momentum
transport consultancy

UCL EAR INSTITUTE – GOODS YARD

Transport Statement

15/12/2022

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DOCUMENT CONTROL ISSUE SHEET

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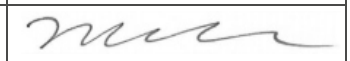
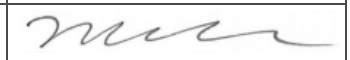
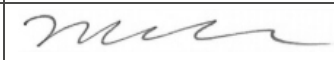
2.0	14/01/2022	BH	JM	John Mulhaire	
3.0	25/11/2022	BH	JM	John Mulhaire	
4.0	15/12/2022	BH	JM	John Mulhaire	

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1. INTRODUCTION

1.1.1 This Transport Statement has been prepared by Momentum Transport Consultancy ("Momentum") in connection with the planning application for the construction, and associated demolition of a proposed new service yard for the University College London (UCL) Ear Institute (EI), situated at 332 Gray's Inn Road. The location of the UCL EI is shown in Figure 1.

1.1.2 The proposed service yard is required to accommodate existing deliveries made to the EI's Biological Services Unit (BSU). The service yard would accommodate all servicing requirements for vehicles up to 7.2 m in length. It should be noted that a proportion of deliveries are sensitive in nature and must be unseen from the street. These deliveries are currently made to a covered service yard situated in the neighbouring site to the south of 332 Gray's Inn Road, 330 Gray's Inn Road.

1.1.3 With respect to the site at 330 Gray's Inn Road, proposals for mixed-use development by Groveworld (2020/5593/P) have a resolution to grant planning permission subject to the completion of a section 106 agreement and include an up to 15-storey hotel, public courtyard, offices, and residential buildings. The existing EI service yard would be removed as part of the construction of this development. In this regard, a service yard providing formalised servicing facilities for the UCL EI following the removal of the existing service yard is required and forms the basis for the proposed planning application.

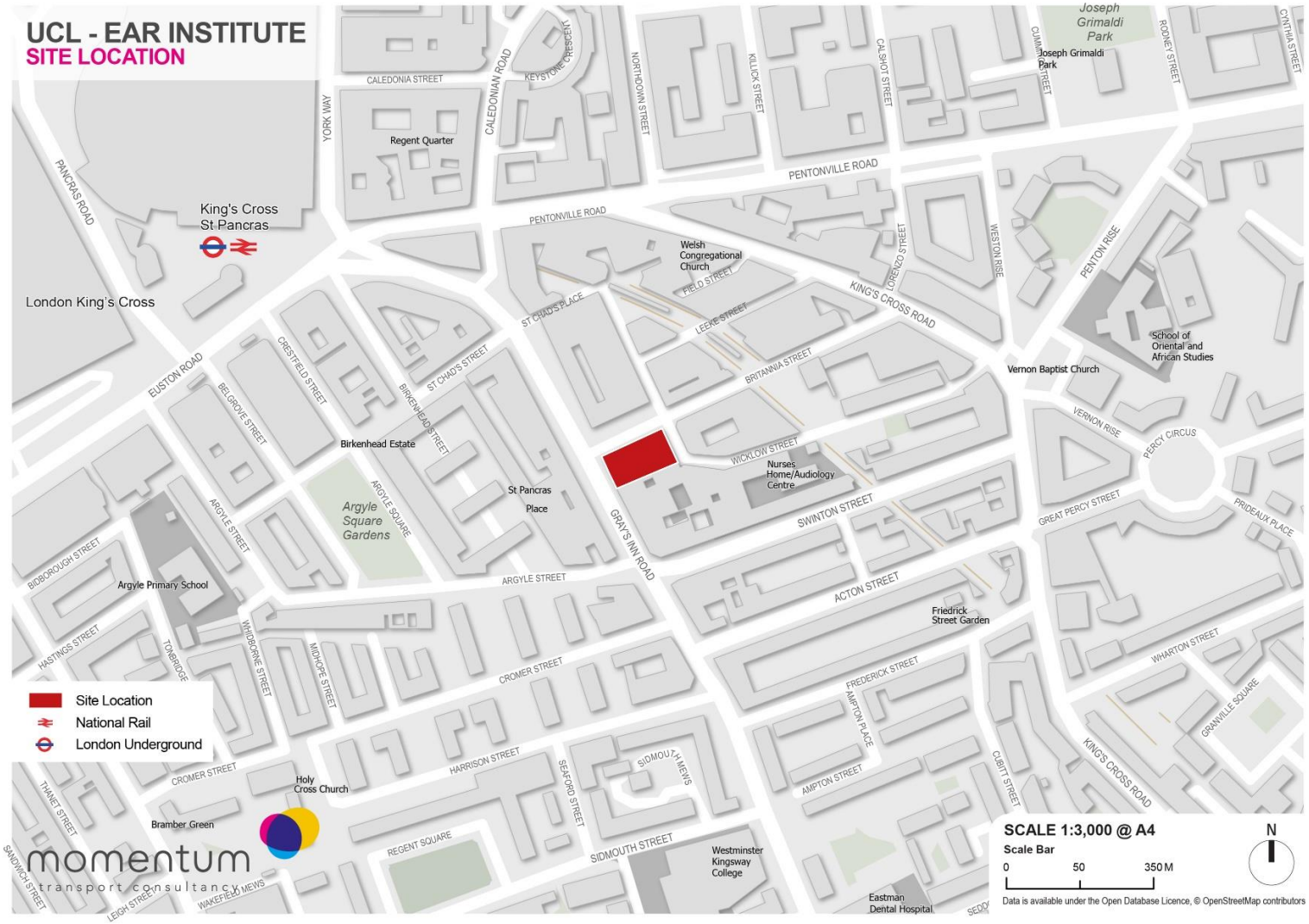


Figure 1: Site Location

2. POLICY, GUIDANCE AND STANDARDS

2.1.1 This Transport Statement has been developed in line with best practice guidance and policies set out as listed below.

