



Client:

Swakeleys Ltd

Project:

**11 Swakeleys Road
Ickenham**

**Draft Demolition & Construction
Management Statement**

September 2026

www.pulsartransport.co.uk

REGISTERED OFFICE: Pulsar Transport Limited, Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.

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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 Swakeleys Ltd has commissioned Pulsar to prepare a Draft Demolition and Construction Management Statement (DCMS) in support of a planning application for a residential development extension consisting of two additional dwellings.
- 1.2 The site is located at 11 Swakeleys Road, Ickenham, and currently consists of a public house on the ground floor (with washroom facilities on the first floor) and a single residential unit on the first floor, with separate access points.
- 1.3 The Local Planning Authority and Local Highway Authority are the London Borough of Hillingdon (LBH).
- 1.4 A planning application was submitted in November 2024 for the *change of use of rear first floor from Sui generis and construction of second floor extension to provide [five additional] residential dwellings*. The application was supported by a Draft Demolition & Construction Management Statement prepared by Pulsar. It was subsequently refused in January 2025, and an Appeal dismissed in September 2025. Whilst this application was refused, it is noted that there were no objections raised in relation to the submitted Draft DCMS. Therefore, this report takes the form of a minor update of the Draft DCMS submitted for the previous application, with a similar demolition and construction logistics strategy proposed.
- 1.5 The applicant seeks to submit a planning application for the partial demolition of the first floor of the existing building and the reconstruction of the first floor, to provide an additional two residential units above the existing public house (taking the total number of residential units at the site to three). The kitchen area at the rear of the ground floor will be reconfigured to reprovide the lost washroom areas on the first floor. The proposed layout and areas of demolition are shown in the Architect's Plans in **Appendix A**.

Objectives

- 1.6 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.
- 1.7 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).
- 1.8 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

- 1.9 The appointed contractor's details are 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
CLP 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 CLP and an overview of how the CLP will be co-ordinated and communicated to the authorities, staff and sub-contractors.

2 EXISTING CONTEXT

2.1 This section of the CLP 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 11 Swakeleys Road, Ickenham, UB10 8DF, within the London Borough of Hillingdon. It is situated approximately 400m to the west of Ickenham Station, immediately to the west of the slip road parallel to the Swakeleys Road / Long Lane junction. The site currently houses The Tichenham Inn public house, with one residential unit on the first floor.

