ttp consulting

transport planning specialists

Tiuta Properties Ltd and 160 Iverson Ltd

45 Holmes Road
London Borough of Camden

Transport Statement

May 2015

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

Contents

Figures

Appendices

1 INTRODUCTION

1.1 TTP Consulting is retained by Tiuta Properties Limited and 160 Iverson Limited to provide traffic and transport advice in relation to the proposed development at 45 Holmes Road in the London Borough of Camden (LBC). The site location is shown at **Figure 1**.

1.2 The proposed development seeks to retain the existing commercial floorspace of 836sqm Gross Internal Area (GIA) at ground floor level, with an extension proposed at 1st to 3rd floor level to provide 8 residential units.

1.3 This Transport Statement considers the effects of the planning application proposal in terms of its effects in traffic and transport terms and also considers the suitability of the site in terms of its accessibility and in light of local, regional and national planning policy.

1.4 This report concludes that the proposed development will not result in any material impact in traffic and transport terms and is in accordance with policy.

1.5 The remainder of this report is set out as follows:

- Section 2 - describes the application site and existing conditions;
- Section 3 - describes the accessibility of the site by non-car modes;
- Section 4 - describes the development proposals;
- Section 5 - sets out relevant transport policies;
- Section 6 - discusses the effect of the proposals; and
- Section 7 - summarises and concludes.

2 EXISTING SITUATION

2.1 The application site comprises 45 Holmes Road, the site location is shown at **Figure 1**.

2.2 The site fronts on to the south side of Holmes Road and is accessed by a single width cobbled road which is shared with a neighbouring building.

2.3 Planning permission was granted at 45 Holmes Road for the *'erection of a 4 storey (above single basement level) building comprising flexible office/light industrial use (Class B1a/B1c) and 8 residential units (Class C3) (4 x 2 bed, 4 x 3 bed), following the demolition of existing light industrial building (Class B1c) and two storey extension (comprising Class C3 residential unit and Class D2 dance studio)'* in December 2014.

2.4 Following planning permission in December 2014 the current owner has marketed and internally renovated the existing B1 space to accommodate smaller units. This has demonstrated a demand for the existing commercial space and that the existing space could be viable without the basement as per the previous consent.

2.5 The existing site layout plan is at **Appendix A**.

Highway Network

2.6 Holmes Road proceeds broadly east-west past the site (between Kentish Town Road to the east, and Spring Place/Willes Road to the west). It is a single carriageway road with traffic calming measures in the form of speed humps and has single yellow line parking / waiting restrictions in the immediate vicinity.

2.7 The A400 Kentish Town Road is the main strategic route in the locality of the site and forms part of the Strategic Road Network (SRN). It links with the A501 Euston Road to the south and the A1 Archway Road to the north. It is a single carriageway road, with double yellow line parking/waiting restrictions.

2.8 Holmes Road is situated within Zone CA-L (Outer) of a Controlled Parking Zone (CPZ) with controls in place between 08:30 & 18:30 Monday to Friday.

Car Club

2.9 The nearest car club spaces to the site are located to the south of the site on Cathcart Street and Inkerman Road.

3 ACCESSIBILITY

3.1 The site is readily accessible with a good network of footpaths, cycle facilities and public transport services in the vicinity, including a zebra crossing facility on Holmes Road a short distance to the east.

Cycling

3.2 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.

3.3 The guidelines highlight that there is a *'substantial potential for substituting cycling for driving'* for distances up to 5 miles and so the site can be readily accessed by cycle from Central London.

3.4 The Transport for London (TfL) map for the area indicates Holmes Road as a quieter road recommended by cyclists. Nearby Grafton Road and Leighton Road are both part of signed cycle routes.

Public Transport Accessibility

Bus Services

3.5 The TfL PTAL calculation indicates that 5 bus routes are available within the PTAL cut off walk distance of 640m, which provide 39 buses per hour in either direction.

3.6 Bus stops serving northbound and southbound services on routes 134, 214, 393 and C2 are located on Kentish Town Road in close proximity of the site and are available within a short walking distance. The 46 service is available from Malden Road.

3.7 The TfL bus spider map is at **Appendix B**.

Underground/Rail Services

3.8 Kentish Town Station (National Rail and Northern Line services) and Kentish Town West (Overground services) are both located within a 650m walk distance of the site to the north east and south west respectively.

Public Transport Accessibility Level (PTAL) Rating

3.9 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.10 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value.

3.11 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

3.12 The measure, therefore, reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and,
- The level of service at the public transport access points – i.e. average waiting time.

3.13 According to TfL's planning information database the site has a PTAL Level of 4, demonstrating a good level of accessibility to public transport. The details of the calculation are at **Appendix C**.

4 DEVELOPMENT PROPOSALS

4.1 The existing commercial building has recently been renovated to accommodate smaller companies. The existing fabric requires major refurbishment and this will take place as part of the works being applied for in this application. The intent is that the building will suit small workshops and creative industries.

