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1. THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. THE CONSULTING ENGINEERS ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED ON THE TITLE BLOCK FIELDS 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.
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 3. DO NOT SCALE FROM THE DRAWING. USE WRITTEN DIMENSIONS ONLY.
 4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.
 5. DISCREPANCIES MUST BE REPORTED BACK TO THE ENGINEER PRIOR TO CONSTRUCTION.
 6. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ADVANT ENGINEERS DRAWINGS AND SPECIFICATIONS.

KEY

Fire Engine
Meters

Width	: 2.52	Lock to Lock Time	: 6.0 s
Track	: 2.44	Steering Angle	: 33.1 deg
		Articulating Angle	: -1.0 deg

Car
Meters

Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0 s
Steering Angle	: 30.5 deg

REV	AMENDMENTS	BY	DATE
E	UPDATED TO PLANNING COMMENTS	MJM	24.03.25
D	UPDATED TO PLANNING COMMENTS	MJM	06.03.25
C	UPDATED TO PLANNING COMMENTS	MJM	27.02.25
B	LAYOUT UPDATED	MJM	18.12.24
A	INITIAL ISSUE	MJM	01.08.24

FOR APPROVAL

STATUS	CHK'D
PRELIMINARY	MJM
FOR COMMENT	MJM
FOR APPROVAL	MJM
FOR CONSTRUCTION	
AS BUILT	

