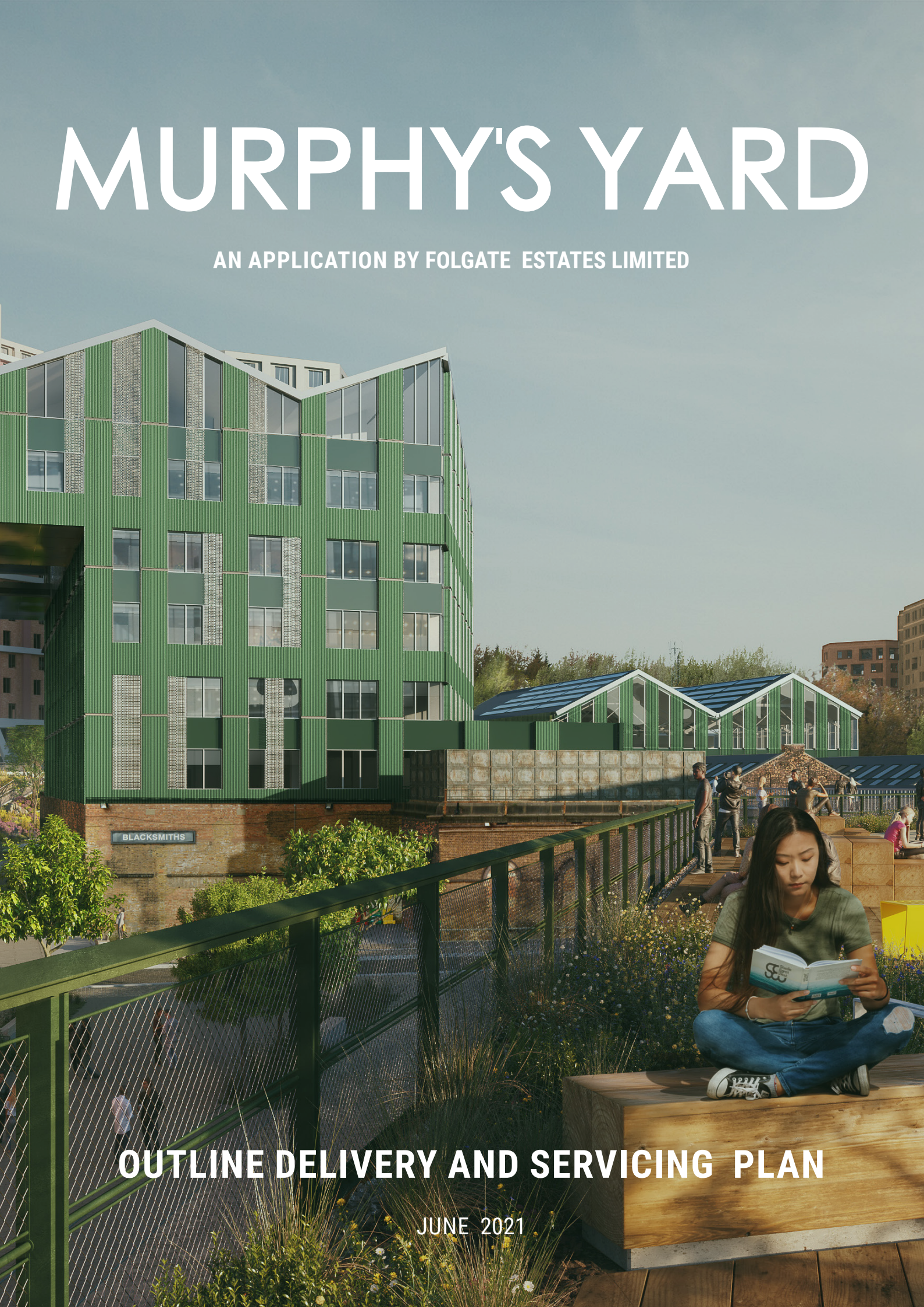
MURPHY'S YARD

AN APPLICATION BY FOLGATE ESTATES LIMITED



OUTLINE DELIVERY AND SERVICING PLAN

JUNE 2021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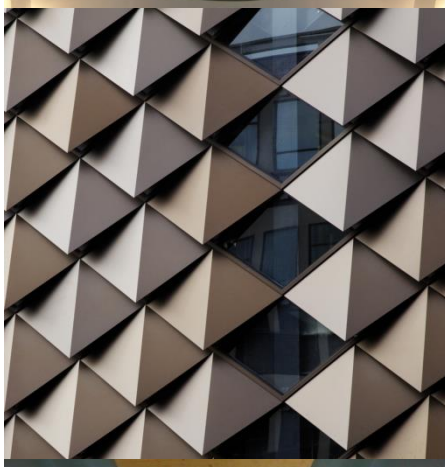

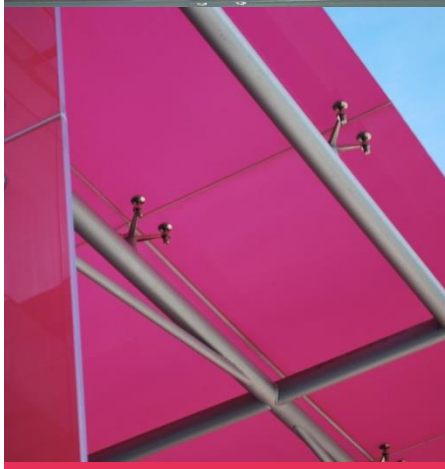

Murphy’s Yard

Outline Delivery and Servicing Plan

Curtins Ref: 70813

Revision: FINAL

Issue Date: 17 June 2021

Client Name: Folgate Estates

BIM Reference: 70813-CUR-00-XX-RP-TP-00001-V01_DSP

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Rev	Description	Issued by	Checked	Date
00	Final for planning	SF	SF	17 June 2021

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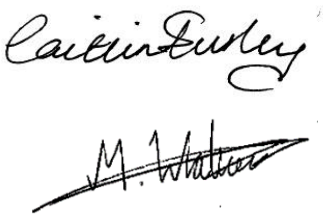
Caitlin Turley BEng (Hons) MCIHT Senior Transport Planner **Martin Walton** BSc (Hons) MCIHT Senior Transport Planner		17 June 2021

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Table of contents

Figures

Tables

Appendices

1.0 Introduction

1.1 Introduction

1.1.1 Curtins have been appointed on behalf of Folgate Estates to provide traffic and transport advice in relation to the development of Murphy's Yard in Kentish Town, which will provide a new mixed use development to replace existing Murphy operational uses.

1.1.1 The proposals form an outline planning application with all matters reserved for the demolition of existing buildings and structures and redevelopment to be carried out in phases (with each phase being an independent act of development) comprising the following mix of uses: residential (Use Class C3), residential institution (Use Class C2), industrial (Use Class B2 and/or B8), commercial floorspace (Class E), flexible commercial and Sui Generis floorspace (Use Class E and/or Sui Generis Use), Community (F1 and/or F2), Sui Generis, and cycle and vehicle parking, refuse and recycling storage, plant, highway and access improvements, amenity space, landscape and public realm improvements, and all associated works.

1.1.2 Along with this Outline Delivery and Servicing Plan (DSP), an accompanying Transport Assessment (TA), Outline Travel Plan (FTP) and an Outline Construction Logistics Plan (CLP) have been prepared to support the planning application. This documentation should be read in conjunction with all relevant submitted documentation.

1.1.3 This DSP has been prepared using TfL's Delivery and Servicing Plan Guidance (December 2020).

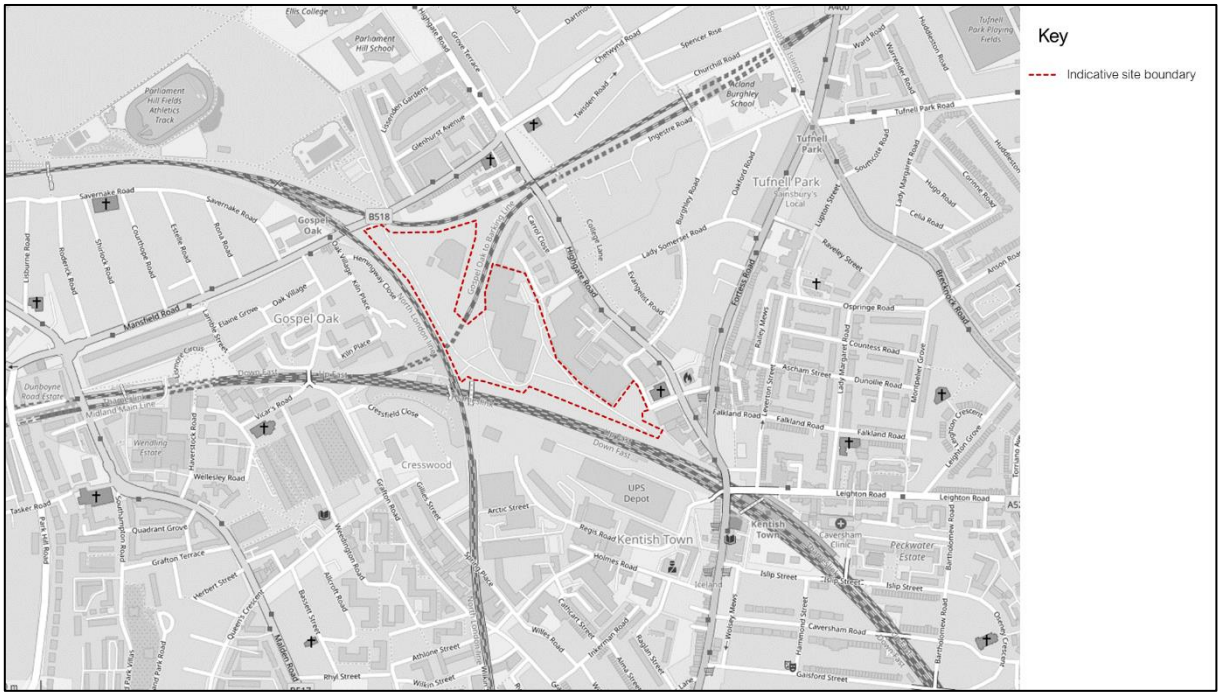
1.1.4 It is anticipated that a planning condition or equivalent will be used to secure a detailed DSP for each reserved matters application. Each detailed DSP will be informed by this document.

