DECEMBER 2014

Transport Statement

Torrington Place Plant Enclosure, 1 – 19 Torrington Place, Camden

Iceni Projects Limited on behalf of

University College London (UCL)

Estates

December 2014

Iceni Projects Ltd
Flitcroft House 114-116 Charing Cross Rd, London WC2H 0JR
T 020 3640 8508 **F** 020 3435 4228 **W** iceniprojects.com

ICENI PROJECTS LIMITED
ON BEHALF OF UNIVERSITY
COLLEGE LONDON (UCL)
ESTATES

Transport Statement
TORRINGTON PLACE PLANT ENCLOSURE, 1 – 19
TORRINGTON PLACE, CAMDEN

CONTENTS

APPENDICES

1. INTRODUCTION

1.1 Iceni Projects Ltd has been appointed by the University College London (UCL) to provide highways advice in regard to their redevelopment proposals at 1 – 19 Torrington Place, in the London Borough of Camden (LBC). A site location plan is included at Appendix A1.

1.2 UCL is London's leading multidisciplinary university, with over 11,000 staff and nearly 28,000 students. It was ranked fifth in the QS World University Rankings 2014/15 and provides excellence and leadership in teaching and research.

1.3 A large amount of infrastructure is required to facilitate the success and growth of the University and enable its world class teaching and research programmes. The provision of sufficient data storage is an essential requirement of the university.

1.4 UCL requires additional data storage space to secure sufficient long term capacity for the University. Any disruption caused to this critical infrastructure could cause immeasurable harm to the operation and day-to-day running of the university.

1.5 UCL is proposing to refurbish the basement and sub-basement level of the building to create the new plant enclosure.

The report is arranged as follows:

- Section 2 provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking;
- Section 3 provides a description of the development proposals, including car and cycle parking and access; and
- Section 4 provides a summary and draws conclusions.

2. THE SITE AND SURROUNDINGS

Site Location

2.1 The application property is located on Torrington Place, east of the A400 Tottenham Court Road within the London Borough of Camden (Central London Area). Torrington Place falls within the London Congestion Charging Zone.

2.2 UCL occupies all of the building, with the exception of the basement and ground floors, on the Tottenham Court Road frontage. These units are currently in retail use and do not form part of this planning application.

2.3 The site is located on the south western corner of the UCL's Central London campus. UCL and UCL Hospitals NHS Trust buildings bound the site to the north and east. Torrington Place runs parallel to the site southern boundary whilst retail and commercial uses make up the sites western boundary along Tottenham Court Road.

2.4 The site currently affords two separate vehicular access points in the form of a crossover arrangement with Torrington Place. This is a secure managed access controlled at all points of entry and exit. This access is designed to accommodate large vehicles entering and leaving the site.

Site Description

2.5 1 – 19 Torrington Place is a freehold property owned by Bedford Estates, and leased to UCL. The building was constructed circa 1956 – 61 as a purpose built office building, Mullard House, and includes a number of retail units along Tottenham Court Road as well as two basement levels where servicing and car parking is undertaken and located.

2.6 The site currently has consent for flexible office (B1) and education (D1) for a period of 10 years.

Existing Highway Network

2.7 Torrington Place is a single carriageway one-way road that runs from Grays Inn Road to the east through to Tottenham Court Road to the west. The carriageway is approximately 10m wide and has an advisory two-way cycle lane travelling in both directions on the northern side of the carriageway for its entire length. The road is well lit and has footways on either side with a minimum width of 2.0m. The carriageway is subject to a 30mph speed limit and has traffic signals at various locations along its length. In close proximity to the site there is a signal controlled pedestrian crossing

facilities providing a safe, convenient pedestrian link across the carriageway at the junction with Tottenham Court Road.

2.8 There are currently restrictions on parking and waiting for much of the local area. Single yellow line waiting restrictions are in place along Torrington Place close to the site which signifies no waiting is allowed between the times shown on the yellow signs next to the line. Site visit observations were unable to find the any signs therefore in this instance waiting restrictions would concur with the operational hours associated with the Controlled Parking Zone (CPZ) the road resides. Torrington Place is located within the CA – E, Bloomsbury & Fitzrovia CPZ and as such the parking and waiting restrictions are as follows.

- No waiting Monday to Friday between 8:30am – 18:30pm & Saturday between 8:30am – 13:30pm
- No loading Monday to Friday 8:00am – 6:30pm

2.9 Immediately to the west Torrington Place links to the Tottenham Court Road via a signalised junction. Pedestrian crossing movements are catered for and public cycle parking is located on either side of the junction on Tottenham Court Road. It is subject to a 30mph speed limit and is one-way working south/north in the direction of Euston. Continuous wide footways are present on both sides of the carriageway which provide safe and easy access for pedestrians. It is lit with intermittent on-street parking opportunities available along its length. Tottenham Court Road falls within the CA – E, Bloomsbury & Fitzrovia CPZ and as such the parking and waiting restrictions are as identical to Torrington Place unless otherwise stated.

2.10 This site is conveniently located to allow existing students/lecturers and future visitors various transport alternatives to the private car as it is in close proximity to both bus and rail corridors. Goodge Street, Warren Street and Euston Square underground stations are a short walk to the south and north respectively. Additionally the nearest bus stops are conveniently located to the west of the site on Tottenham Court Road with further stops to the east on Gower Street. There are wide, well lit footways between the site and bus stops, tube and train stations, providing safe and easy access for pedestrians.

Walking

2.11 The pedestrian facilities in the vicinity of the site are good with wide well lit footways up to 5m in width which are of a level gradient and in a good state of repair. This can be said for all of the footways encircling the site.

2.12 There are signal crossings located at the junctions to the west (Tottenham Court Road) and east (Gower Street) which allows controlled and safe access on foot from the local stations and bus

stops to the site entrance. Pedestrian guardrails, tactile paving and pedestrian refuges on the traffic islands are also provided at the junction crossing points.

2.13 The pedestrian routes available from the site provide links to a full range of local facilities within the catchment area. These facilities include banks, public houses, restaurants, supermarkets and newsagents etc.

Cycling

2.14 The London Cycle Network (LCN) connects cycle routes throughout Greater and Central London. Route 0, of the LCN, passes the site on Torrington Place. This route runs from Hyde Park Corner to Southwark Bridge across Central London. The route is signed advisory route with on-carriageway cycle priority measures at key highway junctions. Route 0 allows interconnection with wider LCN and National Cycle Network marked routes.

2.15 In terms of access to cycle networks in the general area there is an intermittent cycle route passing the site on Tottenham Court Road which is defined within the TfL Area 1 guide as “a route signed for cyclists on a mixture of quiet and busier roads; some having cycle lanes marked on the road surface”.

2.16 On the 30th July 2010 the Barclays Cycle Hire Scheme was launched to the public as a bicycle sharing scheme. The scheme, covering 100km² includes the City of London and parts of 11 London boroughs. The site is located less than 1km from several cycle docking stations, with the nearest 250m away on Scala Street.

2.17 Currently there are no proposals to provide Cycle Super Highways through LBC.

2.18 A cycle route plan is shown at Appendix A2

Public Transport

Public Transport Accessibility Levels (PTAL)

2.19 The levels of public transport services available to the site have been evaluated by TfL and it is considered to be located in an area of excellent accessibility, equivalent to a PTAL rating of 6b.

