Pulsar
TRANSPORT PLANNING

Client:

Manor Developments

Project:

122-124 High Street Ruislip

Outline Demolition & Construction Management Statement

June 2024

www.pulsartransport.co.uk
REGISTERED OFFICE: Pulsar Transport Limited, 128 City Road, London EC1V 2NX

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Primary Author	Adam Humphries	**Initialled:**	AH

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Issued by
London
Manchester

Pulsar Transport Planning
Gilmoora House, 57-61 Mortimer Street
London, W1W 8HS

london@pulsartransport.co.uk
www.pulsartransport.co.uk

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1 INTRODUCTION

1.1 Manor Developments has commissioned Pulsar to prepare an Outline Demolition and Construction Management Statement (DCMS) in support of a planning application for a residential development consisting of eight dwellings.

1.2 The site is located at 122-124 High Street, Ruislip, and currently consists of a food retail unit on the ground floor (currently occupied by Tesco Express), with ancillary storage on the first floor. It should be noted that the Tesco Express on the ground floor does not form part of the red line boundary, only the floor above, and the area to the rear/west of the retail unit.

1.3 The Local Planning Authority and Local Highway Authority are the London Borough of Hillingdon (LBH).

1.4 The applicant seeks to submit a planning application for the demolition of the first floor and roof of the existing building and the reconstruction of the first floor and construction of a second floor, to provide an additional five residential units above the existing food retail unit. The proposed layout and areas of demolition are shown in the Architect's Plans in **Appendix A**.

Objectives

1.5 A Construction Management Statement (also referred to as a Construction Logistics Plan – CLP) is defined in the London Mayor's Transport Strategy (2018) as:

A Travel Plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.

1.6 This document includes reference to the management of the scheme during the demolition phases too, hence the preparation of a Demolition & Construction Management Statement (DCMS).

1.7 The overall objectives of this DCMS are to:

- Lower emissions;
- Enhance safety – Improved vehicle and road user safety; and
- Reduce congestion – Reduced trips overall, especially in peak periods.

Site Details

1.8 A contractor has not yet been appointed, as this DCMS has been prepared at the planning application stage. This document has therefore been prepared in 'draft' format, and will be updated following the appointment of a contractor.

1.9 The appointed contractor's details will be set out in **Table 1.1** below. The items set out in the table summarise the key information relating to the site as well as the relevant contact details.

Table 1.1 Key Information

Item	Details
DCMS Manager / Approver	TBC on appointment of contractor
Site Contact Details (in hours)	TBC on appointment of contractor
Site Contact Details (out of hours)	TBC on appointment of contractor
Hours of operation	Weekdays: 08:00 to 18:00; Saturdays: 08:00 to 13:00; and Sundays and Bank Holidays: no work.

1.10 The DCMS has been prepared in accordance with the Transport for London (TfL) *Construction Logistics Plan Guidance for Developers*. It is structured as follows:

- **Section 2: Existing Context** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Construction Programme and Methodology** – An overview of construction methods, stages and timings.
- **Section 4: Vehicle Routing and Site Access** – A description of how traffic will be managed to / from the site, vehicle routing and a review of the likely number of construction trips to be generated by the proposed development.
- **Section 5: Measures to Reduce Impact** – A description of the measures to reduce the impact of construction on the highway network.
- **Section 6: Implementing, Monitoring and Updating** – A brief description of the implementation and monitoring of the DCMS and an overview of how the DCMS will be co-ordinated and communicated to the authorities, staff and sub-contractors.

2 EXISTING CONTEXT

2.1 This section of the DCMS references policies we have considered in the preparation of the document.

National Policy Context

National Planning Policy Framework (NPPF) - The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long term strategy for spatial sustainable development.

The Traffic Management Act (2004) - The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities.

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

Designing for Deliveries, Freight Transport Association (2006) - Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Regional Policy Context

Delivering a Road Freight Legacy (2013) - This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access;
- Increasing efficiency;
- Effective communications; and
- Journey planning.

The London Plan (2021) - The London Plan was adopted in March 2021. Policy T4 states that Construction Logistics Plans will be required having regard to Transport for London guidance.

Policy T7 "Deliveries, Servicing and Construction" states:

Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

The London Plan also states:

To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

To reduce the road danger associated with the construction of new development *and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.*

The Mayor's Transport Strategy (2018) - The recent Mayor of London's Transport Strategy sets out the policies and proposals to reshape transport in London over the next two decades.

The Transport Strategy is built around three key themes:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

Construction is frequently mentioned throughout this document and there is particular support for construction consolidation centres to minimise the number of trips and to use non-road modes.

One of a range of proposals is to work with the London Boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.

The London Freight Plan (2007) - The vision for sustainable freight distribution in London is for: "…the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life". The Plan identifies FORS, DSPs, CTMPs and the Freight

Information Panel (FIP) as key projects for delivering freight more sustainably in London.

Fleet Operator Recognition Scheme (FORS) - FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. The Mayor's Transport Strategy specifically mentions the scheme; and FORS requirements will be relayed to all operators engaged during the development.

London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (adopted November 2012)

2.2 The Strategic Policies document was developed to lay out the planning vision and strategy for Hillingdon, through to 2026.

2.3 Policy BE1: Built Environment states the following: *"... All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their setting and local amenity to include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill."*

London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (adopted January 2020)

2.4 The Development Management Policies document's purpose is to provide details policies which form the basis of Council's decisions on individual planning applications.

2.5 On construction activities, Policy DMIN 4: Re-use and Recycling of Aggregates states the following:

A) The Council will promote the recycling of construction, demolition and excavation waste.

B) All developments will be encouraged to:

i) recycle and re-use construction, demolition and excavation waste as aggregates;

ii) process and re-use the recyclable material on-site, and where this is not possible, the material should be re-used at another site or for land restoration; and

iii) use substitute or recycled materials in new development in place of primary minerals.

London Borough of Hillingdon Third Local Implementation Plan (LIP3) (adopted March 2019)

2.6 Hillingdon's LIP3 is a statutory document prepared under the GLA Act that requires the Borough to detail its proposals for implementing the Mayor's Transport Strategy within Hillingdon.

2.7 On construction activities, it states the following:

The Council is taking its commitment to safe construction traffic very seriously and supports the Mayor's Vision Zero for Road Safety as well as his plans and initiatives making it mandatory that all HGVs over 12 tonnes hold a Safety Permit to enter or operate in Central London. Transport for London's research which shows that between 2015 and 2017, heavy goods vehicles were disproportionately involved in fatal collisions with cyclists (63 per cent) and pedestrians (25 per cent), despite only making up four per cent of the overall miles driven in the Capital. The London Borough of Hillingdon always seeks reassurance that the risks associated with construction traffic will be reduced to an absolute minimum. Planning applications are expected to be supported by a Construction and Logistics Plan. FORS Silver accreditation is a standard prerequisite when considering construction and logistics plans.

Site Context

2.8 The site is located at 122-124 High Street, Ruislip, HA4 8LR, within the London Borough of Hillingdon. It is situated approximately 350m to the north of Ruislip Station, to the west of High Street. The site currently houses a Tesco Express food retail unit, with disused ancillary storage on the first floor. The ground floor retail unit is outside of the red line boundary.

2.9 **Figure 1** shows the site location plan.

Accessibility

2.10 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.11 Government research previously included within Planning Policy Guidance 13: Transport, states that:

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.

2.12 Whilst PPG13 has now been superseded, the research underpinning the above is still considered relevant. A 2km walk would be expected to take 25 minutes on average.

Figure 1 Site Location Plan

2.13 Similarly, the Chartered Institution of Highways and Transportation (CIHT) published 'Planning for Walking' in 2015. This states that across Britain, 80% of journeys shorter than 1 miles are made wholly on foot and for journeys between 1 and 2 miles, 26% are made on foot.

2.14 The topography in the area is generally flat which is good for walking and cycling activity.

2.15 High Street has wide footways on both sides of the carriageway and is subject to a 30mph speed limit, which aids the movement of pedestrians and cyclists. Given the town centre location, the pedestrian facilities provided are of high-quality providing access to the wide variety of amenities and services.

2.16 A zebra crossing is provided directly to the south of the site across High Street. Additionally, zebra crossings are provided across High Street and Midcroft approximately 100m to the north of the site. Signalised pedestrian crossings are

provided on all arms of the High Street / West End Road / Kingsend / Pembroke Road crossroads, approximately 200m to the south of the site.

2.17 A public footpath is provided adjacent to the north of the site, linking High Street to Poplars Close (Ref: R164).

2.18 In terms of cycling, The CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). Therefore, it is considered that areas including Pinner, Harrow, Northolt and Uxbridge are accessible from the site by bike.

