MARKIDES ASSOCIATES

Delivery and Servicing Management Plan Addendum

Hayes Town Centre

27 October 2025

Prepared for London Borough of Hillingdon

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	Draft	AKS	AKS	AKS	14/10/25
P01	Issue	AKS	AKS	AKS	27/10/25

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1. Introduction

1.1 Application Reference 76550/APP/2021/4499

1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon (the Applicant) for a hybrid planning application (reference 76550/APP/2021/4499) at a site, *Land at Austin Road, Hayes*, with description of development as follows:

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

1.1.2 Expanding upon this description, the approved development involved the phased demolition of the existing estate, which comprised of 260 homes served by 223 car parking spaces, to provide new affordable and private sale homes within a regenerated estate environment. The approved development sought to provide up to 500 residential dwellings, within residential blocks ranging from 2 storeys to 12 storeys in height, along with improved connectivity, landscaping and public realm, delivered across five phases. The proposals were supported by a total of 84 on-site car parking spaces, a ratio of 0.17 spaces per unit, of which 13 (equating to 3% of unit numbers), were blue badge spaces, delivered as both surface level and undercroft spaces, accommodated wholly within Phase 1 – 4. Phase 5 involved the realignment of Austin Road to the west, allowing for the introduction of a row of houses on the eastern side of the new kerbline, activating both sides of the realigned Austin Road carriageway. Delivering the proposals would rely upon a fundamental reset in the extent of public highway, reliant on securing subsequent stopping up orders, with new highway created that would be offered for adoption.

1.1.3 The hybrid application was supported by sufficient information in relation to a Detailed First Phase, located at the northern part of the site, to allow full planning approval to be granted and this part of the site, Block A and Block B, is now being delivered, with handover anticipated early 2026.

1.1.4 The hybrid application was supported by a series of Parameter Plans, submitted for approval, which established the key parameters and principles of the remaining Outline Area in relation to Development Zones, Building Heights, Access, and Movement and Hard and Soft Landscaping. The Parameter Plans sought to underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.

1.1.5 Together the Detailed First Phase and Outline Area were combined to form an Illustrative Masterplan, prepared to demonstrate one way in which the outline components could come forward in the future in line with the parameters, representing design intent.

1.1.6 The hybrid application was supported by a Delivery and Service Plan (DSP), prepared by Markides Associates (MA), which sought to demonstrate where the site could be legally and safely serviced and strategies to reduce impacts.

1.2 Current S73 Application

1.2.1 The London Borough of Hillingdon has since formulated revised development proposals which necessitate the submission of a S73 Application minor material amendment.

1.2.2 The S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area. The Parameter Plans underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.

1.2.3 The S73 Application is supported by an updated Illustrative Masterplan encompassing the same Outline Area, attached at **Appendix A**.

1.2.4 Again, the Illustrative Masterplan demonstrates one way in which the outline components could come forward in the future in line with the parameters.

1.2.5 Changes to the Illustrative Masterplan include an increase in the scale of development, which will total up to a maximum of 562 homes, an uplift of 62 units (including 80 currently being delivered in Phase 1).

1.3 Reserve Matters Applications

1.3.1 Following the submission of the S73 Application, it is intended for the design team to finalise the proposed detailed design, which will be the subject of subsequent reserved matter applications.

1.3.2 Any design concerns that may arise out of a review of the S73 Application proposals could be addressed as part of the subsequent reserve matter process.

1.4 DSPA Requirement, Status and Scope

1.4.1 It has been identified that a Delivery and Servicing Plan Addendum (DSPA) is a validation requirement of the S73 Application, which MA have been instructed to prepare.

1.4.1 The DSPA maintains exactly the same content and structure as the original DSP, but is updated to ensure consistency with the new S73 proposals.

1.4.2 The scope of the DSPA is for the final scenario where the full development proposals have been delivered. Should there be phased occupation of the Outline Area then interim delivery strategies may need to be implemented so that occupied parts of the site can continue to be

accessed during construction works, which will be addressed in phase specific construction management plans.