1.2 Site Context

1.2.1. The existing site measures approximately 62,288 sqm. It currently forms Murphy's main London depot and is adjacent to their headquarter building. The site is bound by the Richmond / Clapham Junction – Stratford Overground railway to the west, the Gospel Oak – Barking Overground railway to the north, Highgate Studios and Murphy's HQ building to the east and northeast and the Thameslink Railway line to the south.

1.2.1. The existing site accommodates around 18,000 sqm of general industry within classes E(g)(iii), B2 and B8 with ancillary office. It should be noted that the existing Murphy HQ building sits outside the planning boundary.

Figure 1.1 - Indicative Site Boundary



1.3 Development Proposals

1.3.1 The description of the development is as follows:

"Outline planning with all matters reserved for the demolition of existing buildings and structures and redevelopment comprising the following mix of uses: residential (Use Class C3), residential institution (Use Class C2), industrial (Use Class B2/B8), office (Use Class E(g(i)), light industry (Use Class E(g)(iii), research and development (Use Class E(g)(ii))), healthcare (Use Class E(e)), flexible commercial and Sui Generis floorspace (Use Class E and Sui Generis Use), Community (F1/F2), Sui Generis, and cycle and vehicle parking, refuse and recycling storage, plant, highway and access improvements, amenity space, landscape and public realm improvements, and associated work."

1.3.2 A key principle of the proposed development is to significantly increase the permeability of the site for pedestrians and cyclists and to enhance these links with high-quality public realm. This includes the provision of routes through the site linking Greenwood Place, Sanderson Close and Gordon House Road. The primary pedestrian and cycle spine through the site is referred to as the Heath Line and provides a connection between Highgate Road (via Greenwood Place) and Hampstead Heath (via Gordon House Road).

1.3.3 The proposals also respond positively to Camden's Kentish Town Neighbourhood Plan which identifies the potential for connections to adjacent landholdings outside the control of the applicant. Whilst these links cannot be delivered by this application alone, the proposals have been developed in a way to safeguard the future delivery of these. These connections include links to Carkers Lane, Regis Road and Kentish Town Station.

1.3.4 The southern section of the site, which predominantly accommodates the commercial and employment land uses, will be accessed via Sanderson Close, with vehicle access to Plot C via Greenwood Place. Phase 1 includes Pot C and Plot F. Following the completion of Phase 1, whilst the following phases are being constructed, vehicle access for Plot F will be provided temporarily via Greenwood Place. This will subsequently be changed to Sanderson Close once the rest of the southern section of the site are completed, providing a connection between Sanderson Close and Plot F.

1.4 Benefits of a DSP

1.4.1 The TfL "Delivery and Servicing Plan Guidance" (2020) sets out the following benefits of the effective implementation of a DSP for developers, landlords, management companies and tenants:

- save time and money, for example a delivery booking system can free up space and employees' time;
- contribute to Corporate Social Responsibility, for example out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets; and
- improve everyone's safety, for example by providing adequate off-street loading bays.

1.4.2 The London Freight and Servicing Action Plan (2019) aims to work with boroughs, businesses and the freight and servicing industry to transform how deliveries are made in London. The action plan states that development proposals should submit DSPs in line with guidance.

1.5 Objectives of the DSP

1.5.1 The overall objective of this DSP is to provide improvements to procurement practices, supplied management, environmental management procedures, facilities management and safe and legal loading arrangements.

2.0 Site Specific Information

2.1 Site Access and Egress

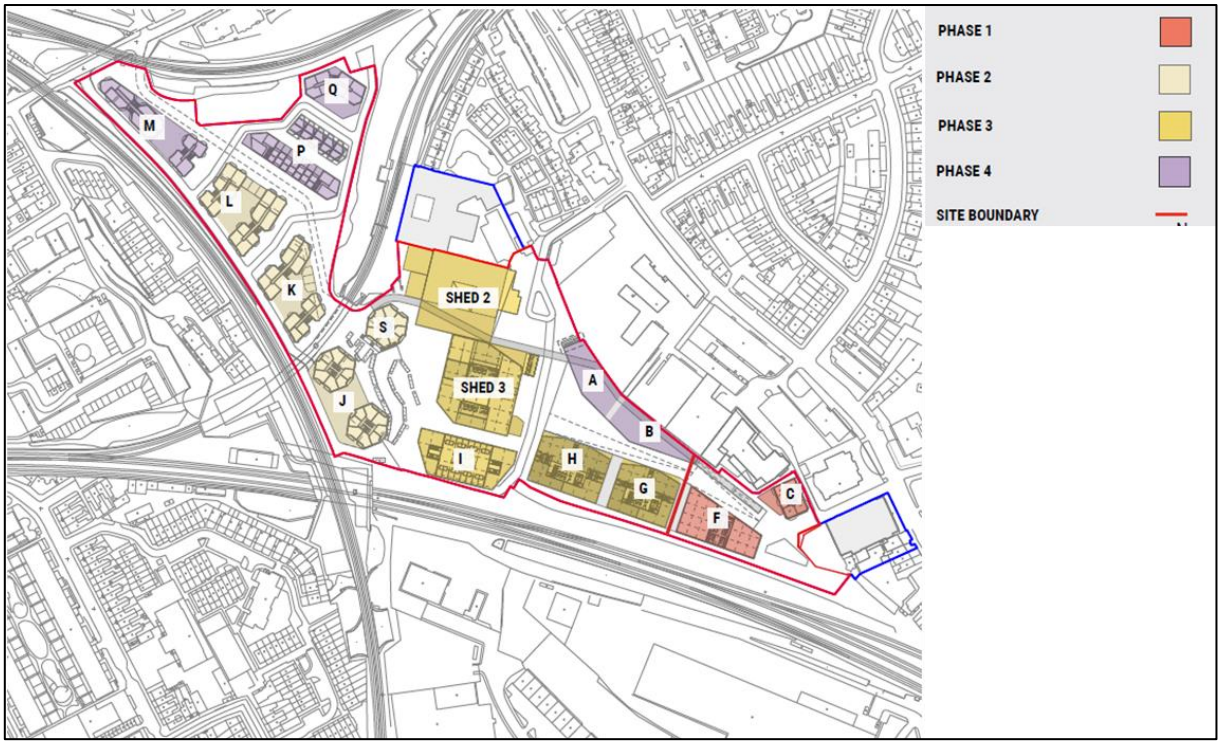
2.1.1 The site can currently be accessed via three vehicle access points; Sanderson Close, Gordon House Road and Greenwood Place.

2.1.2 Under the proposals, Sanderson Close will continue to be used for vehicle access. A new vehicle access is also proposed for Gordon House Road. This new access will be located to the west of the existing site access junction following which the existing Gordon House Road access will be restricted to pedestrians and cyclists only. The only exception to this is emergency vehicle access.

2.1.3 Access via Greenwood Place will temporarily be used to access Plot F, with access ultimately being provided by Sanderson Close. Thereafter, the use of Greenwood Place in relation to this development will be for pedestrians, cyclists and emergency vehicles only with the exception of Plot C.

2.1.4 The Phasing of the development proposals is illustrated in **Figure 2.1** below.

Figure 2.1 - Anticipated Phasing Plan



2.1.5 As illustrated in **Figure 2.1**, Plots C and F will be built as part of the Phase 1, followed by L, K, J and S (residential plots). Phase 3 comprises Shed 2, 3, Plot I, H and G, which includes the completion of Sanderson Square and the internal road network in the southern section of the site, connecting to Plot F. The final phase includes Plots M, P and Q, all of which are residential.

