TYBALDS ESTATE REGENERATION

DRAFT DELIVERY AND SERVICING PLAN

PROJECT NO. 3170/1110 DOC NO. D004

DATE: JUNE 2021

VERSION: 0.2

CLIENT: LONON BOROUGH OF CAMDEN

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Velocity Transport Planning Ltd
www.velocity-tp.com

VELOCITY
Transport Planning

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1 INTRODUCTION

1.1 INTRODUCTION

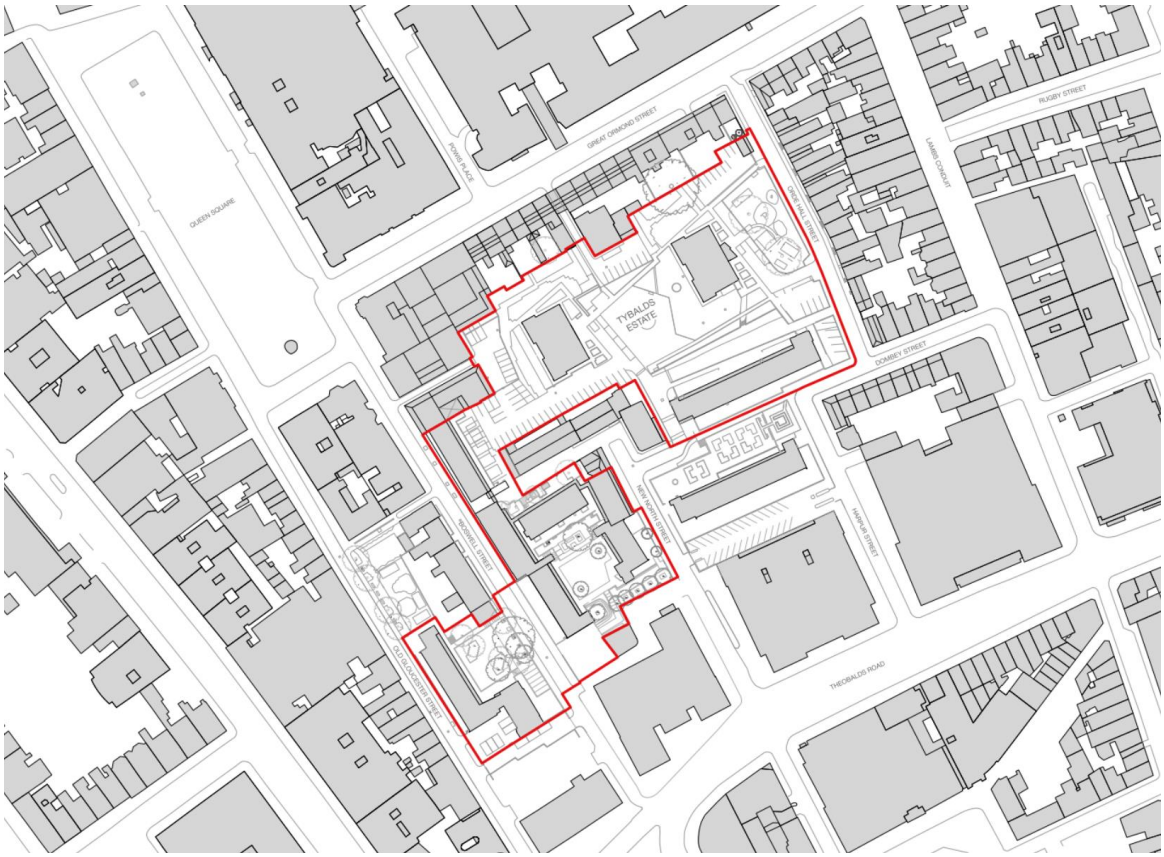
1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by Velocity Transport Planning to support a planning application for a proposed development at Tybalds Estate, situated within London Brough of Camden (LBC).

1.1.2 This DSP should be read in conjunction with the Transport Statement (TS), also submitted as part of the planning application.

1.2 SITE LOCATION

1.2.1 Tybalds Estate is bound to the north by Great Ormond Street and Barbon Close. The eastern boundary of the estate is formed by Orde Hall Street, with Old Gloucester Street forming the Estates western boundary. New North Street and commercial properties that front onto Theobalds Road form the southern boundary to the estate. The site location is shown within **Figure 1-1**.

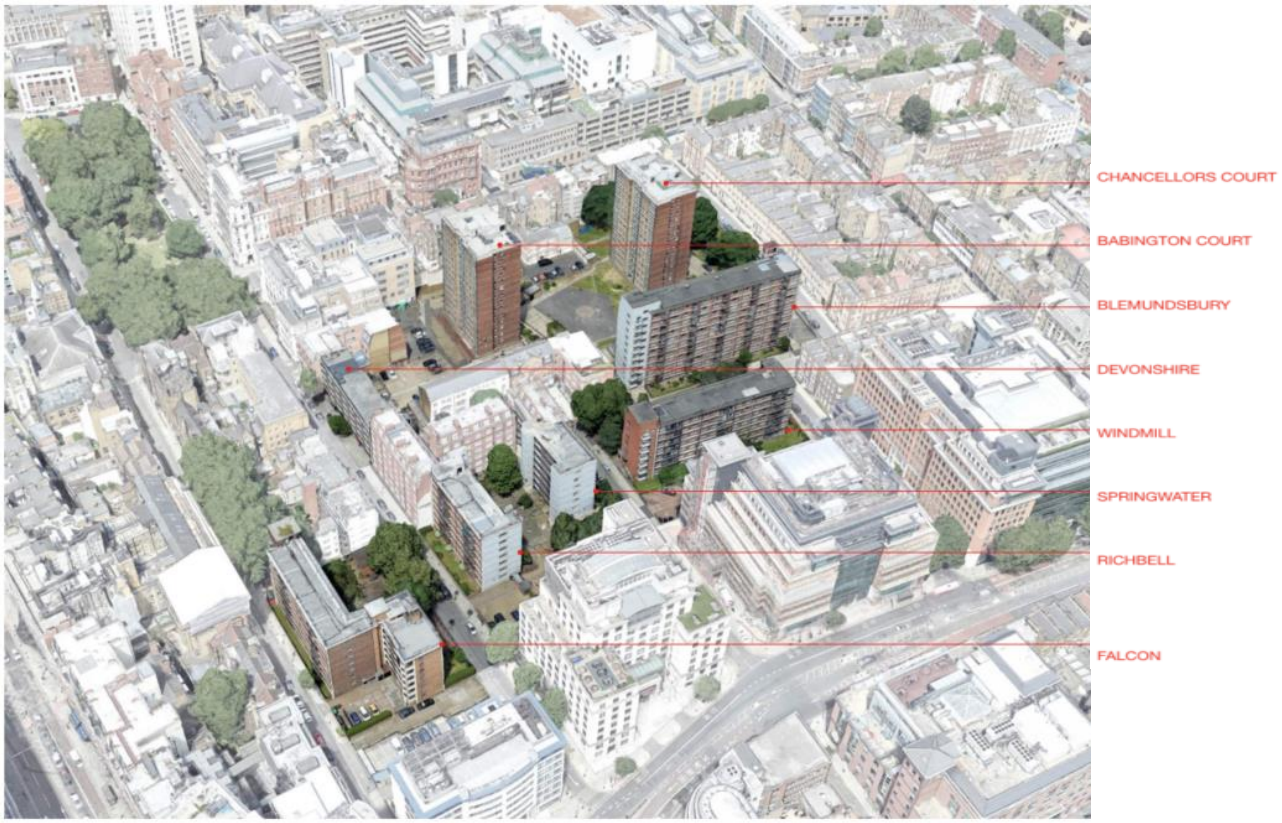
Figure 1-1: Site location and local context



