Rail
Buildings
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Project Title
Meadow High School

Report Title
Outline Construction Logistics Plan

Document Reference:
3249/007/013A

Prepared For
London Borough of Hillingdon

Date
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Status	Details of Amendments	Date	Checked	Approved
Draft		10/01/23	AMI	AMI
Rev A	Minor amendments	16/01/23	AMI	AMI

CONTENTS

1.0 INTRODUCTION

1.1 Robert West has been appointed by the London Borough of Hillingdon (LBH) to provide construction logistics advice in relation to development proposals at Meadow High School.

1.2 This document is an Outline Construction Logistics Plan (CLP), which outlines details/ assumptions with respect to construction traffic management during the construction phase.

1.3 The principal contractor will be responsible for complying with the CLP and will be responsible for ensuring that all sub-contractors conform to restrictions, mitigations and obligations contained within the CLP.

2.0 SITE CONTEXT AND ACCESSIBILITY

The site and surrounding area

2.1 Meadow High School is a SEND School located at Royal Lane, Uxbridge UB8 3QU to the southwest of Hillingdon hospital. The school was recently subject of a DfE refurbishment scheme that is now complete (Ref: 3348/APP/2020/1589). This included providing new fit-for-purpose school buildings and a redesigned car park and access at the frontage of the school.

2.2 Meadow High School currently comprises a two-storey teaching building, a sports hall, a multi-use games area (MUGA), a sports field and a dedicated school park. Both pedestrian, vehicular access and egress is from Royal Lane.

2.3 The site is located in a residential area and is bound by Brunel University sports park to the west and residential properties to the north, east and south.

School operation hours

2.4 The school site is open from 06:00 and closes at 18:00. Pupil classes start at 09:00 with the majority of pupils arriving between 08:30 and 09:00. Classes finish at 15:05 and the majority of pupils leave between 15:05 and 15:30.

2.5 There are three schools located within the vicinity of Meadow High School as follows:

i. Pield Heath House SEND School located 460m to the north of the site.

ii. Colham Manor Primary School located 600m to the southeast of the site.

iii. Rabbsfarm Primary School located 800m to the southwest of the site.

Accessibility by non-car modes

Pedestrians

2.6 The footway network within the area surrounding the site predominately includes footways which are in good condition, with street lighting provided at regular intervals.

2.7 There are a number of pedestrian crossings in the vicinity of the site. There is uncontrolled crossing facility with tactile paving located on Royal Lane, 10m to the south of the school entrance. There is a zebra crossing on Royal Lane 30m to the north of the school entrance. There is an uncontrolled crossing with tactile paving and pedestrian refuge island located on Royal Lane 70m to the south of the school entrance.

2.8 In the area surrounding the school, dropped kerb crossings with tactile paving are provided at junctions to residential streets, including at the mini-roundabout on Royal Lane to the south of the site.

Cyclists

2.9 There are a number of cycling routes within the vicinity of Meadow High School. Royal lane is designated as a cycle route. There are other local cycle routes that passes through open space to the west of the site.

2.10 There is a proposed TfL Quietway (Q16) to be implemented to the south of the site along Grand Union Canal Walk.

Public transport

Public Transport Accessibility Level (PTAL)

2.11 A PTAL assessment of the site was undertaken using the Transport for London (TfL) online database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent).

2.12 The output demonstrates that the site is located in an area with a PTAL of 2 ('poor' accessibility by public transport).

Buses

2.13 There are seven bus routes that operate within the vicinity of the site providing weekday services.

2.14 The nearest bus stops (stop HA and HB) to the site are located 450m (6 minute walk) northeast of the site on Pield Health Road. These bus stops are served by routes U1, U2, U3 U4, U5, U6 and U7.

2.15 A summary of the bus services provided within the vicinity of the site are outlined in Table 2.1.

Bus route	Stop location	From	To	AM peak frequency	PM peak frequency
U1	Pield Health Road (Stop HA)	West Drayton Station	Ruislip Station	4	4
	Pield Health Road (Stop HB)	Ruislip Station	Ferrers Avenue	4	4
U2	Pield Health	Uxbridge	Brunel	4 - 6	4 - 6

	Road (Stop HA)	Station	University		
	Pield Health Road (Stop HB)	Brunel University	Belmont Road	4 - 6	4 - 6
U3	Pield Health Road (Stop HA)	Heathrow Central Bus Station	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Heathrow Central Bus Station	4	5 - 6
U4	Pield Health Road (Stop HA)	Prologis Park	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Prologis Park	4	5 - 6
U5	Pield Health Road (Stop HA)	Clarendon Road	York Road	4	5 - 6
	Pield Health Road (Stop HB)	York Road	Blyth Road	4	4 - 5
U7	Pield Health Road (Stop HA)	Lombardy Retail Park	Belmont Road	2	2
	Pield Health Road (Stop HB)	Uxbridge Station	Lombardy Retail Park	2	2

Table 2.1: Summary of bus services

2.16 The summary of bus services within the vicinity of the site shows that between 44 and 48 AM peak services and between 49 and 59 PM peak services are provided.

National rail

2.17 The closest National Rail station to the site is West Drayton Station located 1.65km to the south of the site. West Drayton Station is served by frequent Great Western Rail and TfL rail trains travelling to London Paddington, Reading and Didcot Parkway. Elizabeth line services are also provided to Abbey Wood and Reading.