1.4.3 It should be acknowledged however that DSP's are most effective for commercial/employment land uses, where access restrictions can be tied to tenancies and/or delivery contracts and where there is a constant on-site presence to observe and direct activity and, if necessary, use penalties to deter malpractice. For residential developments, it is often beyond the control of an Applicant to manage the individual behaviour of each and every courier that may access a residential site. In this case, the DSP should influence the design of a proposal so that delivery strategies are legible and can be undertake safely and legally, without creating conflicts with other user groups such as pedestrians.

1.4.4 The DSPA will be reliant on sharing passive messages with residents so that they are aware of access recommendations and restrictions. It is envisaged that the medium for these messages to be shared will be via the implementation of any Residential Travel Plan, which typically includes a requirement for a Welcome Pack to be shared with residents at first occupation, within which delivery recommendations can be outlined.

1.4.5 In terms of structure, following this Introduction, the DSPA describes the existing situation before describing the development proposals in detail, including vehicle swept path analysis to demonstrate where delivery vehicles can service the site, followed by the identification of measures to reduce impacts.

1.5 DSP Policy Context and Guidance

Adopted London Plan (2021)

1.5.1 The New London Plan sets out in Policy T4 Assessing and Mitigating Transport Impacts that Delivery and Servicing Plans should accord with TfL Guidance.

1.5.2 Policy T7 Deliveries, Servicing and Construction, requires developments to facilitate safe, clean and efficient delivery and servicing activity. The policy states that deliveries should be received on-site, with on-street loading bays used where this is not possible.

1.5.3 The policy also requires developments to include the provision of facilities to avoid missed deliveries.

TfL DSP Guidance: Making Freight Work for You

1.5.4 Transport for London (TfL) have also produced guidance to formulate DSPs, stating that they can be used to:

Manage deliveries to reduce the number of trips, particularly during peak hours;
Identify where safe and legal loading can take place; and
Promote the use of delivery companies who can demonstrate their commitment to best practice, e.g. the Fleet Operator Recognition Scheme (FORS).

1.5.5 The guidance also states that implementing a DSP can result in the following benefits:

- Save time and money;
- Reduce the environmental impact of an organization/site;
- Improve the safety of delivery and servicing activity at a site; and
- Cut congestion in the local area.

LBH Local Plan Part 2

1.5.6 Policy DMT 1: Managing Transport Impacts, states that development proposals will need to *'adequately address delivery, servicing and drop-off requirements.'*

1.6 Transport Assessment Addendum

1.6.1 The S73 planning application is also supported by a Transport Assessment Addendum (TAA), which includes estimates of the number of vehicle movements generated by the proposed scale of development, which will include delivery and service vehicle movements, and should be read in conjunction with this DSPA.

1.6.2 This DSPA has been informed by the TAA in its consideration of delivery and service vehicle access strategies.

2. Existing Conditions

2.1.1 A site location plan is shown in Error! Reference source not found..

Figure 2.1 Site Location Plan

2.1.2 The site comprises 2.5 hectares and is occupied by the existing Hayes Town Centre Estate which is comprised principally of medium rise blocks of flats and maisonettes/duplexes at a height of 3-4 storeys, with a high-rise element of 15 storeys, known as Skeffington Court, located within the south eastern part of the site

2.1.3 The western and southern parts of the estate are located within the Hayes Town Centre boundary, which has a district-wide role as a focal point for convenience goods and services as well as public transport links. The site is bordered to the north by Pump Lane; to the east by two storey semi-detached dwellings that front Little Road, as well as commercial and light industrial/warehouse units along the site's Silverdale Road frontage; to the south by Western View, which sits above the main part of the site to the north, and the Grand Union Canal; and to the west by Crown Close. At the Western View level, the site's western boundary also includes a car parking area associated with properties fronting Station Road. Austin Road runs north/south through the site, connecting with Pump Lane to the north and Silverdale Road to the south, although there is no vehicular connection between the latter.

2.1.4 Vehicular access to the site is achieved from Austin Road and Silverdale Road, which provide access to dedicated undercroft car parking areas.

2.2 Local Highway Network

Pump Lane

2.2.1 The site is bound by Pump Lane to the north, which aligns east west, forming simple priority junctions with Crown Close and Austin Road, which form the western and eastern site boundaries respectively. Between these side roads Pump Lane is subject to a 20mph speed limit. To the west, Pump Lane forms a roundabout junction with Coldharbour Lane, Botwell Lane and East Avenue, within the town centre. To the east, Pump Lane forms grade separated junctions with the A312 Parkway with separate entry/exit slips.