Public Transport

2.19 The closest bus stops to the site are provided on High Street, approximately 30m (southbound) and 70m (northbound) to the north of the site. Both stops are marked by bus flags and provide sheltered seating. From these stops the 278, 331, E7 H13, U1 and U10 bus routes are accessible. Additionally, the 114 and 398 bus routes are accessible from bus stops on Station Approach, close to Ruislip Station, approximately 300m to the south of the site. Further information on the accessible bus services is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat
278	Ruislip – West Ruislip Station – Hillingdon Station – Uxbridge – Hayes & Harlington Station – Heathrow Airport	15	15
331	Ruislip – Northwood Station – Harefield – Denham Station – Uxbridge Station	17	20
E7	Ruislip – Yeading – Greenford – West Ealing – Ealing Broadway	12	12
H13	Northwood Hills Station – Pinner – Eastcote – Ruislip	20	20
U1	West Drayton Station – Hillingdon Hospital – Uxbridge Station – Ickenham – Ruislip Station	15	15
U10	Ruislip Station – West Ruislip Station – Ickenham Station – Uxbridge Station	90	90
114	Ruislip – South Harrow Station – Harrow Bus Station – Kenton Station – Queensbury Station – Burnt Oak Station – Mill Hill Broadway Station	10	10
398	Ruislip – Ruislip Manor Station – Eastcote Station – Rayners Lane Station – South Harrow Station – Northolt Park Station – Wood End	30	30

2.20 Ruislip Station is located approximately 350m to the south of the site, providing access to the Metropolitan and Piccadilly Lines. Metropolitan Line services from Ruislip provide direct connections to destinations including Uxbridge, Harrow-on-the-Hill, Baker Street and King's Cross St Pancras, whilst Piccadilly Line services provide direct connections to destinations including Rayners Lane, Acton Town, Hammersmith and Leicester Square. Metropolitan Line services are available approximately every seven minutes at peak times, whilst Piccadilly Line services are available approximately every eight minutes.

2.21 In addition to Ruislip, West Ruislip Station is located approximately 1.2km to the west of the site, which provides access to the Central Line and National Rail services. West Ruislip is the northwestern terminus of the Central Line, offering direct services to destinations including Hanger Lane, Shepherd's Bush, Tottenham Court Road and Liverpool Street. National Rail services from West Ruislip are operated by Chiltern Railways, providing a connection between London Marylebone and High Wycombe, with direct connections to destinations including Denham, Gerrards Cross and Beaconsfield.

PTAL

2.22 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.23 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.24 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4 (good) on a scale of 1a (very poor) to 6b (excellent).

2.25 PTAL is only one measure of accessibility, and given that several bus routes are accessible within 70m and the site is only 350m from the Metropolitan and Piccadilly Lines, the overall accessibility of the site is considered to be good.

Local Highway Network

2.26 The A4180 Ruislip High Street is a single carriageway road operating traffic in both directions, subject to a 30mph speed limit. On street parking is provided on both sides of the carriageway, which does not restrict the two-way flow of traffic. In the vicinity of the site, these spaces are provided for pay & display parking between Monday and Saturday, 08:00-18:30, for a maximum stay of two hours, on both sides of the carriageway. One space on the western side of the carriageway (approximately 5m to the north of the site) is reserved for goods vehicles loading only during the same hours.

2.27 To the north, the High Street connects to the B466 Midcroft / Eastcote Road and on to Ruislip Common and Northwood. The B466, in turn, connects westbound to the

A40 at the Long Lane Interchange. To the south, High Street also connects to the A40, at the Polish Air Force Memorial Roundabout.

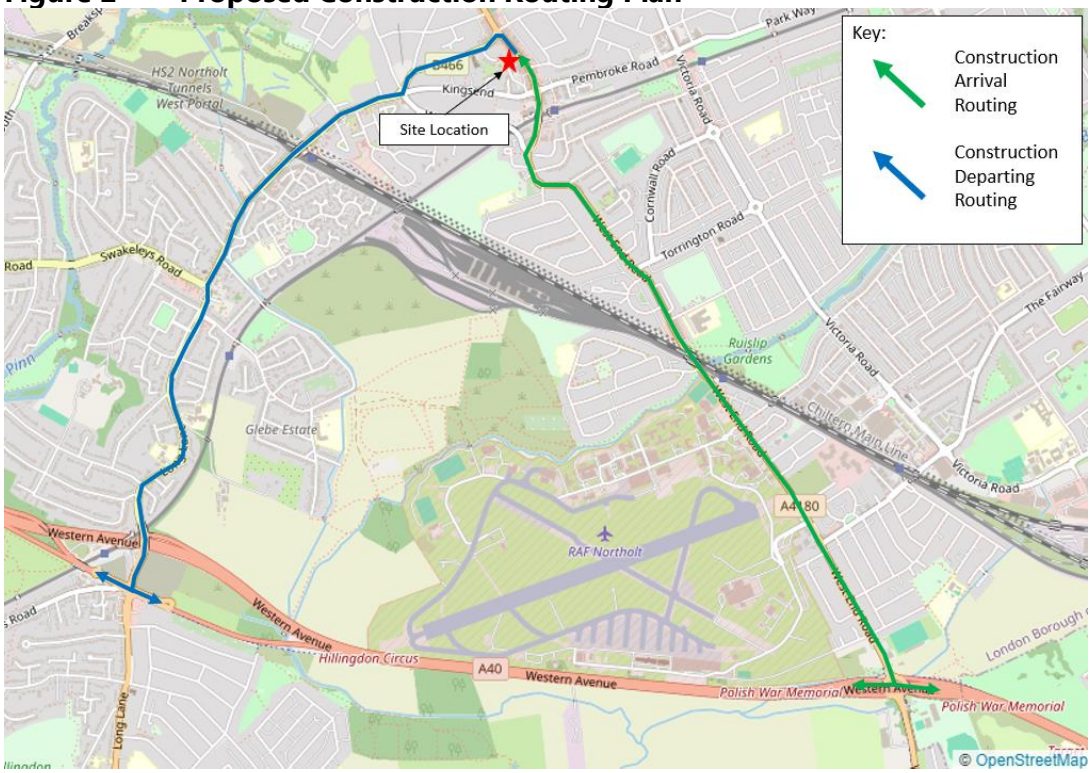
3 VEHICLE ROUTING AND SITE ACCESS

3.1 This section sets out the traffic management regime that will be followed during construction.

Site Access & Routing

3.2 **Figure 2** shows the route to the site from the strategic and local road network, which suppliers will be expected to adhere to.

Figure 2 Proposed Construction Routing Plan



3.3 The vehicle routing and access arrangements for the construction has been identified based on ease of access to the strategic network and to minimise conflict to local residents. The routing shown above and described below shows the route from the strategic road network, and suppliers will be expected to adhere to this routing.

3.4 Construction vehicles will arrive at the site from the A40, and will be advised to leave this strategic road at the Polish Air Force Memorial Roundabout. They will then travel northbound on the A4180 West End Road, which leads on the Ruislip High Street. Vehicles will then arrive at the site on the left hand side. As outlined below, construction vehicles will manoeuvre into the identified loading area on the carriageway (managed by traffic marshals).

3.5 On departing the site, construction vehicles will depart northbound in a forward gear before turning left onto the B466 Midcroft. This leads to Long Lane, and in turn the

Long Lane Interchange of the A40. Vehicles will then be able to re-enter the A40 in an eastbound or westbound direction to continue their journey on the strategic road network.

3.6 The routing will not change throughout the four phases identified.

3.7 It is proposed that a temporary loading area will be provided at the site frontage on High Street, on the western side of the carriageway. This will require the suspension of two pay & display parking bays.

3.8 Given this document has been prepared in outline and there is not currently an appointed contractor, it has been assumed that the largest vehicles required for the construction of the scheme are a concrete mixer, a medium flatbed lorry and a medium tipper lorry. These are considered to be typical vehicles for this type of construction.

3.9 As noted above, construction vehicles will arrive at the site from the south, pulling into the loading area on the left. Vehicles will be required to reverse into the loading area to limit the extent of parking suspensions on the carriageway. On departing the site, vehicles will be able to depart the loading area in a forward gear, to travel northbound on High Street. All construction vehicles manoeuvres, both on arrival and departure, will be managed by trained banksmen, and traffic marshals will be deployed to halt and manage traffic and pedestrians during these manoeuvres.

3.10 The Construction Site Plan (attached to this report within **Appendix B**) identifies the loading bay, as well as the area maintained for material storage and site welfare. It also identifies the location that traffic marshals will be deployed to, as well as the area the banksman will manage throughout construction vehicle manoeuvres on arrival and departure.

3.11 The suggested access and egress arrangements for construction vehicles have been proposed to reduce the extent of parking suspensions as far as possible.

3.12 Swept path analysis has been undertaken to show the manoeuvres of the construction vehicles (noted above) arriving at and departing from the proposed loading area. This is attached to this report within **Appendix C**.

3.13 As noted above, the loading area will be located on the carriageway. It is likely that the footway may need to be temporarily closed during periods of material transfer between the site and the proposed loading area, to ensure the safety of users of the footway. The extent of this temporary footway closure is identified on the Construction Site Layout Plan in **Appendix B**. This footway closure will not impact upon the access to the Tesco store on the ground floor.

3.14 As outlined in Section 2, a zebra crossing is provided across High Street directly to the south of the site, as well as 90m to the north of the site. It is therefore considered

that a pedestrian route using formal crossings would not require a large diversion. Any movements of pedestrians during construction vehicle manoeuvres and periods of material transfer will be managed by a trained traffic marshal.