Bus Services

2.20 Bus services in London are operated by local bus operators on behalf of TfL. A range of bus stops serving various destinations across the city are located along Tottenham Court Road and Gower Street. Frequent services operate to a range of destinations, which includes over 140 bus services in the peak hours, at stops within close walking distance to the site. These services are summarised in the following table and a bus route plan is shown at Appendix A3.

Table 2.1 Local Bus Frequency Table

Service	To/from	To/from	Average Peak Hour Frequency
10	Kings Cross	Hammersmith Bus Station	10
14	University College Hospital	Lytton Grove / Putney Hill	13
18	Sudbury & Harrow Road Station	Euston Station	20
24	Grosvenor Road	Royal Free Hospital	12
27	Chiswick Business Park	Chalk Farm Morrisons	8
29	Lordship Lane	Trafalgar Square/Charing Cross Station	15
30	Portman Street/ Selfridges	St Mary Of Eton Church	8
59	Streatham Hill	King's Cross	9
68	West Norwood	Euston	9
73	London Victoria	Stoke Newington Common	18
88	Camden Gardens	Clapham Common Old Town	8
91	Crouch End	Trafalgar Square	9
134	North Finchley	Tottenham Court Road Station	12
168	Hampstead Heath	Old Kent Road	9
205	Cleveland Terrace	Bow Bus Garage	8
253	Hackney	Euston	12
390	Canning Town Bus Station	London Chest Hospital	8
476	Northumberland Park	Euston	8
748	Woodhall Farm Cuffley Court	Victoria Buckingham Palace Road	1
		Total number of services per peak hour	197

Underground Services

2.21 London underground services are operated by TfL and there are a number of underground lines in close proximity to the site. The services include the Circle Line, Hammersmith & City, Metropolitan, Northern, Piccadilly, Central and Victoria. Underground trains operate frequently generally every 2 to 5 minutes throughout the day.

Rail Services

2.22 There are three main line rail stations close to the site, namely King's Cross, Euston and London St. Pancras International.

2.23 Kings Cross Station operates a range of intercity and suburban passenger rail services to destinations north of London, across Eastern England, Yorkshire, North East England and into Scotland.

2.24 Adjacent to London King's Cross Station is London St. Pancras International, which accommodates Eurostar services, together with routes similar to King's Cross.

2.25 London Euston Station is ½ mile from Kings Cross St Pancras and is the southern terminus of the West Coast Main Line and is the main rail gateway from London to the West Midlands, the North West, North Wales and part of Scotland.

2.26 HS2 is a proposed high-speed rail link, which will connect London with Birmingham and destinations to the north. Current plans involve changes in the wider Euston area and construction of the new underground station (Euston) on the eastern side of Euston Road.

Summary

2.27 It has been shown that the site is located in a highly accessible location with good footway and cycle links and is close to frequent bus, underground and rail services, which supply good area coverage. TfL have confirmed that the site has a PTAL of 6b which equates to excellent accessibility.

2.28 In conclusion, the site provides opportunities to use modes other than the car and in particular will provide students, staff and visitors with the opportunity to use sustainable modes of travel including walking and cycling from the main campus. The site is located close to frequent bus and rail services, which provide linkages to local facilities. As such, the site is ideally located to take advantage of sustainable travel opportunities.

3. PROPOSED DEVELOPMENT AND CAR PARKING

3.1 UCL are proposing to refurbish the basement parking area and sub-basement level of the building to create a new plant enclosure and, as a result, there will be operational changes proposed at both levels involving reconfiguration and removal of car and cycle parking spaces. All other aspects of the extant permission for the site will remain.

Car Parking

3.2 The site as a whole currently has 64 off street car parking spaces, 40 car parking spaces are located within the sub-basement with 24 provided as basement parking.

3.3 The spaces were managed by UCL and the policy was that staff could apply for an annual parking permit which would guarantee them a space at the application site. Up until recently there were a maximum of 22 staff only car parking spaces available, with only 12 allocated. This is testament of the central location and number of sustainable modes of transport available for staff. The remaining spaces were either leased spaces associated with Brook House as part of their 99 year lease or bookable by security for visitors or used by estates management/maintenance, with 7 reserved for contractors who are allocated with permits for the day.

3.4 All of the existing permit holder spaces have now been relocated to UCL's site at 132 Hampstead Road where there are 66 off-street car parking spaces located within the basements of the properties.

3.5 To facilitate the plant enclosure there will be a number of car parking spaces removed. The table below shows the existing and proposed car parking position.

Table 3.1 Existing and Proposed Parking

Location	Existing Provision	Proposed Provision	Net Change
Basement Level	24	6	-18
Sub-basement	40	0	-40

3.6 The six remaining spaces will be located at basement level with five spaces to be used by the UCL's fleet associated with transporting post and supplies etc between the departments and Office and General who are tasked with cleaning the building and moving refuse between the departments. The remaining space will be assigned as a disabled space but with no staff and student parking at the site it is highly unlikely that this space will be used. The basement and sub-basement layouts including swept path analysis are shown at Appendix A4.

Deliveries & Refuse

3.7 All servicing undertaken from Torrington Place will reduce considerably due to the reduction in car parking spaces.

3.8 Table 3.2 shows the types of delivery currently being made to the site along with the frequency, typical time and typical vehicle type. This is a Monday to Saturday timetable.

Table 3.2 Types of Delivery (Existing)

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Postal Delivery	Daily x 1	Transit van	5.7m	10:00-16:00	5 minutes
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes
UCL Internal stationery and post	Daily x 5	Luton Van	7.2m	10:00-16:00	5-10 minutes
General deliveries	Ad hoc	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes
Cleaning contractors	Weekly	Transit Van	5.7m	10:00-16:00	5-10 minutes
Maintenance contractors	Daily x 5 - 10	Transit Van	5.7m	10:00-16:00	5-10 minutes
UCL visitor parking	Daily x 5 - 8	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	10-20 minutes
Courier	Daily x 5	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes

3.9 Breaking this down to vehicle movements/days, this equates to up to 30 per day.

3.10 Table 3.3 below shows the revised delivery schedule along with the frequency, typical time and typical vehicle type. It is worth noting that deliveries and contractors, contractors being regular estate contractors undertaking routine maintenance and general refurbishments, are currently accepted on site Monday to Saturday. However, it is UCL's intention to omit all vehicles on a Saturday with the exception of the post room trips which would be a maximum of five movements per day. There is also potential that the plant enclosure may require maintenance which could equate to one or two trips a day. Lastly, there is a proposal to house a fire extinguisher store at sub-basement level which will have ad-hoc access.

Table 3.3 Types of Delivery (Proposed)

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes
UCL Internal stationery and post	Daily x 5	Luton Van	7.2m	10:00-16:00	5-10 minutes
Plant enclosure/ routine maintenance	Daily x 1	Small Van	4.4m	10:00-16:00	30-60 minutes

3.11 Breaking this down to vehicle movements/days, this equates to up to 7 per day Monday – Friday and up to five on a Saturday.

Access Ramp

3.12 To facilitate the proposed chillers at basement level the intention is to extend the basement slab out to the midpoint of the existing two-lane ramp resulting in a single lane for vehicular access to the sub-basement level. The ramp (single lane) as existing provides a lane width of 2.6m and whilst under the recommended width of 3m for straight ramps within car parks the deliveries and specification/type of the vehicles that will enter the sub-basement will be limited.