4.2 The overall commercial area is 836sqm GIA, including 5 commercial units and 316sqm of existing dance studio space.

4.3 One flat exists on site and this is proposed to be maintained within the application. The dance studios have been in use for some time and will continue in the same form.

4.4 An external lift and stair will be created to access the apartments above, with refuse storage and a secure cycle store provided at ground floor level.

4.5 The existing residential unit on site has 2 bedrooms and will be retained, including this within the proposed 8 additional units, the overall residential unit mix comprises 1 x 1 bedroom, 4 x 2 bedroom and 3 x 3 bedroom units.

4.6 The ground and first floor layout plans are at **Appendix D**.

Access

4.7 The existing access to the site would be retained for use by pedestrians and delivery vehicles.

4.8 Given that the access is single width, part of a cul-de-sac and will experience a low number of vehicle movements (see below), it is envisaged that a shared surface arrangement would be appropriate. The design of the shared space and nature of the surrounding area is such that low vehicle speeds will be encouraged, which is another key component of a shared surface.

4.9 The proposals will have no impact upon the 41-43 Holmes Road site.

Car Parking

4.10 No car parking is to be provided on the site, which reflects its good accessibility to public transport (PTAL 4), the aspirations of relevant planning policy and the constraints of the site.

Cycle Parking

4.11 The applicant confirms that it proposes to provide cycle parking in accordance with the latest London Plan (March 2015 FALP) cycle parking standards – applying the B1 office standard of a minimum of 1 space per 90sqm to the flexible commercial floorspace and 1:1 for 1 and 2 bed residential units and 2:1 for 2 and 3+ bed residential units.

4.12 Visitor parking for both uses will be provided externally, with 5 Sheffield stands providing parking for 10 cycles.

4.13 Cycle parking for the commercial use will be provided within the commercial building area, with a cycle store providing space for 15 cycles. Josta 2 tier stands will be used to provide 16 spaces for the residential units, within a secure enclosure.

4.14 Showers and lockers are also available within the dance studio area and a shower is available within the shared facilities adjacent to commercial units 1 to 3.

Servicing

4.15 The development proposal allows an internal layout capable of accommodating vehicles up to and including 7.5t/8m box vans arriving and departing in forward gear.

4.16 In light of the scale and nature of commercial floor space, it is our view that it is reasonable to suggest that there will be a relatively small demand for servicing on a day to day basis. Applying a rule of thumb (based on information within the TRAVL database) of circa 0.25 deliveries per 100sq m B1 floorspace indicates a demand for around 2 deliveries per day, which would generally be made by small to medium sized vehicles (e.g. transit vans), with an occasional need for a larger vehicle such as a 7.5t/8m box van.

4.17 The number of deliveries associated with the residential units per day would be minimal and would also tend to comprise small to medium sized vehicles. Following a review of the TRAVL database and other industry standards, it is estimated that circa 8-9 deliveries are generated per day for every 100 residential units. It is therefore reasonable to assume that the proposed 8 residential units would generate approximately 1 delivery per day, which combined with the commercial deliveries, would result in a total demand for of the order of 3 deliveries per day.

4.18 On the basis of the above, the provision of a layout which accommodates vehicles up to and including 7.5t/8m box vans means that all regular servicing demands arising as a result of the

proposed development would be met on-site (and off-street). Swept paths are provided at **Appendix E**, demonstrating that the site can accommodate such vehicles.

4.19 Further to the above, it is pertinent to consider the servicing requirements of the existing commercial space, the net change in deliveries is therefore due to the additional residential units the impact of which would be negligible.

Refuse

4.20 Given the constraints of the site and the quantum of development it is proposed that refuse collection continues to take place from the street, which is considered reasonable and appropriate.

4.21 Separate residential and commercial refuse stores are provided at ground floor level.

4.22 A managed collection system will operate whereby bins are moved from the storage areas within the building to a pick up point within an acceptable distance of the public highway (i.e. ≤10m) prior to collection, in line with the aspirations of Camden's Supplementary Planning Document CPG7 – Transport which sets out that external storage space for waste should be at or near street level, and within 10 metres of the public highway.

5 POLICY

5.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Planning Policy Framework

5.2 Paragraph 32 sets out that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.3 The site has good access to bus and underground/rail services and local retail and other facilities. It is considered that the proposed shared surface area will provide for safe and suitable access to the site.

5.4 The development will not give rise to transport related impacts and so there are no transport grounds that should prevent the development of the site as proposed.

London Plan

5.5 The London Plan (2015) provides policies and advice on matters that are of strategic importance to Greater London. It is a requirement that local policies, as set out in Unitary Development Plans (UDPs) and emerging Local Development Frameworks (LDFs), should be in accordance with it. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

5.6 Policy 6.1 Strategic Approach states that:

> "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development … encouraging patterns and nodes of development that reduce the need to travel, especially by car.*"

5.7 Policy 6.13 Parking states that:

> "*The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use*"

5.8 The site has good accessibility to public transport, so is suitable no car parking to be provided and the use of sustainable modes of transport is a ready option for residents, visitors and employees.

