Servicing and Refuse Management Plan

Horton Road, West Drayton

LMO Overseas Investments Limited

Prepared by:

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SLR Project No.: 425.064716.00001

25 July 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	25 July 2025	BF	JM	JM

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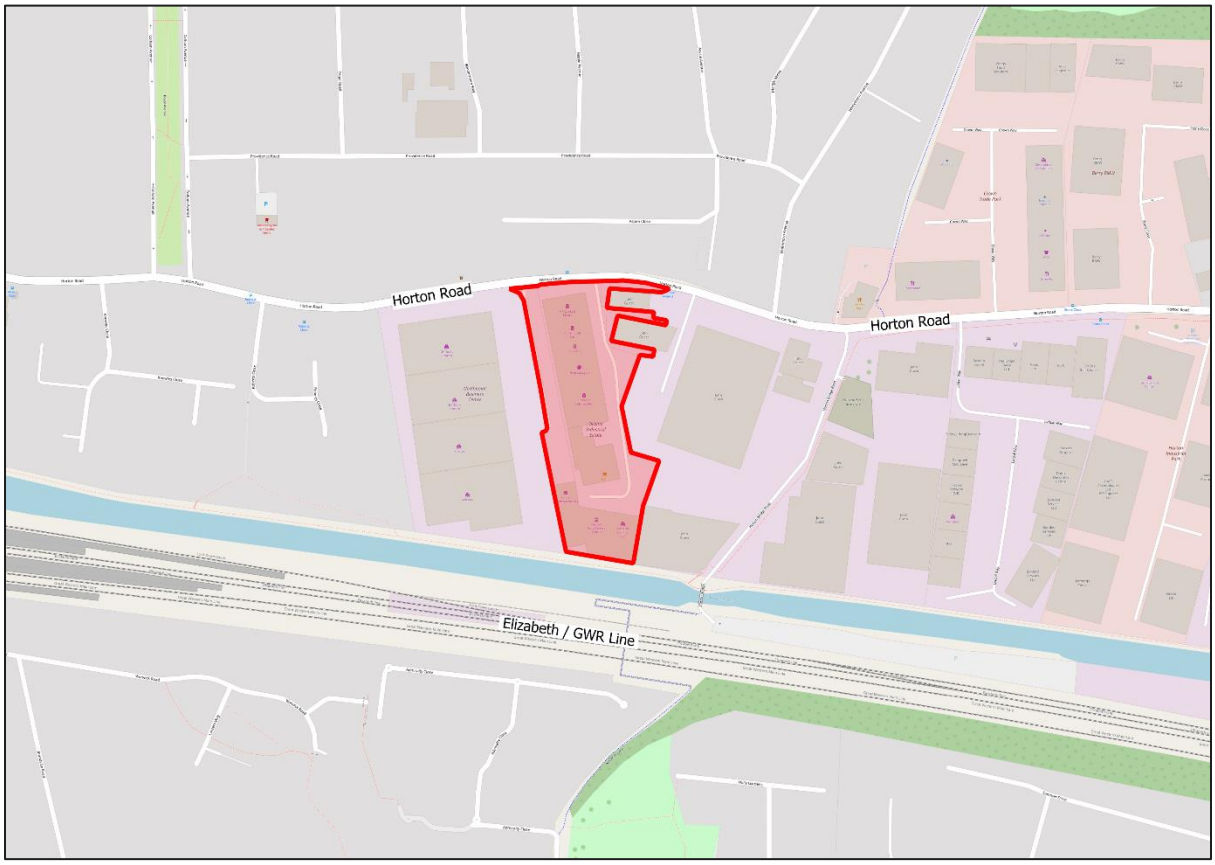
1.0 Introduction

1.1 SLR Consulting (SLR) has been appointed by LMO Overseas Investments Limited (the Applicant) to prepare this Servicing and Refuse Management Plan (SRMP) in respect of a site to the south of Horton Road, West Drayton.

Site Context

1.2 The application site is located to the south of Horton Road, West Drayton. **Figure 1.1** demonstrates the location of the site in the context of the wider network.

Figure 1.1: Site Location and Local Highway Context



1.3 The site currently comprises 12 employment units associated with Orbital Industrial Estate, comprised of E(g), B2 and B8 land use. The existing site equates to a combined gross internal area (GIA) of approximately 3,937.7sq.m.

1.4 All servicing is currently undertaken on-site, this will not change following the redevelopment. No servicing occurs or will occur on the local highway network.

1.5 There are no restrictions on delivery and servicing associated with the units at the existing site.

Summary of the Proposed Development

1.6 Full planning permission is sought for the:

> *Demolition of existing buildings and structures and redevelopment of the site to provide modern employment units for flexible use across classes E(g)(iii), B2, B8 with ancillary offices areas for car parking, landscaping, service yard areas and ancillary structures, as well as associated works.*

1.7 Two employment units will be provided, comprising the following individual GIA:

- Unit 1 – 1,077sq.m; and
- Unit 2 – 2,074sq.m.

1.8 The proposed site layout can be found in **Appendix A**.

Scope

1.9 The primary objective of the SRMP is to manage deliveries, servicing and refuse collection the premises to ensure the successful operation of the servicing (including refuse storage and collection) for all elements of the scheme.

1.10 Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on both the surrounding highway and pedestrian network.

1.11 Following this introduction, this SRMP is structured as follows:

- **Section 2** – sets out the objectives of the SRMP;
- **Section 3** – summarises the relevant policy;
- **Section 4** – provides a summary of the servicing arrangements, including the proposed access strategy and details relating to HGV loading;
- **Section 5** – provides a detailed waste collection strategy;
- **Section 6** – outlines ways to encourage sustainable freight; and
- **Section 7** – summarises the monitoring regime that will be adopted.

2.0 Context and Objectives

What is a Servicing and Refuse Management Plan?

2.1 A SRMP provides a framework for managing all types of freight vehicle / HGV movement to and from individual developments.

2.2 SRMPs make up one of several measures to improve freight and servicing. The other measures include the Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans.

Benefits of a SRMP

2.3 Transport for London (TfL) have produced a 'Managing Freight Effectively: Delivery and Servicing Plans' document which identifies the benefits of SRMPs to local authorities, residents, building developers, businesses and freight operators.

2.4 In summary, this SRMP will:

- Help developers and local authority planning officials comply with:
  - The National Planning Policy Framework (NPPF); and
  - The Traffic Management Act and any borough specific policies, such as road safety and air quality action plans.
- Help cut congestion and ease pressure on the environment;
- Reduce the impact of freight upon local residents.

Objectives

2.5 The overall objective of this SRMP is:

To minimise the impacts of freight movements and facilitate sustainable freight travel to and from the proposed development.

2.6 To support the realisation of this overarching objective, sub-objectives have been set out, and include:

- Promoting smarter operations of freight that reduce the need for freight movement overall or that reduce or eliminate trips particularly during peak periods;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the SRMP; and
- Encouraging the most efficient use of freight vehicles and servicing / delivery trips.

Management

2.7 The SRMP will be managed by the end occupiers at the individual units. As occupiers for the units have not yet been identified, contact details for the SRMP management is not yet available.

3.0 Planning Policy

SRMP Guidance

The London Plan (2021)

3.1 In accordance with Policy T7: Deliveries, Servicing and Construction of the London Plan, the proposals will be managed so that deliveries can be received outside of peak hours and in the evening or night time. In addition, during the construction phase, inclusive and safe access for people and cyclists will be prioritised and maintained at all times.

London Borough of Hillingdon Local Plan: Development Management Policies (January 2020)

3.2 Policy DMT 7: Freight, of the London Borough of Hillingdon (LBH) Local Plan, Part 2 Development Management Policies states:

A. *'Development proposals that generate a high number and/or intensity of transport and movements such as those relating to logistics and distribution or freight will be required to demonstrate that:*
    i. *they are conveniently located to enable direct routing to the strategic road network; and*
    ii. *there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network.*
B. *The Council will in principle support the use of the Blue Ribbon Network for rail and freight transport subject to compliance with other policies of this Local Plan.'*

WestTrans Delivery and Servicing Plan Guidance (2017)

3.3 The WestTrans Partnership is formed of the six west London Boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. The Delivery and Servicing Plan Guidance contains relevant guidance on the preparation of SRMPs, including on content, reviewing and implementing.

3.4 This guidance has been utilised in the preparation of this SRMP and has been referenced where appropriate.

Managing Freight Effectively: Delivery and Servicing Plans (TfL)

3.5 SRMPs provide a framework to better manage all types of freight vehicle movement to individual developments. A SRMP is similar to that of a Travel Plan but focusses on the sustainable movement of freight as opposed to employees.