3.13 Access for maintenance will be undertaken on foot or in a small van and very infrequently. The swept path analysis for the ramp and service area is shown at Appendix A5.

3.14 Only one vehicle at any time will be permitted within the sub-basement area and access will be controlled via a traffic light system at the top and bottom. Additionally, if required, attendants from security at the main gate can act as a banks person to facilitate entry and exit in the event of the traffic light system failing.

3.15 Pedestrian access to the sub-basement will be controlled by security with access only given on request and overseen by security to avoid possible conflict with vehicular traffic.

Cycle Parking

3.16 To facilitate the plant enclosure there will be a number of cycle parking spaces relocated. The table below shows the existing and proposed cycle parking position.

Table 3.4 Existing and Proposed Cycle Parking

Location	Existing Provision	Proposed Provision	Net Change
Basement Level	52	90	+38
Sub-basement	20	0	-20

3.17 It can be seen from the above that the site as a whole currently has 72 cycle parking spaces; 20 spaces are located within the sub-basement with 52 provided at basement level. This is in excess of the LBC standards of 1 space per 250m² which would require the provision of 67 spaces. It has also been verified by the security manager for the UCL Campus that the allocation of cycle racks at Torrington Place is historically more than enough to serve the current users.

3.18 The 20 spaces located within the sub-basement will be removed and repositioned at the basement level where the existing cycle parking is located adjacent to the entrance ramp and to the west of the basement parking area. Furthermore, it is UCL's intention to replace the existing Sheffield stands, which are very old and of poor quality and currently located adjacent to the entrance ramp, with Josta single and two-tier cycle parking which would increase the capacity and quality over Sheffield Stands. The current provision of 52 will be increased to 60 with an additional 30 spaces located west of the basement parking area which equates to 18 additional cycle parking spaces over and above the relocated 20 spaces from the sub-basement.

3.19 This further increases the provision over the LBC standards of 1 space per 250m².

3.20 All cycle parking will be secure and will be provided in accordance with the design principles for cycle parking as discussed within Camden Planning Guidance/Cycle Facilities (CPG7). The revised cycle parking is shown at Appendix A6.

3.21 In addition to this, a Barclays Cycle Hire facility is located on Scala Street, a short walk from the building, providing convenient cycle parking for people using these bikes to access the site and there are a number of publicly accessible Sheffield stands on Gordon Street, Endsleigh Gardens, and Euston Road providing secure cycle parking off-site.

Emergency Vehicles

3.22 Emergency vehicles such as Fire Appliances can access the site.

3.23 Swept path analysis of the basement and internal access road has been undertaken. The swept path analysis is contained in Appendix A5 and demonstrates that the internal layout has been designed to accommodate a fire tender by entering the site and providing access to the internal access road, reversing and exiting the site.

Summary

3.24 The existing servicing location and arrangements have been shown to be fit for purpose and the site, as existing and proposed, will continue to have only a limited number of deliveries per day with no access apart from post deliveries being undertaken on a SaturdayServicing will continue to be undertaken off-street, again in line with existing practice.

4. SUMMARY AND CONCLUSIONS

4.1 UCL is proposing to refurbish the basement parking area and sub-basement level of the building to create a new plant enclosure.

4.2 Vehicular access will be the same as the current situation with the exception of the ramp to the sub-basement which will be reduced to single lane working controlled by a traffic light system.

4.3 Pedestrian access to the sub-basement will be controlled by security with access only given on request and overseen by security to avoid possible conflict with vehicular traffic.

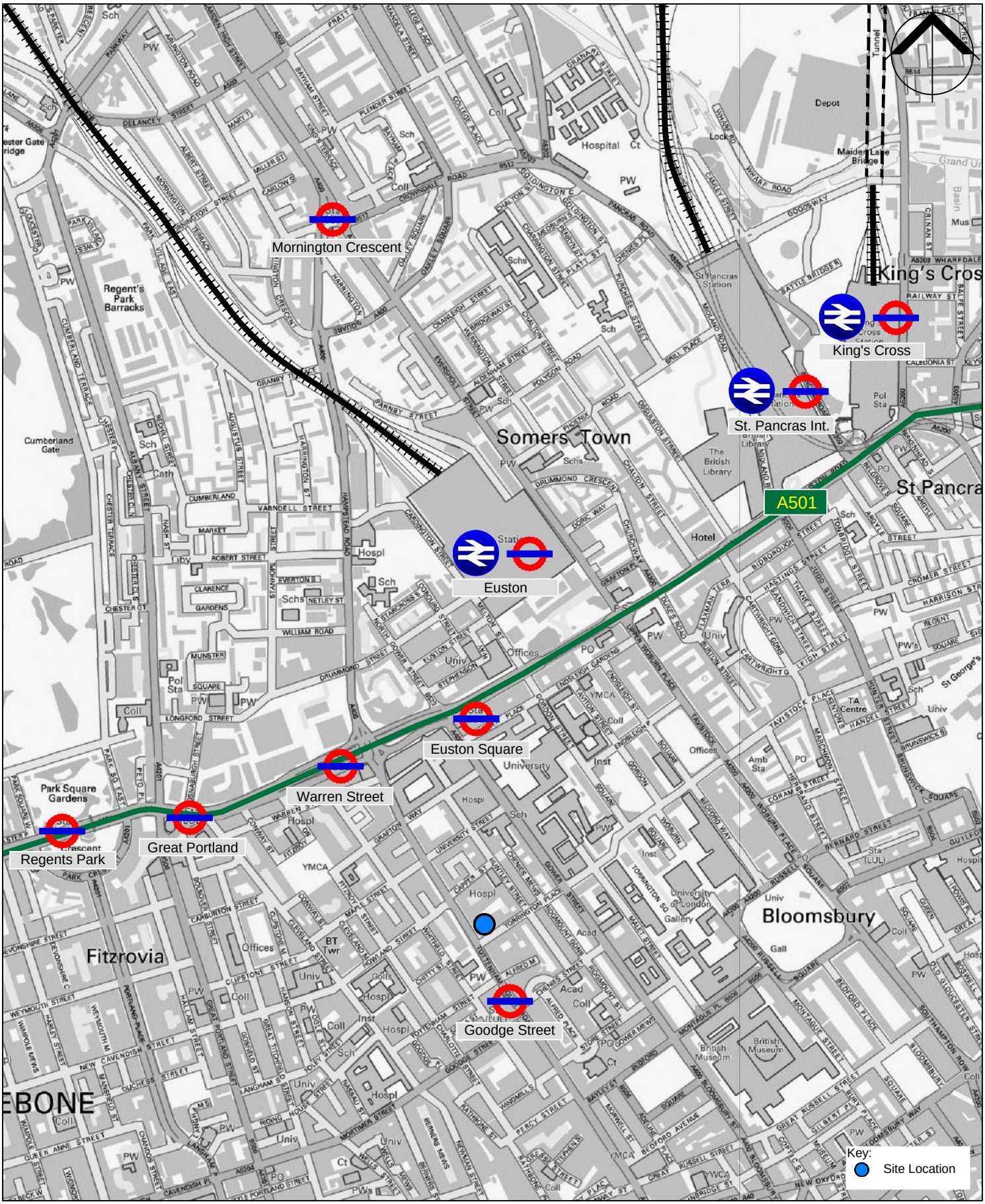
4.4 The car parking on-site will be reduced from 64 spaces six. The six remaining spaces will be located at basement level with five spaces to be used by the UCL's fleet associated with transporting post and supplies etc between the departments and Office and General who are tasked with cleaning the building and moving refuse between the departments. The remaining space will be assigned as a disabled space.