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CLIENT
BARNES HOMES

CONTRACT
**LAND ADJ. 480 HALIFAX ROAD
LIVERSEDGE
WF15 8EB**

TITLE
**FIRE TENDER SWEPT
PATH ANALYSIS**

DRAWN	MJM	CHK'D	MJM
SCALE	1:50 @ A1	DATE	01.08.24

JOB No	DRG No	REV
24066	104	E

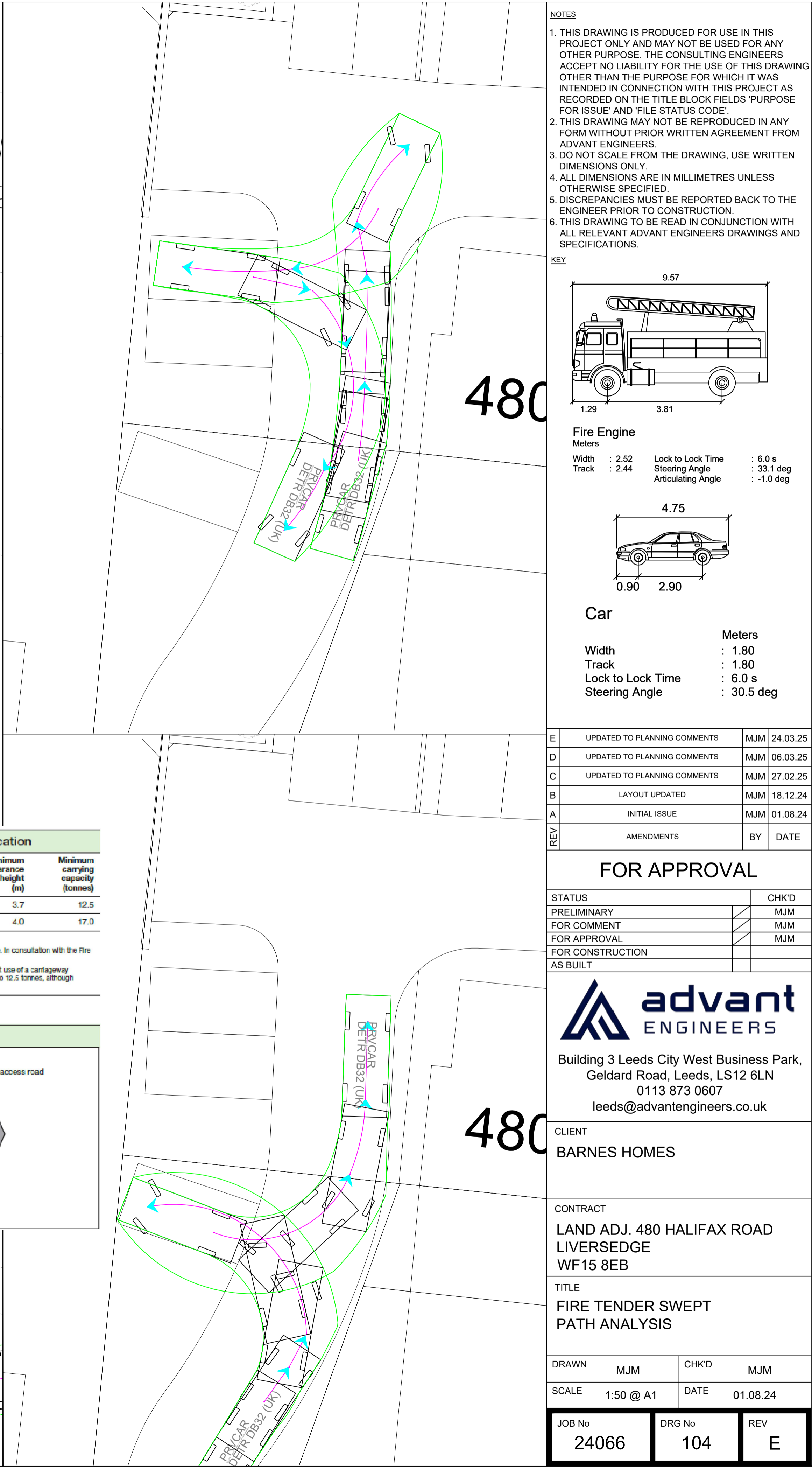
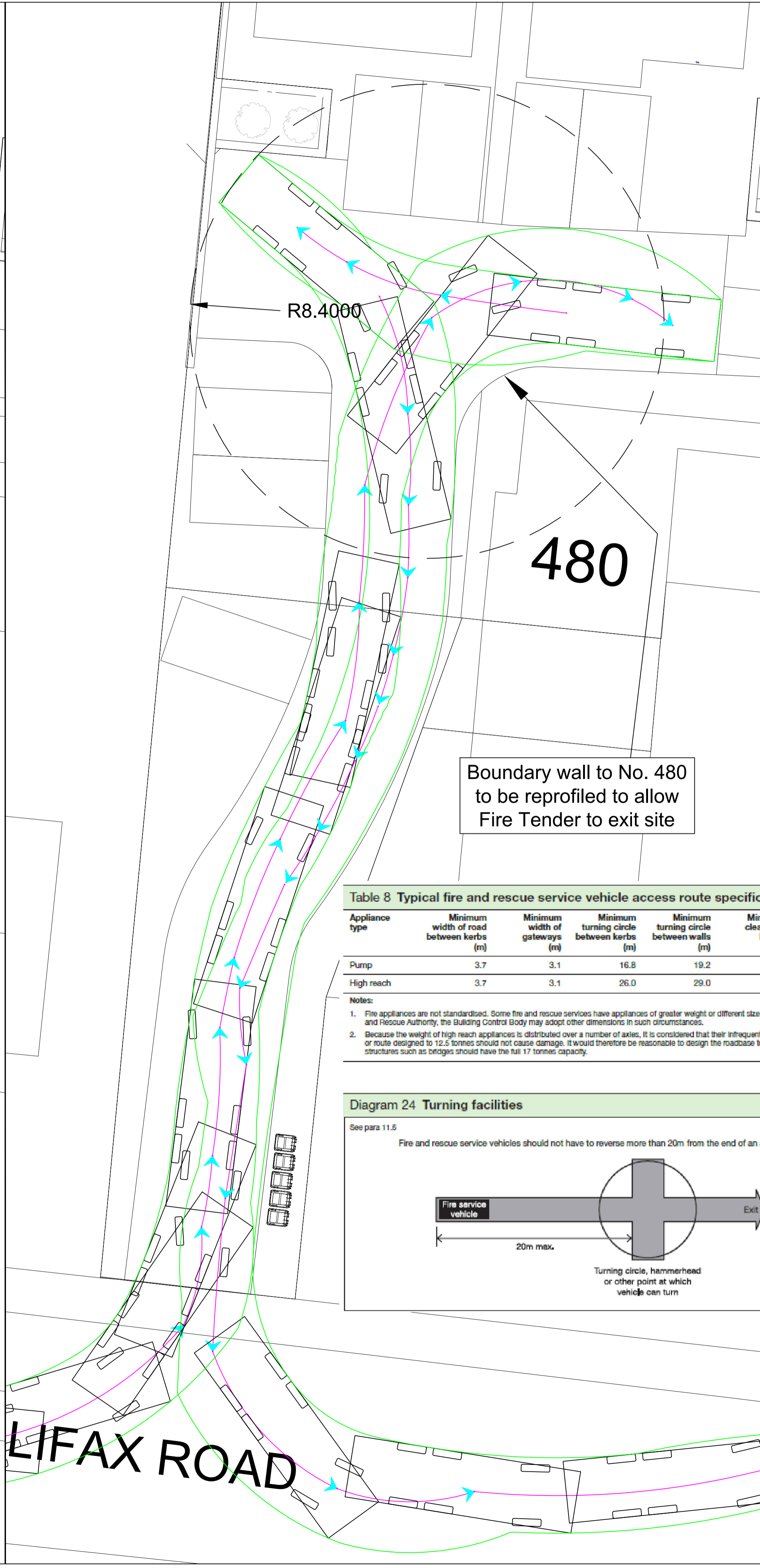
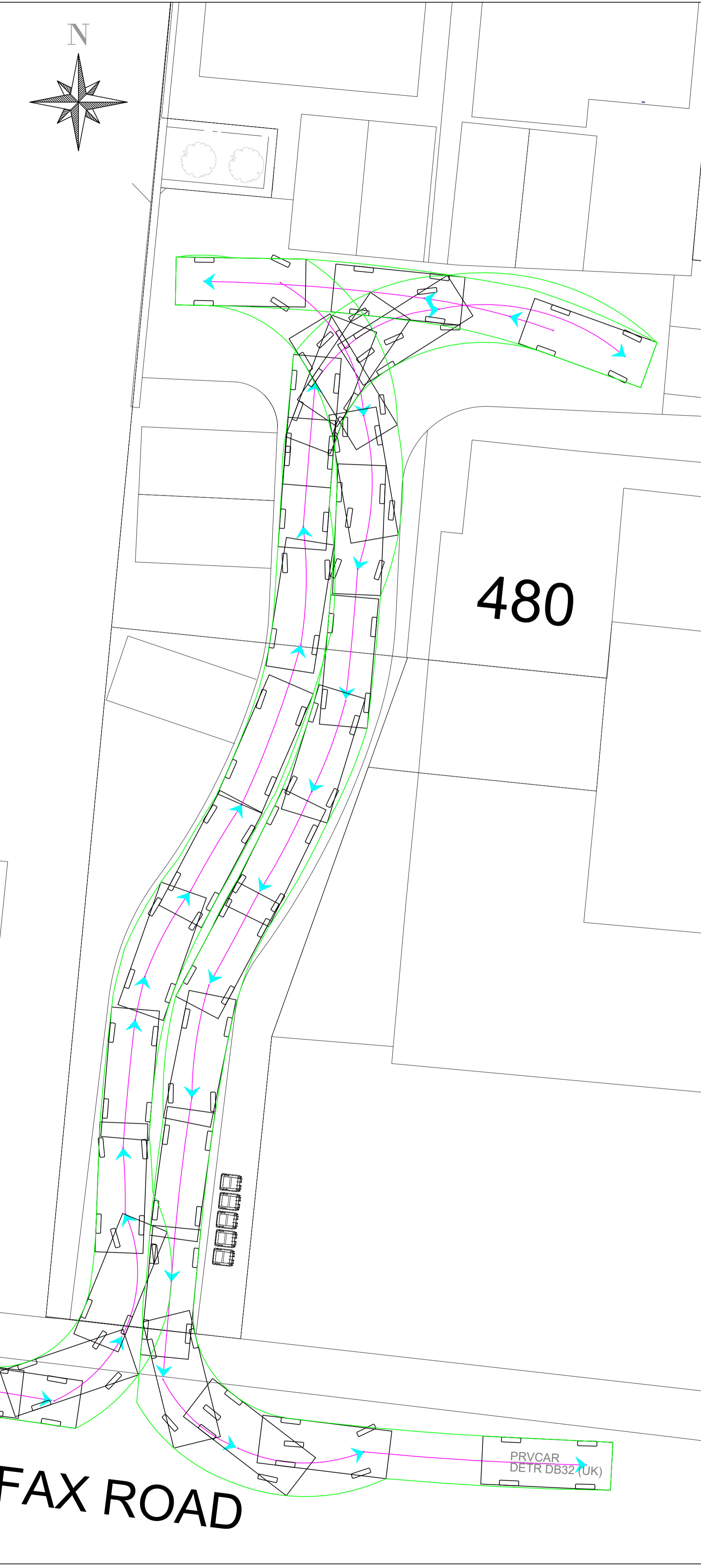
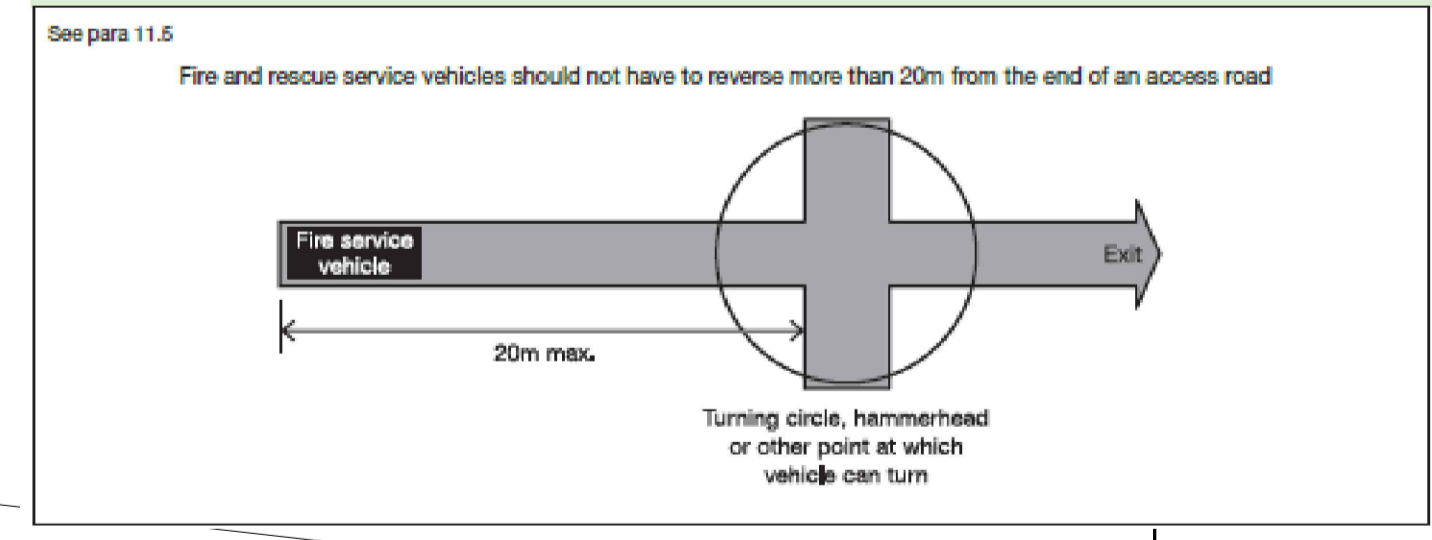


Table 8 Typical fire and rescue service vehicle access route specification

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

- Notes:**
1. Fire appliances are not standardised. Some fire and rescue services have appliances of greater weight or different size. In consultation with the Fire and Rescue Authority, the Building Control Body may adopt other dimensions in such circumstances.
 2. Because the weight of high reach appliances is distributed over a number of axes, it is considered that their infrequent use of a cartway or route designed to 12.5 tonnes should not cause damage. It would therefore be reasonable to design the roadbase to 12.5 tonnes, although structures such as bridges should have the full 17 tonnes capacity.

Diagram 24 Turning facilities



FAX ROAD

LIFAX ROAD

480