3.6 SRMPs will improve the safety, efficiency and reliability of deliveries. They aim to increase building operational efficiency by reducing delivery and servicing impacts to the premises, especially CO_2 emissions, congestion and collisions on the surrounding road network.

3.7 SRMPs aim to reduce delivery trips, particularly during peak periods, and increase availability and use of safe and legal loading facilities. This is achieved by using a range of approaches including consolidation of deliveries and out-of-hours (i.e. out of peak period) deliveries. SRMPs will also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impact of freight activity.

3.8 The document outlines the benefits of SRMPs to local authorities, building developers, businesses and freight operators, including:

Local Authorities and Residents

- Less congestion on local roads;
- Reduced emissions, and use of more sustainable modes where possible, to contribute towards CO_2 reduction targets;
- Fewer goods vehicle journeys lowering the risk of collisions;
- Reduced noise impact during sensitive times; and
- Improved quality of life for local residents through reduced noise, air pollution by freight vehicles and intrusion and lower risk of accidents on the surrounding road network.

Building Developers and Businesses

- Reduced delivery costs;
- More reliable deliveries resulting in less disruption to normal business practices;
- Time-savings by identifying unnecessary deliveries;
- Less noise, air pollution and intrusion; and
- Opportunity to feed into a Corporate Social Responsibility programme and ensure operations comply with health and safety legislation.

Freight Operators

- Agreed loading areas will mean less risk of receiving penalty charge notices;
- Fuel savings through reduced, re-timed or consolidated deliveries; and
- More certainty over delivery times.

Freight Operators Recognition Scheme (FORS)

3.9 FORS is a unique, industry-led, free membership scheme to help van and lorry operators to become safer, more efficient and more environmentally friendly.

3.10 FORS has three membership levels Bronze, Silver and Gold. Bronze members must meet the following requirements:

- Drivers and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and

- Assessing the performance of company policies.

3.11 Silver and Gold level members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:

- Fuel use;
- CO_2 and emissions;
- Vehicle incidents; and
- Penalty charge notices.

4.0 Servicing and Refuse Collection Arrangements

4.1 This section of the report includes details on the arrangements for servicing / delivery vehicles that will visit the site.

Deliveries

4.2 Each unit will be served by a separate service yard, located south of the respective units. Each service yard will comprise two HGV loading / parking bays, turning areas and car / cycle parking.

4.3 To demonstrate that the service yards can accommodate forecast development traffic, swept path analysis has been produced and provided at **Appendix B**.

4.4 The swept path analysis demonstrates that the required HGVs can access and egress the proposed loading bays within each service yard. It is noted that the western loading bay within the Unit 1 service yard cannot be accessed if the eastern bay is occupied; however, as this unit will be occupied by a single tenant, loading arrangements can be controlled to avoid conflict.

Refuse Collection

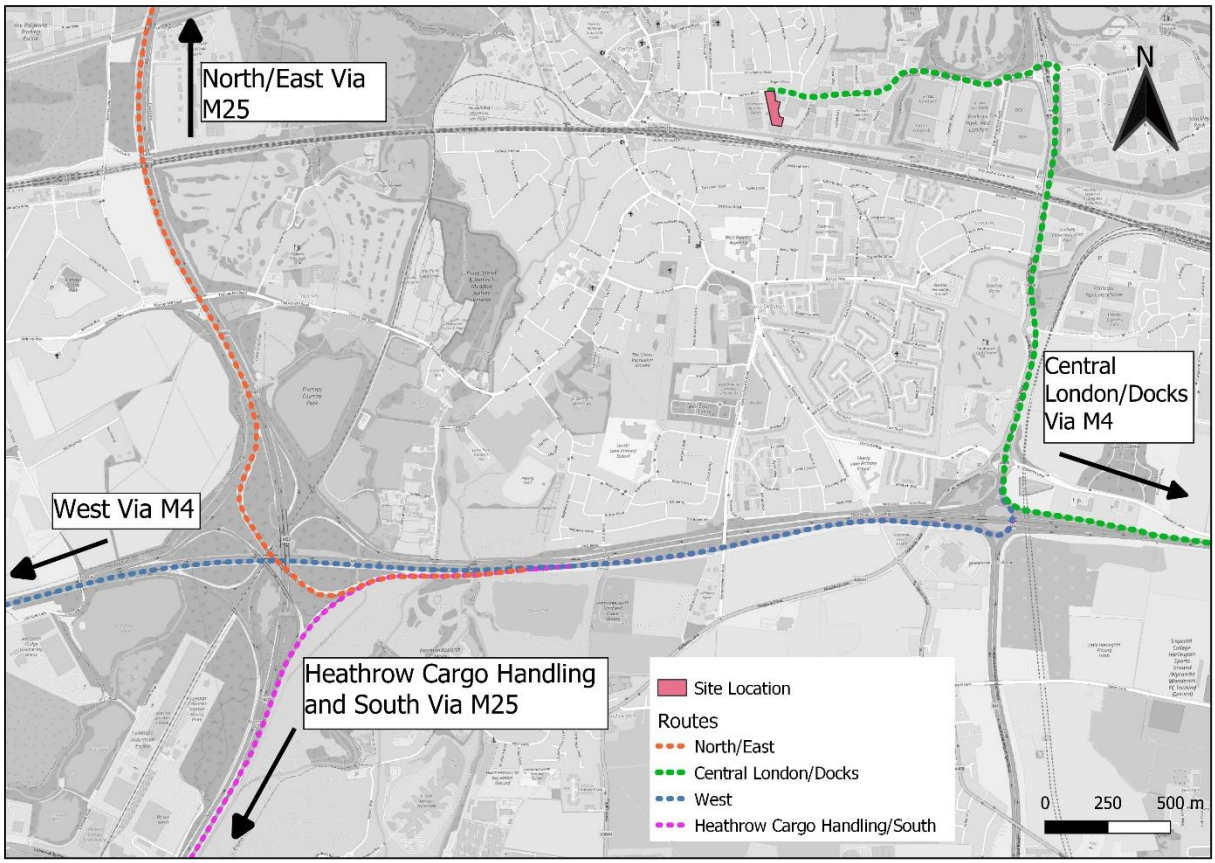
4.5 Bin stores will be located at a convenient point for access within each service yard, with refuse collection undertaken by a private waste management arrangement. The swept path analysis in **Appendix B** also shows refuse vehicles accessing and egressing the service yards of both units. Refuse vehicles pull up close to the bin store within the service yard, before exiting in forward gear. There is enough space within the service yards for refuse vehicles to reverse and exit in forward gear.

4.6 Refuse collection will not occur at the same time as operational deliveries, removing conflict between refuse vehicles and other HGVs.

Servicing Routes

4.7 Routes to the site for servicing and deliveries have been identified on **Figure 4.1**. Each route is described in greater detail below.

Figure 4.1: Servicing and Delivery Route Map



Route 1 – Central London / Docks

4.8 Vehicles accessing Central London and docks from the site will route eastbound along Horton Road, south onto Stockley Road, and then east, emerging on the M4.

Route 2 – Heathrow Cargo Handling / South

4.9 It is anticipated that occupiers of the site may target freight from Heathrow. Resultantly, to access Heathrow Cargo Handle terminal, vehicles will head eastbound along Horton Road, turn south onto Stockley Road and west along the M4, before routing in a southernly direction along the M25 where they can access Heathrow and the South of the England.

Route 3 – North / East

4.10 Similarly, vehicle access to the North and East of the UK can be achieved by routing eastbound on Horton Road, turning south onto Stockley Road and west along the M4, and finally North on the M25. It is expected that vehicles trying to access the East will use this route as opposed to through central London due to speed restrictions, congestion charges and potential congestion.

Route 4 - West

4.11 Finally, vehicles accessing the West will do so by routing eastbound along Horton Road, then southbound along Stockley Road, before emerging on to the M4 where they will route westbound to access the west of England.

4.12 It is noted that, whilst some vehicles may be advised by mapping software to route via West Drayton High Street / Station Road and Harmondsworth Road, it is argued that these roads are less suitable for HGV traffic than the route proposed given residential and retail land uses located.

4.13 Consequently, it is expected that majority of vehicles will leave the site eastbound along Horton Road before heading south along Stockley Road, as the carriageways are wider and more suitable to HGV traffic.

Servicing Trip Generation

4.14 As set out in the accompanying Transport Statement, the development is forecast to attract 13 HGV trips in the AM peak hour and three during the PM peak hour. When compared to the existing use of the site, this results in a net reduction of two trips in the AM peak hour and no change during the PM peak hour.