4.5 Deliveries to the site will be reduced considerably with all major contractor trips to be consolidated to 132 Hampstead Road where there are 66 off-street car parking spaces located within the basements of the properties. Additionally, all of the existing permit holders that used to park at the application site have now also been relocated to 132 Hampstead Road.

4.6 Servicing on a Saturday will be excluded from the application site with the exception of the post room trips which will be very limited.

4.7 It is UCL's intention to provide an additional 18 spaces over their existing provision taking the total to 90. Josta single and two-tier cycle parking will replace the existing Sheffield Stands.

A1. SITE LOCATION PLAN



Client	University College London (UCL) Estates	Project No. 14-T097		Drawing No. 01	
Project	Torrington Place Plant Enclosure	Scale @ A4 10,000		Date 25/11/14	
Title	Site Location Plan	Drawn By AG	Checked By RB 25/11/14	Approved By FP 25/11/14	

Iceni Projects Limited
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T +44 (0)20 3640 8508
F +44 (0)20 3435 4228
mail@iceniprojects.com

[iceniprojects]

A2. CYCLE ROUTE PLAN

Notes;

This map is taken from TfL's Local Cycling Guide 7 published in April 2013. For up-to-date cycle route information visit www.tfl.gov.uk

Key;

- Cycle Superhighways
- Routes signed or marked for use. use by cyclists on a mixture of quiet or busier roads.
- Quieter roads that have been recommended by other cyclists, may connect to other route sections.
- Off-road routes: either alongside roads, through parks, or along towpaths.Some routes may not be available or suitable for use at night.
- Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time.
- Cycle hire docking stations
- London Cycle Network routes
- Nation Cycle Network routes
- Site Location

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

[iceniprojects]

Client

University College London (UCL) Estates

Project

Torrington Place Plant Enclosure

Title

Cycle Route Plan

Drawn By	Checked By	Approved By
AG	RB 25/11/14	FP 25/11/14

Scale @ A3	Date	
NTS	25/11/14	
Project No.	**Drawing No.**	**Rev.**
14-T097	03	-

A3. BUS ROUTE PLAN

8	Route running every day from early morning until late at night
159	24-hour route, seven days a week
	Night buses are shown on a separate map
521	Route or section of route NOT running all day or every day
812	Bus Passes, Travelcards and Oystercards are not accepted
X68	Non-stop section of route
* 7	Route terminus, showing the approximate position of the first stop; the alighting point or last stop may be different
	Underground line and station
	London Overground line and station
	Docklands Light Railway line and station
	National Rail line and station
	London River Services pier
	Transport for London Visitor Information Centre
	Bus station / Coach station
	Place of interest / Public building

Notes;
This map is taken from TfL's Central London Bus Map. For up-to-date bus route information visit www.tfl.gov.uk

Key;

Site Location

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

[iceniprojects]

Client

University College London (UCL) Estates

Project

Torrington Place Plant Enclosure

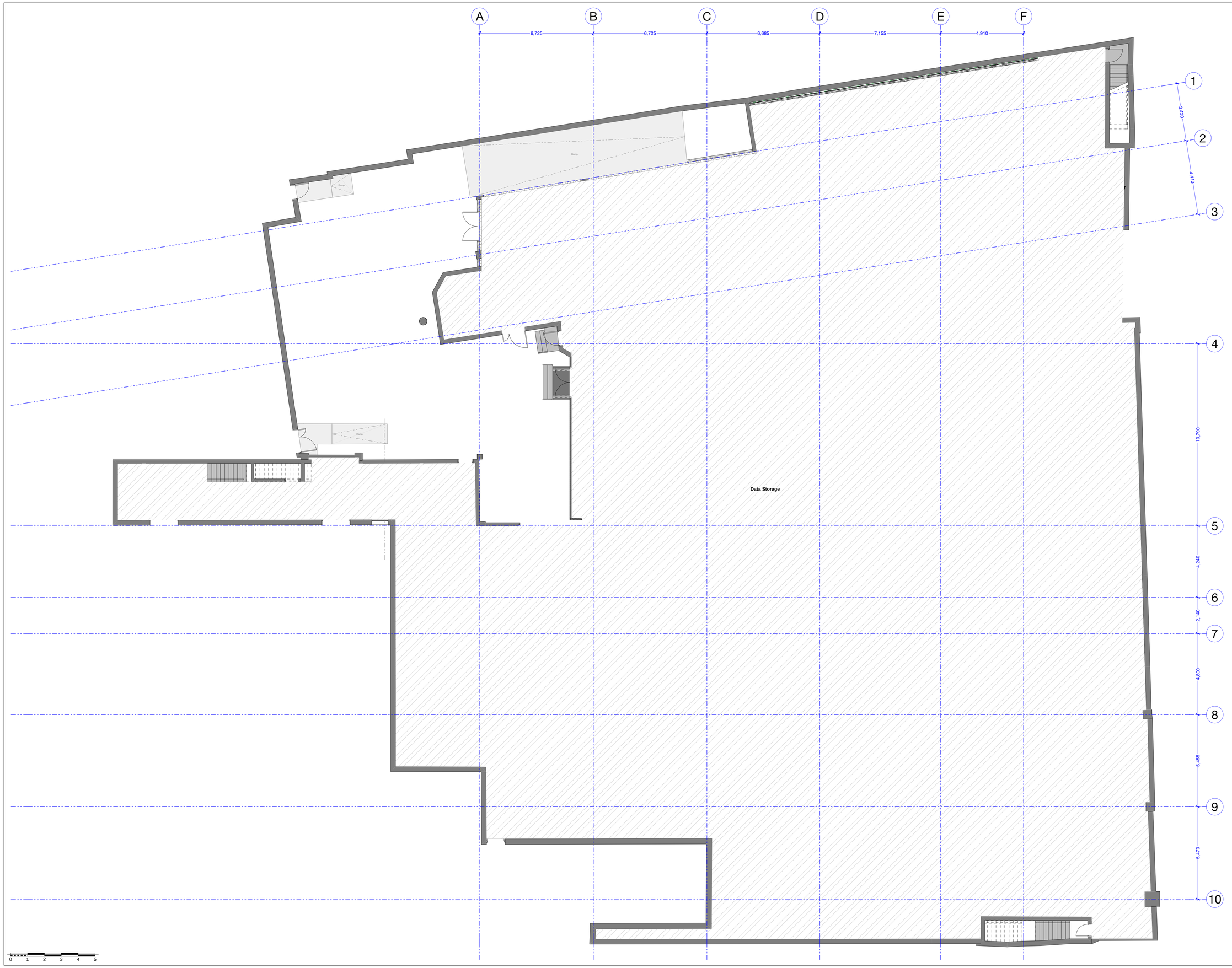
Title

Bus Route Map

Drawn By	Checked By	Approved By
AG	RB 25/11/2014	FP 25/11/2014

Scale @ A3	Date	
NTS	25/11/2014	
Project No.	**Drawing No.**	**Rev.**
14-T097	02	-

