the scheme. While we would like to protect the area around Motspur Park it is not protected by safeguarding. The CR2 team would like to be kept informed of the site layout as it progresses. In the future were CR2 to be resumed a comprehensive review of this area and how the transport network and construction needs could be accommodated would need to be undertaken.

### **Travel Planning**

A travel plan should be submitted as part of the planning application. When preparing travel plans, reference should be made to TfL's travel plan guidance.

### **Delivery and Servicing Plans (DSP) & Construction Logistics Plan (CLP)**

All servicing will be undertaken within the site. 3 loading bays are proposed, 1 of which will service the remaining gas infrastructure. An outline Delivery and Servicing Plan (DSP) will be provided as part of the planning application.

The TASR includes information on estimated construction traffic, swept path analysis and construction routeing. An outline Construction Logistics Plan (CLP) will be provided in line with TfL's guidance.

### **Mayoral CIL**

Mayoral CIL2 within the Royal Borough of Kingston upon Thames is payable at a rate of £60 per sqm.

### **Summary**

As discussed at our meeting and recorded herein there are a number of issues which require further discussions and action. TfL will welcome further involvement and discussion with the applicant and Kingston Council to ensure agreement on as many issues as possible prior to the planning application being submitted.

I hope this provides a useful basis upon which to progress the preparation of the planning application and supporting TA and look forward to hearing from you shortly.

Should you wish to discuss any part of this letter, please contact myself or [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

**Director of Spatial Planning**

[REDACTED]

**TfL Spatial Planning is committed to equity, diversity and inclusion and we strive to ensure that Londoners are fully represented in the planning process.**

**Scott Barrett**

---

**From:** [REDACTED]  
**Sent:** 03 February 2025 09:46  
**To:** [REDACTED]  
**Subject:** [REDACTED]

FYI

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]



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[REDACTED]

**Subject:** RE: Motspur Park Modelling

Hi [REDACTED]

Thank you for your email.

I've discussed with Network Performance and given the relatively low vehicle movements predicted at the Green Lane/Central Road junction, TfL are happy with a no modelling approach.

I would suggest you discuss this with Kingston given that it is their network.

Kind regards

[REDACTED]

[REDACTED]



**Subject:** Motspur Park Modelling

H

First of all, thank you once again for hosting us the other week and for the formal response provided in relation to our scoping note.

In the pre-app meeting we noted that the forecast development impact at the Green Lane signal junction would be well under 60 movements per hour. This is based on a 0.26 parking provision and the agreed trip generation methodology. Since the meeting, the parking provision lies between 0.2 and 0.26 which equates to between c. 35 – 45 two-way vehicle movements in the peak hours routing through the Green Lane signal junction, approximately one vehicle every one to two minutes. We also note that a lower parking provision would be supported by TfL and if explored through the planning application process would further reduce the traffic impact at Green Lane.

As discussed in our meeting, this level of traffic generation is not considered to be severe, and we would not normally model a junction for this minimal level of impact.

However, following a public consultation, local residents shared that they had concerns with regards to development traffic routing to the Green Lane junction, therefore, our client was prepared to include modelling this junction, in isolation, to show the impact would be negligible. For context, the initial public consultation event did not include any detail relating to the number of homes proposed, nor the parking provision, so much of the concerns from local residents were based on assumptions.

Since the pre-application meeting, we have been advised that we cannot model the Green Lane junction on its own as offered, and that it is connected to another signal junction and three signal-controlled crossings creating a small network model. Having liaised with JCT, they have advised that to model this network, a further two priority junctions would also need to be included. This creates a disproportionately large network model of four junctions and three crossings to test impact at one junction.

JCT have also advised a cost of around £30k will be required to undertake the network model in full and when added to the extended additional traffic surveys for the network and LMAP process the total cost rises to in excess of £50k.



Now that we have the full picture, based on the potentially reduced parking ratio, the size of the model and associated costs it is considered significantly disproportionate for what is essentially a relatively minimal impact at one junction originally proposed to satisfy local residents concerns within our Transport Assessment (TA).

Therefore, moving forwards we propose to include some technical details and summarise the minimal impact at Green Lane within the TA. However, given the above I trust you can understand why we are no longer proposing to include a junction model of the Green Lane junction within the assessment work for submission and would appreciate your support of this approach.

I welcome a discussion regarding the above if helpful, I will give you a day to digest and then give you a call [REDACTED]

Any questions in the meantime, please do let us know

Best Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[To view the Transport Team Showcase document, click here](#)



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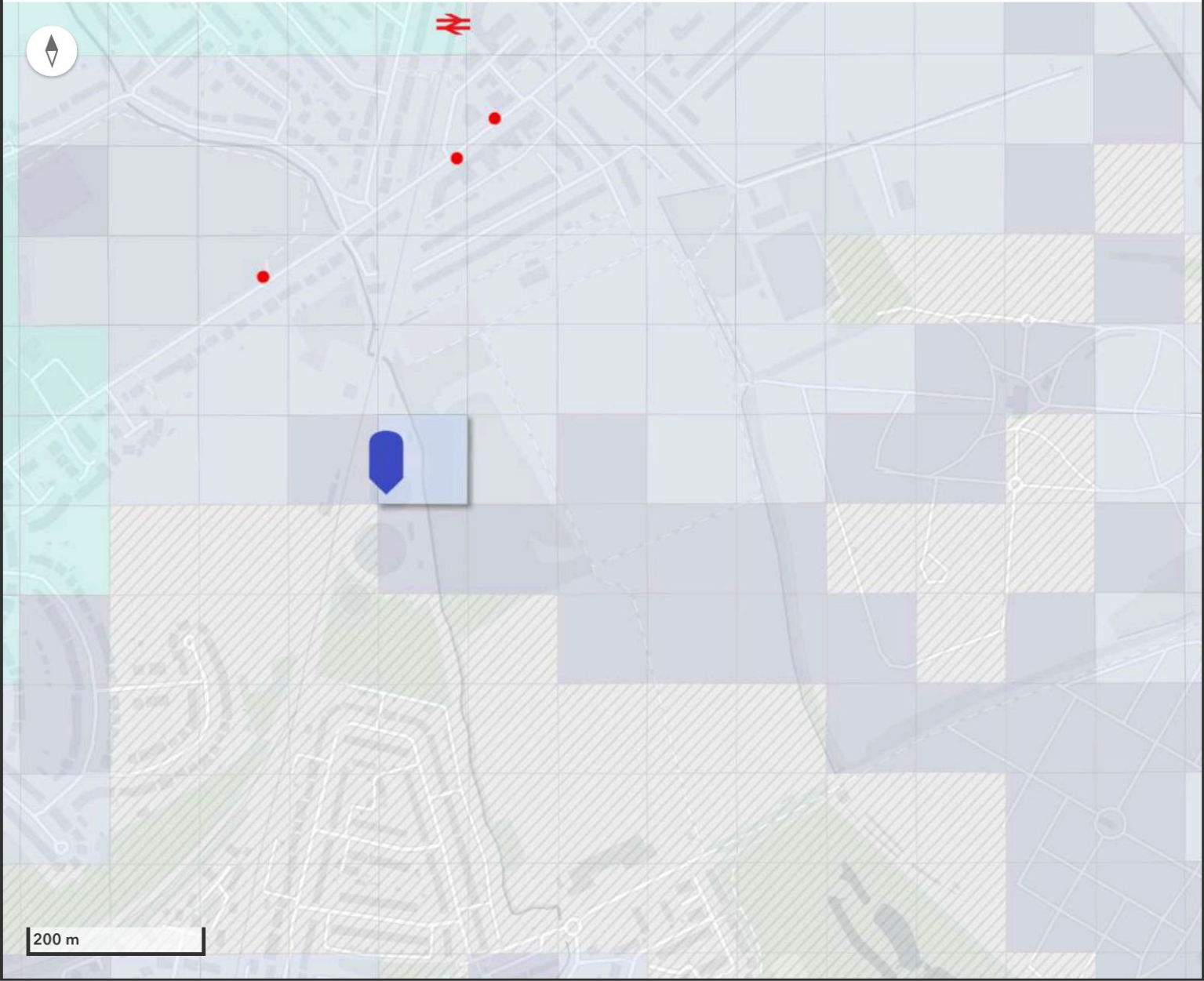
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## **A4. TFL PTAL OUTPUT**