2.2 National Planning Policy

NATIONAL PLANNING POLICY FRAMEWORK (2019)

2.2.1 The National Planning Policy Framework (NPPF) has been produced by the Department for Communities and Local Government and was published in February 2019.

2.2.2 The framework sets out the Government's planning policies and how these are expected to be applied. The NPPF replaces almost all existing national guidance in the form of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), although the accompanying guides largely remain in force.

2.2.3 The NPPF requires all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a transport statement or transport assessment so the likely impacts of the proposal can be assessed.

BREEAM UK NEW CONSTRUCTION: NON-DOMESTIC BUILDINGS – TECHNICAL MANUAL (2018)

2.2.4 This BREEAM document is an update on the preceding 2014 version and describes an environmental performance standard against which buildings in the UK can be assessed, rated and certified. A key metric BREEAM assesses is operational waste, for non-residential use only.

2.2.5 The aim of minimum standards regarding waste is to recognise and encourage the provision of dedicated storage facilities for a building's operational-related recyclable waste streams so that this waste is diverted away from landfill or incineration.

2.2.6 The key parameters to achieve compliance include the segregation of stored waste and an adequate and accessible waste storage area for each waste type.

2.3 Regional Planning Policy

THE LONDON PLAN (2021)

2.3.1 The London Plan, published in 2021, sets out the integration between housing, social, economic, cultural, environmental, and transport policies for London over the next 25 years.

2.3.2 According to Policy T7, "Delivery and Servicing Plans should demonstrate how the requirements of the Site are met, including addressing missed deliveries." (10.7.5)

2.3.3 Policy T7 also states that, "Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing" (H).

2.3.4 Further, "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." (G)

THE MAYOR'S TRANSPORT STRATRGY (2018)

2.3.5 The Mayor's Transport Strategy was adopted in March 2018 and outlines a vision to reduce Londoners' reliance upon use of private cars by encouraging a modal shift to walking, cycling and public transport uses. A central aim of the Mayor's Transport Strategy is for 80% of Londoners to make trips by these modes by 2041. In addition, the Transport Strategy includes targets to significantly reduce total traffic by 10-15% by 2041, and freight traffic in Central London by 10% by 2026.

2.3.6 Plans for delivery and servicing look to promote planning permissions to secure delivery and servicing plans in support of off-peak (including night-time) deliveries. Additionally, support is shown for waste consolidation implementation through use of a formal commercial waste zone framework. Introduction of regional consolidation and distribution centres were proposed, potentially in conjunction with micro-distribution centres within inner and outer London.

THE FREIGHT AND SERVICING ACTION PLAN (2019)

2.3.1 The Freight and Servicing Action Plan set out the steps that need to be taken to address the increase in demand for freight and servicing. The plan contains proposals to deliver improvements to the operational efficiency, environmental impacts and safety of freight and logistics within Greater London, alongside other proposals designed to improve understanding of freight issues and contribute to the longer-term process of addressing London's transport needs. Key projects supporting the delivery of the plan are:

- Efficient Deliveries Toolkit
- Freight Operator Recognition Scheme (FORS)
- HGV Safety Direct Vision Standards
- Construction Logistics and Community Safety Standard (CLOCS)
- Delivery and Servicing Plans
- Construction and Logistics Plan
- The Ultra-Low Emission Zone (ULEZ)

2.3.2 The efficient deliveries toolkit includes guidance for businesses on how to time deliveries outside the peak hours, reduce personal deliveries to the workplace and implement waste consolidation. The plan outlines different types of consolidation centres, including:

- Micro-consolidation facilities – facilitating efficient last-mile deliveries via zero-emissions vehicles such as eV vans and e-Cargo bikes, particularly within Central London
- Construction consolidation centres – enabling the efficient and timely deliveries of bulky construction materials outside of the peak hours
- Waste consolidation centres – making the use of river and rail servicing to transport bulky wastes by other means than road transport

2.3.3 FORS employs a tiered set of membership levels to address fleet and freight vehicle operational efficiency, improving all areas of sustainable distribution to reduce CO2 emissions, congestion, collisions and operator costs.

2.3.4 FORS recognises legal compliance as the base ‘bronze’ level and promotes the uptake of best practice covering: fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher ‘silver’ and ‘gold’ levels.

2.3.5 FORS also recognises operator achievements with rewards that encourage operators to raise standards to reduce CO2 emissions and to improve vehicle facilities designed to improve HGV safety, primarily through reducing risks to cyclists.

2.3.6 The CLOCS standard aims to ensure that clients ensure that construction Sites are suitable for vehicles fitted with enhanced safety features, including Direct Vision-enabled vehicles.

2.3.7 The Freight and Servicing Action Plan sets out how Delivery and Servicing Plans (DSPs) can improve freight and logistics efficiency and aims to update DSP guidance by Spring 2020.

2.3.8 The ULEZ aims to improve air quality within Central London through introducing stricter emissions limits to vehicles entering the congestion charging zone 24 hours a day, 7 days a week. The October 2021 expansion to cover the area within the north and south circular roads requires freight operators to select cleaner vehicles, with an anticipated shift from the usage of diesel vehicles to cleaner alternatives.

VISION ZERO ACTION PLAN (2018)

2.3.9 The Vision Zero Action Plan published in July 2018 sets out Policy 3 of the Mayor’s Transport Strategy. This document details the proposed strategies to adopt Vision Zero for road danger in London, being zero people killed in or by a London Bus by 2030 and all deaths and serious injuries from road collisions to be eliminated on London’s roads by 2041.

2.3.10 Chapter five describes how reducing the dominance of motor vehicles includes both reducing their numbers and also the dangers that they pose to vulnerable road users. A focus is placed upon larger vehicles such as Buses and HGVs, of which Direct Vision standards are to be implemented to improve the safety of HGVs.