A4. BASEMENT AND SUB-BASEMENT LAYOUTS



Rev	Description	Date

UCL

Job Title

Torrington Place Plant Enclosure
1-19 Torrington Place

Drawing Title

Proposed
Lower Basement Level

bmj architects

Boswell Mitchell & Johnston
The Hub, 70 Pacific Quay
Glasgow
G51 1DZ

T: 0141 271 3200
E: glasgow@bmjachitects.co.uk
www.bmjarchitects.co.uk

Glasgow/London/Aberdeen

Scale @ A1	1:100				
Drawn by	KM	Approved by	JG	Date	27.11.14
Job No.	Drawing No.				Revision
3111	PL(00)20				-

A B C D E F

1 2 3 4 5 6 7 8 9 10

Plant Room
A: 10.30 m2

Plant Room
A: 49.04 m2

Chiller Units
A: 325.81 m2

Ramp
Zone 4
A: 78.92 m2

Glazed Roof

Power Centre
A: 101.15 m2

11,500

3,121

11,200

23,310

Service Yard
A: 688.70 m2

30no. Bike Stands
A: 10.80 m2

14,208

90 88 86 84 82 80 78 76 74 72 70 68 66 64 62

Void

Fire Exit

60no. Bike Stands
A: 30.16 m2

60 58 56 54 52 50 48 46 44 42 40 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 14 12 10 8 6 4 2

Access

Ramp
Zone 3
A: 116.45 m2

Egress

Ramp
Zone 5
A: 100.81 m2

1-19 Torrington Place

0 1 2 3 4 5

Rev	Description	Date

UCL

Job Title

Torrington Place Plant Enclosure
1-19 Torrington Place

Drawing Title

Proposed
Basement Level

bmj architects

Boswell Mitchell & Johnston
The Hub, 70 Pacific Quay
Glasgow
G51 1DZ

T: 0141 271 3200
E: glasgow@bmjachitects.co.uk
www.bmjarchitects.co.uk

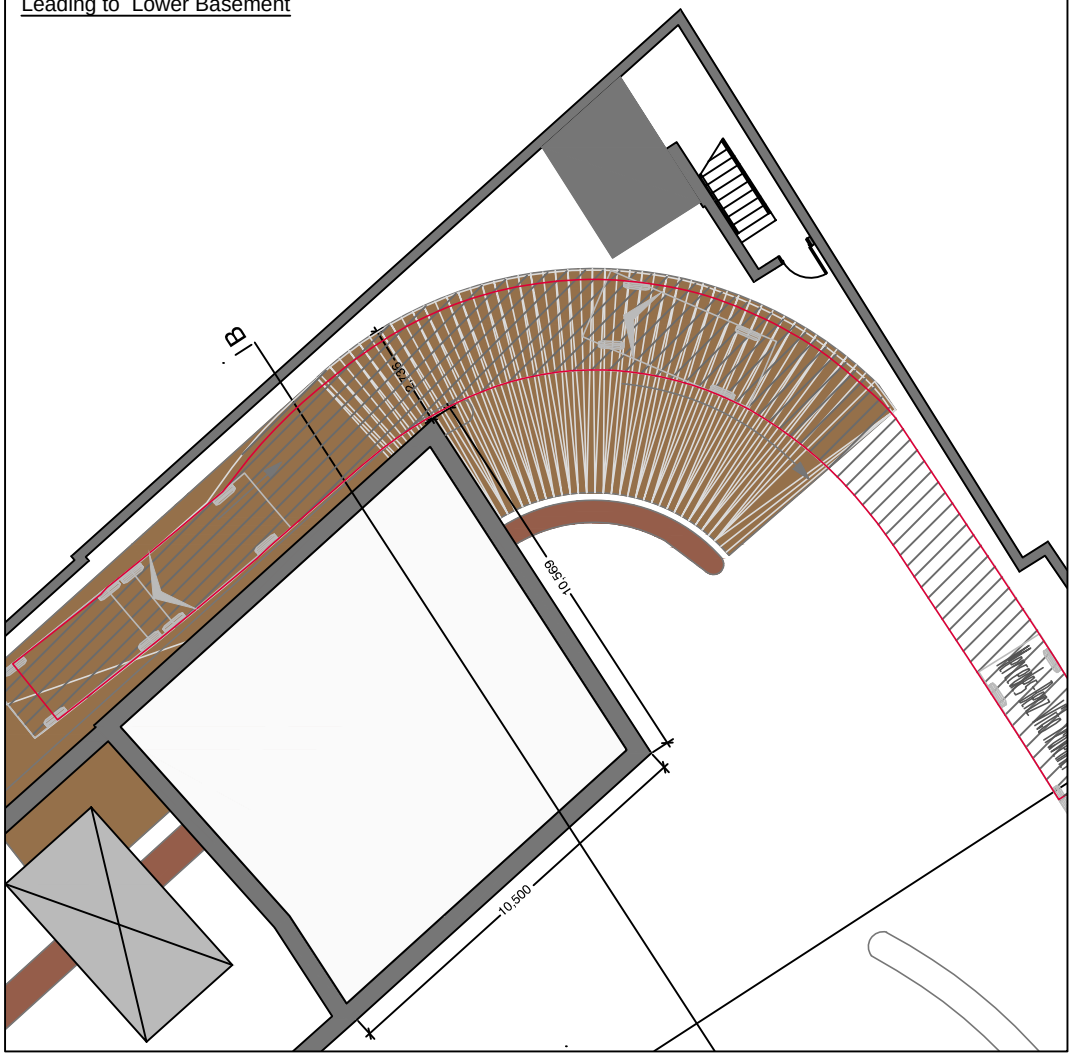
Glasgow/London/Aberdeen

Scale @ A1	1:100				
Drawn by	KM	Approved by	JG	Date	28.11.14
Job No.	Drawing No.				Revision
3111	PL(00)21				-