2.1.6 The following section describes the access arrangement.

Interim Access for Plot C and F.

2.1.7 Phase 1 includes the construction of Plots C and F as shown in **Figure 2.1** above. Plot C will front onto Greenwood Place and provides circa 30 residential units with ancillary retail. Plot F accommodates office and industrial.

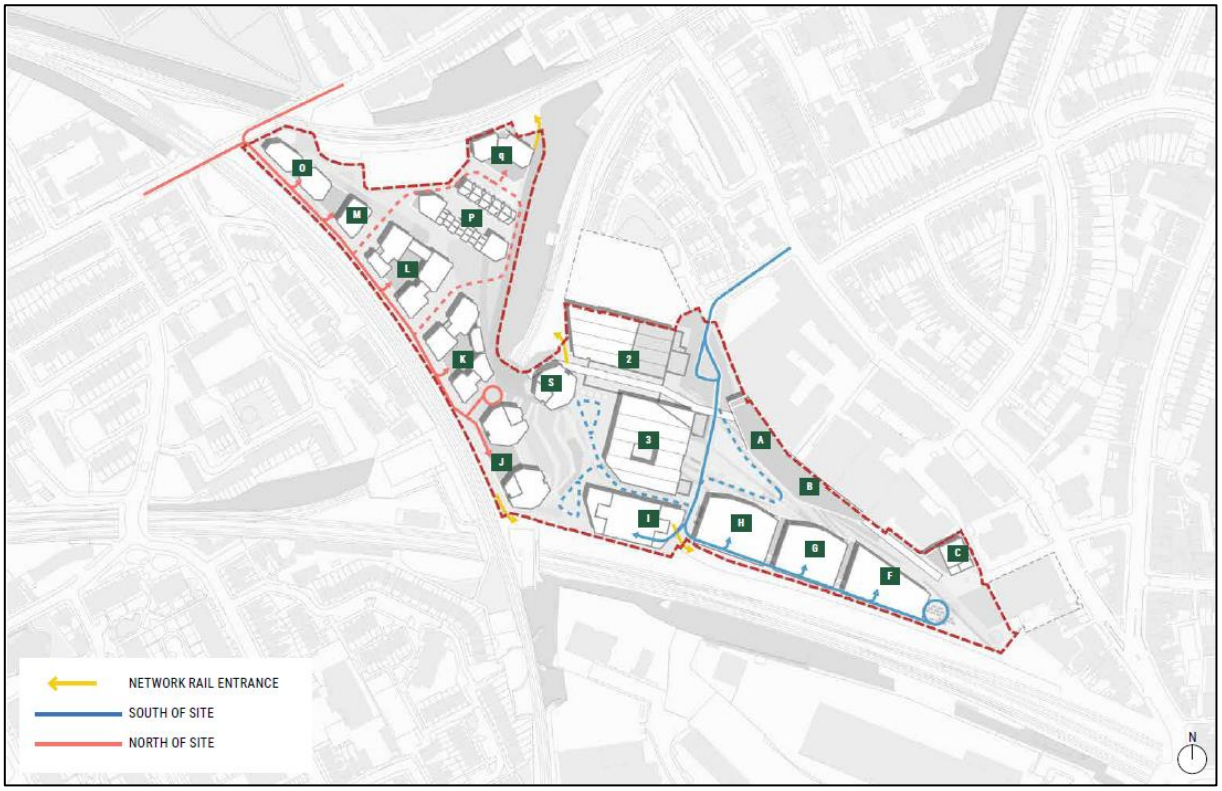
2.1.8 On-street loading facilities for Plot C are proposed on Greenwood Place in the form of a layby. This approach and the proposed layout of Greenwood Place to achieve such an arrangement were discussed in some detail with LBC officers as part of the pre-application process.

2.1.9 Until the road network delivered as part of Phase 3 is completed, temporary access to Plot F will be via Greenwood Place. This interim access strategy will allow refuse vehicles, emergency vehicles, operational vehicles and delivery and servicing vehicles to serve Plot F.

Final Access Strategy

2.1.10 **Figure 2.2** illustrates the proposed vehicle access and circulation strategy for the completed site.

Figure 2.2 - Proposed Vehicle Access and Circulation



2.1.11 Once all phases have been constructed, Sanderson Close will be used to access the southern section of the site which predominantly accommodates the employment and healthcare land uses. Plot F will cease to be accessed by vehicles via Greenwood Place.

2.1.12 Vehicle access to the southern part of site will be controlled at the Sanderson Close entrance to ensure that only permitted vehicles are able to enter. This control point, in combination with Sanderson Square that will provide a further layer of vehicle control, will allow vehicles to enter the site but, where appropriate, will restrict vehicles from going further than the turning area provided by Sanderson Close. Such an arrangement will accommodate taxi drop-off / pick-up and some smaller deliveries. This arrangement will help to minimise the number of vehicles entering the site.

2.1.13 The existing access onto Greenwood Place will be closed to vehicles, except for emergency access. Plot C will continue to be serviced on Greenwood Place.

2.1.14 Gordon House Road will provide access to the northern section of the site which accommodates the majority of the proposed residential units. A new vehicle access will be created on Gordon House Road and the existing access restricted to pedestrians, cyclists and emergency vehicles.

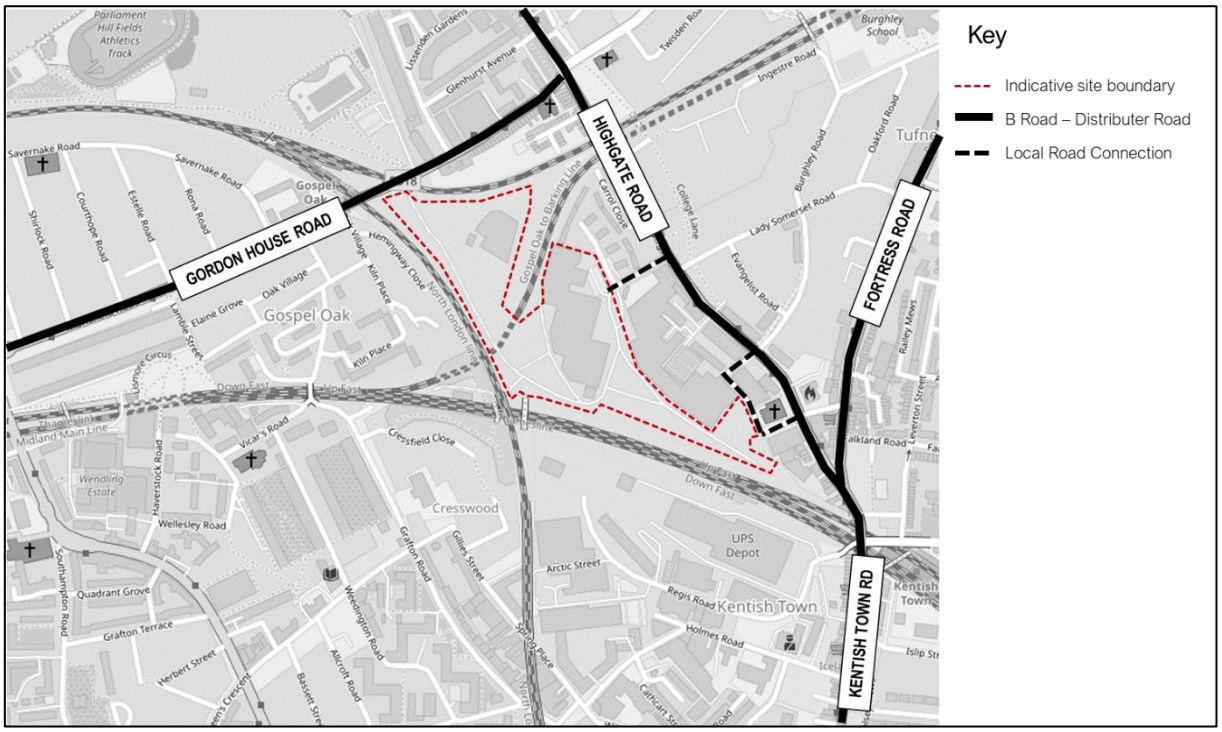
2.1.15 The new access will lead to a vehicle route along the western border of the development site, behind Plots O, M, L and K, leading to under-croft car parking areas and servicing area. Areas in between Plots M / L and K / L will allow small goods vehicles to turn around without entering the wider development site. A secondary one way route will be accessed via the main vehicle route, controlled by retracting bollards, allowing access to Plots P and Q. Larger vehicles and refuse vehicles will be permitted to use this route.

2.1.16 This arrangement minimises the impact of vehicles on the Heath Line by limiting vehicles to crossing at two locations. It is also proposed that the crossing points are controlled via traffic lights/rising bollards to maintain pedestrian/cycle priority on the Heath Line.

2.2 Local Road Network

2.2.1 **Figure 2.3** illustrates the site in the context of the local road network.