PTAL Report



TfL Stations  
Underground Stations



National Rail Stations      Bus Stops



Elizabeth Line Stations



DLR Stations



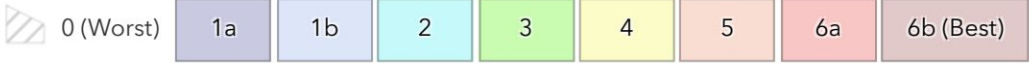
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

1b

Grid ID: 22413

Coordinates: 522545,167252 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Motspur Park Station	K5	2.00	624.86

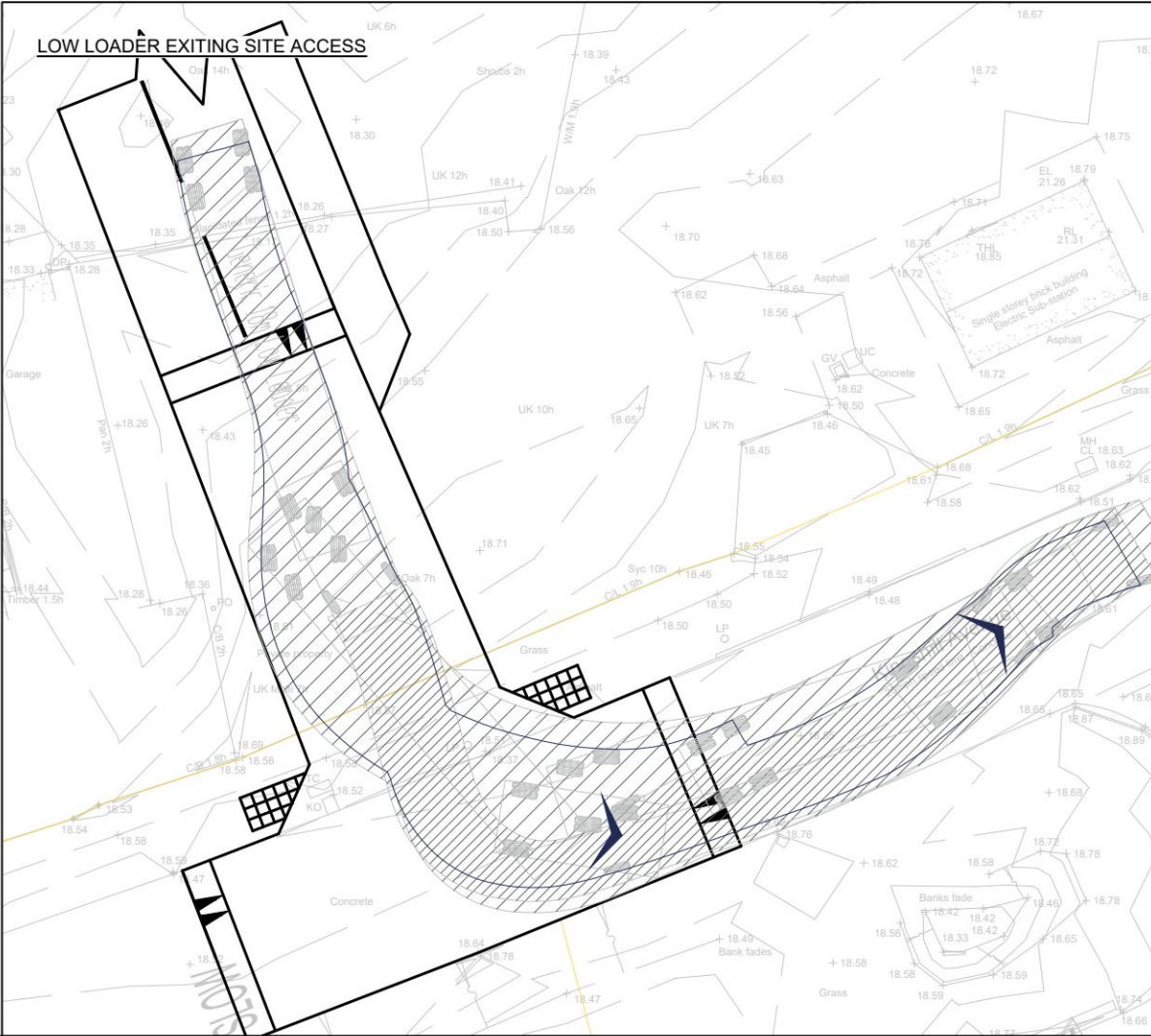