4.15 **Table 4.1** sets out the existing, proposed and net HGV trips at the application site, based on the assessment methodology included with the Transport Statement.

Table 4.1: Forecast HGV Trip Attraction

Time Period	Arrivals	Departures	Total
	Existing HGV Trips		
AM Peak (08:00-09:00)	2	3	5
PM Peak (17:00-18:00)	2	2	4
	Proposed HGV Trips		
AM Peak (08:00-09:00)	1	1	2
PM Peak (17:00-18:00)	1	1	2
	Net HGV Trips		
AM Peak (08:00-09:00)	-1	-2	-3
PM Peak (17:00-18:00)	-1	-1	-2

4.16 As the trip attraction data presented above is based on a survey undertaken at the existing site, it accounts for servicing trips not associated with the operation of the units, such as waste collection.

5.0 Refuse Arrangements

Waste Disposal Arrangements

5.1 LBH is a unitary authority and so has responsibility for waste collection. It is part of the West London Waste Authority (WLWA) along with five other London Boroughs. The WLWA is responsible for managing local authority collected waste (LACW) transportation and disposal on behalf of the six London Boroughs.

5.2 All waste is taken to either of the two transfer stations operated by WLWA – Victoria Road (Ruislip) or Transport Avenue (Brentford).

5.3 WLWA signed a 25-year Public Private Partnership (PPP) contract with Suez in 2014. As part of the arrangement, general waste that is collected by the London boroughs is compacted and put in containers to be taken by rail to the Severnside Energy Recovery Centre near Bristol for treatment.

5.4 Dry recycling is collected and sent to a materials recycling facility (MRF) to be sorted, separated and baled prior to being sent on to a reprocesser for recycling.

5.5 Collected organic waste is processed locally – food waste is treated by anaerobic digestion (AD) at the BioCollectors AD plant in Mitcham and garden waste is treated through open windrow composting or in-vessel composting (IVC). IVC is done by West London Composting, in Harefield and by Countrystyle Recycling at their plant in Ridham.

Commercial Waste Arrangements

5.6 The construction of the development may result in an increase in the overall municipal waste arisings for management by the WLWA (as some waste could be collected through the trade waste collections delivered by the LBH commercial waste collection service); alternatively wastes could be collected by private sector waste companies. Irrespective of which organisation(s) collects the wastes generated by the new development, it is important that an operational waste management strategy is adopted that aims to manage the waste from the Development in a sustainable manner, and which minimises the resultant environmental impact.

5.7 As identified above, LBH currently offers commercial / trade waste collection services for food waste, dry recycling and general waste – these are ‘paid for’ services[1]. As such the development operator/occupants will be able to procure waste management services from this company or a private sector waste management company, or companies, if they choose.

[1] Note that the LBH commercial waste collection service does not currently offer a separate collection for garden waste or textiles.

Simpler Recycling

5.8 New legislation (known as the Simpler Recycling regulations) came into effect in March 2025, making it mandatory for businesses to have a recycling service in place.

5.9 Specifically, the legislation places the following obligations on businesses:

- Businesses are responsible for ensuring they have access to the services needed to separate and dispose of their waste materials;
- Businesses need to ensure they separate their recyclables from non-recyclables and place them in the appropriate containers; and
- Businesses need to ensure they separate their food waste from general waste and place it in the appropriate container.

5.10 It is noted that the LBH commercial / trade waste collection offering covers all aspects of the Simpler Recycling requirements.

5.11 Any organisation with 10 or more full-time equivalent staff is mandated to be compliant (effective from 31st March 2025). Organisations that do not fall within these parameters are currently exempt and have until 31st March 2027 to comply.

Requirements for Waste Management

5.12 It is commonplace for local planning authorities to issue guidance for developers on their website outlining the approach to management of waste for new developments. Such documents typically provide information on the waste management requirements for a range of property types. At the time of preparing this report, we have been unable to identify such a guidance document on the LBH website.

5.13 It is the Applicants intention to provide facilities for recycling that comply with current guidance and requirements to maximise segregation of recyclables and food waste from residual waste, even if a private waste management company is contracted to provide waste collection services to the development.

6.0 Encouraging Sustainable Freight

Measures

6.1 As part of this SRMP, a series of measures will be incorporated to promote and encourage sustainable freight at the site, with the overall aim of reducing the impact of the development on the surrounding area.

6.2 Measures proposed to be incorporated at the site are listed in **Table 5.1**.

Table 5.1: Sustainable Freight Measures

Measure	Reason
Encourage the use of e-cargo bikes, specifically for deliveries during the network peak hours.	To reduce the total number of vehicles accessing the site. E-cargo cycles can move a significant amount of freight quickly and safely, with most bikes rated to carry 150-300kg of goods.
Encourage the use of electric delivery vehicles for last mile deliveries.	To reduce emissions associated with the site. Exact propensity for electric delivery vehicle use is subject to variation as the site operates.
Liaise with neighbouring land uses on abnormal delivery schedules.	To reduce potential conflict during peak delivery times.
Requirement for suppliers to be FORS accredited.	To ensure van and lorry operators are safer, greener and more efficient in undertaking deliveries.
Provide loading / unloading procedure to suppliers ahead of arrival.	To reduce dwell time on arrival and departure, whilst also improving safety through the implementation of a delivery routine.
Consolidate deliveries where possible.	To reduce the overall number of deliveries and, by extension, reduce the number of HGVs and other delivery vehicles on the local highway network.

6.3 The measures included in **Table 5.1** are not exhaustive, with the potential for additional, more specific measures to be incorporated once occupiers are known.

Targets

6.4 Due to the purpose and scope of this SRMP, it is not reasonable to set quantitative targets for the reduction in servicing trips, rather, a series of action targets (qualitative) have been set out below:

- Appoint a SRMP co-ordinator at each unit;
- Update measures once end occupiers are known;
- Monitor delivery and servicing operations and identify areas of improvement; and
- Complete a SRMP action plan (to be completed by management at each unit on occupation)

Monitoring and Review

6.5 Servicing area activity will be regularly monitored to ensure that it is operating in an efficient way. The on-site management team will maintain a record of servicing activity which will include the following information:

- Date;
- Delivery arrival / departure time;
- Type of vehicle;
- Goods delivered / taken away; and
- Other comments.

6.6 The on-site management team will constantly monitor and review the success of the SRMP. If considered necessary, the management team will propose changes which will need to be approved in writing by the LBH.

6.7 The contact details of the on-site management team will be provided to the LBH so that in the event of any issues that arise, the authorities can arrange a meeting to discuss.

6.8 Each unit will produce an annual report, with updates on measures and any site observations. Specifically, the report should include:

- Evidence to support the completion of actions;
- FORS accreditation obtained in the previous year; and
- Success of implemented measures.

6.9 In addition to the annual report, a survey will be conducted within three months of occupation and every two years thereafter, which will summarise commercial and servicing trips to and from each unit.

Raising Awareness

6.10 It will be important to inform all occupiers about the SRMP, including the following:

- The purpose of the SRMP;
- The importance of the SRMPs, freight movements and their impacts;
- What occupiers can do to help encourage the use of sustainable servicing and delivery vehicle movement to the site; and
- The potential benefits of successfully using and implementing a SRMP.

6.11 Raising awareness of the SRMP will help to gain support of the tenants for the implementation of the SRMP and ensure stakeholder buy-in at an early stage.

6.12 To increase awareness of the SRMP, relevant future employees will be given information about the SRMP and be encouraged to use sustainable freight to and from the site.

6.13 It is essential that relevant future employees at the site are involved in the implementation and have an input into the on-going development of the SRMP.

7.0 Summary and Conclusion

7.1 The purpose of this SRMP is to set out guidance and management and control measures with regards to deliveries and servicing movements, ensuring that sustainable freight is managed.