1.3 EXISTING SITE USE

1.3.1 **Figure 1-2** shows an image of the existing Tybalds Estate, which consists of eight modernist blocks; six slab blocks and two towers.

Figure 1-2: Image of Tybalds Estate



1.3.2 The northern part of the estate centres around large, generally undefined, open spaces, whilst the southern part of the estate has a more integrated layout. The existing Tybalds Estate consists of 225 residential units which includes.

- Chancellors Court x 56 Units
- Blemundsbury (Eastern) x 25 units
- Blemundsbury (Western) x 25 units
- Babington Court x 56 units
- Windmill (Western) x 21 units (not subject to development as part of this application)
- Falcon x 42 units

1.4 PLANNING HISTORY

1.4.1 The site has an original planning consent in 2014 for 93 residential units on the Tybalds Estate immediately south of Great Ormond Street, Camden (of which 66 were affordable and 27 private). This was not implemented, and in 2017 a separate proposal for a scaled back version for 36 new build self-contained residential units and Great Ormond Street Hospital (GOSH) hostel accommodation (circa 21 rooms) was then reviewed. The latter scheme was not taken forward.

1.4.2 Permission has since lapsed with none of the proposals being enacted primarily due to budgetary constraints.

1.4.3 One of the key challenges with respect to the redevelopment from a landscaping point of view is the ability to manage existing on-site parking demand (public and private parking) and on-street parking. There are various types of parking throughout the estate and the original consented scheme proposed to:

- Retain 1 business parking space;
- Retain all Camden resident parking permit spaces;
- Lose 47 out of 114 of the estate parking permit spaces;
- Retain all pay and display parking spaces; and
- Retain both GOSH emergency vehicle access parking spaces.

1.5 SCOPE OF PLAN

1.5.1 This Draft DSP has been prepared to outline the principles associated with servicing of the proposed development and establish management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not adversely impact upon the operation of the local highway network or inconvenience of local residents.

1.5.2 The DSP aims to ensure that servicing at the development can be carried out sustainably and efficiently. The aspiration of this is to achieve wider benefits for the local highway network including contributing towards a reduction in congestion and the environmental and improved road safety conditions.

1.6 DOCUMENT STRUCTURE

1.6.1 The remainder of this DSP is structured as follows:

- **Section 2** - reviews relevant transport planning policy.
- **Section 3** - summarise the proposed development;
- **Section 4** - provides the aims and objectives of the DSP.
- **Section 5** - summarises the servicing access strategy.
- **Section 6** - provides details of the servicing demand.