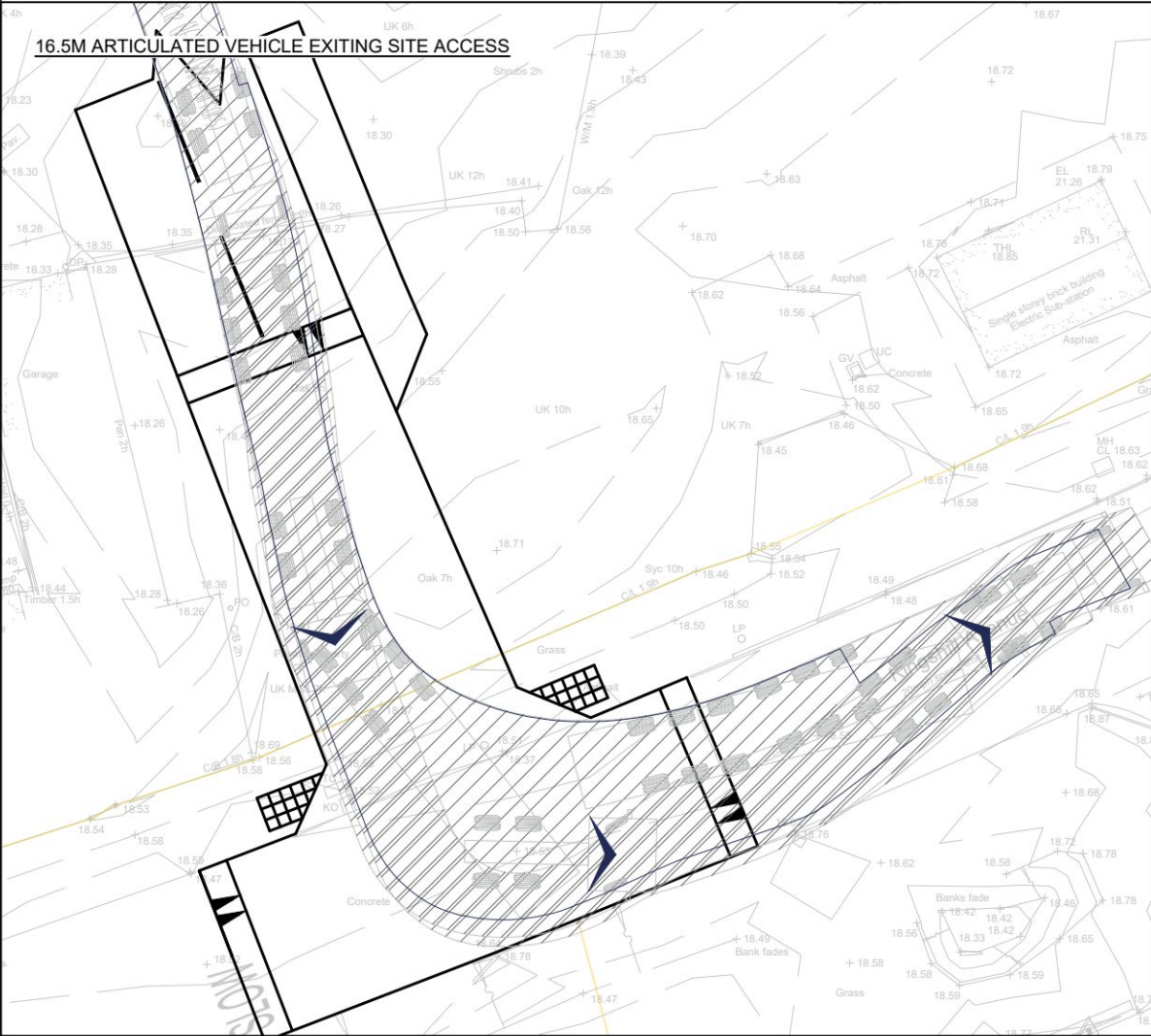
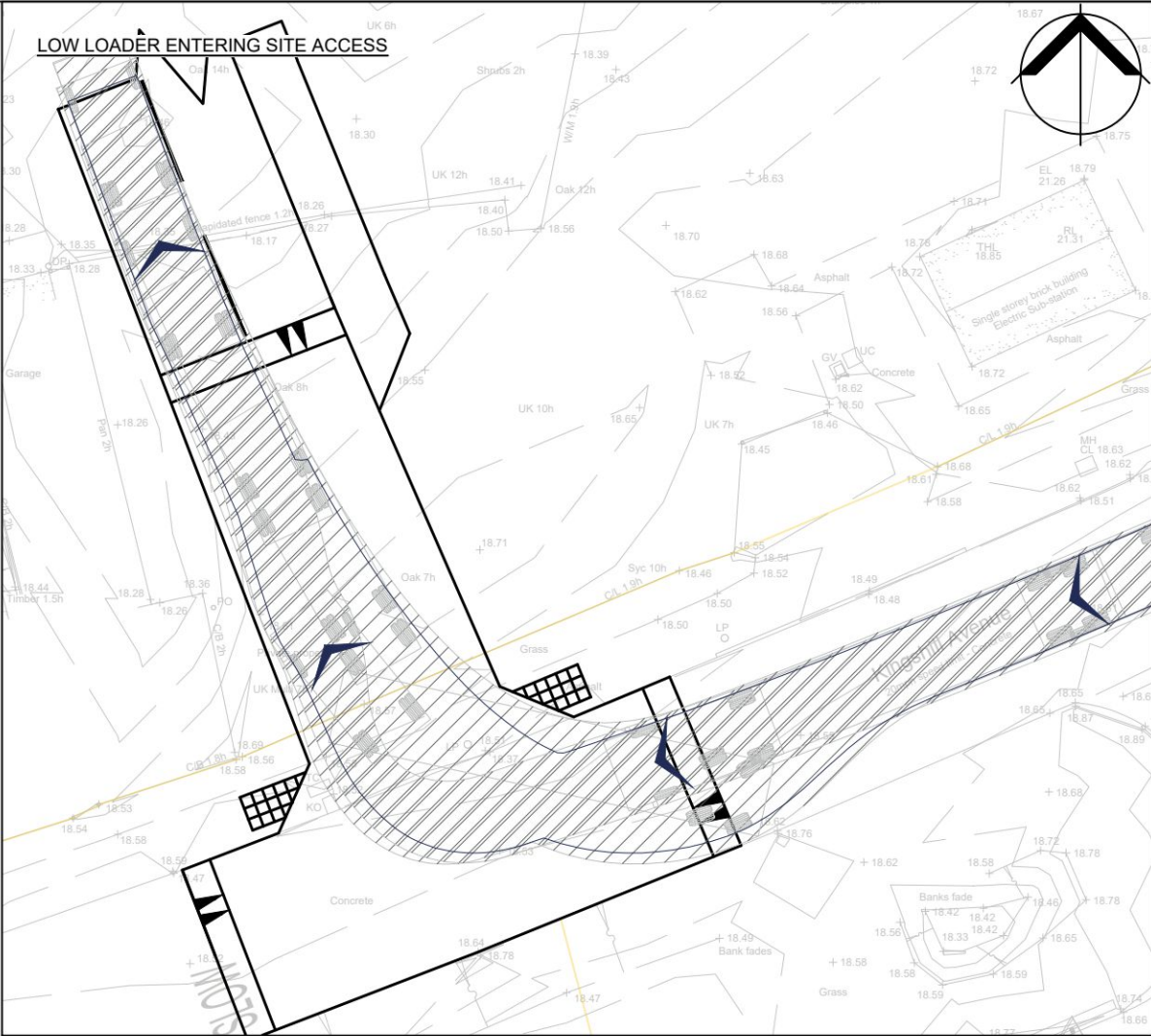
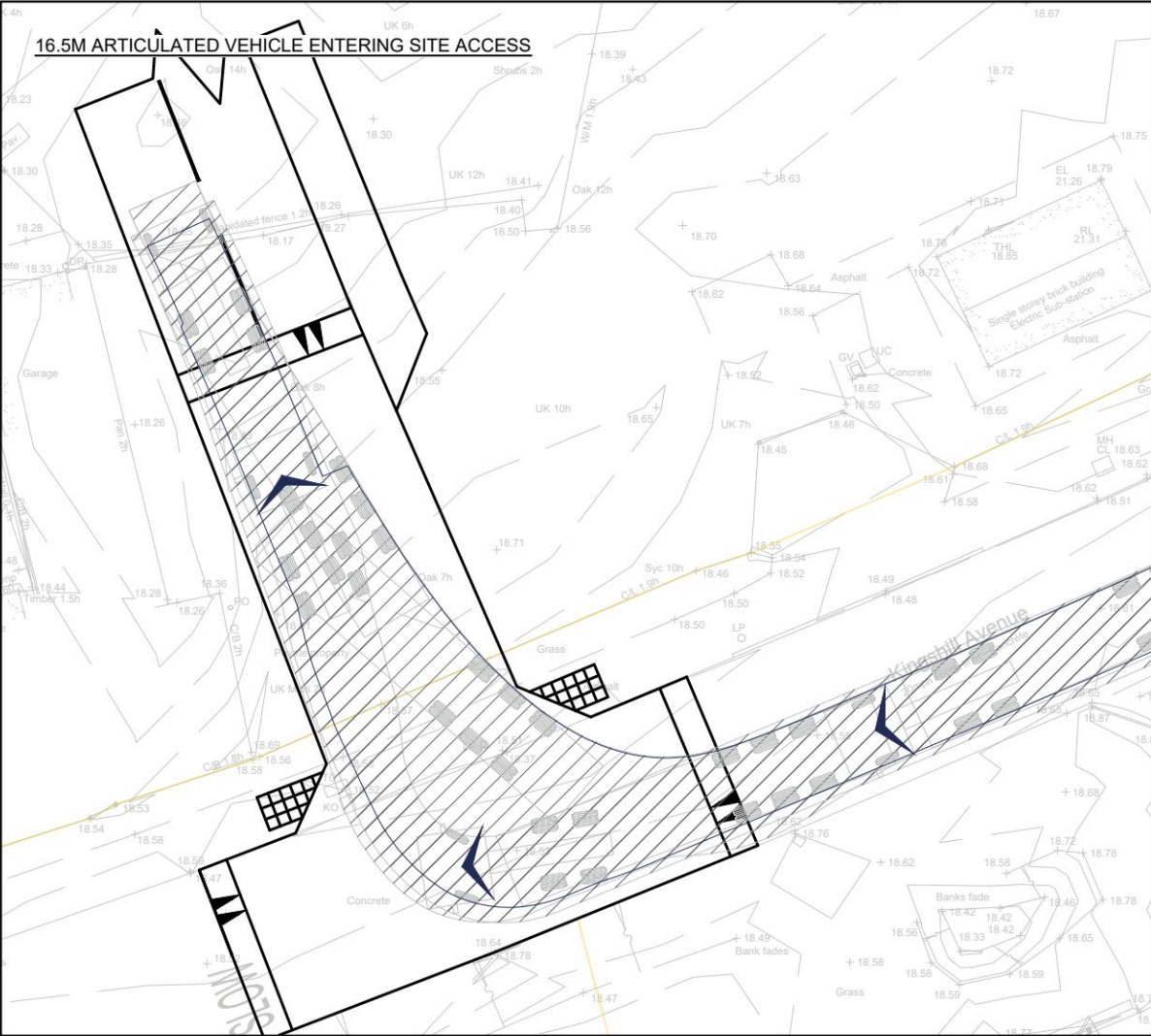
Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Motspur Park	Waterloo-Chessington	2.00	738.66

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Motspur Park	Dorking-Waterloo	1.67	738.66

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Motspur Park	Waterloo-Guildford	1.33	738.66