2.2.2 East of Little Road, a 7ft width restriction is in place, limiting the type of vehicle that can travel east/west along Pump Lane.

Crown Close

2.2.3 Crown Close is aligned north/south for the majority of its length, with its southern extent aligned east/west before forming a simple priority junction with Station Road. Away from designated parking bays Crown Close is subject to double yellow line no waiting controls for its full length, though loading is permitted, also being subject to a 20mph speed limit.

2.2.4 At the junction with Pump Lane, Crown Close is approximately 7m wide, before narrowing to approximately 6m. Approximately 85m south of Pump Lane, Crown Close provides access to multi-storey car parks and service yards associated with retail units fronting Station Road, including an Iceland Foods supermarket, operating two-way through this section. Infront of the service yard, there is an additional 5m of hardstanding, which is used by delivery vehicles manoeuvring in/out of the service yards.

2.2.5 Immediately south of the Iceland's customer car park access, Crown Close narrows to approximately 3.5m and operates one-way southbound, with this one-way section also being subject to a restriction that bans vehicles exceeding 7.5t, meaning delivery vehicles associated with the retail units on the western kerb must left turn out toward Pump Lane to exit the area**.**

Austin Road

2.2.6 Austin Road, which is subject to a 30mph speed limit, is a 5.5m wide two-way carriageway, aligned north/south, forming a simple priority junction with Pump Lane to the north, terminating to the south adjacent Silverdale Road. There is no direct vehicular connection between Austin Road and Silverdale Road, being separated by a narrow footway margin, through which cycle access is permitted. This area also acts as a turning head to allow vehicles to leave Austin Road.

2.2.7 Austin Road provides access to a series of parking courts within the site extent, with on-street parking occurring along the eastern kerbline, forming part of an established Resident Parking

Management Scheme, reducing the effective carriageway width to one-way working for the majority of its length.

Silverdale Road

2.2.8 South of Austin Road, the site is bound to the east by Silverdale Road, which is approximately 4.8m wide, accommodating on-street parking to the east and providing access to the site's existing parking court south of Skeffington Court. To the north Silverdale Road forms a simple priority junction with Little Road, which in turn connects with Pump Lane.

Western View

2.2.9 The site's southern boundary is Western View, beyond which is the Grand Union Canal and towpath. The local topography is such that Western View sits above Silverdale Road, connected via an existing pedestrian ramp on the eastern edge of Silverdale Road. Western View then provides access to upper residential levels within the estate.

2.2.10 Western View forms a simple priority junction with Station Road to the west. At the site boundary, Western View is subject to a restriction that prevents access to motorised vehicles. West of this restriction, Western View is approximately 5m wide, although it does widen locally immediately infront of an access into a parking area associated with properties fronting Station Road, which also forms the site's western boundary, with this area operating as an informal turning head.

2.2.11 Western View is designed as a shared surface, with the carriageway being flush with an adjacent pedestrian margin although the latter is protected by a series of wooden bollards.

Parking and Waiting Controls

2.2.12 In addition to any existing on-site provision, there are 45 on-street permit holder parking spaces within the area of study (34 on Austin Road and 11 on Silverdale Road), These on-street spaces are within Parking Management Scheme HY1, operational Monday–Saturday 09:00–17:00.

2.2.13 Crown Close formed part of a Stop & Shop scheme with 11 pay and display bays on the eastern kerbline and 7 on the western kerbline, with parking restricted to two hours between 08:00–18:30.

2.2.14 There are no designated loading bays surrounding the site.

3. S73 Development Proposals

3.1 S73 Application and Parameter Plans

3.1.1 This Section 73 application seeks to revise specific conditions of the original planning consent, including conditions 3 (approved plans), 4 (approved documents), 5 (land use/quantum), 6 (housing mix), 7 (phasing plan), 9 (density), 10 (building heights), 19 (landscape scheme) and 22 (parking management and allocation plan).

3.1.2 The S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area. The Parameter Plans underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.

