

## Land to Rear of Blair Court

### Vehicular Access & Manoeuvrability

This short note has been prepared to accompany a series of swept paths undertaken in relation to the proposed scheme to construct a single residential dwelling on land immediately to the rear of Blair Court, directly adjacent to the corner with Middlefield (East).

An application has been submitted to Camden Council in relation to this proposed development scheme, under the planning application reference 2015/6869/P. This application is currently subject to a period of consultation and within the comments made thus far there has been reference as to how the proposed development scheme may result in access issues for emergency vehicles.

It is against the background of the comment relating to the potential access issues for emergency vehicles that a series of swept paths have been undertaken, to seek to demonstrate that a number of emergency and other vehicles should continue to have the scope to manoeuvre within that area.

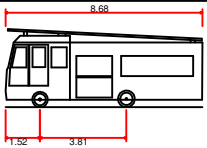
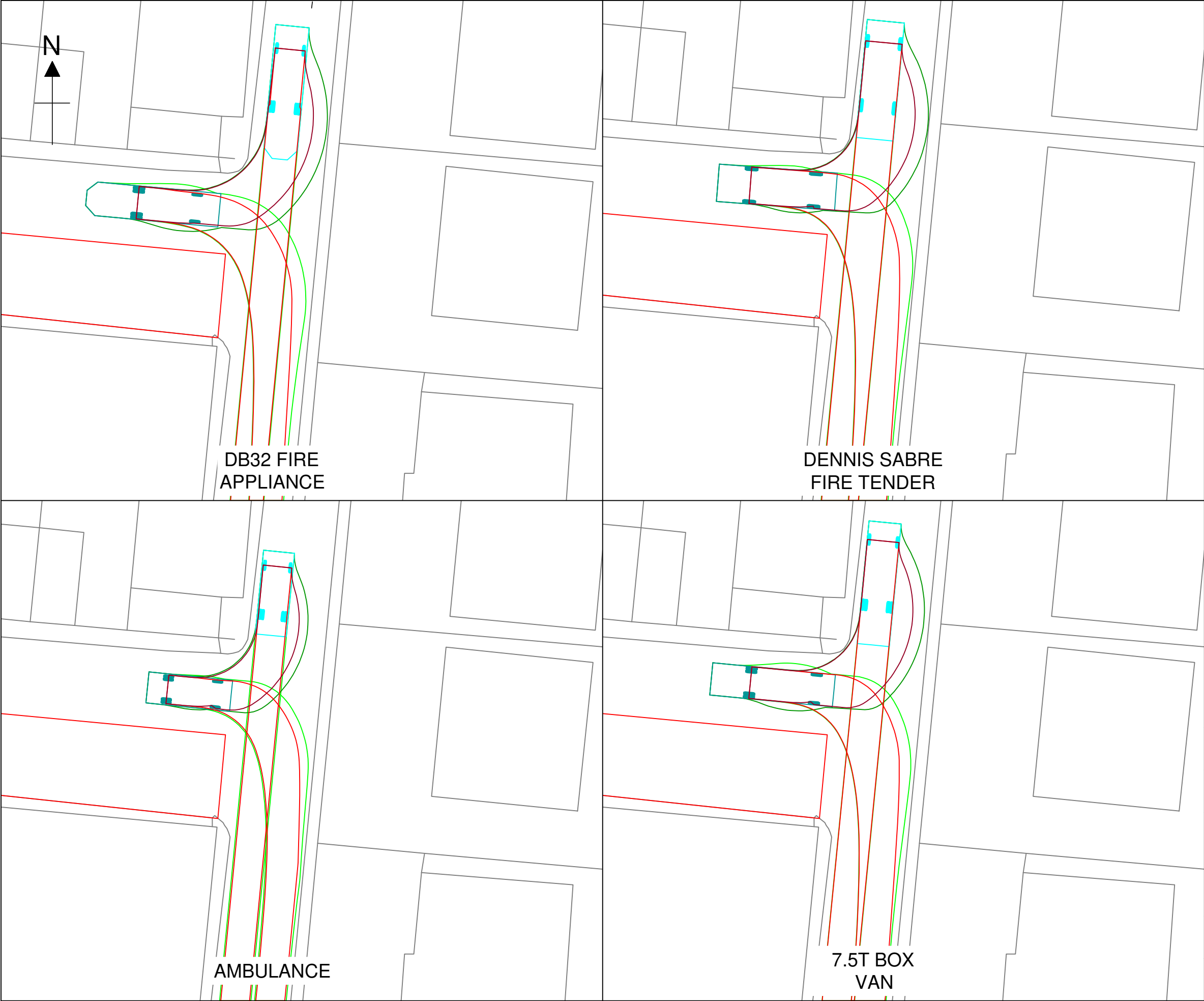
Drawing TPHS/096/TR/007 presents a set of four swept paths, with the four panels illustrating the likely scope for the following types of vehicles to continue to be able to turn within the carriageway width which would be available as a result of the scheme, of around 5m, running alongside the site.

These vehicles are as follow:

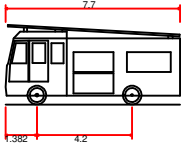
- DB32 Fire Tender Vehicle (Upper Left)
- Dennis Sabre Fire Tender LWB (Upper Right)
- Ambulance (Lower Left)
- 7.5t Box Van (Lower Right)

The swept path for each of these vehicles have been based on the access running alongside the site continuing to provide an area into which a vehicle should be able to reverse into from Middlefield, such that the vehicle would drive firstly along Middlefield and to a short distance north of the access, reverse from this position into the access and then turn back into Middlefield in forward gear.

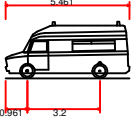
Based on the swept path assessment and the corresponding vehicles as referenced, this demonstrates that there should continue to be sufficient space along a reduced-width access to facilitate the turning of a number of emergency (and other) vehicles should this continue to be required.



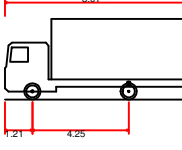
DB32 Fire Appliance  
Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to Lock Time 6.00s  
Kerb to Kerb Turning Radius 7.910m



Dennis Sabre Fire Tender (LWB)  
Overall Length 7.700m  
Overall Width 2.430m  
Overall Body Height 3.512m  
Min Body Ground Clearance 0.397m  
Track Width 2.380m  
Lock to Lock Time 5.00s  
Curb to Curb Turning Radius 7.400m



Ambulance  
Overall Length 5.461m  
Overall Width 2.020m  
Overall Body Height 2.498m  
Min Body Ground Clearance 0.225m  
Track Width 1.860m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.500m



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



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|                             |  |            |            |       |  |
|-----------------------------|--|------------|------------|-------|--|
| CLIENT:                     |  |            | MR M OFORI |       |  |
| PROJECT:                    |  |            |            |       |  |
| LAND TO REAR OF BLAIR COURT |  |            |            |       |  |
| TITLE:                      |  |            |            |       |  |
| ACCESS ASSESSMENT           |  |            |            |       |  |
| SCALE:                      |  | PLOT SIZE: |            | DATE: |  |
| 1:250                       |  | A3         |            |       |  |
| DRAWING No.                 |  |            |            | REV.  |  |
| TPHS/096/TR/007             |  |            |            | A     |  |