3.15 Road closures will not be required during loading and unloading activities. Deliveries will be strictly managed to control the number of movements and length of stay. This will minimise any disruption to neighbouring properties. Construction vehicles will have their engines turned off while loading and unloading activities take place.

3.16 Traffic marshals will be deployed to temporarily halt traffic as and when required using a 'Stop Works Sign' (TSRGD 7031) to allow accessing vehicles to safely reverse into the loading area. These signs will be used for a maximum of 2 minutes at any one time, however the manoeuvre is likely to be completed in much less time. The signs will be double-sided, reflective to the standards and size stated within the TSRGD.

3.17 Banksmen will be responsible for the safe movement of construction vehicles as they enter and depart the loading area.

Construction Vehicle Trip Generation

3.18 The scale of the works is relatively small and therefore, the number of construction vehicles associated with the works is anticipated to be relatively low. The following number of construction delivery vehicle movements are broad estimates (a more accurate number can be provided by the principal contractor when appointed):

- **Demolition and site setup**: 12 tipper lorries over 8-week period;
- **Superstructure**: 40 vehicles over 16-week period (combination of tippers, flatbed lorries and vans);
- **Cladding**: 32 vehicles over 16-week period (combination of flatbed lorries / vans for deliveries); and
- **Fit-out, testing and commissioning:** 64 vehicles over 16-week period (mainly vans and occasional flatbed lorry).

3.19 In addition, there will be a handful of daily vehicle movements associated with staff working at the site. However, the vast majority of staff are expected to arrive on site by public transport and other non-car modes.

3.20 It should be noted that construction trips will be spread throughout the working day; therefore, a significant cumulative impact on the local highway network is not anticipated.

3.21 Notwithstanding the above, the site manager will be either onsite or contactable throughout the construction process and will be in contact with LBH in the unlikely event that issues may arise. The Contractor will also seek to collaborate with LBH to minimise conflicts with other construction work in the area.

Construction Vehicle Management

3.22 Operations which are adjacent to areas such as footways, vehicular routes, etc, will always be managed by designated traffic marshals.

3.23 Footways in the vicinity of the site will be monitored to ensure that they are not blocked by construction activity throughout each working day and will be kept clear of any construction material, with the exception of the section of footway closure proposed during loading and unloading activities. A daily sweeping routine will be undertaken on the High Street footway adjacent to the site, as well as any other pedestrian areas in the vicinity of the site if required.

3.24 Traffic marshals will be employed to ensure safety is maintained in the vicinity of the site and any construction activity does not affect pedestrians at the adjacent footways.

3.25 As noted above, all loading and unloading activities will be undertaken within the site hoarding, ensuring the safety of pedestrians in the vicinity of the site.

3.26 **Appendix C** shows the swept paths for construction vehicles and indicates access and egress from the designated loading area.

4 CONSTRUCTION PROGRAMME AND METHODOLOGY

4.1 The project involves the demolition of the first floor and roof of an existing supermarket building and the construction of an additional three floors above the existing Tesco store containing nine flats, with associated cycle parking, landscaping, plant and associated works. Pedestrian access would be provided from a lobby on the western side of the ground floor. As noted above, the Tesco store on the ground floor does not form part of the red line boundary.

4.2 The overall construction program estimated is to take approximately 12 months. It will begin as soon as the relevant planning conditions are discharged.

4.3 A timetable summarising the potential construction sequences is set out in **Table 4.1** below; although it is dependent on the timescale to discharge relevant planning conditions.

Table 4.1 Construction Programme

Construction phase	Start	End
Site setup and Demolition	Oct-2024	Dec-2024
Excavations – Foundations and Drainage	N/A	N/A
Sub-structure	N/A	N/A
Super-structure	Dec-2024	Apr-2025
Cladding	Apr-2025	Aug-2025
Fit-out, testing and commissioning	Jun-2025	Oct-2025

4.4 The construction works are anticipated to take approximately 12 months in total, with a planned start date in October 2024 and a completion date in October 2025. As this Draft DCMS has been prepared to support a planning application, the dates above are subject to change based on the length of time it will take to obtain planning permission and to discharge any potential planning conditions. Once a contractor is appointed, a detailed DCMS will be prepared which will finalise the likely timescales for each phase, as well as the estimated start and end dates.

Overview

4.5 Given the constrained nature of the site, the construction logistics involved with the scheme is not anticipated to change significantly during the 12-month construction programme.

4.6 The overview of each construction phase is described below and includes the vehicles that will be used in each phase, along with dimensions. The construction methodology, at this stage, has been estimated. Once a contractor is appointed, more accurate and detailed descriptions of the works in each phase can be included in the Detailed DCMS.

Phase 1 – Site Setup and Demolition

4.7 Erection of 2.4m solid hoarding and safety signage with access gate to site for material deliveries and pedestrians. Scaffolding will be erected so that it does not impact on the access to the supermarket on the ground floor, with a platform above for working on the first floor frontage of the site. A material storage area for a small amount of materials will be set up on the site frontage, which will be hoarded off. Site welfare will be set up on the first floor of the existing building (see the Construction Site Plan attached within **Appendix B**).

4.8 Demolition of the first floor and roof of the existing building and site clearance will be done by a mechanical plant within the confines of the site boundary and will not cause difficulties for neighbours. Demolition will be undertaken by a specialist contractor and will not commence until an asbestos survey has been completed.

4.9 Where possible, generated material from the demolition will be reused, reducing the number of vehicles required to access the site. Materials will be stockpiled on site and removed from site efficiently by loading onto fully sided wait and load 3-axle lorries fitted with debris covers.

4.10 Trained banksmen and traffic marshals will be deployed when vehicles arrive and depart to ensure the safety of other road users.

Phase 2 – Basement Excavation and Piling (N/A)

4.11 Given the ground floor of the existing building is proposed to be maintained as existing, it is assumed that there will be no basement excavation or piling required for this scheme.

Phase 3 – Sub-Structure (N/A)

4.12 Given the ground floor of the existing building is proposed to be maintained as existing, it is assumed that there will be no sub-structure construction required for this scheme.

Phase 4 – Super-Structure

4.13 Above ground works including the structural elements of the building including walls and floors. RSJ elements will be fabricated off site and will be brought by lorry to site and loaded from the loading area and brought onto site. The flooring and wall components will also be brought to site by lorry. The construction methodology will unlikely require the use of large components, therefore, the number of large vehicles making deliveries will be reduced significantly.

4.14 Trained banksmen and traffic marshals will be deployed when vehicles arrive and depart to ensure the safety of other road users.

Phase 5 – Cladding

4.15 This stage will include the external elements of the buildings, including the glazing and the roof. This phase does not require as many large components, and so larger vehicles will be unlikely.

4.16 Trained banksmen and traffic marshals will be deployed when vehicles arrive and depart to ensure the safety of other road users.

Phase 6 – Fit-Out, Testing and Commissioning

4.17 This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems. Components with precise fit / finish will be manufactured off site to ensure the quality and programme objectives are achieved. This will reduce the number of vehicles. It is likely that nearly all construction deliveries during this phase will be undertaken by van.

4.18 Trained banksmen and traffic marshals will be deployed when vehicles arrive and depart to ensure the safety of other road users.

Site Operation and Access Times

4.19 During the demolition and construction phase, the anticipated working hours will be:

- Weekdays: 08:00 to 18:00;
- Saturdays: 09:00 to 13:00; and
- Sundays and Bank Holidays: no work.

4.20 During the construction works, the Contractor will liaise with the highway authorities to ensure that the working hours do not result in any conflicts on the highway network.

4.21 No schools are located within a close proximity of the site, so it is not considered necessary to restrict construction delivery hours during termtimes.

4.22 If, in an exceptional circumstance, work is required outside the above hours, an appropriate application will be made to LBH and extended hours will only be used on a short-term basis, if approved in writing.

Site Boundaries

4.23 The Site Boundary is shown in the Construction Site Plan within **Appendix B**. Site welfare accommodation and the material storage area will be located within the site hoarding. Appropriate signage will be installed to all perimeter hoarding.

4.24 As noted above, the Tesco store on the ground floor is proposed to remain open throughout the majority of the construction period, as it is outside the red line

boundary of the scheme. A small area of perimeter hoarding is proposed on the footway to the front of the store, where construction access and material storage will be located. This will not impact on the supermarket entrance. All other hoardings will otherwise be located at the first floor level.

4.25 The Contractor will employ a strict regime for boundary management and daily inspection.

4.26 The boundary will be inspected daily by Site Management to ensure its integrity and quality of appearance and any deficiencies identified are immediately dealt with.

Safety of Other Road Users

4.27 Banksmen will be employed to ensure the proposed loading area is utilised in a safe and secure manner. They will be responsible for the safe movement of construction vehicles when arriving at and departing from the site.

4.28 Traffic marshals will also be deployed during construction vehicle arrival and departure periods to ensure the safety of other road users, including pedestrians and cyclists, during manoeuvres.

5 STRATEGIES TO REDUCE IMPACTS

5.1 **Table 5.1** below summarises the measures that are either committed or proposed and other measures that were not considered feasible, to reduce the impact of construction.