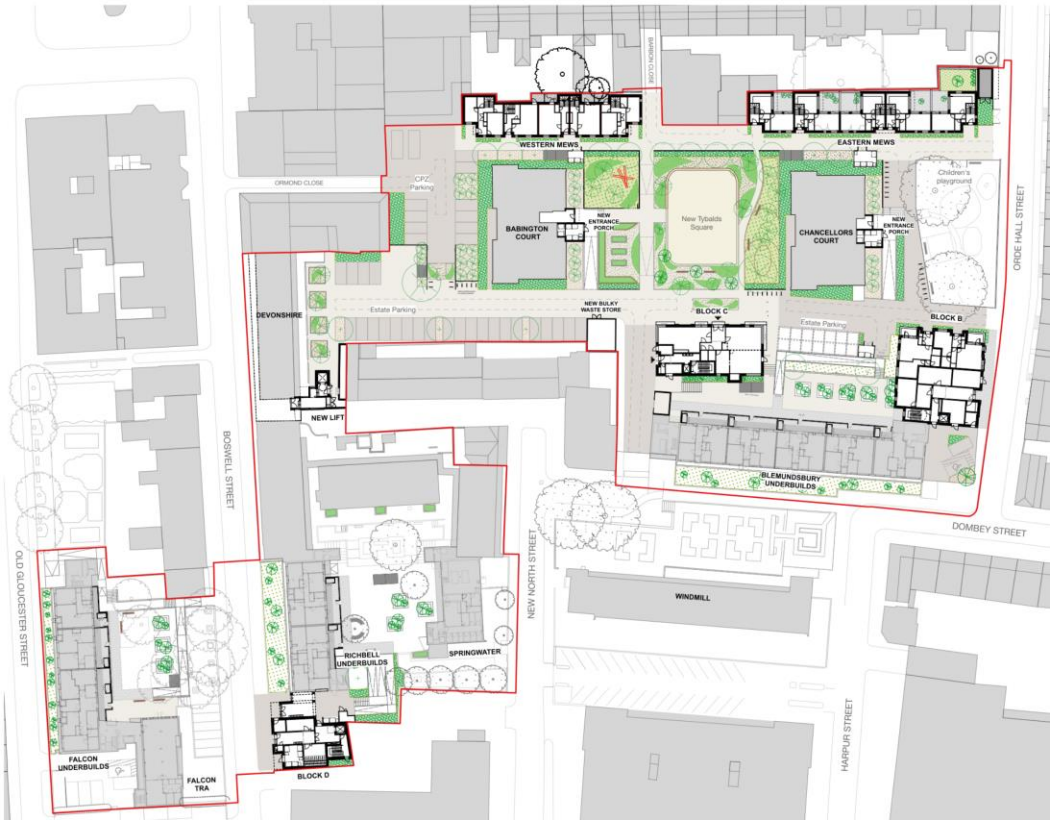
2 PROPOSED DEVELOPMENT

2.1.1 The scheme proposes infill development across the existing Tybalds Estate. It will comprise of:

- The construction of three new blocks (Block B, Block C, & Block D) of five, four and seven stories, respectively, providing 36 residential units;
- The construction of two new mews blocks (Eastern Mews & Western Mews) of two stories with a three-storey bookend, providing 10 residential units; and,
- The conversion of the lower ground floor of three existing blocks (Blemundsbury, Falcon & Richbell) as underbuilds accommodation, providing 10 residential units.
- In total the above development will provide 56 mixed tenure residential units (Class C3).
- Provision of two residents association community halls, one at ground level of the proposed Block C and the other in converted accommodation at Falcon.
- Alterations to existing entrances to Babington Court and Chancellors Court Blocks to improve accessibility.
- The provision of a lift to serve Devonshire Block.
- Refuse facilities and alterations to the parking layout and provision of cycle parking.
- Public realm improvements, landscaping improvements and associated works.

2.1.2 The ground level layout is shown in **Figure 2-1**.

Figure 2-1: Proposed Site Layout



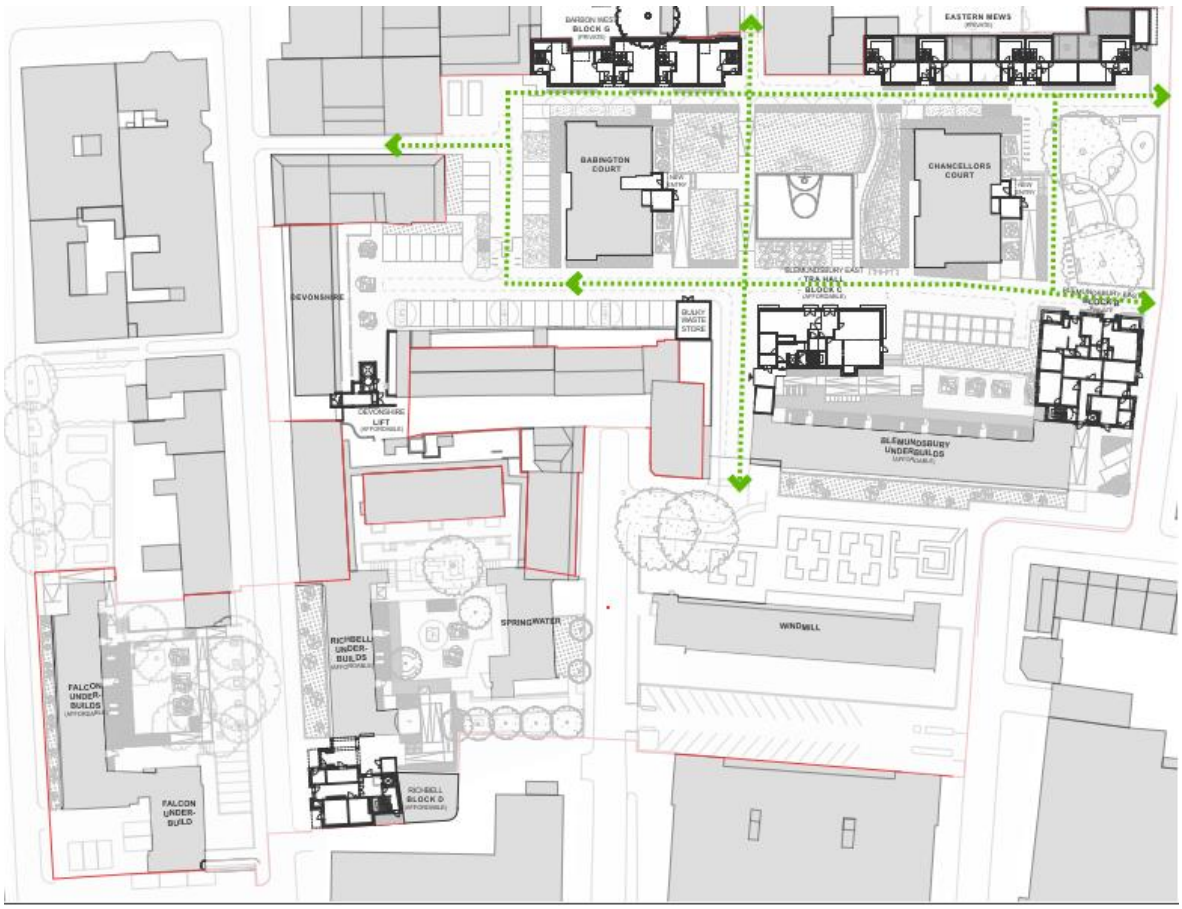
ACCESS

2.1.3 Two public and adopted highways enter the site and provide the primary vehicular access, these include New North Street and Ormond Close. Vehicular access to the estate is also gained from Harpur Street and Orde Hall Street.

2.1.4 Pedestrian access is gained from Orde Hall Street, Boswell Court, New North Street and Ormond Close. Vehicle, pedestrian and cycle access points will be retained as per existing situation.

2.1.5 As part of the development and improvements, it is proposed to create an alternative route between King's Cross and Holborn through the site, with Great Ormond Street Hospital as a visible node. A formal square on the route at the centre of the estate will link back into the surrounding road network. It is also proposed to redefine the east-west route through the site as a pedestrian route but with limited vehicular access as per **Figure 2-2**.