Figure 2.3 - Local Road Network



Sanderson Close

2.2.2 Sanderson Close is a two-way, single carriageway road which follows a southwest / northeast alignment between the Murphy site and Highgate Road. Along with the Murphy's site, it is used to access a Camden Housing car park and Highgate Studios car park.

2.2.3 Sanderson Close carriageway measures approximately 6m in with double yellow lining and yellow blips present along its extents, restricting vehicles from stopping or loading.

Gordon House Road

2.2.4 Gordon House Road is a single carriageway road which follows an east-west alignment along the northern boundary of the site.

2.2.5 It is subject to a 20mph speed limit in the vicinity of the site and single yellow lining is present on both sides of the carriageway. Gordon House Road features a flared approach to the signalised junction with Highgate Road to accommodate a dedicated right turn lane.

Greenwood Place

2.2.6 Greenwood Place is a two-way single carriageway road which follows a northeast / southwest alignment between the Murphy site and Highgate Road. At the southwestern end, Greenwood Place bends north, and forms a one-way loop, forming a second access onto Highgate Road.

2.2.7 The southernmost section of Greenwood place is two-way and provides access to the Forum's servicing area and a Murphy site access.

2.2.8 The section of Greenwood Place between the Greenwood Centre and the Forum is one-way southbound and is relatively narrow.

2.2.9 The section of carriageway in front of the Forum measures approximately 7.5m in width between the forum and adjacent church boundary. At present pay and display car parking bays are located on the majority of this section of carriageway reducing the effective carriageway width to around 3m. This limits the operation of Greenwood Place to single file traffic when parking bays are occupied.

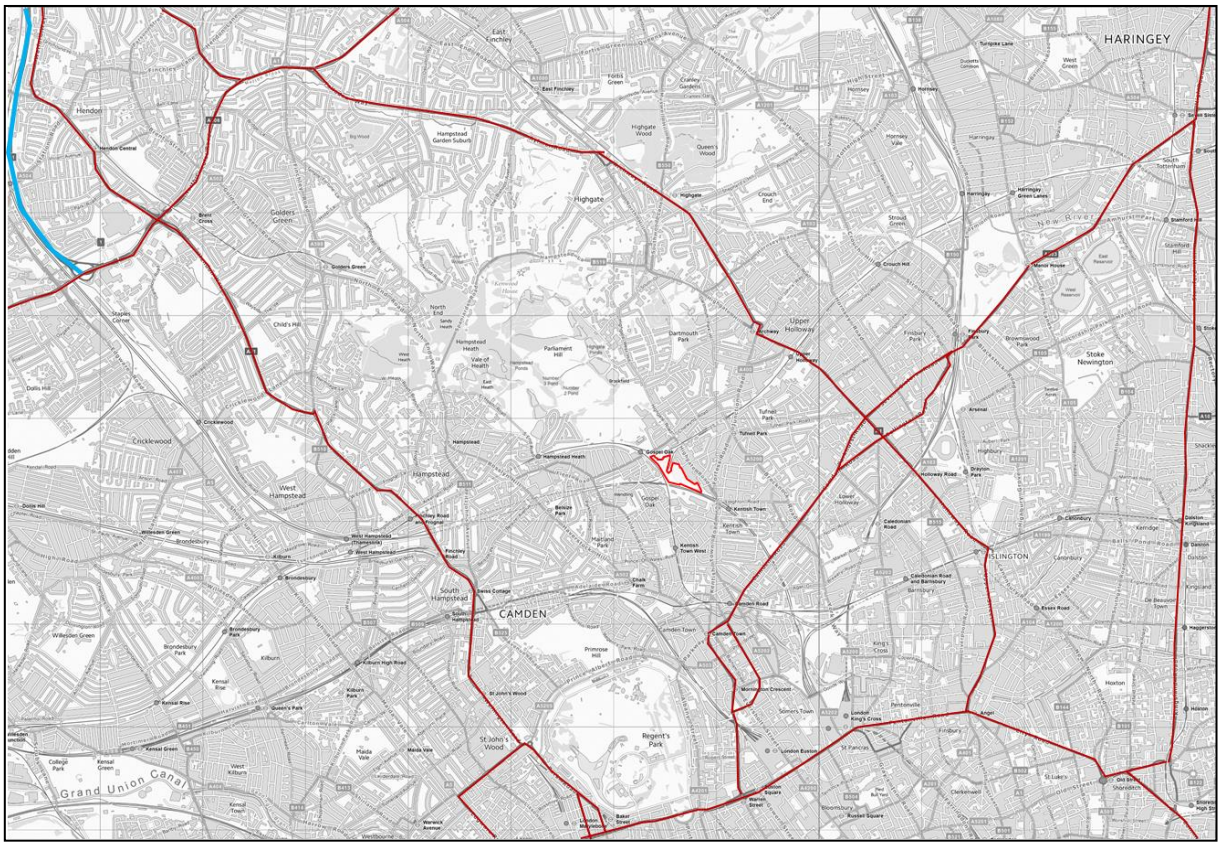
Highgate Road (B518)

2.2.10 Highgate Road is a single carriageway road which follows a north-south alignment along the eastern boundary of the site. It is subject to a 20mph speed limit in the vicinity of the site. The northbound approach to Gordon House Road and the southbound approach to Kentish Town Road provide a bus lane.

2.3 Strategic Road Network

2.3.1 The Transport for London Road Network (TLRN) is made up of London's 'red routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise either the strategic road network (SRN) and TLRN and avoid local level roads where possible to reduce impact on the highway network. The TLRN and SRN is illustrated in **Figure 2.4**, there are no red routes in the vicinity of the site.

Figure 2.4 - TLRN in the vicinity of the site



TfL Road Network

2.3.2 The nearest Red Route to the site is Camden Road (A503) and is approximately 1.2 miles to the south if the site.

A1

2.3.3 The site is located approximately 2km west of the A1, which is accessible via the A400 Fortress Road. The A1 connects the A406 in the north and the A501 (which forms a ring road around Central London) in the north. It also provides a connection to the A503.

M1

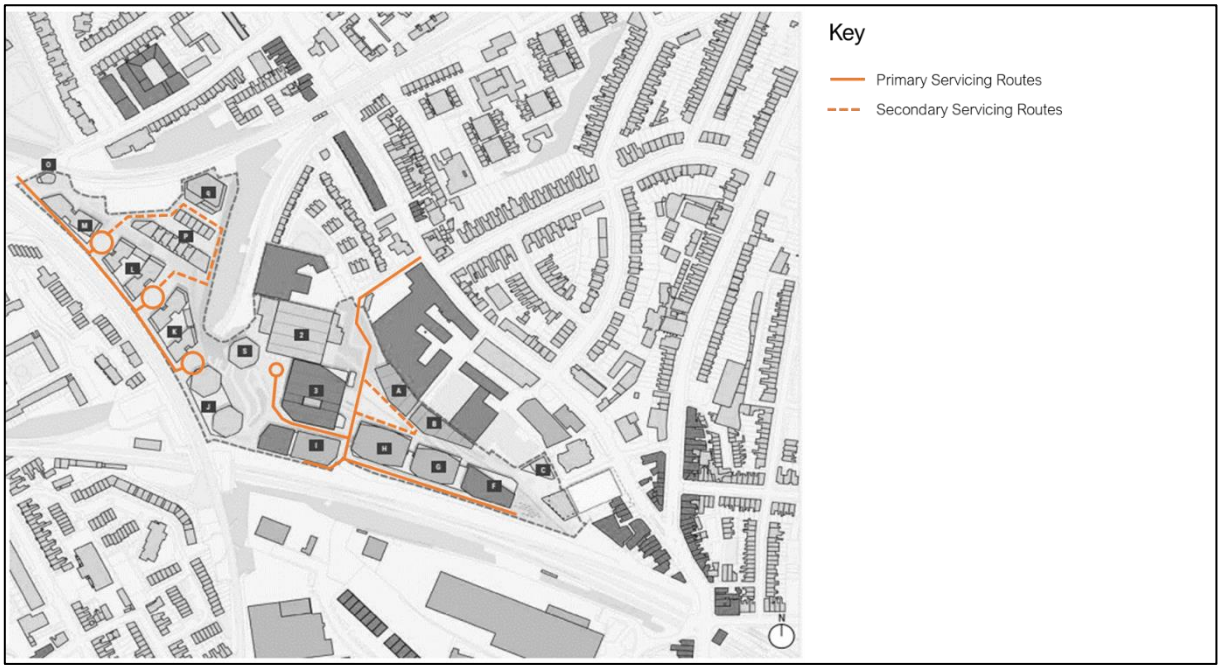
2.3.4 The M1 is located approximately 8km from the M2, which is accessible via the A1 and the A406. The M1 provides a connection between Inner London (at the A406) in the south and the M25 in the south. The M1 continues northwards towards Nottingham, Leeds and the A1(M1).