3.1.3 These include Parameter Plan 4: Access and Movement, which identifies how the site is intended to be accessed by all modes of travel and how these modes are envisaged to circulate through the site.

3.2 Detailed First Phase

3.2.1 Following the discharge of relevant planning conditions and the approval of previous amendment applications, Phase 1, which consists of Blocks A and B are currently under construction, with completion and handover anticipated in early 2026.

3.2.2 Delivery and servicing strategies associated with Phase 1, including the location of loading bays, bin stores and waiting controls surrounding these blocks has been decided as part of the approval of the original approved development and subsequent S278 Agreements and stopping up applications.

3.3 Illustrative Masterplan

3.3.1 The S73 Application is supported by an updated Illustrative Masterplan encompassing the same Outline Area as the approved development, attached at **Appendix A**, with extract below at **Figure 3.1**.

3.3.2 Again, the Illustrative Masterplan demonstrates one way in which the outline components could come forward in the future in line with the parameters, representing design intent.

3.3.3 Whilst the Outline Area will be the subject of subsequent reserve matter applications, this DSPA has described access and servicing strategies associated with the revised Illustrative Masterplan in order to give officers confidence that should these proposals come forward they are deliverable and able to operate successfully and safely.

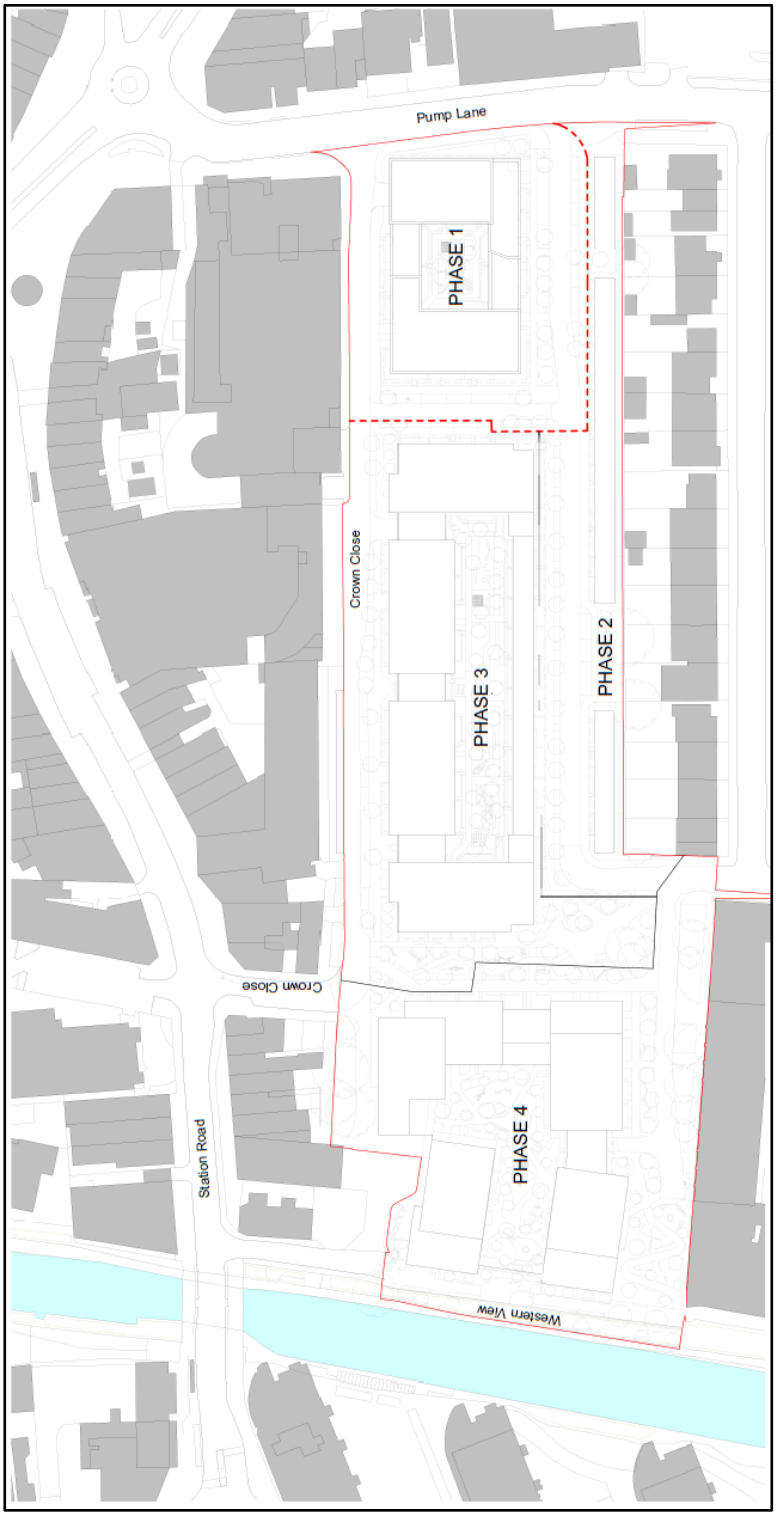
Figure 3.1 Section 73 Illustrative Masterplan

