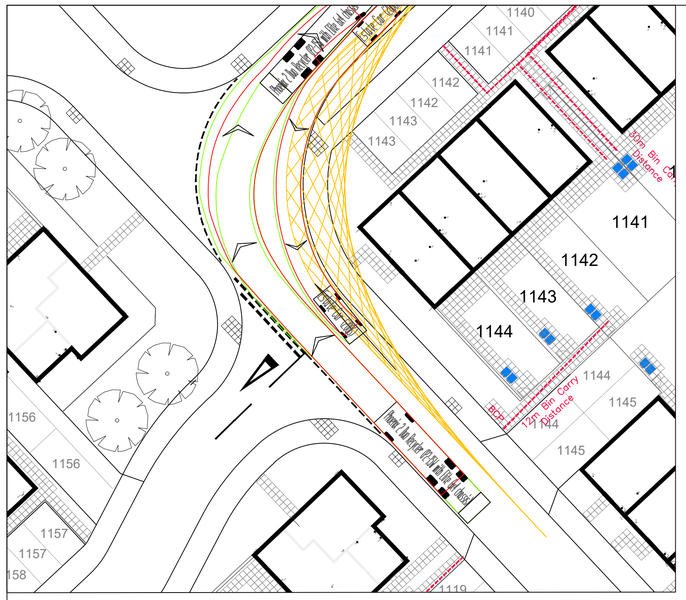

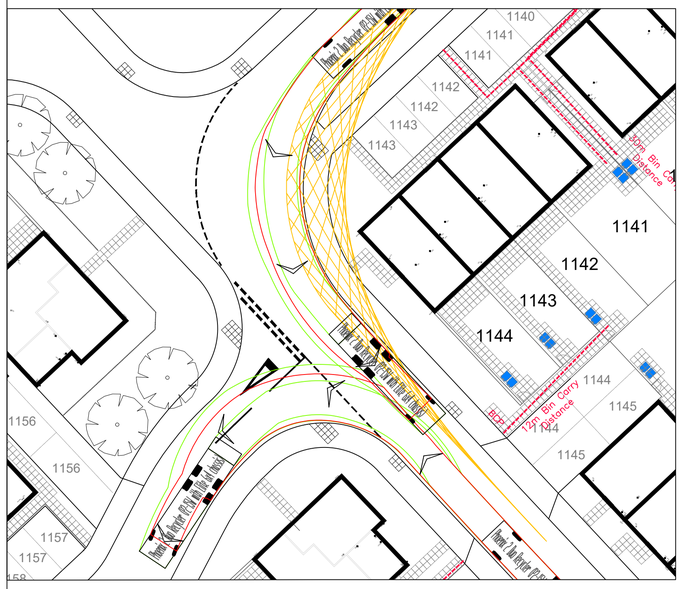

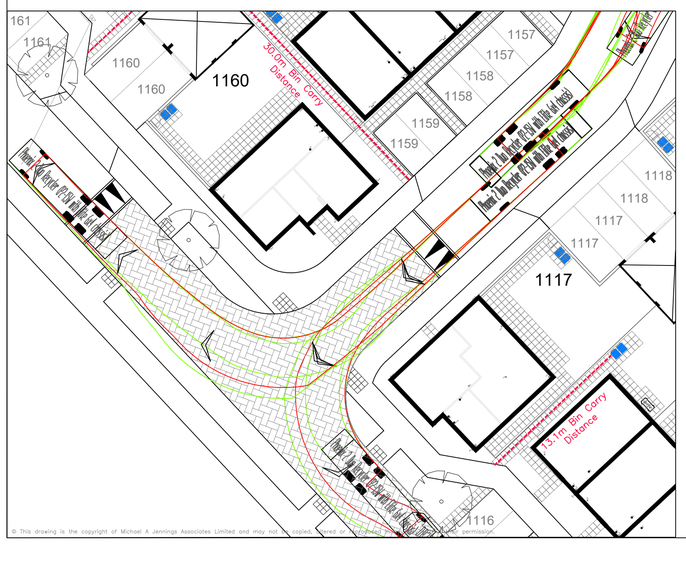

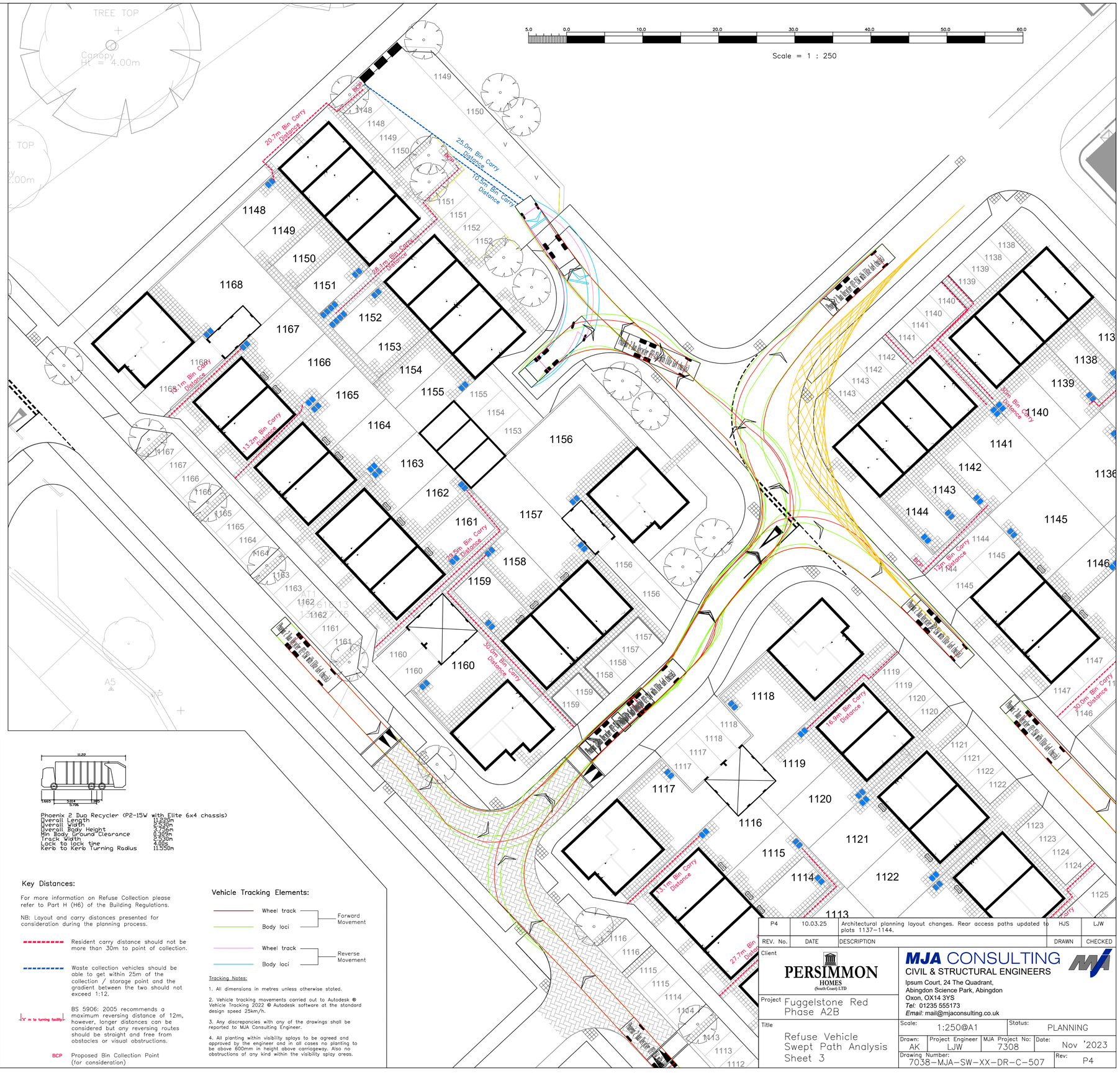

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.795m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Key Distances:

For more information on Refuse Collection please refer to Part H (H6) of the Building Regulations.

NB: Layout and carry distances presented for consideration during the planning process.

Resident carry distance should not be more than 30m to point of collection.

Waste collection vehicles should be able to get within 25m of the collection / storage point and the gradient between the two should not exceed 1:12.

BS 5906: 2005 recommends a maximum reversing distance of 12m, however, longer distances can be considered but any reversing routes should be straight and free from obstacles or visual obstructions.

'X' m to turning facility

BCP Proposed Bin Collection Point (for consideration)

Vehicle Tracking Elements:

Wheel track — Forward Movement

Body loci — Forward Movement

Wheel track — Reverse Movement

Body loci — Reverse Movement

Tracking Notes:

1. All dimensions in metres unless otherwise stated.
2. Vehicle tracking movements carried out to Autodesk ® Vehicle Tracking 2022 © Autodesk software at the standard design speed 25km/h.
3. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
4. All planting within visibility splays to be agreed and approved by the engineer and in all cases no planting to be above 600mm in height above carriageway. Also no obstructions of any kind within the visibility splay areas.

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REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
P4	10.03.25	Architectural planning layout changes. Rear access paths updated to plots 1137–1144.	HJS	LJW

Client: PERSIMMON HOMES (South Coast) LTD

Project: Fuggelstone Red Phase A2B

Title: Refuse Vehicle Swept Path Analysis Sheet 3

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Scale:	Status:
1:250@A1	PLANNING

Drawn:	Project Engineer	MJA Project No:	Date:
AK	LJW	7308	Nov '2023

Drawing Number: 7038–MJA–SW–XX–DR–C–507 Rev: P4