2.4 Delivery and Servicing Arrangements

2.4.1 A delivery and servicing strategy for the scheme has been developed based on proposed site access arrangements set out in Section 2.1. **Figure 2.5** illustrates the proposed delivery and servicing strategy.

2.4.2 Swept path testing related to this is included at **Appendix A**.

Figure 2.5 – Proposed Delivery and Servicing Strategy



Plot C

2.4.3 Plot C will permit ground floor commercial uses with residential above. An inset loading bay will be provided in front of the building which will be used for all delivery and servicing activity associated with Plot C. No vehicle access is required to the main site to serve Plot C.

2.4.4 To create adequate space for Plot C's layby, the building line of this development zone is set back within the site to allow adequate width for a layby and footpath.

Plot F

2.4.5 As part of Plot F, a new operational and servicing yard will be created at basement level. This is expected to include operational bays, the number and location of which would be subject to confirmation through the submission of applications for reserved matters. Until the wider internal road network for the site is delivered as part of Phase 3, a vehicle ramp will be provided for Plot F linking from the public realm to the north of the plot. The ramp will be used by smaller delivery vehicles during this interim phase whilst larger vehicles such as HGV's and refuse collection vehicles will be accommodated within the public realm area to the north of Plot F.

2.4.6 Operational parking spaces servicing commercial buildings in the southern part of the site will be accommodated at ground floor level within Plot F.

2.4.7 Once Phase 3 is completed, a new route will be created along the rear of Plots H and G, linking to the basement of Plot F. All vehicle access will be via Sanderson Close.

Plots G and H

2.4.8 Plots G and H will be serviced via bays located to the rear/south of the buildings thus minimising the impact of back-of-house activity on pedestrian and cycle movements within the site. A range of vehicle can be accommodated within Plots G and H through bays of varying sizes.

Shed 2 and 3

2.4.9 For Sheds 2 and 3, delivery and servicing facilities will be provided on the eastern side of the building within Sanderson Square. Further servicing facilities will be provided along the internal north-south access road that runs along the eastern flank of Shed 3, which will accommodate up to four vehicles (depending on the size). In addition to these bays, delivery and servicing vehicles will also be able to access public realm to the west of Shed 3 / south of Shed 2.

Plot S

2.4.10 Plot S will be permitted for residential units and is located directly to the west of Sheds 2 and 3, accessed from the Sanderson Close access. Delivery and servicing activity will be accommodated from a designated zone in between the plots, within the public realm.

Plots A and B

2.4.11 Servicing of Plots A and B will take place from a designated area located in front of these units within the public realm. Vehicles serving these plots will access this zone via a vehicle route which has been designed to minimise any impact on the public realm it passes through.

Plot I

2.4.12 Smaller goods vehicles will be able to access the building at ground floor level via the car park. Larger vehicles will service the building via the vehicle route located between Plot I and Shed 3.

Plots K, L, M, O

2.4.13 These plots predominantly comprise residential units, located in the northern section of the site which is accessed via the new access on Gordon House Road.

2.4.14 Loading zone are proposed between Plots K / L and L / M to service buildings adjacent to the primary access route which runs along the western edge of the development site. The space identified for servicing these plots allows small goods vehicles to turn around and avoid crossing the Heath Line.

Plots P and Q

2.4.15 Vehicles servicing Plots P and Q will access the site via the proposed new Gordon House Road junction. Vehicles will use the western service road and follow a one-way loop crossing the Heath Line between Plots L/M and returning to the western service road via a route between Service/delivery bays will be located on-street adjacent to the loop road around Plots P and Q to serve these buildings.

Plots J

2.4.16 Plot J is located in the centre of the site and will be accessed via Gordon House Road. Deliveries will be accommodated through a mixture of on-plot bays with larger vehicles being accommodated in a loading zone between Plots J and K.

2.5 Refuse and Recycling Arrangements

2.5.1 Refuse and recycling stores within Plot C will be accessed via a service route controlled by gates onto Greenwood Place. Refuse collection operatives will utilise the proposed service bay on Greenwood Place immediately adjacent to the building for waste collections.

2.5.2 As with delivery vehicles, refuse collections for plot F will access the site Via Greenwood Place in the interim.

2.5.3 Refuse stores for Plot F are expected to be located within a lower-level service yard area. Prior to the delivery of Phase 3, when vehicle access is via Greenwood Place, bins will be moved by an on-site management team to the public realm area on the north side of Plot F for collection.

2.5.4 Once fully built-out, Plot F refuse will be accessed via a service road to the rear of Plot F, G and H. Refuse collection vehicles related to Plots G and H will also use this route and enter/exit the site Via Sanderson Close.

2.5.5 Within the southern section of the scheme, refuse vehicles will utilise delivery and servicing bays. Swept path analysis has been undertaken to ensure a larger refuse vehicle can be accommodated throughout the site. It is anticipated refuse and recycling for some uses on site will be undertaken using a private contractor.

2.5.6 Within the northern section of the scheme, refuse vehicles will be permitted to pass through retracting bollards to access all residential plots. All refuse stores will be located within 10m of the refuse collection vehicle access for wheeled containers and 15m for carried loads.

3.0 DSP Objectives and Measures

3.1 Introduction

3.1.1 This section of the report outlines the objectives of the DSP and associated measures as identified in the London Plan. This includes physical infrastructure, policies and day-to-day management.

3.2 Objectives

3.2.1 The objectives of a DSP based on the London Plan are as follows:

- Minimise the impacts of delivery and servicing movements at Murphy's Yard;
- Ensure there is adequate provision for delivery and servicing activity for the development including goods vehicles and cycle cargo;
- Identify if any delivery and servicing movements can be moved outside the peak network hours;
- Identify opportunities for different buildings to consolidate deliveries into one vehicle;
- To make Murphy's Yard a greener and more pleasant environment;
- Manage the space required for storage and distribution of goods;
- Promote use of low or zero emission vehicles for delivery and servicing;
- Reduce CO^2 and air pollutant emissions from deliveries and servicing;
- Reduce noise impacts;
- Maintain a good relationship with the different land uses across the site and neighbouring sites;
- Improve reliability of trips;
- Reduce the overall number of delivery and servicing trips; and
- reduce the costs of deliveries and servicing to businesses at the site.

3.3 Proposed Physical Infrastructure

3.3.1 The following measures will be incorporated in the proposed design, both internally and externally.

- All site access points allow vehicles to enter and exit in forward gear. Vehicle access control will be provided at the Sanderson Close and Gordon House Road entrances to ensure that only valid vehicles are able to enter the site.
- The Sanderson Close control point, in combination with Sanderson Square and an additional layer of vehicle controls, will ensure only valid vehicles are able to enter the site. In some instances, vehicles will be able to perform their servicing activity within Sanderson Close thus overcoming the need for vehicles to enter the site.
- The number of delivery and servicing bays that the indicative masterplan can be expected to require has been considered and used to inform the areas that would be required within the site to accommodate these. This is reflected on Parameter Plan 008. The precise delivery and service bay needs of each plot / building would be verified via a reserved matters application.

- All servicing bays will feature electric charging points to allow for delivery and servicing activity to be undertaken using low emission vehicles and electric vehicles.
- Retracting bollards will be proposed to control vehicle access to the pedestrian / cycling focussed parts of the site.
- Where the tertiary vehicle routes cross pedestrian / cycle routes, vehicle control and landscaping measures will be used to highlight priority for non-vehicle modes.
- Clear signage will be provided to ensure drivers are aware of vehicle routes and pedestrian / cycle activity throughout the site.
- Provision of ample short-stay cycle parking which can accommodate cargo bike deliveries.

3.4 Proposed Site Policies

3.4.1 At this stage, the planning application is outline and different sections of the site may be built out by different parties. Therefore, the exact site policies cannot be confirmed, however it is anticipated that the following will be implemented or considered.

- Specify that all suppliers to the retail and employment elements of the scheme will be FORS accredited (from bronze, silver and gold).
- Consider implementing a requirement for all goods vehicles associated with the retail / employment elements of the scheme to visit the site outside the network peak hours.
- The site will be within the extended Ultra Low Emission Zone (ULEZ) one opened, therefore vehicles visiting the site will likely be low emission. This will be encouraged as part of this DSP.
- Consider implementing a requirement for all delivery and servicing activity associated with the retail / employment elements of the scheme to be undertaken using electric vehicles.
- Offer incentives for delivery and servicing activity to be undertaken using cargo bikes.
- Consider implementing a personal delivery policy for staff.

3.5 Proposed Management Measures

3.5.1 At this stage, the planning application is an outlineapplication and different sections of the site may be built out by different parties. Therefore, the exact site management measures cannot be confirmed, however it is anticipated that the following will be implemented or considered.