7.2 The SRMP will ensure the successful and efficient operation of servicing / delivery activity on a day-to-day basis.

Appendix A Proposed Site Layout

Delivery and Servicing Plan

Horton Road, West Drayton

LMO Overseas Investments Limited

SLR Project No.: 425.064716.00001

25 July 2025

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KEY

APPLICATION BOUNDARY

NOTE:
BOUNDARY TAKEN FROM INTERPOLATION OF TITLE NOS. AGL52907, NGL564654 & NGL254539

BASED ON SURVEY BY GREENHATCH
(DRAWING 51043_01_P REV 0 DATED 11.06.2024)

REV	DATE	NOTES	DRAWN	CHECKED
PL07	15/07/2025	Fence line ameded	sd	mk
PL06	14/07/2025	Red line ameded	sd	mk
PL05	03/07/2025	Sub-station added.	mk	sd
PL04	23/06/2025	General update	sd	dod
PL03	20/05/2025	Amenity spaces added. Acoustic fence amended. Unit 1 cycles moved. PV area increased.	sdd	sd
PL02	20/05/2025	Issued for planning	sdd	sd
PL01	30/04/2025	preliminary issue	sd	mk

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LE MASURIER

PROJECT TITLE
HORTON ROAD, WEST DRAYTON

MSA JOB No. **31906**

CLIENT
LE MASURIER

DOCUMENT TITLE
SITE LAYOUT PLAN

SCALE
1:500 @ A1

DATE 14/07/25
DRAWN sd
CHECKED mk

DOCUMENT NUMBER
HRWD-MSA-SI-00-DR-A-20002

STATUS
PLANNING

REV
PL07

0 5 10 15 20 25 50 m

