LANCASTER SQUARE, BOURNE COURT, RUISLIP

Delivery and Servicing Plan

July 2022

Taylor Wimpey West London

RESIDENTIAL DEVELOPMENT
LANCASTER SQUARE
BOURNE COURT, RUISLIP

DELIVERY AND SERVICING PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT
LANCASTER SQUARE
BOURNE COURT, RUISLIP

DELIVERY AND SERVICING PLAN

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1. INTRODUCTION

1.1 This Delivery and Servicing Plan (DSP) has been prepared by Paul Basham Associates (PBA) on behalf of Taylor Wimpey West London to discharge Condition 16 of their planning permission (11891/APP/2018/3414) for the construction of two new residential blocks accommodating 87 units. The site is known as Lancaster Square, located at the end of Bourne Court in Ruislip, within the London Borough of Hillingdon (LBH). As part of the planning application a Transport Statement was prepared and submitted by Paul Mews Associates. Condition 16 of the planning permission states the following:

'Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.'

1.2 This DSP has been written in line with TfL's "Delivery and Servicing Plan Guidance" (December 2020). LBH also form part of WestTrans, which provide guidance on DSPs. This DSP has been written with consideration to "*Delivery and Servicing Plan Guidance*" (2017) by WestTrans. In addition PBA have prepared a Travel Plan to discharge the S106 obligation.

Development Proposals

1.3 The proposed development provides a total of 87 new residential units across two blocks comprising 34 one-bedroom. 45 two-bedroom and 8 three-bedroom flats. The site layout is included in **Appendix A.**

1.4 To serve the new development, the existing Bourne Court will be extended into the site to form a cul-de-sac. At first floor, the block nearest Bourne Court will form over-croft over the access road, providing a headroom of 5.1m. The proposals also include provision for 96 car parking spaces and 182 long stay cycle parking spaces.

1.5 The proposed car parking areas are arranged around an internal access road, which provides space for delivery and servicing vehicles to turn around within the site.

Objectives of the DSP

1.6 WestTrans state *"A Delivery and Servicing Plan (DSP) is a logistics management tool for a development to reduce the impacts of delivery and servicing activity at a site. An effective DSP should incorporate a mixture of measures including those targeted at procurement, delivery booking systems, consolidation, re-timing, marketing and management measures".*

1.7 The primary objective of this DSP is to set out how the site and occupiers of the site will receive delivery and servicing activities in a safe, efficient and convenient manner, so as to minimise the impacts of delivery and servicing on the site. To assist in achieving this, a series of sub-objectives are as follows:

- Minimise the effect of delivering and servicing activities on local traffic levels/congestion;
- Utilise the physical layout of the site and its ability to accommodate delivery and servicing activity;
- Consider and mitigate potential conflicts with pedestrian and cycle activity;
- Manage the impacts of delivery and servicing activity on other road users;
- Consider and manage safety so that delivery and servicing activity does not comprise road safety or pedestrian safety;
- Consider connectivity to the wider road network; and
- Minimise delivery and servicing trips to the site where possible.

1.8 The building management company will be responsible for managing the operation of delivery and servicing activity at the site on a day-to-day basis and will monitor the operation of these activities to ensure they are safe, efficient and convenient for the users of the site, with appropriate measures taken should any issues arise through the associated activities.

Report Structure

1.9 The remainder of this DSP will be structured as follows:

- Section 2 provides a review of policy, describes existing conditions surrounding the site, including the local and strategic highway network, delivery and servicing arrangements and refuse and recycling arrangements.
- Section 3 outlines the objectives and measures of the DSP to ensure it is effective in achieving its aims
- Section 4 sets out the delivery and servicing trip rates, along with targets
- Section 5 explains how the implementation of the DSP will be monitored and any adjustments to its policies and targets made
- Section 6 explains how the DSP will be implemented, monitored and updated.

4. POLICY CONTEXT

Introduction

4.1 This section of the DSP provides a summary of relevant documents and policies which have been considered during the preparation of this report.