2.3.11 It further demonstrates the importance in reducing road mileage of large vehicles in particular via consolidating construction delivery and servicing vehicles which would further help to reduce the potential for conflicts between these types of vehicles and vulnerable road users.

2.4 Local Planning Policy

CAMDEN LOCAL PLAN (2017)

2.4.1 The Camden Local Plan is the overarching plan setting the policies to guide the future sustainable development of the borough. Policy A1: Managing the impact of development refers to how the council will manage the impact of traffic movements associated with new developments.

2.4.2 Policy A4 of the Local Plan sets out the council’s policy in relation to noise and vibration and that it is appropriately considered at the design stage. Regarding deliveries, policy A4 states:

We will also seek to minimise the impact on local amenity from deliveries and from the demolition and construction phases of development.

2.4.3 Camden’s Local Plan (para. 6.104) acknowledges that deliveries should be managed and take place between the hours of 08:00 and 20:00 to manage potential disruption and noise disturbance to nearby residential properties. LB Camden also requires the provision of loading bays within a development site to reduce the impact of delivery vehicles.

2.4.4 Freight consolidation is an approach promoted by the council whereby goods are grouped together so that fewer delivery journeys are required by road and therefore the number of vehicle trips is reduced.

2.4.5 Council policy acknowledges that the movement of goods and materials by road can have a significant impact on the environment and the health and wellbeing of residents. Therefore, LB Camden promotes more sustainable means of freight transport, including the use of cycle freight as an extension to cycle courier services and encourages developers to make provision for cycle freight as part of DSPs.

2.4.6 Policy T4: Sustainable movement of goods and materials states:

The Council will promote the sustainable movement of goods and materials and seeks 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.

2.4.7 Policy T4 of the Local Plan also requires goods vehicles to be accommodated on site and the preparation of Delivery and Servicing Management Plans where appropriate.

CAMDEN PLANNING GUIDANCE (CPG): TRANSPORT (2021)

2.4.8 LB Camden's CPG on Transport (January 2021) provides guidance on all transport issues within the borough and is consistent with and supports the policies in the Camden Local Plan. Chapter 4 of the guidance sets out the planning authority's guidance in relation to DSPs.

2.4.9 The guidance sets out the requirements of the planning authority for DSPs for all development proposals which, from a delivery and servicing perspective, are likely to have an impact on the amenity of occupiers, neighbours and road users in terms of noise and vibration, air quality, congestion and road safety.

2.4.10 The guidance sets out the overarching aim of DSPs to minimise motorised freight movements, mitigating against the negative impacts of freight movement in general, in particular those of motorised freight traffic (Section 4.10, p.27).

2.4.11 In addition, the guidance sets out LB Camden's requirements for DSPs to be structured around the following themes/issues:

- Location of loading
- Delivery timing
- Routing
- Vehicular type and vehicular control measures
- Freight consolidation
- Other control measures
- Specific consideration according to land use, where applicable
- Monitoring.

CAMDEN PLANNING GUIDANCE (CPG): DESIGN (2021)

2.4.12 In relation to recycling and waste, Chapter 8 of the guidance states that developers should ensure that all waste system and storage areas in new developments are:

- *Designed to provide adequate space for the temporary storage of all types of waste, including internal storage areas with sufficient space for the separation of temporary storage of all recycling, food waste and residual waste;*
- *Sensitively designed and located in relation to the local environment especially in conservation areas and listed buildings;*
- *Safely located and accessible for all users, including waste contractors, and designed to minimise nuisance to occupiers and neighbours and their amenity;*
- *Sufficiently flexible to accommodate future increases in recycling targets;*
- *Designed to include, where appropriate, innovative waste management solutions that increase efficiency and help meet and exceed recycling and other waste reduction targets.*

2.4.13 The national, regional, and local policies listed above have been considered in the production of this Transport Statement, and in particular for the design of waste storage and cycle parking facilities.

2.5 Policy Guidance Summary

2.5.1 The above sections provide a summary of the National, Regional & Local planning policies with specific reference to delivery and servicing principles, in consideration of the subject planning application.

2.5.2 Where possible, the application would look to endorse achievable measures to accord with best practice and guidance, taking into account the size and nature of the proposed service yard and the existing demands that it currently manages. These measures are set out in Section 5 of the report.

3. EXISTING CONDITIONS

3.1.1 The site is located at Gray's Inn Road, 334-336 Gray's Inn Road, and 75 Wicklow Street. It is bound to the west by Gray's Inn Road, to the north by Britannia Street, to the east by Wicklow Street, and to the south by 330 Gray's Inn Road.

3.1.2 The existing service yard, and section of the EI containing the storage area and remains of a disused canteen at the rear of the building, can be seen in Figure 2.

Figure 2: Ear Institute and Service Yard as Seen from Wicklow Street

EXISTING DELIVERIES AND SERVICING

3.1.3 Deliveries to the EI's Biological Services Unit are currently carried out via a covered service yard, which previously belonged to the Royal National Throat, Nose and Ear Hospital (RNTNEH), and sits within the boundary of 330 Gray's Inn Road. 330 Gray's Inn Road was purchased by Groveworld in December 2018, with a view to developing the site into a 15-storey hotel, and the RNTNEH was moved to UCL's Huntley Street site located at 47-49 Huntley Street.

3.1.4 Existing waste collection and gas cylinder deliveries are carried out by larger vehicles that park on Wicklow Street, which is one-way. Gas cylinders and liquid nitrogen are currently held in a storage area on the lower ground floor, to the rear of the EI.

3.1.5 The applicant has advised that the delivery and servicing profiles for the existing development can fluctuate across a working week. Momentum has been advised that on average, up to five delivery and servicing vehicles visit the Ear Institute per working day. These trips are for the purposes of waste collection, gas container collection, general deliveries to the office space, and deliveries to the BSU.

CYCLE PARKING

3.1.6 Cycle parking for staff of the EI is currently carried out informally with storage for approximately eight (8) bicycles.