Local highway network

2.18 A summary of the highway network in the vicinity of the site is provided below.

Royal Lane

2.19 Royal Lane is a two-way residential street that connects Failing Lane to the south of the site and Uxbridge Road A4020 to the north of the site. Within the vicinity of the site, the road is subject to a 30mph speed limit and there are footways provided on both sides of the carriageway.

2.20 School keep clear lines are located on the west side of the carriageway outside of the school at both the access and egress points on Royal Lane. Stopping restrictions are in operation from Monday to Friday between 08:00 and 10:00 and 14:30 and 16:30. Double and single yellow lines are also located along Royal Lane. Single yellow line parking restrictions are in operation from Monday to Friday between 09:00 and 17:00. A mix of on-street parking bays and half footway parking bays are located along Royal Lane and are located within controlled parking zone (CPZ) HH. Restrictions are in operation from Monday to Friday between 09:00 and 17:00.

Bryony Close

2.21 Bryony Close is a residential cul-de-sac located opposite Meadow High School. Bryony Close is accessed from Royal Lane and footways are present along both sides of the carriageway.

2.22 Single yellow line parking restrictions and on-street parking bays are present along Bryony Close. The parking bays are located within CPZ HH. Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00 for buses and vehicles >5t.

Pield Heath Road

2.23 Pield Heath Road is a single carriageway two-way road that connects Church Road to the northwest of the site to Harlington Road A437 to the northeast of the site. Pield Heath Road is subject to a 30mph speed limit and footways are present on both sides of the carriageway.

2.24 Pield Heath Road has double yellow line restrictions located on both sides of the carriageway.

Peel way

2.25 Peel way is a residential road leading to Normans Close, Bradshawe Way, Saxon Close and Benson Close. The road is a cul-de-sac except for cycles. Peel Way provides secondary access to Meadow High School.

2.26 Peel way is subject to a 30mph speed limit and footways are provided on both sides of the carriageway.

2.27 A mix of on-street and footway parking bays are provided on Peel Way. Double yellow and single yellow line restrictions are also in place on Peel Way.

2.28 Parking bays are located within CPZ HH. Footway parking is restricted to cars and vans only not exceeding 1525kg.

2.29 Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00 for buses and vehicles >5t.

3.0 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 The construction programme is scheduled for approximately 54 weeks. The development is anticipated to begin July 2023 and finish July 2024. Meadow High School is required to remain fully operational throughout the construction phase.

3.2 Table 3.1 provides a breakdown of the anticipated construction schedule.

Construction stage	Start	End
1 – Site mobilisation and demolition	Jul 2023	Aug 2023
2 – Foundations and sub-structure	Aug 2023	Oct 2023
3 - Super-structure	Oct 2023	Mar 2024
4 – Internal partitions, finishes and fit-out	Mar 2024	Jul 2024

Table 3.1: indicative construction programme

Site mobilisation and demolition

3.3 During site mobilisation, enabling works will be required to implement a crossover at the existing secondary access from Peel Way. During the construction phase modifications will be required at the site access. These will include widening the access and providing a protective barrier around trees adjacent to the access. These works will be secured at a later stage with a licencing application separate from this CLP and the planning application. This is discussed further in Section 4.0 of this CLP.

3.4 Demolition of temporary classrooms and sheds will occur on-site. Demolition plans attached at Appendix A illustrating the locations where demolition is required.

3.5 A small storage compound for plant and materials is expected to be provided on-site. Once a contractor is appointed, further details of the site compound will be provided and included in the full CLP.

Construction of foundations and substructure

3.6 Mobile plant will be required during this phase. It is anticipated that the total amount of soil to be excavated is approximately 650m3 for the foundation and 500m3 for the drainage.

3.7 Materials that will be required for delivery during this phase include, glass fibre reinforced concrete slabs.

Superstructure

3.8 During the superstructure it is anticipated materials that will be required are a composite metal deck, steel beams and brick cladding.

3.9 It is understood steel beams will be up to 12m long. Delivery of steel beams will be undertaken by large articulated vehicles.

Internal partitions, finishes and fit-out

3.10 During the finishes and fit-out stage of the programme works will predominantly involve internal works. Heavy Goods Vehicles (HGVs) will not be required during this construction phase.

3.11 The contractor, when appointed, will be encouraged to explore prefabrication of components offsite and the use of an offsite consolidation centre in order to limit the number of vehicles delivering to site.

3.12 The full programme of works including full details of access and parking arrangements during each phase, will be included in the full CLP. The document will also include details of the methods of loading and unloading of plant, materials and waste.

4.0 VEHICLE ROUTING AND ACCESS

4.1 This section outlines the site access arrangements for construction vehicles, construction workforce and site visitors.

Construction access

4.2 Construction vehicle access has been carefully considered to facilitate the Meadow High School development proposals. The following options have been reviewed:

i. Access from Royal Lane to the east of the site.

ii. Access from Peel Way to the north of the site.

iii. Access from Brunel playing fields to the west of the site.

4.3 Construction access from Brunel playing fields has been immediately discounted as access from the local highway network, from Pield Heath Road to the north and The Coppice to the south is not achievable. Additionally, there is a swale that runs adjacent to the boundary of Meadow High School which would need to be overcome if access was to be achieved from Brunel playing fields. Finally, agreement would need to be sought with the owner of the playing fields for construction vehicle access. It is not guaranteed permission would be granted.