Table 5.1 Proposed Strategies

Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Use of holding areas and vehicle call off areas		x	
Use of logistics and consolidation centres		x	
Vehicle Choice		x	
Measures to encourage sustainable freight			
Freight by Water			x
Freight by Rail			x
Material procurement measures			
DfMA and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
Other Measures			
Collaboration amongst other sites in the area	x		
Implement a staff travel plan	x		

Safety and Environmental Standards and Programmes

CLOCS - Construction Logistics and Community Safety

5.2 The CLOCS Standard (The standard for construction logistics: Managing work related road risk) draws together emerging practice from a number of individual standards, policies and codes of practice to form a single road risk standard. This common standard is implemented by developers and can be adhered to in a consistent way by fleet operators.

5.3 The Standard aims to ensure that construction companies follow safe practices in the management of their operations, vehicles, drivers and construction sites. Adherence will entail, for example, preparation of a DCMS, details of site access and inclusion of a procurement clause specifying an operator's quality standard.

FORS - Fleet Operator Recognition Scheme

5.4 All drivers and all vehicles will be accredited with the Fleet Operator Recognition Scheme (FORS), Silver Level. All lorries over 12 tonnes gross vehicle weight will comply with TfL's Direct Vision Standards and will hold a valid HGV Safety Permit.

5.5 Contractors' members of the Fleet Operator Recognition Scheme (FORS) are highly recommended; FORS is a unique, industry-led, free membership scheme to help car and lorry operators in the Capital become safer, more efficient and more environmentally friendly.

5.6 Achievement of and adherence to the FORS Silver standard will be required for all fleet operators engaged in order to meet CLOCS.

5.7 Vehicles associated with the development will:

- Need to have sideguards fitted (unless demonstrably unable to do so);
- Have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens);
- Have a Class VI mirror; and
- Have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles.

5.8 In particular, the on-site management team will employ traffic marshals to ensure that any vehicles accessing and egressing the site will only result in minimal conflict with the public highway. The site management team will also have cognisance of the Health and Safety Guidance Note HSG144 "Safe Use of Vehicles on Construction Sites".

5.9 No plant or delivery drivers will be permitted to use mobile phones or similar whilst driving vehicles or plant.

5.10 The Contractor will carefully ensure the surrounding highways remain in a clean and acceptable condition and are not impacted on by the construction work.

5.11 Wheel washing facilities are not considered to be necessary given all construction vehicles will load and unload from the highway and will not enter the site. Road sweeping in the vicinity of the site access will be undertaken if required.

5.12 The Contractor will take reasonable steps to supress dirt and debris generated by the construction works; working to relevant British Standards and best working practices. All construction vehicles will be appropriately sheeted to ensure material from the demolition and excavation phases are stored on vehicles safely.

Adherence to Designated Routes

5.13 As noted above, designated vehicle routes have been identified and on a strategic level follow TfL's Strategic Road Network and TLRN. The Contractor and their suppliers will be expected to adhere to these routes where possible / appropriate.

5.14 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place.

Delivery Scheduling and Re-Timing

5.15 All deliveries will be managed and co-ordinated by the DCMS Co-ordinator through the use of a booking system. Delivery schedules will be agreed to ensure deliveries are spread out throughout the day and will be managed on a "just in time" basis – only one vehicle will be allowed on-site at any one time. The delivery schedules will take account of peak traffic times. As such, there will be no deliveries scheduled during peak periods. The hours of operation are outlined previously in this DCMS.

5.16 During the construction works, the Contractor will liaise with the highway authorities to ensure that the working hours do not result in any conflicts on the highway network.

5.17 Deliveries will be restricted to site working hours as defined above to reduce disruption to local residents and businesses.

Use of Holding and Call-Off Areas

5.18 As noted above, deliveries will be strictly scheduled to ensure that there are no unnecessary conflicts. If a vehicle arrives outside the site operational hours it will be allowed access to the site loading bay, however, remedial action will be taken to seek to prevent this being repeated.

5.19 No construction vehicles will be permitted to park on the surrounding roads. If construction vehicles are found parking on the surrounding roads, they will be the subject of remedial action.

5.20 Given the number of vehicles anticipated it is not considered necessary to identify holding areas. All deliveries will be able to access the loading area.

5.21 Construction vehicles will be required to call the site at least 30 minutes before arrival to ensure that the site Contractor is prepared to take the delivery and reduce the use of the loading bay.

Logistics and Consolidations Centres

5.22 The use of logistics and consolidations centres will be continually reviewed throughout the construction process. However, given the relatively low number of construction vehicles anticipated, the use of these centres is not considered necessary.

Measures to Reduce Noise and Dust

5.23 The on-site management team will carry out inspections of the local footways in front of the site to ensure that dust / debris and vehicular movements associated with the construction works do not disrupt the free movement of pedestrians along all roads in the vicinity of the site. Measures will include ensuring all vehicles carrying waste material are full sheeted or dampened where appropriate.

5.24 Engagement will take place with the transport officers at LBH to ensure that any issues raised during the construction works impacting upon footways or the local highway are dealt with quickly and effectively.

5.25 The Contractor will carefully maintain clean hardstanding to ensure the surrounding highways remain in a clean and acceptable condition and are not impacted on by the construction work.

5.26 The Contractor will take all necessary steps to minimise noise and supress dust, dirt and debris generated by the construction works, working to relevant British Standards and best working practices.

5.27 In relation to dust, water spraying techniques and road sweeping will be utilised, when necessary, to suppress dust and dirt.

5.28 In terms of noise, if work environments are likely to exceed occupational action levels specific noise assessments will be carried out prior to commencement of works. It should also be noted that works will be subject to the times of day noted in Section 1, with no works scheduled to take place overnight or on Sundays.

5.29 Any environmental complaints that are made during the life of the construction programme will be held on a complaints' register. All complaints will be dealt with in a systematic and professional manner until a satisfactory conclusion that suits all parties is agreed.

5.30 Furthermore, the Contractor will also apply the codes of the Considerate Constructors Scheme which will allow members of the public to register complaints.

5.31 Environmental issues will also be discussed as part of the project and client progress meetings, and, where appropriate, involve other contractors or parties.

Measures to Encourage Sustainable Freight

Freight by Rail / Water

5.32 The use of rail or waterways to transport site material is not considered to be appropriate for this site.

Material Procurement Measures

DfMA and Off-Site Manufacture

5.33 Design for Manufacture and Assembly (DfMA) and off-site construction techniques will be continually explored by the contractor at the site.

Re-use of Material on Site

5.34 The Contractor will re-use the demolition material where appropriate. Timber & metals will be recycled during the demolition & construction process, where possible.

Smart Procurement

5.35 The Contractor will be encouraged to identify suppliers who have been recognised to implement measures in line with the DCMS's objectives, such as reducing vehicle movements.

5.36 The Contractor & sub-contractors will source from local suppliers as far as possible. This will reduce the distance of journey to the site and contribute towards the local economy.

5.37 The contractor will explore the feasibility of collecting some items on foot during the fit-out stage, given the close proximity to retailers.

Other Measures

Collaboration Amongst other Sites in the Area

5.38 It may be that other sites are being developed in the area and there may be an opportunity to collaborate with neighbouring construction sites, such as sharing holding areas. The Contractor will make contact with other contractors in the area and with LBH to understand whether there is scope for collaboration.

Implement a Staff Travel Plan

5.39 Given the scale of the works, the numbers of construction staff are anticipated to be relatively low and should not result in a significant impact on the local transport network.

5.40 During construction, no parking will be provided on site for construction staff and on-street parking will be strongly discouraged.

5.41 Construction staff will be encouraged to use sustainable modes of transport such as walking, cycling and public transport to access the site. There will, therefore, be a good opportunity for construction staff to use sustainable modes of transport to access the site. There are various bus routes within walking distance of the site offering direct connections to destinations including Hayes, Uxbridge and West Drayton, as well as access to Metropolitan, Piccadilly and Central Line, and National Rail services within a comfortable walking distance.

5.42 Where travel by sustainable modes is not available to staff, pay and display parking is available on High Street, however only for up to two hours. Longer stay car parking is available in the Ickenham Station Car Park, which could be utilised by construction staff. Notwithstanding this, sustainable modes of travel will be encouraged rather than parking in the vicinity of the site.

6 IMPLEMENTING, MONITORING AND UPDATING

6.1 The movement of all construction related vehicles will be monitored by The Contractor to ensure that it is carried out in accordance with the details contained in this DCMS.

6.2 Construction staff will be made aware of the requirements set out in this DCMS via the distribution of a Contractor's Handbook (prepared by the Contractor). This will include the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to contractors of the routing and delivery system in use, contractors' access and their requirement to utilise the schedule deliveries system.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards.

6.3 It is envisaged that regular site meetings will be held to discuss the construction of the development. Construction traffic management will be an agenda item at regular meetings and anticipated delivery vehicle movements will be discussed. Any activities not undertaken in accordance with the detail contained in this DCMS, and subsequent Detailed DCMS, will be discussed and corrective action taken as appropriate.

DCMS Coordinator

6.4 The role of the DCMS coordinator is to take responsibility for day-to-day management of the DCMS. The DCMS coordinator will be the first point of contact for site issues. The details of the named on-site contact will be provided within the Detailed DCMS.