National Policy

National Planning Policy Framework (NPFF) 2021

4.2 Paragraph 112 (d) requires that development allow for the efficient delivery of goods, and access by service and emergency vehicles.

Regional Policy (London)

Mayors Transport Strategy (2018)

4.3 In March 2018, the Mayor of London published the Mayor's Transport Strategy, which sets out the policies and proposals to reshape transport in London over the next 25 years. The following proposals are relevant to this DSP.

- Proposal 9 - The Mayor, through TfL, the boroughs and enforcement partners, will seek to reduce danger posed by vehicles.
- Proposal 10 - The Mayor, through TfL and the boroughs, will set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.
- Proposal 15 - The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak (07:00- 10:00) by 10 per cent by 2026.
- Proposal 16 - The Mayor, through TfL, and working with the boroughs and the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

a. Identifying opportunities for moving freight by rail where this will not impact passenger services and where the benefits will be seen in London.
b. Increasing the proportion of freight moved on London's waterways.
c. Reviewing the potential benefits of a regional freight consolidation and distribution network, and completing the network of Construction Consolidation Centres in London

- **Proposal 17 (b)** - The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords to establish a network of micro-distribution services and facilities served by zero emission vehicles and walking and cycling deliveries. Part of this is encouraging the use and growth of London's network of collection points that Londoners can access on foot.
- **Proposal 48 (e) –** The Mayor, through TfL, working with the boroughs will seek to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsibly behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment.
- **Proposal 81 (a)** - The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by: Ensuring that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more active, efficient and sustainable modes of delivery, including cargo cycles and electric vehicles where practicable.

London Plan (2021)

4.4 The final version of the London Plan was adopted in March 2021 and provides a strategic development strategy for Greater London. It sets out a framework for how London will develop over the next 20 – 25 years and the Mayor's vision for Good Growth. The following policies are deemed relevant to this DSP:

- **Policy T7 Deliveries, servicing and construction:**

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

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

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

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

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

  (H) 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.

4.5 The Delivery and Servicing Plan Guidance (2020) has also informed this DSP, as it sets out the importance of the DSP, including the aims, objectives, benefits and measures. It explains how the site, through the DSP, will achieve safe, efficient, clean and optimised delivery and servicing activities at the site. The guidance provides the structure of the DSP and how to use the DSP over time, as it is communicated from developer to landlord/building management company and residents.

WestTrans Delivery and Servicing Plan Guidance (2017)

4.6 The WestTrans Partnership is formed of the six west London Boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. It works with Transport for London (TfL) to identify, develop and implement transport projects to the benefit of the subregion.

4.7 In 2017, WestTrans issued guidance on the preparation of DSPs. The guidance states the *"the primary aim of this guidance is to provide planning officers, developers, site occupiers and facilities managers with the tools they require to develop, implement, monitor and evaluate an effective DSP. It sets out a structured step-by-step process for developing DSPs."*

4.8 It also says that *"Considering the delivery and servicing needs of a site from the outset can help to facilitate efficient deliveries by encouraging site occupiers and their suppliers to consider the need for delivery and servicing activity, re-timing when and how deliveries are made and improving overall access to goods and services."*

4.9 The guidance provides the following:

1. Delivery and Servicing Plan (DSP)
2. Planning requirements for DSPs
3. Guidance for Developers
4. Guidance for Planners
5. Guidance for Occupiers
6. Monitoring and Enforcement
7. Appendix – Action Plan Measures

4.10 This DSP has been written with consideration of this guidance.

Summary

4.11 The development proposals will accommodate goods vehicles generated by future residents on site. Furthermore, the following section of this DSP demonstrates that the site is located in close proximity to the strategic road network, meaning the distance travelled on local roads is minimised. In addition, there are numerous opportunities for future residents to use parcel shops / lockers for future deliveries.