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

Accessibility

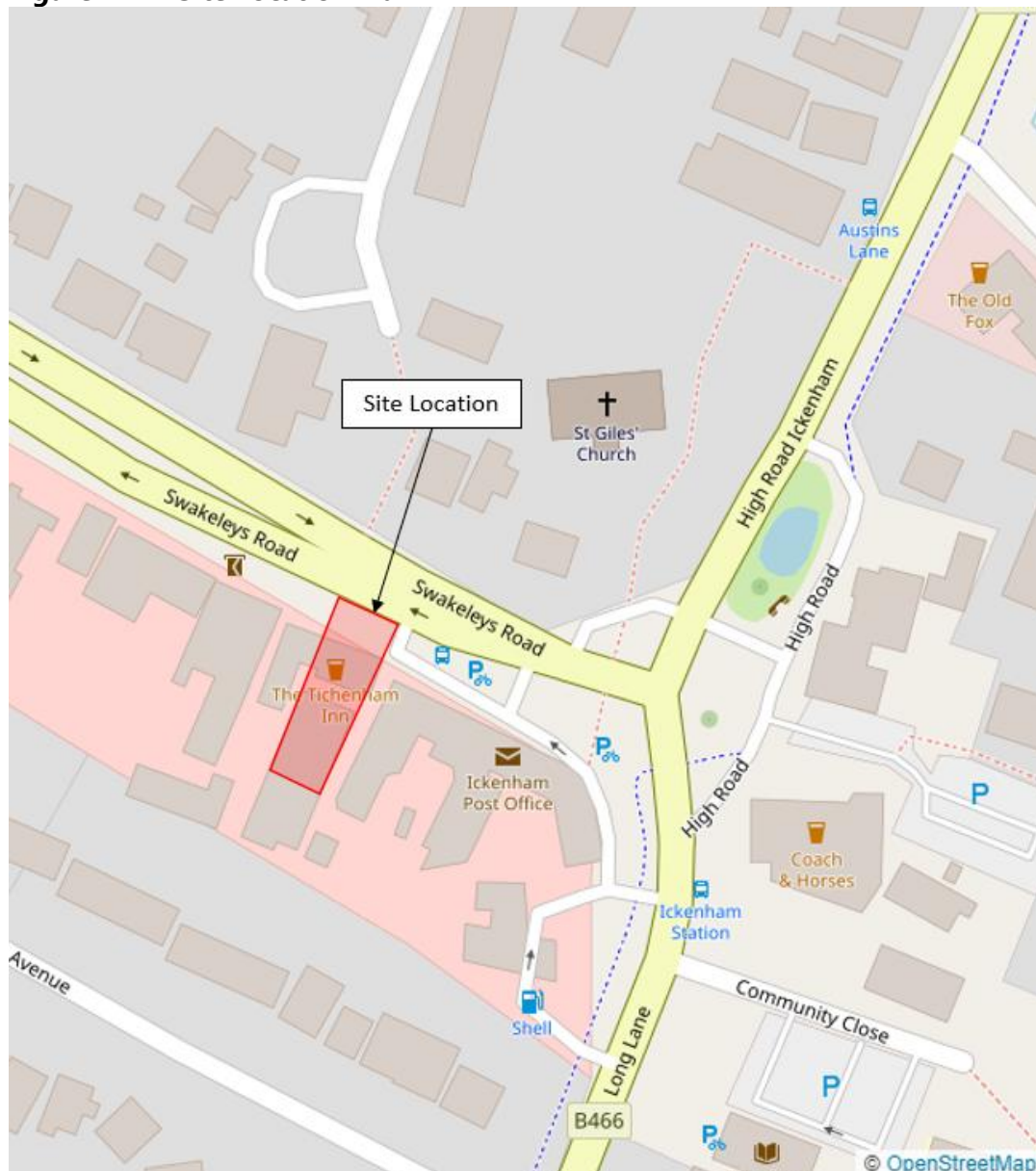
2.10 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.11 In the National Travel Survey (NTS) 2024 (the latest available set of data) 81% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.

- 2.12 'Planning for Walking' (2015) suggests that the main reason for the decline in walking journeys is the fall in the total number of journeys shorter than 1 mile because fewer journeys that people make are able to be accomplished on foot. For walking trips between 1 and 5 miles the proportion of walking trips drops to 19% in the 2024 NTS.
- 2.13 It is therefore likely that the majority of trips within one mile of the site are likely to be made on foot. The site is considered to be well located in terms of its proximity to a number of facilities and amenities, as well as within a good catchment to other residential areas within one mile, such as the wider Ickenham area, Hillingdon and south and west Ruislip.
- 2.14 The topography in the area is generally flat which is good for walking and cycling activity.

Figure 1 Site Location Plan



2.15 Swakeleys Road, as well as the parallel slip road, has footways on both sides of the carriageway and is subject to a 30mph speed limit, which aids the movement of pedestrians and cyclists. A zebra crossing is provided across Swakeleys Road, adjacent to its junction with Long Lane, approximately 45m to the east of the site. A signalised pedestrian crossing is provided across Long Lane approximately 60m east of the site. The local vicinity includes a number of amenities and facilities, including shops, cafes and restaurants.

2.16 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 the site is accessible by bike from areas including Hayes, Pinner, Ruislip and Uxbridge.