- The servicing bays within F, G and H will be managed using a booking management system. In addition the external bays will also consider using a booking management system.
- Monitor use of short stay cycle parking to ensure sufficient capacity for cargo bikes;
- Consider provision of lockers or concierge service to store deliveries when residents are not at home to avoid repeat deliveries.
- Explore the possibility of implementing a collective procurement / preferred suppliers approach to reduce the number of suppliers visiting the site and consolidate deliveries where possible between employment / retail buildings.

4.0 Delivery and Servicing Trip Rates and Targets

4.1 Introduction

4.1.1 This section of the DSP sets out the number of delivery and servicing activity expected across the site. It also includes targets for how these could be reduced over time.

4.2 Delivery and Servicing Trip Generation

4.2.1 A daily delivery and servicing profile has been developed for each land use, based on London-based experience, trip rates where available and consultant research. This is fully explained with the TA.

Daily Trip Rates

4.2.2 The following daily delivery and servicing trip rates have been used.

Table 4.1 – Daily Delivery and Servicing Trip Rates

Land Use	Number of vehicles per day per 100m^2
Residential Institutions C2	0.15
Residential C3 (per unit)	0.07
General Industry/Storage	1.01
Light Industry	0.232
Research and development / Office	0.21
Healthcare	0.11
Leisure / retail	1.00
Community	0.21

4.2.3 Sui Generis uses utilises a retail trip rate. It is assumed that all service vehicles arrive and depart within the same hour.

Southern Site

4.2.4 **Table 4.2** illustrates the daily number of service vehicle movements that would be generated by the southern part of the site and the number of these that would occur during the AM and PM weekday periods.

4.2.5 These forecasts have been used to provide a basis for the number of potential bays required which in turn have been used to inform the special planning of the site.

Table 4.2 - Anticipated Servicing Trip Generation for the Southern Section of the Site

Plot	Daily Servicing vehicle generation	Number of Vehicles	
		AM peak	PM peak
Shed 2	21	3	1
Shed 3	31	2	1
A and B	21	2	1
C	5	0	0
F	49	4	2
G	157	13	6
H	15	1	1
I	16	1	1
S	9	1	1

Northern Section of the Site

4.2.6 **Table 4.3** illustrates the daily number of service vehicle movements that would be generated by the northern part of the site and the number of these that would occur during the AM and PM weekday periods.

4.2.7 These forecasts have been used to provide a basis for the number of potential bays required which in turn have been used to inform the special planning of the site.

Table 4.3 - Anticipated Servicing Trip Generation for the Northern Section of the Site

Land Use	Daily Servicing vehicle generation	Number of Vehicles	
		AM peak	PM peak
O	3	1	0
M	2	0	0
L	7	1	1
K	10	1	1
J	21	2	1
Q	6	1	0
P	3	0	0

4.3 Targets

4.3.1 At this stage, the exact targets cannot be set until the site is open and operational and baseline surveys have been undertaken. However, to achieve the objectives set out in Section 3.2, the following targets are anticipated:

- Identify opportunities for buildings or tenants to consolidate deliveries.
- A reduction in delivery and servicing trips generated by the employment and retail facilities.
- Achieve a certain proportion of electric vehicles used for deliveries.
- A reduction in the number of delivery and servicing vehicles accessing the site during the network peak hours.
- Increase the number of deliveries undertaken by cargo bike.
- Encourage servicing and maintenance operations to be undertaken by single or low number of operators.

5.0 Monitoring and Management

5.1 Introduction

5.1.1 This section explains how the implementation of the DSP will be monitored and any adjustments to its policies and targets made.

5.2 Baseline Surveys

5.2.1 **Table 4.2** and **4.3** in the previous section outlines the anticipated level of servicing activity which will be generated by each land use.

5.2.2 It is proposed that surveys are undertaken within 6 months of each building opening or when residential Plots are 75% occupied. These surveys are anticipated to last 2-4 weeks to obtain a clear understanding of servicing patterns.

5.2.3 It is proposed that each building management team will be responsible for undertaking a survey for each building respectively. In addition, it is anticipated that if a concierge is located within the building, a record will be made of person deliveries.

5.2.4 The following information will be collected as a minimum:

- Date
- Time of entry and exit
- Where was the driver parked?
- In or outbound
- Vehicle type (pedestrian, motorbike, bike, van, lorry)
- Fuel type (petrol, diesel, electric, hybrid, no fuel)
- Was there any delay to the vehicle immediately in the vicinity of the site?
- What department / tenant is being collected from/ delivered to?
- How many suppliers in the delivery (if known)?
- Type of goods
- Size and number of goods units.

5.2.5 Given the size of the site and the multiple occupants, it may also be pertinent to undertake a survey at the vehicle access points once the whole site is open to understand overall vehicle numbers entering and exiting the site.

5.2.6 An occupancy survey will be undertaken of loading bays on site to ensure there is sufficient capacity and that these are being used efficiently.

5.2.7 To provide coherent and collated information, it is anticipated that once all buildings are open, the surveys will be aligned to occur at the same time of year.