5. SITE SPECIFIC INFORMATION

Site Location and Context

5.1 The site is located at the end of Bourne Court in Ruislip, and formerly accommodated Phoenix Day Centre, the Wren Centre (a mental health day facility) and Bourne Lodge (a hostel / care home). The site is bound by Odyssey Business Park to the northwest, commercial properties fronting The Runaway to the northeast, residentials blocks on Bourne Court to the southeast and a residential service road to the southwest. **Figure 1** illustrates the indicative site location.

Figure 1 - Indicative Site Location

5.2 The site is easily accessible by public transport, with South Ruislip Railway Station located only 200m walk from the site. This provides access to the Central Line and Chiltern Railway services towards London Marylebone and Aylesbury. Bus stops are located on West End Road (450m) and Victoria Road (500m), providing access to bus routes 114, 696 and E7.

Vehicle Access and Local Highway Network

5.3 Bourne Court provides vehicle access to the site, which is a 50m long access road serving properties fronting Bourne Court. It is a two-way single carriageway road, with in-set car parking bays on both sides of the road. These parking bays are subject to residential permit holder only restrictions between 09:00 – 17:00 Monday to Saturday. Before forming a dead-end at the site boundary, it provides access to garages and hardstanding used for parking to both the southwest and northeast. At the southern end, Bourne Court forms a priority junction with Station Approach.

5.4 Station Approach is a two-way single carriageway road subject to a 30mph speed restriction. A right turn lane is provided onto Bourne Court to avoid vehicles waiting to turn right causing queuing along Station Approach. Double and single yellow lining is present along the extents of Station Approach, with further right turn lanes provided at key access roads. Where the railway line crosses over Station Approach, a low bridge restricts vehicles to 3.6m in height. Station Approach provides a connection to the A4180 West End Road in the southwest and Victoria Road in the northeast.

Strategic Highway Network

5.5 The Transport for London Road Network (TLRN) is made up of London's 'red routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise either the strategic road network (SRN) and TLRN and avoid local level roads where possible to reduce impact on the local highway network.

5.6 The closest section of the TLRN is the A40, which is accessible via the A1480 within a 3-minute drive of the site. In the east, the A40 provides a connection between Central London and the wider TLRN. In the west it provides a connection to the M40 and the M25 at junction 1 / 16 respectively.

5.7 **Figure 2** provides a regional map showing the site in the context of Greater London and the strategic road network.