4. DEVELOPMENT PROPOSALS

OVERVIEW

4.1.1 It is proposed that the existing storage area and disused canteen at the rear of the EI be demolished and a new single-storey service yard be constructed. The service yard would be built for the purpose of general deliveries, receiving BSU deliveries, storing waste, gas cylinders and liquid nitrogen, and providing new improved cycle parking for EI staff.

SERVICE YARD LAYOUT

4.1.2 The proposed service yard layout is illustrated in Figure 3, at a reduced scale. The area has undergone extensive design review by Momentum and project architects Sheppard Robson to ensure an efficient use of space for multiple servicing requirements. It provides approximately:

- 7.8 sqm space for waste storage
- 7.5 sqm for cycle parking
- gas cylinder storage
- loading bay for a light van

4.1.3 To accommodate parking for a light van, which would be carrying out BSU deliveries, it is proposed the height of the service yard is 5.5 metres, with a rolled-shutter door to allow access.

4.1.4 Due to the limited space available for turning movements in the service yard, it is proposed that BSU delivery vehicles enter the service yard in a reverse gear and exit in a forward gear onto Wicklow Street. This, along with waste storage arrangements, is discussed in Section 5.

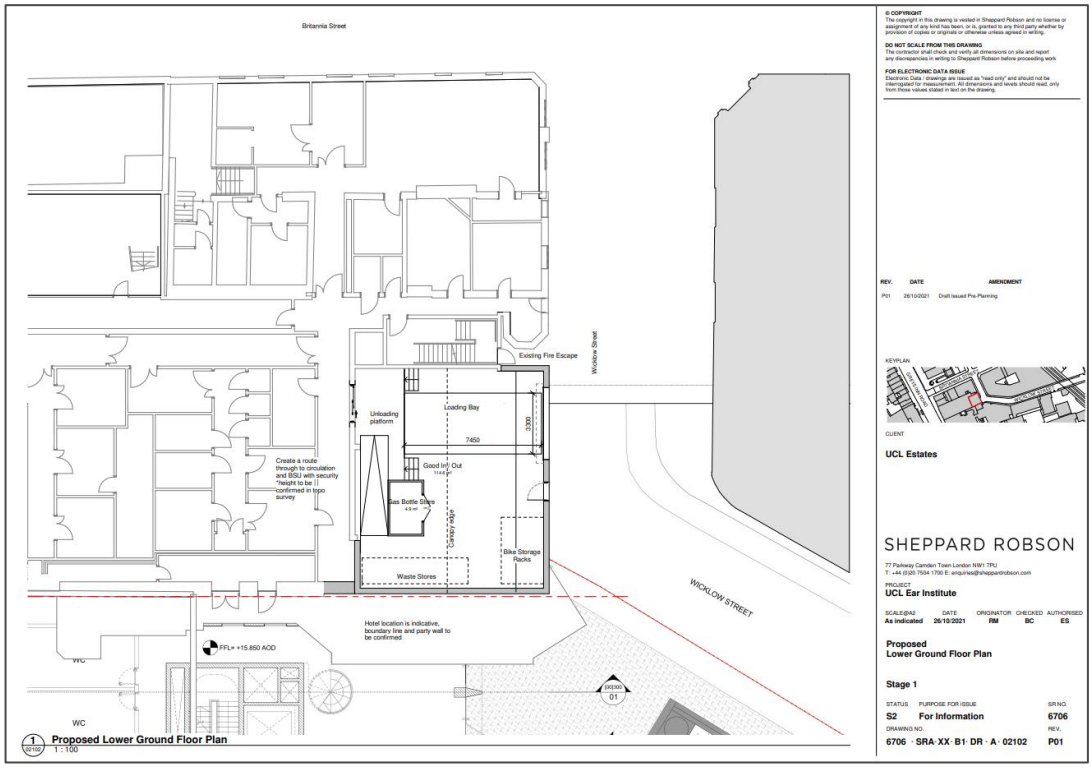


Figure 3: Service Yard Layout

CYCLE PARKING

4.1.5 There is no existing formal cycle parking provision for the EI, and approximately eight (8) bicycles can be stored in a designated room free of cycle racks. The proposed service yard presents an opportunity to offer cycle parking provision of a higher quality. It is proposed that parking spaces for eight bicycles be provided in Sheffield stands. These stands would not be positioned under the proposed canopy but would be covered by a separate shelter. As well as being covered, these stands would be secure by nature of being within the service yard, which would not be publicly accessible as its doors would be locked by default.

4.1.6 The stands would be placed within the 7.8 m^2 cycle parking area, with an additional allowance for a 2.5-metre aisle between the stands and the waste storage area. The indicative layout is shown in Appendix A which shows the general design manufacturer design requirements for the Sheffield stands.

4.1.7 These stands would be accessed via a door on Wicklow Street, with a clear width of 1.2 metres.

TRIP GENERATION AND IMPACT ASSESSMENT

4.1.8 It is estimated that no additional trips would be generated by the proposed service yard due to the service yard being an existing facility and there will be no net area increase that would generate further delivery and servicing frequencies. The EI will remain unchanged, with the exception of the removal of the existing store and disused canteen.

4.1.9 As such, an average of five vehicles per working day would access the service yard, and a maximum of 25 per week. This figure is based on current information, and the number of delivery and servicing trips would be reviewed as part of the Delivery and Servicing Plan, expected to be secured by condition.

4.1.10 Improved cycle parking in the service yard may induce a small amount of modal shift from public transport to cycling for staff accessing the EI, but the allocated eight spaces will not cause a shift large enough to impact the surrounding road, cycle, or public transport network.

5. DELIVERIES, SERVICING, AND WASTE

OVERVIEW

5.1.1 The construction of a new service yard for the UCL EI represents a revised improved facility, rather than a change in demand for deliveries, servicing, or waste collection from the EI.