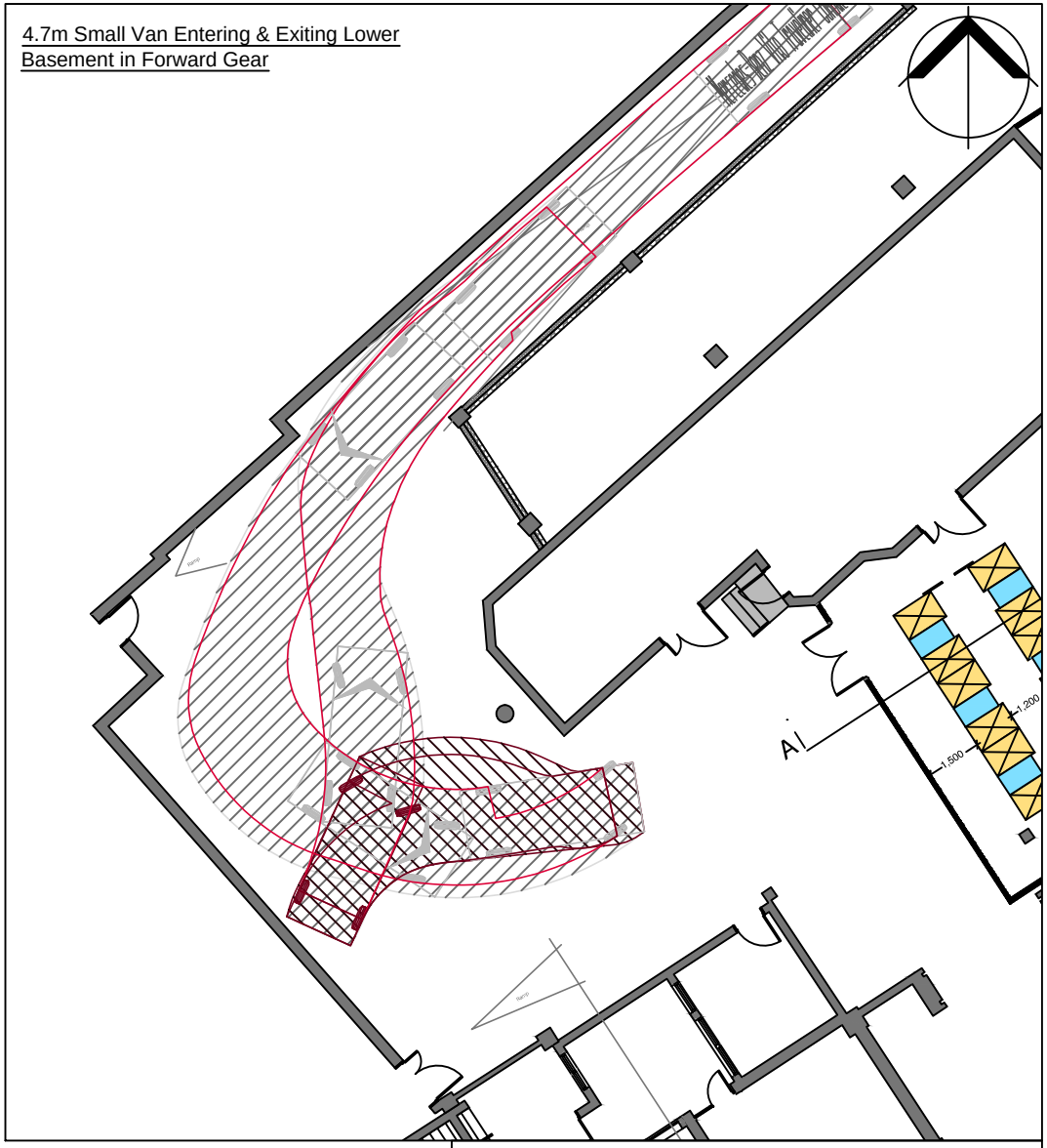
A5. SWEPT PATH ANALYSIS

This drawing is based upon drawing number AL(00)01 & AL (00)02 supplied by BMJ Architects and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

4.7m Small Van Using Proposed Ramp Leading to Lower Basement



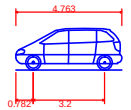
4.7m Small Van Entering & Exiting Lower Basement in Forward Gear



[iceniprojects]

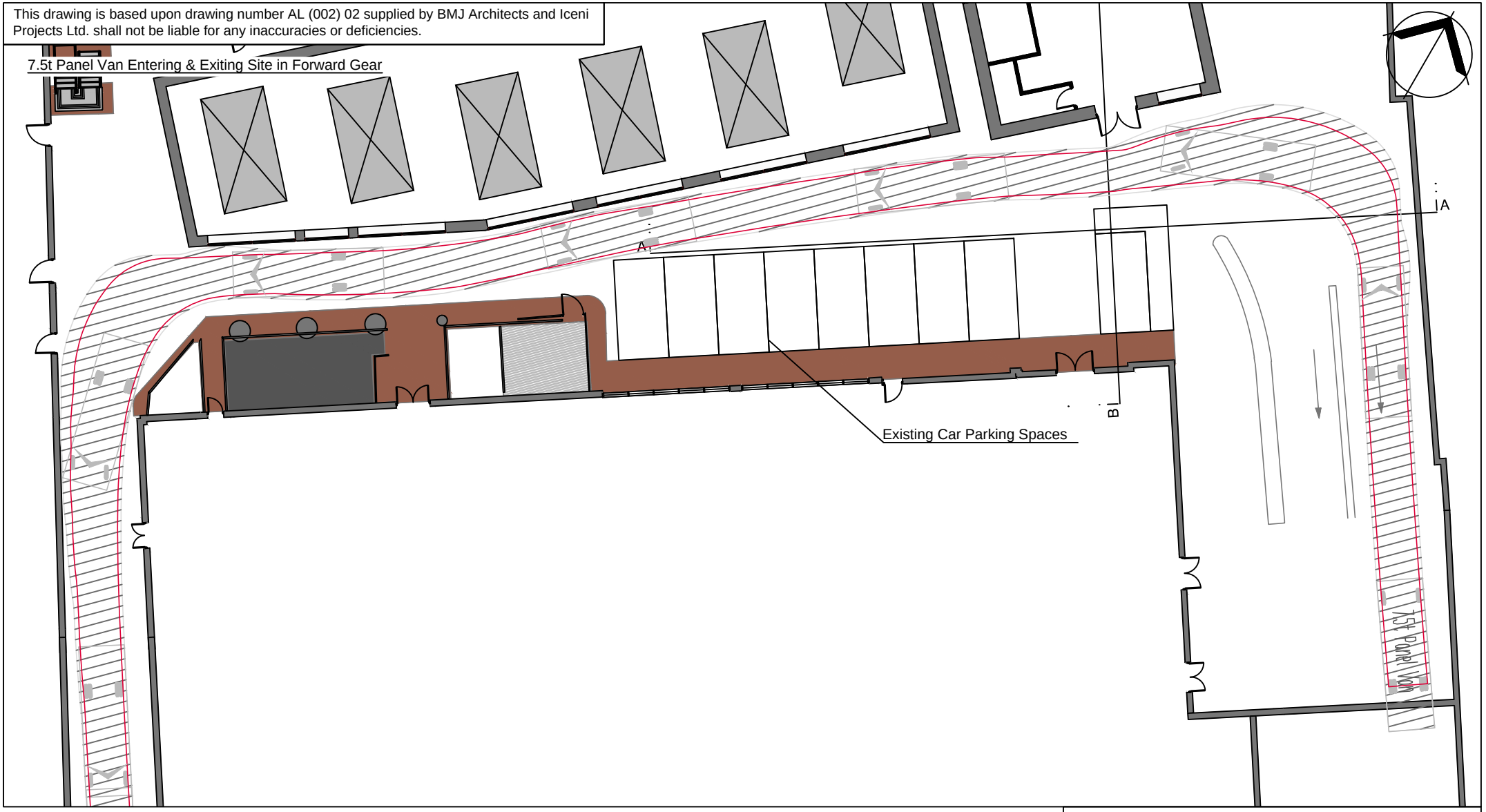
Iceni Projects Limited Flitcroft House 114-116 Charing Cross Road London, WC2H 0JR
T +44 (0)20 3640 8508 **F** +44 (0)20 3435 4228 mail@iceniprojects.com

Title	Swept Path Analysis		
Project No.	14-T097	Drawing No.	05
Client	UCL Estates	Scale @ A4	1:200
		Date	25/11/2014
Project	Torrington Place Plant Enclosure	Drawn By	RB
		Checked By	FP 25/11/2014
		Approved By	FP 25/11/2014