Figure 2-2: Proposed Access



2.2 PARKING PROVSION

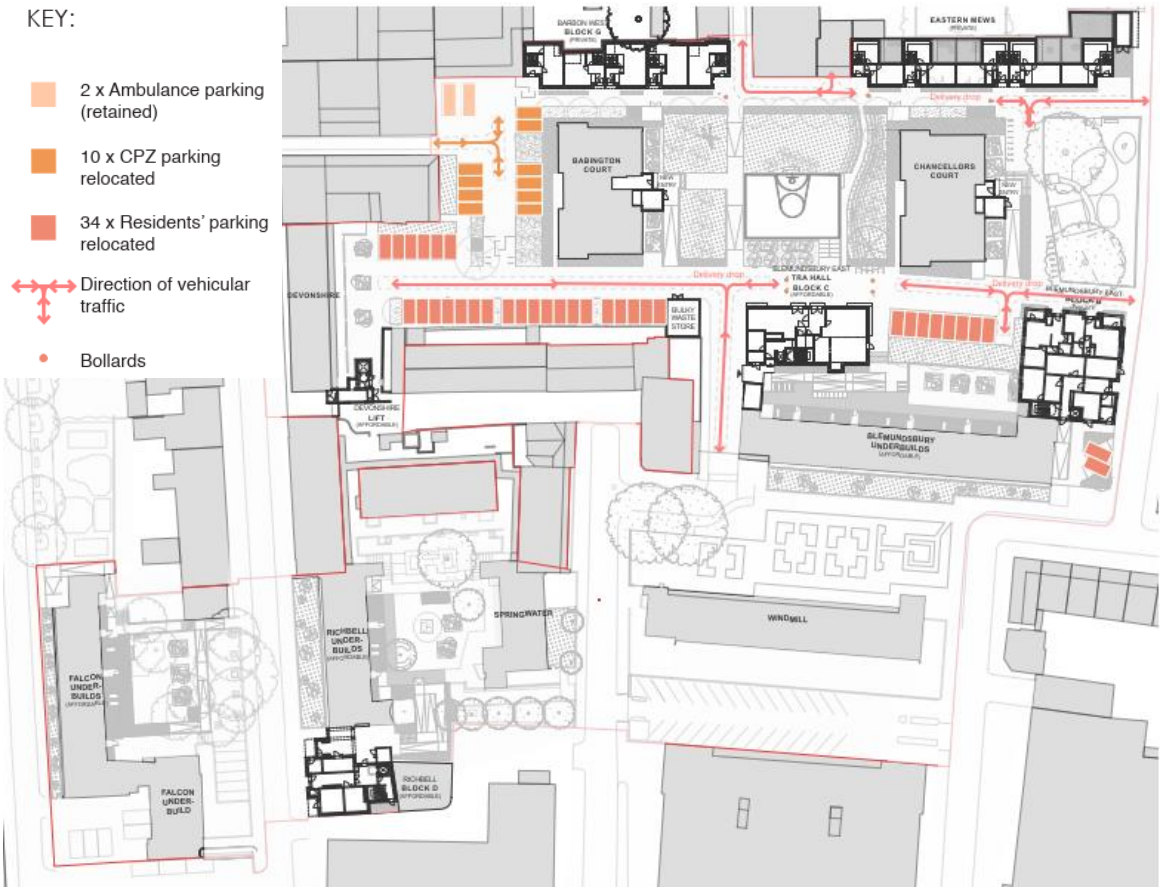
CAR PARKING

2.2.1 In accordance with the London Plan 2021, all areas of PTAL 5-6 should be car free with the exception of Blue Badge Spaces.

2.2.2 **Figure 2-3** shows the reprovision of 44 car parking and 2 emergency parking spaces for ambulances within the site. The reprovision of existing parking spaces comprise the following:

- 2 x Retained ambulance spaces.
- 10 x Camden CPZ parking spaces (rationalising existing Bardon Close & Ormond Close CPZ parking to Ormond Close).
- 34 x residential parking spaces relocated.

Figure 2-3: Proposed car parking layout



BLUE BADGE PARKING

2.2.3 Policy T6.1 G of the London Plan describes disabled parking requirements for residential development, such that, for proposals larger than 10 units will as a minimum:

- ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset; and
- demonstrate how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.

2.2.4 In accordance with the London Plan 2021, all areas of PTAL 5-6 should be car free with the exception of Blue Badge Spaces. In line with London Plan 2021, two (3%) Blue badge spaces will be located within proximity to the site (one within Falcon and conversion of one Camden CPZ Bay on Orde Hall Street to a disabled bay). The remaining four (7%) Blue badge spaces will be capable of being located on street should demand rise in future.

CYCLE PARKING

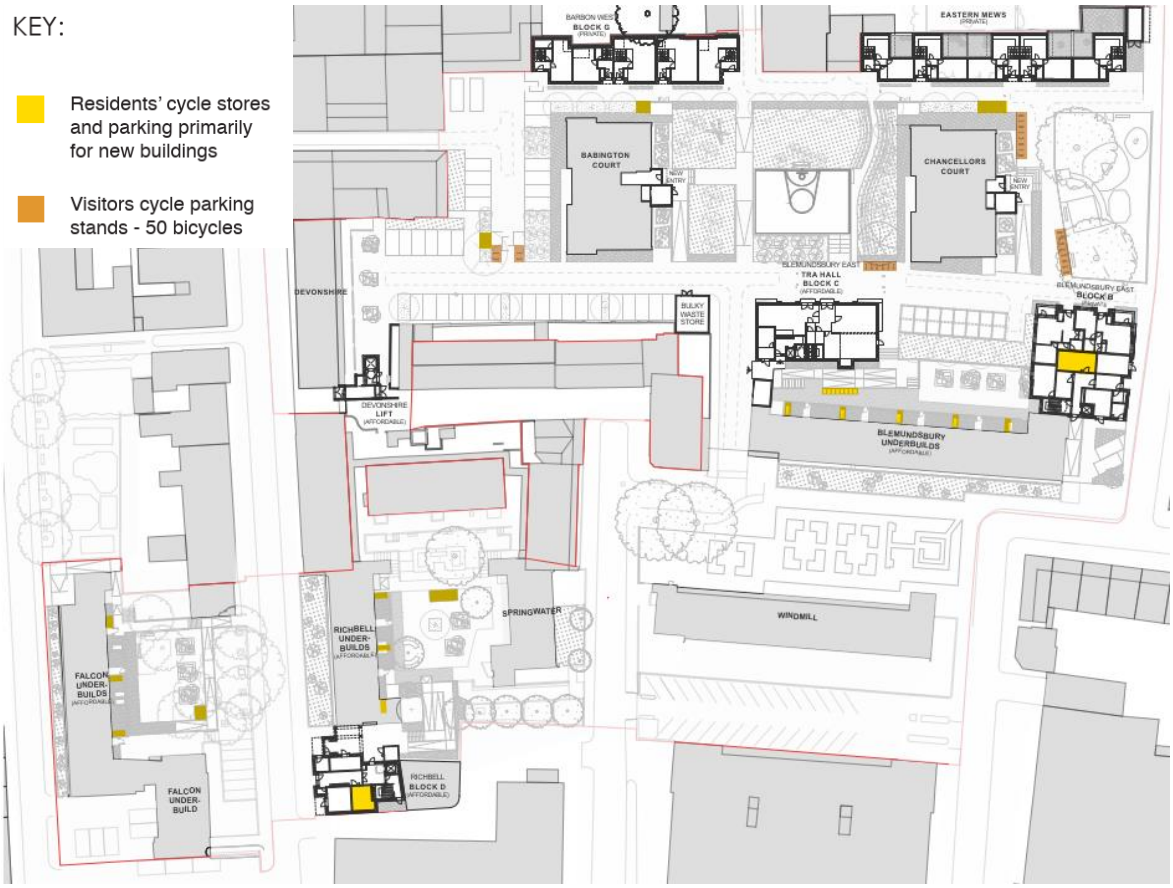
2.2.5 In accordance with London minimum cycle parking standards the long stay and short stay cycle provision requirement is shown in **Table 2-1**. The proposals will include 104 long stay cycle parking spaces and 2 short stay cycle parking spaces.