Local Planning Policy

5.9 The Camden Core Strategy (2010) sets out the key elements of the Council's planning vision and strategy. The Council's Development Policies document was also adopted in 2010.

5.10 The introductory text for Policy CS11 *"promoting sustainable and efficient travel"* contained in the Core Strategy states that *"Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system."*

5.11 The Council's Development Policies includes five associated transport policies, covering:

- The transport implications of development (DP16)
- Walking, cycling and public transport (DP17)
- Parking standards and limiting the availability of car parking (DP18)
- Managing the impact of parking (DP19)
- The movement of goods (DP20)

5.12 Policy DP16 states that "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links*." The planning application site has excellent links with the local walking,

cycling and public transport networks and so will be in accordance with Development Policy DP16 in our view and the proposed site layout provides an attractive pedestrian environment.

5.13 Policy DP17 of the Development Policies states that "*The Council will promote walking, cycling and public transport use*." Given the accessibility of the site, walking, cycling and public transport will be the preferred mode of transport for the majority of journeys undertaken by residents and employees.

5.14 Policy DP18 states that "*The Council will seek to ensure that developments provide the minimum necessary car parking provision*." It is considered that a car free approach is appropriate here, minimising the traffic generation of the development.

5.15 Policy DP19 states that "*The Council will seek to ensure that the creation of additional parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces*." No parking is proposed on site so the proposal is in accordance with this policy.

5.16 Policy DP20 seeks to minimise the impacts of the movement of goods and materials by road.

5.17 Allowing for the existing commercial use of the site, the development is not expected to generate a material additional demand for servicing / deliveries, and such vehicles can be readily catered for on-site.

Section Summary

5.18 This section has shown that the proposed scheme is consistent with national, regional and local policy guidance.

6 EFFECT OF PROPOSALS

6.1 It is envisaged that the vast majority of the trips made by residents, employees and visitors will be journeys on foot, cycle or by public transport, due to the site's good accessibility to public transport and local facilities and the car free nature of the development.

6.2 Traffic generation associated with the proposed development of the site would therefore be insignificant and would generally be limited to servicing/deliveries.

6.3 As previously noted, it is expected that all servicing activity associated with the site will be undertaken on-site and given the existing commercial use on the site any increase in servicing demand due to the proposed residential units would be minimal.

6.4 It is therefore considered that no transport related impacts will arise due to the proposed development.

7 SUMMARY AND CONCLUSION

Summary

7.1 The overall existing commercial area on the site is 836sqm GIA, including 5 commercial units and 316sqm of existing dance studio space. One flat exists on site and this is proposed to be maintained within the application.

7.2 An external lift and stair will be created to access the apartments above, with refuse storage and a secure cycle store provided at ground floor level.

7.3 The existing residential unit on site has 2 bedrooms and will be retained, including this within the proposed 8 additional units, the overall residential unit mix comprises 1 x 1 bedroom, 4 x 2 bedroom and 3 x 3 bedroom units.

7.4 The site has good accessibility to public transport, with a PTAL rating of 4, in addition to bus services both Kentish Town Station (National Rail and Northern Line services) and Kentish Town West (Overground services) are within easy walking distance.

7.5 A full range of local amenities, including health centres, shops, cafes/restaurants, banks, and food stores are available within a short walk distance, allowing employees and residents to readily access such facilities.

