

TYBALDS ESTATE REGENERATION

TRANSPORT STATEMENT

PROJECT NO. 3170/1110 DOC NO. D001

DATE: JUNE 2021

VERSION: 0.3

CLIENT: LONDON BOROUGH OF CAMDEN



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VELOCITY
Transport Planning

TABLE OF CONTENTS

1	INTRODUCTION	1
2	POLICY CONTEXT	3
3	EXISTING SITE & ACCESSIBILITY	9
4	PROPOSED DEVELOPMENT	21
5	TRIP GENERATION AND IMPACT ASSESSMENT	34
6	CONCLUSIONS.....	37

FIGURES

FIGURE 1-1: SITE LOCATION PLAN	1
FIGURE 3-1: LOCAL CYCLE NETWORK	11
FIGURE 3-2: SITE PTAL MAP	12
FIGURE 3-3:TFL BUS SPIDER MAP	13
FIGURE 3-4: PUBLIC TRANSPORT ACCESSIBILITY (TIM MAPPING)	14
FIGURE 3-5 LOCAL ROAD NETWORK SURROUNDING TYBALDS ESTATE	15
FIGURE 3-6: STREET INVENTORY - PARKING SURVEY AREA.....	18
FIGURE 4-1: PROPOSED SITE LAYOUT	22
FIGURE 4-2: PROPOSED ACCESS POINTS	24
FIGURE 4-3: PROPOSED CAR PARKING LAYOUT	26
FIGURE 4-4: SWEEPED PATH OF CARS ACCESSING CAR PARKING SPACES	27
FIGURE 4-5: SWEEPED PATH OF CARS EGRESSING CAR PARKING SPACES	27
FIGURE 4-6: SWEEPED PATH OF AMBULANCES ACCESSING THE TWO PARKING SPACES	28
FIGURE 4-7: PROPOSED CYCLE PARKING LOCATIONS.....	29
FIGURE 4-8: PROPOSED SERVICING STRATEGY.....	30
FIGURE 4-9: SWEEPED PATH OF 7.5T BOX VAN	31
FIGURE 4-10: PROPOSED BIN STORE LOCATIONS.....	32
FIGURE 4-11: SWEEPED PATH OF REFUSE VEHICLE	33

TABLES

TABLE 3-1: EXISTING ON-SITE PARKING SPACES ONLY	10
TABLE 3-2: LOCAL BUS SERVICES	12
TABLE 3-3: UNDERGROUND SERVICES.....	13
TABLE 4-1: BREAKDOWN OF PROPOSED RESIDENTIAL UNIT TYPES	22
TABLE 4-2: CHANGE TO EXISTING ON SITE PARKING PROVISION	24
TABLE 4-3: PROPOSED REPROVISION OF ON-SITE PARKING SPACES.....	25
TABLE 4-4: LONDON PLAN MINIMUM CYCLE PARKING REQUIREMENTS.....	29



TABLE 5-1: TRICS AND MODE SHARE (PROPOSED)	35
TABLE 5-2: FORECAST RESIDENTIAL TRAVEL DEMAND (PROPOSED 56 UNITS)	35

APPENDICES

APPENDIX A	EXISTING SITE LAYOUT PLAN
APPENDIX B	WEBCAT PTAL OUTPUT
APPENDIX C	ON AND OFF-SITE PARKING BEAT SURVEYS
APPENDIX D	PROPOSED SITE LAYOUT PLAN
APPENDIX E	SWEPT PATH ANALYSIS - PARKING AND SERVICING



1 INTRODUCTION

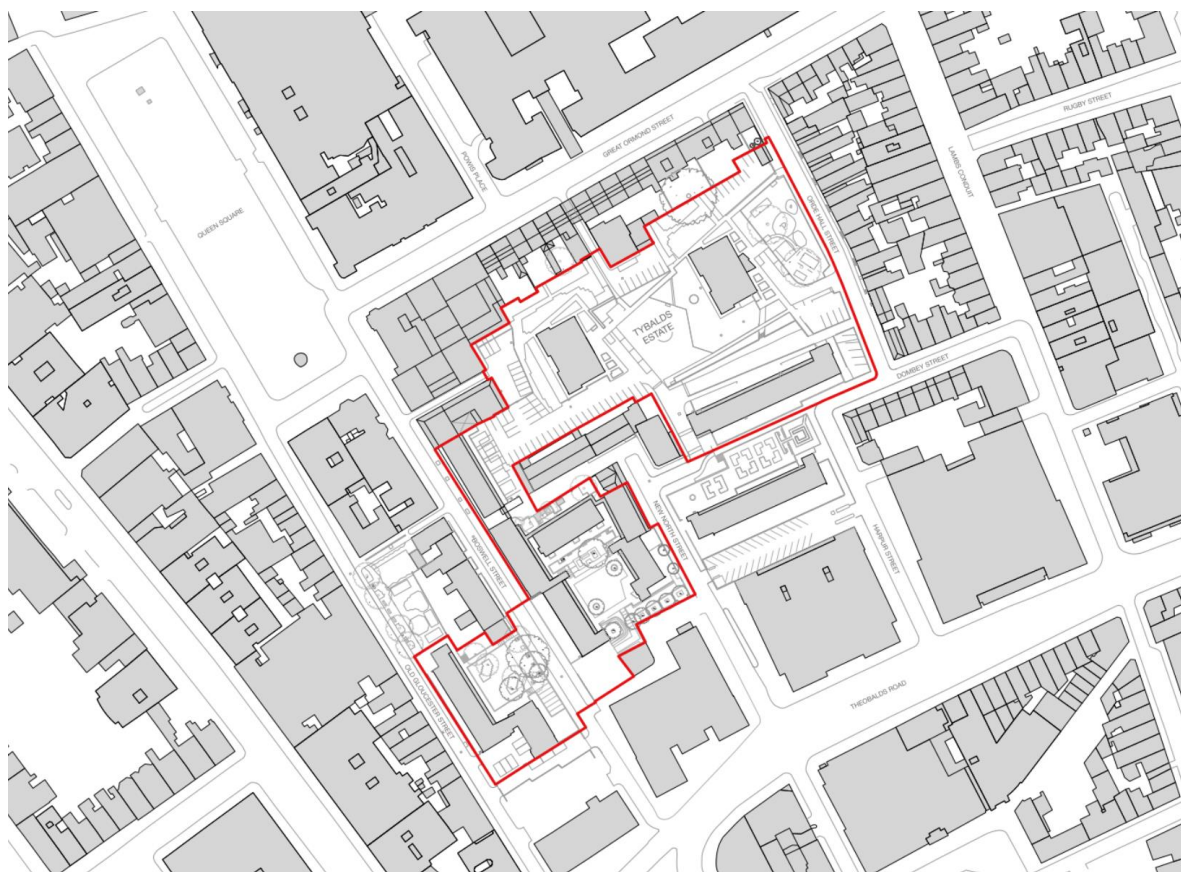
1.1 APPOINTMENT

- 1.1.1 This Transport Statement (TS) has been prepared by Velocity Transport Planning in support of the planning application for proposed development at Tybalds Estate, New North Street, Camden located within the London Borough Camden (LBC).

1.2 SITE LOCATION

- 1.2.1 **Figure 1-1** illustrates the location of the site. 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 and Harpur Street, with Boswell Street and 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.

Figure 1-1: Site Location Plan



1.3 EXISTING SITE USE

- 1.3.1 The existing Tybalds Estate consists of eight modernist blocks: six slab blocks and two towers. 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.



- 1.3.2 It should be noted that the transport strategy set out in this document is based on the entire Tybalds Estate, although the actual application site area covers a smaller area of the Estate, excluding Windmill.

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. 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 CONSULTATION

- 1.5.1 Prior to the submission of this Transport Statement extensive pre-application consultation has been held with the planning and highway officers at LBC, including a site visit to discuss access and servicing arrangements with the highways officer. It has been agreed that as the scale of the development will result in a minimal increase in trips (being car free), that a TS was agreed as sufficient in support of the application which sets out the existing and proposed vehicle and cycle parking requirements, the strategy for manage servicing, refuse collection and emergency access and associated change in trip generation.

- 1.5.2 This document is also submitted alongside a Draft Delivery and Servicing Plan (DSP), a Draft Construction Logistic Plan (CLP) and a Waste Management Strategy which also accompanies the planning application.

1.6 DOCUMENT STRUCTURE

- 1.6.1 The remainder of this TS is structured as follows:

- **Section 2** reviews relevant national and local transport planning policy;
 - **Section 3** summarises the local highway network, public transport, local pedestrian and cycle accessibility;
 - **Section 4** provides a description of the proposed development, details access, parking and servicing arrangements;
 - **Section 5** sets out the future travel demand and impacts;
- Section 6** provides the summary and conclusions.



2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1 This section sets out details of relevant transport related policies. Local and national policy places a focus on encouraging development that maximises use of sustainable travel modes in areas with good public transport connectivity and which reduces the need to travel by car.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 2.2.1 The latest version of the National Planning Policy Framework (NPPF) was adopted in February 2019 and sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).
- 2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.2.4 The NPPF does not set parking standards but notes in Paragraph 105 that parking policies should take into account:
- a) *the accessibility of the development;*
 - b) *the type, mix and use of development;*
 - c) *the availability of and opportunities for public transport;*
 - d) *local car ownership levels; and*
 - e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*
- 2.2.5 In Paragraph 108 the NPPF sets out that when assessing applications for development, it should be ensured that:
- a) *appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 2.2.6 Paragraph 109 of the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” and in this context that planning applications should:



- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.7 Paragraph 111 of the NPPF requires all developments that will generate significant amounts of movement to provide a travel plan and be supported by a transport assessment so that the likely impacts of the proposal can be assessed. As mentioned, LBC highways have agreed to the submission of the TS. They also advise that given the scale of development, a Travel Plan is not required, though the development has been designed so as to encourage active modes of transport, reducing the reliance on the car. The car free nature of the development also accords with the Camden Local Plan 2017.

2.3 NATIONAL PLANNING PRACTICE GUIDANCE

2.3.1 In March 2014, the Department for Communities and Local Government (as it was then) launched the National Planning Practice Guidance (PPG) to provide web-based guidance in support of the NPPF. The NPPG details the overarching principles on Transport Assessments and Travel Plans.

2.3.2 Paragraph 15 (Ref. ID: 42-015-20140306) of the PPG notes that the scope and level of detail of a Transport Assessment will vary from site to site. It lists matters to be considered when setting the scope of a Transport Assessment including:

- Information about the proposed development, site layout and access arrangements for all modes of transport;
- Information about the neighbouring uses, amenity and character, and existing functional classification of the nearby road network;
- Data about existing public transport provision, including the provision and frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
- Data about current traffic flows on links and at junctions, including by different modes of transport and the volume and type of vehicles within the study area and identification of critical links and junctions on the road network;



- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period (or five-year period if the proposed site has been identified as within a high accident area);
- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve accessibility (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

2.4 LONDON PLAN 2021

- 2.4.1 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.
- 2.4.2 A new Draft London Plan was originally 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.
- 2.4.3 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.
- 2.4.4 The Publication London Plan was formally adopted on the 2nd March 2021 and is called the "The London Plan (March 2021)".
- 2.4.5 Policy T1 notes that development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041. It states that:
- "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*
- 2.4.6 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- 2.4.7 Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists.
- 2.4.8 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.



2.4.9 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.

2.4.10 Policy T7 states that:

“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.”

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.”

2.5 MAYOR’S TRANSPORT STRATEGY (2018)

2.5.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor’s policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.5.2 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Streets environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- a) Create high-density, mixed-use places; and
- b) Unlock growth potential in underdeveloped parts of the city

2.5.3 The MTS outlines transport principles of Good Growth as being:

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design



- Carbon-free travel
- Efficient freight

2.6 CAMDEN LOCAL PLAN 2017

2.6.1 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.

2.6.2 Between 2006 and 2014, trips by car in Camden reduced by 31%, whilst total motor vehicle trips reduced by 27%. Through policies within the local plan, Camden seek to build upon this by prioritising sustainable transport such as walking, cycling and public transport and seek to minimise the use of motor vehicles to transport both people and freight.

2.6.3 Policy T1 promotes sustainable transport by prioritising walking, cycling and public transport in the borough.

2.6.4 Policy T2 identifies that the availability of parking will be limited and all new developments in the borough should be car-free. On-site parking should be limited to spaces designated for disabled people where necessary, and/or essential operational or servicing needs. Policy T2 sets out:

We will:

- a) not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b) limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*
- c) support the redevelopment of existing car parks for alternative uses; and*
- d) resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.*

2.6.5 With regards to redevelopment, Paragraph 10.20 provides:

"In redevelopment schemes, the Council will consider retaining or re-providing existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change of use brings a site or property into residential occupation. If a development is to have new occupiers, this should be car-free. Where redevelopment involves a town centre car park identified in Camden's Site Allocations Plan as supporting the functioning of the town centre, the Council will consider the retention of the existing parking provision or a lower level of provision on-site. Any new development on the existing car park should be car free in accordance with Policy T2.

2.6.6 Policy T4 promotes the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road. The provision and use of freight consolidation facilities is promoted and the use of major roads for freight movement is preferred.



2.7 CAMDEN PLANNING DESIGN GUIDANCE - TRANSPORT 2021

- 2.7.1 The Council prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan 2017. The guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional “material consideration” in planning decisions.
- 2.7.2 The document was adopted on 15 January 2021 following public consultation and replaces the Transport CPG (March 2019) which replaced Camden Planning Guidance 7: Transport (September 2011).
- 2.7.3 This guidance provides information on all types of detailed transport issues within the borough and includes the following sections:
- a) *Assessing transport impact*
 - b) *Travel Plans*
 - c) *Delivery and Servicing Plans*
 - d) *Parking and car-free development*
 - e) *Car parking management and reduction*
 - f) *Vehicular access and crossovers*
 - g) *Cycling facilities*
 - h) *Pedestrian and cycle movement*
 - i) *Petrol stations*
- 2.7.4 The guidance supports the following Camden Local Plan policies:
- *Policy A1 Managing the impact of development;*
 - *Policy T1 Prioritising walking, cycling and public transport;*
 - *Policy T2 Parking and car-free development;*
 - *Policy T3 Transport infrastructure;*
 - *Policy T4 Sustainable movement of goods and materials;*
 - *Policy CC4 Air quality; and*
 - *Policy D1 Design.*

2.8 SUMMARY

- 2.8.1 In accordance with the London Plan 2021 and LBC Local Plan Policies the proposed development will be car free except for Blue Badge spaces and re-provision of existing on-site spaces which currently fall within Camden CPZ or private estate parking bays.
- 2.8.2 Cycle parking will be provided in accordance with the London Plan 2021. Finally, the nature of the development being promoted as car free will help to minimise the demand for private vehicular travel, encourage sustainable transport and public transport and which is in accordance with the principles set out in the NPPF.