Table 2-1: London Plan minimum cycle parking requirements

LAND USE	PROPOSED NO. OF UNITS	UNIT TYPE	LONDON PLAN LONG-STAY REQUIREMENTS	PROPOSED LONG-STAY CYCLE PARKING SPACES	PROPOSED SHORT STAY CYCLE PARKING SPACES
	17	1 bed 2 people	1.5 spaces	26	
	27	2 bed	2 spaces	54	**2**
	10	3 bed		20	
	2	4 bed		4	
				104	**2**

2.2.6 **Figure 2-4** shows the proposed cycle parking locations within the site. The provision includes long stay and short stay cycle parking.

Figure 2-4: Proposed Cycle Parking Locations



2.3 DELIVERIES AND SERVICING

2.3.1 As per the existing situation servicing vehicles will enter the Estate by the primary vehicular accesses, via New North Street and Ormond Close. Vehicular access to the estate is also gained from Harpur Street and Orde Hall Street.

3 PLANNING POLICY

3.1.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the development proposals.

3.2 LONDON PLAN (2021)

3.2.1 The London Plan was initially published in July 2011 with Minor Alterations to the London Plan published in March 2016. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone, and actively encourages more walking and cycling.

3.2.2 A new Draft London Plan was published for consultation in December 2017. The draft plan has been updated in response to the consultation process. In December 2019, the Mayor published an 'Intend to publish' version of the London Plan which addresses some of the recommendations made by the Inspector.

3.2.3 In March 2020, the Secretary of State for Housing, Communities and Local Government, wrote to the Mayor of London outlining a series of recommended changes to the Intend to Publish version of the London Plan which was adopted in December 2020 as The Publication London Plan.

3.2.4 Following direction from the SoS on the 29th January 2021, the Mayor has now publish the London Plan. The Publication London Plan was formally adopted on the 2nd March 2021 and is called "The London Plan (March 2021).

3.2.5 Policy T7 Deliveries, servicing and construction sets out, inter alia:

E. "Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F. Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

3.3 TFL DELIVERY AND SERVICING PLANS GUIDANCE

3.3.1 To minimise the impact of freight movements on the transport network, Transport for London (TfL) requires DSPs to be submitted as part of all referable planning applications.

3.3.2 TfL provides online guidance on its freight portal including the guidance document "Delivery and Servicing Plans: Making freight work for you". The guidance notes that:

"A DSP provides a framework for ensuing servicing freight activity is as effective and efficient as possible... DSPs consist of a range of tools, actions and interventions aimed at reducing and re-timing deliveries, redefining building operations and ensuring procurement activities account for vehicle movement and emissions."

MANAGING DELIVERIES

3.3.3 The TfL guidance identifies these strategies to effectively manage delivery and servicing:

- Inform suppliers of the delivery location and where loading and unloading should take place.
- Implement a delivery booking system to manage the timing of arrivals and minimise peak demands and congestion on site. Suppliers should be made aware of the system. Each delivery should have a specific time slot; however, the regular time slots should have some spare capacity to accommodate unexpected deliveries.
- Move deliveries outside of peak, or normal working hours. In some circumstances, it may be possible to work with suppliers to undertake deliveries at quieter times, particularly if staff are available to receive goods on site 24/7.
- Reduce the time spent on site by suppliers by giving defined delivery times to manage loading and unloading durations and locating delivery areas near to loading bays.
- Ensure loading bays are kept free of staff parking or other unintended uses, such as waste storage.

REVIEWING SUPPLY CHAIN OPERATIONS

3.3.4 The TfL guidance identifies these strategies to effectively manage and review supply chain operations:

- Reduce delivery, servicing and collection frequencies by consulting with suppliers and consolidating delivery streams.
- Establish a centralised ordering system to reduce the likelihood of different suppliers being used for the same products, or of numerous orders being made to the same company.
- Use the procurement process to ensure freight vehicles are safe and lawful and operated efficiently.
- Reduce or consolidate the number of suppliers, such as suppliers delivering similar products.
- Minimise the number of courier/specialist delivery times on same day orders so that deliveries can be consolidated onto fewer vehicles.
- Review waste management processes to minimise the number of collections.
- Use a consolidation centre to minimise vehicle journeys, and also improve delivery reliability and efficiency. A consolidation centre receives multiple deliveries from suppliers and goods are grouped together before a single delivery vehicle delivers the consolidated goods to the recipient. This also enables off site security screening and minimises the amount of goods stored on site.

WORKING WITH SUPPLIERS

3.3.5 The TfL guidance identifies these strategies to effectively work with suppliers:

- Promote the use of low or no emission vehicles/modes. Bicycles and motorcycles can be suitable for smaller items. The use of electric and hybrid freight vehicles will reduce carbon emissions.
- Promote the use of legal loading locations.
- Encourage best practice scheme membership amongst suppliers, such as TfL's Freight Operator Recognition Scheme (FORS) which helps suppliers become safer, greener, and more efficient.

3.4 CAMDEN LOCAL PLAN 2017

3.4.1 The Local Plan was adopted by Council on 3 July 2017. It replaced the Core Strategy and Camden Development Policies as the basis for planning decisions and future development in Camden. It ensures that Camden continues to have robust, effective and up to-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities. The Local Plan will cover the period from 2016-2031.

3.4.2 Policy A1 seeks to ensure that standards of amenity are protected. Other policies within the Plan also contribute towards protecting amenity by setting out our approach to specific issues, such as the impact of food, drink and entertainment uses in Policy TC4 Town centre uses, Policy A4 Noise and vibration, and Policy CC4 Air quality.

POLICY A1 MANAGING THE IMPACT OF DEVELOPMENT

The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity.