Mercedes-Benz Vito Traveliner Compact	
Overall Length	4.763m
Overall Width	1.901m
Overall Body Height	1.875m
Min Body Ground Clearance	0.283m
Track Width	1.901m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	5.900m

This drawing is based upon drawing number AL (002) 02 supplied by BMJ Architects and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



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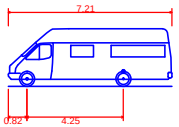
T +44 (0)20 3640 8508 **F** +44 (0)20 3435 4228 mail@iceniprojects.com

Title	Swept Path Analysis 7.5t Panel Van
Project No.	14-T097
Drawing No.	06
Client	UCL Estates
Scale @ A4	1:250
Date	01/12/2014
Project	Torrington Place Plant Enclosure
Drawn By	RB
Checked By	MG 01/12/2014
Approved By	FP 01/12/2014



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

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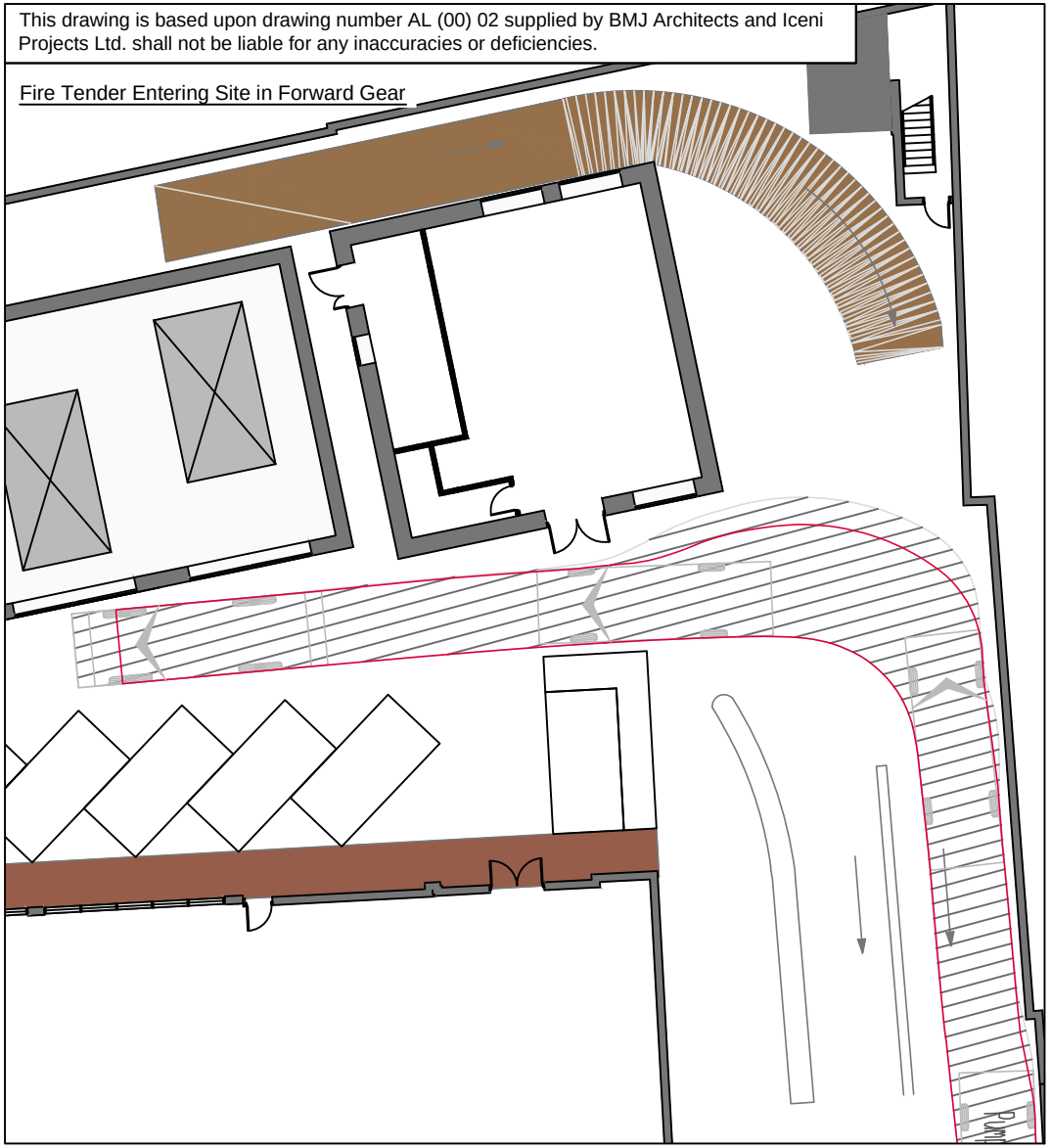
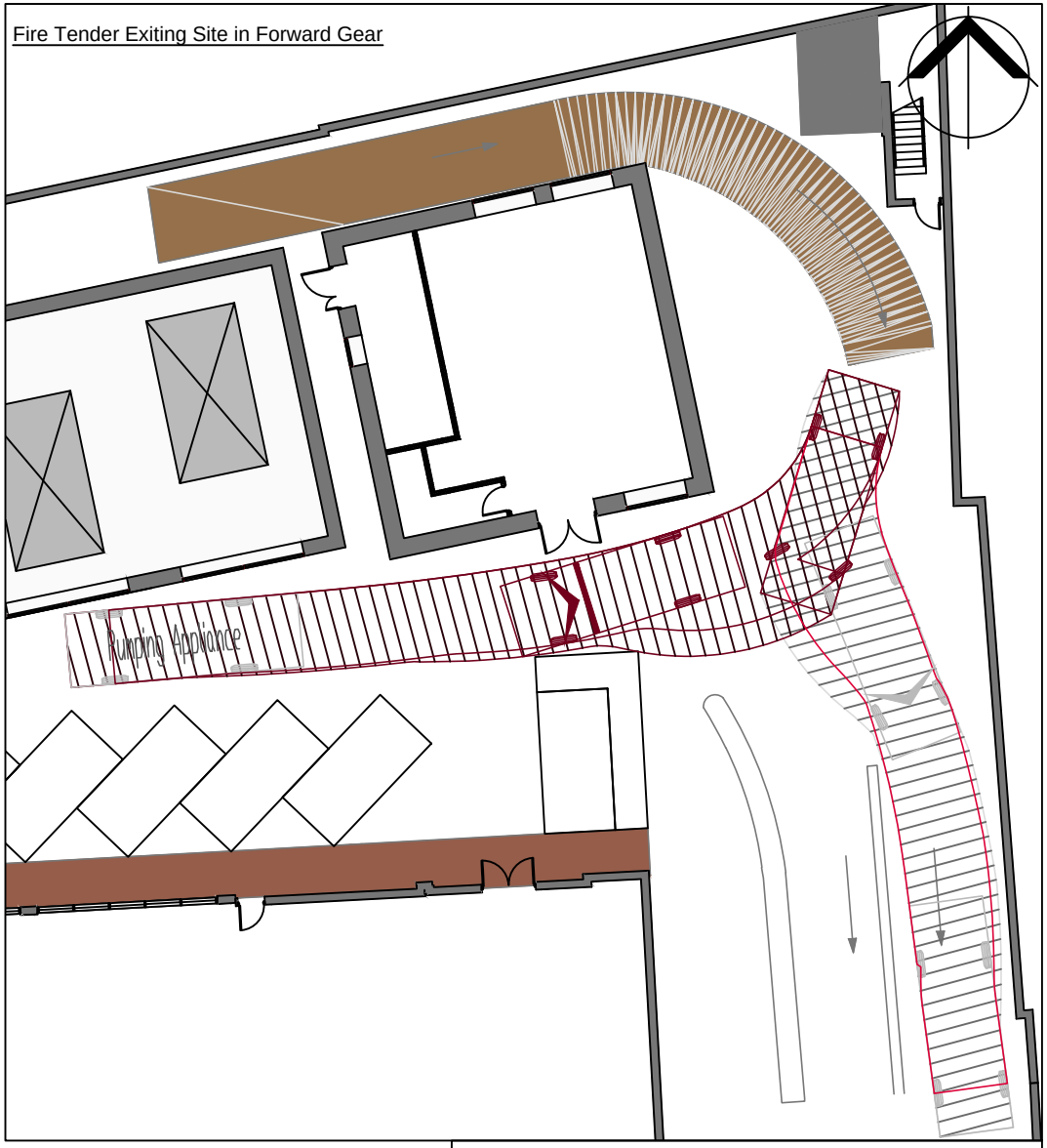
Fire Tender Entering Site in Forward Gear