4.4 Construction access from Royal Lane has also been discounted for a number of reasons. There is a requirement for the school to stay fully operational during the construction phase and construction cannot be completed solely during the school holiday periods. Safe and practical access from Royal Lane is not possible whilst keeping Meadow High School fully operational. The school requires access throughout the day for staff, pupils and visitors. Construction vehicles arriving and departing the site at the same time as staff, pupils and visitors raises safety concerns. It is also not possible to segregate construction activity from necessary teaching and play space when the site is accessed from Royal Lane. Construction vehicles would be required to access the site via the gates to the southeast of the MUGA, the school sports hall, MUGA and outdoor play space. This raises further safety concern for staff and pupils.

4.5 As mentioned, construction access from Royal Lane would require construction vehicles to access the site via the gates to the southeast of the MUGA. At this location there is no space for construction vehicles to turn and exit the site in forward gear. Construction vehicles would be required to reverse for a distance in excess of 40 meters to egress the site. This raises safety concerns for staff, pupils and construction workers.

4.6 Meadow High School has recently undergone a large refurbishment as part of a sperate DfE scheme The refurbishment included the introduction of a new car park that has recently been

completed. Construction vehicle access would likely damage the car park area and other recently refurbished areas.

4.7 It is concluded that construction access from Royal Lane is not possible while keep Meadow High School fully operational. Therefore, construction access from Peel Way is the only other alternative.

4.8 The secondary access point from Peel Way is unused by staff and pupils and is not required for daily operation of the school. This makes it suitable for construction as any conflict between Meadow High School users and construction vehicles is avoided. Furthermore, construction access from Peel Way also ensures construction vehicles are not required to travel using Royal Lane. This further reduces the risk of any conflict between construction vehicles and Meadow High School users.

4.9 The access from Peel Way provides direct access to the area of the site where the redevelopment of the school will take place, providing a more efficient construction route.

4.10 Construction access from Peel Way allows an appropriate turning area for construction vehicles to be designation on-site to the west of the site. This means construction vehicles are able to access and egress the site in forward gear. This is demonstrated by swept path analysis attached at Appendix B.

4.11 There is currently no dropped kerb at the secondary site access to the rear of the site from Peel Way. Enabling works will be required to implement a dropped kerb and modify the access to enable suitable access and egress for construction vehicles.

4.12 After planning permission is granted and a contractor is appointed, a crossover licence will need to be sought to enable construction vehicle access and egress. The design of the crossover is expected to occur at this stage and full details of the crossover will be provided. After construction it is proposed for the secondary access to be formalised to become permanent access for emergency vehicles for the school.

Construction vehicle routing

4.13 Construction vehicle routes have been identified in order to manage the arrival and departure of vehicles from the wider strategic road network and the local highway network. This is to minimise the impact on existing road users, highway safety and capacity.

4.14 Figure 4.1 illustrates preliminary wider construction vehicle routing to the site. Construction vehicles travelling to the site from the north will approach the site from the M40/A40. Construction vehicles travelling to the site from the south will approach the site from the M4.

4.15 Figure 4.2 illustrates vehicle routing to the site once on the local highway network. Once construction vehicles approach the local highway network within the vicinity of the site, they will travel along Pield Heath Road from either the east or the west turning southbound onto Peel Way to access the site.

4.16 Peel Way has been chosen for construction access as it the most efficient route. Access from Peel Way allows the school to remain fully operational and segregates construction vehicle movements from Meadow High School user movements arriving and departing the site.