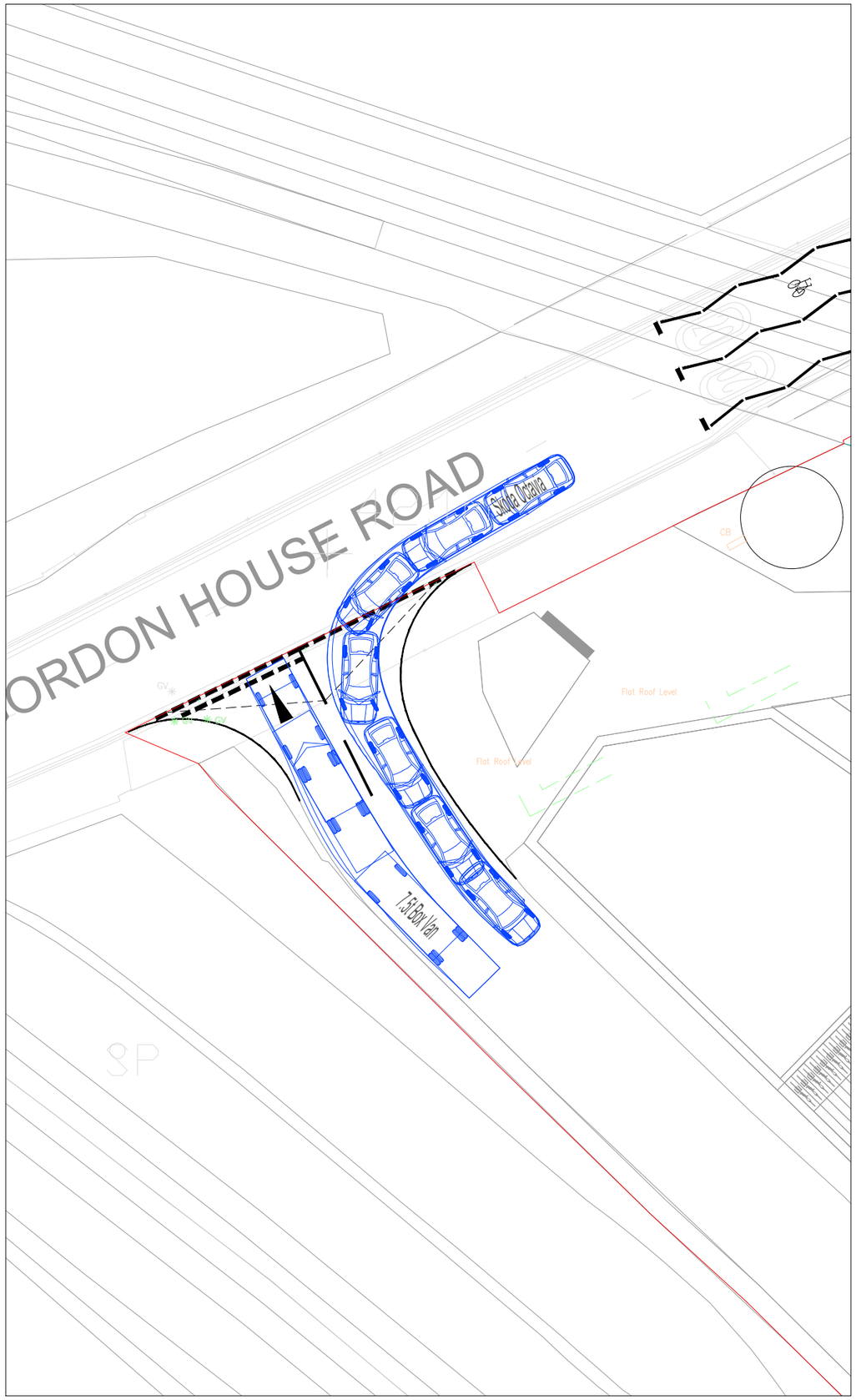
5.3 Updating the DSP

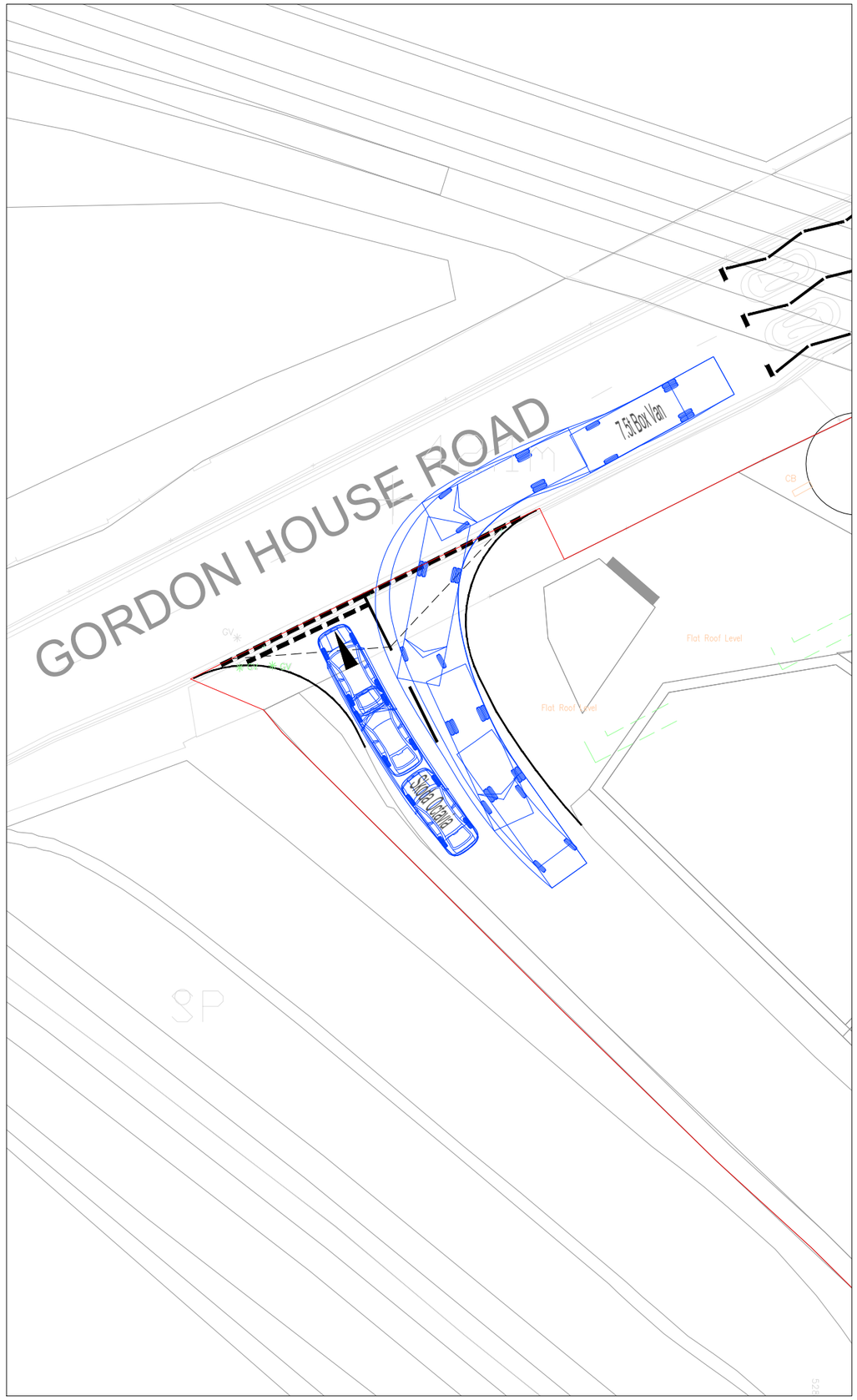
5.3.1 It is anticipated that this Outline DSP will be updated to a full DSP for each building. However, it will also be important to understand the site as a whole. Therefore, it is anticipated that the Outline DSP will be updated following each survey which is undertaken.

5.3.2 The targets set out in section 4.3 will be updated with specific percentage increase and decreases. It will be important for all facility management team to liaise and agree targets for the whole site and each building individually.

6.0 Appendices

Appendix A Swept Path Analysis





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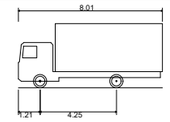
SOURCE: 0306-SEW-ZZ-ZZ-DR-L-001002

KEY

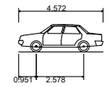
FORWARD GEAR

REVERSE GEAR

VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



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

N

Rev:	Description:	Date:	By:	Chkd:
P04	UPDATED RED-LINE BOUNDARY	16/06/21	LM	SF

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Status: INFORMATION

Project: Murphy's Yard

Drg Title: Proposed Access on Gordon House Road 7.5t Box Van and Car INDICATIVE LAYOUT

Scale:	Size:	First Issue:	Drawn:	Checked:
1:250	A3	25/02/21	HD	CT

Drg No: 7-CUR-00-XX-DR-TP-05031

Rev: P04

REFUSE VEHICLE

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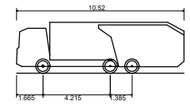
SOURCE: L9200-AREA1-2-3

KEY

FORWARD GEAR

REVERSE GEAR

VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
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	9.950m

N

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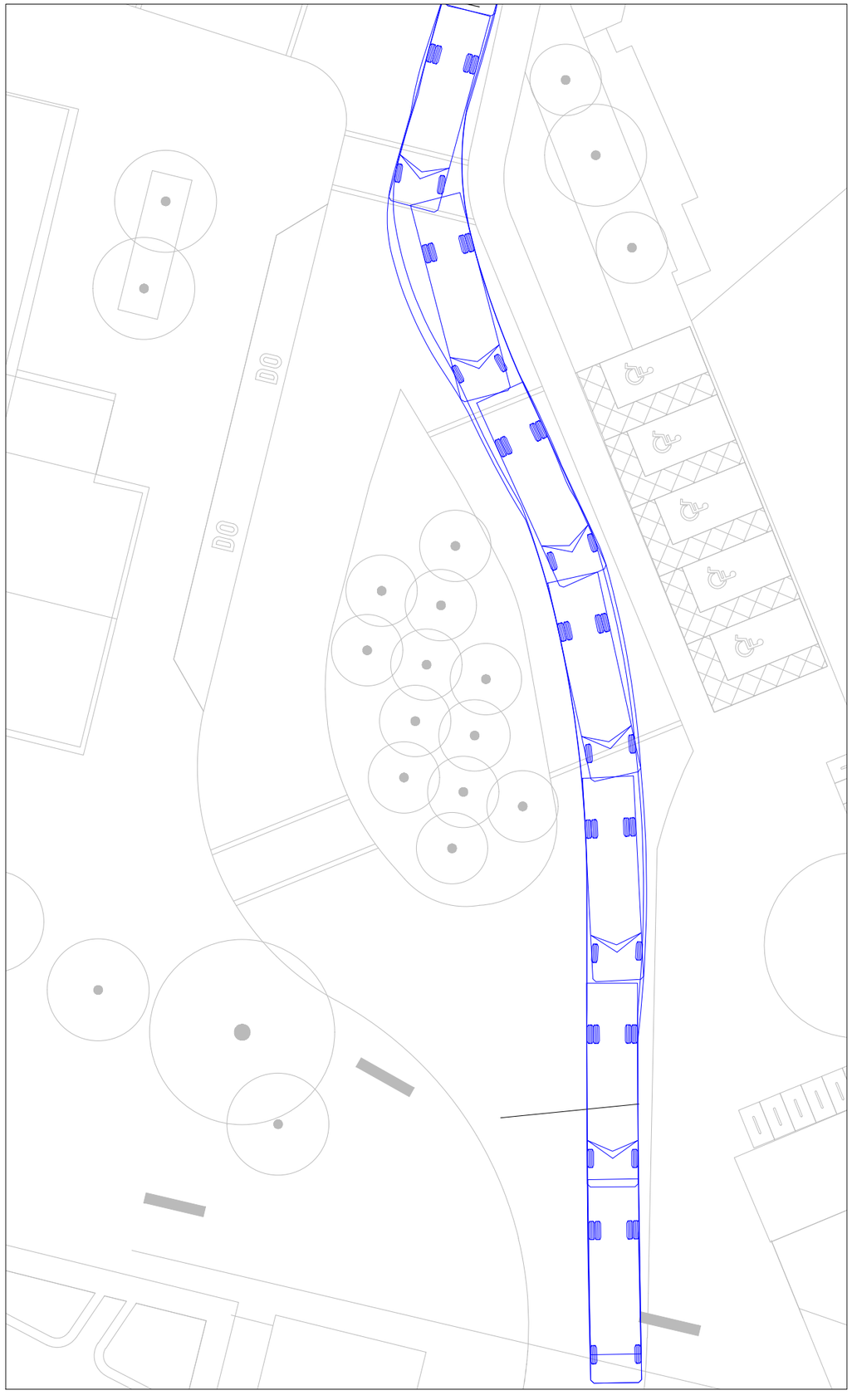
Project: MURPHY'S YARD