Public Transport

2.17 The closes bus stop to the site is located approximately 20m to the east of the site, on Swakeleys Road. This provides access to the westbound U1 bus service. Additional stops are available on Long Lane / High Road, approximately 100m to the east of the site (southbound) and 160m north of the site (northbound). In addition to the U1, the U10 and 278 bus routes are also accessible. 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
U1	West Drayton Station – Hillingdon Hospital – Uxbridge Station – Ickenham – Ruislip Station	15	15
U10	Ruislip – West Ruislip – Ickenham Station – Uxbridge	90	90
278	Ruislip – West Ruislip – Hillingdon Station – Hayes End – Hayes & Harlington Station – Heathrow Central Bus Station	15	15

2.18 Ickenham Station is located approximately 400m to the east of the site, which provides access to the Metropolitan and Piccadilly Lines. Metropolitan Line services from Ickenham provide connections to destinations including Harrow-on-the-Hill, Baker Street, Kings Cross St Pancras and Uxbridge, whilst Piccadilly Line services provide 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.

2.19 In addition to Ickenham, West Ruislip Station is located approximately 800m to the north 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 services to direct 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

- 2.20 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.
- 2.21 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.
- 2.22 According to TfL, the site has a public transport accessibility level (PTAL) rating of 3 (moderate) on a scale of 1a (very poor) to 6b (excellent).
- 2.23 PTAL is only one measure of accessibility, and given that three bus routes are accessible within 160m and the site is only 400m and 800m, respectively, from two stations serving different lines, the overall accessibility of the site is considered to be good.

Local Highway Network

- 2.24 Swakeleys Road is a single carriageway road outside the site operating traffic in both directions, subject to a 30mph speed limit. To the west of the site, Swakeleys Road becomes a dual carriageway road, providing pay and display parking bays on both carriageways.
- 2.25 As noted above, a slip road is provided parallel to the Swakeleys Road / Long Lane junction, which provides access to the commercial units fronting it. Three access points are provided to the slip road: one from Long Lane at the eastern extent of the slip road, and two either side of the bus stop on Swakeleys Road.
- 2.26 To the west, Swakeleys Road connects to the A40 from the Swakeleys Roundabout, however a weight limit is in place in the vicinity of Swakeleys Park. To the east, Swakeleys Road connects to Long Lane and High Road and a priority T-junction, approximately 55m to the east of the site. High Road leads north, providing access towards Ruislip, whilst Long Lane leads south, linking to Hillingdon and the A40.