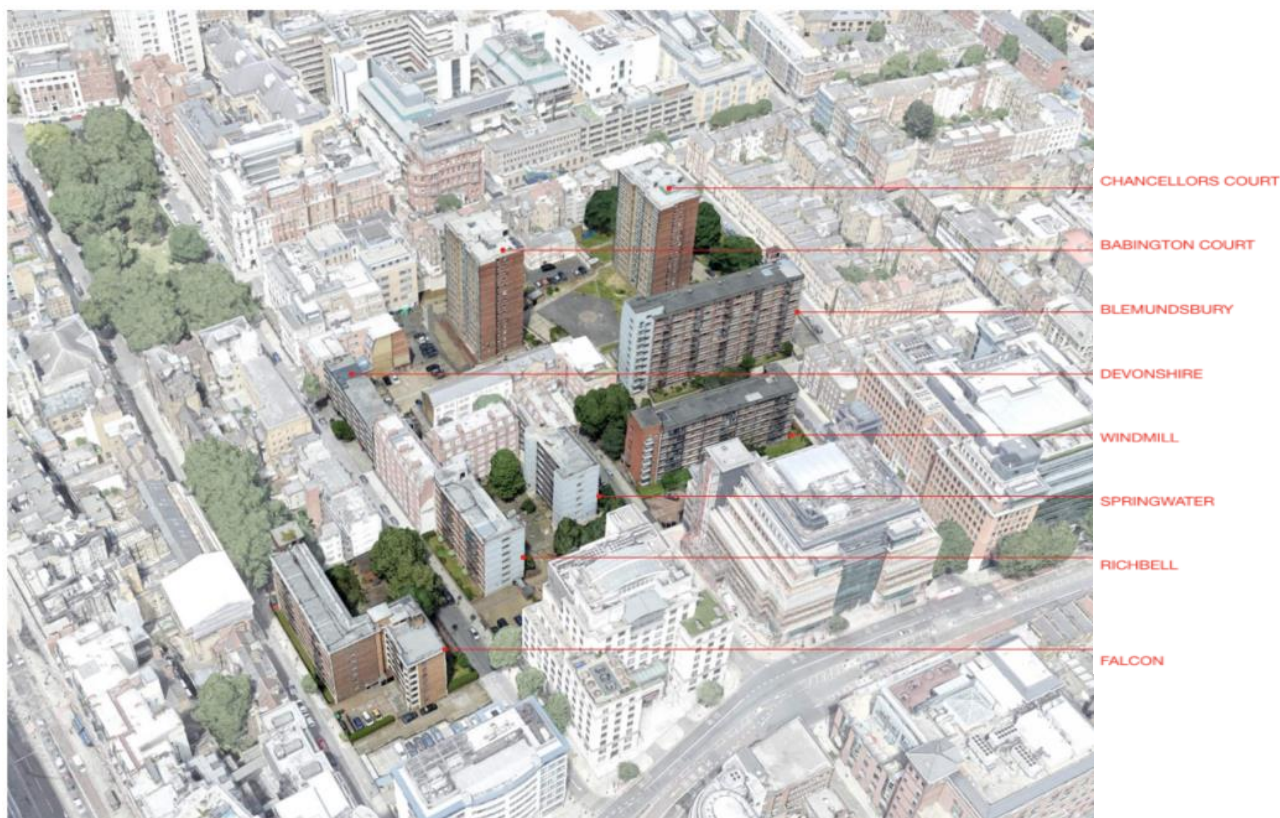
3 EXISTING SITE & ACCESSIBILITY

3.1.1 This section sets out details of the existing site, highway conditions, and accessibility of the site by walking, cycling, public transport and road network.

3.2 EXISTING SITE USE

3.2.1 The area of the Tybalds Estate subject to this planning application is bound to the north by Great Ormond Street and Barbon Close. The eastern boundary of the estate is formed by Orde Hall Street and Harpur Street, with Boswell Street and 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 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



3.2.2 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 site layout plan is provided at **Appendix A**.



3.3 EXISTING PARKING PROVISION

- 3.3.1 The development proposals began in 2019, including submission and agreement of a supplementary Transport Scoping Note. As agreed with LBC highways, a street inventory and parking beat occupancy survey was commissioned on two neutral weekdays (Wednesday 24th and Thursday 25th April 2019) to identify the number and type of spaces on-site and within the survey area and assess existing levels of on-site and on-street parking demand by type of parking.
- 3.3.2 While the parking beat survey was conducted in 2019, the results are considered reliable and robust on the basis it replicates neutral parking conditions given the accuracy of data collected as part of traffic surveys within the last 15 months will have been impacted by the Covid-19 pandemic.
- 3.3.3 **Table 3:1** shows the number of existing parking spaces within the site and the type of parking. Note this includes Windmill but which is not part of the application site.

Table 3:1: Existing On-Site Parking spaces only

TOTAL EXISTING ON-SITE PARKING SPACES (EXCLUDES ON-STREET PARKING EXTERNAL TO SITE)							
LOCATION	TYPE						
	Commercial	P&D	Camden Permit Bay	Estate Permit Bay	Disabled	Unrestricted	Emergency
Barbon Close	1	0	7	0	0	0	0
Ormond Close	0	0	6	0	0	0	2
Chancellors Court	0	0	0	12	0	0	0
Blemundsbury	0	0	0	22	0	0	0
Boswell/Babington	0	0	0	35	0	4	0
Falcon	0	0	0	10	0	0	0
Richbell	0	0	0	6	0	0	0
Windmill/Harpur St	0	0	0	28	0	0	0
TOTAL	1	0	13	113	0	4	2

- 3.3.4 **Table 3:1** shows there are 113 Estate permit bay, 13 Camden Permit Bays, 4 unrestricted bays, 1 commercial bay and 2 Emergency bays. Of these, only a small number of residents have parking allocated. The results of the park beat survey are discussed in more detail in **Section 3.11**.

3.4 PEDESTRIAN ACCESSIBILITY

- 3.4.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile / 1.6 km). Infrastructure that supports travel on foot is therefore, of importance to promote sustainable and active travel as a viable alternative to short car trips.
- 3.4.2 The local street network has an established network of footways typical of an urban environment, providing access to the public transport modes, local facilities, schools and places of interest. All local roads in the area have footways on both sides of the carriageway which are of good quality. Furthermore, there are a number of controlled pedestrian crossing facilities provided along Theobald's Road.

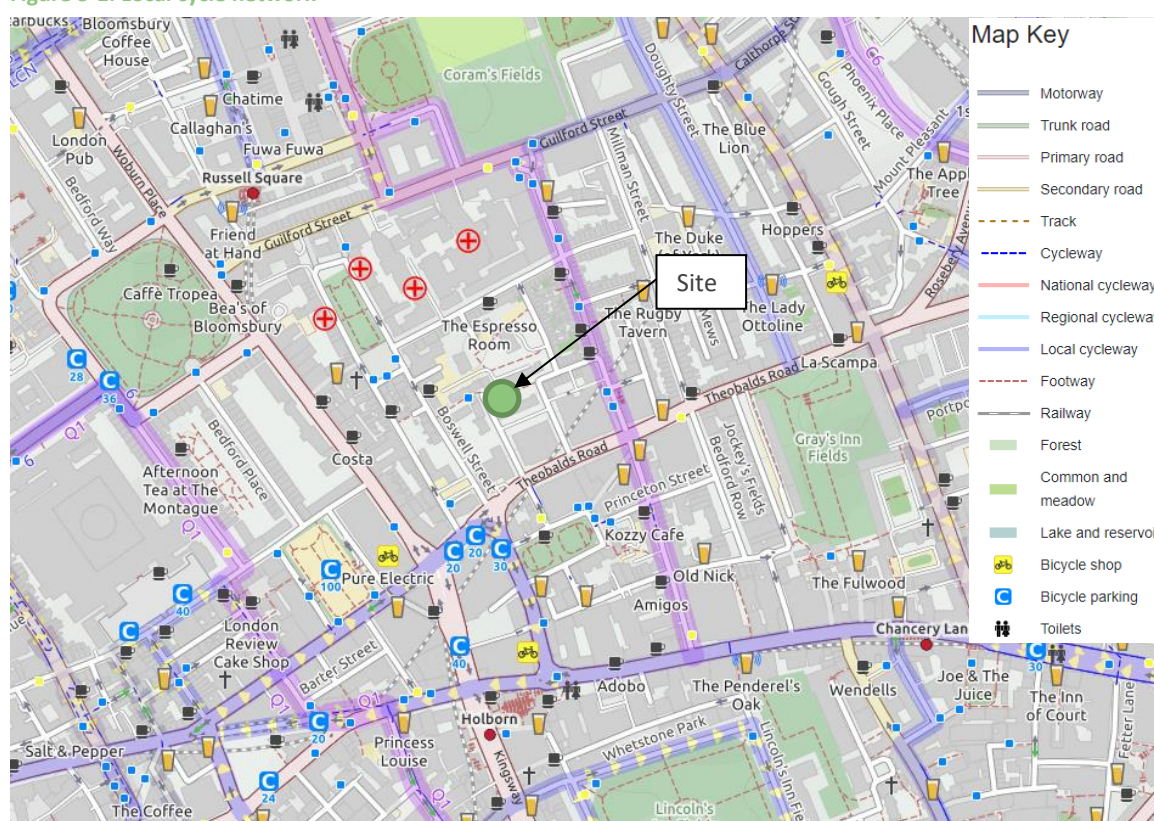


- 3.4.3 The nearest bus stops are located on Theobald Road within a 3-walk distance and the nearest Underground Stations are Holborn and Russell Square both within a 6-minute walk and Chancery Lane within a 10-minute walk.

3.5 CYCLING

- 3.5.1 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length, however many people will cycle longer distances.
- 3.5.2 The Estate does not have direct access to any formal cycle routes or cycle lanes; however, the local roads in the immediate vicinity are quieter roads and used by cyclists. In addition, other local roads such as Lamb's Conduit Street, Red Lion Street and Guildford Street are classified as 'Quieter roads that have been recommended by other cyclists' on the Central London Cycle Map. **Figure 3-1** show the local cycle network.

Figure 3-1: Local cycle network



3.6 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

- 3.6.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 3.6.2 TfL's online WebCAT tool shows the site AI is between 39.73 and 46.23 and a PTAL between 6a and 6b which indicates the highest level of public transport accessibility.
- 3.6.3 The WebCAT PTAL output is presented in **Figure 3-2. Appendix B** provides the complete PTAL output.



Figure 3-2: Site PTAL Map



3.7 BUS ACCESSIBILITY

- 3.7.1 The site is in close proximity to a comprehensive network of bus services, with the nearest bus stops along Theobald's Road, approximately 150 metres walking distance from the southern end of the estate, providing access to a number of TfL bus routes. During the weekday peak hours there are typically approximately 30 buses an hour in each direction stopping at these bus stops. Further bus stops and services are located on Woburn Place and Proctor Street.
- 3.7.2 A summary of the bus services with routes and frequencies is set out in **Table 3-2** and **Figure 3-3** shows the TfL Bus spider Map.

Table 3-2: Local Bus Services

SERVICE NO.	ROUTE	DAYTIME FREQUENCY	EVENING FREQUENCY
19	Finsbury Park- Highbury Corner-Angel-Theobald's Road-Piccadilly Circus-Hyde Park Corner-Slone Square-Beaufort Street-Battersea Bridge	Every 6-10 minutes	Every 6-10 minutes
38	Victoria-Hyde park Corner-Piccadilly Circus-Theobald's Road-Angel-Ockendon Road-Hackney-Lea bridge Roundabout	Every 1-5 minutes	Every 1-5 minutes
55	Oxford Circus-Theobald's Road-Old Street-Shoreditch-Hackney-Lee Valley- Leyton	Every 5-8 minutes	Every 10-12 minutes
243	Waterloo Station-Theobald's Road-Old Street-Shoreditch-Stoke Newington-Stamford Hill-South Tottenham-Wood Street	Every 4-7 minutes	Every 10-12 minutes



Figure 3-3: TfL Bus Spider Map

Buses from Holborn



© Transport for London
Information correct from 29 February 2020

3.8 UNDERGROUND STATION

3.8.1 In addition to the bus network the Tybalds Estate is also within easy walking distance of three Underground stations, which are Holborn (455m), Russell Square (480m) and Chancery Lane (770m). Russell Square is served by the Piccadilly Line, and Chancery Lane and Holborn stations by the Central Line.

3.8.2 A summary of the Underground services, routes and frequencies is set out in **Table 3-3**.

Table 3-3: Underground Services

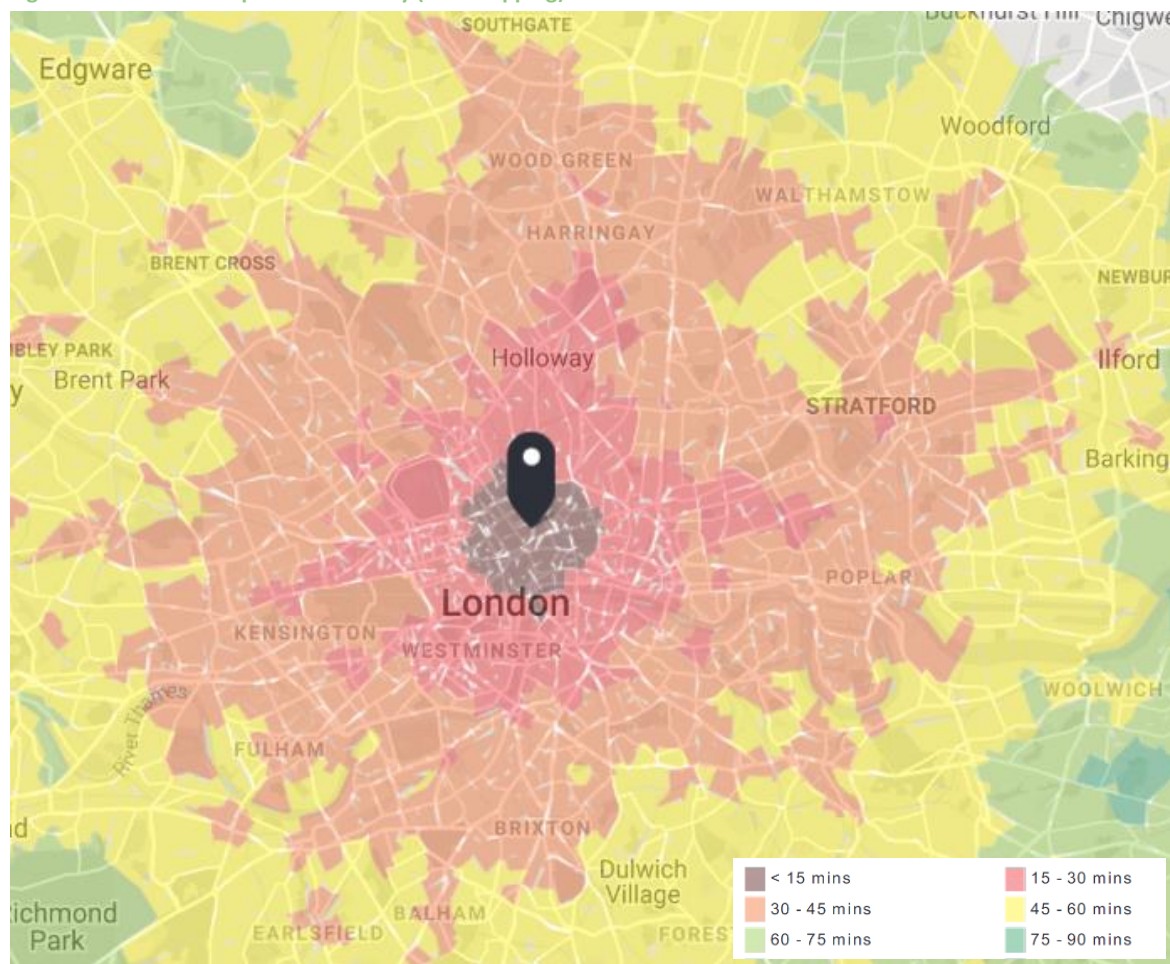
STATION	LINE	ROUTE	DAYTIME FREQUENCY	EVENING FREQUENCY
Russell Square	Piccadilly	Heathrow-Hounslow-Hammersmith-Earls Court-Piccadilly Circus-Kings Cross-Finsbury Park-Wood Green-Cockfosters	Every 3 minutes	Every 3 minutes
Chancery Lane	Central	West Ruislip-Northolt-Acton-Shepherds Bush-Bond Street-Oxford Circus-Liverpool Street-Stratford-Woodford-Epping	Every 3 minutes	Every 3 minutes
Holborn	Central	West Ruislip-Northolt-Acton-Shepherds Bush-Bond Street-Oxford Circus-Liverpool Street-Stratford-Woodford-Epping	Every 3 minutes	Every 3 minutes



3.9 PUBLIC TRANSPORT TIME MAPPING

- 3.9.1 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times taking account of public transport service ranges and interchange opportunities. Time Mapping for the site, travelling by public transport during the AM peak, is presented within **Figure 3-4**.
- 3.9.2 The mapping shows that significant employment opportunities locally and in Central London can be accessed within a 30-minute commute by public transport.