1 SITE LAYOUT PLAN
1:500

Appendix B Swept Path Analysis Drawings

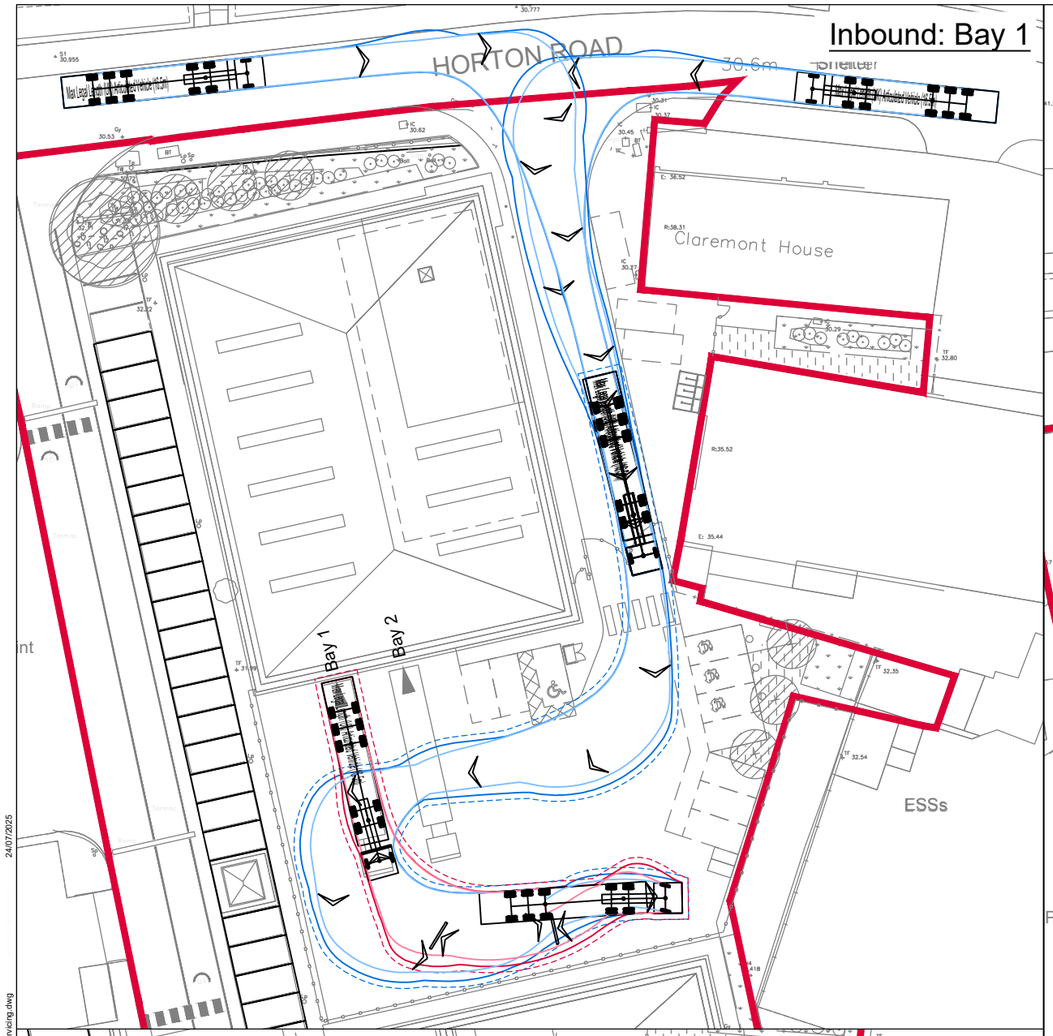
Delivery and Servicing Plan

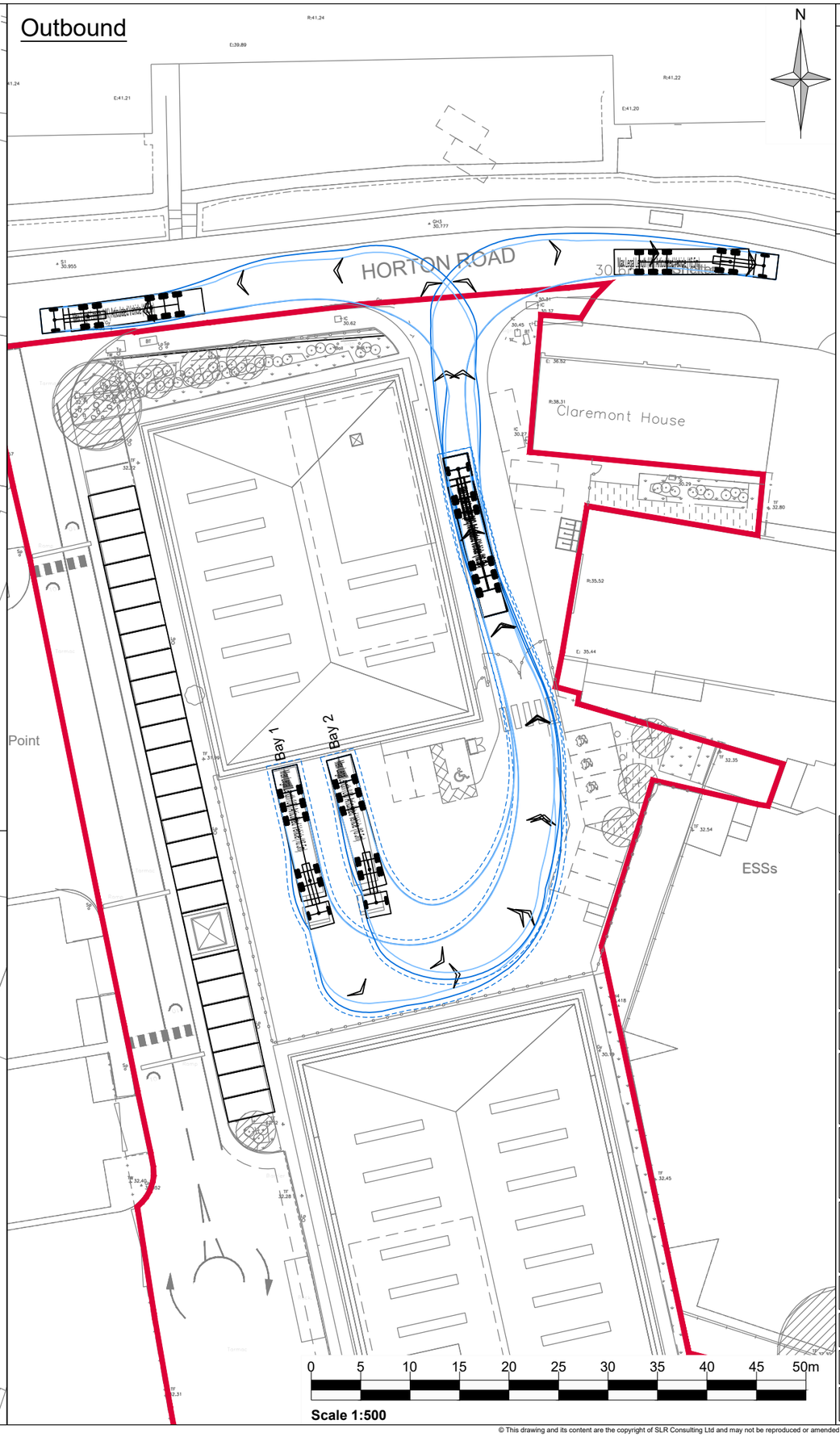
Horton Road, West Drayton

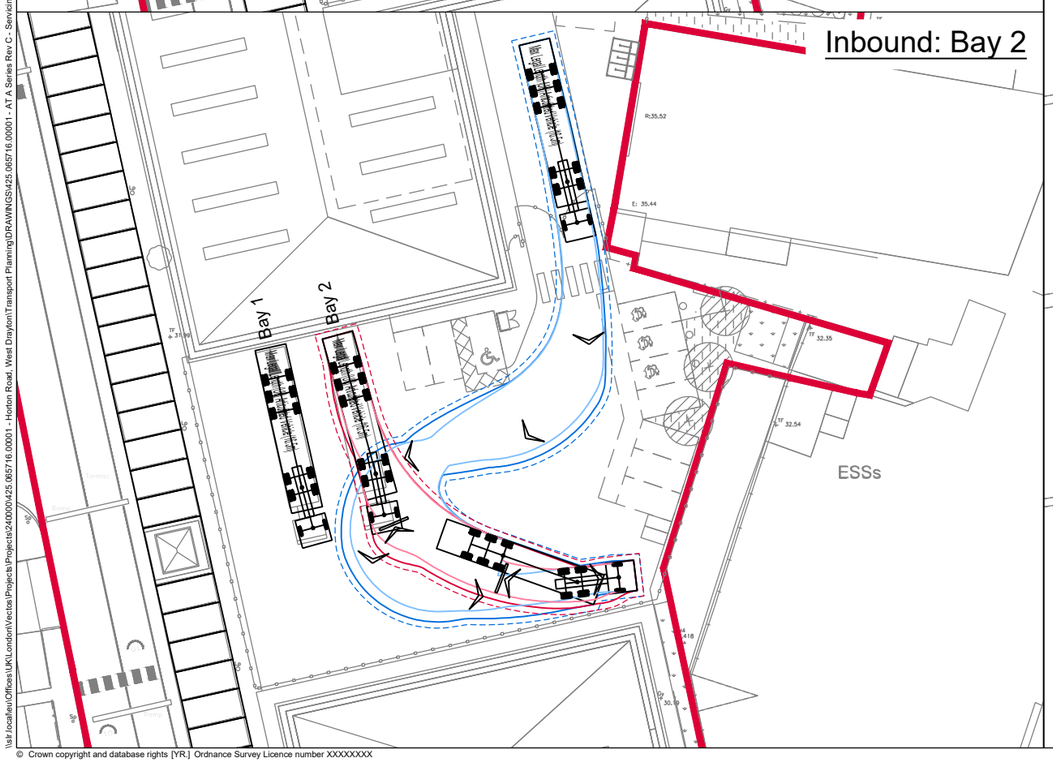
LMO Overseas Investments Limited

SLR Project No.: 425.064716.00001

25 July 2025



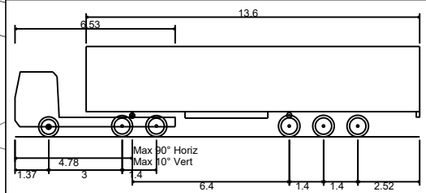




Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

A 500mm buffer has been shown around vehicles manoeuvring into loading bays to provide a margin of safety.

Rev	Amendments	Date	By	Chk	Auth
C	Updated layout	24.07.25	JH	NS	BF
B	Updated layout	16.06.25	PP	BF	BF
A	Updated layout, tracking to suit	23.04.25	PP	BF	BF

SLR

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Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 1
16.5m Articulated Vehicle

Scale	SLR Project No.
1:500 @ A3	425.065716.00001

Designed	Drawn	Checked	Authorised
-	PP	TF	BF
Date	Date	Date	Date
-	02.08.2024	02.08.2024	02.08.2024

Drawing Number
425.065716.00001/AT/A01

Rev.
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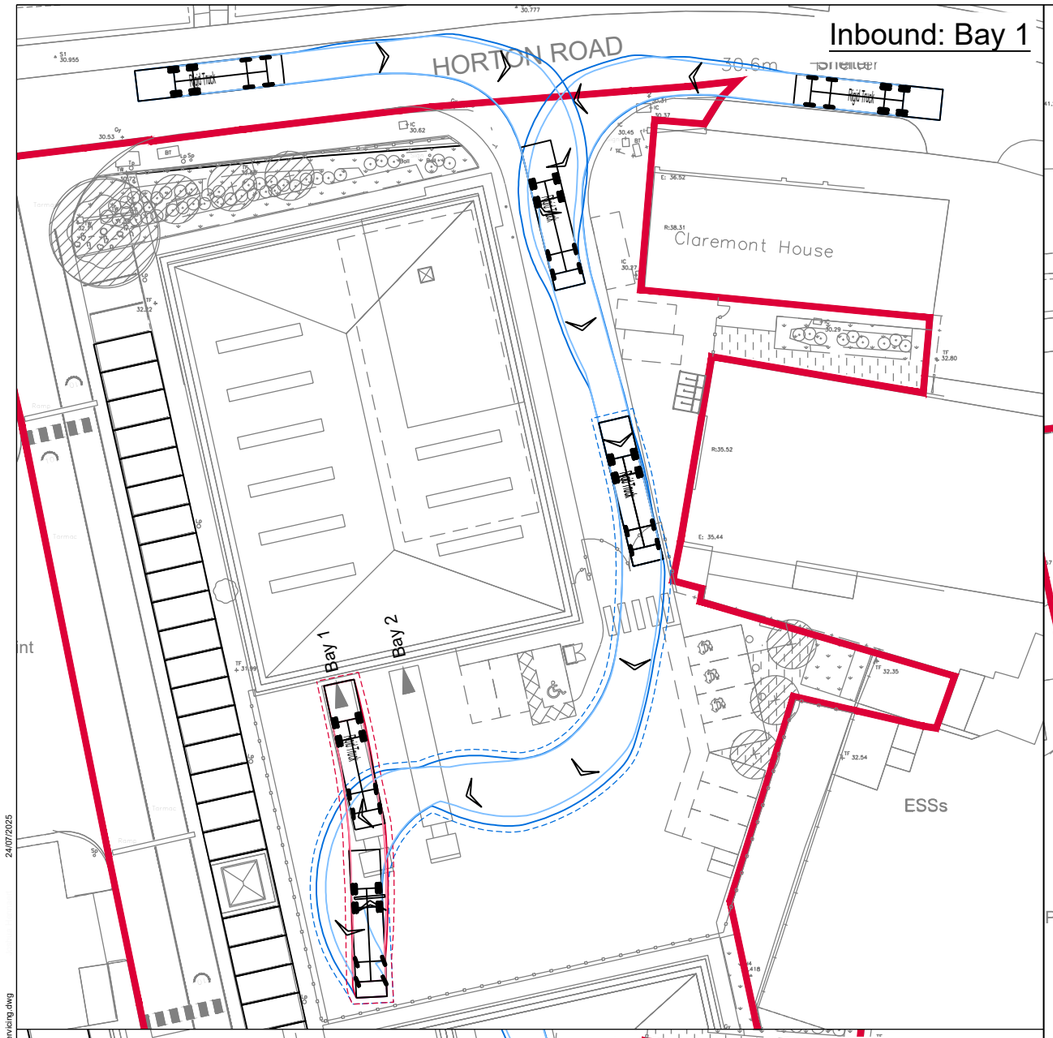
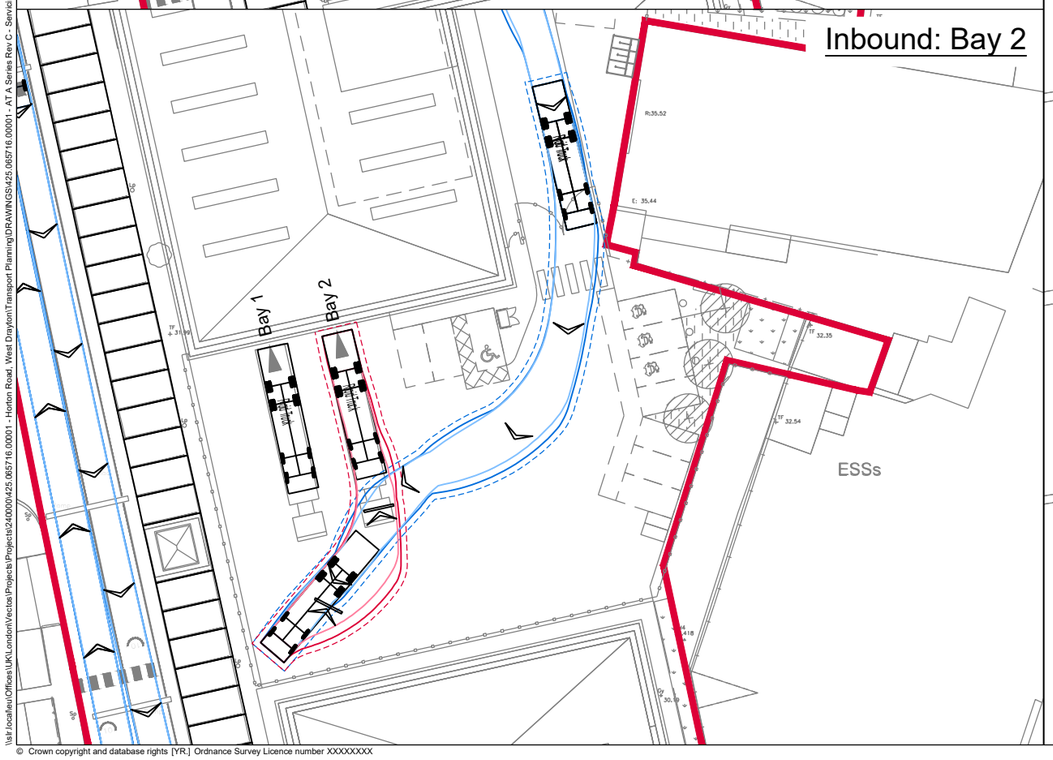
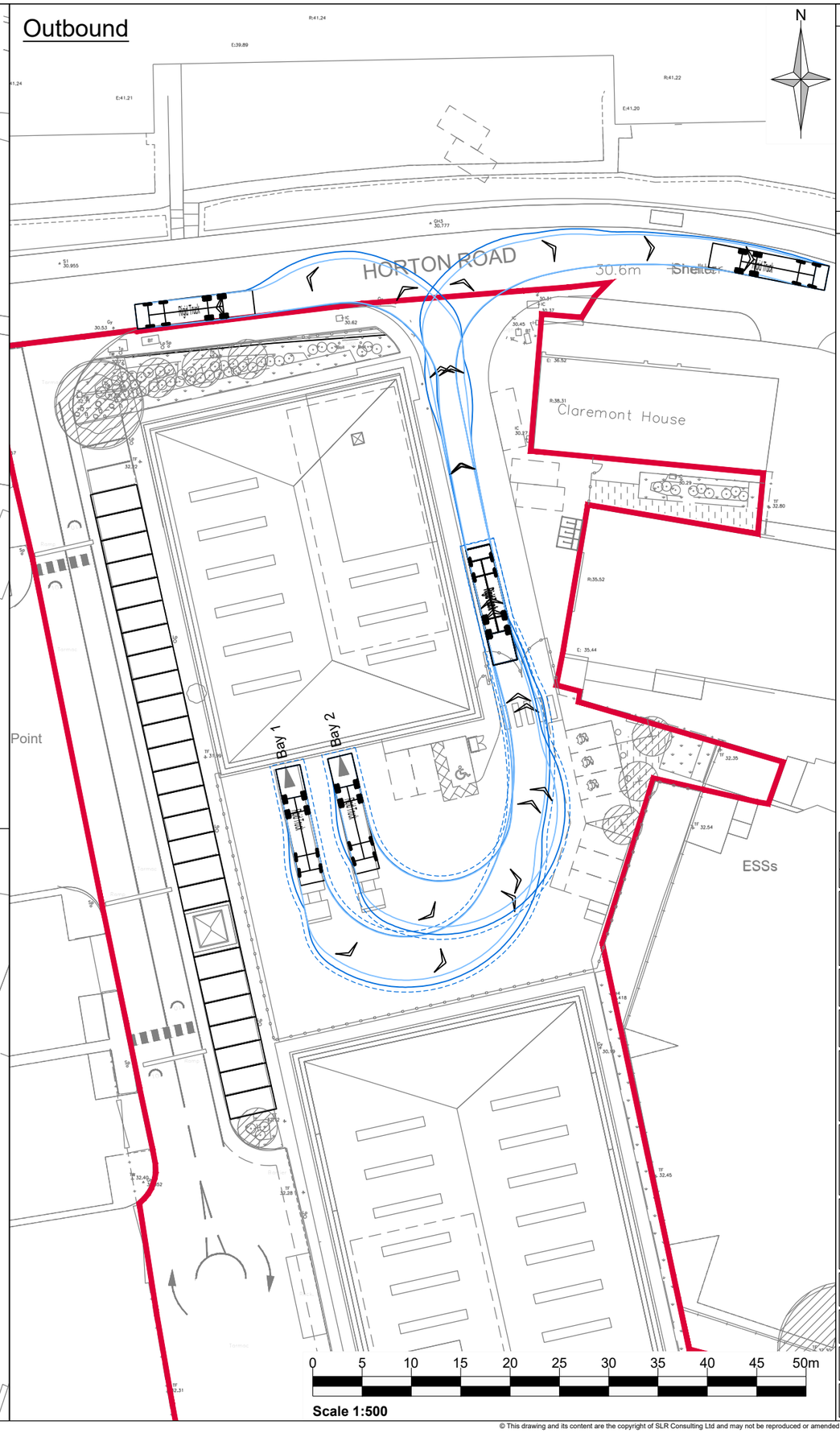
24/07/2025