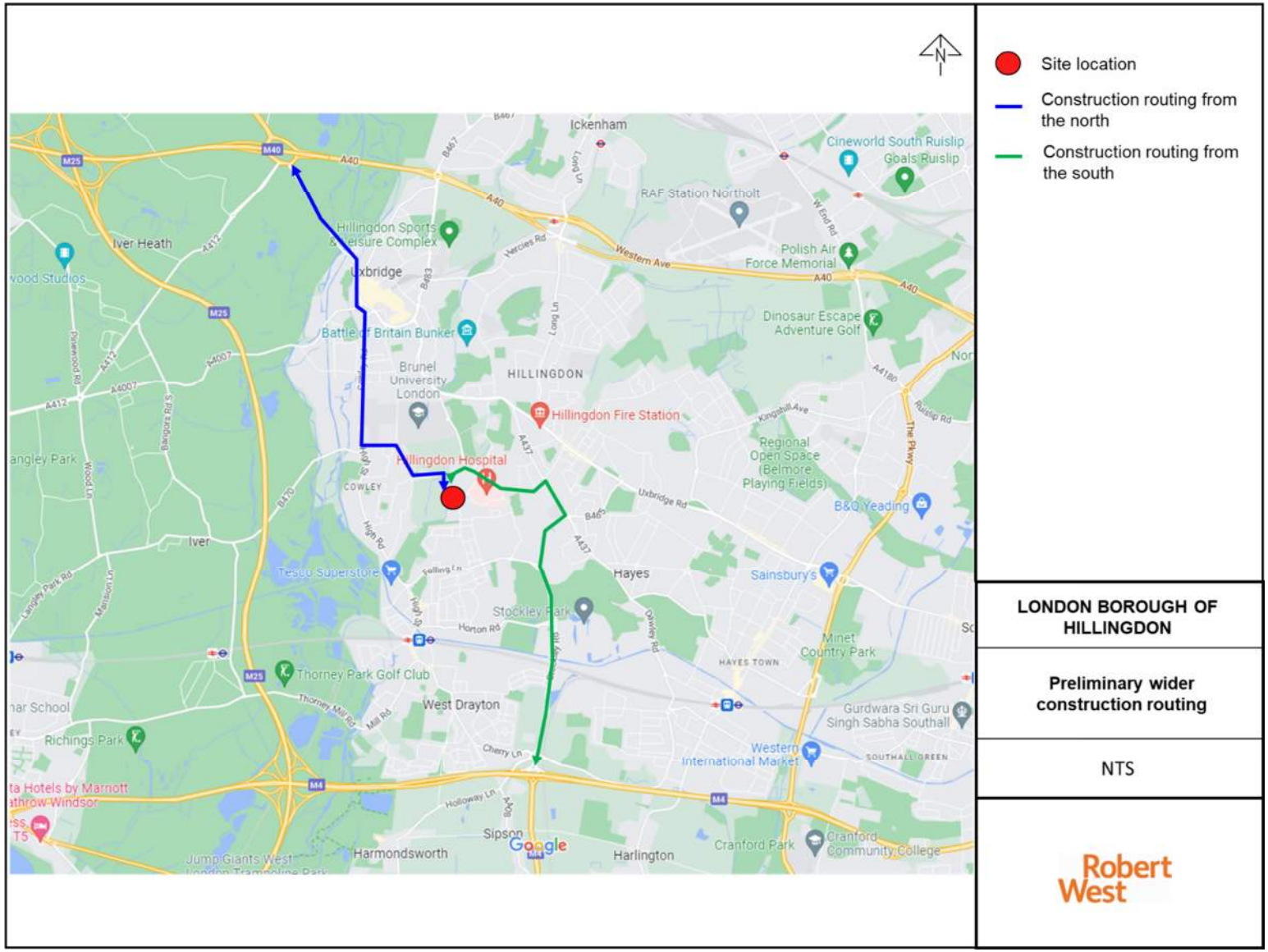

Figure 4.1 Wider construction vehicle routing to site

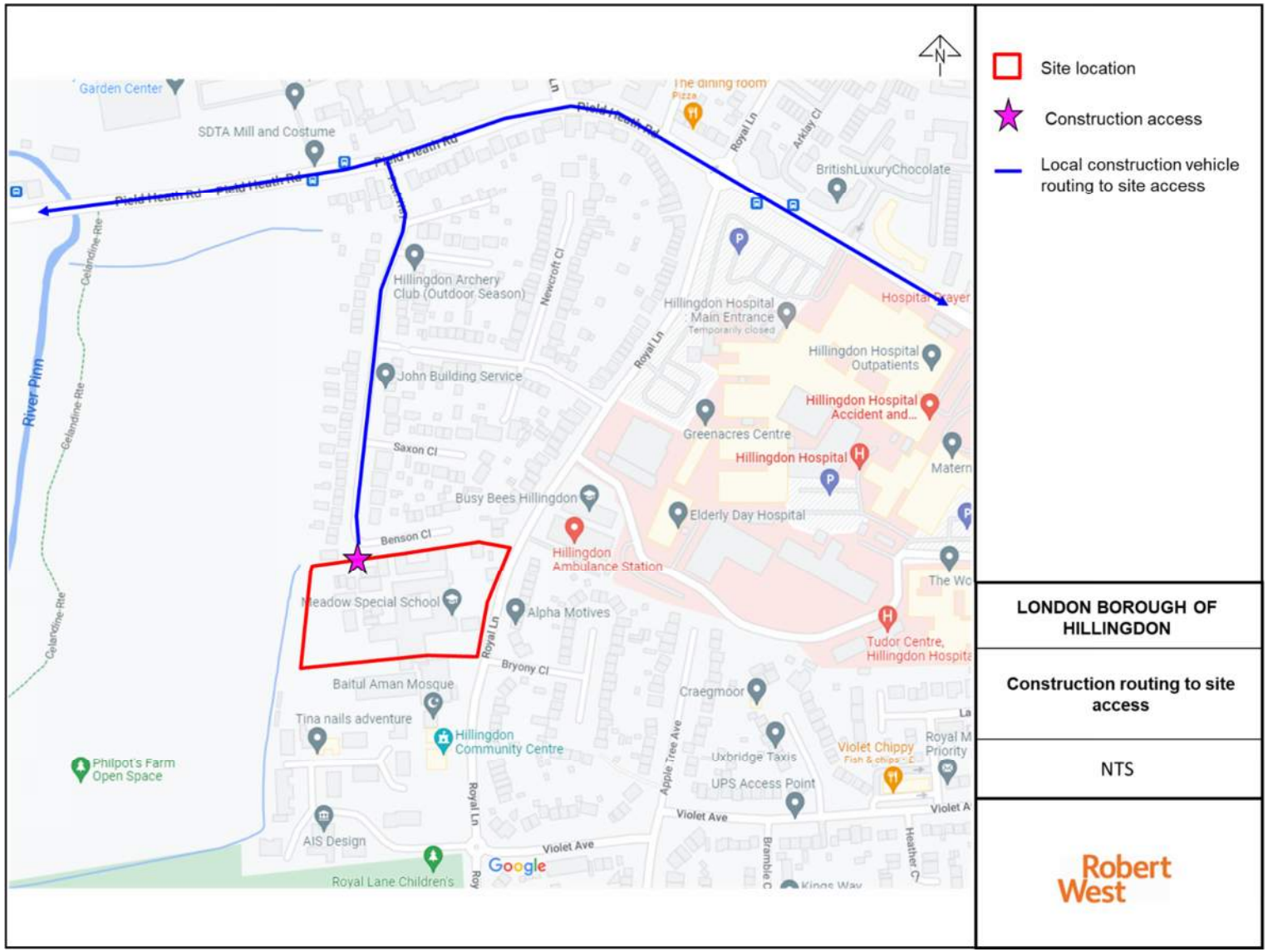

Figure 4.2: Construction vehicle routing within the vicinity of the site

4.17 Construction vehicles will have a dedicated time of arrival slot that will be required to be pre-booked in with the site logistics manager. A banksman/ gateman will be present at the site access to check all construction vehicles and undergo any necessary vehicle checks. The banksman/ gateman will prevent unauthorised access to the site.