Figure 3-4: Public Transport Accessibility (TIM Mapping)



3.10 ROAD NETWORK

- 3.10.1 Two public and adopted highways enter the site and provide the primary vehicular access, these being New North Street and Ormond Close. Vehicular access to the estate is also gained from Harpur Street and Orde Hall Street. Pedestrian access is gained from Orde Hall Street, Boswell Court, New North Street and Ormond Close. The local highway network in the vicinity of the site is shown in **Figure 3-5**.



Figure 3-5 Local Road Network surrounding Tybalds Estate



A401 THEOBALD'S ROAD

3.10.2 Theobald's Road between its junctions with New North Street and Harpur Street is a wide two-way single carriageway road having a carriageway width of 19 metres. Bus lanes of 3.5 metres width are in place on both sides of the road which, together with ghost island road markings, reduces the available carriageway for all other vehicles to a single 3.25 metre lane in each direction.

3.10.3 Wide pedestrian footways are in place on both sides of the carriageway, with the northern footway having an approximate width of 3.9 metres and the southern footway having an approximate width of 3.6 metres.

NEW NORTH STREET

3.10.4 New North Street is a two-way single carriageway no through road having a carriageway width of 5.5 metres with 2.0-metre-wide footways on both sides of the road. Resident permit parking is permitted on the western side of the carriageway.



- 3.10.5 New North Street provides fire access to the residential blocks of Windmill and Boswell Court as well as vehicular access to a number of residents' parking spaces within the site that are associated with the residential blocks of Boswell Court and Devonshire Court.

HARPUR STREET

- 3.10.6 Harpur Street is also a two-way single carriageway road having a carriageway width of 6.0 metres with wide footways on both sides of the carriageway. The road runs north to south between Dombey Street and Theobald's Road. Resident Permit parking is allowed on the western side of the carriageway, and single yellow line parking restrictions are in place on the eastern side of the carriageway.

BOSWELL STREET

- 3.10.7 Boswell Street is a one-way single carriageway road having an approximate width of 4.8 metres, with the direction of traffic being from north to south. Over the section of Boswell Street between Theobald's Road and Boswell Court, a 2.5 metre wide footway is provided on the western side of the carriageway and a 3.0 metre wide footway is provided on the eastern side of the carriageway. To the north of Boswell Court the footway on the western side of the carriageway remains at 2.5 metres, whereas the width of the footway on the eastern side of the carriageway increases to 4.5 metres for a short distance before reverting again to 3.0 metres.
- 3.10.8 Permit controlled parking is in place on the eastern side of the carriageway for much of the roads length. Over the remaining length of Boswell Street parking is controlled by single yellow line restrictions. Boswell Street connects Great Ormond Street and Queens Square in the north to Theobald's Road to the south. The road has a system of street lighting and is subject to a 30-mph speed limit.

ORMOND CLOSE

- 3.10.9 Ormond Close is a narrow two-way no through road that provides access to a small courtyard. Parking in the courtyard consists of Camden CPZ parking and two EV charging bays for GOSH ambulances. The road has a carriageway width of 4.0 metres and a 1.0-metre-wide footway on the southern side of the carriageway. It was noted on the site visit with the LBC highways officer that although the road is geometrically constrained in its ability to accommodate service vehicles, goods vehicles up to 8m in length can still access/egress Boswell Street.
- 3.10.10 As requested by LBC highways when on-site (and raised later in this report), this development proposes to the equivalent of one parking space on the on the southern corner of the Ormond Close junction with Boswell Street to address the constraint posed by the junction geometry and ability for service vehicle to egress and thus avoid mounting the footway on the western side of Boswell Street.

GREAT ORMOND STREET

- 3.10.11 Great Ormond Street is a two-way single carriageway road having an approximate width of 8.0 metres. Footways are present on both sides of the carriageway, with the northern footway having a width of 3.5 metres, and the southern footway having a width of 2.5 metres.
- 3.10.12 Parking is permitted on both sides of the carriageway in controlled parking bays. These bays are a mixture of pay and display and residents' permit parking. Great Ormond Street connects with Boswell Street to the west and Lamb's Conduit Street to the east. The road has a system of street lighting and is the subject of a 30-mph speed limit.



ORDE HALL STREET

- 3.10.13 Orde Hall Street is a two-way single carriageway running north to south between Great Ormond Street and Dombey Street. The road has a carriageway width of approximately 5.0 metres and has a 1.8 metre wide footway on both sides of the carriageway.
- 3.10.14 Although Orde Hall Street is a two-way road, vehicles are prohibited from entering the road from Great Ormond Street and also from making the right turn into Great Ormond Street. The right turn from Orde Hall Street into Dombey Street is also prohibited. Resident permit parking is permitted in marked bays on the western side of the carriageway.

DOMBEY STREET

- 3.10.15 Dombey Street is a short section of two-way single carriageway road running from east to west between Lamb's Conduit Street and Harpur Street.
- 3.10.16 The road has a carriageway width of 5.0 metres and has 1.8-metre-wide footways on both sides of the carriageway. No entry signs are in place immediately to the west of the junction with Orde Hall Street which prohibits vehicles entering Harpur Street from Dombey Street.

BARBON CLOSE

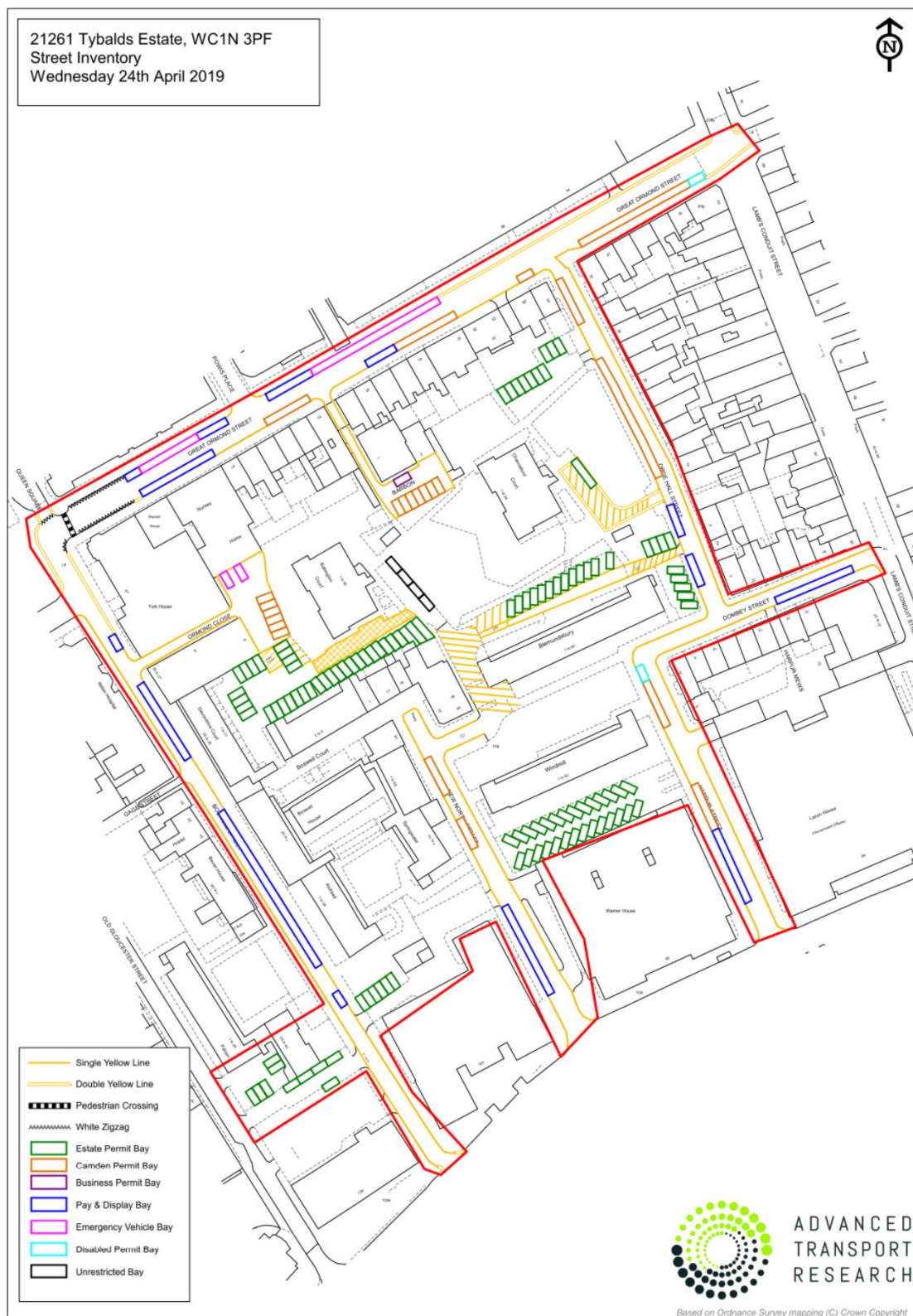
- 3.10.17 Barbon Close is a narrow section of road that leads to a commercial parking bay, a doctor's garage access and a small number of Camden CPZ bays. The road falls within LBC publicly maintainable highway, though it predominantly used by pedestrians travelling north/south through the estate despite this not being promoted as a dedicated pedestrian route.

3.11 PARKING BEAT SURVEY

- 3.11.1 As agreed with LBC highways, a street inventory and parking beat occupancy survey was commissioned on two neutral weekdays (Wednesday 24th and Thursday 25th April 2019) to assess existing levels of on-site and on-street parking demand by type of parking. The survey was conducted in line with the Lambeth methodology, with the agreed parking beat area shown in **Figure 3-6** and associated results provided at **Appendix C**.



Figure 3-6: Street Inventory - Parking survey area



3.11.2

The parking survey area includes all allocated parking on-site as well as on-street parking on Great Ormond Street, Boswell Street, Ormond Close, New North Street, Harper Street, Dombey Street, Orde Hall Street and Barbon Close.



3.11.3 The total number of spaces identified in the parking survey area shown in **Figure 3-6** includes:

- Estate Permit Bays = 113 spaces
- Camden Permit Bays = 50 spaces
- Disabled Bays = 2 spaces
- Pay and Display Bays = 51 spaces
- Business Permit Bay = 1 space
- Emergency Vehicle Bays = 2 spaces
- Single Yellow = 43 spaces

3.11.4 For clarity, Estate Parking bays shown in green are those managed by LBC as private estate parking bays. Camden Permit Bays shown in orange are effectively the on-street CPZ bays. Some of these bays are shown within the estate (accessed via Barbon Close and Ormond Close) because these roads are still also public highway.

3.11.5 The survey recorded overnight parking demand on both days between 00:30 and 05:30. A summary of the maximum parking beat data is provided as follows:

ON-SITE 'ESTATE PERMIT BAY' PARKING (TOTAL)

- Capacity = 113 spaces
- Maximum occupancy = 53 spaces (47%)
- Maximum spare occupancy = 60 spaces (53%)

TOTAL ON-SITE 'CAMDEN PERMIT BAY' PARKING

- Capacity = 50 spaces
- Maximum occupancy = 38 spaces (76%)
- Maximum spare occupancy = 12 spaces (24%)

TOTAL ON-SITE 'PAY & DISPLAY BAY' PARKING

- Capacity = 51 spaces
- Maximum occupancy = 34 spaces (67%)
- Maximum spare occupancy = 17 spaces (33%)

TOTAL ON-SITE 'SINGLE YELLOW LINES' PARKING

- Capacity = 43 spaces
- Maximum occupancy = 7 spaces (16%)
- Maximum spare occupancy = 36 spaces (84%)

3.11.6 The parking beat survey shows the maximum parking occupancy associated with Estate Permit Bays is 47%, in Camden Permit Bay is 76% and in Pay & Display Bays is 67%. This shows there is spare capacity both on and off-site across the various parking bay types, with many heavily underutilised. It is further demonstrated by the very low overnight parking occupancy on single yellow lines showing there is no overspill parking stress on the local highway network around the site.



3.12 LOCAL CAR CLUB

- 3.12.1 Several car club vehicles are located within a short walk distance of the site, these include the following:
- Lamb's Court Street – 2 vehicles
 - Russell Square - Herbrand Street – 1 vehicle
 - Holborn - Bedford Row – 1 vehicle
 - Holborn - Red Lion Square – 2 vehicles
 - Chancery Lane - John Street – 2 vehicles
- 3.12.2 Camden has the largest network of car clubs in London (nearly 250 cars with Zipcar and Enterprise Car Club). The proximity to local car club parking will provide an option for ad-hoc access to vehicles for residents of the proposed development, who will otherwise not have access to on-site parking, except for disabled parking spaces.
- 3.12.3 Anyone with a valid driver's license can become a member and Camden Council is offering 2 years' free car club membership to residents who give up their parking permit. <https://www.camden.gov.uk/car-clubs>

3.13 SUMMARY

- 3.13.1 The site is ideally located within excellent proximity to public transport network and local amenities and has a very good level of walking and cycling accessibility. The site is located within close proximity to a number of car club spaces.
- 3.13.2 Parking stress surveys conducted before the Covid-19 pandemic This shows there is spare capacity both on and off-site across the various parking bay types, with many heavily underutilised. It is further demonstrated by the very low overnight parking occupancy on single yellow lines showing there is no overspill parking stress on the local highway network around the site.



4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1 This chapter outlines the proposed development, access, parking provision and servicing strategy.