3.4 Detailed Phasing Plan

3.4.1 The S73 Application is supported by a Detailed Phasing Plan, which is submitted for approval. The DSPA considers the final scenario when the whole development has been delivered, however parts of the site are described in relation to their phasing numbering and therefore

the phasing plan is extracted below at **Figure 3.2** in order to aid understanding of the proposals.

Figure 3.2 S73 Phasing Plan



3.5 Scale of Development

3.5.1 The revised development proposals are for a scale of development totalling up to 562 homes, including Phase 1 (Blocks A & B), which was subject to full planning approval and is currently being delivered.

3.5.2 This represents an increase above the maximum approved scale of development totalling 62 homes. An illustrative accommodation mix and tenure is detailed below in Error! Reference s ource not found..

Table 3.1 S73 Illustrative Accommodation Mix

Phase	Core	Tenure	1-bed	2-bed	3-bed	4-bed	Total
Detailed First Phase (Currently Being Delivered)							
1	A	Social Rent	15	20	7	2	**44**
	B	Social Rent	3	8	4	2	**17**
		Returning Leaseholders	5	9	5	0	**19**
S73 Area							
Phase 2 (Mews Houses)	N/a	Social Rent	0	0	10 (maisonettes)	2	**12**
Phase 3	GF	Social Rent	0	7	19	4	**30**
	C	Social Rent	4	10	6	0	**20**
	C	Private	10	11	8	0	**29**
	D	Social Rent	17	17	9	0	**43**
	E	Social Rent	23	18	9	0	**50**
	F	Social Rent	14	26	15	0	**55**
Phase 4	G	Private	16	40	2	0	**58**
	H	Private	19	40	4	0	**63**
	J	Private	25	38	1	0	**64**
	K	Private	26	26	6	0	**58**
Total							
Total			**177**	**270**	**105**	**10**	**562**

3.5.3 The S73 proposals also include a reprovision of existing community space within Phase 3, totalling approximately 318sqm GIA, replacing the existing provision that is currently accommodated within Skeffington Court.

3.6 Highway Layout and Circulation

Crown Close

3.6.1 South of the Phase 1 connecting side street, the proposed Crown Close carriageway width secured as part of Phase 1 of 5.5m is maintained. On account of the existing kerbline realigning west, the existing and proposed eastern kerbline meets approximately 25m south of the side road after which the existing kerbline is retained as is the narrowing and one-way southbound arrangement that occurs south of the Icelands customer car park access.

3.6.2 South of this narrowing, the existing on-street pay and display parking is retained, although the proposals extend this southwards in order to mitigate the introduction of a dedicated loading bay, which in turn reduces the number of pay and display spaces through this section from 7 to 6. South of these parking bays, other existing on-street pay and display bays on the eastern kerbline (4 bays) are removed in order to allow for the introduction of a contra-flow cycle lane, described below, improved pedestrian crossing points and the Phase 4 surface level car park access. 6 of the 11 existing pay and display parking spaces are therefore retained, with the approved development only retaining 5. The existing 7 pay and display spaces on the western edge of the carriageway remain unaffected.