4.18 All construction vehicles will load/ unload within the site boundary and preform turning manoeuvres within the site, preventing these movements on the local highway network.

4.19 All vehicles leaving the site will be checked prior to alighting onto Peel Way ensuring no debris is taken off-site. Wheel washing facilities will be present at the site access to be used before construction vehicles leave the site.

Parking suspensions

4.20 Due to the constrained nature of the construction route, parking suspensions will be required throughout the entire construction phase.

4.21 A plan illustrating suggested parking suspensions required is attached at Appendix C and a summary of the suspensions in included below. These parking suspensions would be secured via a Temporary Traffic Management Order (TTMO) or similar. Once planning approval is granted and a contractor is appointed, licencing agreements for parking suspensions will be sought.

4.22 A total of 107m of parking suspensions are required along the eastern side of the carriageway along Peel Way. This equates to a total suspension of 17 parking spaces based on methodology the of 5m on-street parking can accommodate one vehicle.

4.23 Parking suspensions will be in operation during weekday site operation hours, Monday to Friday between 08:00 and 18:00. No overnight parking will be lost. It is noted construction vehicle movements during the school term time will be limited to the hours between 09:30 and 14:30 to avoid conflict school peak drop-off and collection hours.

4.24 Parking observations along Peel Way and surrounding residential roads were undertaken during a site visit on 18th October 2022. Observations were taken at three intervals throughout the day between 07:40-07:50, 09:45-10:00 and 12:30-12:45. Light levels of parking with large amounts of residual parking capacity were observed in the area throughout all three intervals. The maximum number of vehicles observed to be parked on Peel Way was 23 vehicles.

Construction vehicles

4.25 The following construction vehicles are expected to travel to/ from the site:

i. 16.5m articulated lorries.

ii. 10m rigid lorries.

iii. Mobile cranes.

iv. Concrete mixers.

v. Excavators.

4.26 The largest vehicle expected to travel to/from the site is a 16.5m articulated lorry.

4.27 Swept path analysis drawings of the largest expected to travel to the site are attached at Appendix B.

5.0 STRATEGIES TO REDUCE IMPACTS

Measures influencing construction vehicles and deliveries

Safety and environmental standards and programmes

5.1 All contractor and sub-contractor vehicles arriving at the site will comply with sufficient safety measures and requirements relating to Work-Related Road Risk.

5.2 All vehicles and driver management practices will comply with the Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS). FORS Silver will be required by all sub-contracted transport/haulage providers that the contractor intends to use.

5.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.

Adherence to designated routes

5.4 Details of advisory routes to be used for journeys to and from the site for road operations are provided in Section 4.0. These access routes have been reviewed with respect to potential impacts, conflicts and hazards.

5.5 A copy of the final 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 required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

5.6 A delivery management system will be used to control the volume of deliveries to the site. This system will work by defining the number of 'resources' the site has and thus can service in 30 minutes intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

5.7 Sub-contractors and hauliers (if required) must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/ declined. The system can be accessed by completing a new user application form and submitting it, countersigned by the contractors manager to the delivery manager.

Re-timing for out of peak deliveries

5.8 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to re-timing deliveries out of the morning and

afternoon peak periods during school term time.

Re-timing for out of hours deliveries

5.9 Permission for out of hours deliveries will be sought by the principal contractor if required.

Use of holding and vehicle call off areas

5.10 The use of a holding area of vehicle call of area will be investigated by the principal contractor.

Use of logistics and consolidation centres

5.11 The use of logistics and consolidation centres will be explored when a principal contractor is on board.

Measures to encourage sustainable freight

Freight by water

5.12 The possibility of transporting freight by water will be investigated by the principal contactor once appointed. However, due to the location and scale of the project it is expected this would not be feasible.

Freight by rail

5.13 The possibility of using the nearby rail lines to transport freight will be investigated by the principal contactor once appointed.

Material procurement measures

DfMA and off-site manufacture

5.14 Off-site manufacturing will be explored by the principial contractor once appointed.

Re-use of material on site

5.15 The existing sheds on-site will be demolished and materials will be reused. Further details of materials that will be re-used will be provided by the contractor, once appointed.

Smart procurement

5.16 Suppliers that use different modes of transport will be explored in the procurement stage, as well as sourcing local suppliers to contribute to the local economy. Also, opportunities to source materials from the same supplier(s) from sites in close proximity to the site will be explored.

Other measures

Collaboration amongst other sites in the area

5.17 The principal contractor will this explore this option when appointed.

Implement a staff travel plan

5.18 There will be no on-site parking provided for construction worker's vehicles. CPZ restrictions are also in operation preventing off-street. Staff will be encouraged to use sustainable transport including the frequent bus services provided within the vicinity of the site.