We will:

a. *seek to ensure that the amenity of communities, occupiers and neighbours is protected;*
b. *seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities;*
c. *resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network; and*
d. *require mitigation measures where necessary.*

The factors we will consider include:

e. *visual privacy, outlook;*
f. *sunlight, daylight and overshadowing;*
g. *artificial lighting levels;*
h. *transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans;*
i. *impacts of the construction phase, including the use of Construction Management Plans;*
j. *noise and vibration levels;*
k. *odour, fumes and dust;*
l. *microclimate;*
m. *contaminated land; and*

n. impact upon water and wastewater infrastructure.

TRANSPORT IMPACTS

3.4.3 The Council will consider information received within Transport Assessments, Travel Plans and Delivery and Servicing Management Plans to assess the transport impacts of development. In instances where existing or committed capacity cannot meet the additional need generated by the development, we will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts.

3.4.4 Proposals should make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, Transport for London's Street Type Framework and to public transport networks. Any development or works affecting the highway will also be expected to avoid disruption to the highway network, particularly emergency vehicle routes and avoid creating a shortfall to existing on-street parking conditions or amendments to Controlled Parking Zones.

3.4.5 To avoid congestion and protect residential amenity, developments will be expected to provide on-site servicing facilities wherever possible. Major developments dependent upon large goods vehicle deliveries will also be resisted in predominantly residential areas.

3.4.6 Further details regarding the movement of goods and materials is available within Policy T4 Sustainable movement of goods and materials.

POLICY T4 SUSTAINABLE MOVEMENT OF GOODS AND MATERIALS

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

We will:

a. encourage the movement of goods and materials by canal, rail and bicycle where possible;

b. protect existing facilities for waterborne and rail freight traffic and;

c. promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. e. accommodate goods vehicles on site; and

f. *f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate*

4 AIMS AND OBJECTIVES

4.1.1 The DSP is intended to outline the principles associated with servicing of the proposed development and establish management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not have adverse impacts.

4.1.2 The aims of this DSP are as follows:

- Demonstrate that goods and services can be delivered, and waste removed, in a safe and efficient manner without compromising the safety of residents, visitors and employees without causing an adverse impact on the local highway network.
- Avoid deliveries and servicing during peak hours where possible and reduce coinciding deliveries.
- Reduce the impact of servicing activity on the amenity of local residents and the environment.
- Ensure that the deliveries take place in the designated area and that loading, and unloading is occurring in a safe and efficient manner within the site.

4.1.3 The intended benefits of the DSP are as follows:

- **For site users and the local community** - reduced risk of accidents particularly those involving residents, visitors and employees and reduced congestion on the roads surrounding the application site.
- **For the local community and wider environment** - reduced CO2 and noise emissions.
- **For the operator and supply chain serving residents** - improved site safety, reduced operating costs and improved reliability of deliveries.

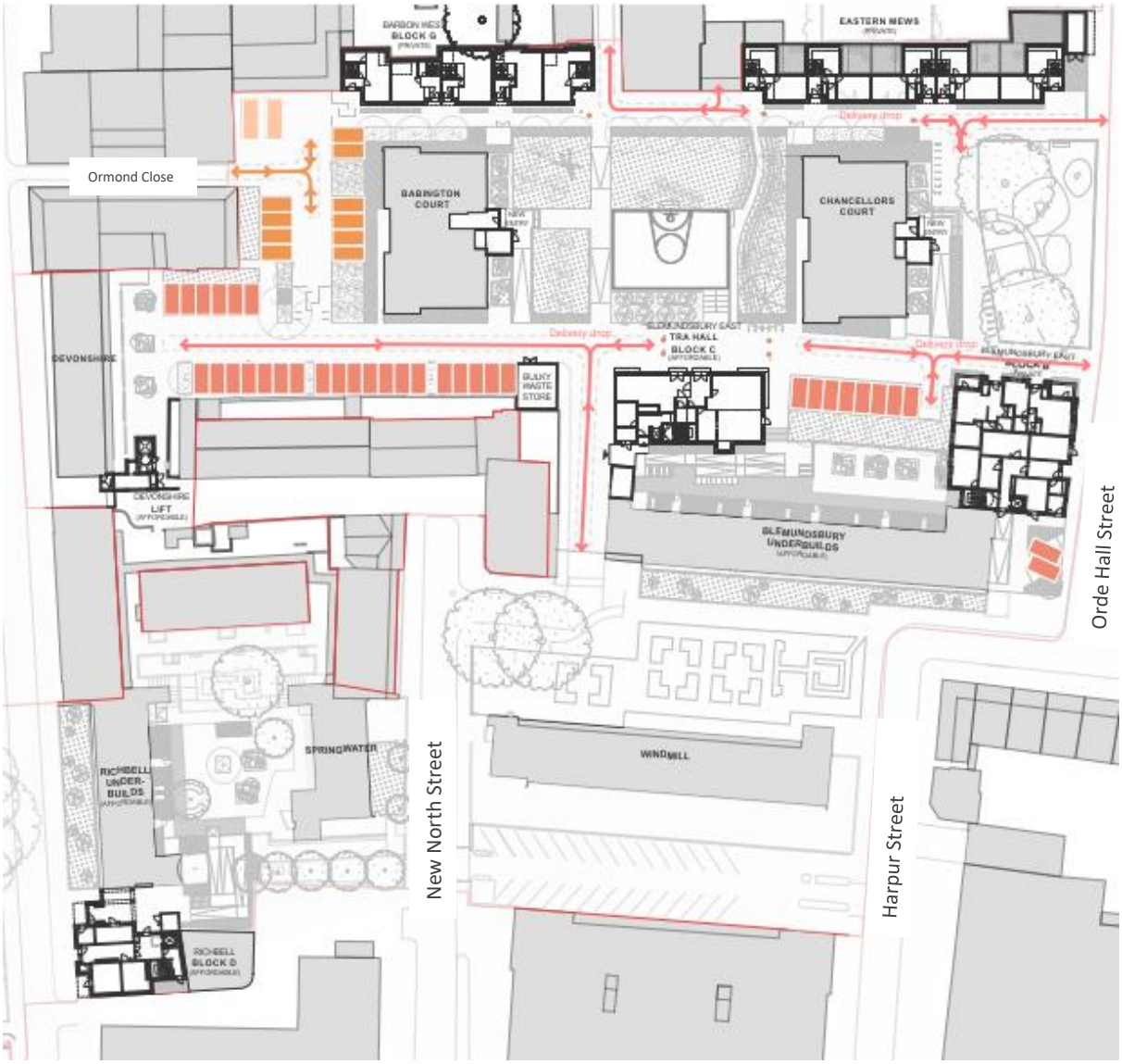
5 SERVICING ACCESS STRATEGY

RESIDENTIAL DELIVERIES

5.1.1 As per the existing situation servicing vehicles will enter the Estate by the primary vehicular accesses, via New North Street, Ormond Close and Orde Hall Street. Vehicular access to the estate is also gained from Harpur Street and Orde Hall Street.