## **A5. ICENI DRAWINGS**





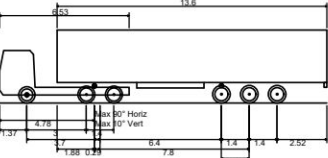
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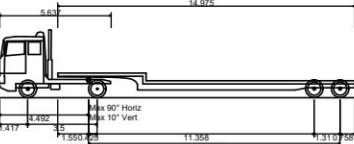
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VEHICLE PROFILES:



Max Legal Length (UK) Articulated Vehicle (16.5m) (Wing Mirrors)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



Generic 18m Low Loader  
Overall Length 17.918m  
Overall Width 2.540m  
Overall Body Height 3.408m  
Min Body Ground Clearance 0.332m  
Max Track Width 2.520m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.400m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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44 SAFFRON HILL  
LONDON  
EC1N 8FH

T 020 3640 8508  
mail@iceniprojects.com



CLIENT

ST EDWARD (BERKELEY HOMES)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE POTENTIAL PRIMARY ACCESS ARRANGEMENT

KINGSHILL AVENUE  
(STANDARD PRIORITY ACCESS ARRANGEMENT)

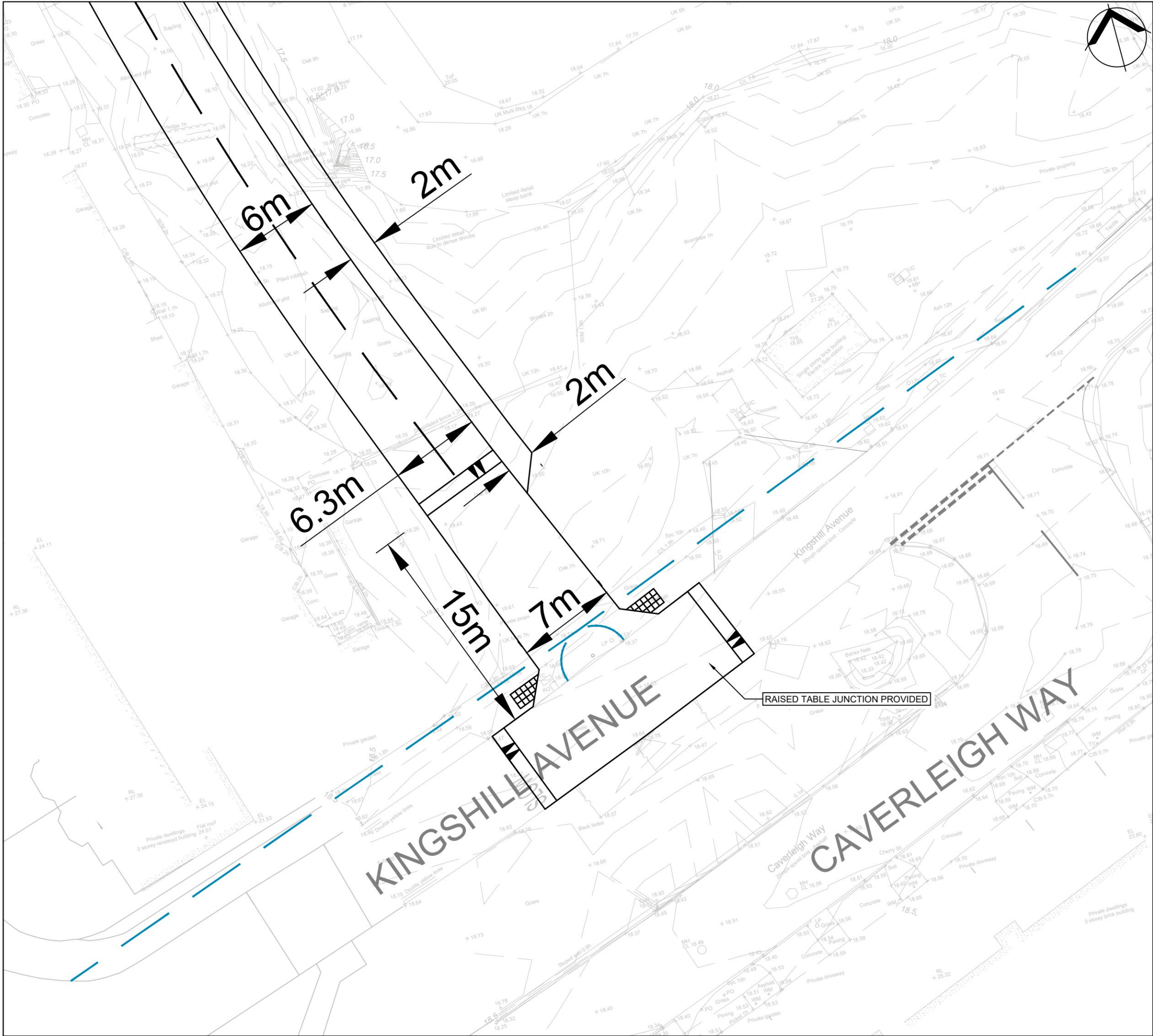
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SCALE @ A3 1 : 250	DATE 11.12.2024

PROJECT NO. I000551	DRAWING NO. 104.2	REV. A

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**KEY:**

2.4 x 43M VISIBILITY SPLAY BASED ON 30 MPH ROAD SPEED (BASED ON MFS STANDARDS)

HIGHWAY BOUNDARY DATA

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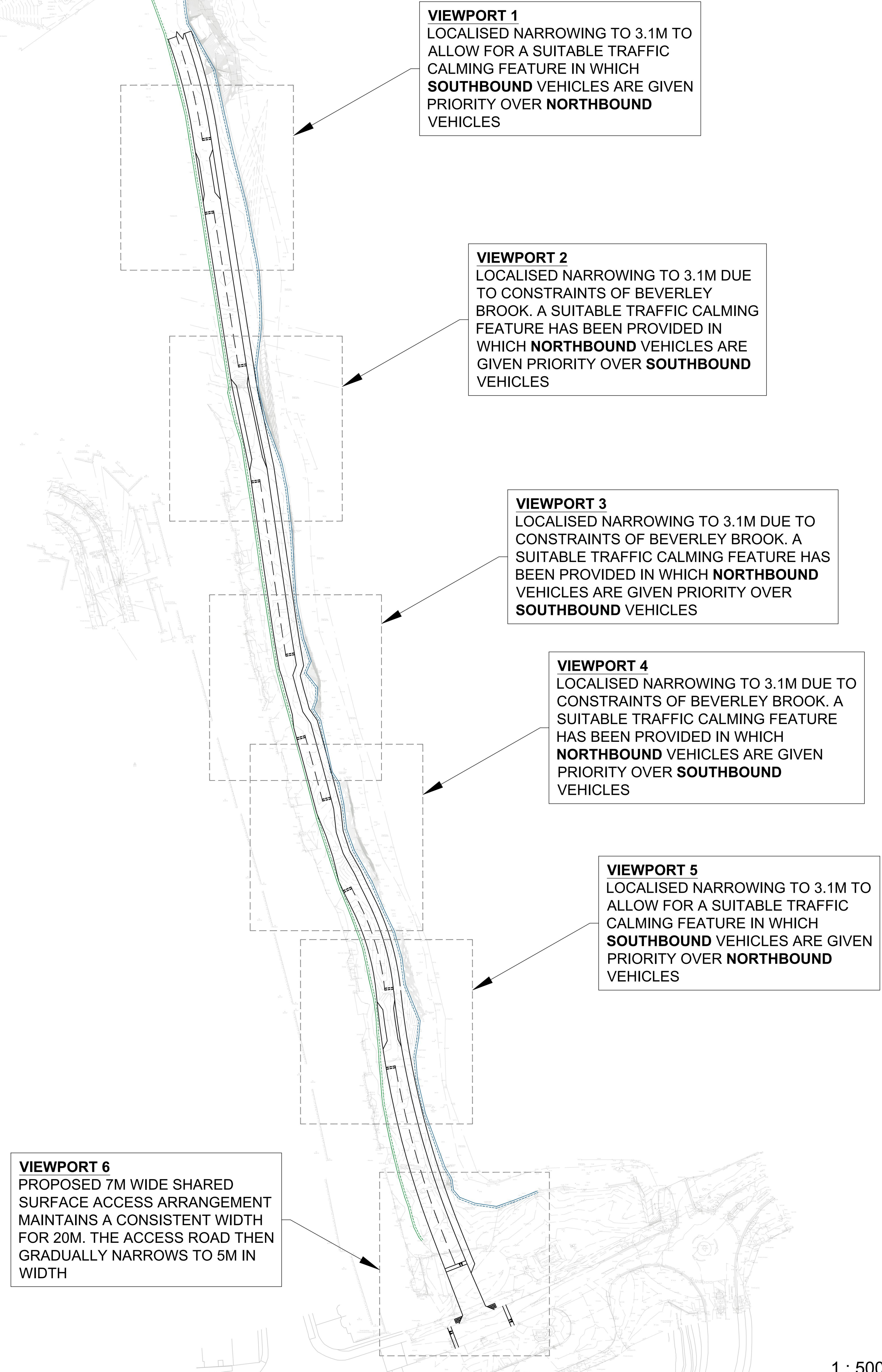