5.1.2 There will be no change from existing conditions in terms of servicing requirements and the proposed service yard will allow BSU deliveries to continue off-street. The improved facility will also allow general deliveries from vehicles up to 7.2 m in length to be carried out using the service yard. Waste and gas collection will continue to be carried out as per existing operations, using on-street collection due to the size of vehicles required.

5.1.3 The waste storage space required by the EI will not change as a result of the proposed service yard.

WASTE STORAGE

5.1.4 A waste storage area of 1.40 m by 5.55 m is proposed and can be seen in Figure 3. This space has been allocated following engagement with the EI facilities management team and on the basis that waste storage requirements will not change from the existing – that being the bins listed in Table 1.

Table 1: Required Waste Bins

Waste Stream	Bin Volume (litres)	Approx. Dimensions (width x depth)	Required Number	Required Space (sqm)
General	770	1.4 m x 0.8 m	1	1.12
Recycling			2	2.24
Clinical			2	2.24
Total	**N/A**	**N/A**	**5**	**5.6**

5.1.5 The existing 770 litre wheeled bins currently in use for the EI have approximate dimensions of 1.4 m x 0.8 m. The proposed 7.8 sqm waste storage space would accommodate the five required bins of this size and would be able to accommodate an additional bin if required, allowing for potential future increases in waste storage requirements.

5.1.6 Waste collection would continue to be undertaken on-street and the service yard allows for off-street storage with increased ease of access. This would limit the time waste vehicles would wait on Wicklow Street.

ACCESS

5.1.7 It is proposed that the light vans used for BSU deliveries access the service yard using a reverse gear, and exit using a forward gear. Swept path analysis for these movements is shown in Figure 4, presented at a larger scale in Appendix A.

5.1.8 The swept path analysis shows that minor widening of the vehicle crossover is required. As this is public highway, the works would be implemented by the LB Camden's highways contractor, to LB Camden's specification, on completion of the development.

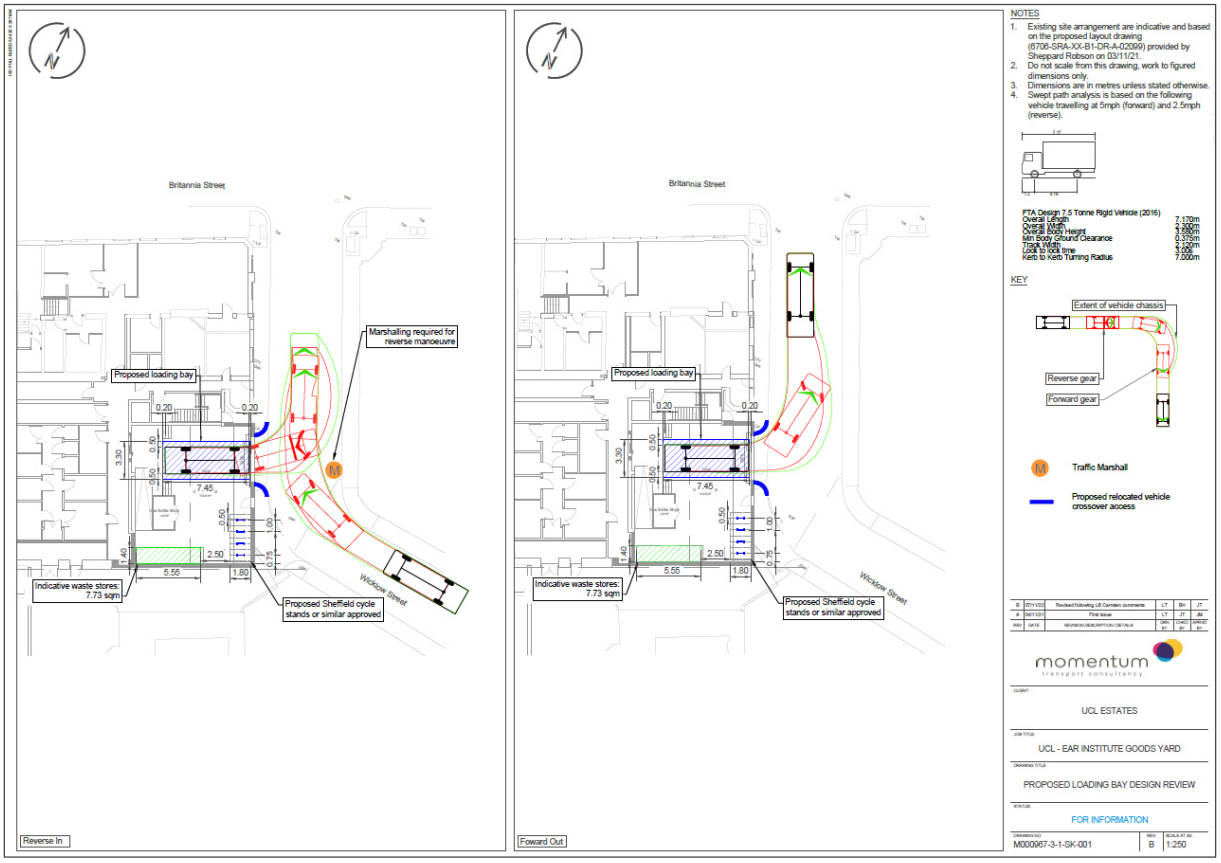


Figure 4: Swept Path Analysis

5.1.9 This strategy is proposed in favour of a forward-in, forward-out access strategy which would require multiple internal manoeuvres within the available servicing area. Thereby, removing the capacity of the service yard to accommodate cycle parking, waste storage, or gas cylinder storage.

5.1.10 As well as removing space for these purposes, a forward-in, forward-out access strategy would require a wider vehicle crossing to accommodate the required manoeuvres which would increase potential interaction with pedestrians. Furthermore, reverse entry is required for BSU sensitive deliveries.

5.1.11 In this regard, a reverse entry manoeuvre is proposed as the method of entry and most efficient use of available space.