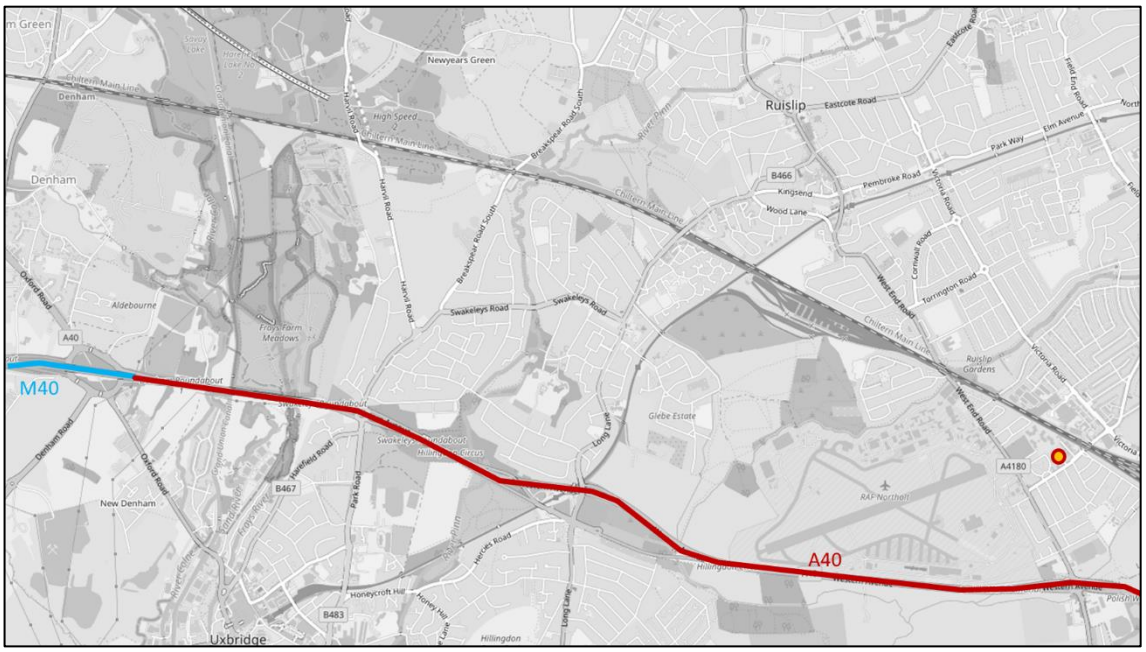

Figure 2 - Site Location and the TLRN

On-street Car Parking

5.8 Parking is restricted along Bourne Court and Station Approach. On Bourne Court, vehicles must have a residential parking permit for Zone SR. The surrounding roads are either within a parking management zone or a stop and shop zone which allows short stay parking for retail outlets.

Delivery and Servicing

5.9 As a residential development, deliveries to the site are anticipated to comprise of typical residential deliveries including post, online deliveries of consumer goods, grocery deliveries and occasionally larger items such as furniture. The majority of deliveries are anticipated to utilise a 7.5t rigid van or smaller.

5.10 Due to the nature of the deliveries anticipated at the site, deliveries will occur on an ad-hoc basis as and when residents make such orders. It is noted that the type and scale of the majority of personal deliveries expected at the site will take a short amount of time and be consistent with that of other residences on Bourne Court.

5.11 All delivery and servicing activity will be accommodated within the site on the internal roads. The access route into the site measures circa 4.1m, whilst the internal roads measure between 6.0m and 6.5m adjacent to parking areas. Therefore, there is ample space for a car to pass whilst a goods vehicle dwells for a short period of time.

5.12 In the vicinity of the site, future residents will have access to a number of parcel collection facilities. These include a West Mead Post Office located on Victoria Road (6 minute walk), a collect plus point in the BP Garage on Angus Road (8 minute walk) and a Amazon Lockers at the Shell Garage on West End Road (6 minute walk). This therefore further supports and encourages the opportunity to reduce delivery trips associated with the site. The locations of these parcel collection facilities are illustrated in Figure 3.