CLIENT		
ST EDWARD (BERKELEY HOMES)		
PROJECT		
MOTSPUR PARK GAS HOLDERS		
TITLE		
POTENTIAL PRIMARY ACCESS ARRANGEMENT		
KINGSHILL AVENUE (VISIBILITY ASSESSMENT)		
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PROJECT NO. I000551	DRAWING NO. 107	REV. -

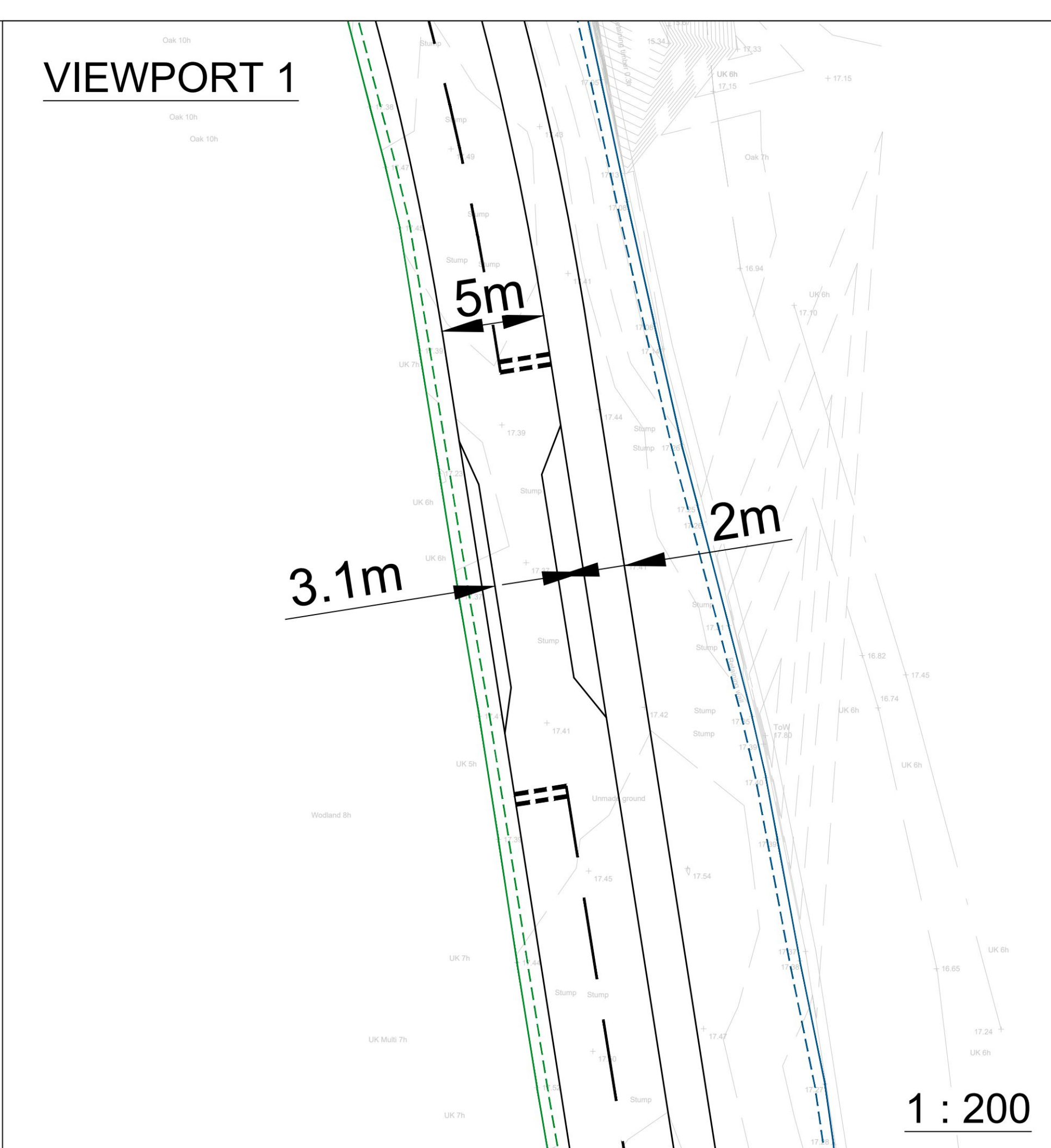
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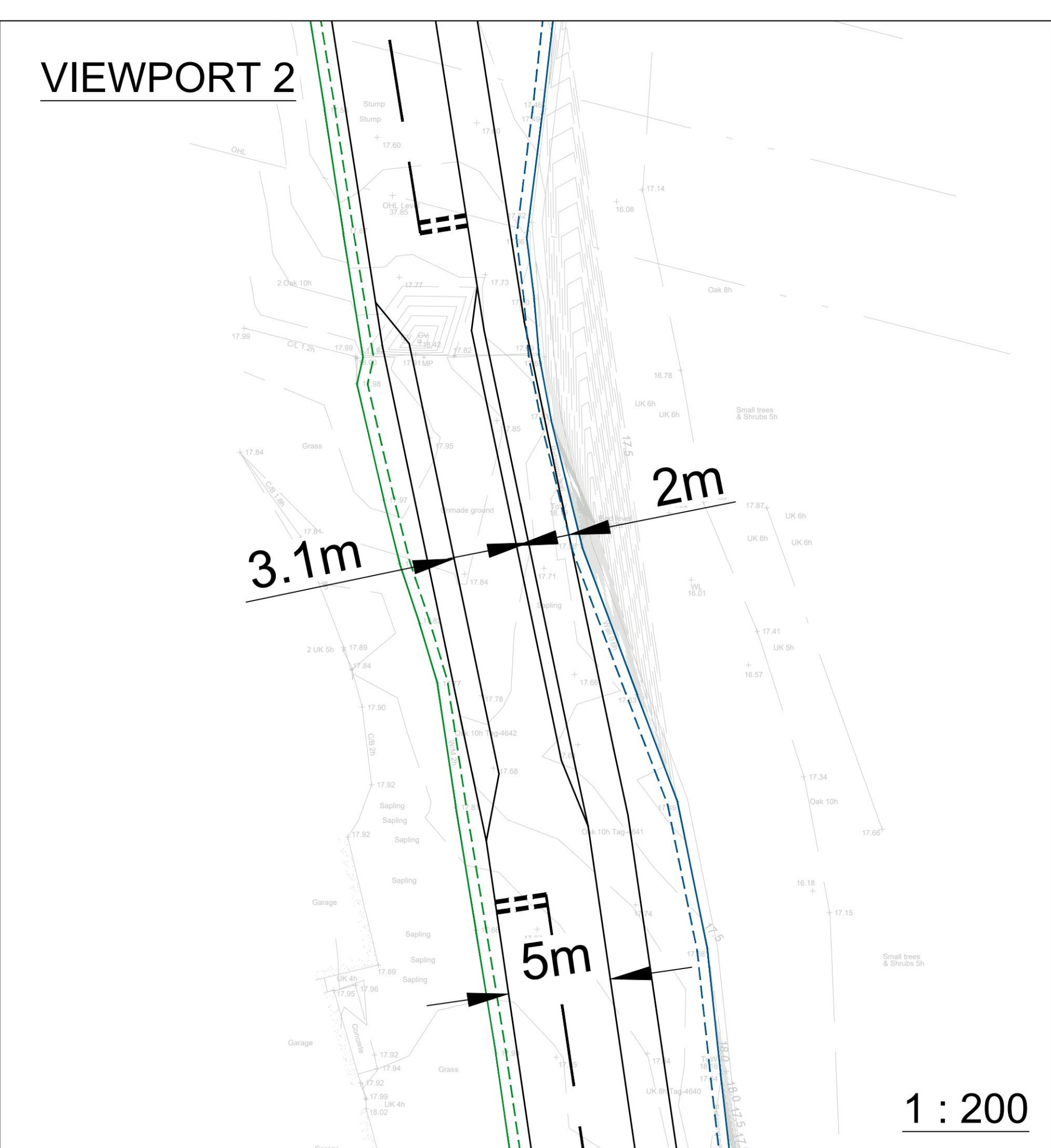
OVERALL SOUTHERN ACCESS ARRANGEMENT WITH LOCALISED NARROWING