6.5 The onsite management team will continually engage with the authorities and will ensure that the site continues to operate without negatively impacting on the free flow traffic conditions in the area.

6.6 The following information will be collected to aid the monitoring of the DCMS:

- Number of vehicle movements to site
    - Total;
    - By vehicle type/size/age;
    - Time spent on site;

- Consolidation centre utilisation; and
- Delivery/collection accuracy compared to schedule.

- Breaches and complaints
  - Vehicle routing;
  - Unacceptable queuing or parking;
  - Adherence to safety & environmental standards & programmes; and
  - Low Emissions Zone (LEZ) compliance.
- Safety
  - Logistics-related incidents;
  - Record of associated fatalities and serious injuries;
  - Ways staff are travelling to site; and
  - Vehicles and operators not meeting safety requirement.

General Communication

6.7 All communication with third parties not associated with the contract will only be made by the Contractor. The Contractor will prominently display contact details on the external of the site.

6.8 The Contractor will create and nurture good relations with project neighbours by establishing clearly defined traffic routes and establish methods of communication and liaison.

6.9 The policy shall be conveyed to all employees, the delivery teams, supply chain and all other persons affected by it or required to implement its intent. This shall be achieved by team briefings and site safety inductions.

6.10 The Driver's Handbook will cover the following:

- Authorised routes to and from the site
- Site opening times
- Booking and scheduling information
- Site entry and exit points, and other information relating to access
- Anti-idling
- Vulnerable road user safety

6.11 The Contractor will be strongly encouraged to participate in the Considerate Constructors Scheme, which upholds high standards within the construction industry regarding interaction with people affected by any work.

DCMS Publication

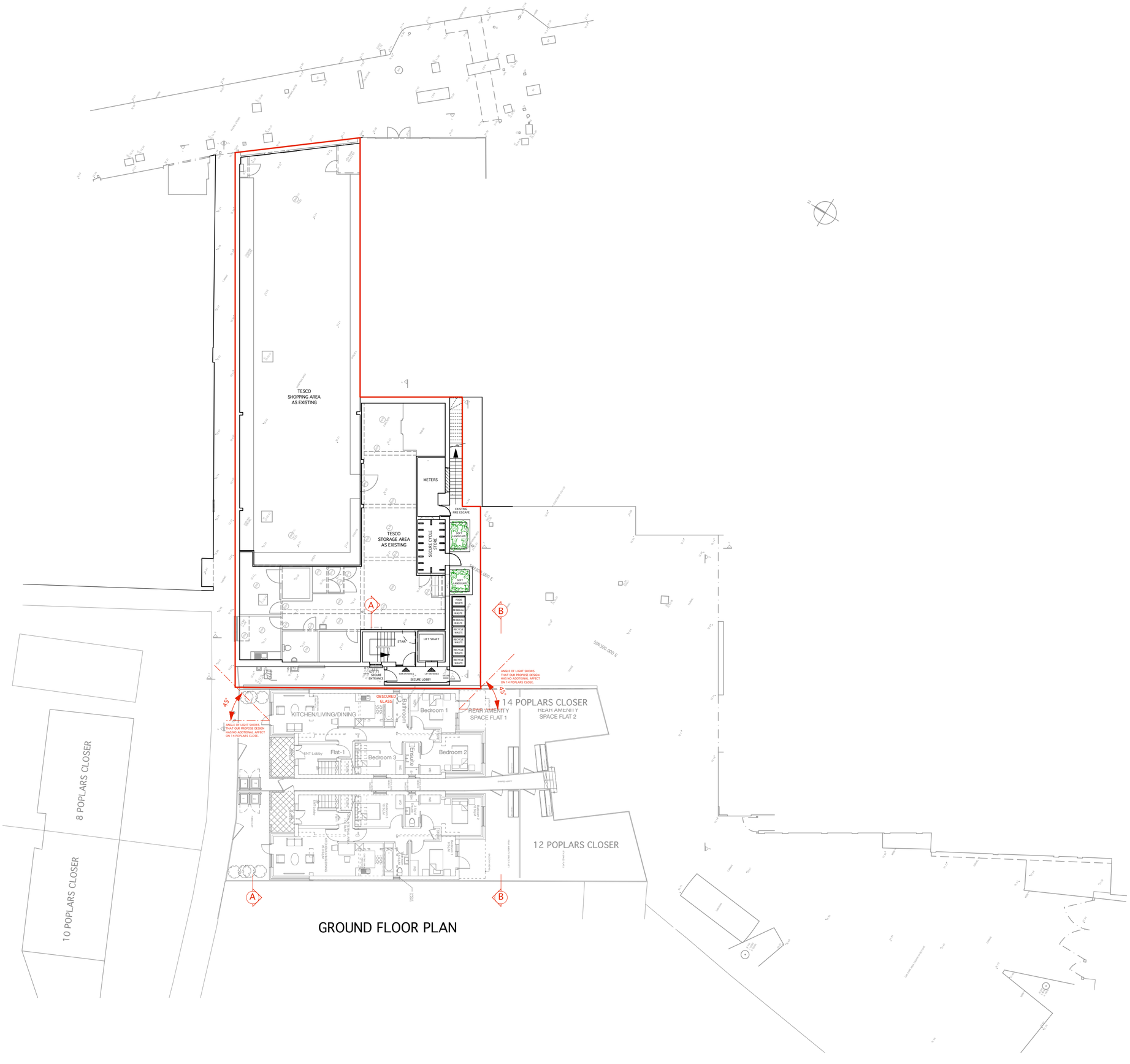
6.12 This DCMS has been prepared in Outline to support a planning application for the scheme. On receiving planning permission, the applicant will appoint a contractor and a Detailed DCMS will be prepared, which will see this document update with more accurate and detailed information.

6.13 For the duration of construction, external communications with the public, local authorities, landowners, residential and business premises owners may take place due to certain aspects and key elements of the project. Such communications will be carried out in partnership with LBH/TfL representatives as required.

6.14 Any works likely to be carried out beside or close to residential or business premises will be carried out in such a way as to minimise potential disruption.

6.15 The DCMS will be a 'living document' and will be updated during construction if any significant changes to the scope or programme of construction occur. The DCMS will be reviewed throughout the demolition and construction periods and particularly prior to the start of a new phase of construction.

APPENDIX A – ARCHITECT'S LAYOUT



GROUND FLOOR PLAN

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 5m 10m

SCALE 1:200

Client

MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property

TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title

CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL.