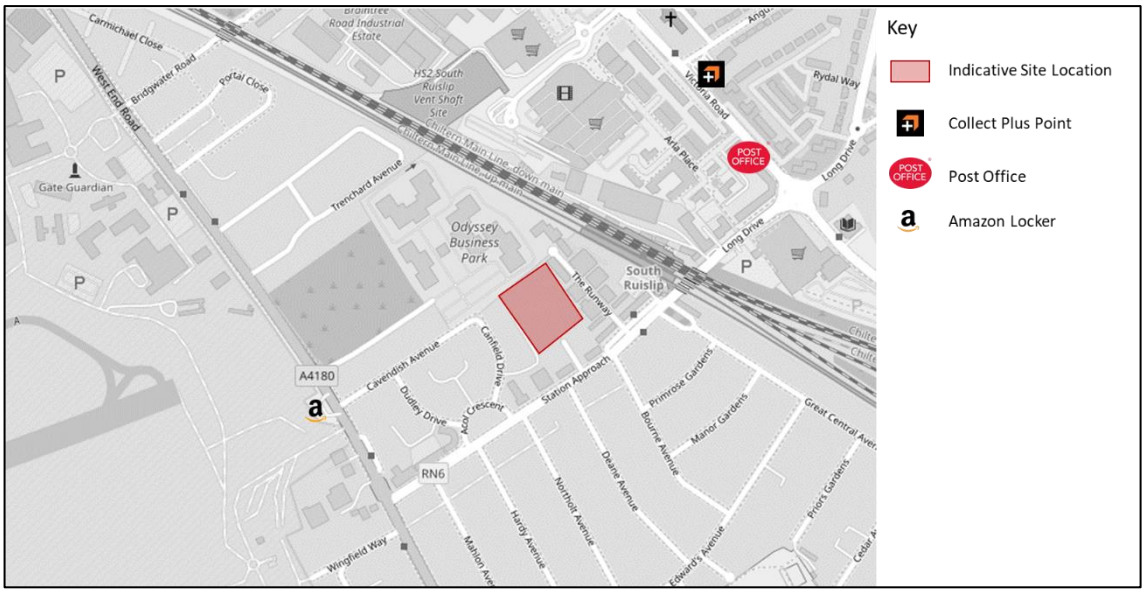

Figure 3 - Location of Parcel Collection Facilities

Refuse Collection

5.13 As per the agreed Transport Statement submitted by Paul Mews Associates, refuse collection will take place within the site on the internal road network. A refuse store is provided for each building, which is directly accessible from the internal access road. The refuse strategy is illustrated in **Figure 4**, whilst swept paths demonstrating that refuse vehicles can enter and exit the site are included in **Appendix B**.

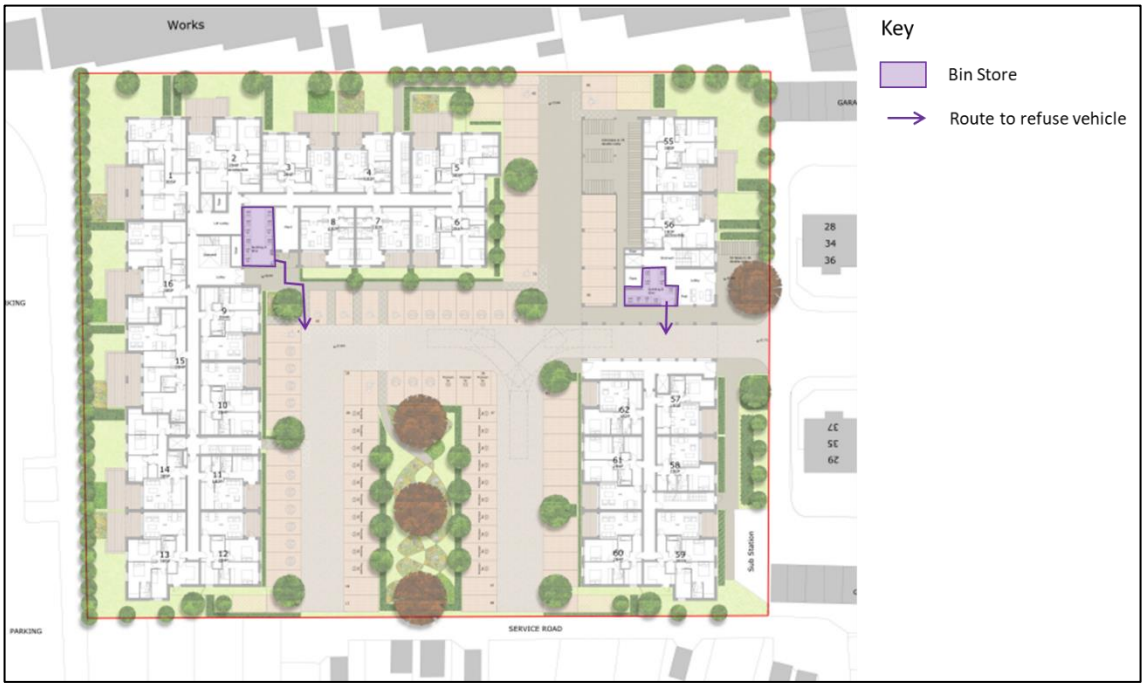

Figure 4 – Refuse Strategy

6. DSP OBJECTIVES AND MEASURES

6.1 As aforementioned, the primary objective of the DSP is to set out how the site and occupiers of the site will receive delivery and servicing activities in a safe, efficient and convenient manner, to minimise the impacts of delivery and servicing on the site. The DSP is intended to be an evolutionary tool to be owned by a number of agencies over time, including the developer, the building management company/landlord and the residents. To assist in achieving this, a series of sub-objectives are as follows:

- Reduce local traffic levels/congestion from delivery and servicing activities;
- Utilise the physical layout of the site and its ability to accommodate delivery and servicing activity;
- Consider and mitigate potential conflicts with pedestrian and cycle activity;
- Manage the impacts of delivery and servicing activity on other road users;
- Consider and manage safety so that delivery and servicing activity does not compromise road safety or pedestrian safety;
- Consider connectivity to the wider road network; and
- Minimise delivery and servicing trips to the site where possible.

6.2 The measures and objectives of the DSP have been informed by the relevant policies identified in Section 2.

Measures

6.3 In order to achieve the objectives set out above, a number of hard and soft measures have been identified and are set out in Table 1.

Measure	Description	Benefits
Delivery Area	To allow delivery activity to take place off the public highway and thus minimise the impact on the local highway network and its users, the internal road layout been designed to accommodate the largest delivery vehicle expected at the site, a 10.52m refuse vehicle.	Does not impede traffic on carriageway Does not impede or compromise safety of pedestrian, wheelchair users, pushchair users or vulnerable users on footway.
Communal Bin Store	A bin store for each building capable of storing all refuse and recycling waste generated by the development is located at ground floor.	Convenient and accessible to refuse collectors. Bin store located close to kerbside to reduce drag distance and overall servicing time.
Local Parcel Collection Points	The presence of two nearby parcel collection points and amazon lockers would be communicated to the building management company, who would communicate this to residents of the development to maximise the opportunity for redirecting deliveries from the site to these locations where possible. It is anticipated that the location of these would be included within welcome packs and shown on communal notice boards.	Minimise delivery and servicing trips made to the development. Encourages active travel at the site and assists Healthy Streets aim of having 80% of all personal trips to be made by foot. Minimise mis-delivered trips to residents.
Pedestrian connection between loading area and building entrance	As drivers of delivery and servicing vehicles are considered pedestrians once leaving their vehicle, consideration has been given to the pedestrian leading to the main pedestrian entrance points. This will be regularly monitored by the building management company to ensure the pedestrian connection suitably provides for delivery and servicing pedestrians, alongside other users.	Provides a safe and convenient pedestrian connection between parking/unloading area and building entrance.
Alternative delivery transit	Cycle parking at the site will provide opportunities for some deliveries to be made by cargo bike.	Particularly suitable for a residential development, to assist with smaller deliveries, for example clothes and take-away food.
Low Emission Zone	The site is located with the London Low Emission Zone which operates 24 hours a day. Vehicles that do not meet the LEZ requirements must pay a fee.	Encourage low emission vehicles within Greater London to be used for deliveries.

Table 1 - DSP Measures

6.4 In addition, due to the scale of the development, there is anticipated to be an element of reduction through economies of scale. For example, one courier would be expected to make deliveries to a number of units at the same time, thus reducing the overall number of delivery and servicing trips.

7. TRIP RATES

7.1 This section of the report determines the trips associated with delivery and servicing activity at the site. It is noted that as a residential development, deliveries are anticipated to be on an ad-hoc basis. Consequently, the following assessment will be led by experience of previous London based residential sites and consulting research.

7.2 Deliveries associated with the development are anticipated to consist of the following:

- Daily postal deliveries;
- Online deliveries such as Amazon, ASOS etc.;
- Online grocery deliveries;
- Once weekly refuse and recycling collection by LBH;
- Courier deliveries/collections;
- Maintenance (eg. Window Cleaning, plumbers, electricians etc.); and
- Occasional bulky goods such as furniture

7.3 It is noted that the presence of the nearby Amazon Hub Locker, the post office and Collect Plus facility will assist in reducing trips generated by some of the activities listed above.