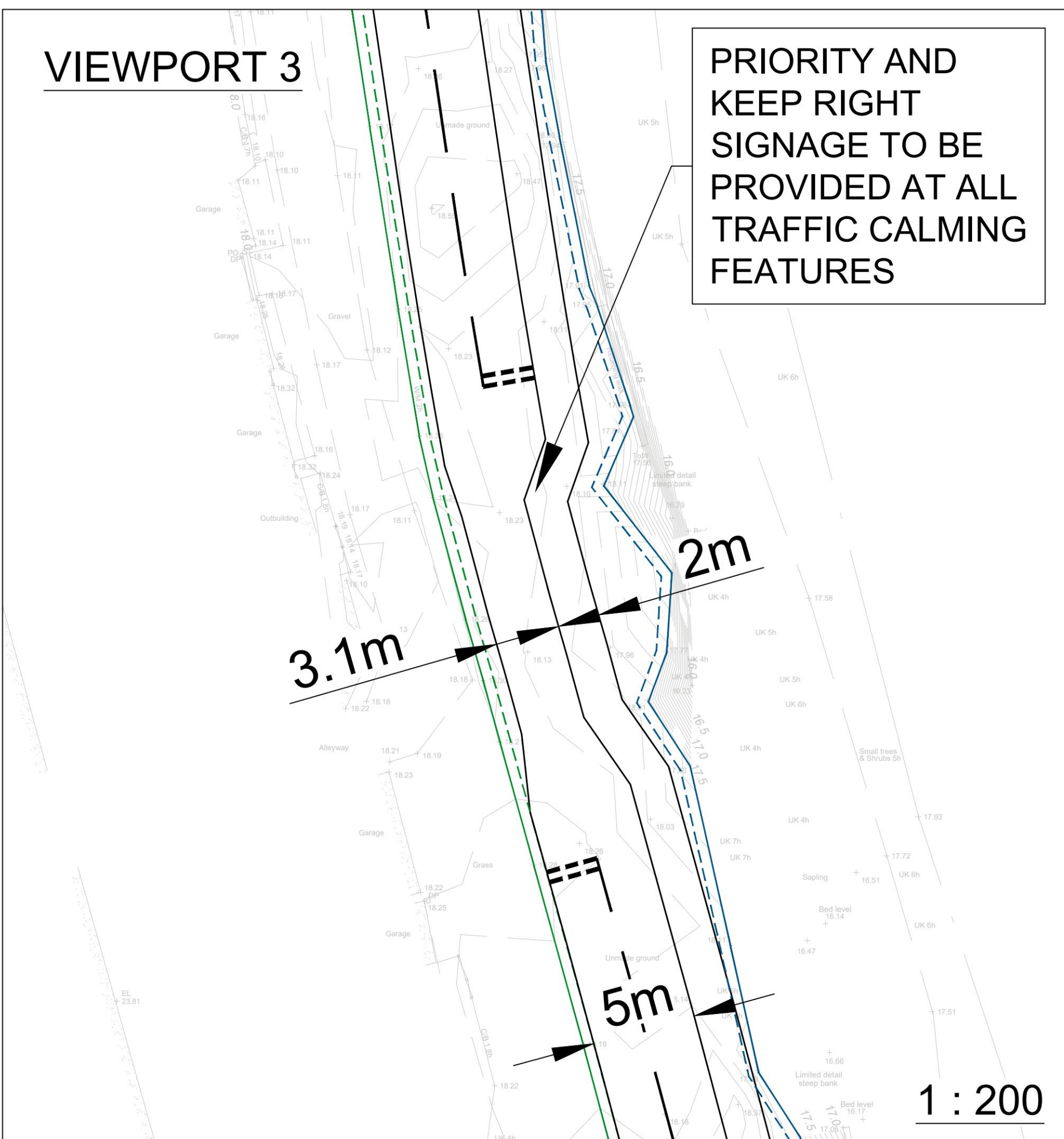
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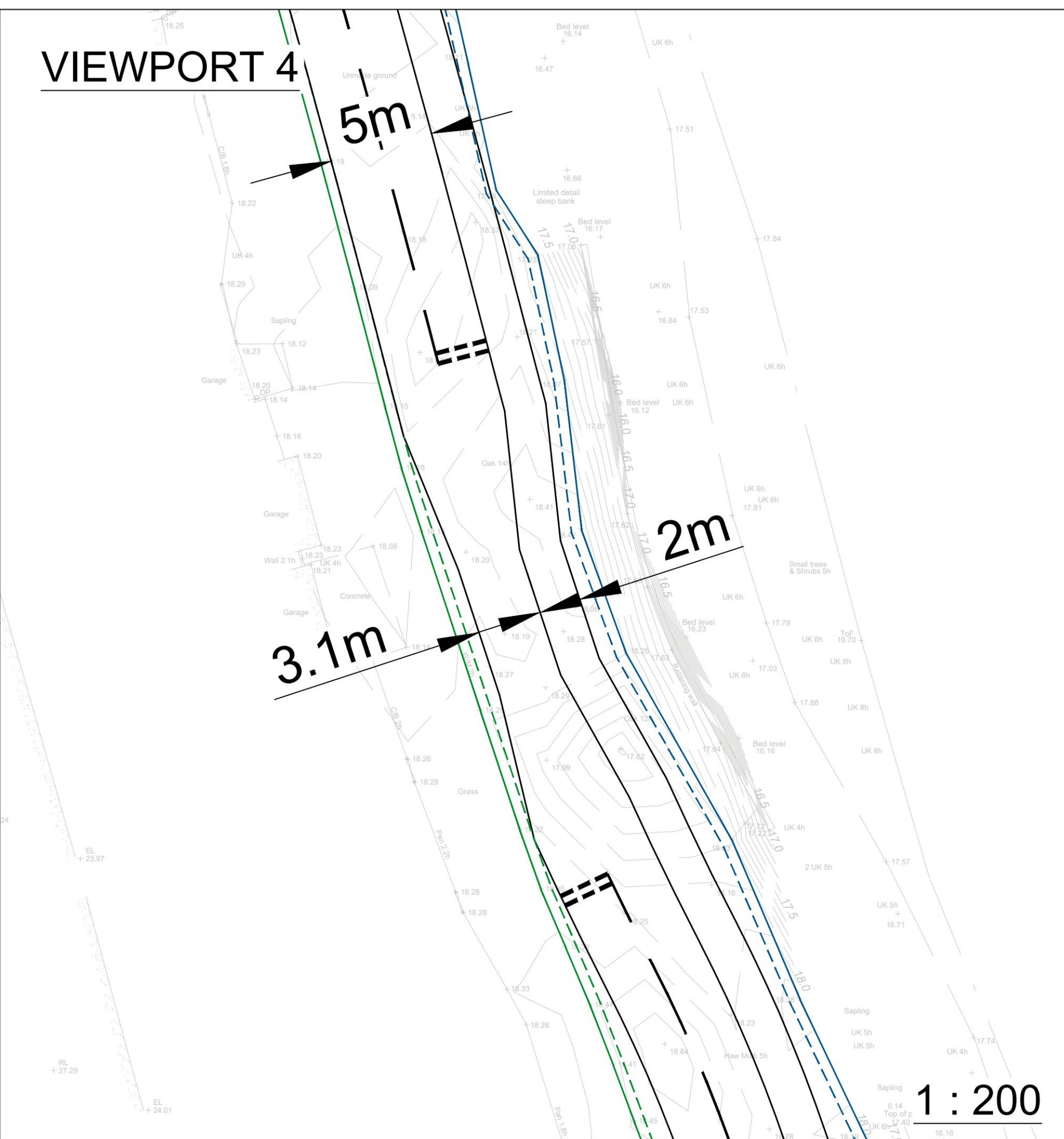
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