Drawing

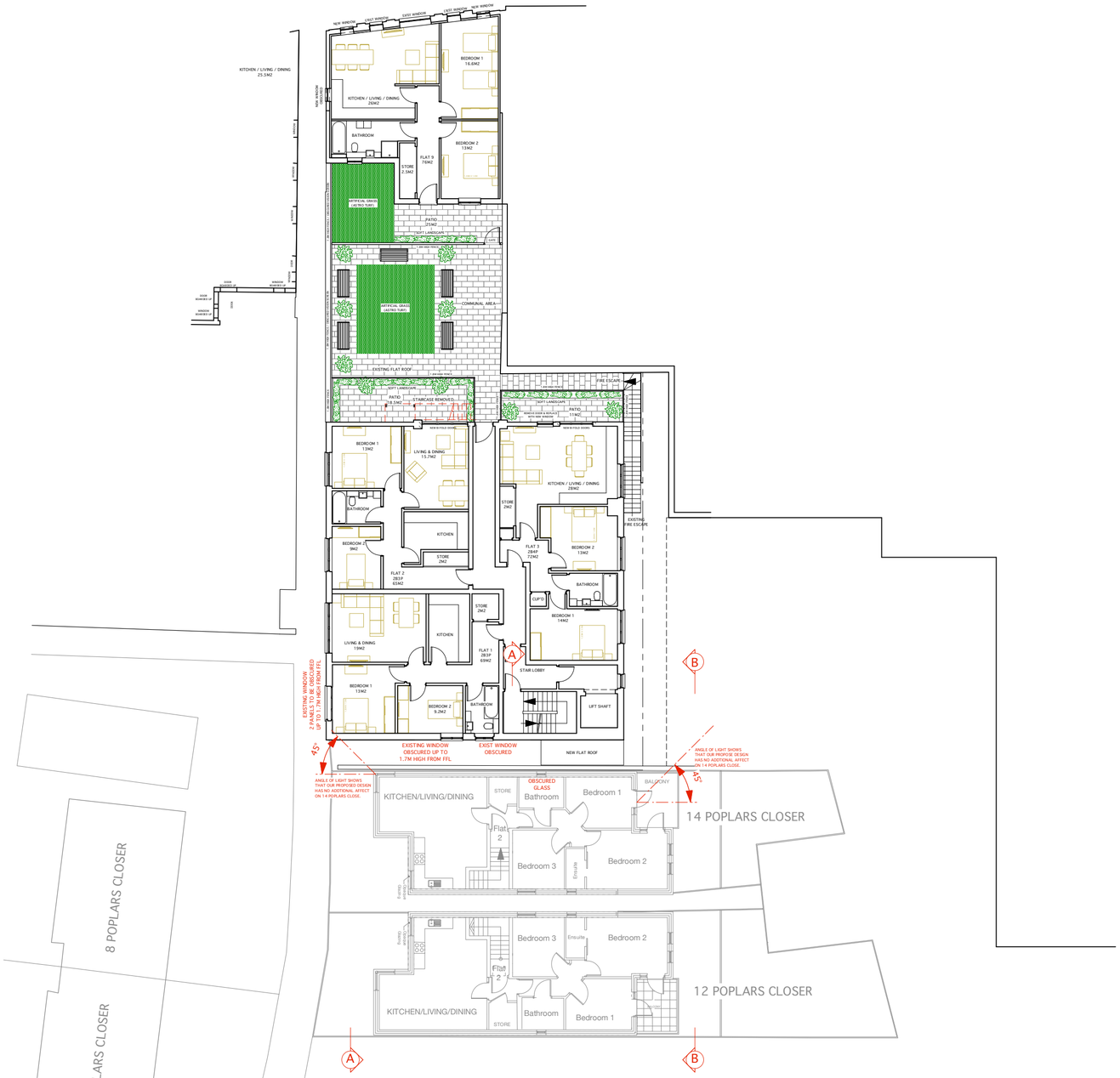
PROPOSED
GROUND FLOOR BLOCK PLAN

Date	Scale
08.03.21	1:200@A2

Job No	Drawing No	Revision No
122HS	PA - 100	

ANDREAS GEORGIOU t/a GIAD

Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk



FIRST FLOOR PLAN

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 5m 10m

SCALE 1:200

Client

MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property

TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title

CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL.

Drawing

PROPOSED
FIRST FLOOR BLOCK PLAN

Date	Scale
08.03.21	1:200@A2

Job No	Drawing No	Revision No
122HS	PA - 101	

ANDREAS GEORGIOU t/a GIAD

Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

SECOND FLOOR PLAN

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 5m 10m

SCALE 1:200

Client

MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property

TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title

CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL.

Drawing

PROPOSED
SECOND FLOOR BLOCK PLAN

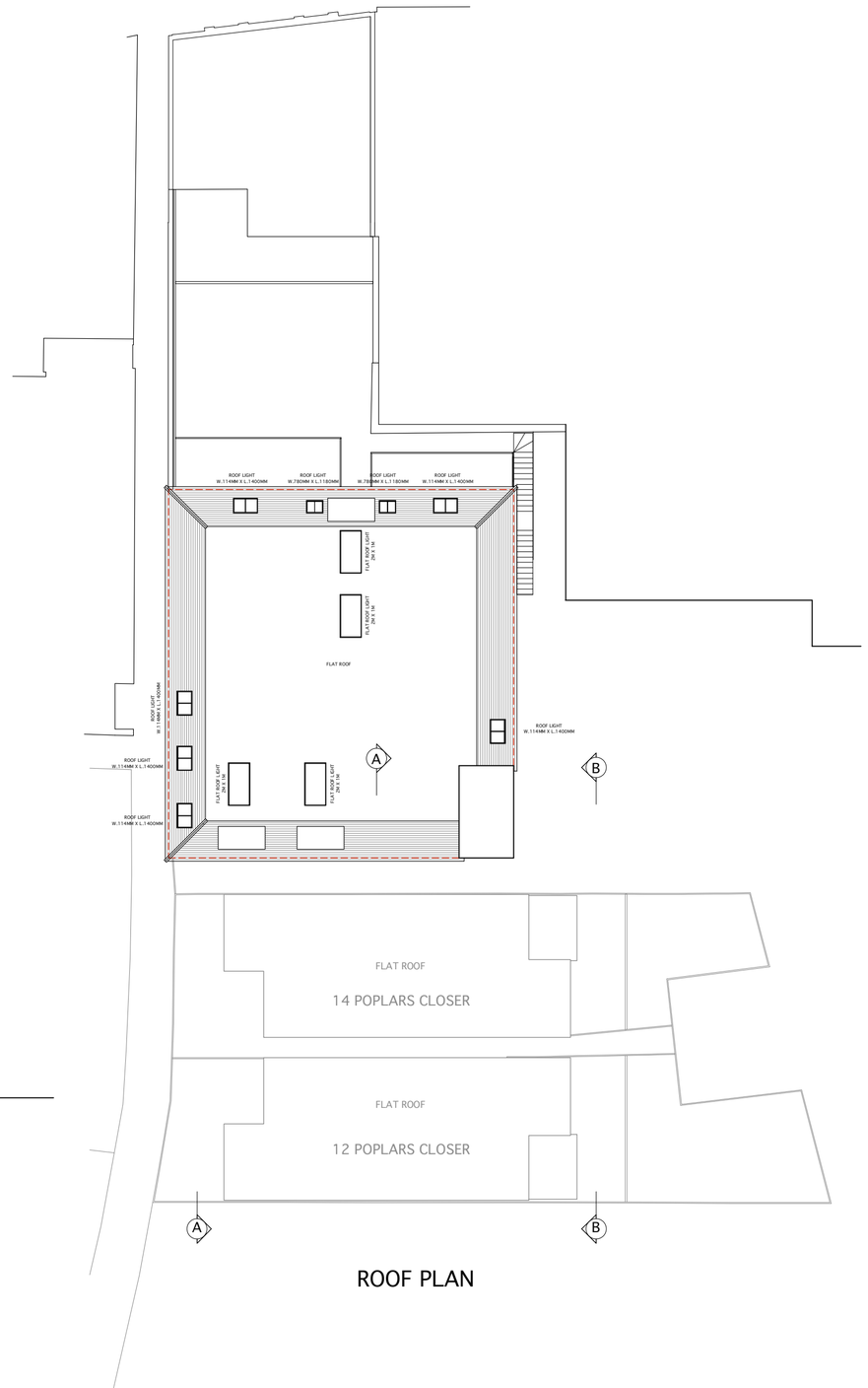
Date	Scale
08.03.21	1:200@A2

Job No	Drawing No	Revision No
122HS	PA - 102	

ANDREAS GEORGIOU t/a GIAD

Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

THIRD FLOOR PLAN



ROOF PLAN

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 5m 10m

SCALE 1:200

Client

MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property

TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title

CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL.

Drawing

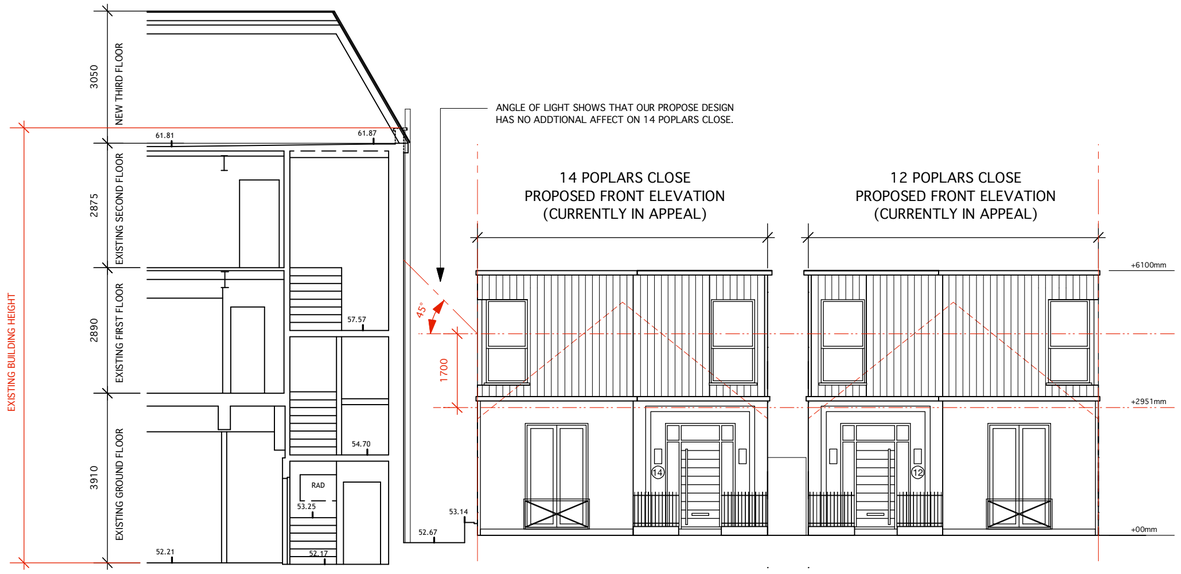
PROPOSED
THIRD FLOOR AND ROOF
BLOCK PLAN

Date	Scale
08.03.21	1:200@A2

Job No	Drawing No	Revision No
122HS	PA - 103	

ANDREAS GEORGIOU t/a GIAD

Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk



SECTION THROUGH
122-124 HIGH STREET

SECTION A-A

SIDE ELEVATION 2 (CAR PARK)

ELEVATION B-B

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 1m 2m 3m 4m 5m

SCALE 1:100

Client

MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property

TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title

CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL.