Fire Tender Exiting Site in Forward Gear



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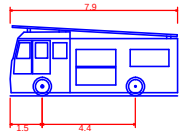
Client	University College London (UCL) Estates
Project	Torrington Place Plant Enclosure

Title: Swept Path Analysis
Pumping Appliance

Project No.	14-T097
Drawing No.	07
Scale @ A4	1:250
Date	03/12/2014
Drawn By	RB
Checked By	FP 03/12/2014
Approved By	FP 03/12/2014



Pumping Appliance	
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

This drawing is based upon drawing number AL (00) 02 supplied by BMJ Architects and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

Ford Transit Van (LWB) Entering Proposed Car Parking Spaces in Forward Gear

Ford Transit Van (LWB) Entering Proposed Car Parking Spaces in Forward Gear

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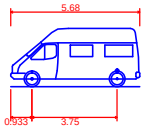
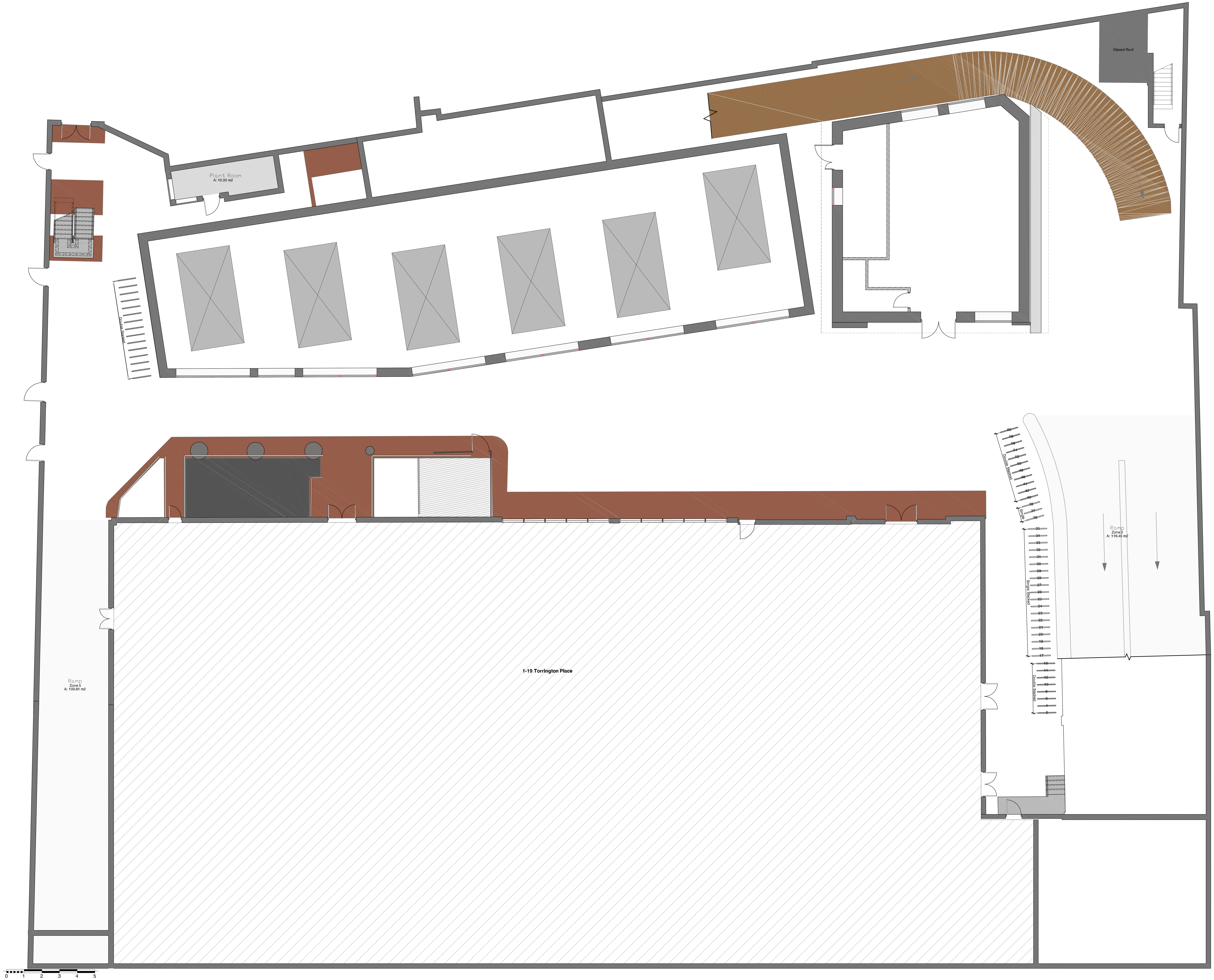
T +44 (0)20 3640 8508 **F** +44 (0)20 3435 4228 mail@iceniprojects.com

Title	Swept Path Analysis Ford Transit 300 Van LWB
Project No.	14-T097
Drawing No.	08
Client	University College London (UCL) Estates
Scale @ A4	As Shown
Date	03/12/2014
Project	Torrington Place Plant Enclosure
Drawn By	RB
Checked By	FP 03/12/2014
Approved By	FP 03/12/2014



Ford Transit 300 Van LWB	
Overall Length	5.680m
Overall Width	1.974m
Overall Body Height	2.563m
Min Body Ground Clearance	0.336m
Max Track Width	1.975m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	7.150m

A6. REVISED CYCLE PARKING



Rev Description Date

Pasted Image #21.jpg

Job Title

Interim Data Centre
1-19 Torrington Place

Drawing Title

Proposed
Basement Level

bmj architects

Boswell Mitchell & Johnston
The Hub, 70 Pacific Quay
Glasgow
G51 1DZ

T: 0141 271 3200
E: glasgow@bmjachitects.co.uk
www.bmjarchitects.co.uk

Glasgow/London/Aberdeen

Scale @ A1	1:100				
Drawn by	KM	Approved by	JG	Date	28.11.14
Job No.	Drawing No.				Revision
3111	PL(00)21				-