5.1.2 The proposals provide several opportunities for residential delivery to take place on-site as per the existing situation as well as on-street from the perimeter of the site.

Figure 5-1: Proposed Servicing Access



5.1.3 The retained vehicular accesses shown in the above figure is proposed to be used for delivery and servicing and is described below:

- The existing accesses from New North Street and Ormond Close provides a turning area at the end of the cul de sac for refuse and delivery vehicles to turn and exit in forward gear.
- The two accesses from Orde Hall Street will provide a turning area at the end of the cul de sac for delivery vehicle to turn and exit in forward gear, with refuse collection being conducted, as per the existing situation, as a reverse movement back from Orde Hall Street.
- The strategy has been designed to minimise pedestrian conflict in areas where servicing vehicles need to manoeuvre.
- Permanent suspension of a parking space on Boswell Street to allow for improved manoeuvrability to/from Ormond Close.
- Servicing trips will also operate as per existing within the estate and deliver to the existing and new residential units in the same manner.
- Refuse collection will operate as per existing within the Estate and refuse vehicles will collect from the new residential units in the same manner.
- Permanent suspension of the equivalent of four parking bays on Orde Hall Street to allow for improved refuse vehicle manoeuvrability to/from Estate or continue collection on-street as per existing without manoeuvring onsite.

5.1.4 The proposed internal layouts provide space for service vehicles (7.5T Box Van) to enter and exit in forward gear as shown in **Figure 5-2,** also shown in **Appendix B**.

Figure 5-2: Swept path of 7.5t box van

5.1.5 **Figure 5-2** shows the swept path of a 7.5t box van, which demonstrates the manoeuvrability of a service vehicle within the site and can manoeuvre safely and without conflict and can enter and exit the site in forward gear.

REFUSE COLLECTION

5.1.6 A separate Waste Management Strategy has been produced to support the planning application which details the how residential waste will be collected. The strategy includes the following:

- Refuse continues to be collected 3 times per week across the estate, including the new builds;
- This guidance is not in accordance with the waste calculations provided by LBC for new builds.
- Recycling is collected weekly;
- Food waste is collected weekly; and
- Enclosing all the waste areas will reduce the storage capacity required.

5.1.7 As such it is intended that refuse collection will continue to take place in line with the existing strategy.

5.1.8 It is noted from swept path analysis of the refuse vehicle accessing the bin stores via Orde Hall Street that to reverse back into the existing crossovers, there would be conflict with some existing parking bays along Orde Hall Street. Refuse vehicle tracking of the movements in question is shown on the following page and in larger plan form at **Appendix B**.

5.1.9 While we understand refuse vehicles undertake such manoeuvres already without conflict, it has not been possible to replicate this situation using AutoCAD and the vehicle types supplied by the LBC environment team. As such we have indicated on the servicing plans that there may be a requirement to permanently suspend several parking bays (as shown) to allow refuse vehicles to manoeuvre into the respective crossovers without conflict with parked vehicles.

5.1.10 This matter will be discussed further with LBC during determination to establish whether this is necessary, or perhaps whether the refuse collection team actually collect kerbside on Orde Hall Street, temporarily blocking through traffic to minimise delay to the refuse collection team.

Figure 5-3: Swept Path of Refuse Vehicle

EMERGENCY ACCESS

5.1.11 Finally, vehicle tracking has been undertaken to confirm that a fire tender can access the site, as shown in **Figure 5-4.** This has been based on an 8m fire appliance.

Figure 5-4: Swept Path of Fire Tender

6 SERVICING DEMAND

6.1 INTRODUCTION

6.1.1 This section outlines the estimated quantity of service and delivery vehicle movements associated with the proposed development.

6.2 SERVICING ARRANGEMENTS

6.2.1 Some additional delivery demand will take place albeit it is anticipated that much of the demand will be consolidated within vehicles already servicing the wider area and immediate vicinity (i.e. not new vehicles). Therefore, servicing trips to residential element will have minimal impact.

6.2.2 Refuse collection will be undertaken as per existing situation and continue to be collected 3 times per week across the estate, including the new builds.

6.3 DELIVERY AND SERVICING TRIPS

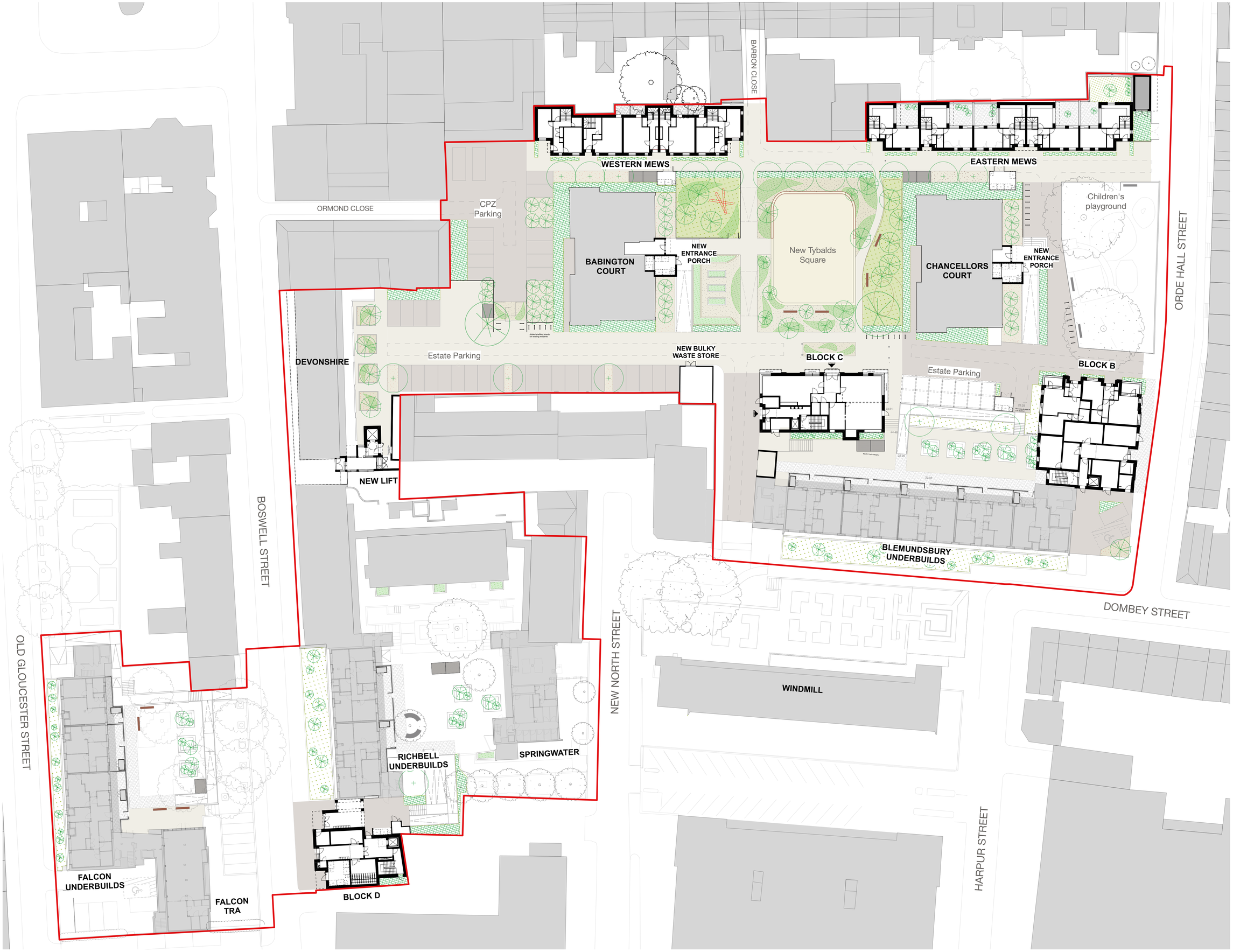
6.3.1 With reference to the Transport Statement, servicing demand for the residential units has been derived from TRICS database using a comparable site.