Drawing

SECTION / ELEVATION
A-A & B-B WITH
12 - 14 POPLARS CLOSE

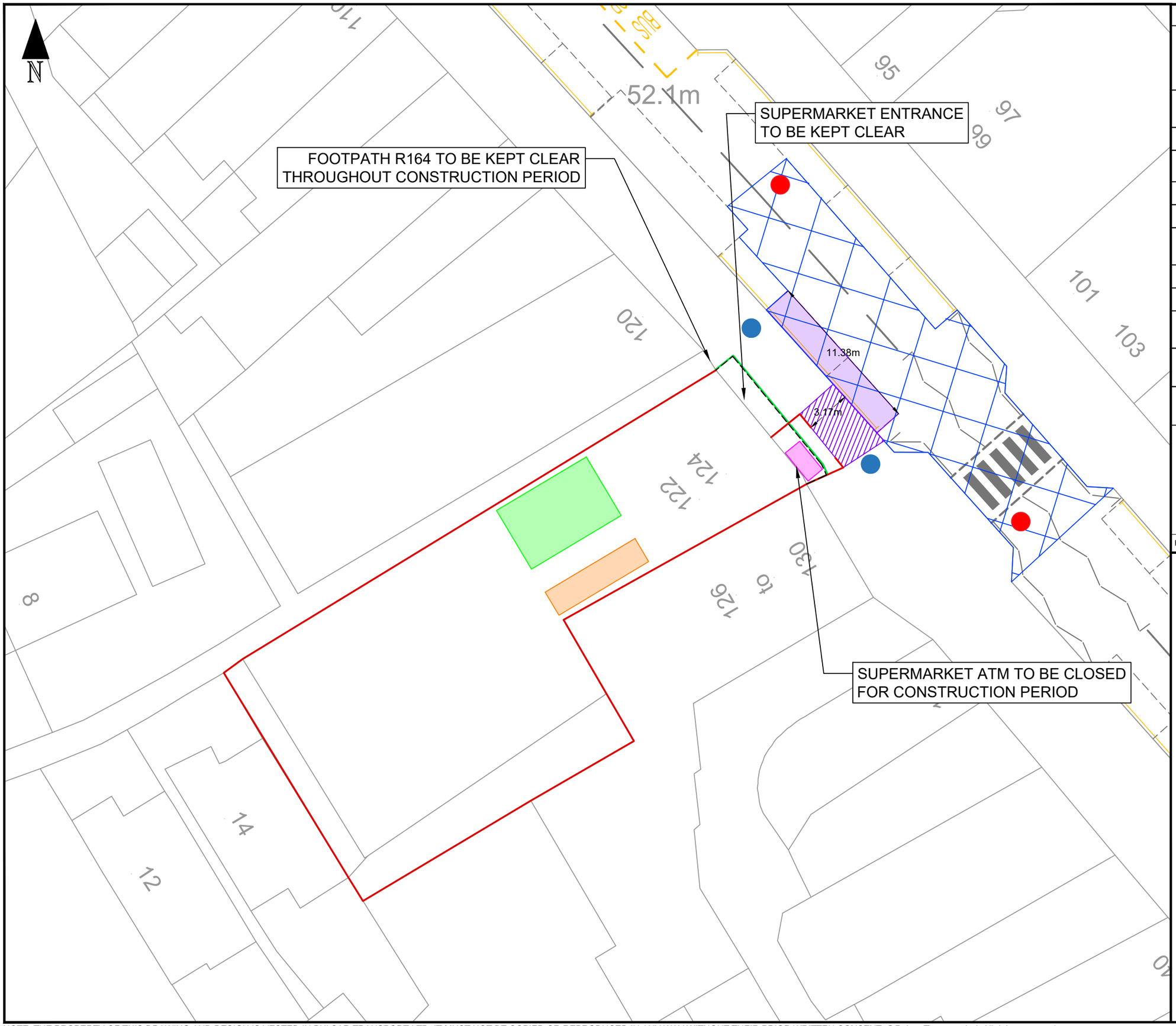
Date	Scale
08.03.21	1:100@A2

Job No	Drawing No	Revision No
122HS	PA - 104	

ANDREAS GEORGIOU t/a GIAD

Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

APPENDIX B – CONSTRUCTION SITE PLAN



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

	Vehicle Loading Area / Extent of Parking Bay Suspension
	Banksman Area
	Welfare / Site Accommodation (1st Floor Level)
	Material Storage (1st Floor Level)
	Material Storage (Ground Floor Level)
	Ground Floor Level Hoarding Boundary
	1st Floor Level Hoarding Boundary
	Site Scaffolding Boundary
	Area of Temporary Footway Closure During Transfer of Materials
	Indicative Position of Traffic Marshal Supervising Pedestrians
	Indicative Position of Banksman with 'Stop Works' sign (TSRGD 7031)

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT
Manor Developments

PROJECT
122-124 High Street, Ruislip

DRAWING TITLE
Construction Site Layout Plan

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	AH	22.03.24

Pulsar TRANSPORT PLANNING
Gilmoora House, 57-61 Mortimer Street, London, W1W 8HS
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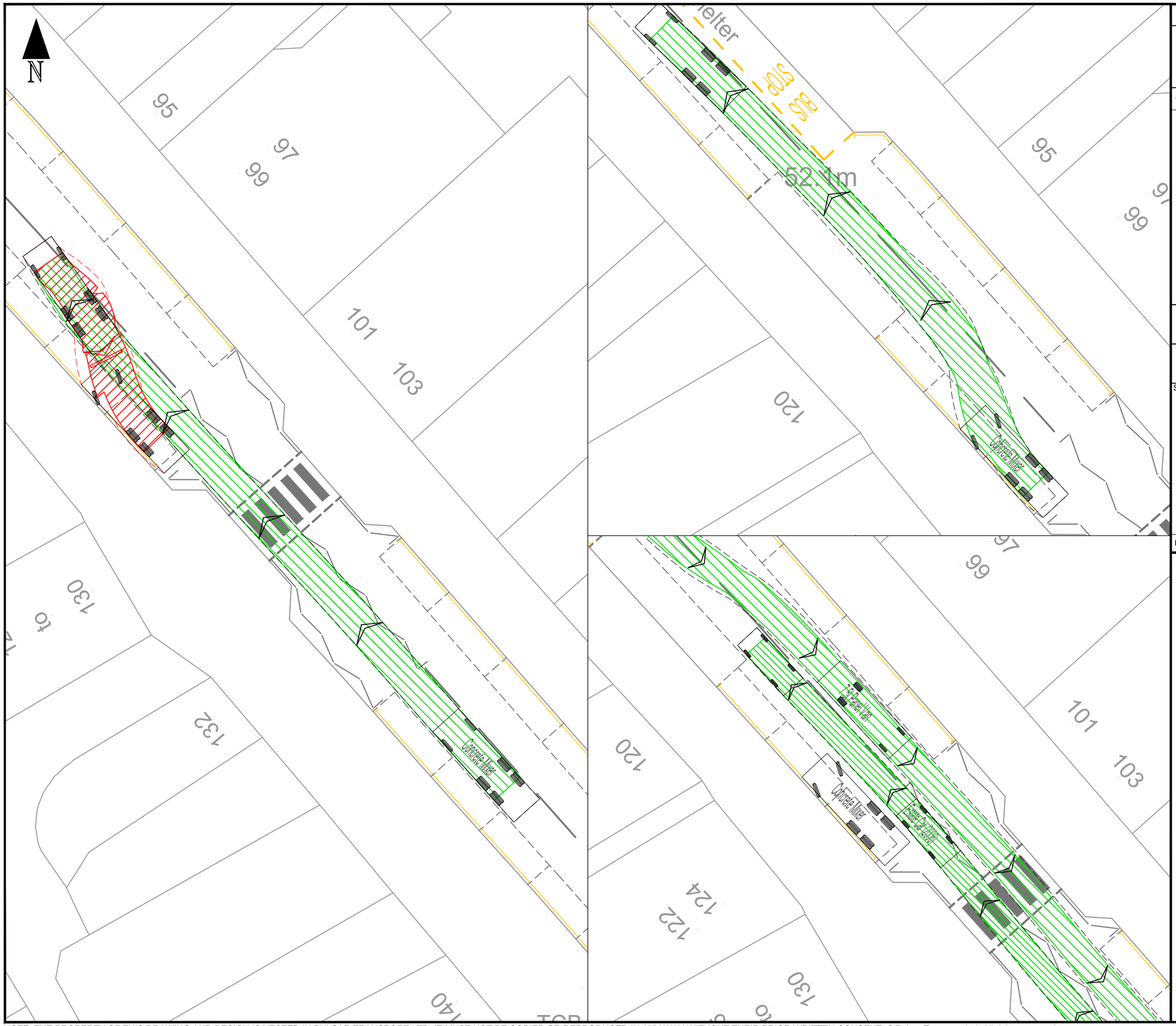
PROJECT REF	DWG NO	REV
24029	001	...

APPENDIX C – SWEPT PATH ANALYSIS



NOTES:

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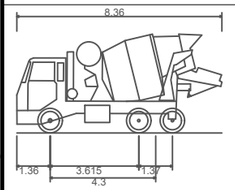
CONCRETE MIXER



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Solid outline indicates axle/wheels, dashed line indicates vehicle body.