SERVICE YARD MANAGEMENT

5.1.12 Due to the proposed reverse entry manoeuvre for deliveries to the service yard, it is expected that a condition of consent for this proposed service yard would be the production of a Delivery and Servicing Plan (DSP) which would discuss measures to ensure that deliveries are carried out safely.

5.1.13 The pedestrian entrance to the hotel within the Groveworld development is shown in Figure 5. The proposed service yard access is located to the north of the site, providing appropriate clearance from the pedestrian access to the Groveworld development and ensuring that any changes within the public highway are not prohibited by the subject application.

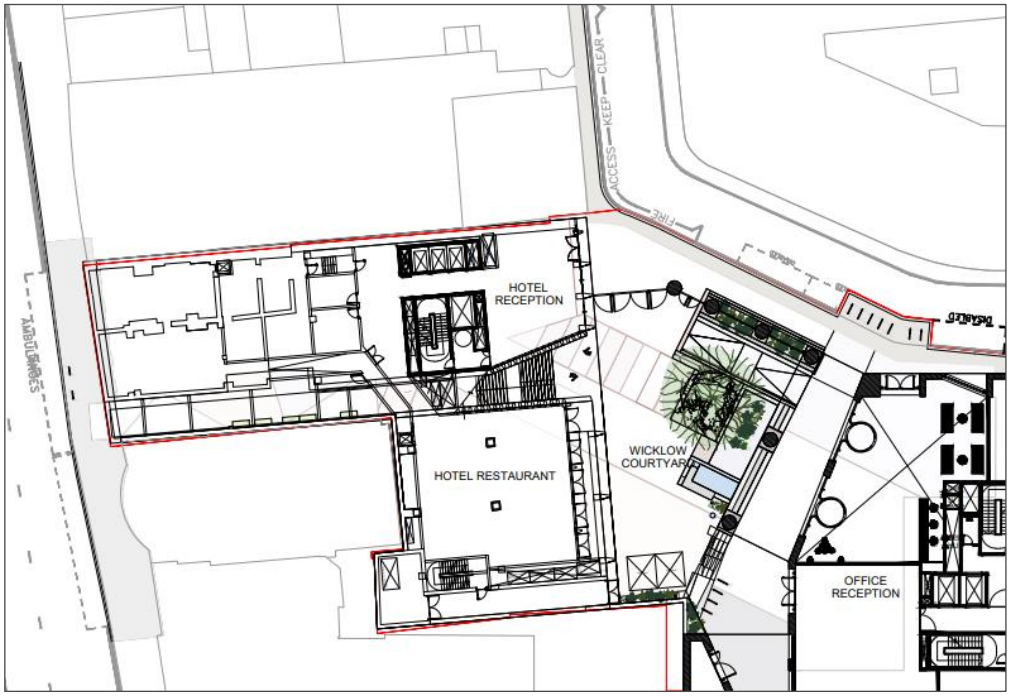


Figure 5: Proposed Groveworld Development Layout

5.1.14 Measures to be endorsed in the detailed Delivery and Servicing Plan to mitigate any potential concerns would include:

- Re-timing of deliveries to avoid the peak periods for pedestrian trips in the area;
- Implementation of a booking system to ensure coordinated arrival periods;
- Supervision of all reversing delivery vehicles by a banksperson; and
- Education of service yard employees and delivery drivers.

5.1.15 Table 2 outlines the full list of proposed measures that would be further detailed at a later stage. It provides an outline of the principles that would ensure appropriate management of the service yard, assisting with the careful coordination for reverse manoeuvres.

5.1.16 Momentum met with Stephen Burke of LB Camden Highways to discuss the Proposal. It was confirmed by Mr. Burke that he would not object to the principle of a reversing entrance movement from Wicklow Street.

5.1.17 Momentum further discussed the relationship between the existing footways and the proposed development. It has been outlined in Delivery & Servicing Plan (DSP) measures that proposed mitigation would be provided to avoid peak periods and future peak pedestrian flows. Objectives such as re-timing of deliveries to avoid these peak hours, where pedestrian trips would be significantly reduced, and supervision of deliveries by a banksperson, is sufficient and appropriate to plan and mitigate for safety of pedestrians using Wicklow Street. This, in addition to the fact that the Proposal is seeking to replace an existing facility. The Proposal will thereby improve and manage safety for pedestrians.

Table 2: DSP – Proposed Measures

Measure	Description	Benefit	Timescale	Responsibility
Management of DSP				
Adoption of DSP	Involvement of Facilities Management / Tenants at the earliest stage is important to ensure that the DSP is active and a living document	More policies can be implemented, and better results delivered	Upon occupation	Applicant
Assign responsibility of DSP to a member of Facilities Management (FM)	FM to be responsible for managing the ongoing development, delivery and promotion of the DSP	To ensure that the DSP is taken forward and delivered	Upon occupation	Facilities Management / Tenants
Raise awareness and promote DSP initiatives	Provide Site information and promote the DSP to tenants, Facilities Management and other key stakeholders	To promote the measures and targets of the DSP to a wide audience	Upon occupation and ongoing	FM
Training of Staff	All staff associated with the delivery and servicing of the development be required to undertake appropriate training, with specific focus on monitoring reverse manoeuvres.	To ensure staff are aware of and understand the measures of the DSP in order to implement them effectively	Upon occupation	FM
Tenant Awareness	Ensure all tenants are made aware of the DSP and its requirements upon entering tenancy agreement	To ensure all tenants are aware of the DSP and its likely implications	Prior to tenant occupation	Landlord/Facilities Management
Vehicle Access Strategies				
Access routes for servicing and deliveries	Provide sufficient space for servicing vehicles to access and deliver to Site	To minimise the impact of the development on the public highway	To be implemented with design measures	Design team