6.3.2 The servicing and delivery demand for the proposed development was calculated pro rata, based on the number of proposed units.

6.3.3 It is expected that the new residential units would generate 1 service trip in the AM peak hour and a total of 4 additional service trips per day. It is considered that this will have a negligible impact on the highway network.

APPENDIX A

PROPOSED SITE LAYOUT



Notes:

1. Do not scale from this drawing.
2. All dimensions to be verified prior to the commencement of any work or the production of any shop drawings.
3. Matthew Lloyd Architects (MLA) shall be notified in writing of any discrepancies.
4. Survey and boundaries indicative only.
5. Proposals are subject to utilities surveys and specialist consultants' input & coordination.
6. Any areas indicated are approximate and indicative only.
7. Where an item is covered by drawings in different scales the larger scale drawing is to be worked to.
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PROPOSED MASTERPLAN:

BLOCK B: 18 Private Tenure units

BLOCK C: TRA Hall and 6 Social Tenure units

BLOCK D: 12 Mixed Tenure units

EASTERN MEWS: 5 Private Tenure units

WESTERN MEWS: 5 Private Tenure units

UNDERBUILDS BLEMUNDSBURY: 5 Social Tenure units

UNDERBUILDS FALCON: TRA Hall and 3 Social Tenure units

UNDERBUILDS RICHBELL: 2 Social Tenure units

UNDERBUILDS SPRINGWATER: New caretaker's office

DEVONSHIRE COURT: New Lift

NEW BULKY WASTE STORE

BABINGTON COURT: New entrance porch

CHANCELLORS COURT: New entrance porch

BLEMUNDSBURY, RICHBELL, FALCON: New PVs on roofs

PUBLIC REALM UPDATES

Revisions:

PLANNING

Camden

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Original Sheet Size A1

0 5m 10m 15m

Date:	Scale:	Checked by:	Drawn by:
Jun-21	1:300 @ A1	ASp	GP

Project:
TYBALDS ESTATE
CAMDEN

Drawing title:
PROPOSED MASTERPLAN-colour

Reference:	Dwg. No:	Rev.
TE	X-116	-

APPENDIX B

SERVICE VEHICLE SWEPT PATH ANALYSIS

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Phoenix 2-23W (Elite 2 6x2 RS 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	7.500m

Rev	Date	Comment	App
F	14.06.21	Revised Layout & Tracking	DH
E	05.05.21	Revised Layout & Tracking	DH
D	31.03.21	Revised Layout & Tracking	DH
C	12.03.21	Revised Layout & Tracking	DH
B	28.09.20	Revised Layout & Tracking	DH
A	17.02.20	First Issue	DH

Revision Details

Drawing No.
3170-1110-T-016

Drawn	Approved	Date
EP	DH	Feb 20

Scale	Rev
1:500 @ A3	F

Client
L B Camden

Project
Tybalds Estate, Camden

Drawing Title
Servicing - Refuse Vehicle Swept Path Analysis

VELOCITY
Transport Planning
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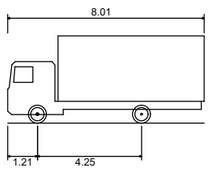
BARBON CLOSE
WESTERN MEWS
EASTERN MEWS
ORMOND CLOSE
BABINGTON COURT
NEW ENTRANCE PORCH
New Tybalds Square
CHANCELLORS COURT
NEW ENTRANCE PORCH
Children's playground
ORDE HALL STREET
Parking to be permanently suspended
Parking to be permanently suspended
Parking to be permanently suspended
DEVONSHIRE
Estate Parking
Estate Parking
BLOCK B
NEW LIFT
BLEMUNDSBURY UNDERBUILDS
DO

7.5t Box Van



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

Rev	Date	Comment	App
F	14.06.21	Revised Layout & Tracking	DH
E	05.05.21	Revised Layout & Tracking	DH
D	31.03.21	Revised Layout & Tracking	DH
C	12.03.21	Revised Layout & Tracking	DH
B	28.09.20	Revised Layout & Tracking	DH
A	17.02.20	First Issue	DH

Revision Details

Drawing No.
3170-1110-T-017

Drawn	Approved	Date
EP	DH	Feb 20

Scale	Rev
1:500 @ A3	F

Client
L B Camden

Project
Tybalds Estate, Camden

Drawing Title
Servicing - 7.5t Box Van
Swept Path Analysis

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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

Rev	Date	Comment	App
B	14.06.21	Revised Layout & Tracking	DH
A	26.05.21	First Issue	DH

Revision Details

Drawing No.
3170-1110-T-035

Drawn	Approved	Date
EP	DH	May 21

Scale	Rev
1:500 @ A3	B

Client
L B Camden

Project
Tybalds Estate, Camden

Drawing Title
Swept Path Analysis - Fire Appliance

VELOCITY
Transport Planning