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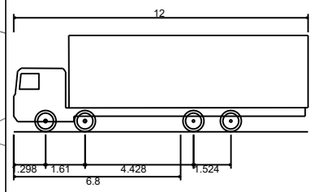
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

A 500mm buffer has been shown around vehicles manoeuvring into loading bays to provide a margin of safety.

B	Updated layout	24.07.25	JH	NS	BF
A	Updated layout	16.06.25	PP	BF	BF
Rev	Amendments	Date	By	Chk	Auth

SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 1
Rigid Truck

Scale	SLR Project No.
1:500 @ A3	425.065716.00001

Designed	Drawn	Checked	Authorised
-	PP	TF	BF
Date	Date	Date	Date
-	02.08.2024	02.08.2024	02.08.2024

Drawing Number
425.065716.00001/AT/A02

Rev.
B

24/07/2025

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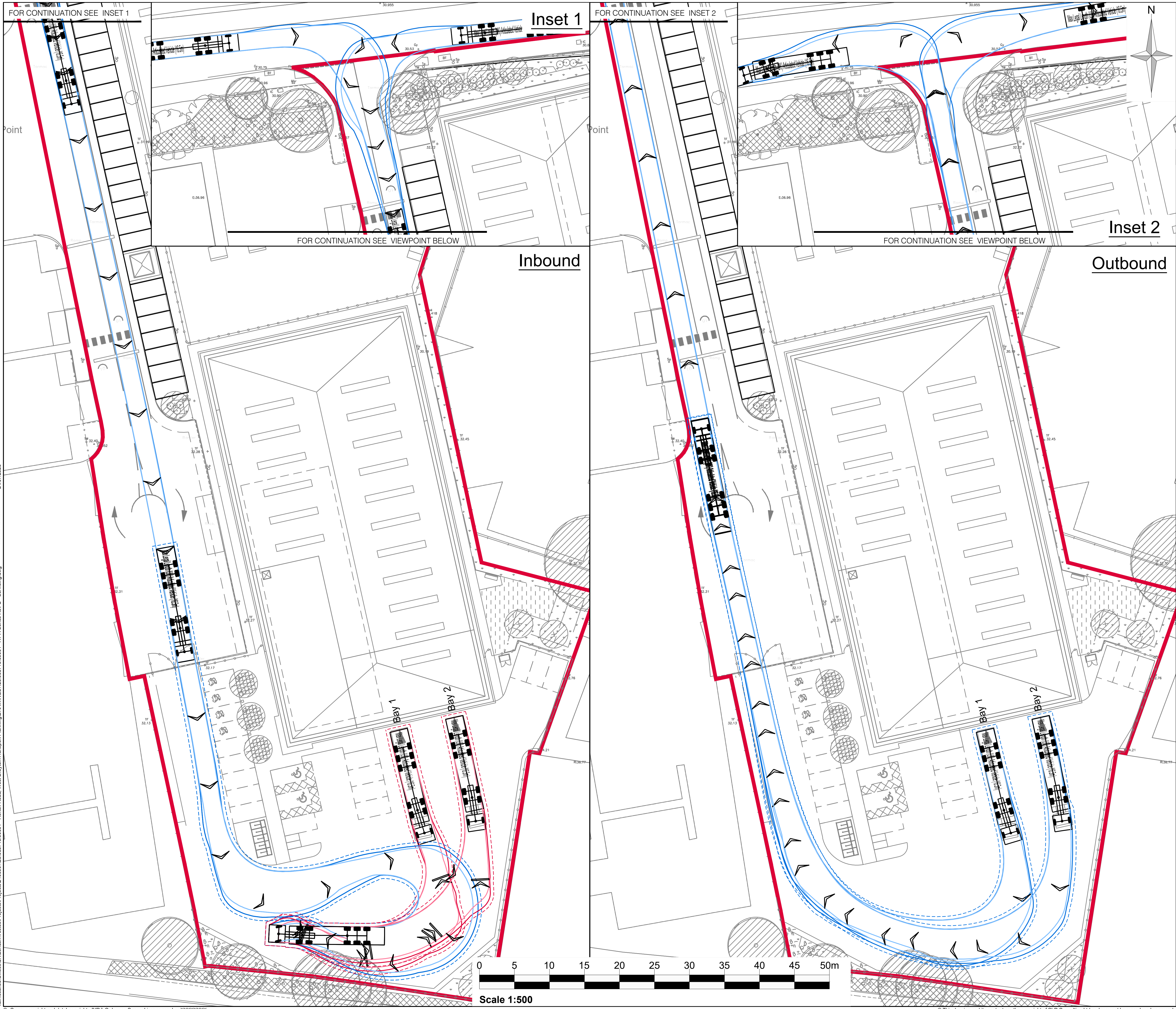
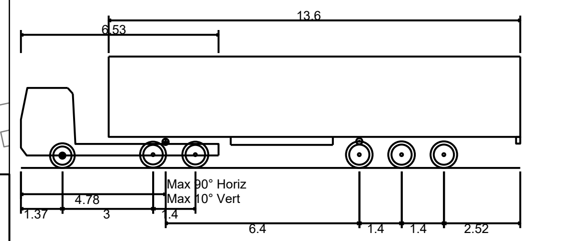


Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

A 500mm buffer has been shown around vehicles manoeuvring into loading bays to provide a margin of safety.

Rev	Amendments	Date	By	Chk	Auth
C	Updated layout	24.07.25	JH	NS	BF
B	Updated layout	16.06.25	PP	BF	BF
A	Updated layout, tracking to suit	23.04.25	PP	BF	BF

SLR

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Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 2
16.5m Articulated Vehicle

Scale		SLR Project No.	
1:500 @ A3		425.065716.00001	
Designed	Drawn	Checked	Authorised
-	PP	TF	BF
Date	Date	Date	Date
-	02.08.2024	02.08.2024	02.08.2024

Drawing Number: 425.065716.00001/AT/A03 — Rev. C

24/07/2025

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FOR CONTINUATION SEE INSET 1

FOR CONTINUATION SEE INSET 2

FOR CONTINUATION SEE VIEWPOINT BELOW

FOR CONTINUATION SEE VIEWPOINT BELOW

Inset 1

Inset 2

Inbound

Outbound

Bay 1

Bay 2

N

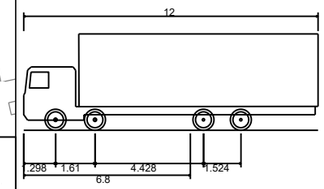
0 5 10 15 20 25 30 35 40 45 50m

Scale 1:500

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

A 500mm buffer has been shown around vehicles manoeuvring into loading bays to provide a margin of safety.

Rev	Amendments	Date	By	Chk	Auth
C	Updated layout	24.07.25	JH	NS	BF
B	Updated layout	16.06.25	PP	BF	BF
A	Updated layout, tracking to suit	23.04.25	PP	BF	BF

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Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 2
Rigid Truck

Scale	SLR Project No.
1:500 @ A3	425.065716.00001

Designed	Drawn	Checked	Authorised
-	PP	TF	BF
Date	Date	Date	Date
-	02.08.2024	02.08.2024	02.08.2024

Drawing Number
425.065716.00001/AT/A04

Rev.
C

24/07/2025

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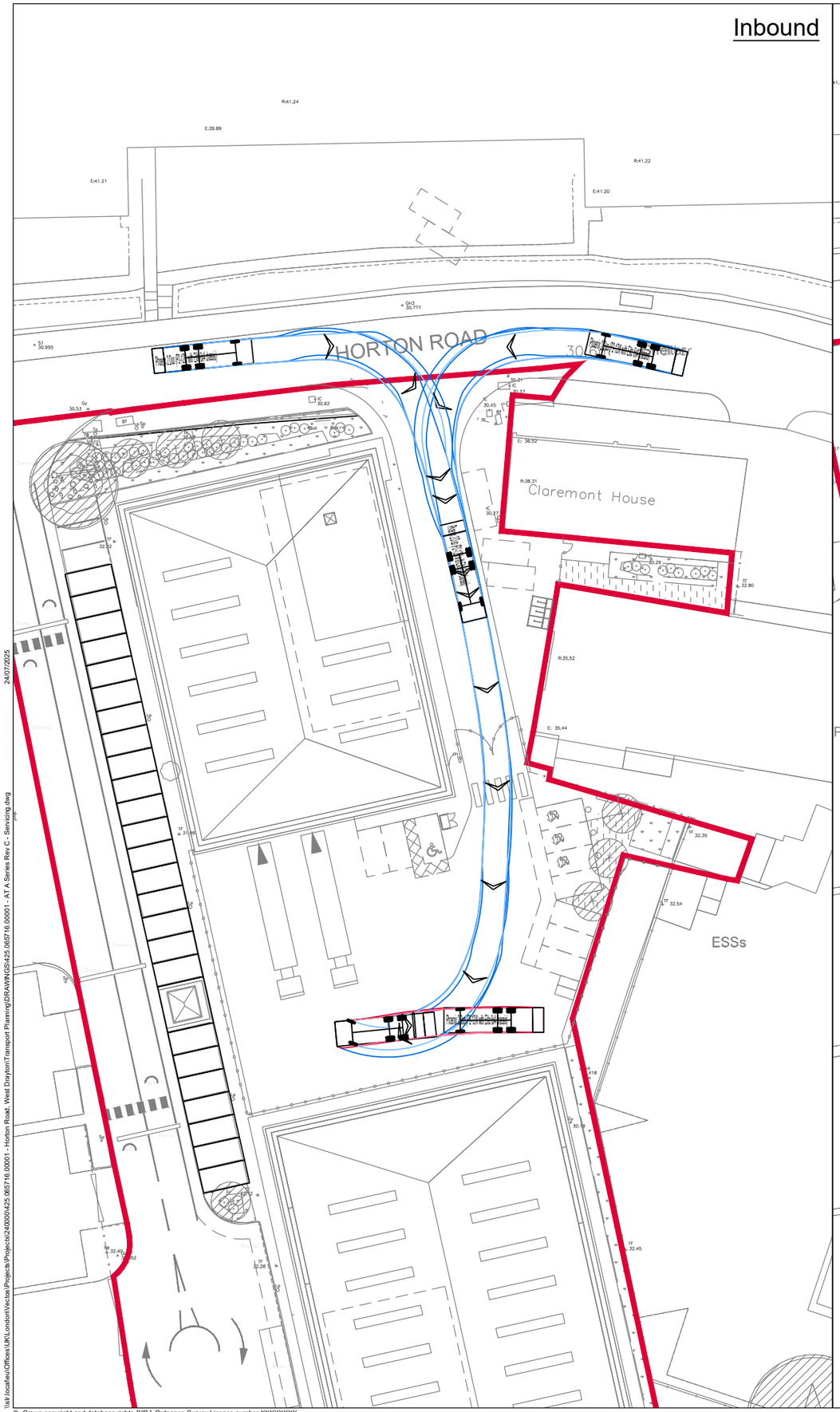
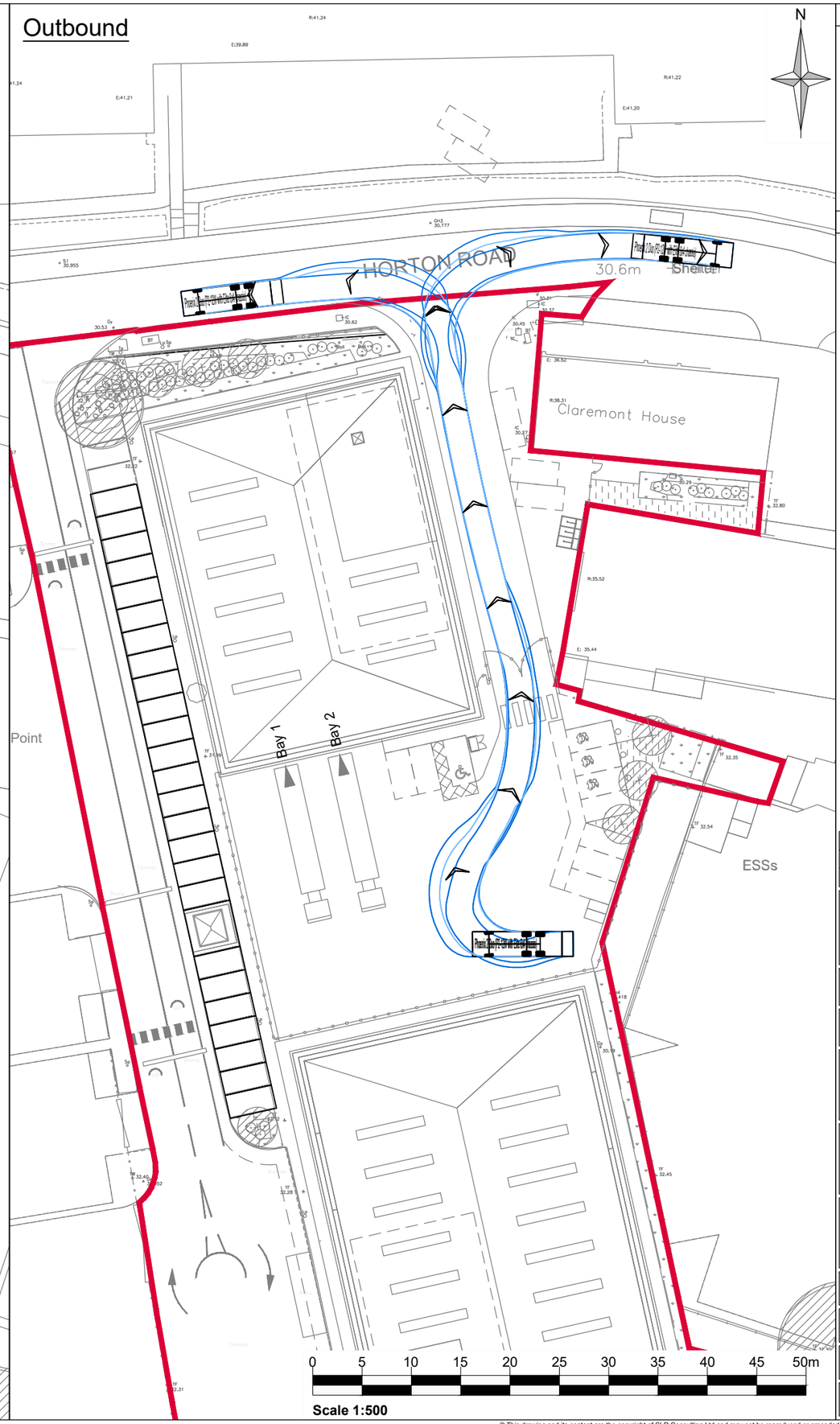
Inbound