6.0 ESTIMATED CONSTRUCITON VEHICLE MOVEMENTS

6.1 This section of the CLP provides the predicted levels of construction traffic in relation to construction works, deliveries, the construction workforce and visitors.

6.2 An estimated forecast of monthly construction vehicle traffic and total construction vehicle trips during each construction stage is also presented in Table 6.1. This information will be updated with input from the principal contractor when appointed.

Construction phase	Period of stage	No. of trips (monthly)	Average no. of trips (daily)
Site setup and demolition	Q3 2023 - Q3 2023	40	2
Light excavation and piling	Q3 2023 - Q4 2023	40	2
Sub-structure	Q4 2023 - Q1 2024	30	1
Super-structure	Q1 2024 - Q3 2024	40	2
Peak period of construction	Q3 2023 - Q4 2023	40	2

Table 6.1: Estimated construction vehicle trips (ex. other phases)

6.3 A total of 430 vehicles are thought to be required throughout the entirety of the construction phase. The peak construction period will be during Q3 2023 – Q3 2023 where up to 40 construction vehicles are expected to travel to the site each month. There is an average of two construction vehicle trip to the site daily, however it is noted some days there will be more and less on others.

6.4 The logistics manager/ principal contractor will be responsible for coordinating deliveries. Deliveries that occur during school term time will be limited between 09:30 and 14:30.

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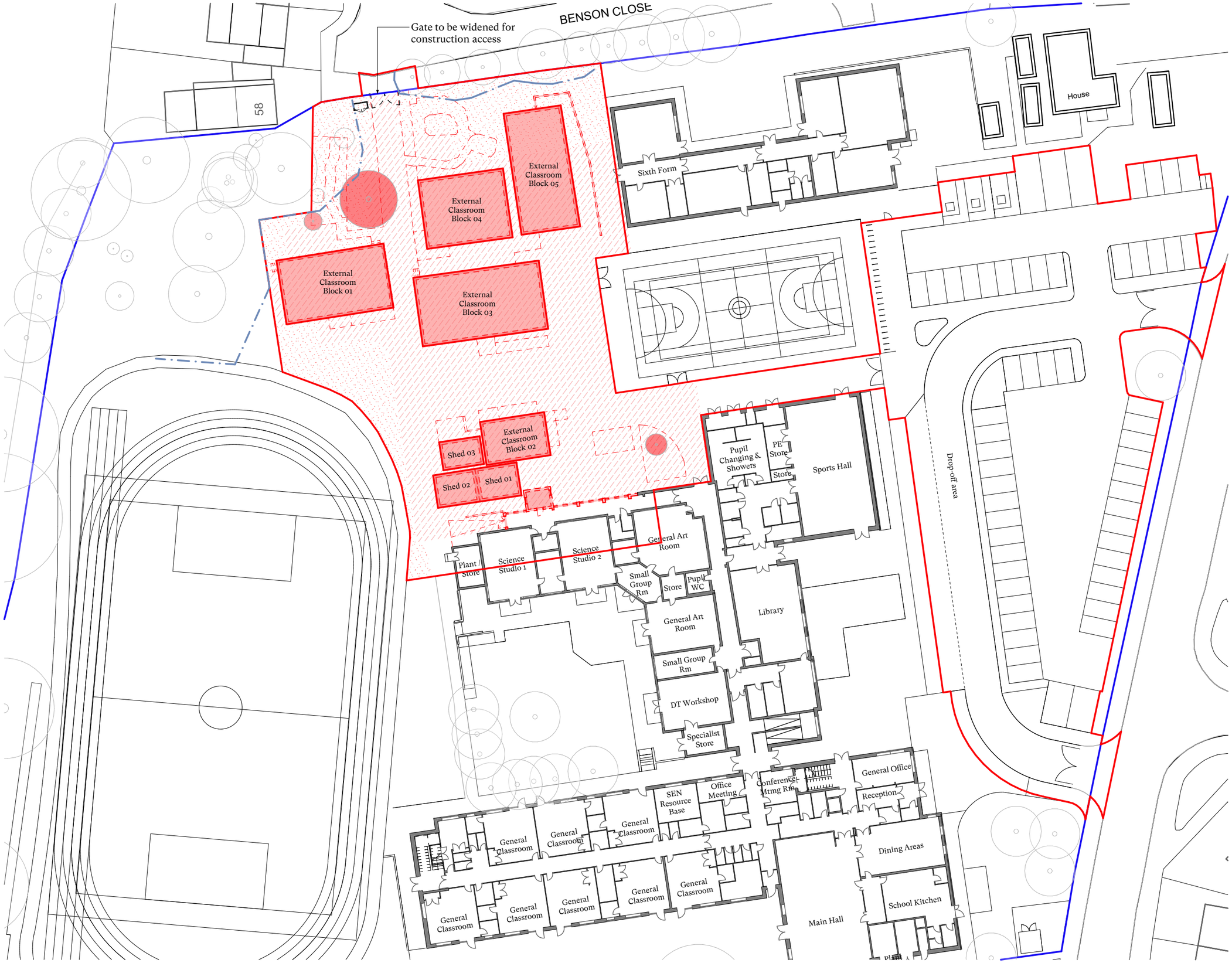
Appendix A – Demolition site plans



0 10 20 30 40 50 100 Metre
Paper Scale 1:100

Notes:

N

Application Boundary

Ownership Boundary

Tree protection fence (see tree protection plan)