7.4 Table 2 provides a summary of the anticipated delivery and servicing types and their anticipated times of operation.

Delivery Type	Frequency	Visiting Period	Vehicle Size
Postal	Daily	08:00 – 17:00	Car Derived Van
Refuse Collection	Once weekly	08:00 – 12:00	10.52m LBH Refuse Vehicle
Recycle Collection	Once Weekly	08:00 – 12:00	10.52m LBH Refuse Vehicle
Courier Deliveries/ Collections	Ad-hoc	08:00 – 18:30	Bicycle Car Derived Van 4.6t Van 7.5t Box Van
Deliveries	Ad-hoc	07:00 – 22:00	Car Derived Van 4.6t Van 7.5t Box Van
Supermarket Deliveries	Ad-hoc	07:00 – 23:00	3.5t Van
Building Maintenance	Monthly	08:00 - 17:00	Car Derived Van

Table 2 - Typical Delivery Purpose, Times and Anticipated Vehicle Size

7.5 It is noted from **Table 2** that the majority of deliveries are expected to take place between the core hours of 08:00 and 17:00. While some deliveries take place outside of these hours, companies such as Evri (formerly Hermes) and Amazon do not undertake residential deliveries before 07:00 or after 22:00 and this would therefore be the earliest/latest time for deliveries of this nature, while some supermarkets deliver up to 23:00. These times are typical of any residential development and is in line with the existing arrangements for residences on Bourne Court.

7.6 The delivery and servicing trip rates have been developed based on previous London based experience and consultant research. It is proposed that the following delivery and servicing trip rate will be used:

- 0.2 servicing vehicles per unit

7.7 With the development comprising circa 87 units, the anticipated number of trips per day is up to 17 vehicles. Up to 10% of these trips are expected to take place in the PM peak periods, equating to up to 2 vehicles. This is anticipated to account for the increased demand associated with changing behaviours as a result of the Covid-19 pandemic.

8. MONITORING, TARGETS AND REFRESHING THE DSP

8.1 This section of the report explains how the implementation of the DSP will be monitored and any adjustments to its policies and targets made.

Targets

8.2 Targets should align with the objectives and measures set out in the above sections and as such, the targets are as follows:

- Minimise the number of delivery and servicing trips undertaken in the network peak hours where possible. For example, by encouraging residents to opt for off-peak delivery time slots and opt for delivery to local parcel collection points.
- Encourage operations managed by the site management company, such as cleaning and maintenance to be undertaken by a single operator, to reduce trips to and from the site. These could also be undertaken outside of peak network hours where possible.

Management of the DSP

8.3 The site management company will be responsible for the implementation and management of the DSP.

Monitoring and Review

8.4 The DSP will be reviewed by the site management company once the development is operational. It will be delivered and monitored in-line with the objectives, measures and targets, to ensure that it reflects the changing requirements of the development and that is it kept up to date with emerging policy.

8.5 Delivery and servicing vehicle movement frequencies will be reviewed and coordinated by the site management company on a regular basis over the lifetime of the development.

Action Plan

8.6 It is acknowledged that the WestTrans DSP guidance provides access to an online action planning tool, however following a review this appears to be directed towards businesses. However, an anticipated action plan is presented in **Table 3**.