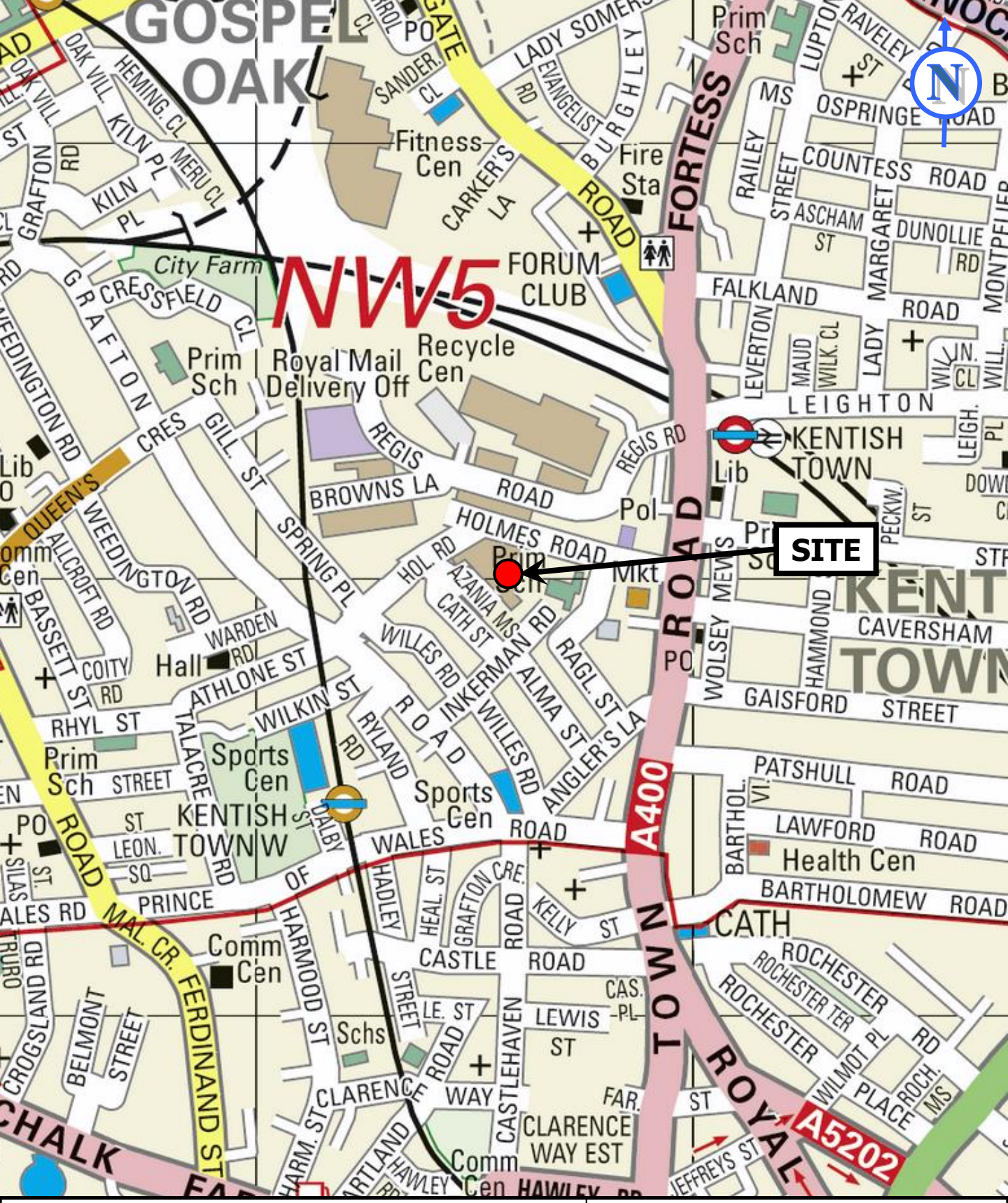
7.6 Reflecting the good accessibility of the site, the vast majority of trips to the site are expected to be by sustainable modes of transport and no car parking is proposed on site, with cycle parking provided for in excess of the Council's and London Plan standards.

7.7 A shared surface design approach within the development will create a good pedestrian environment, whilst also retaining the ability for service vehicles to readily access the site.

Conclusion

7.8 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



TITLE:

Site Location Plan

PROJECT:

45 Holmes Road

CLIENT:

Tiuta Properties Limited

ttp consulting

transport planning specialists

111-113 Great Portland Street
London W1W 6QQ
Tel: 0207 100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

DRAWN:	CHECKED:	DATE:	SCALE:	DRAWING REFERENCE:	REVISION:
N.B		12.03.14	NTS	Figure 1	.

APPENDIX A

Existing Site Layout Plan

Revisions				
Rev	Date	By	Chk	Description
P1	28/03/14	HA	ML	Issued for Planning

Notes

Blue Line Indicates development which has been consented but is not yet constructed.

Do not scale from this drawing.

PLANNING

Do not scale from this drawing.

N

info@lynasarchitecture.com
www.lynasarchitecture.com
Studio 3, 203 Richmond Road, London, E8 3NJ

