



KFC Restaurant and Drive-Thru
Unit B, Waterloo Park, Elettra Avenue,
Waterlooville

Delivery and Servicing Plan

For

KFC

Document Control Sheet

KFC Restaurant and Drive-Thru

Unit B, Waterloo Park, Elettra Avenue, Waterloooville

KFC

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
13/06/2025	1 st Draft	ATW	LH
23/06/2025	2 nd Draft	ATW	LH/MF
25/05/2025	V1.0	ATW	LH/MF
03/03/2026	V2.0	ATW	LB/LH



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1.0 Introduction

Overview

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared on behalf of KFC in order to discharge a Planning Condition associated with planning application reference APP/21/00399 at Waterloo Park, Elettra Avenue, Waterlooville (herein referred to as 'the site'). Planning permission was granted for the development of a discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure. The site is located within the administrative boundary of Havant Borough Council (HBC) with Hampshire County Council (HCC) the highway authority.
- 1.2 Planning permission was granted with conditions implemented by HBC. This includes Condition 9 which states that a Delivery and Servicing Management Plan is to be provided. This Delivery and Servicing Plan will act to discharge Condition 9 in relation to the permitted development. Condition 9 is worded as follows:
 - ▶ *"Prior to the occupation of Unit B, a Delivery and Servicing Management Plan relevant to Unit B shall be submitted to and approved in writing by the Local Planning Authority, and the development shall thereafter be managed and operated only in accordance with the approved details."*
- 1.3 As per the requirements of the Condition, this DSP will relate only to Unit B, which will be occupied and trade as a KFC. The KFC unit will be situated within a new car park shared with the other permitted uses. This car park will be accessed via the existing roundabout junction on Elettra Avenue to the north-east of the site.
- 1.4 This DSP aims to ensure the delivery and servicing activity of KFC's logistics provider can be undertaken in a safe, efficient and sustainable manner. The document has been created in accordance with the guidance provided by the Department of Transport (DfT) 'Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers'.
- 1.5 In addition to this DSP a Travel Plan (TP) is also provided as part of the Section 106 Agreement. Together these documents form the transport strategy for the KFC operation.

Structure of this Report

- 1.6 The remainder of this DSP is structured as follows:
 - ▶ Section 2 – Planning Policy Context;
 - ▶ Section 3 – Local Situation;
 - ▶ Section 4 – Servicing Management;
 - ▶ Section 5 – Waste Management;
 - ▶ Section 6 – Delivery Aggregators
 - ▶ Section 7 – Monitoring and Review; and
 - ▶ Section 8 – Summary.

2.0 Planning Policy Context

National Policy

National Planning Policy Framework (NPPF)

- 2.1 The latest version of the National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.
- 2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth... focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"*.
- 2.3 Paragraph 115 acknowledges that when assessing specific applications for development, it should be ensured that:
- ▶ *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - ▶ *safe and suitable access to the site can be achieved for all users;*
 - ▶ *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - ▶ *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 2.4 Paragraph 116 states:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

Local Policy

Havant Borough Core Strategy

- 2.5 The Havant Borough Core Strategy was adopted in March 2011 and provides guidance for development in the borough up to 2026. The relevant transport-related policies are outlined below.
- 2.6 Policy DM10 considers pollution and air quality, stating:
- "Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:*
- 1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.*
 - 2. National air quality standards or objectives would not be breached.*
 - 3. The water environment would not be detrimentally affected.*
 - 4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.*

5. External lighting is of the minimum level of illumination and duration required for security and operational purposes.

6. External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations."

- 2.7 Policy DM14 sets out that *"Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use."*

Draft Building a Better Future Plan

- 2.8 Havant Borough Council have prepared the Building a Better Future Plan which is currently out for consultation provides an indication of future policy direction in the borough. Policy 47: 'Accessibility, Transport and Parking' ensures new developments are well connected by all modes, with a focus on actively encouraging walking, cycling and public transport.
- 2.9 Transport considerations for new developments details that *"Planning permission will be granted for development proposals, provided that: b) The needs of all people and modes of transport have been considered, with sustainable and active modes of travel prioritised and positively encouraged through on and/or off-site measures"*.
- 2.10 This continues to state that *"The site is located and planned so that i. Safe and suitable access to the site is provided for all people and modes of transport, with priority given to walking, cycling and public transport;"* and *"vii. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and with ease"*.