3.6.3 Whilst the existing carriageway in front of the Iceland service yards is narrowed as a result of the changes to Crown Close, vehicle swept path analysis included within the TA prepared in support of the approved development demonstrated that the service yards continue to be accessible.

Austin Road and Silverdale Road

3.6.4 In terms of the Austin Road permanent alignment, it is shifted approximately 10m west of its existing alignment, in order to accommodate residential properties on both sides of the carriageway. This will result in the creation of a new priority junction with Pump Lane, which will accommodate 5m junction radii, serving a 5.5m wide carriageway along Austin Road.

3.6.5 South of the Pump Lane junction, Austin Road continues south past Phase 1, forming a simple priority junction with the Phase 1 side road, before realigning to the east slightly, as described above.

3.6.6 Where the realigned Austin Road reaches the proposed public realm between Phase 3 and Phase 4, it realigns east / west with a centre line radius that is deliberately tight, at approximately 11m, to announce a change in character of the area and ensure low vehicle speeds. A minimum forward visibility of 15m is achieved through the bend, equivalent to an 15mph design speed based on Manual for Streets parameters, complemented by localised carriageway widening to 7m to allow conflicting car movements to continue to pass.

3.6.7 Where Austin Road realigns east/west it connects with Silverdale Road, with the existing barrier between Austin Road and Silverdale Road to be removed, and a change of priority established, with the north/south section of Silverdale Road to become a minor arm.

3.6.8 It is intended to introduce a change in surface material through this section of Silverdale Road, with low kerb upstands, to infer pedestrian priority, commensurate with the low traffic movements that are envisaged, reserved for delivery and servicing movements associated with the eastern side of Phase 4, with a turning head proposed in order to accommodate this demand.

3.6.9 The highway general arrangement is indicated at **Drawing 252588-MA-XX-XX-DR-C-109 P01.**

3.7 Delivery and Servicing

3.7.1 The development proposals include a series of bin stores, located along the site frontage within 10m of the existing kerbline.

3.7.2 Access to these stores will either be via dedicated loading bays or via the adjacent kerbline that would be subject to double yellow line waiting restrictions, where loading is not restricted, with sufficient carriageway width to allow an opposing vehicle movement to pass.

3.7.3 These dedicated loading locations will also accommodate general delivery vehicle demands.

3.7.4 For ground floor units that have their own bin storage on plot, breaks will be provided within verges to allow crews to access bins presented on the kerbline, with drop kerb provision provided where necessary.

3.7.5 For Phase 4, refuse collection vehicles will be able to enter and exit the courtyard in forward gear. On the opposite frontage, Silverdale Road includes a turning head at its southern extent to allow refuse vehicles to access the adjacent bin stores and leave in forward gear.

3.7.6 These loading locations are indicated on **Figure 3.3.** These include an extended loading bay adjacent to the southern part of Phase 3, smaller loading bays on the eastern edge of Auston Road and northern edge of the Austn Road/Crown Close link road delivered by Phase 1 and a bay on the western edge of Austin Road adjacent to Phase 1. Silverdale Road, on the eastern side of Phase 4 will not be subject to through movements and can therefore comfortably allow for on-street servicing, facilitated by a new turning head. The western edge of Phase 4 is serviced via the proposed parking court, with vehicles needing to park for extended periods able to set down within the parking court turning area.

3.7.7 These dedicated loading locations will also accommodate general delivery vehicle demands such as post, online deliveries etc. with vehicles able to stop within the loading bays or using the double yellow line kerb length that wont be subject to loading restrictions.

3.7.8 The development proposals include a number of sub-stations, which are located so as to ensure no restricted vehicle access.

3.8 Cycle Parking

3.8.1 The development proposals include visitor cycle parking dispersed throughout the estate, which can accommodate courier deliveries via this mode of travel.

Figure 3.3 Bin Stores and Loading Locations

3.8.2 Vehicle swept path analysis demonstrating refuse vehicle access as described above has been undertaken, indicated in **Drawing 25288-MA-XX-XX-DR-C-7007**, with extract below at **Figure 3.4**.