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT: Manor Developments

PROJECT: 122-124 High Street, Ruislip

DRAWING TITLE: Swept Path Analysis of Construction Vehicles (Sheet 1 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	AH	20.03.24

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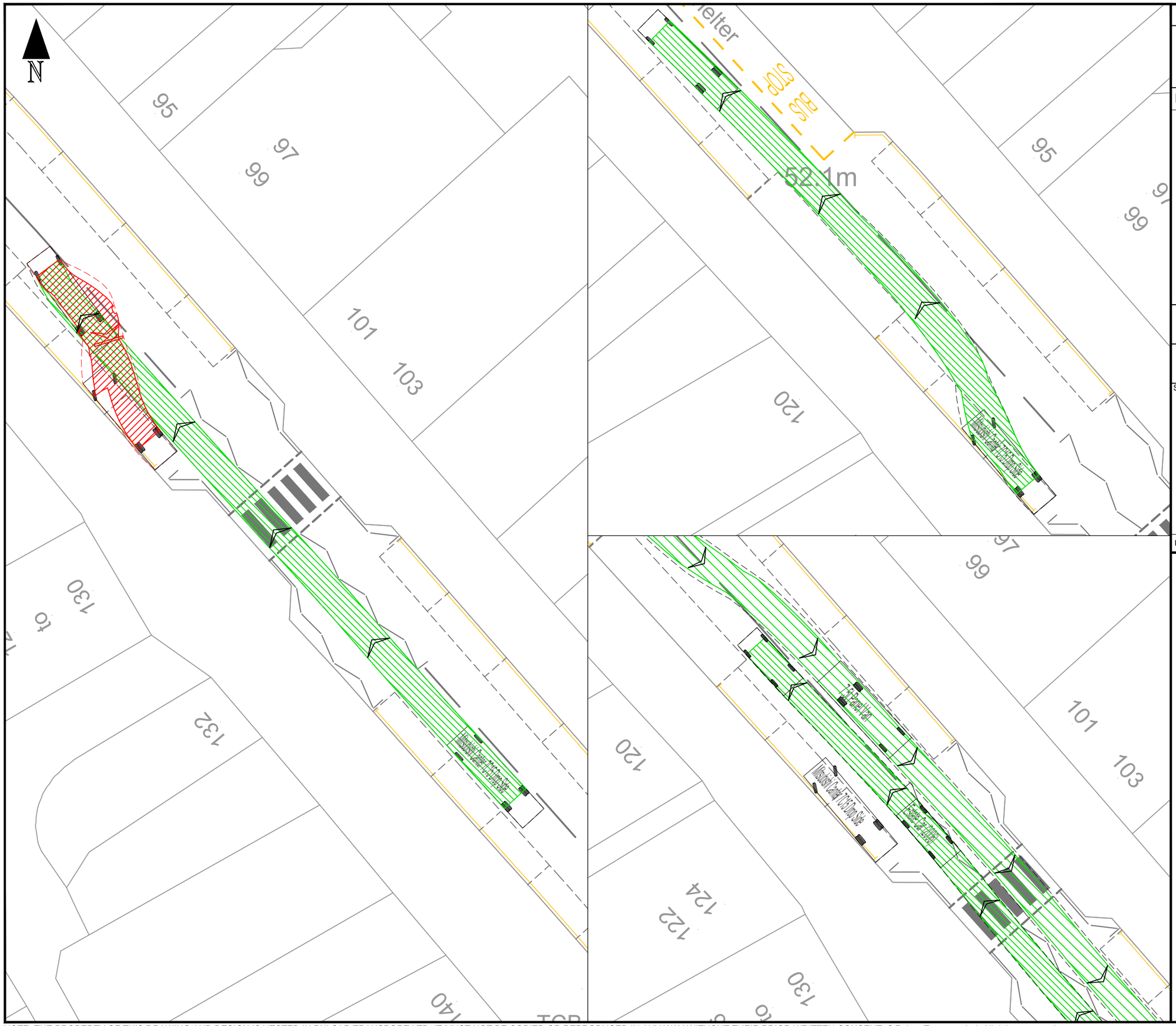

NOTES:

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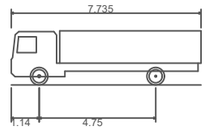
MEDIUM FLATBED LORRY



Mitsubishi Canter 7C15 Drop Side	
Overall Length	7.735m
Overall Width	1.995m
Overall Body Height	2.205m
Min Body Ground Clearance	0.335m
Track Width	2.027m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.400m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Solid outline indicates axle/wheels, dashed line indicates vehicle body.

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT: Manor Developments

PROJECT: 122-124 High Street, Ruislip

DRAWING TITLE: Swept Path Analysis of Construction Vehicles (Sheet 2 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	AH	20.03.24

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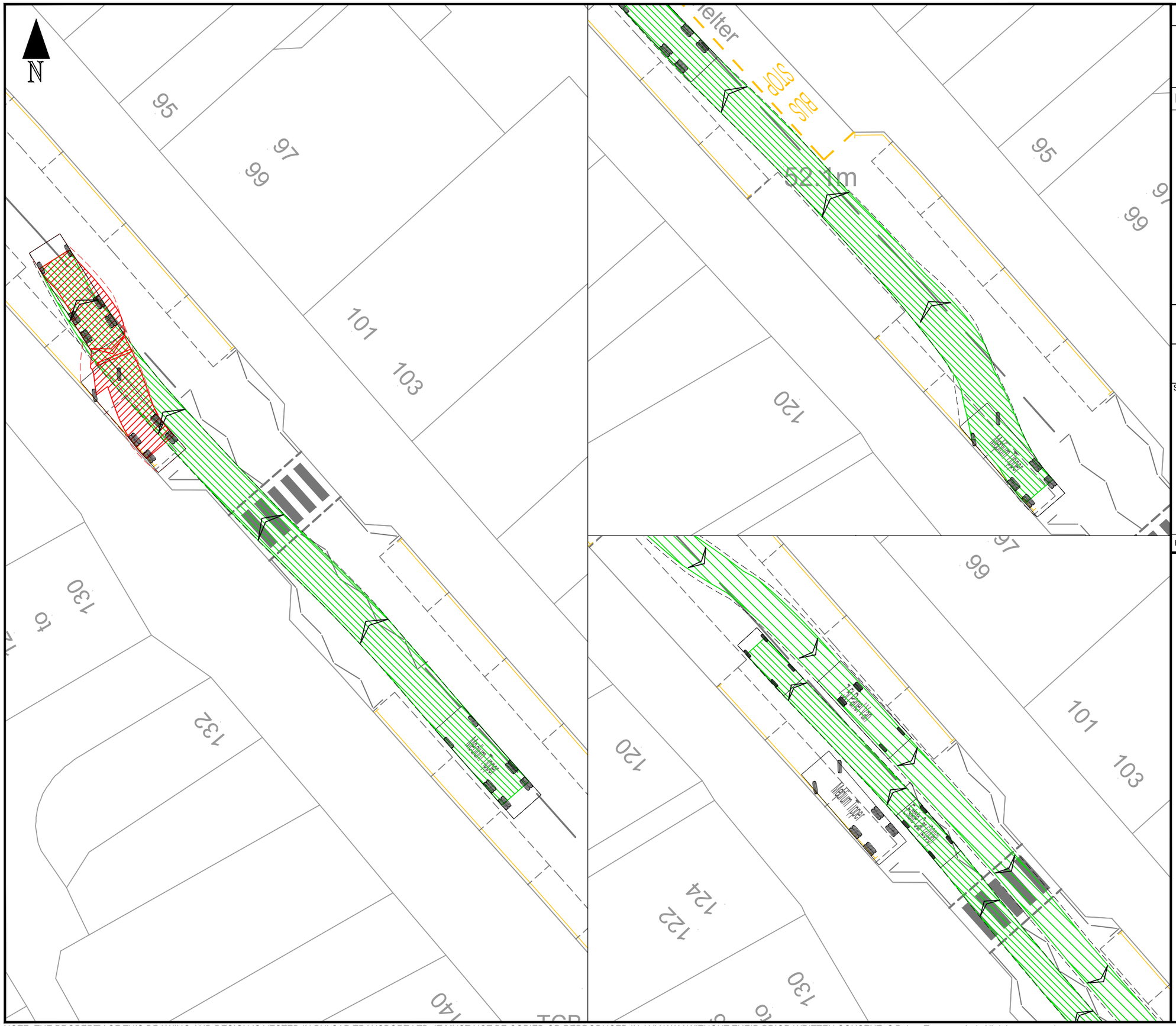
24029	TR001	...



NOTES:

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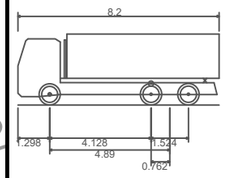
MEDIUM TIPPER



Medium Tipper	
Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Solid outline indicates axle/wheels, dashed line indicates vehicle body.

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT: Manor Developments

PROJECT: 122-124 High Street, Ruislip

DRAWING TITLE: Swept Path Analysis of Construction Vehicles (Sheet 3 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	AH	20.03.24

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PROJECT REF	DWG NO	REV
24029	TR001	...

Pulsar
TRANSPORT PLANNING

www.pulsartransport.co.uk

Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.
REGISTERED OFFICE: Pulsar Transport Limited, 128 City Road, London EC1V 2NX