4.2 DEVELOPMENT PROPOSALS

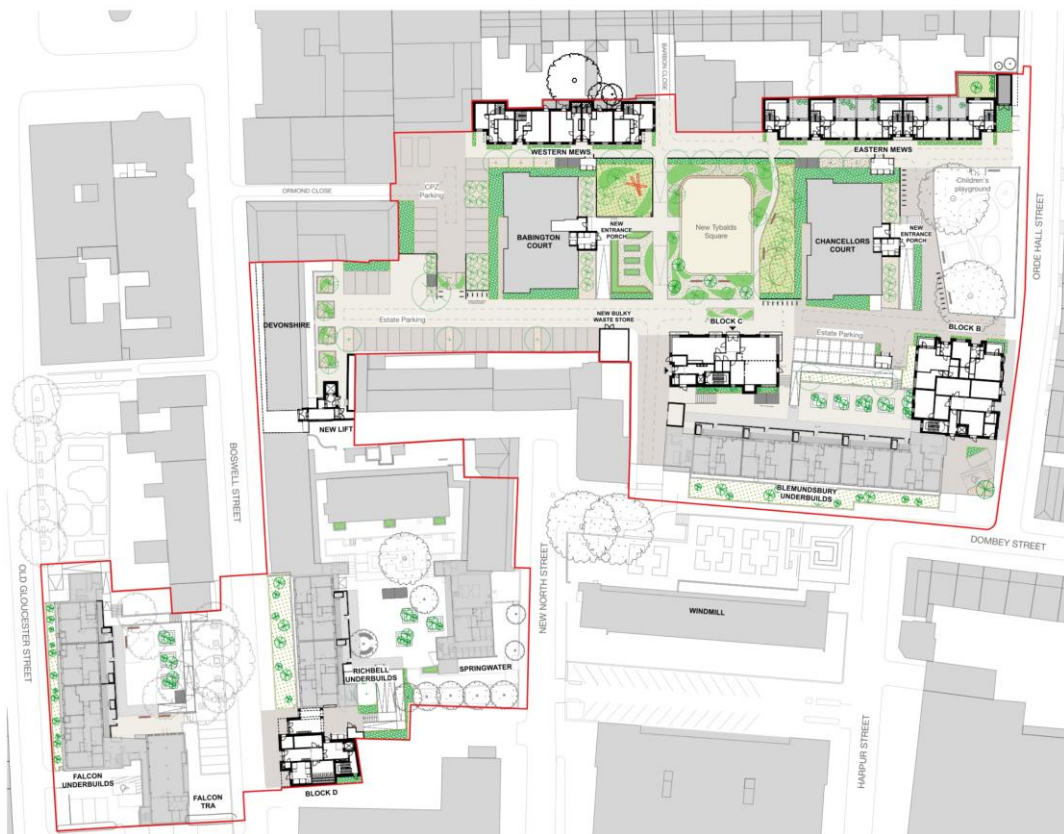
The scheme proposes infill development across the existing Tybalds Estate. It will comprise of:

- 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.

4.2.1 **Figure 4-1** shows the proposed site layout, also shown in **Appendix D**.



Figure 4-1: Proposed Site Layout



4.2.2 The type and number of residential units in each block includes:

- Eastern Mews - 5 houses
- Western Mews - 5 houses
- Block B - 18 Units
- Block C - 6 Units
- Block D - 12 Units
- Underbuilds - 10 Units (across Blemundsbury and Falcon)

4.2.3 It should be noted that there are no proposals to development Windmill. Also, there are no proposals to provide additional accommodation associated with GOSH as had been previously proposed in pre-application discussions.

4.2.4 **Table 4-1** shows the breakdown of type of residential units.

Table 4-1: Breakdown of Proposed Residential Unit Types

	Residential Blocks						TOTAL
	EASTERN MEWS	WESTERN MEWS	BLOCK B	BLOCK C	BLOCK D	UNDER BUILDS	
1 BED	0	0	2	0	12	3	17
2 BED	1	3	16	3	0	4	27
3 BED	3	2	0	3	0	2	10
4 BED	1	0	0	0	0	1	2
	5	5	18	6	12	10	56

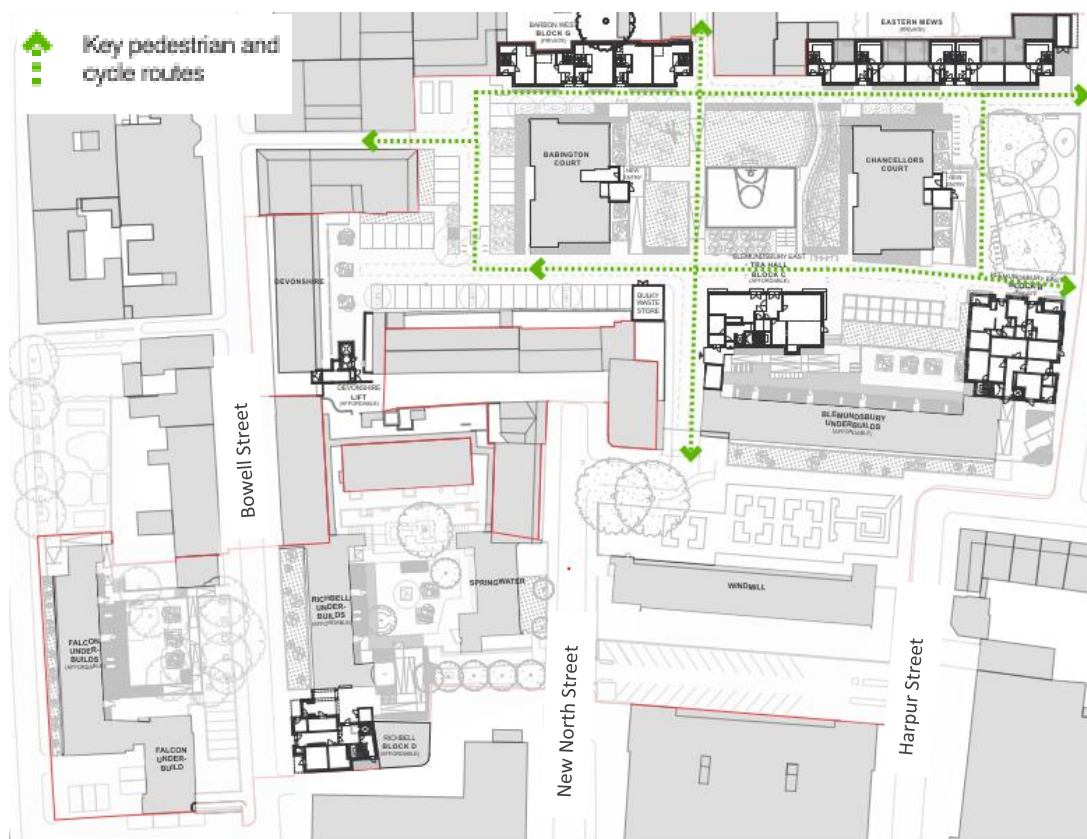


4.3 ACCESS

- 4.3.1 Three existing public and adopted highways enter the Tybalds Estate and provide the primary vehicular access to site, these include New North Street (to the south), Ormond Close (to the northwest) and Barbon Close (to the north). Vehicular access to the estate is also gained from crossovers situated on Harpur Street (providing access to Falcon), Boswell Street (providing access to Richbell), Orde Hall Street (providing access to the Eastern Mews, Chancellors Courts, Blemundsbury and Block B), and Harpur Street (which will lead to two on-site parking spaces on the southeast tip of the site).
- 4.3.2 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. As part of the development and associated package of 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.
- 4.3.3 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 4-2](#).



Figure 4-2: Proposed Access Points



4.4 PROPOSED PARKING PROVISION

4.4.1 The proposals for 56 residential units are car free with the exception on Blue Badge Parking. The proposals will also include rationalisation/ reprovion on existing spaces on-site which are heavily underutilised. **Table 4:2** shows the proposed changes to existing spaces due to the proposals, where a net of 53 car parking spaces are proposed to be lost due to footprint of proposed development within the Estate.

Table 4:2: Change to existing On Site parking provision

CHANGE FROM EXISTING SITUATION (EXCLUDES ON-STREET PARKING)								
LOCATION	TYPE							TOTAL
	Commercial	P&D	Cam Permit Bay	Estate Permit Bay	Disabled	Unrestricted	Emergency	
Barbon Close	-1	0	-7	0	0	0	0	-8
Ormond Close	0	0	4	0	0	0	0	4
Chancellors Court	0	0	0	-12	0	0	0	-12
Blemundsbury	0	0	0	-12	0	0	0	-12
Boswell/Babington	0	0	0	-10	0	-4	0	-14
Falcon	0	0	0	-5	0	0	0	-5
Richbell	0	0	0	-6	0	0	0	-6
Windmill	0	0	0	0	0	0	0	0
TOTAL	-1	0	-3	-45	0	-4	0	-53



4.4.2 **Table 4:3** shows the total existing Estate Permit Parking spaces is 113 and of those existing spaces, 51 spaces were observed to be occupied in the parking beat survey. The total number allocated within the site is 63 spaces.

Table 4:3: Proposed Reprovision of On-site parking spaces

PROPOSED CHANGES TO ESTATE PERMIT PARKING			
LOCATION	Total Existing	Observed Demand	Allocated
Barbon Close	0	0	0
Ormond Close	0	0	0
Chancellors Court	12	7	8
Blemundsbury	22	12	3
Boswell/Babington	35	20	17
Falcon	10	3	6
Richbell	6	3	4
Windmill	28	6	25
TOTAL	113	51	63

4.4.3 The reprovision strategy of spaces due to proposals and analysis of parking beat survey includes the following:

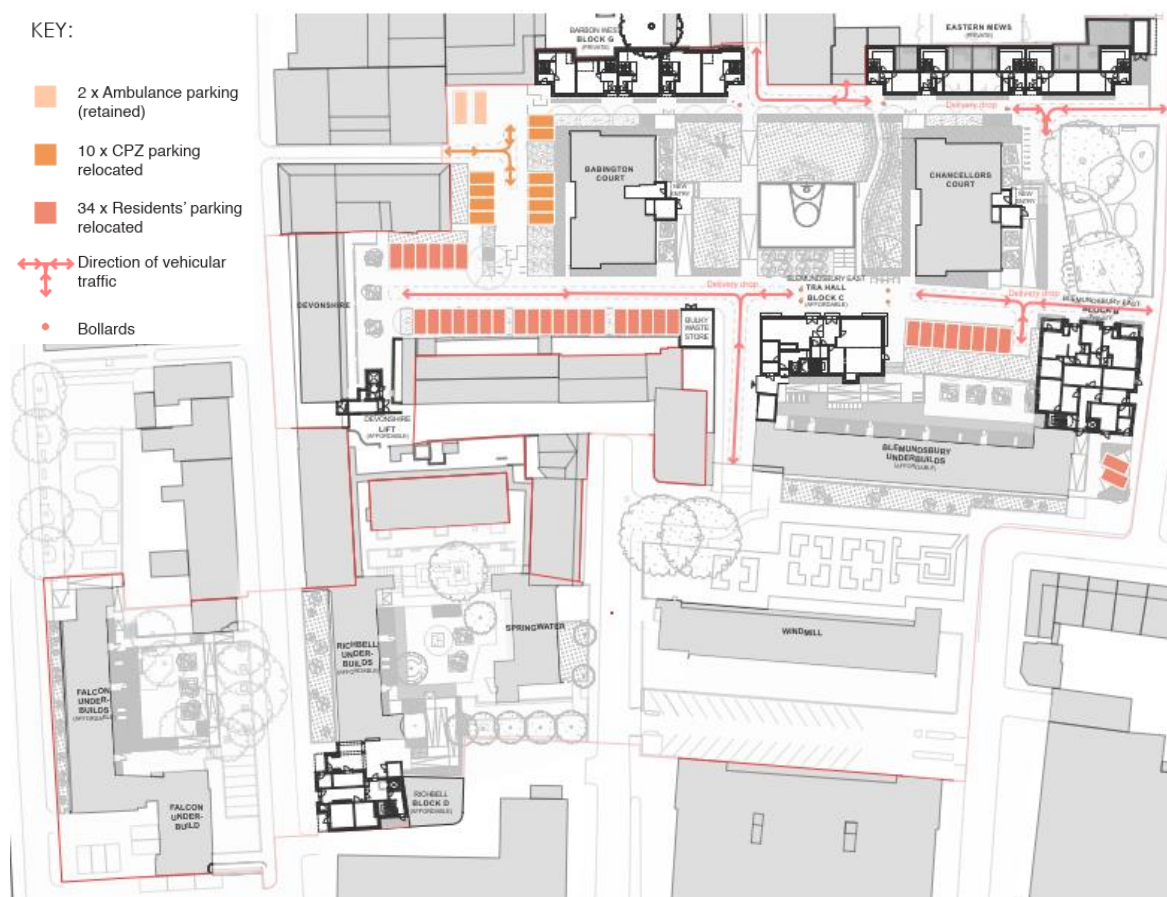
- Development proposals do not impact on Barbon Closure or Ormond Close parking as neither have estate parking in the existing situation;
- Development proposals do not impact on Windmill parking as 28 estate parking bays will remain as per the existing situation;
- Development proposals impact on Chancellors Court, Blemundsbury, Boswell/Babington, Falcon and Richbell existing estate permit parking bays which have an existing allocation of 38 estate permit bays, but a post development residual capacity for 40 bays (a net increase of 2 estate permit bays compared to March 2021 allocated bays);
- 13 residents with allocated parking in Chancellors Court, Boswell/Babington, Richbell and Falcon will be affected by the changes to parking;
- It is proposed to relocate the 4 No. allocated Richbell parking spaces to Boswell/Babington. This is a 180m displaced parking distance;
- It is proposed to relocate the 1 No. allocated Falcon space to the Boswell/Babington parking area. This is a 200m displaced parking distance;
- It is proposed to relocate 7 allocated Chancellors Court spaces to Blemundsbury. This is a 60m displaced parking distance;
- It is proposed to relocate one allocated Chancellors Court spaces to Boswell/Babington. This is a 140m displaced parking distance;

4.4.4 The proposed changes will fundamentally result in a net increase of 2 Camden estate permit parking spaces (based on the proposed estate permit bay parking vs the existing estate permit bay holder demand - excluding parking at Windmill).

4.4.5 **Figure 4-3** shows the reprovision of 44 car parking and 2 emergency parking spaces for ambulances within the site.



Figure 4-3: Proposed car parking layout



4.4.6 The reprovion comprises:

- 2 x retained ambulance spaces for GOSH ambulance EV charging
- 10 x Camden CPZ parking spaces (relocating Camden CPZ spaces from Barbon Close)
- 34 x Camden Estate residential parking spaces relocated

4.4.7 It is important to note that the proposals will result in a net reduction in on-site Camden CPZ parking spaces by 3 spaces. This reduction was discussed and agreed with LBC highways during early pre-application discussions where it was clear it would not be possible to retain all 13 existing on-site parking spaces currently split between Ormond Close and Barbon Close. This was considered justified on the basis the two neutral parking beat assessments showed demand did not exceed eight parked vehicles out of 13 Camden CPZ parking spaces.

4.4.8 **Figure 4-4** and **Figure 4-5** shows the swept path of cars accessing and egressing the on-site parking spaces, also shown in larger plan form at **Appendix E**.