Figure 3.4 Drawing 25289-MA-XX-XX-DR-C-7007 Extract – Refuse Swept Paths

Phase 4 Turning Head From Crown Close	Silverdale Road Turning Head

4. Trip Generation

4.1 Delivery and Servicing Trips

4.1.1 MA experience of other similar residential developments, including traffic surveys undertaken at occupied parts of the Battersea regeneration area within LB Wandsworth, reveal a typical average of one delivery and service vehicle daily trip per 15 units.

4.1.2 Equating this to the proposed scale of development means these specific proposals have the potential to generate 37 daily delivery vehicle movements, which will be readily included within the proposed loading bays and/or on-site for smaller vehicles.

4.1.3 In terms of impact, it is likely that the majority of these vehicle movements would already be on the highway network anyway, accessing other sites e.g., post, online delivery, supermarket delivery etc. with a large proportion of these trips being already generated by the existing residential units anyway.

5. DSP Measures

5.1 Introduction

Overview and Scope

5.1.1 This section of the DSPA outlines a number of qualitative measures that the future occupants will be encouraged to implement as part of their ongoing operation to manage their delivery and service demands.

5.1.2 It is recognised however that residential deliveries will occur on an ad-hoc basis, via a range of couriers. As such, these trips cannot be effectively regulated or consolidated.

5.2 Residential Measures

Travel Plan Leaflet

5.2.1 The Travel Plan Leaflet will identify to residents that deliveries can occur from on-street.

5.2.2 Where residents are able to inform couriers of set-down locations they will therefore be identify these locations to avoid illegal or unsafe parking.

Missed Deliveries

5.2.3 The Applicant will also consider the introduction of drop-box facilities within each residential core, or centrally within the site so that missed deliveries can be avoided.

5.2.4 This intervention can be included at reserve matters stage, though it is noted that the proposals will not include concierge services.

Visitor Cycle Parking

5.2.5 The proposals include visitor cycle parking dispersed throughout the estate, which can be used by couriers that are accessing the site by bike.

Travel Plan Survey

5.2.6 As part of the Travel Plan surveys, delivery and servicing activity will be monitored.

6. Monitoring and Reporting

6.1.1 As part of the Travel Plan surveys, a record of delivery and servicing activity will be taken to observe the number of movements, vehicle type and typical lengths of stay.

6.1.2 The results of the surveys, along with matters raised during stakeholder meetings and the measures that have been implemented to address them, will be included within Travel Plan monitoring reports

FIGURES

DRAWINGS

Drawing 252588-MA-XX-XX-DR-C-109 P01 – Highway General Arrangement

Drawing 25288-MA-XX-XX-DR-C-7007 – Refuse Vehicle Tracking

DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number HTC-PRP-ZZ-00-DR-A-10050 P11 supplied by PRP and Markides Associates shall not be liable for any inaccuracies or deficiencies.
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DROP KERB PROVISION WITHIN PROPOSED VERGE TO ALLOW FOR BIN ACCESS

Revision History

P01	FOR INFORMATION	JPB	AKS	AKS	07.10.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	JPB	AKS	AKS	07.10.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project

HAYES TOWN CENTRE S73

Drawing Title

GENERAL ARRANGEMENT - DIMENSIONS

Markides Associates reference: 25288 1:500 @ A1

25288-MA-XX-XX-DR-C-0104 - P01

Scale 1:500 @ A1 - 1:1000 @ A3

10m 0 10m 20m 30m 40m 50m

O:\25288 - Hayes Town Centre S73\06. CAD-BIM\06.01 CADIA_ Preliminary\25288-MA-XX-XX-DR-C-0109 General Arrangement.dwg

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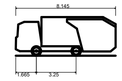
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Phoenix 2-09N (with Elite 2 4x2 chassis)	
Overall Length	8.145m
Overall Width	2.230m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.800m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

P01	FOR INFORMATION	JPB	AKS	AKS	25.09.25
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P01	FOR INFORMATION	JPB	AKS	AKS	25.09.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project