Outbound



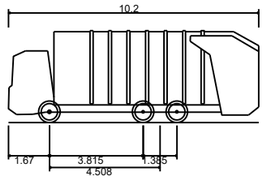
0 5 10 15 20 25 30 35 40 45 50m

Scale 1:500

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

Rev		Date	By	Chk	Auth
B	Updated layout	24.07.25	JH	NS	BF
A	Updated layout	16.06.25	PP	BF	BF

SLR

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Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 1
Refuse Vehicle

Scale: 1:500 @ A3			SLR Project No.: 425.065716.00001
Designed: -	Drawn: PP	Checked: TF	Authorised: BF
Date: -	Date: 02.08.2024	Date: 02.08.2024	Date: 02.08.2024

Drawing Number: **425.065716.00001/AT/A05**

Rev.: **B**

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24/07/2025

FOR CONTINUATION SEE INSET 1

Inset 1

FOR CONTINUATION SEE VIEWPOINT BELOW

Inbound

FOR CONTINUATION SEE INSET 2

Inset 2

FOR CONTINUATION SEE VIEWPOINT BELOW

Outbound

N

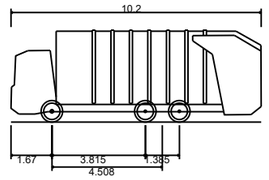
0 5 10 15 20 25 30 35 40 45 50m

Scale 1:500

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on MSA layout: HRWD-MSA-SI-00-DR-A-20002-PL03-Site Layout Plan

Legend:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

Rev	Amendments	Date	By	Chk	Auth
B	Updated layout	24.07.25	JH	NS	BF
A	Updated layout	16.06.25	PP	BF	BF

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Drawing Status & Suitability Code

Client
LMO Overseas Investments Limited

Project
Horton Road, West Drayton

Drawing Title
Swept Path Analysis
Service Yard - Unit 2
Refuse Vehicle

Scale	SLR Project No.
1:500 @ A3	425.065716.00001

Designed	Drawn	Checked	Authorised
-	PP	BF	BF
Date	Date	Date	Date
-	25.04.2025	25.04.2025	25.04.2025

Drawing Number
425.065716.00001/AT/A06

Rev.
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24/07/2025

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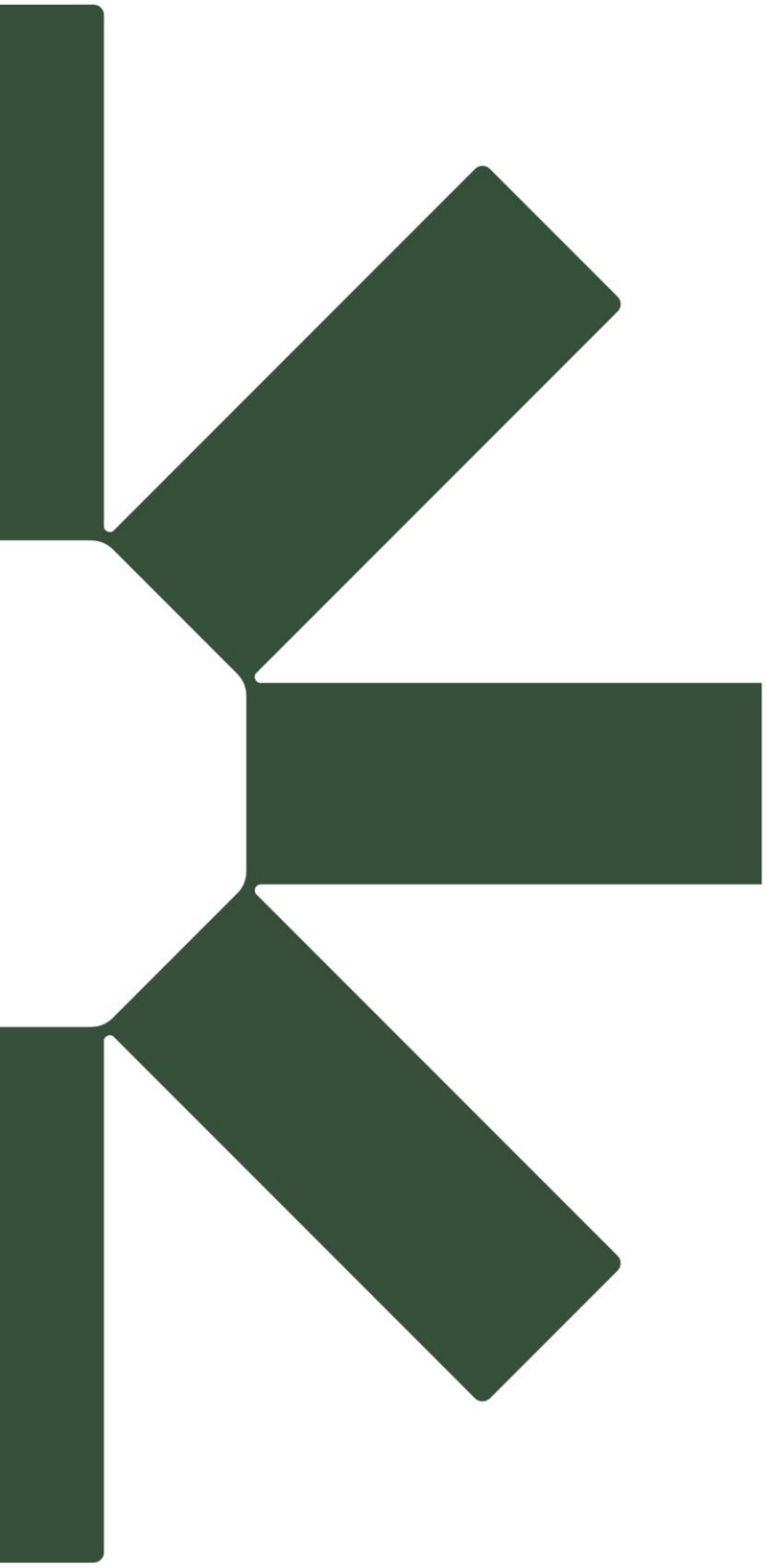

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