45 Holmes Road

Tiuta Properties Ltd

Site Plan

28_03_2014 / 1/250@A1 / 1/500@A3

PL(10)011_P1

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APPENDIX B

TfL Bus Map

Buses from Kentish Town

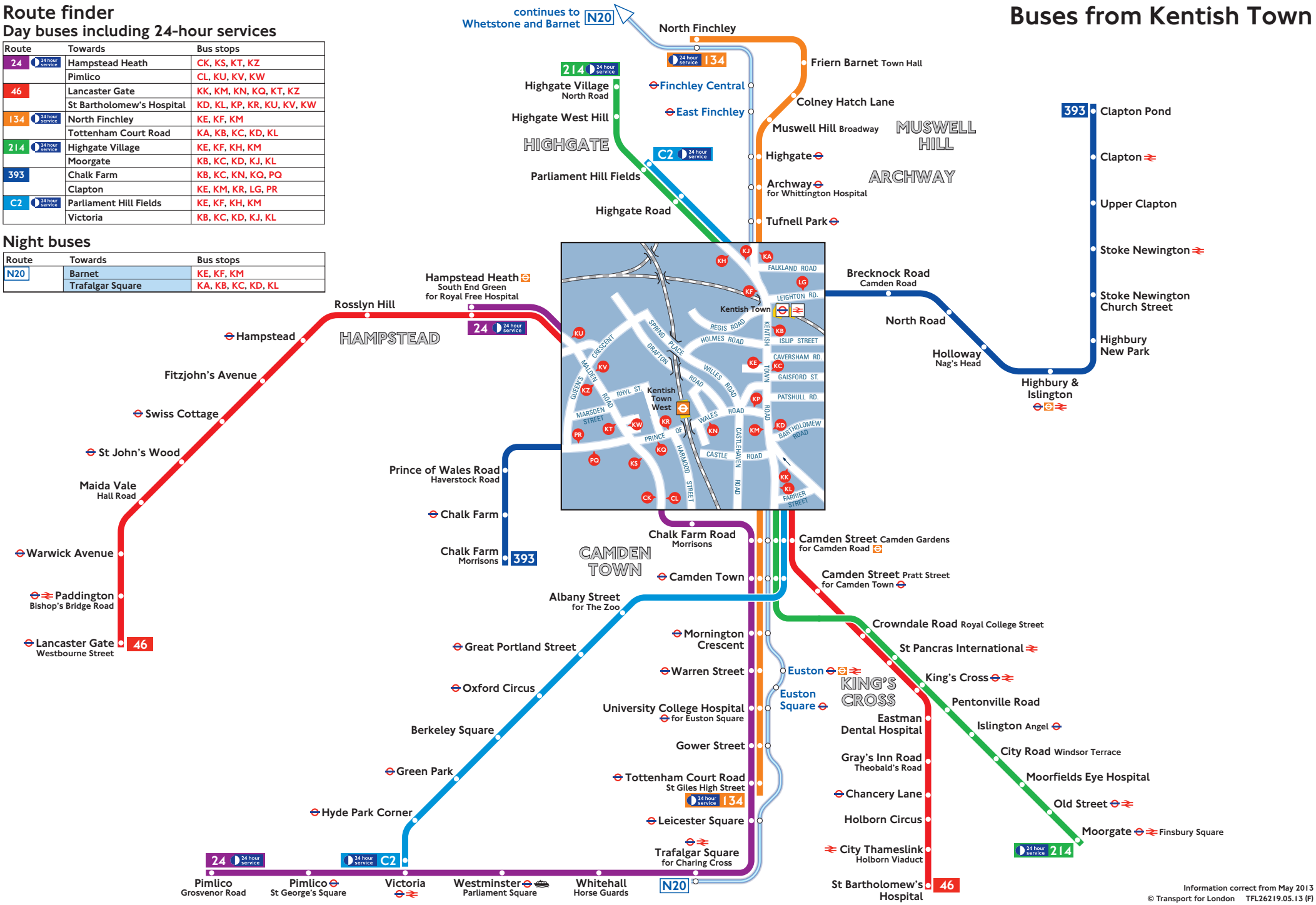
Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134 (24 hour service)	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214 (24 hour service)	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2 (24 hour service)	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL



Information correct from May 2013
 TFL26219.05.13 (F)

APPENDIX C

PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20130412122127
Description	20130412122127
Run by user	PTAL web application
Date and time	04/12/2013 12:21

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528795, 184992

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	P OF WALES R KENTISH T R	46	516.6	6.0	0.5	6.46	7.0	13.46	2.23	1.11

BUS	CAVERSHAM ROAD	393	488.69	5.0	0.5	6.11	8.0	14.11	2.13	1.06
BUS	CAVERSHAM ROAD	214	488.69	8.0	0.5	6.11	5.75	11.86	2.53	1.26
BUS	CAVERSHAM ROAD	134	488.69	12.0	1.0	6.11	4.5	10.61	2.83	2.83
BUS	CAVERSHAM ROAD	C2	488.69	8.0	0.5	6.11	5.75	11.86	2.53	1.26
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	621.63	2.7	0.5	7.77	11.86	19.63	1.53	0.76
LU LRT	Kentish Town	Northern Line High Barnet to Morden	621.63	9.0	1.0	7.77	4.08	11.85	2.53	2.53
LU LRT	Kentish Town	Northern Line Morden to High Barnet	621.63	3.7	0.5	7.77	8.86	16.63	1.8	0.9
LU LRT	Kentish Town	Northern Line Mill Hill East to Kennington	621.63	4.3	0.5	7.77	7.73	15.5	1.94	0.97
LU LRT	Kentish Town	Northern Line High Barnet to Kennington	621.63	5.4	0.5	7.77	6.31	14.08	2.13	1.07
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	621.63	1.0	0.5	7.77	30.75	38.52	0.78	0.39
NATIONAL_RAIL	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	640.07	2.0	0.5	8.0	15.75	23.75	1.26	0.63
NATIONAL_RAIL	KENTISH TOWN WEST	RICHMOND to STRATFORD	640.07	4.0	1.0	8.0	8.25	16.25	1.85	1.85
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to SUTTON (SURREY)	621.63	0.67	0.5	7.77	45.53	53.3	0.56	0.28
NATIONAL_RAIL	KENTISH TOWN BR	LUTON to MOORGATE	621.63	0.67	0.5	7.77	45.53	53.3	0.56	0.28