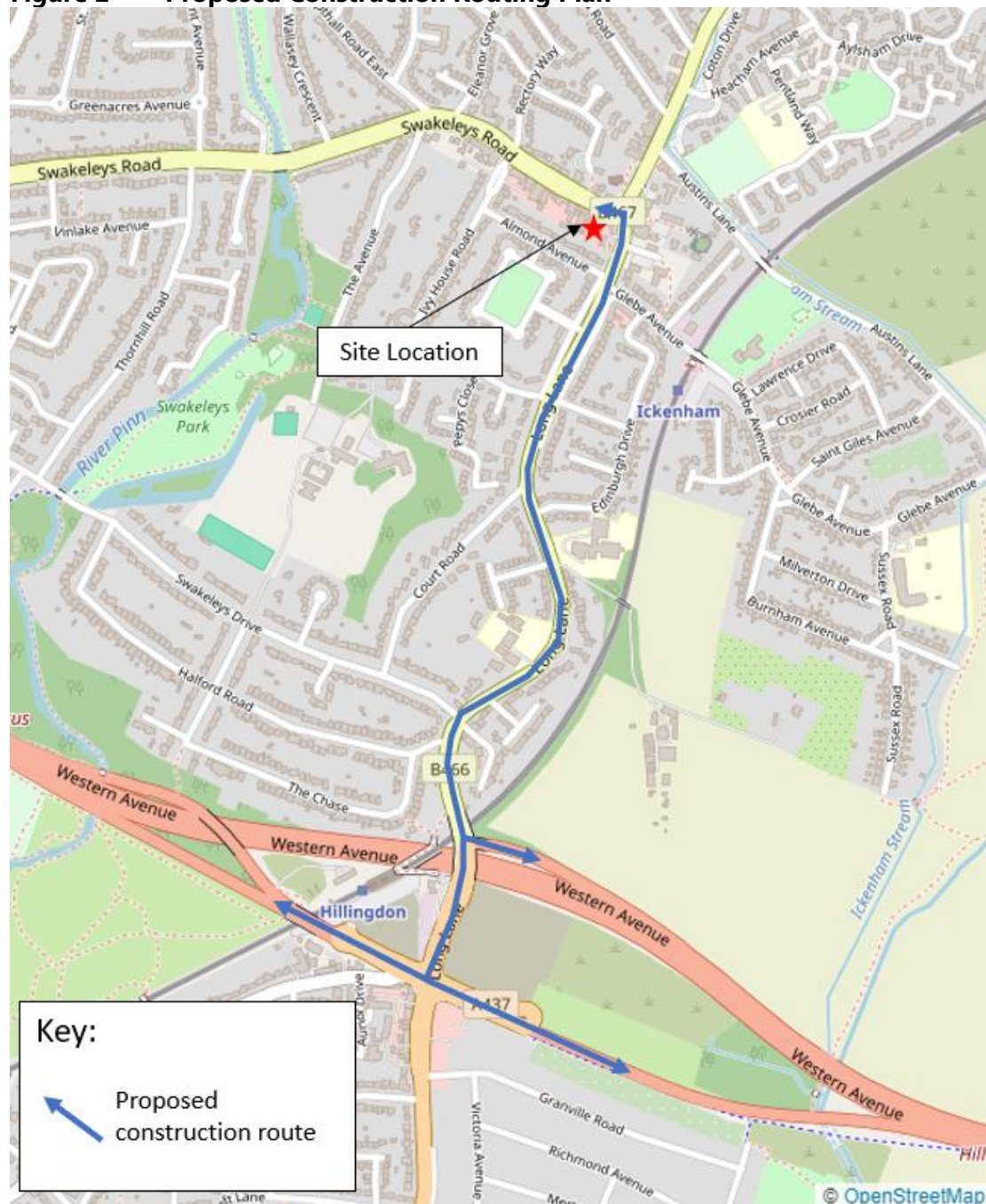
3 VEHICLE ROUTING AND SITE ACCESS

- 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 Construction vehicles will arrive at the site from the A40, leaving the dual carriageway at the Long Lane exit. They will then travel northbound on Long Lane, before turning left onto Swakeleys Road, travelling westbound. The site will then be located approximately 200m on the left. As outlined below, vehicles will pull into the site hoarding in front of the site, an area currently occupied by footway, via the western access to the slip road parallel to Swakeleys Road.
- 3.4 On departing the site, construction vehicles will reverse out of the site hoarding (managed by traffic marshals) onto the slip road parallel to Swakeleys Road and turn right from the access on the right hand side, to travel eastbound on Swakeleys Road. After turning right back onto Long Lane, construction vehicles will route back to the A40 to the south.
- 3.5 The routing will not change throughout the four phases identified.
- 3.6 It is proposed that a temporary loading bay will be provided in front of the existing building, on the wide footway on the southern side of the Swakeleys Road carriageway. This loading bay would be provided within the site hoarding to accommodate construction vehicles when undertaking loading and unloading activities. Given this document has been prepared in outline and there is not currently an appointed contractor, it has been assumed that a 7.5t panel van, a medium flatbed and a medium tipper will be required.
- 3.7 As noted above, construction vehicles will arrive at the site from the east, pulling into the parallel slip road at its western access. Vehicles will then be able to turn into the construction site in a forward gear. On departing the site, vehicles will reverse out of the site onto the parallel slip road to turn right out of the parallel slip road access in a forward gear onto Swakeleys Road. 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.
- 3.8 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.
- 3.9 The suggested access and egress arrangements for construction vehicles have been proposed to eliminate the need for parking suspensions on the parallel slip road, whilst also ensuring that all manoeuvres into and out of the slip road access are undertaken in a forward gear.
- 3.10 Swept path analysis has been undertaken to show the manoeuvres of the construction vehicles (noted above) arriving at and departing from the proposed loading bay. This is attached to this report within **Appendix C**.