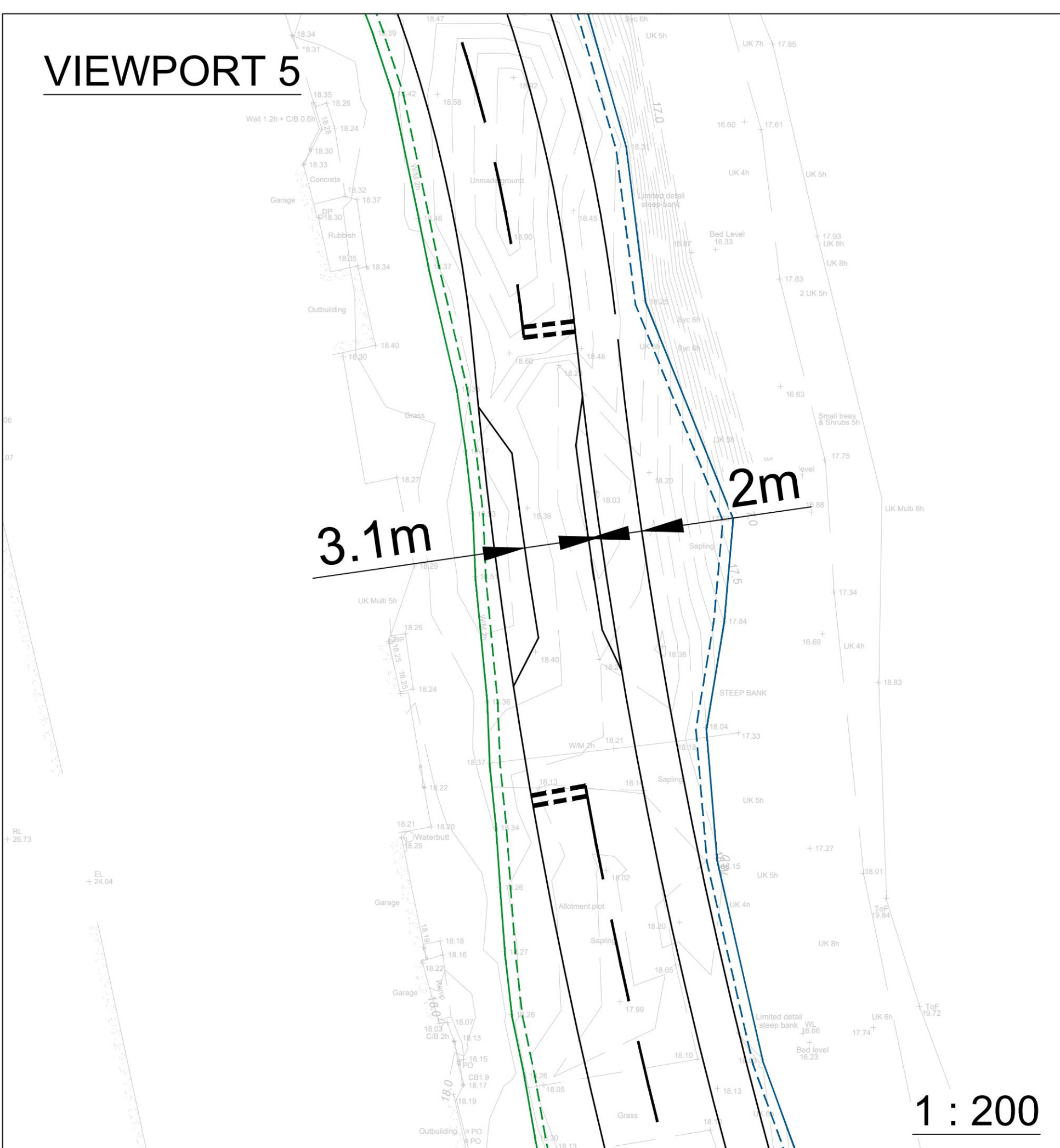
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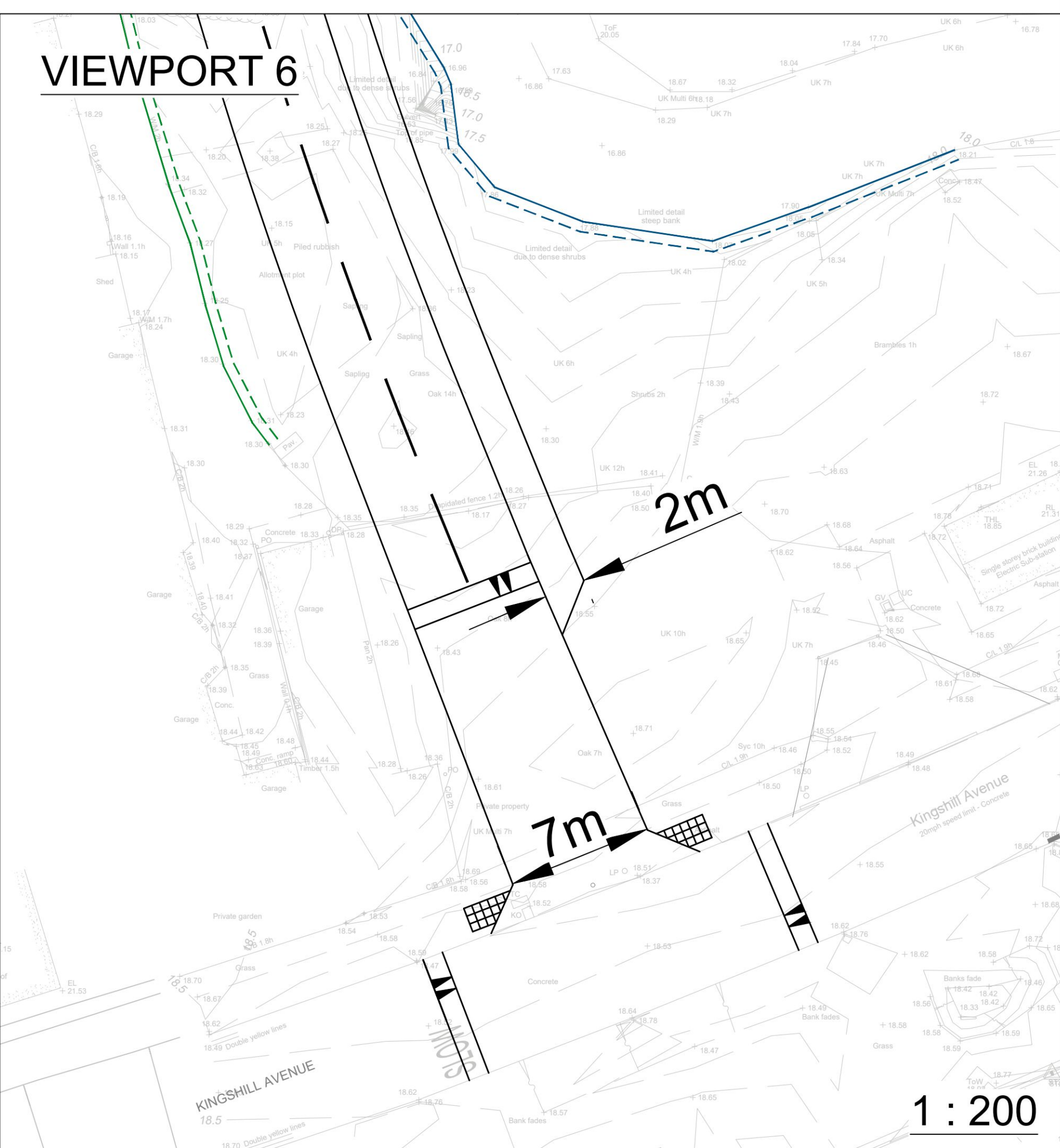
VIEWPORT 4