Drg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE
INDICATIVE LAYOUT

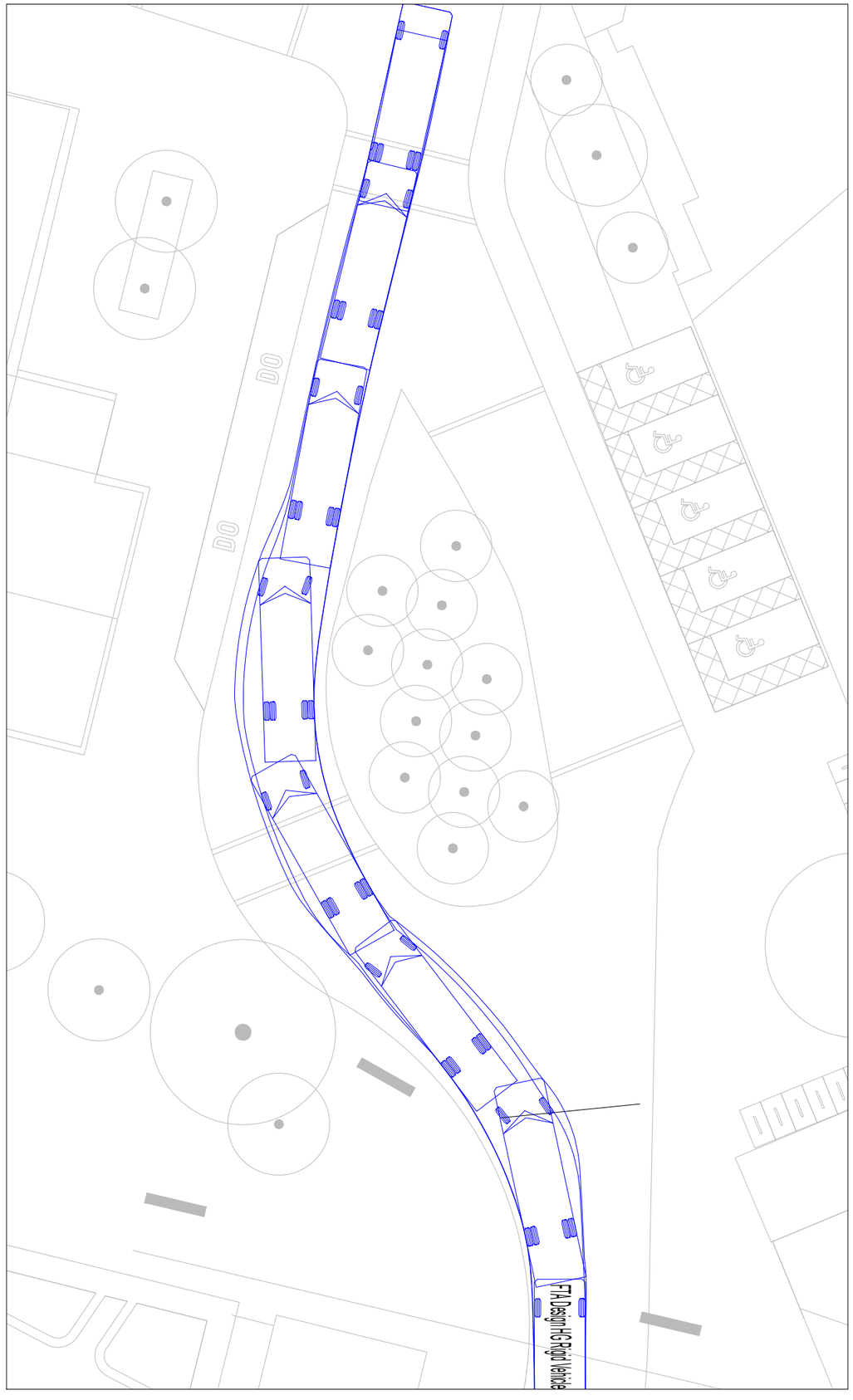
Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	-	CT	SF

Drg No: 70813-CUR-00-XX-DR-TP-05039

Rev: P01



REFUSE VEHICLE TURNING AROUND



7.5t BOX VAN EXITING BASEMENT

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SOURCE: XXX DRAWING NO. XXX

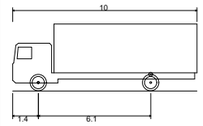
KEY

FORWARD GEAR

REVERSE GEAR

N

VEHICLE PROFILE



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
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

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Status: INFORMATION

Project: Murphy's Yard

Drg Title: Swept Path Analysis
10m Rigid Vehicle
Sanderson Square
INDICATIVE ONLY

Scale:	Size:	First Issue:	Drawn:	Checked:
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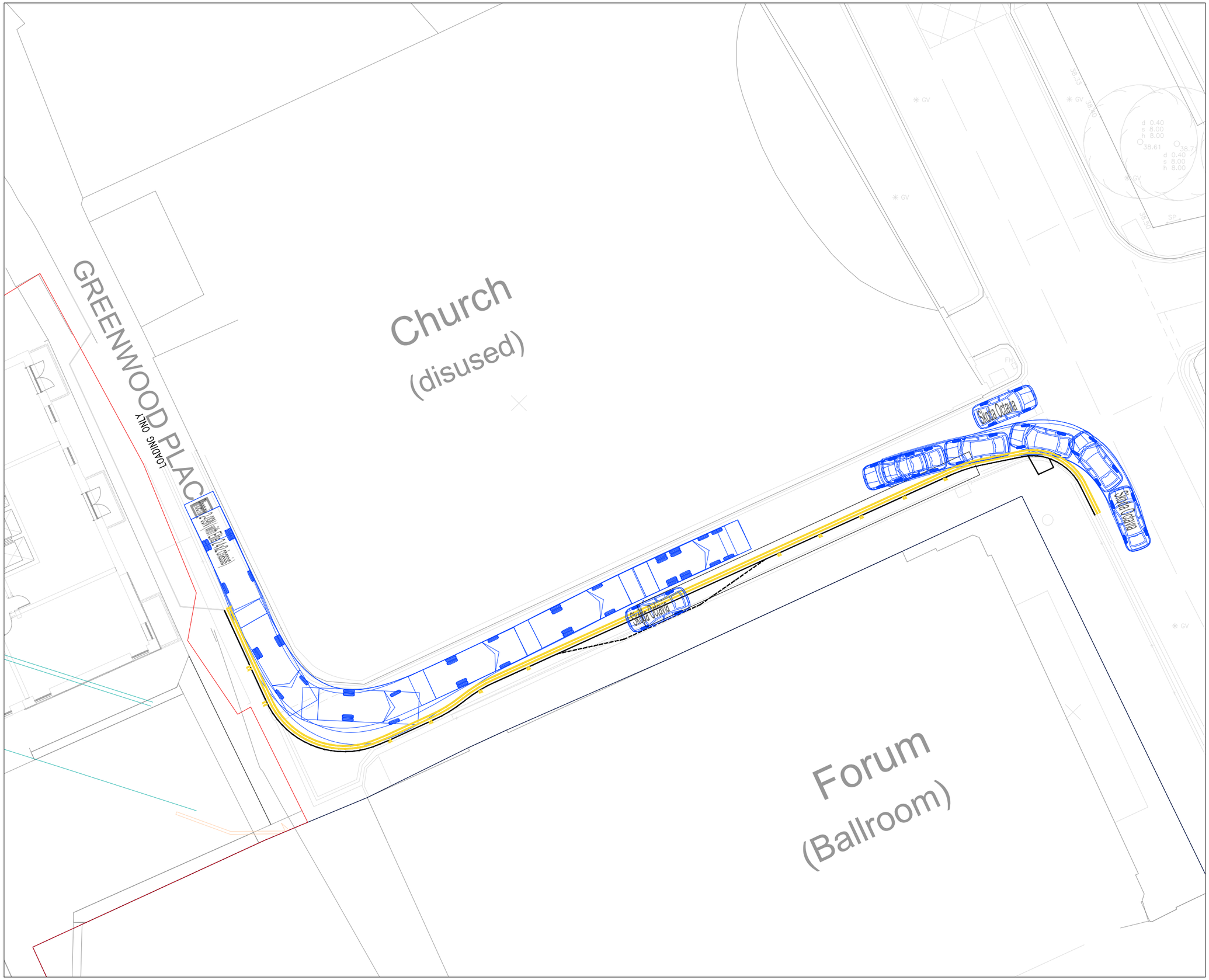
Drg No: 70813-CUR-00-XX-DR-TP-05040

Rev: P01



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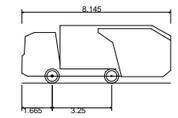
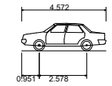


Phoenix 2-09N (with Elite 2 4x2 chassis)	
Overall Length	8.145m
Overall Width	2.230m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.800m



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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Drg Title: Proposed Highway Works to Greenwood Place Swept Path Analysis

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