Building to be demolished

Element to be demolished

Area of external surface to be removed for new building work & hard landscaping

Area of external surface to be removed for new soft landscaping

Rev	Date	Issue	Drawn	Check
B	13/01/2023	PLANNING SUBMISSION	JH	RD
A	01/12/2022	Demolition Plan Update	AK	RD
--	22/06/2022	Stage 2 Issue		RD
DRA FT	01/06/2022	Stage 2 Issue of Information to QS		

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Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
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Date :
22/06/2022

Scale @ A3 :
1:500

Drawing Title :
Demolition Site Plan

Drawing No. :
4267 CDC XX GF DR A (DM) 001

Rev. :
B

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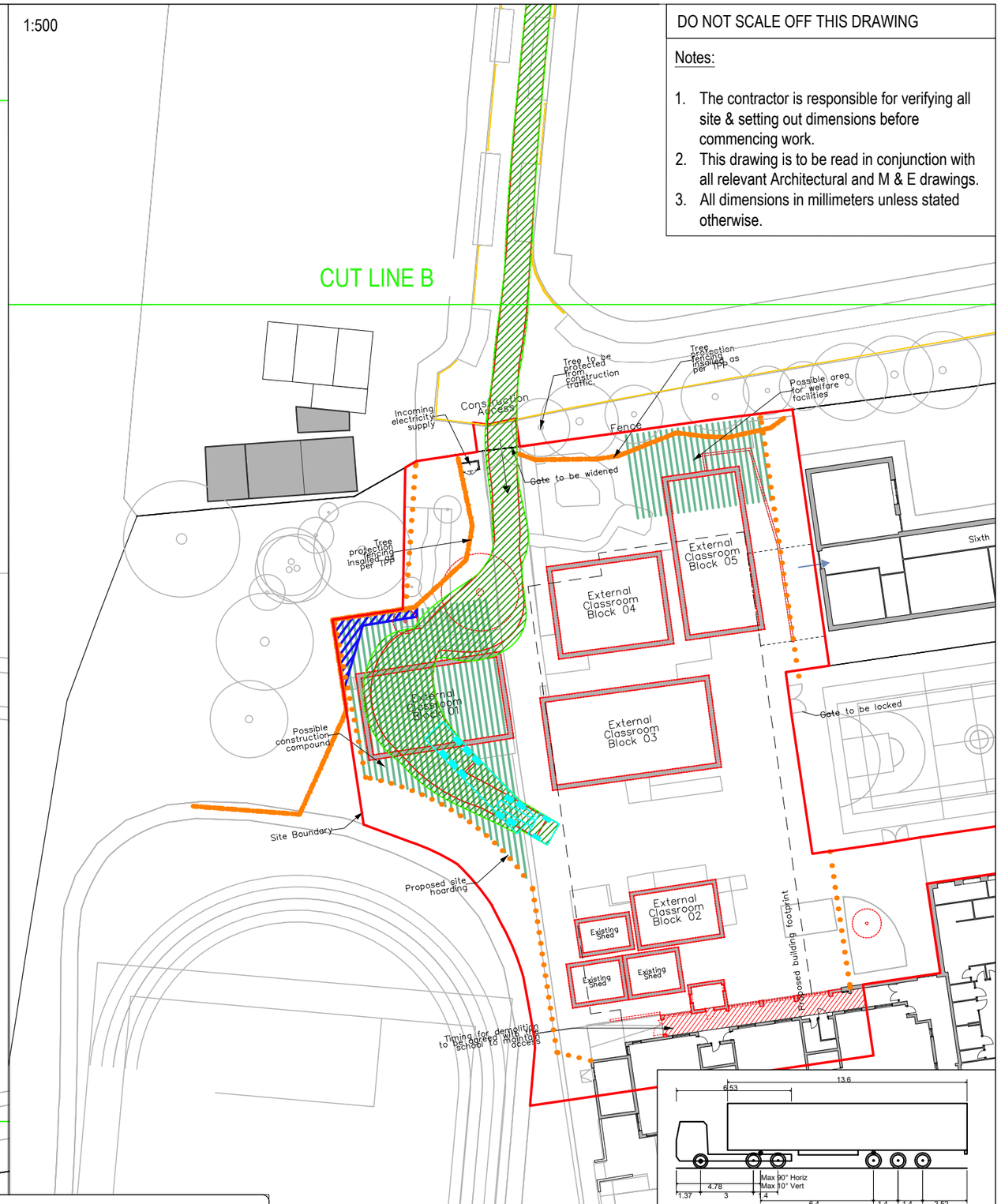
Appendix B – Swept path analysis



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

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

DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

Rev	Date	By	Comment	Chkd	Appr
P1	16/01/23	WH	Minor amendments	AMI	AMI

Client
LONDON BOROUGH OF HILLINGDON

Project
MEADOW HIGH SCHOOL

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	AMI	By	AMI	AS SHOWN @ A3
Date	06/01/23	Date	06/01/23	Date	06/01/23	