Supervision of reverse manoeuvres on Wicklow Street	Vehicles are not to be reversed on site unless under the control of an authorised banksperson.	To ensure pedestrian safety during these manoeuvres	Upon occupation	FM
Reducing Delivery and Servicing Trips				
Last mile solutions	Encourage further use of last mile solutions where possible, such as cargo bikes to reduce the number of delivery vehicles	To reduce the number of delivery vehicle trips to the development	Upon occupation and ongoing	Facilities Management / Tenants
Delivery and Servicing Operations				
Site information	Produce information booklets showing suppliers delivery and servicing facilities, access arrangements and management procedures	To avoid any confusion regarding access, process, and to encourage deliveries to occur outside of peak hours where possible	Upon occupation	FM
Freight Operator Recognition Scheme (FORS)	Use of suppliers who are FORS members and encourage non-FORS members to sign up to the scheme	Benefits towards driver behaviour training, fleet management, safety and reduced emissions	Within six months of occupation and ongoing	FM
Delivery booking system	Ensure all suppliers are signed up to delivery booking to effectively manage loading bay capacities and avoid disruption to local highway network.	To improve the efficiency of the loading bays and to reduce the risk of vehicles conflict over capacity. To provide convenient and smooth servicing access for adjacent properties	Within one year of occupation	FM

6. CONCLUSION

6.1.1 The proposed service yard would provide a secure and covered location to receive BSU deliveries, and any other deliveries made by vehicles up to 7.2 m in length, as well as high quality cycle parking, and waste storage space allowing for direct access to Wicklow Street.

6.1.2 The proposed service yard has been designed with consideration of and general compliance with national, regional, and local planning policies set out in Section 2. It should be noted that appropriate mitigation has been provided to deliver key safety principles associated with these policies.

6.1.3 The proposed eight high quality covered and secure cycle parking spaces which would be within Sheffield stands represent a significant improvement in quality compared with existing provision.

6.1.4 The proposed waste storage area will also offer an improvement over the existing area as it provides greater ease-of-access for waste collection vehicles parked on Wicklow Street, reducing the amount of time they will be parked on-street. The waste storage area provides additional space for potential future increases in storage requirements.

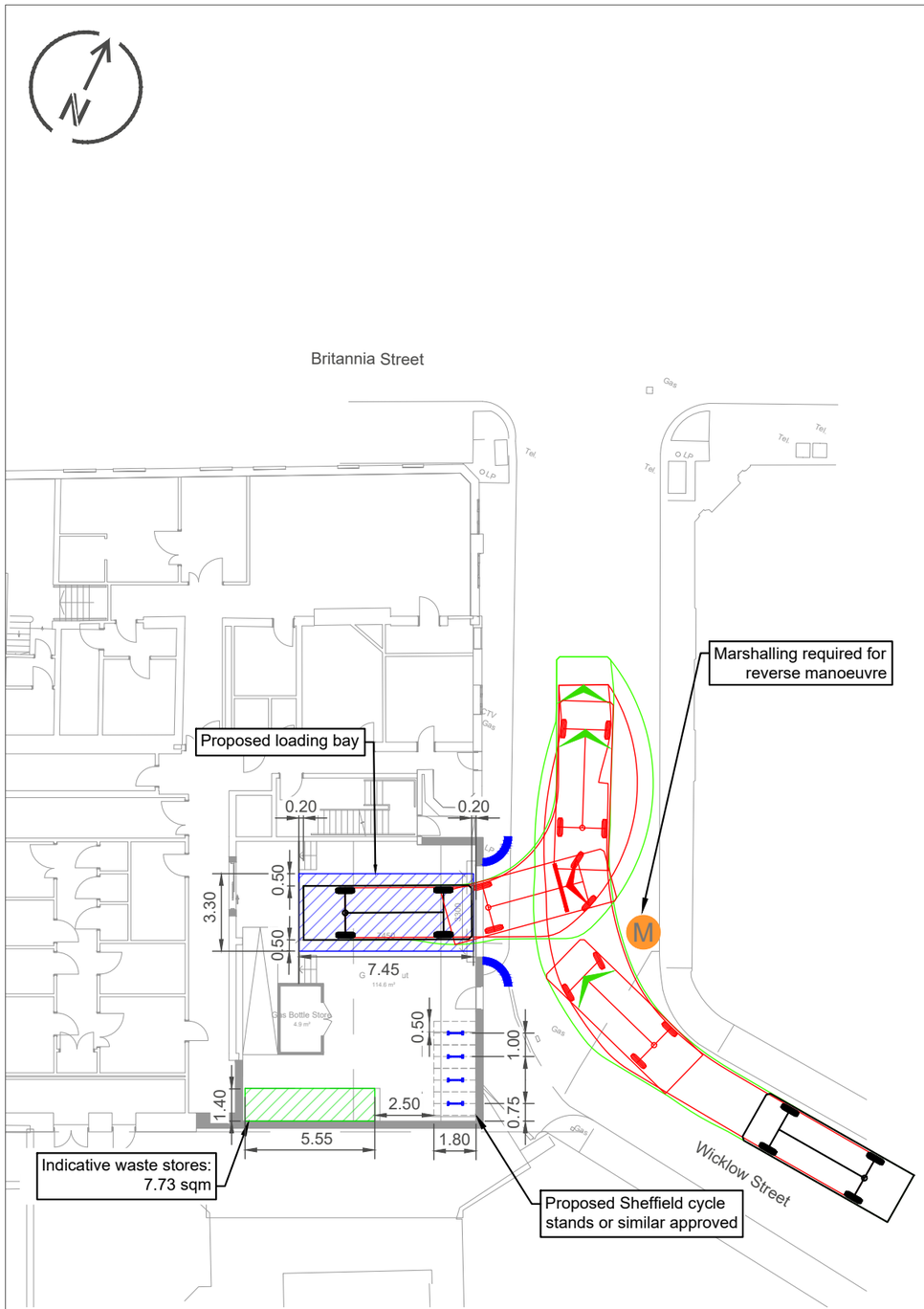
6.1.5 The proposed loading bay provides sufficient space for vehicles up to 7.2 m in length, allowing for more deliveries to be carried out off-street than can be in existing conditions.