Figure 4-4: Swept path of cars accessing car parking spaces

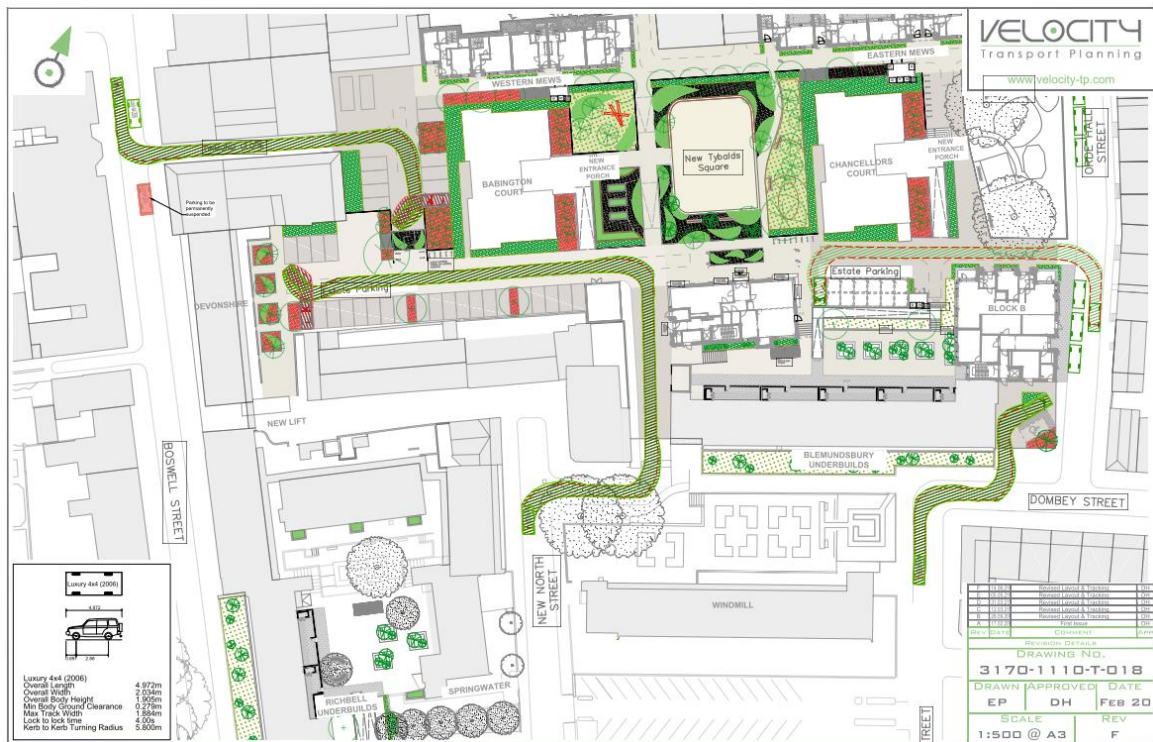


Figure 4-5: Swept path of cars egressing car parking spaces



4.4.9 **Figure 4-4 and Figure 4-5** shows the swept path of cars accessing and egressing the re-provided spaces onsite and the permanent suspension of a car parking space along Boswell Street.

4.4.10 **Figure 4-6** shows the swept path of the two ambulance spaces, also shown in **Appendix E**.



Figure 4-6: Swept path of Ambulances accessing the two parking spaces



BLUE BADGE PARKING

- 4.4.11 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.
- 4.4.12 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 as part of the proposals as has been agreed with LBC Highways.
- 4.4.13 The units that will be provided with disabled accessible units will be Falcon and Blemundsbury. As such it is proposed to convert one existing parking bay at Falcon to a disabled bay, and one existing on-street Camden CPZ bay to a disabled bay at the southeast corner of the site on Orde Hall Street as shown in **Appendix E**. The location of both bays will be accessible within 50m of the respective building entrance points. The conversion of the parking space on Orde Hall Street is considered justified on the grounds the parking beat survey of the local highway showed there was ample spare capacity, particularly to the east of the estate on Dombey Street.
- 4.4.14 Due to the high level of spare occupancy recorded in the parking beat survey the remaining four (7%) Blue badge spaces will be located on-street should demand ever rise.



CYCLE PARKING

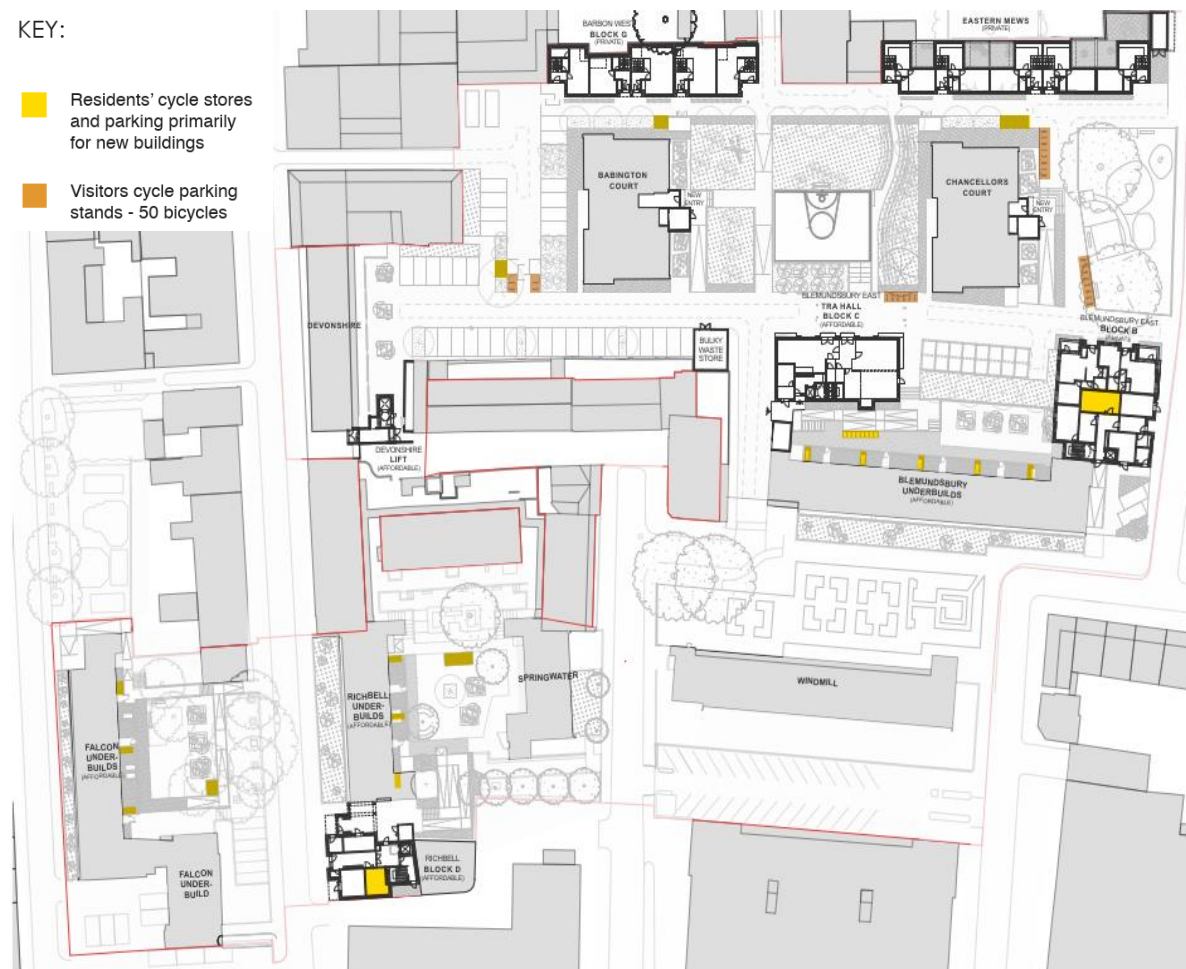
- 4.4.15 In accordance with London Plan minimum cycle parking standards the long stay and short stay cycle provision requirement is shown in **Table 4:4**. The proposals for 56 residential units will include 104 long stay cycle parking spaces and 3 short stay cycle parking spaces.

Table 4:4: 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	3
	10	3 bed		20	
	2	4 bed		4	
				104	3

- 4.4.16 **Figure 4-7** shows the proposed cycle parking locations within the site. The provision includes long stay and short stay cycle parking. Each of the Underbuilds has its own bike locker (Secured by Design and holds 2 bicycles each) in front of the patio.

Figure 4-7: Proposed Cycle Parking Locations

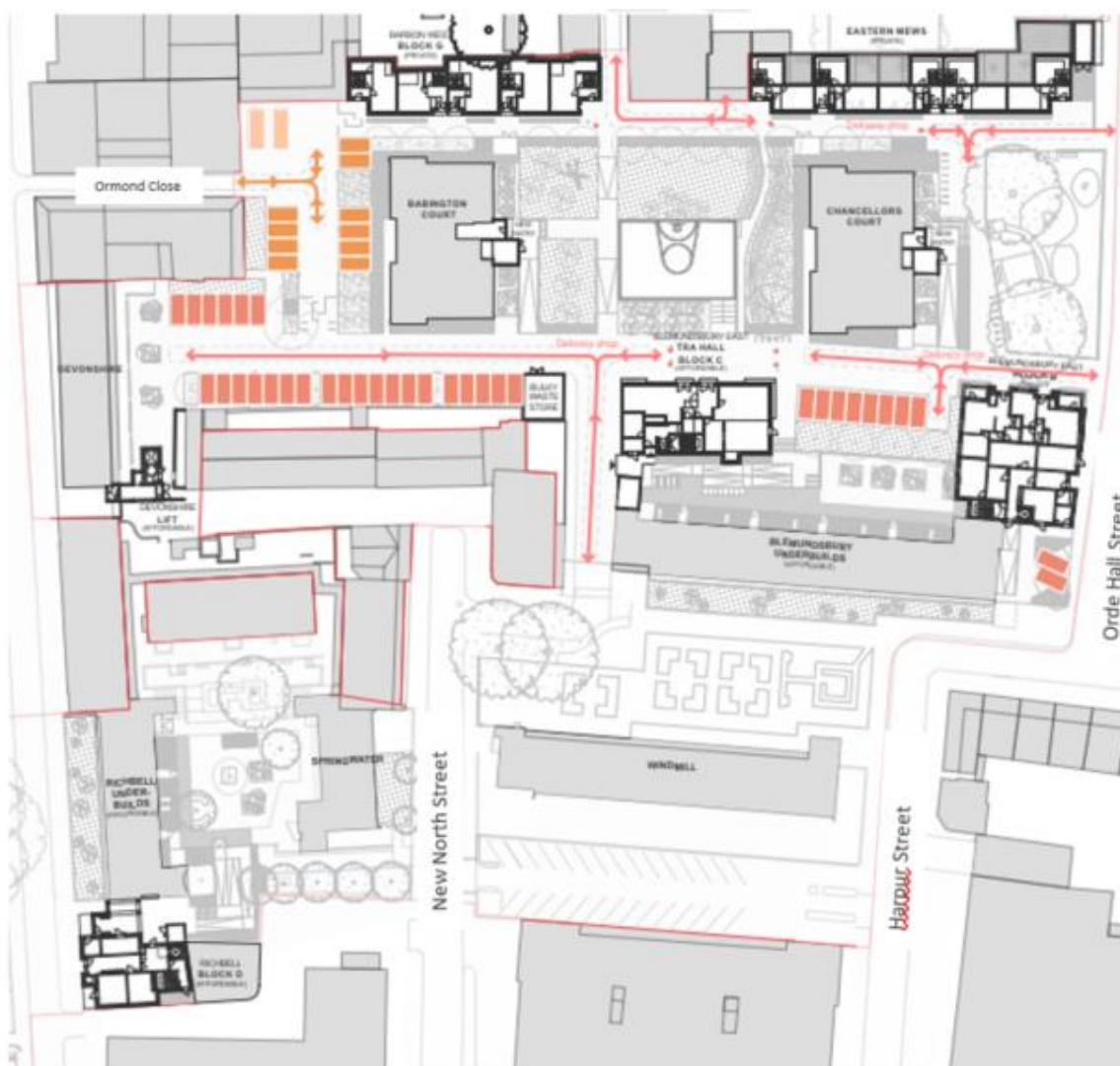


- 4.4.17 In respect of long stay cycle parking, the proposals will include nine spaces at the Eastern Mews, 32 at Block E, 12 at Block C, 22 at Block D, 9 at the Western Mews, 10 at Blemundsbury, six at Falcon and four at Richbell, totalling 104 cycle parking spaces.

4.5 DELIVERIES AND SERVICING

- 4.5.1 As per existing situation servicing vehicles will enter the Estate by the primary vehicular accesses, via New North Street, Orde Hall Street and Ormond Close, with collections Richbell and Falcon continuing to take place kerbside. **Figure 4-8** shows the proposed servicing strategy.

Figure 4-8: Proposed Servicing strategy



- 4.5.2 The proposed internal layouts provide space for service vehicles (7.5T Box Van) to enter and exit in forward gear as shown in **Figure 4-9**, also shown in larger scale at **Appendix E**.



Figure 4-9: Swept path of 7.5t box van



4.5.3 **Figure 4-9** shows the swept path of a 7.5t box van, which demonstrates such vehicles can enter and exit the site in forward gear and manoeuvre safely and without conflict.

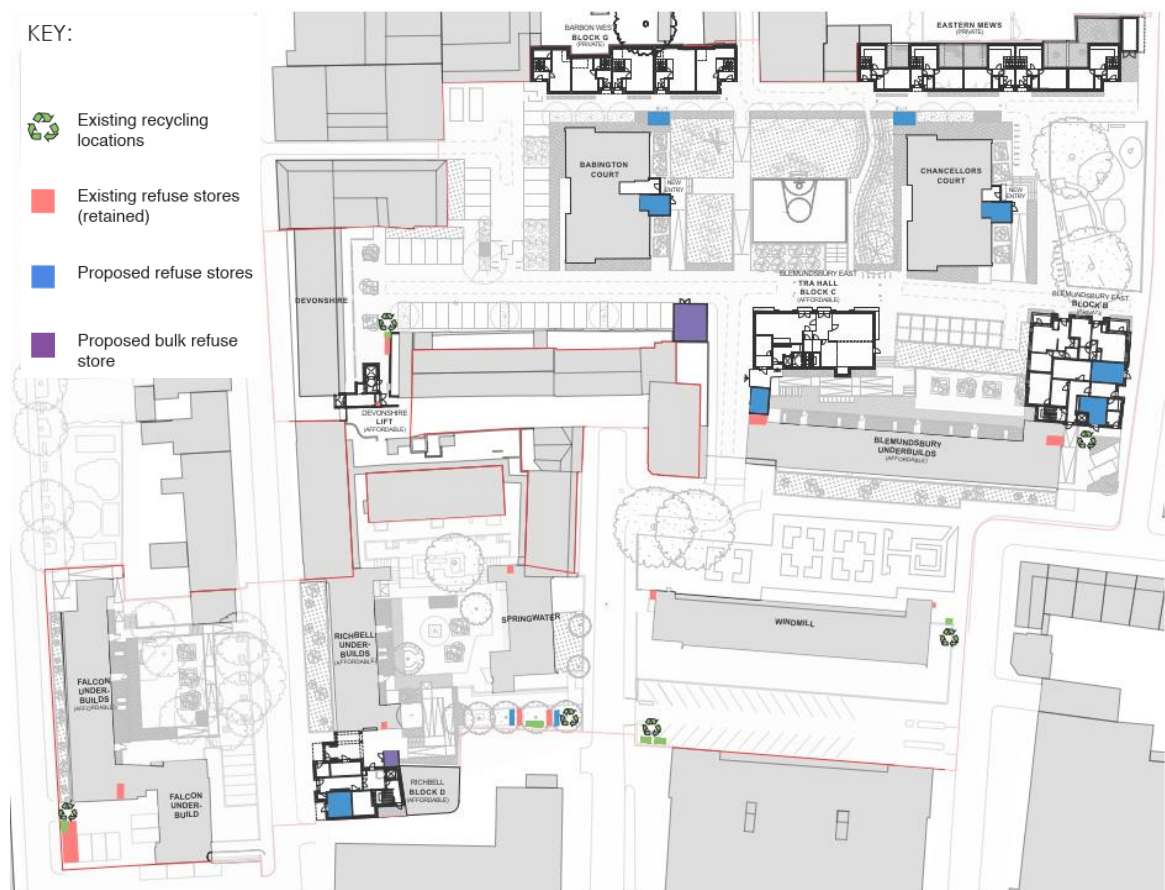
REFUSE COLLECTION

4.5.4 **Figure 4-11** shows the proposed bin store locations which includes the existing bin stores which are to be retained. A separate Waste Management Strategy has been produced to support the planning application which details the waste management strategy for the site. 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.