Good Practice Guidelines

- 2.11 The Quiet Deliveries Good Practice Guide published by DfT in April 2014, covers the key problems for retailers, freight operators, local authorities and community stakeholders, reducing congestion and delays that affect freight and retail business, as well as local communities, particularly residents. This guidance is based on lessons learnt from Quiet Deliveries trials held by DfT, Freight Transport Association (FTA) and Noise Abatement Society (NAS) in 2010-11 and from the experience during the London 2012 Games.
- 2.12 The core principle of the DfT document on quiet deliveries is:
"about enabling businesses and organisations to make and receive deliveries outside the main working day. The flexibility will generate multiple benefits for all affected parties, such as reduced congestion, lower emissions and business efficiency."
- 2.13 Through pilot schemes and case studies it was found that:
"If delivery times are extended into evenings / night-time periods in a well-managed manner, that schemes can work effectively with minimal or negligible disturbance to residents and surrounding communities."

Summary

- 2.14 This DSP for the KFC restaurant and take-away unit accords with the relevant national and local level transport policy and Good Practice Guidance. This DSP will ensure that deliveries are managed to minimise impacts on the local road network. Furthermore, servicing and delivery activity will be managed in such a way as to ensure it operates efficiently and minimises any adverse impacts.

3.0 Existing Situation

Overview

- 3.1 This section of the Travel Plan presents the site in the context of its location and the surrounding local amenities. This will demonstrate the wider accessibility of the site for future staff commuting to the site and customers accessing the site.

Site Location

- 3.2 The site comprises a vacant land parcel to the west of an existing Lidl foodstore and McDonald's restaurant and drive-thru. Elettra Avenue bounds the site on the western and northern boundaries.
- 3.3 The site is accessed from Elettra Avenue via an existing four-arm roundabout junction with Waterberry Drive. To the west of this roundabout, Elettra Avenue routes south to provide access to the Stratfield Park industrial estate before routing east as Silverthorne Way to form a left-in/left-out priority junction with the B2150 Hambledon Road. Approximately 100 metres east of the Elettra Avenue/Waterberry Drive roundabout, Elettra Avenue connects to the B2150 Hambledon Road via a four-arm roundabout junction.
- 3.4 Waterberry Drive routes north from the existing access roundabout, forming a circular loop through industrial and office development before connecting back to Elettra Avenue as a priority junction circa 100 metres west of Elettra Avenue/Waterberry Drive roundabout.
- 3.5 Elettra Avenue is a two-way single carriageway road, with an additional lane provided on the approach to the B2150 Hambledon Road roundabout, alongside flared approaches to the Elettra Avenue/Waterberry Drive roundabout. Elettra Avenue is subject to a 30mph speed limit.
- 3.6 Hambledon Road is a two-way dual carriageway road subject to a 40mph speed limit to the south of the Elettra Avenue roundabout junction. North of the roundabout junction, Hambledon Road is a two-way single carriageway road, subject to a 30mph speed limit.
- 3.7 Hambledon Road routes north-west to south-east through Waterloooville, connecting to the A3 approximately 700 metres south of the site. The A3 continues to provide direct links to the A3(M) and onwards to Portsmouth. North of the site, Hambledon Road routes into the centre of Denmead and onwards to form a priority junction onto the A32.
- 3.8 The location of the site in the context of the local highway network is illustrated in Figure 3.1.