Actions	Reason	Responsibility	Timescale
Welcome Pack for new residents	Provide information and map of local parcel collection facilities such as collect plus, amazon lockers and post office to avoid deliveries when no one is in.	Travel Plan Co-ordinator	Prior to occupation
Baseline Travel Surveys	Record the number of delivery and servicing vehicles generated by the development.	Travel Plan Co-ordinator	Within 6 months of 75% occupation in line with the Travel Plan
Yearly Monitoring Surveys	Monitor the number of delivery and servicing vehicles generated by the site	Travel Plan Co-ordinator	Yearly, in line with the Travel Plan
Notice Boards	Provide information and map of local parcel collection facilities	Travel Plan Co-ordinator	Prior to occupation
Building Servicing	Where possible, ensure servicing of the building is undertaken outside of the peak network hours.	Building Management Company	On-going
Clearway finding	Clear wayfinding ands signs will be provided to ensure delivery drivers are able to work efficiently and find relevant units easily.	Building Management Company	Prior to Occupation

Table 3 - DSP Action Plan

9. SUMMARY AND CONCLUSIONS

9.1 This Delivery and Servicing Plan (DSP) has been prepared by Paul Basham Associates (PBA) on behalf of Taylor Wimpey West London to discharge Condition 16 of the planning permission (11891/APP/2018/3414) for the construction of two new residential blocks accommodating 87 units. The site is known as Lancaster Square, located at the end of Bourne Court in Ruislip, within the London Borough of Hillingdon (LBH).

9.2 The primary objective of this DSP is to set out how the site and occupiers of the site will receive delivery and servicing activities in a safe, efficient and convenient manner, so as to minimise the impacts of delivery and servicing on the site.

9.3 As a residential development, deliveries to the site are anticipated to comprise of typical residential deliveries, including post, online consume goods, grocery deliveries and occasional larger deliveries such as furniture. As such, deliveries are anticipated to take place on an ad-hoc basis.

9.4 All delivery and servicing activity will be accommodated within the site on the internal roads. The access route into the site measures circa 4.1m, whilst the internal roads measure between 6.0m and 6.5m adjacent to parking areas. Therefore, there is ample space for a car to pass whilst a goods vehicle dwells for a short period of time.

9.5 Refuse and recycling activity will both take place once a week. A refuse store is located in each building, fronting onto the internal access road.

9.6 The proposed development is expected to generate up to 17 delivery vehicles per day, of which up to one-two vehicles is expected during the peak hours. This can be accommodated within the internal road layout which provides direct access to the communal access points to each building.

9.7 To assist in minimising delivery and servicing trips at the site, targets have been set, which aim to reduce the number of delivery and servicing trips undertaken in the network peak hours and encourage operations by the site management company, such as cleaning and maintenance to be undertaken by a single operator.

9.8 Managing these targets, along with the measures and objectives will be the responsibility of the building management company, who will review the DSP once the development is operational and revise/update the targets and measures as necessary, to assess the effectiveness of the DSP and to reflect the changing requirements of the development and emerging policy.

Appendix A

N

0m 12.5m 25m

Project
Bourne Court
Ruislip

Client

www.WaMarchitecture.com

Project No	Drawing Title		
303	Proposed Site Plan		
DWG Type	**DWG No**	**Rev**	**Scale**
PL	100	02	1:500
Date	**Drawn**	**Checked**	**Status**
15/03/19	MR	BW	For Approval

WaM architecture
Castle Hill House, 12 Castle Hill,
Windsor, Berkshire, SL4 1PD
RIBA Chartered Practice

Appendix B

REFUSE VEHICLE TURNING AROUND ON SITE

REFUSE VEHICLE WAITING WHILST CAR PASSES

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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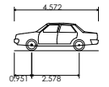
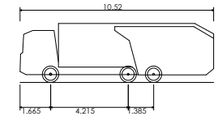
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Phoenix 2-23W (with Elite 2 6x4 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	9.950m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

NORTH

Rev	Description	Date	By	Chkd
-	-	--.--.--	--	--

Project Name: LANCASTER SQUARE RUISLIP	Title: SWEPT PATH ANALYSIS 10.52M REFUSE VEHICLE	paulbasham associates	Client: Taylor Wimpey	Checked By: MS
Project Phase: PRELIMINARY				Drawn By: CT

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Checked Date	Scale	
06.07.22	1:250	(AT A3 SIZE)
Drawn Date	**Client Drawing No.**	**PBA Drawing No.** / **Revision**
06.07.22		157.0005.001 / -