Figure 4-10: Proposed bin store locations



- 4.5.5 As such it is intended that refuse collection will continue to take place in line with the existing strategy.
- 4.5.6 The design of the site has taken into consideration the specification of the vehicle used to undertaken refuse collection as discussed with the LBC environment team who supplied the vehicle to be tracked.
- 4.5.7 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 the some existing parking bays along Orde Hall Street. Refuse vehicle tracking of the movements in question is shown in **Figure 4-11** and in larger plan form at **Appendix E**.
- 4.5.8 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.
- 4.5.9 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.



- 4.5.10 In respect of refuse collection from New North Street, this will be improved, where in the existing situation vehicles are required to reverse back from the centre of the site to reach Devonshire. As part of the proposals, a turning head will be provided which as shown, will facilitate access/egress in forward gear and eliminate the existing long reverse manoeuvre.

Figure 4-11: Swept Path of Refuse Vehicle



EMERGENCY ACCESS

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



5 TRIP GENERATION AND IMPACT ASSESSMENT

5.1.1 The TRICS database has been interrogated as part of a multi-model residential trip rate assessment and predict the level of trips that 56 units in this location might generate. This has been based on the following site selection criteria:

- Land use: Residential Flats (C - Flats Privately Owned and M - Mixed Private/Affordable Housing)
- PTAL: 5+
- Development size: 100+ dwellings
- Car parking: <0.6 spaces per dwelling
- Survey date: Latest 5 years

5.1.2 Due to limited data in the TRICS data base the following sites have been selected to derive the anticipated trip generation of the proposed 56 residential units.

Table 5-1: TRICS Site selection criteria - Residential development

REFERENCE	LOCATION	PTAL	NUMBER OF DWELLINGS	SURVEY DATE	SURVEY DAY	PARKING SPACES	PARKING RATIO
Residential/Flats Privately Owned							
BM-03-C-01	Bromley	6a Excellent	160	12/11/2018	Monday	83	0.52
BT-03-C-02	Wembley	5 Very Good	472	30/11/2016	Wednesday	151	0.32
HG-03-C-01	Tottenham Hale	5 Very Good	255	18/06/2019	Tuesday	110	0.43
IS-03-C-07	Islington	5 Very Good	185	06/06/2019	Thursday	86	0.46
Residential/Mixed Private/Affordable Housing							
BT-03-M-01	Wembley	6a Excellent	284	03/06/2015	Wednesday	144	0.51
BT-03-M-02	Wembley	6a Excellent	232	18/05/2015	Monday	97	0.42
SK-03-M-02	Peckham	6a Excellent	122	22/11/2018	Thursday	24	0.20

5.1.3 The corresponding total person trip rates and forecast residential trips are set out in **Table 5-2**, calculated based on a development size of 56 dwellings. A total of 35 and 24 person trips are subsequently predicted to be generated in the AM and PM peak hours respectively.

Table 5-2: Total Person Trip Rates and Forecast Travel Demand

	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Total Person Trip Rates	0.080	0.539	0.619	0.284	0.137	0.421
Total Person Trips	5	30	35	16	8	24



5.1.4

The TRICS sites are comparable in terms of PTAL, and parking ratios and therefore, provides an appropriate estimate of the vehicle mode share of the site. The public transport mode share is dependent upon the local transport network which is more accurately obtained from local Census data. The TRICS mode share has therefore been adjusted using the following methodology.

- **Car driver** - On the basis that the average parking ratio of the TRICS sites is 0.51 spaces per dwelling and the Proposed Development would provide a maximum of 0.03 spaces per dwelling (2 Blue Badge parking spaces), the car driver trip rates has been reduced by 48%.
- **Car passenger** - The number of car passengers per car driver is expected to be the same as the TRICS sites.
- **Cycling and public transport** - The cycling and public transport trips have been uplifted proportionately to reflect the reduction in car trips. Walking trips have not been adjusted.
- The public transport mode share has been disaggregated based on travel to work Census data for the site.

5.1.5

The TRICS and adjusted forecast mode share are set out in **Table 5-1**. The majority of trips are expected to be undertaken on foot or by public transport.

Table 5-1: TRICS and Mode Share (Proposed)

MODE	AM PEAK HOUR		PM PEAK HOUR	
	TRICS	Adjusted	TRICS	Adjusted
Pedestrians	25.9%	25.9%	34.9%	34.9%
Cyclists	2.2%	3.1%	0.8%	1.1%
Bus		30.9%		27.8%
Underground	49.8%	30.4%	44.0%	27.3%
Rail		8.5%		7.6%
Vehicle drivers	13.8%	0.8%	14.4%	0.8%
Vehicle passengers	8.3%	0.5%	5.8%	0.3%
Total	100%	100%	100%	100%

5.1.6

The resulting residential travel demand based on 56 residential units by all modes is shown in **Table 5-2**.

Table 5-2: Forecast Residential Travel Demand (Proposed 56 Units)

MODE	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Pedestrians	2	7	9	5	3	8
Cyclists	0	1	1	0	0	0
Bus	1	10	11	5	2	7
Underground	1	10	11	4	2	6
Rail	0	3	3	1	1	2
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Total	4	30	35	16	8	24

5.1.7

The trip generation assessment demonstrates that the proposed 56 units are predicted to generate 25 public transport trips in the weekday AM peak hour and 15 in the weekday PM peak hour. Of the 25 public transport trips in the weekday AM peak hour, 11 are by bus and underground respectively and three by rail.



- 5.1.8 The development is proposed to be car free, therefore it is not expected to generate vehicle trips in the weekday AM and PM peak hours.

5.2 IMPACT OF DEMAND

- 5.2.1 It is anticipated that the additional demand generated by 56 residential development will have minimal impact on the local public transport network. The additional public transport trips in the AM and PM peak can be accommodated on the existing network due to the high number of services within walking distance of the site and the high frequencies of the services.
- 5.2.2 The nearest bus stops are located on Theobald Road within a 3-walk distance and the nearest Underground Stations are Holborn and Russell Square both within a 6-minute walk and Chancery Lane within a 10-minute walk.
- 5.2.3 In line with the London Plan 2021 the proposal is car free with the exception of 2 Blue Badge spaces. Therefore, the proposals will have negligible impact on the existing highway network as it does not facilitate travel to site by car.



6 CONCLUSIONS

- 6.1.1 This Transport Statement has been prepared in support of development proposals at Tybalds Estate situated in the London Borough of Camden.
- 6.1.2 The site is very well connected to public transport and scores the highest Public Transport Accessibility Level (PTAL) of 6a/b, indicating 'excellent' access. In addition to the bus network the Tybalds Estate is also within easy walking distance of three Underground stations, which are Holborn (455m), Russell Square (480m) and Chancery Lane (770m). Russell Square is served by the Piccadilly Line, and Chancery Lane and Holborn stations by the Central Line
- 6.1.3 It is proposed to construct 56 residential units within the existing Tybalds Estate. In line with the London Plan 2021 the proposal is car free with the exception of 3% Blue Badge spaces along with long stay and short stay cycle parking.
- 6.1.4 The proposals will include a combination of the removal and reprovision of existing car parking spaces on site based on the proposed infill nature of the development and evidence of a significant shortfall in demand for allocated spaces compared to capacity. Combined with the car free nature of the development, where new residents will be prohibited from applying for residents parking permits, this will help to minimise the demand for private vehicular travel, encourage sustainable transport and public transport and which is in accordance with the principles set out in the NPPF and the Camden Local Plan 2017.
- 6.1.5 The landscape layout will facilitate improved pedestrian connections through the estate removing some of the existing barriers to pedestrian desire lines such as access to/from the estate via Barbon Close. The development will include a total of 104 long stay cycle spaces in addition to 3 short stay cycle parking spaces. This cycle parking quantum will provide an improvement over the existing situation through high quality, covered cycle parking for future and existing residents.
- 6.1.6 While the equivalent of six on-street parking bays will be removed, one is associated with conversion to a disabled bay, and the remaining five will facilitate improved access and manoeuvrability for refuse collection and servicing vehicles when accessing/egressing Boswell Street and Orde Hall Street to the benefit of existing and future residents.
- 6.1.7 The cycle parking will be secure and an improvement in terms of aesthetics and will help to maximise the uptake of travel by sustainable modes as existing and new residents can be more confident leaving their bicycles in the external storage facilities.
- 6.1.8 Delivery and servicing will still be able to take place on site as per existing situation and will also cater for the new residential units, save for implementation of a turning head within the access connecting New North Street with Devonshire which will avoid the need for refuse vehicles to conduct a lengthily reverse manoeuvre from the centre of the site.
- 6.1.9 This document is also submitted alongside a Draft Delivery and Servicing Plan (DSP), a Draft Construction Logistic Plan (CLP) and a Waste Management Strategy which also accompanies the planning application.



6.2 CONCLUSION

- 6.2.1 In conclusion, the proposed development is suitably located and designed to maximise the potential for sustainable travel and minimise impacts on the local transport networks through an appropriate access, parking and servicing strategy.
- 6.2.2 It is considered that the site will have no negative impact on the character and function of the local highway network. Due to the excellent accessibility of the site by public transport, it is expected to have minimal impact on the public transport network and can be accommodated safely within the capacity and provisions of the existing transport network.
- 6.2.3 It is therefore considered that, overall, there should be no grounds for refusal of the proposal on the grounds of highway safety, capacity or parking.



APPENDIX A

EXISTING SITE LAYOUT PLAN





- 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.
 8. Drawing to be read in conjunction with relevant consultant's drawings and specifications.
 9. Where MLA services on a project do not include for site inspections and work surveys, MLA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been built.

DRAFT

Revisions:

PLANNING

Client:

MatthewLloydArchitects LLP
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Perseverance Works
38 Kingsland Road
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Original Sheet Size

A1

Date: May-21 Scale: 1:500 @ A1 Drawn by: GP

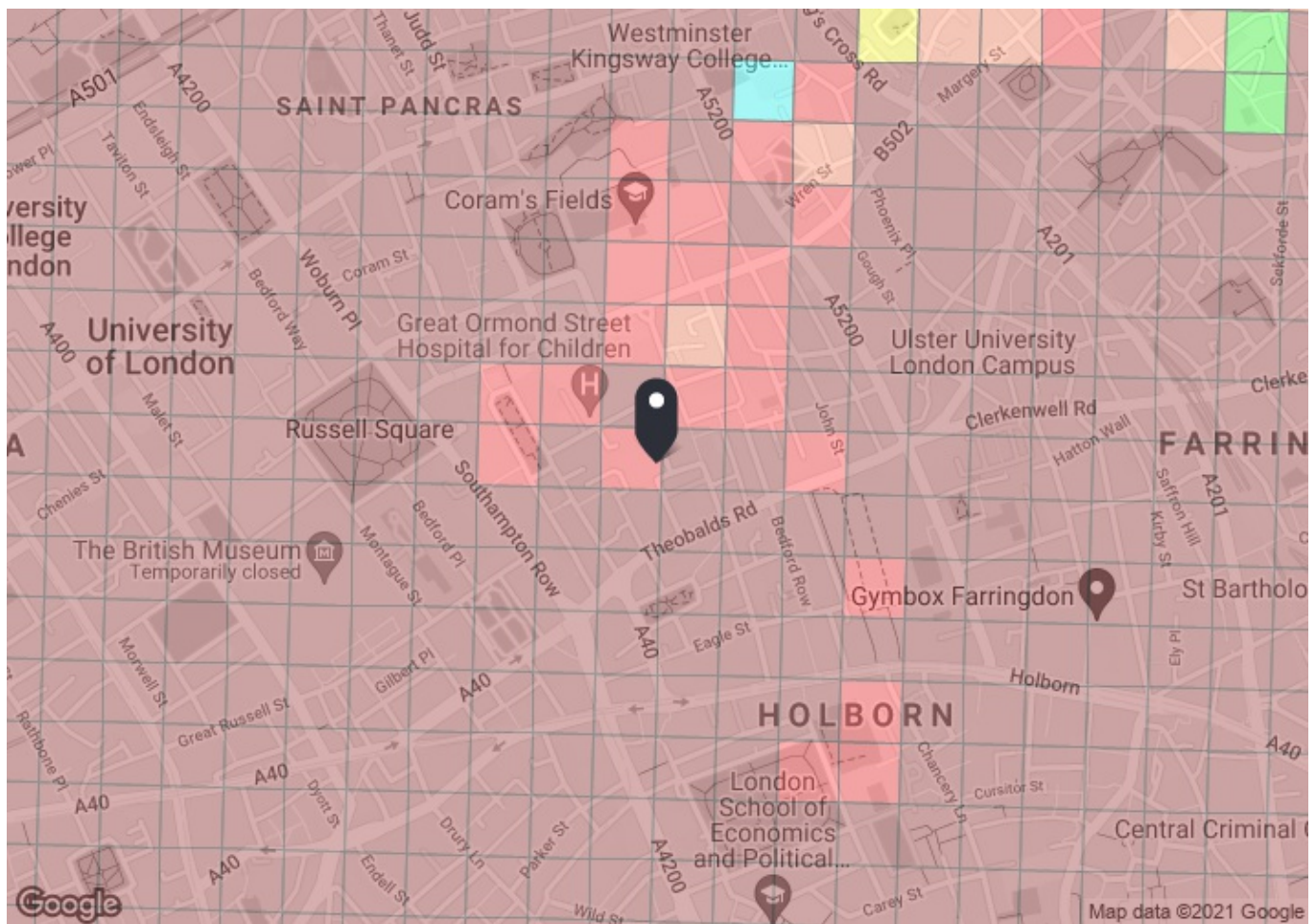
Project: TYBALDS ESTATE CAMDEN

Drawing title: EXISTING SITE PLAN

Reference: TE Dwg. No: X-010 Rev: A

APPENDIX B

WEBCAT PTAL OUTPUT



PTAL output for 2031 (Forecast) 6a

Tybalds Community Hall
Blenmsbury Basement, Dombey St, London WC1N 3PF, UK
Easting: 530590, Northing: 181930

Grid Cell: 87882

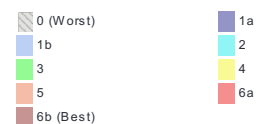
Report generated: 04/05/2021

This information is produced using forecasting tools and is subject to uncertainty