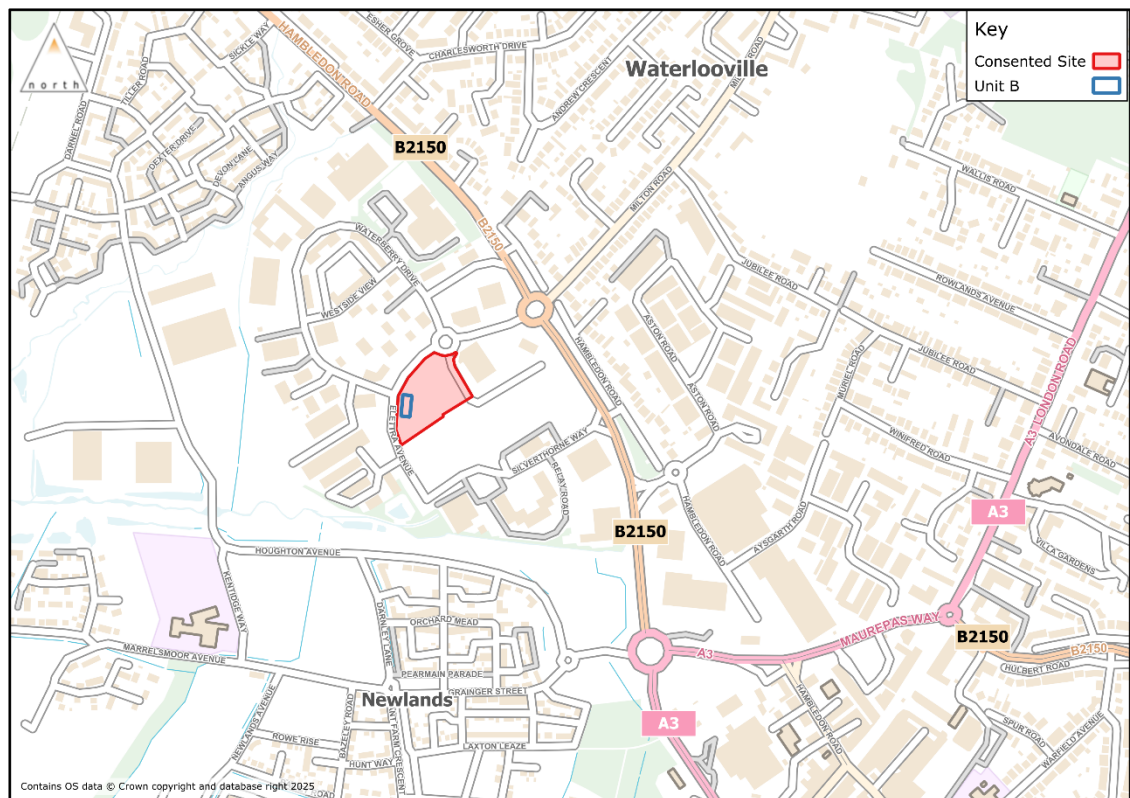


Figure 2.1: Site Location

Restaurant and Take-away Unit Specifications

- 3.9 This DSP will apply only to the KFC unit, with the Class E operator subject to their own Travel Plan. The KFC unit will be situated within a new car park shared with the Class E unit located in the east of the site. This car park will be accessed via the existing roundabout junction on Elettra Avenue to the north-east of the site.
- 3.10 The unit is a standalone restaurant with a drive-thru lane circulating clockwise around the building with vehicles entering and exiting to the east of the unit.
- 3.11 Customer access to the restaurant will be through the main entrance located on the north-eastern façade of the building, with outdoor seating located directly outside the north-eastern entrance. A separate delivery and refuse collection entrance will be provided to the south of the unit.
- 3.12 It is proposed that the unit would trade between 10:00 and 23:59.
- 3.13 A copy of the consented site layout is contained in **Appendix A**.

On-Site Servicing Arrangements

- 3.14 Servicing arrangements for the site would be through utilising the shared delivery bay area to the south of the unit which benefits from direct access from Elettra Avenue.
- 3.15 Servicing for the KFC would be expected to take place during the daytime period and typically between the hours of 8am and 5pm.

Shared Delivery Bay

- 3.16 All servicing and delivery arrangements will take place on the site with the servicing vehicles able to access the shared delivery and servicing area from a deliveries access on the eastern side of Elettra

Avenue, directly south of the site. Goods will then be trolleyed across the drive-thru utilising the designated crossing facility to the delivery and refuse entrance on the southern façade of the building.

- 3.17 Swept path analysis of the servicing arrangement for an 11.5m delivery vehicle for the KFC unit is illustrated in **Appendix B**.