HAYES TOWN CENTRE S73

Drawing Title

REFUSE VEHICLE
SWEPT PATH ANALYSIS

Markides Associates reference: 25288 AS STATED

25288-MA-XX-XX-DR-C-7007 - P01

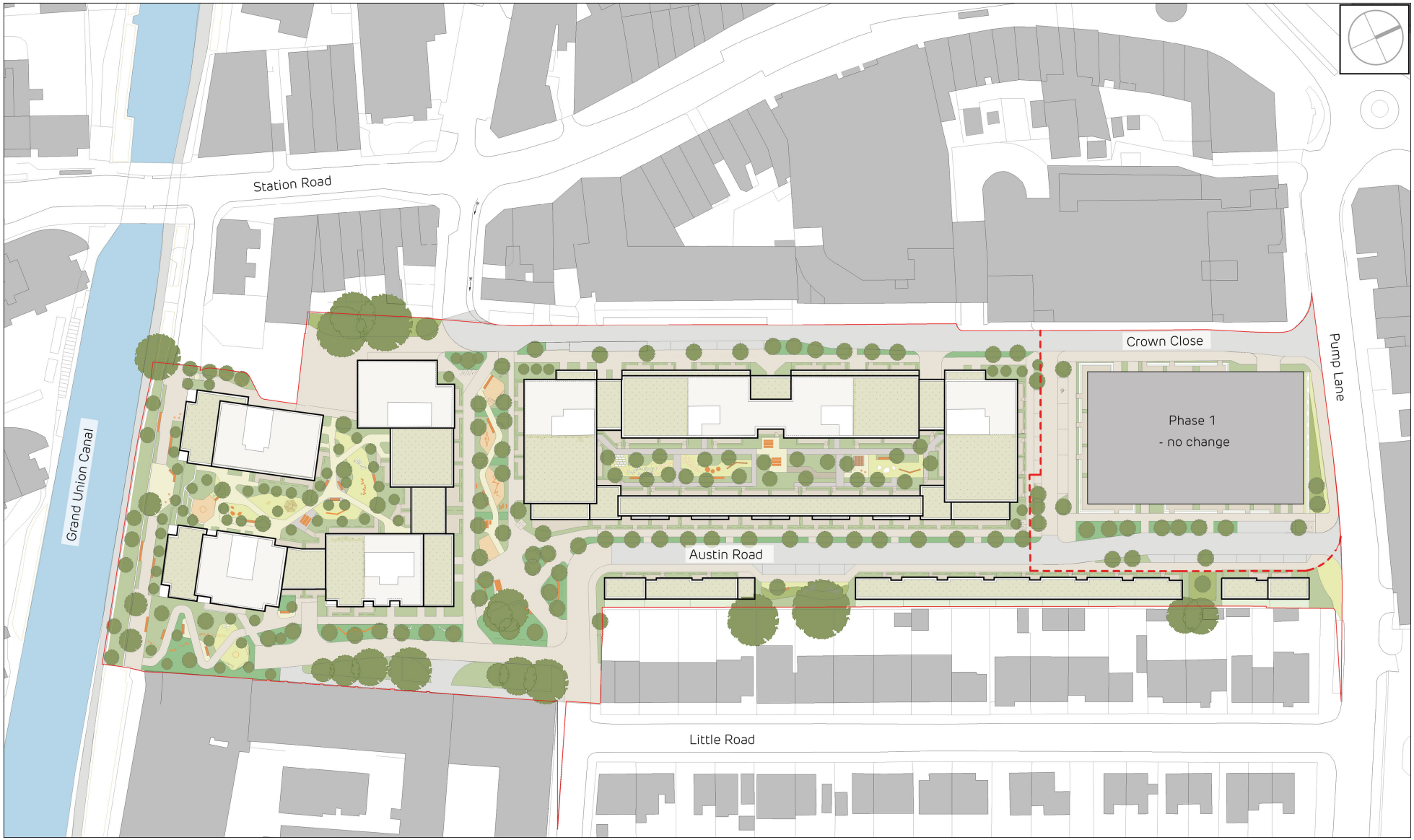
Scale 1:200 @ A1 - 1:400 @ A3
4m 0 4m 8m 12m 16m 20m

Scale 1:250 @ A1 - 1:500 @ A3
5m 0 5m 10m 15m 20m 25m

APPENDICES

Appendix A – Illustrative Masterplan

APPENDIX A– ILLUSTRATIVE MASTERPLAN


Station Road
Grand Union Canal
Crown Close
Pump Lane
Phase 1
- no change
Austin Road
Little Road

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