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

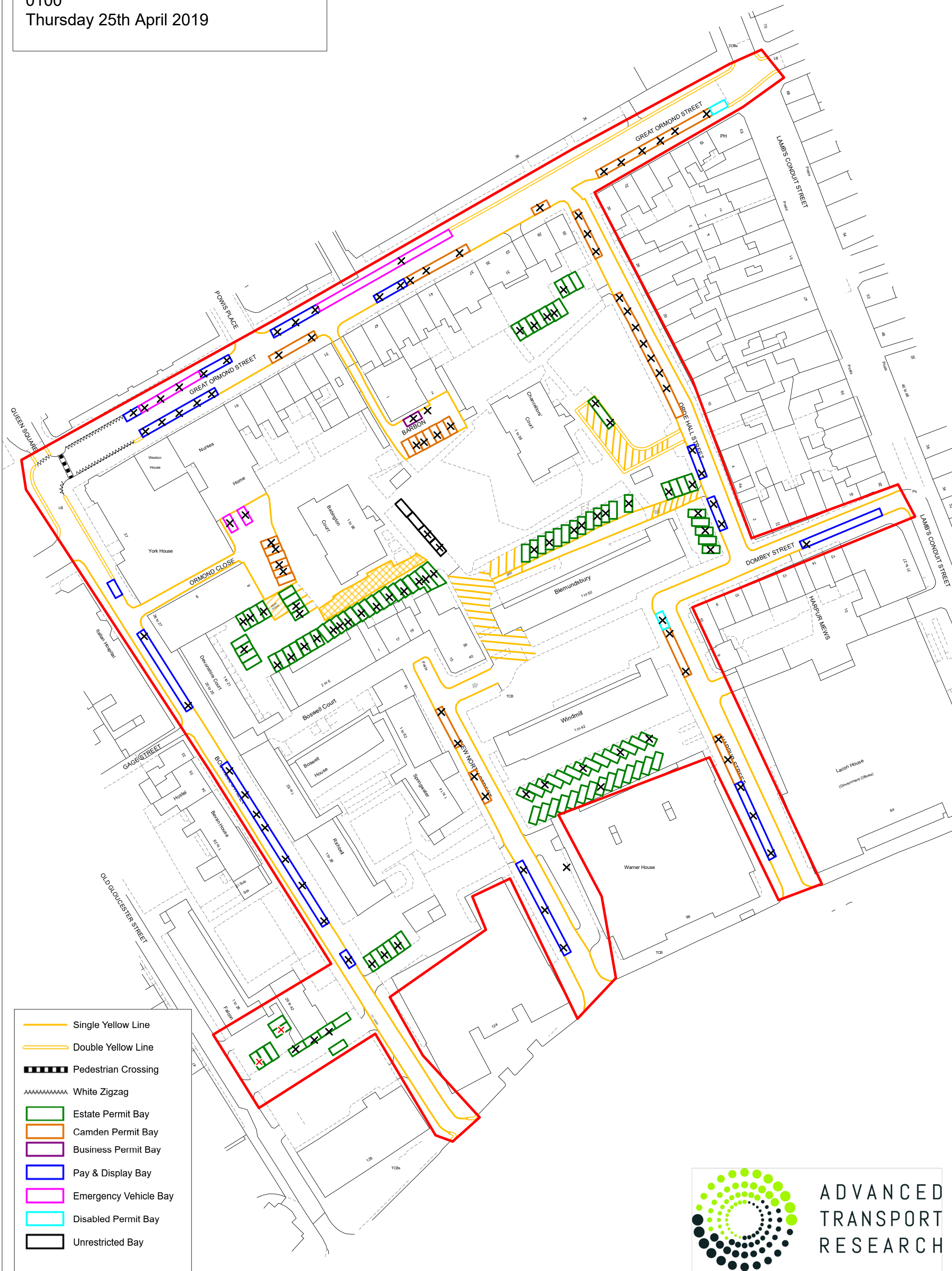
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CONWAY HALL	243	441.79	11.38	5.52	4.64	10.16	2.95	1	2.95
Bus	CONWAY HALL	38	441.79	10.35	5.52	4.9	10.42	2.88	0.5	1.44
Bus	CONWAY HALL	19	441.79	8.28	5.52	5.62	11.15	2.69	0.5	1.35
Bus	CONWAY HALL	55	441.79	10.35	5.52	4.9	10.42	2.88	0.5	1.44
Bus	S'HAMPTON ROWT'BALDS RD	59	568.18	10.35	7.1	4.9	12	2.5	0.5	1.25
Bus	S'HAMPTON ROWT'BALDS RD	91	568.18	9.32	7.1	5.22	12.32	2.43	0.5	1.22
Bus	S'HAMPTON ROWT'BALDS RD	68	568.18	9.32	7.1	5.22	12.32	2.43	0.5	1.22
Bus	S'HAMPTON ROWT'BALDS RD	X68	568.18	4.14	7.1	9.25	16.35	1.84	0.5	0.92
Bus	S'HAMPTON ROWT'BALDS RD	188	568.18	8.28	7.1	5.62	12.73	2.36	0.5	1.18
Bus	S'HAMPTON ROWT'BALDS RD	168	568.18	9.32	7.1	5.22	12.32	2.43	0.5	1.22
Bus	BLOOMSBURY SQUARE	8	583.58	10.35	7.29	4.9	12.19	2.46	0.5	1.23
Bus	BLOOMSBURY SQUARE	242	583.58	6.73	7.29	6.46	13.75	2.18	0.5	1.09
Bus	BLOOMSBURY SQUARE	1	583.58	8.28	7.29	5.62	12.92	2.32	0.5	1.16
Bus	BLOOMSBURY SQUARE	171	583.58	7.76	7.29	5.86	13.16	2.28	0.5	1.14
Bus	GRAYS INN RD GUILFORD S	46	633.47	6.21	7.92	6.83	14.75	2.03	0.5	1.02
Bus	GRAYS INN RD GUILFORD S	17	633.47	7.76	7.92	5.86	13.78	2.18	0.5	1.09
Bus	GRAYS INN RD GUILFORD S	45	633.47	7.24	7.92	6.14	14.06	2.13	0.5	1.07
LUL	Halborn	'WRuislip-Epping '	707.53	7	8.84	5.04	13.88	2.16	0.5	1.08
LUL	Halborn	'WRuislip-Hainault '	707.53	6	8.84	5.75	14.59	2.06	0.5	1.03
LUL	Halborn	'Ealing-Epping '	707.53	6	8.84	5.75	14.59	2.06	0.5	1.03
LUL	Halborn	'Ealing-Hainault '	707.53	7	8.84	5.04	13.88	2.16	0.5	1.08
LUL	Halborn	'Northolt-Loughton '	707.53	2	8.84	15.75	24.59	1.22	0.5	0.61
LUL	Halborn	'WhiteCity-Loughton '	707.53	2	8.84	15.75	24.59	1.22	0.5	0.61
LUL	Halborn	'NewburyPk-WhiteCity '	707.53	3	8.84	10.75	19.59	1.53	0.5	0.77
LUL	Halborn	'LHRT5-Cockfosters '	707.53	9	8.84	4.08	12.93	2.32	1	2.32
LUL	Halborn	'Uxbridge-Cockfosters '	707.53	4	8.84	8.25	17.09	1.75	0.5	0.88
LUL	Halborn	'RLane-Cockfosters '	707.53	2	8.84	15.75	24.59	1.22	0.5	0.61
LUL	Halborn	'Cockfosters-LHRT4LT '	707.53	9	8.84	4.08	12.93	2.32	0.5	1.16
LUL	Halborn	'RayLane-ArnosGrove '	707.53	2	8.84	15.75	24.59	1.22	0.5	0.61
LUL	Halborn	'Ruislip-ArnosGrove '	707.53	4	8.84	8.25	17.09	1.75	0.5	0.88
LUL	Halborn	'Nthfields-ArnosGrove '	707.53	1.5	8.84	20.75	29.59	1.01	0.5	0.51
LUL	Halborn	'Nthfields-Cockfoster '	707.53	1.5	8.84	20.75	29.59	1.01	0.5	0.51
Total Grid Cell AI:										35.66

APPENDIX C

ON AND OFF-SITE PARKING BEAT SURVEYS

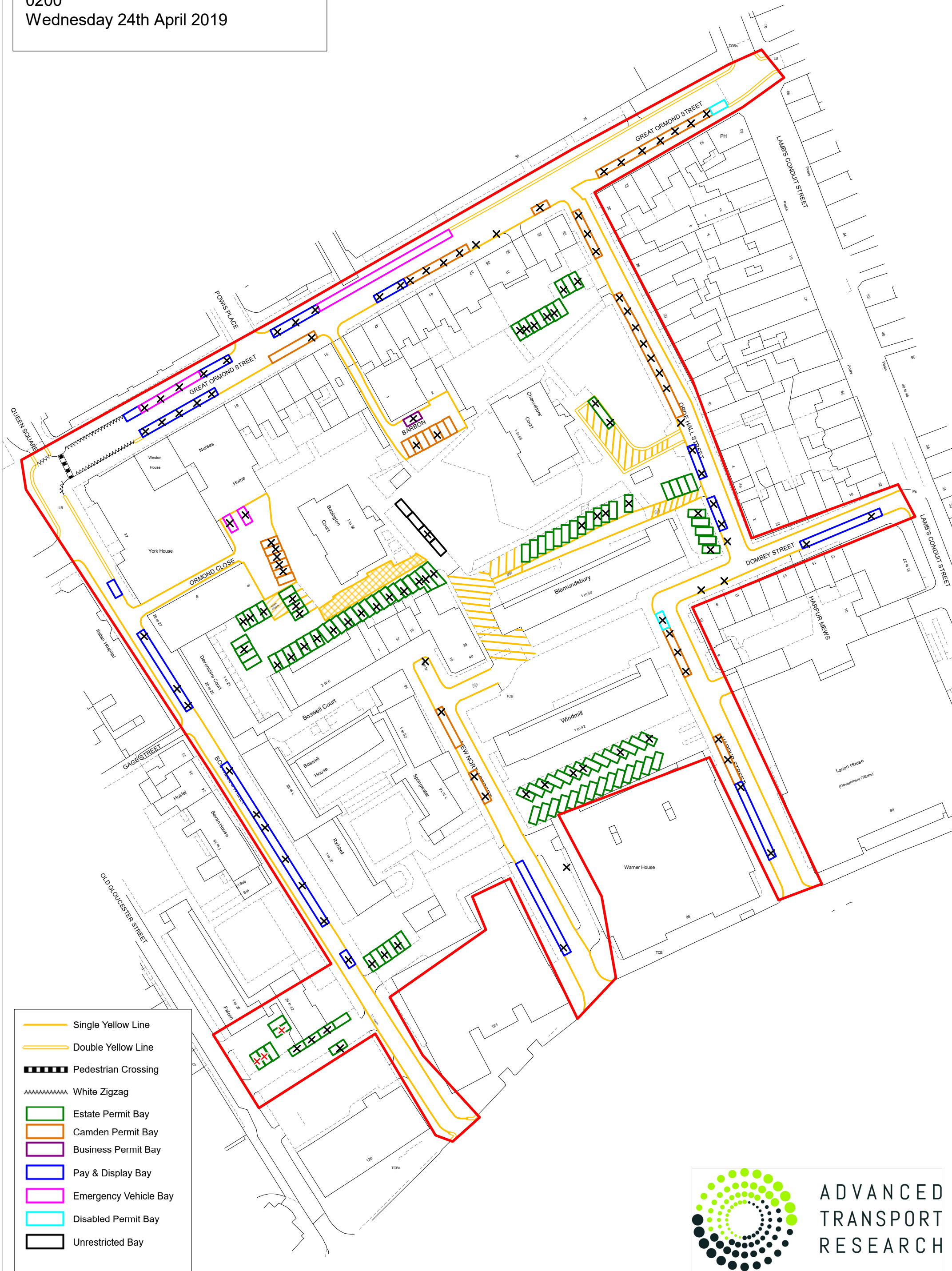
21261 Tybalds Estate, WC1N 3PF
Parking Beat
0100
Thursday 25th April 2019



ADVANCED
TRANSPORT
RESEARCH

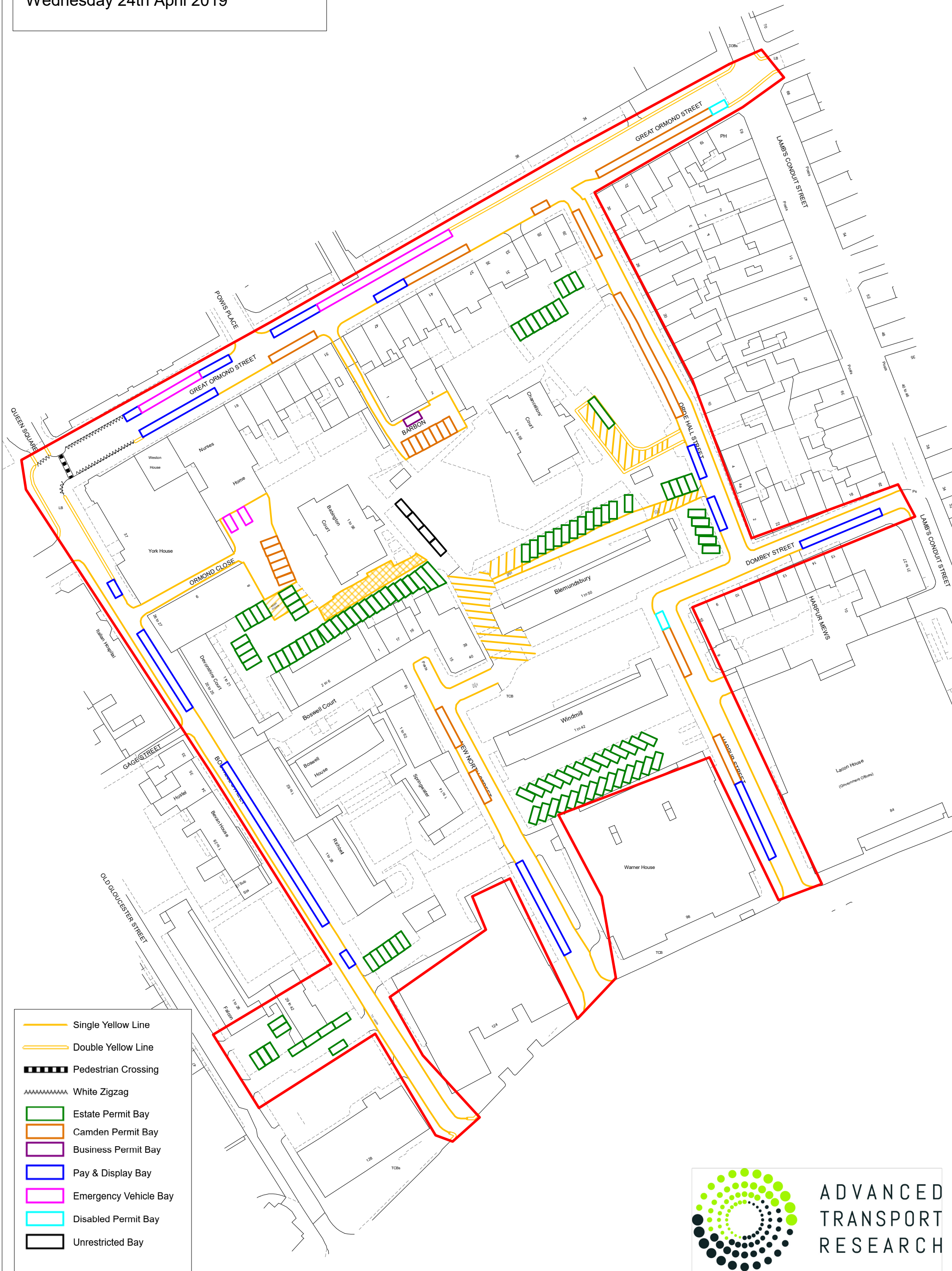
Based on Ordnance Survey mapping (C) Crown Copyright