4.0 Servicing Management

Logistics Overview

- 4.1 Deliveries to the KFC unit will be undertaken by Best Food Logistics, who are the main distributor for all food items (excluding Kitchen Equipment) for KFC in the UK.
- 4.2 Best Food Logistics utilise a fleet of multi-temperature vehicles to complete deliveries to KFC, allowing frozen, ambient and chilled products to be delivered in one visit, using the same vehicle.
- 4.3 All product items are picked and delivered to restaurants on UK standard CHEP pallets. It is the responsibility of the Best Food Logistics delivery driver to safely deliver all products into the KFC restaurant. The driver will transport the pallets to the safest location close to the restaurant access point. From there they will decant each of the products from the pallets to a manual sack truck and safely transport the goods from the pallet to the storage areas within the KFC restaurant.
- 4.4 Deliveries are typically completed using rigid vehicles up to 11.5m, although there are a fleet of 4 standard sized vehicles that can be used to complete deliveries to KFC restaurants.
- 4.5 On average, the delivery vehicle will be parked up for up to one hour whilst completing the delivery. Delivery vehicles will be fully parked within the servicing area to the south of the KFC unit.

Servicing Management

- 4.6 Typically, a standard KFC unit receives 3 deliveries per week, however the frequency of deliveries can vary dependent on site-specific factors.
- 4.7 Best Food Logistics can make deliveries to each restaurant within their contracted window of 06:00-17:00. Where possible, deliveries for the KFC unit will occur prior to the KFC unit operating.
- 4.8 Any restrictions within the operational window are implemented by Best Food Logistics based on their on-site survey and any legal/third party restrictions. Best Food Logistics would continue to survey the servicing bay operation and seek to identify a time period whereby regular servicing activity could be undertaken for the KFC unit.
- 4.9 In this case, it is recommended that all deliveries take place away from operational hours i.e., during the morning before the start of trading hours, in order to minimise conflict between customers / customer parking activity.
- 4.10 On completion of the delivery, all used pallets and shrink wrap from the site will be removed by the servicing vehicle. In addition, they will collect all empty delivery trays and dollies, which are then returned to the appropriate suppliers.

Logistics Route Management

- 4.11 To efficiently plan their delivery routes, Best Food Logistics use a market leading planning tool (Paragon) to manage the individual requirements of each delivery destination and thus provide the most efficient and effective routes to meet these requirements.
- 4.12 Within the contracted delivery window, the Paragon tool will allocate a 2-hour delivery slot for each restaurant within which they plan to complete the delivery. Each restaurant is pre-notified of their allocated 2-hour delivery slot 2 weeks in advance of the delivery date. In certain circumstances, once actual order volumes are received from restaurants, there may be the requirement to make changes to these delivery slots. Any such changes would be communicated at a minimum of 48 hours' notice.

- 4.13 On the day of delivery, Best Food Logistics use the GPS technology within their vehicles to track all deliveries. If a delivery is estimated outside of the pre-advised 2-hour delivery slot, restaurants are kept regularly updated on the progress of the vehicle and its estimated time of arrival.
- 4.14 In terms of vehicle routing, it is expected that the KFC servicing vehicle will travel to and from the site via the A3. Vehicles will route from the A3 on to Hambledon Road (B2150) before turning west on to Elettra Avenue, where they can utilise the access junction to the shared delivery bays. Vehicles will follow the same route in reverse when egressing.

5.0 Waste Management

Refuse Collection

- 5.1 Refuse and recycling storage is provided by contract with Biffa, who supply bins to the unit, which will be stored in the dedicated bin store location within the northern end of the unit.
- 5.2 Biffa typically utilise a 10m trade waste collection vehicle to service the bins, although it is expected that Biffa will utilise vehicles currently serving the surrounding area.
- 5.3 The off-highway waste collections would occur at any point within the delivery and servicing window. Typically, such collections occur during the working day and outside of peak trading or highway network peak hours.
- 5.4 The frequency of waste collections is typically 3 to 4 collections per week, depending on-peak trading periods and existing operations within the area.
- 5.5 The operational team at KFC are in dialogue with both Best Food Logistics and Biffa and are therefore able to mitigate any conflicts associated with multiple vehicle arrivals through early detection in the logistical planning process.