VIEWPORT 5



VIEWPORT 6



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KEY:

- EXISTING FENCE LINE
- 0.5M OFFSET BUFFER LINE FROM THE EXISTING FENCE LINE
- TOP OF EXISTING BEVERLEY BROOK
- 0.5M OFFSET BUFFER LINE FROM TOP OF EXISTING BEVERLEY BROOK

EXAMPLE OF SIGNAGE TO BE PROVIDED:



PRIORITY OVER ONCOMING VEHICLES SIGNAGE TO BE USED WHERE VEHICLES HAVE PRIORITY WHEN NAVIGATING THROUGH THE TRAFFIC CALMING/NARROWING



GIVE WAY TO ONCOMING VEHICLES SIGNAGE TO BE USED WHERE VEHICLES HAVE TO GIVE WAY WHEN NAVIGATING THROUGH THE TRAFFIC CALMING/NARROWING

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PROJECT			
MOTSPUR PARK GAS HOLDERS			
TITLE			
POTENTIAL SOUTHERN SITE ACCESS ARRANGEMENT			
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AP	03.01.2025		RA
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1000551			-

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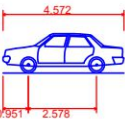


CARS ENTERING SITE



- NOTES:
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VEHICLE PROFILE:



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

C	12.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

SITE LAYOUT REVIEW  
(STANDARD CAR SWEEP PATH ANALYSIS)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB	RA
	27.05.2025	27.05.2025

SCALE @ A3	DATE
1:1000	27.05.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	403.2	C

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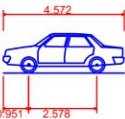


CARS EXITING SITE



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VEHICLE PROFILE:



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

C	12.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

SITE LAYOUT REVIEW  
(STANDARD CAR SWEEP PATH ANALYSIS)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB	RA
	27.05.2025	27.05.2025

SCALE @ A3	DATE
1:1000	27.05.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	403.3	C

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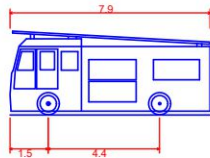


FIRE TENDER VEHICLE ENTERING SITE



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VEHICLE PROFILE:



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

C	12.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

SITE LAYOUT REVIEW  
(FIRE TENDER VEHICLE SWEEP PATH ANALYSIS)

DRAWN BY AKC	CHECKED BY MB 27.05.2025	APPROVED BY RA 27.05.2025
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SCALE @ A3 1:1000	DATE 27.05.2025
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PROJECT NO. I000551	DRAWING NO. 403.4	REV. C
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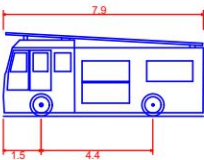


FIRE TENDER VEHICLE EXITING SITE



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VEHICLE PROFILE:



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

C	12.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

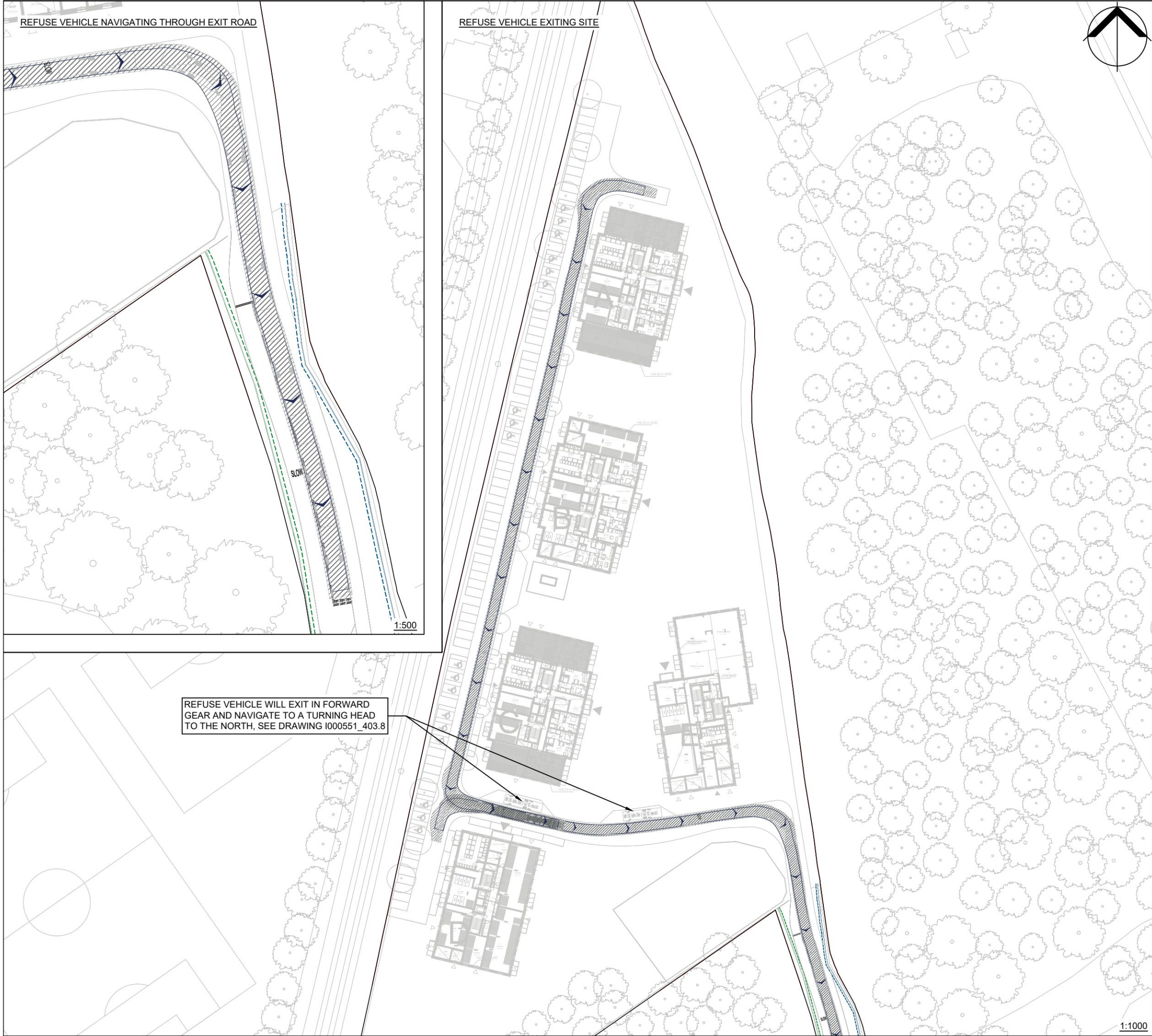
TITLE

SITE LAYOUT REVIEW  
(FIRE TENDER VEHICLE SWEEP PATH ANALYSIS)

DRAWN BY AKC	CHECKED BY MB 27.05.2025	APPROVED BY RA 27.05.2025
SCALE @ A3 1:1000	DATE 27.05.2025	
PROJECT NO. I000551	DRAWING NO. 403.5	REV. C

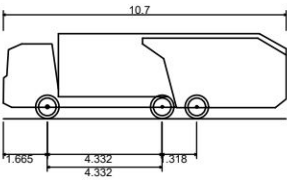
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VEHICLE PROFILE:



WM LBS (with Elite 2 6x2 RS chassis)		
Overall Length	10.700m	
Overall Width	2.590m	
Overall Body Height	3.211m	
Min Body Ground Clearance	0.416m	
Track Width	2.530m	
Lock to lock time	4.00s	
Kerb to Kerb Turning Radius	7.340m	

C	10.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

SITE LAYOUT REVIEW

(REFUSE VEHICLE SWEEP PATH ANALYSIS)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB	RA
	27.05.2025	27.05.2025

SCALE @ A3	DATE
AS SHOWN	27.05.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	403.9	C

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