21261 Tybalds Estate, WC1N 3PF
Parking Beat
0200
Wednesday 24th April 2019



ADVANCED
TRANSPORT
RESEARCH

Based on Ordnance Survey mapping (C) Crown Copyright



ADVANCED
TRANSPORT
RESEARCH

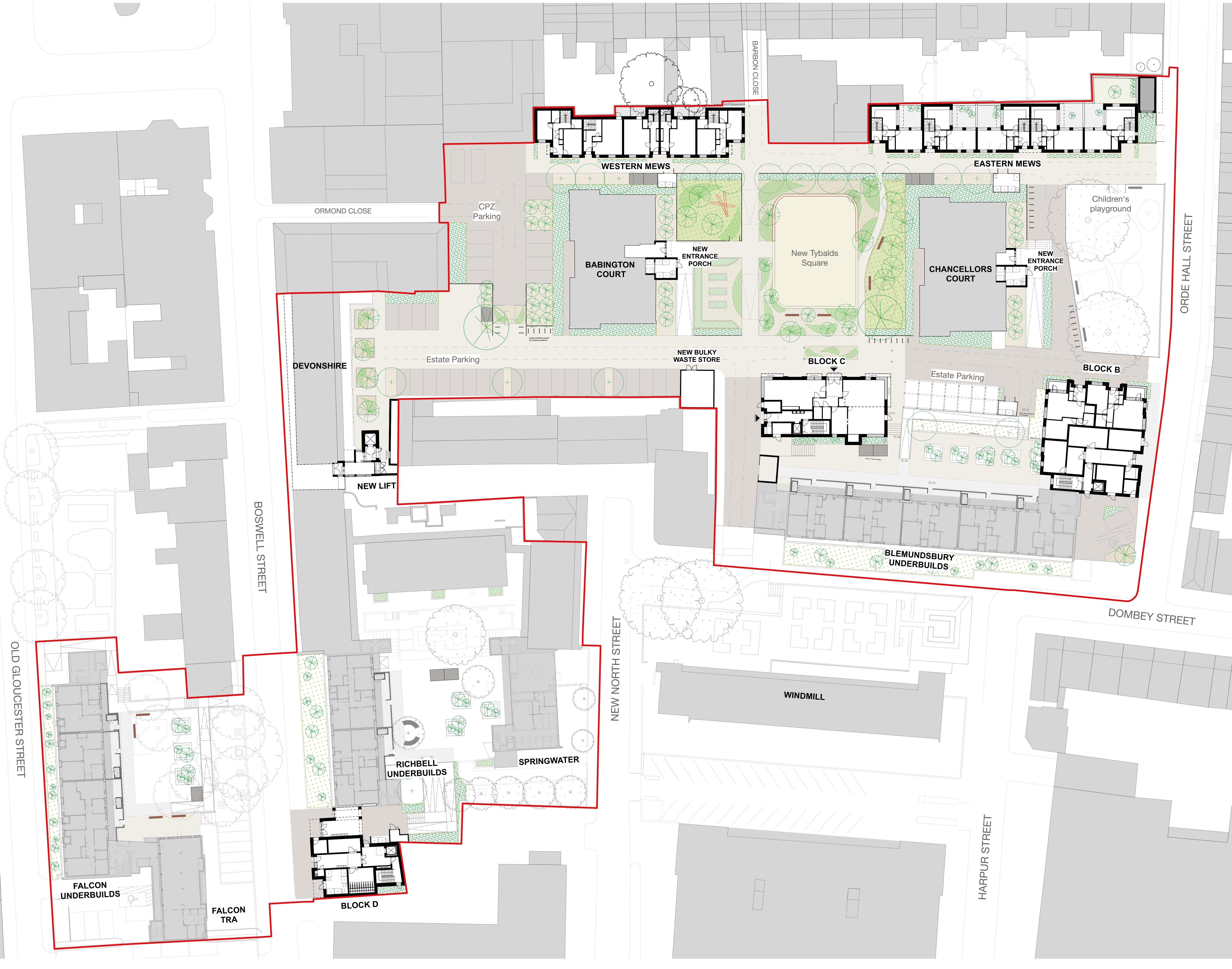
					Estate Permit Bay				Camden Permit Bay				Disabled Permit Bay				Pay & Display Bay				Business Permit Bay				Emergency Vehicle Bay				Unrestricted Bay				Single Yellow Line				Double Yellow Line				
0200 Wednesday 24th April 2019	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/Other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress					
	Great Ormond Street	443	35	58					75	15	13	87%	5	1	0	0%	65	13	12	92%					65	13	3	23%					34	6	2	33%	106	21	0	0%	
	Barbon Close	32	0	0					17.5	7	2	29%						5	1	1	100%										9.5	1	0	0%							
	Orde Hall Street	109	10	12					55	11	10	91%					20	4	4	100%										12	2	2	100%								
	Dombey Street	71	10	4													25	5	2	40%									32	6	2	33%									
	Harpur Street	92	10	5					30	6	5	83%	5	1	1	100%	25	5	2	40%									17	3	0	0%									
	New North Street	110	5	7					25	5	3	60%					30	6	1	17%									43	8	1	13%									
	Boswell Street	212	20	12													90	18	10	56%									65	13	0	0%	25	5	0	0%					
	Ormond Close	41	0	0					15	6	5	83%												5	2	2	100%			21	4	0	0%								
	Estate Parking						113	51	45%																			20	4	1	25%										
Total per Beat by restriction						113	51	45%		50	38	76%		2	1	50%		51	31	61%		1	1	100%		15	5	33%		4	1	25%		43	7	16%		26	0	0%	
Total per Beat						236	135	57%																																	

					Estate Permit Bay				Camden Permit Bay				Disabled Permit Bay				Pay & Display Bay				Business Permit Bay				Emergency Vehicle Bay				Unrestricted Bay				Single Yellow Line				Double Yellow Line			
0100 Thursday 25th April 2019	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/ other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress				
	Great Ormond Street	443	35	58					75	15	12	80%	5	1	0	0%	65	13	13	100%					65	13	4	31%					34	6	0	0%	106	21	0	0%
	Barbon Close	32	0	0					17.5	7	4	57%						5	1	1	100%										9.5	1	1	100%						
	Orde Hall Street	109	10	12					55	11	10	91%					20	4	4	100%										12	2	0	0%							
	Dombey Street	71	10	4													25	5	1	20%										32	6	0	0%							
	Harpur Street	92	10	5					30	6	4	67%	5	1	1	100%	25	5	3	60%										17	3	0	0%							
	New North Street	110	5	7					25	5	4	80%					30	6	3	50%									43	8	0	0%								
	Boswell Street	212	20	12													90	18	10	56%									65	13	0	0%	25	5	0	0%				
	Ormond Close	41	0	0					15	6	4	67%											5	2	2	100%				21	4	0	0%							
	Estate Parking					113	53	47%																			20	4	2	50%										
Total per Beat by restriction					113	53	47%		50	38	76%		2	1	50%		51	34	67%		1	1	100%		15	6	40%		4	2	50%		43	1	2%		26	0	0%	
Total per Beat					236	136	58%																																	

APPENDIX D

PROPOSED SITE LAYOUT PLAN





- 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.
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 8. Drawing to be read in conjunction with relevant consultant's drawings and specifications.
 9. Where MLA services on a project do not include for site inspections and work surveys, MLA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been built.
 10. MLA shall not be liable for the consequences of any use, misuse or variation of this drawing for any purpose other than that for which it was originally prepared.
 11. This title block is copyright of MLA and should not be used, removed, or altered without permission and clear identification.

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

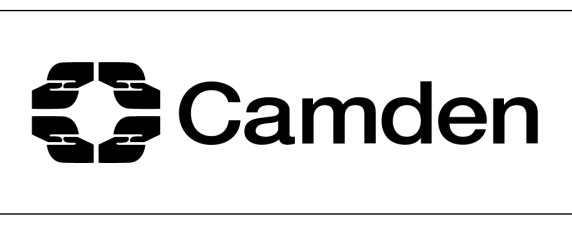
BABINGTON COURT: New entrance porch

CHANCELLORS COURT: New entrance porch

BLEMUNDSBURY, RICHBELL, FALCON: New PVs on roofs

PUBLIC REALM UPDATES

Revisions:

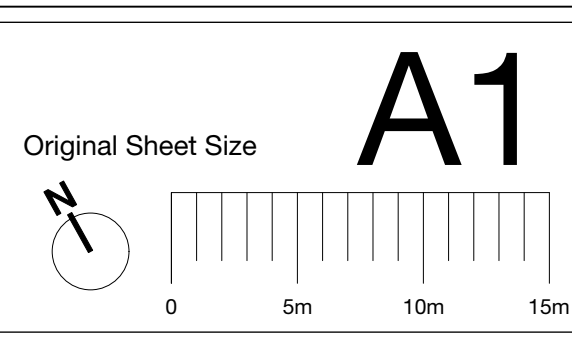


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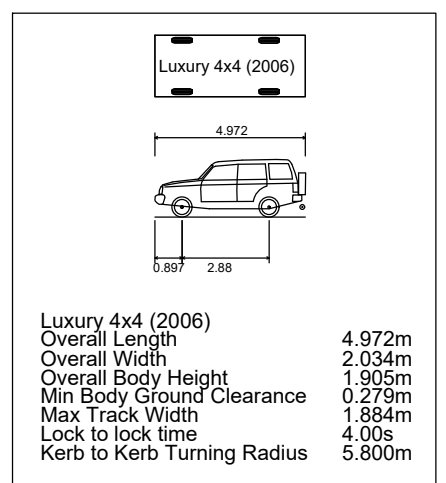


Date:	Jun-21	Scale:	1:300 @ A1	Checked by:	ASp	Drawn by:	GP
Project:	TYBALDS ESTATE CAMDEN						
Drawing title:	PROPOSED MASTERPLAN-colour						
Reference:	TE	Dwg. No:	X-116	Rev:	-		

APPENDIX E

SWEPT PATH ANALYSIS - PARKING AND
SERVICING





VELOCITY
Transport Planning
www.velocity-tp.com

BARBON CLOSE

EGRESS

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
REV	DATE	COMMENT	APP

REVISION DETAILS

DRAWING NO.
3170-1110-T-015

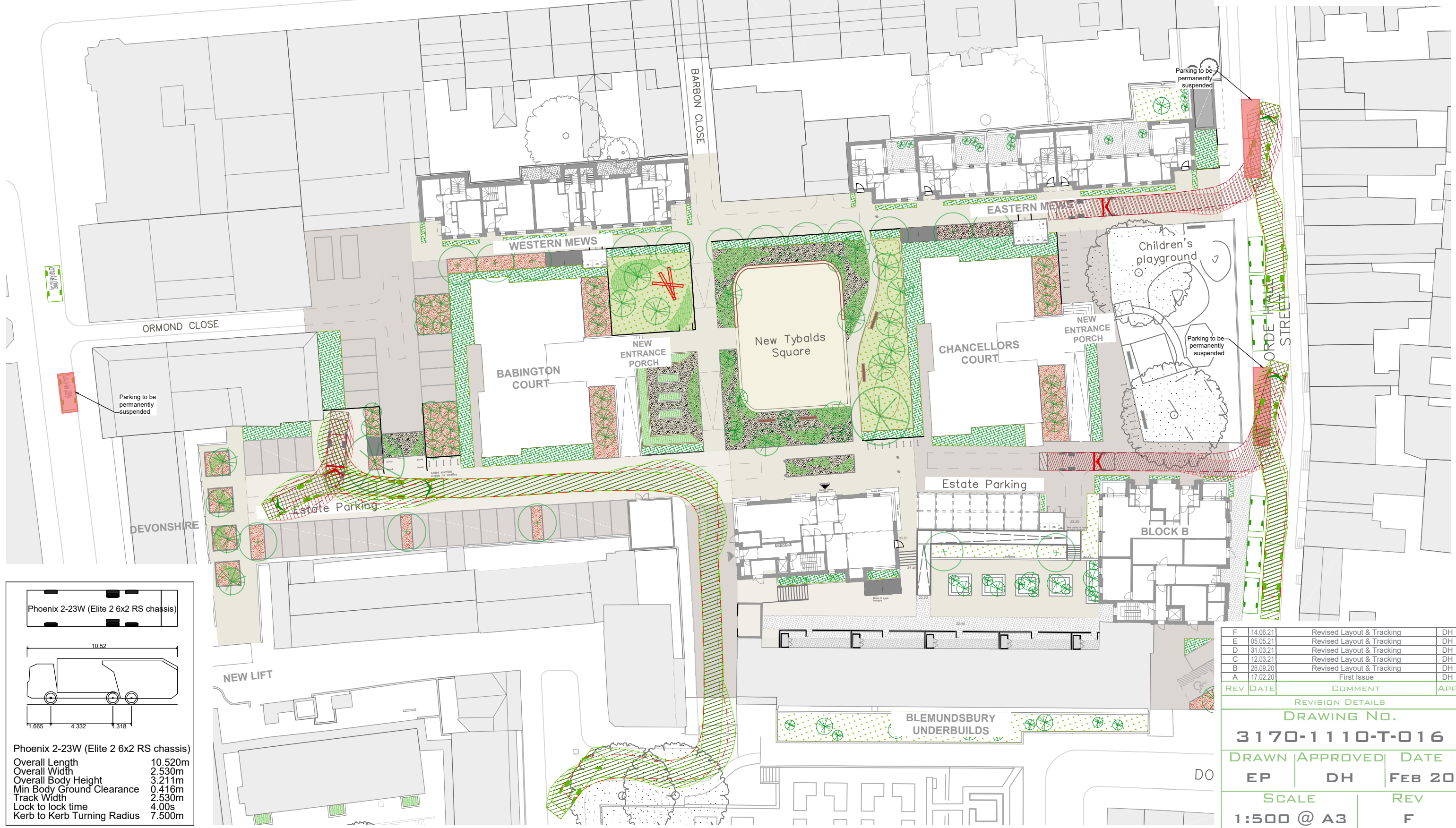
DRAWN	APPROVED	DATE
EP	DH	FEB 20

SCALE
1:200 @ A3

REV
F

F





Phoenix 2-23W (Elite 2 6x2 RS chassis)

10.52

1.665 4.332 1.318

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

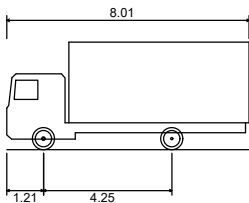
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E	05.05.21	Revised Layout & Tracking	DH
D	31.03.21	Revised Layout & Tracking	DH
C	12.03.21	Revised Layout & Tracking	DH
B	28.09.20	Revised Layout & Tracking	DH
A	17.02.20	First Issue	DH
REV	DATE	COMMENT	APP

REVISION DETAILS		
DRAWING NO.		
3170-1110-T-016		
DRAWN	APPROVED	DATE
EP	DH	FEB 20
SCALE		REV
1:500 @ A3		F





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

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
REV	DATE	COMMENT	APP

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
SWEEP PATH ANALYSIS