Oil Management

- 5.6 There is a requirement to collect and store oil/fat/grease particles in an oil management tank provided within the unit. Typically, oil is collected 3 times per year by a specialist waste collector for recycling into biofuels. The oil would be transferred in specific containers on a vehicle no larger than a 12-metre rigid vehicle.
- 5.7 The oil management is organised by the KFC operational team who will coordinate collections around the Best Food Logistics and Biffa servicing requirements and would notify the restaurant management of planned collections.

6.0 Delivery Aggregators

Overview

- 6.1 Delivery aggregators are likely to operate from the KFC unit with Just Eat being the main provider at present for delivery services from the KFC unit to customers ordering via the app from off-site.
- 6.2 The KFC unit includes a separate delivery entrance specifically for delivery drivers. There will be no crossover conflict between the delivery operation and the servicing operation as both will occur in different areas.
- 6.3 A typical Just Eat delivery is undertaken as follows:
- ▶ An order is placed to the restaurant either through the Just Eat mobile app or webpage;
 - ▶ The restaurant prepares the desired food order;
 - ▶ A Just Eat employee attends the restaurant at the specified time for the collection of the food once prepared. All Just Eat employees use bicycles or motorcycles to deliver the food;
 - ▶ The rider takes the food to the specified customer location; and
 - ▶ The rider may then collect a new order from another restaurant or return and fulfil a new order from the same restaurant.
 - ▶ The food delivery market is a reactive business, localised to the surrounding area. The typical order, collection and delivery process is completed on average within 32 minutes.
- 6.4 When a rider is instructed to undertake a food collection from the KFC unit for delivery, they will be informed of the permitted bicycle or motorcycle parking situation at the site. This ensures riders are aware they cannot leave their bicycle or motorcycle parked in an undesignated area, as this could cause potential blockages along the footways within or adjacent to the site. At this unit, riders will be directed to use the delivery aggregator car and motorcycle parking spaces or Sheffield stands and would use the separate delivery pick-up entrance on the east of the unit to make collections.
- 6.5 It should be noted that when a Just Eat rider utilises the on-site parking, they will only be parked for a short period of time, approximately 2-5 minutes per order. Restaurant staff will be informed of the situation with regard to the riders parking in this location. A maximum of 5 riders will be permitted to collect food at any given time. Therefore, restaurant staff will help to manage the riders arriving at the restaurant and will check they have parked appropriately.
- 6.6 Overall, given that the existing Just Eat ordering system and rider network is already in place on the wider network, the inclusion of this restaurant as a delivery option would not have any adverse impacts on the local highway network. Appropriate management measures and mitigation are in place to ensure the available off-street parking location is utilised.

7.0 Monitoring and Review

Monitoring

- 7.1 An appointed member of staff will be responsible for the ongoing monitoring of the DSP.
- 7.2 The monitoring process will generate information by which the success of the DSP can be evaluated, adopting good practice guidance where appropriate. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.
- 7.3 A record will be kept of any incidences, comments or feedback from staff or delivery drivers.