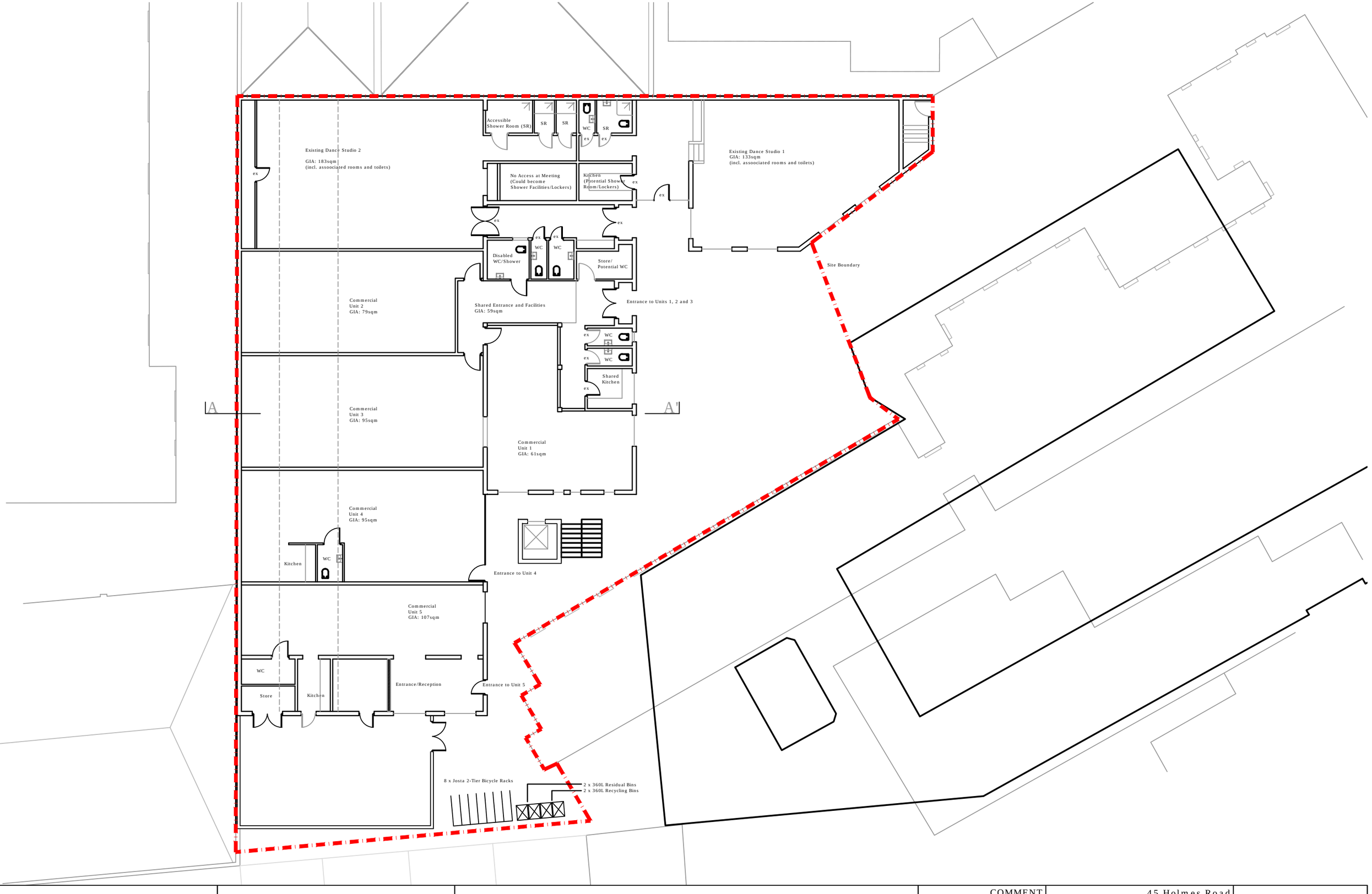
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to WEST NORWOOD BR	621.63	0.33	0.5	7.77	91.66	99.43	0.3	0.15
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to ST ALBANS BR	621.63	1.33	0.5	7.77	23.31	31.08	0.97	0.48
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to MOORGATE	621.63	0.67	0.5	7.77	45.53	53.3	0.56	0.28
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to LUTON	621.63	0.33	0.5	7.77	91.66	99.43	0.3	0.15
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to LUTON	621.63	0.67	0.5	7.77	45.53	53.3	0.56	0.28
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to ST ALBANS BR	621.63	1.0	0.5	7.77	30.75	38.52	0.78	0.39

Total AI for this POI is 18.91.

PTAL Rating is 4.

APPENDIX D

Ground and First Floor Layout Plans



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COMMENT

Do not scale from this drawing.