6.1.6 A maximum of 25 vehicles are expected to access the service yard each week.

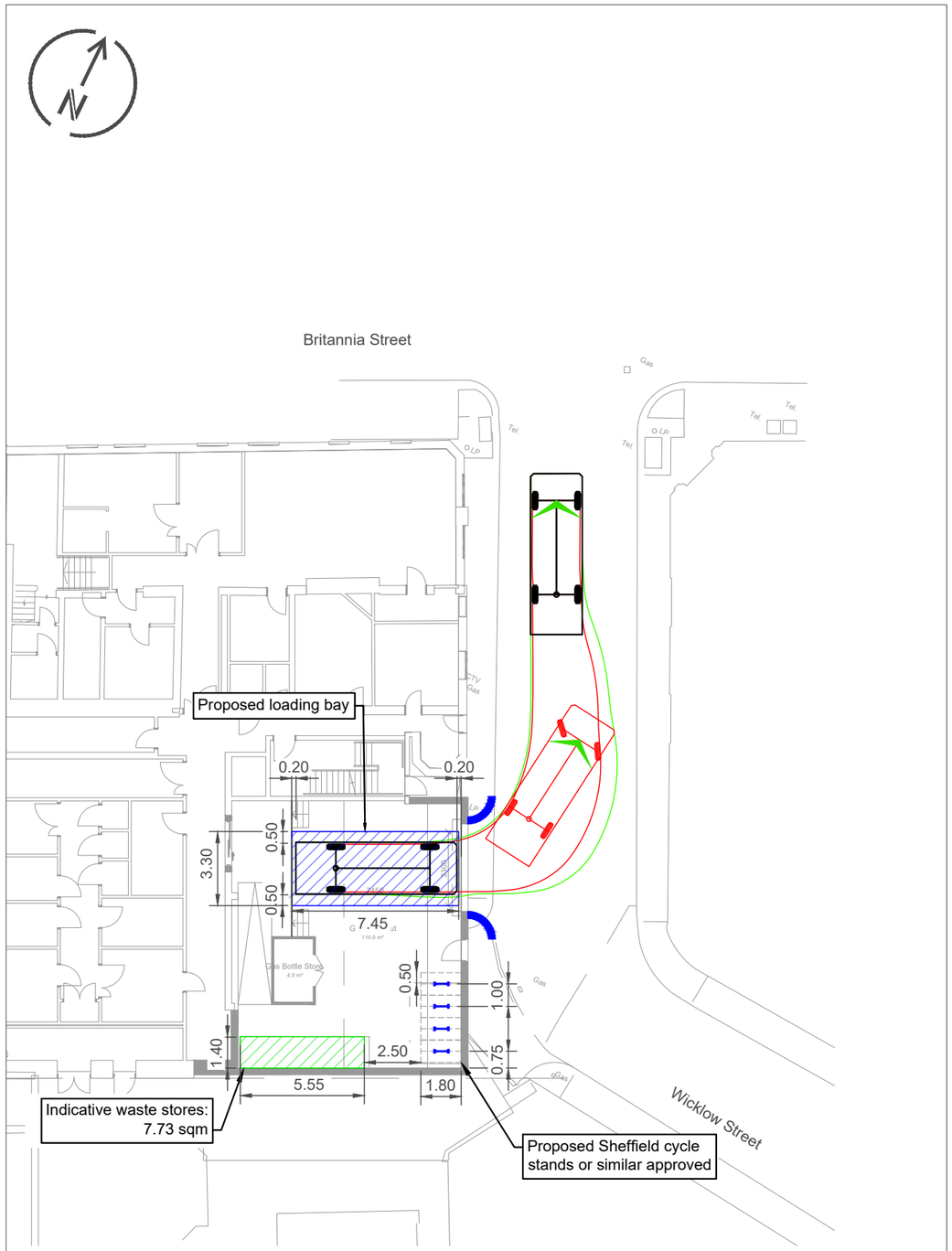
6.1.7 A reverse-in, forward-out access strategy is proposed for delivery vehicles using the loading bay, as this allows for most efficient use of the available space, whilst managing the arrival for vehicles in accordance with the measures set out for the DSP. Concerns surrounding reverse entry would be further mitigated through the implementation of a detailed Delivery and Servicing Plan.

6.1.8 Overall, this proposed service yard represents a significant improvement, through its increased loading bay space, high quality cycle parking provision, and waste storage area with direct access to Wicklow Street.

APPENDIX A – INDICATIVE LAYOUT WITH SWEPT PATHS



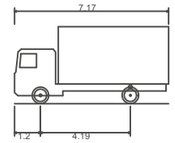
Reverse In



Foward Out

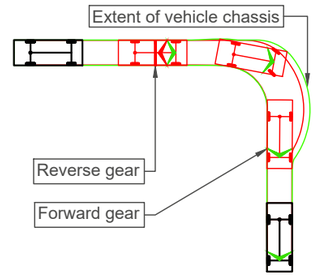
NOTES

1. Existing site arrangement are indicative and based on the proposed layout drawing (6706-SRA-XX-B1-DR-A-02099) provided by Sheppard Robson on 03/11/21.
2. Do not scale from this drawing, work to figured dimensions only.
3. Dimensions are in metres unless stated otherwise.
4. Swept path analysis is based on the following vehicle travelling at 5mph (forward) and 2.5mph (reverse).



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

KEY



M Traffic Marshall

Proposed relocated vehicle crossover access

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	07/11/22	Revised following LB Camden comments	LT	BH	JT
A	04/11/21	First Issue	LT	JT	JM

momentum transport consultancy

CLIENT:

UCL ESTATES

JOB TITLE:

UCL - EAR INSTITUTE GOODS YARD

DRAWING TITLE:

PROPOSED LOADING BAY DESIGN REVIEW

STATUS:

FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
M000967-3-1-SK-001	B	1:250