Review

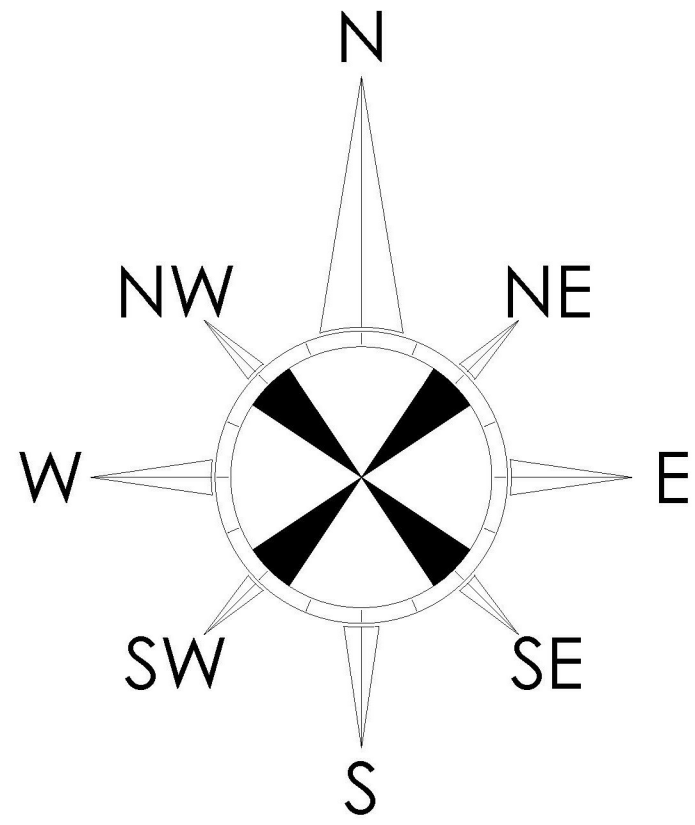
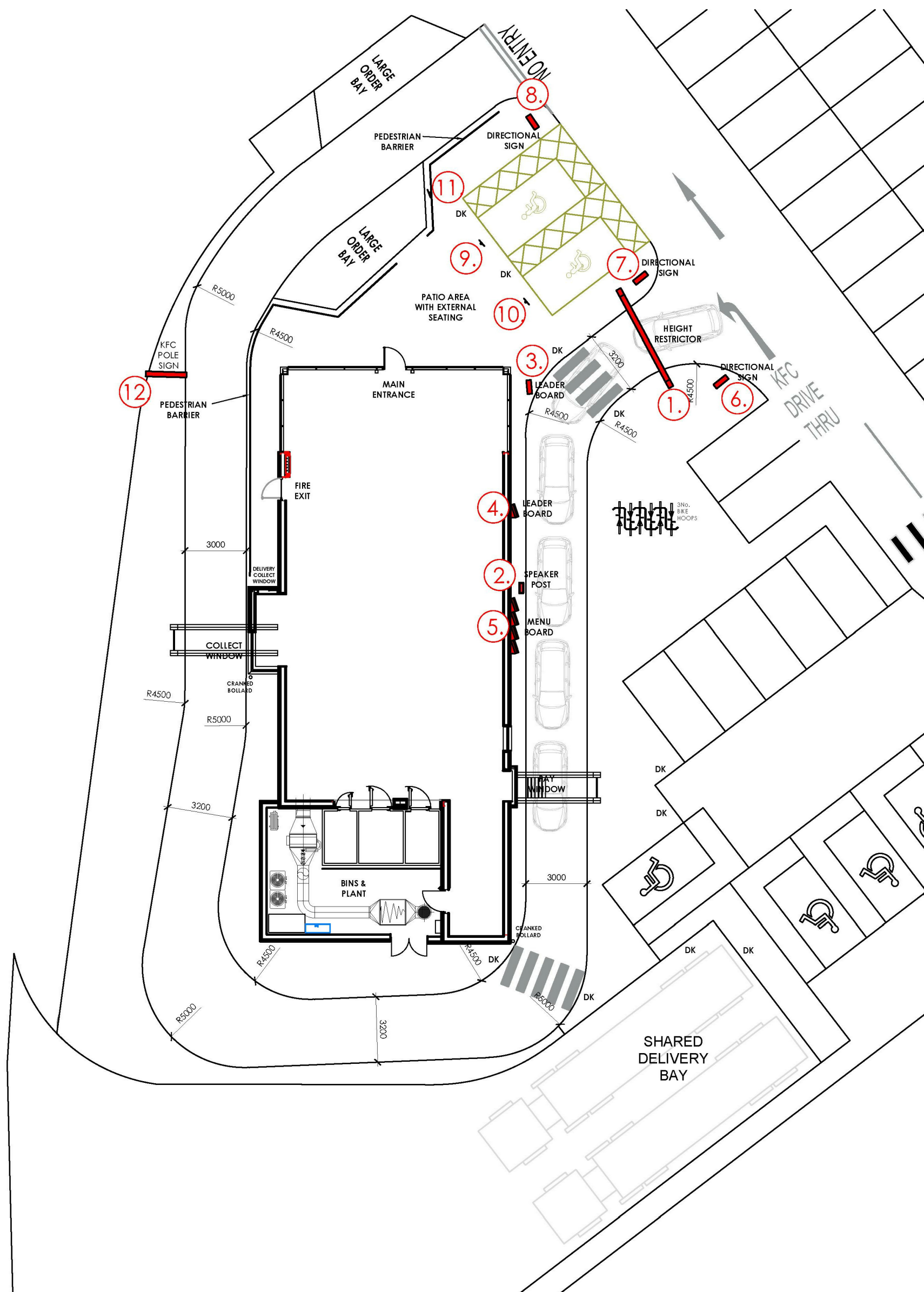
- 7.4 The future occupier will undertake an annual review of this DSP and will make any necessary changes of alterations as a result of the review. Stakeholders will be consulted where appropriate.