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info@lynasarchitecture.com
www.lynasarchitecture.com
Studio 3, 203 Richmond Road, London, E8 3NJ

45 Holmes Road

Tiuta Properties Ltd

Existing Ground Floor Plan

10_04_2015 / 1/100@A1 / 1/200@A3

PL(10)100_P1

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	Notes		COMMENT	45 Holmes Road	
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			N	Proposed First Floor Plan	L:\LYNASarchitecture\PATTERN\DRAWING\LOGO.jpg
			info@lynasarchitecture.com www.lynasarchitecture.com Studio 3, 203 Richmond Road, London, E8 3NJ	10_04_2015 / 1/100@A1 / 1/200@A3	
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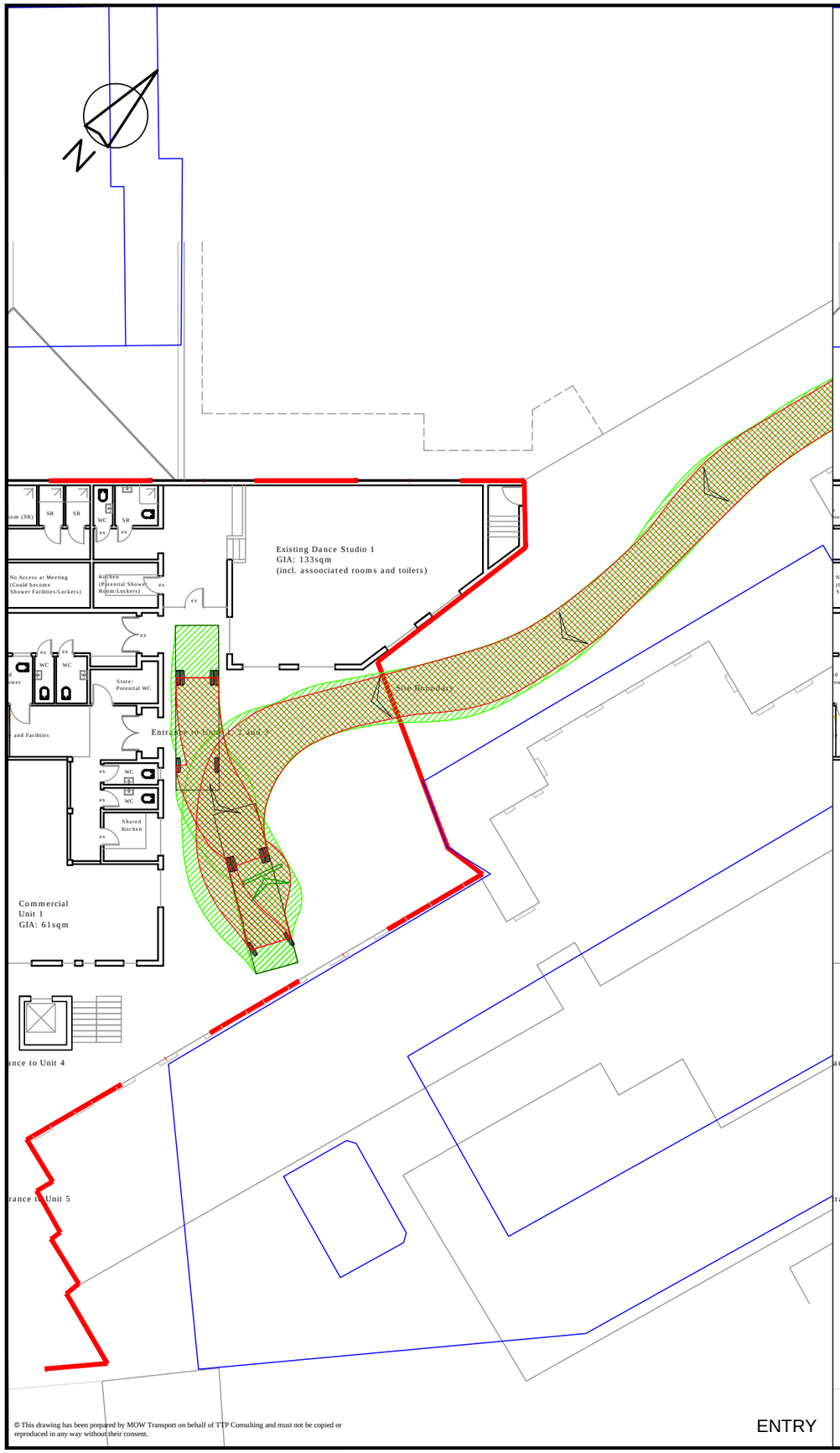
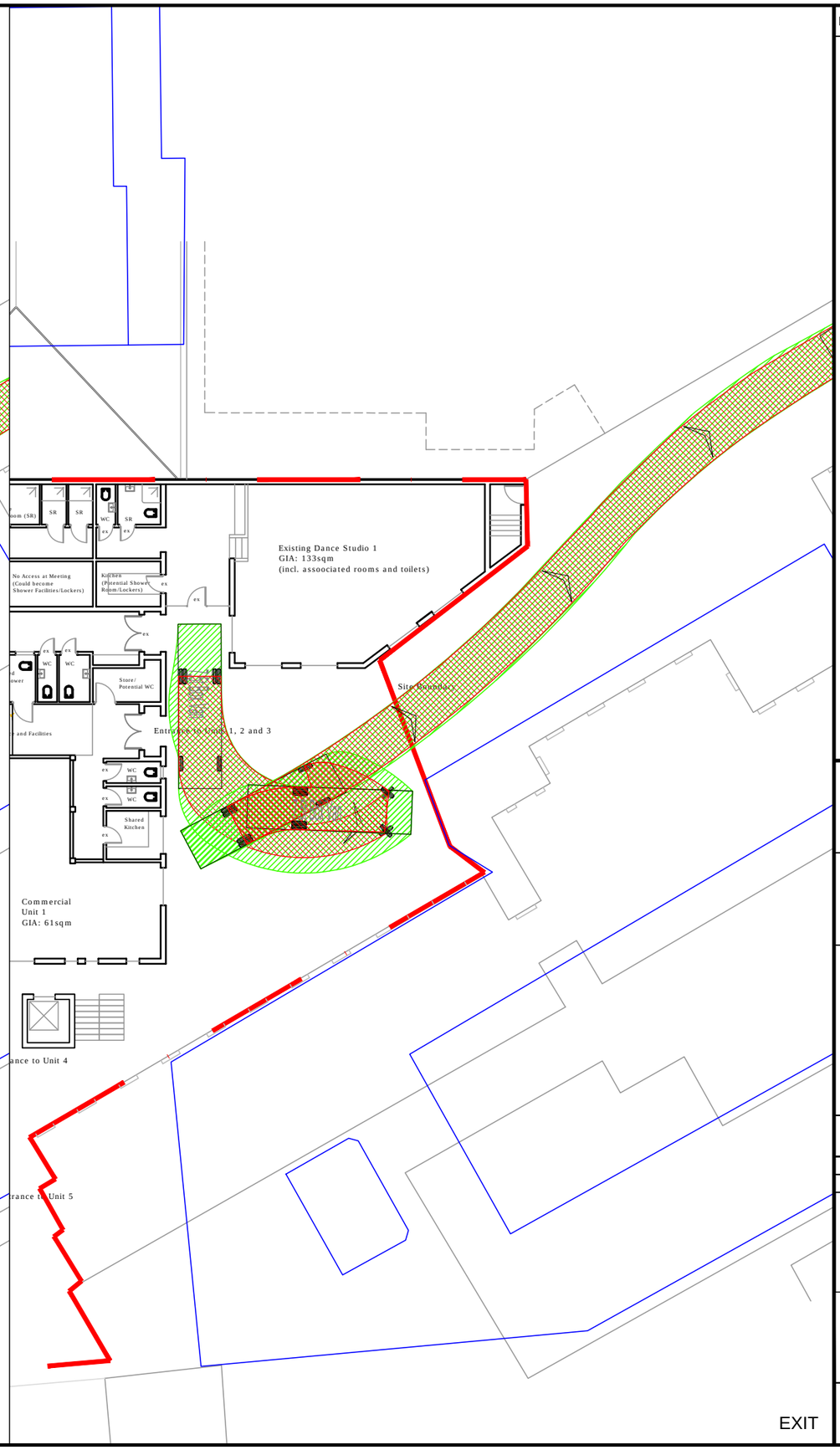
APPENDIX E