Drawing Title
CONSTRUCTION PHASE - ACCESS
16.5M ARTICULATED VEHICLE
SWEPT PATH ANALYSIS

Client No.	Project No.	Discipline	Drawing No.	Rev
3249	007	T	031A	P1

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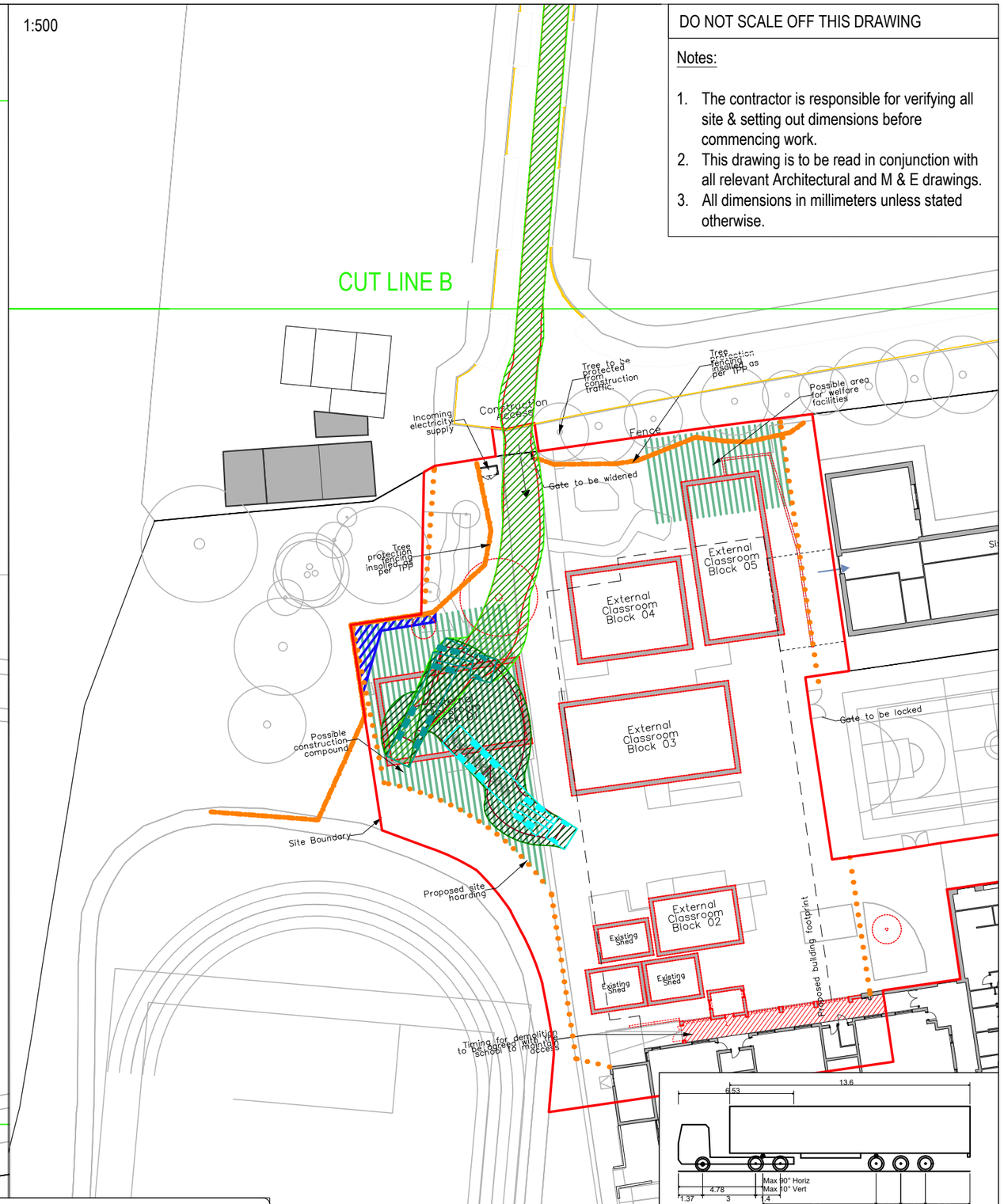
1:750

1:750

1:500



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Client
LONDON BOROUGH OF HILLINGDON

Project
MEADOW HIGH SCHOOL

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By AMI	By AMI	AS SHOWN @ A3
Date 06/01/23	Date 06/01/23	Date 06/01/23	

Client No.	Project No.	Discipline	Drawing No.	Rev
3249	007	T	031B	P1

Drawing Title
CONSTRUCTION PHASE - EGRESS
16.5M ARTICULATED VEHICLE
SWEPT PATH ANALYSIS

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Appendix C – Parking suspension plan

ACCESS

CUT LINE A

CUT LINE B

10 METRES SUSPENSION
2 PARKING SPACES

9 METRES SUSPENSION
1 PARKING SPACE

9 METRES SUSPENSION
1 PARKING SPACE

11 METRES SUSPENSION
2 PARKING SPACES

10 METRES SUSPENSION
2 PARKING SPACES

9.5 METRES SUSPENSION
1 PARKING SPACE

9.5 METRES SUSPENSION
1 PARKING SPACE

6 METRES SUSPENSION
1 PARKING SPACE

10 METRES SUSPENSION
2 PARKING SPACES

7.5 METRES SUSPENSION
1 PARKING SPACE

9 METRES SUSPENSION
1 PARKING SPACE

8.5 METRES SUSPENSION
1 PARKING SPACE

8 METRES SUSPENSION
1 PARKING SPACE

DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.
4. Road marking measurements taken from Google Maps.

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
LONDON BOROUGH OF HILLINGDON

Project
MEADOW HIGH SCHOOL

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	AMI	By	AMI	1:500 @ A3
Date	06/01/23	Date	06/01/23	Date	06/01/23	

Drawing Title
CONSTRUCTION PHASE
PARKING SUSPENSIONS

Client No.	Project No.	Discipline	Drawing No.	Rev
3249	007	T	030	-

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