8.0 Summary

- 8.1 This Delivery and Servicing Plan (DSP) has been prepared on behalf of KFC in order to discharge a Planning Condition associated with planning application reference APP/21/00399 at Waterloo Park, Elettra Avenue, Waterloooville (herein referred to as 'the site'). Planning permission was granted for the development of a discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure.
- 8.2 This DSP has outlined the following to provide the necessary detail required at this planning stage:
- ▶ Relevant national and local planning policy along with applicable good practice guidance documents;
 - ▶ The local situation including the local highway network, restaurant specifications and bin store location;
 - ▶ Servicing and waste collection arrangements, expected specifications of servicing, refuse and oil management vehicles; and
 - ▶ Monitoring and review processes undertaken by an appointed member of staff.
- 8.3 The measures set out within this DSP will ensure the successful and efficient operation of servicing and delivery activity on a daily basis, reducing the impact of servicing movements on the surrounding road network.

Appendix A

Consented Site Layout

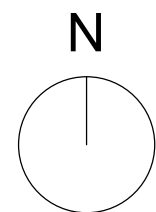
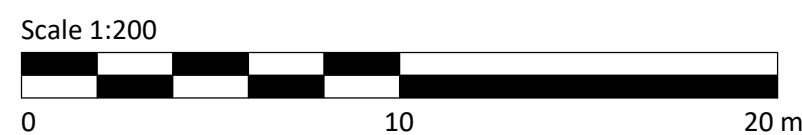


proposed site plan

scale - 1:200 @ A1

PROPOSED EXTERNAL SIGNAGE SCHEDULE CONT'D		
sign no.	signage image (nts)	description
12.		<p>8m high double sided internally illuminated bucket pylon sign.</p> <p>Face panels constructed from 3M Panaflex 3 with 3M vinyls to form Colonel logos. Sign case to be fabricated from aluminium powder coated umbra grey RAL 7022.</p> <p>6No. internally illuminated double sided sign boxes to be mounted to square pole - 3No. to each side with 3M Panaflex 3 face panels with 3M white reflective vinyl lettering applied all sat within aluminium powder coated umbra grey RAL 7022 sign casings.</p> <p>All signs to be illuminated using LEDs.</p> <p>200mm mild steel SHS pole to be powder coated umbra grey RAL 7022.</p> <p>8000mm high x 1850mm wide x 560mm deep</p>