Swept Paths





Rev	Details	Drawn	Checked	Date
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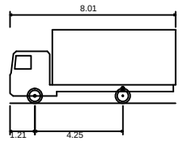

7.5t Box Van

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	4.00 sec
Kerb to Kerb Turning Radius	7.400m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Tiuta Properties Ltd.

Project
45 Holmes Road

Drawing Title
Swept Path Analysis Using a 7.5t Box Van

Scale
1:250 at A3

Drawn	MW	18.03.15
Checked	NB	18.03.15

ttp consulting
transport planning specialists
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number
2015-2327-AT-101

Rev
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Rev	Details	Drawn	Checked	Date
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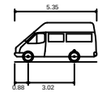

3.5t Panel Van based on a long wheelbase Ford Transit

Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.850m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Tiuta Properties Ltd.

Project

45 Holmes Road

Drawing Title

Swept Path Analysis Using a 3.5t Panel Van

Scale

1:250 at A3

Drawn	MW	18.03.15
Checked	NB	18.03.15

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111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number

2015-2327-AT-102

Rev

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Rev	Details	Drawn	Checked	Date
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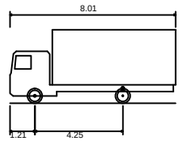

7.5t Box Van

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	4.00 sec
Kerb to Kerb Turning Radius	7.400m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Tiuta Properties Ltd.

Project

45 Holmes Road

Drawing Title

Swept Path Analysis Using a 7.5t Box Van

Scale

1:250 at A3

Drawn	MW	18.03.15
Checked	NB	18.03.15

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Drawing Number	Rev
2015-2327-AT-103	·

Rev	Details	Drawn	Checked	Date
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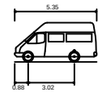

3.5t Panel Van based on a long wheelbase Ford Transit

Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.850m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Tiuta Properties Ltd.

Project

45 Holmes Road

Drawing Title

Swept Path Analysis Using a 3.5t Panel Van

Scale

1:250 at A3

Drawn	MW	18.03.15
Checked	NB	18.03.15

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Drawing Number	Rev
2015-2327-AT-104	•