PROPOSED EXTERNAL SIGNAGE SCHEDULE		
sign no.	signage image	description
1.		Existing non illuminated height restrictor goal post frame to be replaced with new 4200mm wide x 3250mm high height restrictor to be constructed from mild steel frame to be galvanised and clad with white RAL 9003 powder coated aluminium panels. Drive Thru text and 5no. stars to be laser cut and backed up with red translucent acrylic and internally illuminated with ultra bright white LEDs. All other text (Max height... & Good Things...) to be applied in reflective vinyl. Frame to support suspended metal bar using red RAL 3001 chains & hooks. Metal bar to be powder coated in red RAL 3001 & white RAL 9003 strips as shown.
2.		Existing speaker post to be removed and replaced with new with built in speakers & 32" order confirmation screen. Aluminium casing to be powder coated umbra grey RAL 7022 and red RAL 3020 with vinyl graphics applied. 1473mm high x 724mm wide x 400mm depth
3.		1 door, 2 panel floor mounted leader board. Sign to be constructed from umbra grey RAL 7022 powder coated aluminium sign casing. Door to be glazed with 6mm thick clear acrylic panel and sign to be internally illuminated using LEDs. 2303mm high x 833mm wide x 275mm depth.
4.		1 door, 2 panel wall mounted leader board. Sign to be constructed from umbra grey RAL 7022 powder coated aluminium sign casing. Door to be glazed with 6mm thick clear acrylic panel and sign to be internally illuminated using LEDs. 1628mm high x 678mm wide x 390mm depth.
5.		4 door, 8 panel wall mounted menu board. Sign to be constructed from umbra grey RAL 7022 powder coated aluminium sign casing. Door to be glazed with 6mm thick clear acrylic panel and sign to be internally illuminated using LEDs. 1628mm high x 2710mm wide x 390mm depth.
6.		Non illuminated traffic directional sign to be constructed from umbra grey RAL 7022 powder coated aluminium frame with 700x500mm double sided signage panel set within outer frame. Graphic signage panels to be fitted with reflective film. 1200mm high x 760mm wide x 260mm deep
7.		Non illuminated traffic directional sign to be constructed from umbra grey RAL 7022 powder coated aluminium frame with 700x500mm double sided signage panel set within outer frame. Graphic signage panels to be fitted with reflective film. 1200mm high x 760mm wide x 260mm deep
8.		Non illuminated traffic directional sign to be constructed from umbra grey RAL 7022 powder coated aluminium frame with 700x500mm double sided signage panel set within outer frame. Graphic signage panels to be fitted with reflective film. 1200mm high x 760mm wide x 260mm deep
9. & 10.		Non illuminated disabled parking sign to be constructed from umbra grey RAL 7022 powder coated 76mmØ metal post set 1200mm above ground level with 400x300mm aluminium signage panel decorated with digitally printed vinyl with protective laminate applied to front face fixed to metal post. 1200mm high x 400mm wide x 79mm deep
11.		Non illuminated large order bay sign to be constructed from umbra grey RAL 7022 powder coated 76mmØ metal post set 1500mm above ground level with 450mmØ circular aluminium signage panel decorated with digitally printed vinyl with protective laminate applied to front face fixed to metal post. 1500mm high x 450mm wide x 79mm deep



Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the LDA Group.

The copyright of the drawings and designs contained therein remains vested in the LDA Group.

Revisions:	Drawn / Chd:	Date:
P1 Draft - Planning Issue for Approval	DF/MAS	23/02/2021
P2 Planning Issue	MAS	29/03/2021

Note: Drawings reference from 'The Harris Partnership Architects' information:

16590-004 - Proposed Aldi Floor Plan
16590-005 - Proposed Aldi Elevations

Frank Belshaw Building Surveyors Limited:

0000/2020/G100 2020/77 - KFC Floor Plan
0000/2020/G121A 2020/77 - KFC Site Plan
0000/2020/G211 2020/77 - KFC Elevations
0000/2020/G213 2020/77 - KFC Roof Plan
0000/2020/G900 2020/77 - KFC Drainage Plan

Costa Coffee:

Waterlooville - P1B (1) - Costa Floor Plan
1800(Side) - 02E - Costa Coffee Elevations

Client:

HARGREAVES

Project:
WATERLOO PARK
WATERLOOVILLE

Drawing Title:
Unit B_Proposed KFC Site
Plan

Scale @ A1: 1:200
Checked by: MAS
Date: 02/22/21

Job No: 1618
Stage_Drawing No: PL_006
Rev: P2

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐

LDA CHARTERED ARCHITECTS

29/03/2021 17:01:28



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Architecture

Planning
Space Planning
Interior Design

Offices

Woking

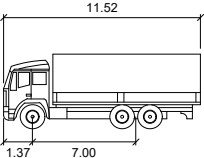
Appendix B

Swept Path Analysis – Elettra Avenue Servicing Arrangement

C:\Users\droddy\Motion\StaffSite - Kfcwat 2502067\Drawings\2502067-TK01.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Volvo FE 26T Delivery Vehicle

	metres
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 3.0
Steering Angle	: 51.3

-	First Issue	DR	AW	LH	24/06/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
KFC UK&I

Project:
Waterloo Park, Waterlooville

Title:
**Swept Path Analysis
Site Servicing
Delivery Vehicle**

Scale: 1:250 (@ A3)

Drawing: **2502067-TK01** Revision: -