- 3.11 As noted above, the loading bay will be located within the site hoarding, which is proposed to be located on the existing footway. The scale of the site hoarding on the footway will, however, maintain a 2m wide footway adjacent to the Swakeleys Road carriageway. Therefore, there will be limited impact on pedestrians throughout the demolition and construction period. Any movements of pedestrians during construction vehicle manoeuvres will be managed by a trained traffic marshal.
- 3.12 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 within the site.
- 3.13 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. The sign will be double-sided, reflective to the standards and to the size stated within the TSRGD. This is unlikely to be necessary on the main Swakeleys Road carriageway, however it will be required on the parallel slip road.
- 3.14 Banksmen will be responsible for the safe movement of construction vehicles as they enter and depart the loading area.

Construction Vehicle Trip Generation

- 3.15 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:** 16 tipper lorries over 8-week period;
 - **Superstructure:** 32 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).
- 3.16 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.
- 3.17 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.

- 3.18 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

- 3.19 Operations which are adjacent to areas such as footways, vehicular routes, etc, will always be managed by designated traffic marshals.
- 3.20 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 Swakeleys Road footway adjacent to the site, as well as any other pedestrian areas in the vicinity of the site if required.
- 3.21 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.
- 3.22 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.
- 3.23 **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 public house building and the construction of a three-storey building containing six flats, with associated cycle parking, landscaping, plant and associated works.
- 4.2 The overall construction programme 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-2026	Dec-2026
Excavations – Foundations and Drainage	N/A	N/A
Sub-structure	N/A	N/A
Super-structure	Dec-2026	Apr-2027
Cladding	Apr-2027	Aug-2027
Fit-out, testing and commissioning	Jun-2027	Oct-2027

- 4.4 The construction works are anticipated to take approximately 12 months in total, with a planned start date in October 2026 and a completion date in October 2027. 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. 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.

- 4.8 Site welfare will be set up within the ground floor of the existing building. This will be located with the area to the front (north) of the existing building (see the Construction Site Plan attached within **Appendix B**).
- 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

- 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

- 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. In addition, the Contractor will ensure that deliveries will only take place between 9:30am – 3:00pm, to minimise conflict, including with the local Douay Martyrs Catholic School.
- 4.21 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

- 4.22 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.
- 4.23 The Contractor will employ a strict regime for boundary management and daily inspection.
- 4.24 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

- 4.25 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.
- 4.26 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 will be provided adjacent to the loading area, which will be regularly assessed. Road sweeping in the vicinity of the site access will be undertaken if required.
- 5.12 The Contractor will take reasonable steps to suppress 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 CLP 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 Wheel washing facilities will be provided adjacent to the loading area, which will be utilised before any construction vehicles depart the site.
- 5.25 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.
- 5.26 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.
- 5.27 The Contractor will take all necessary steps to minimise noise and suppress dust, dirt and debris generated by the construction works, working to relevant British Standards and best working practices.
- 5.28 In relation to dust, water spraying techniques and road sweeping will be utilised, when necessary, to suppress dust and dirt.
- 5.29 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.
- 5.30 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.
- 5.31 Furthermore, the Contractor will also apply the codes of the Considerate Constructors Scheme which will allow members of the public to register complaints.

- 5.32 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

- 5.33 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

- 5.34 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

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

Smart Procurement

- 5.36 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.
- 5.37 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.
- 5.38 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

- 5.39 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

- 5.40 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.

- 5.41 During construction, no parking will be provided on site for construction staff and on-street parking will be strongly discouraged.
- 5.42 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.
- 5.43 Where travel by sustainable modes is not available to staff, pay and display parking is available on Swakeleys Road, 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.

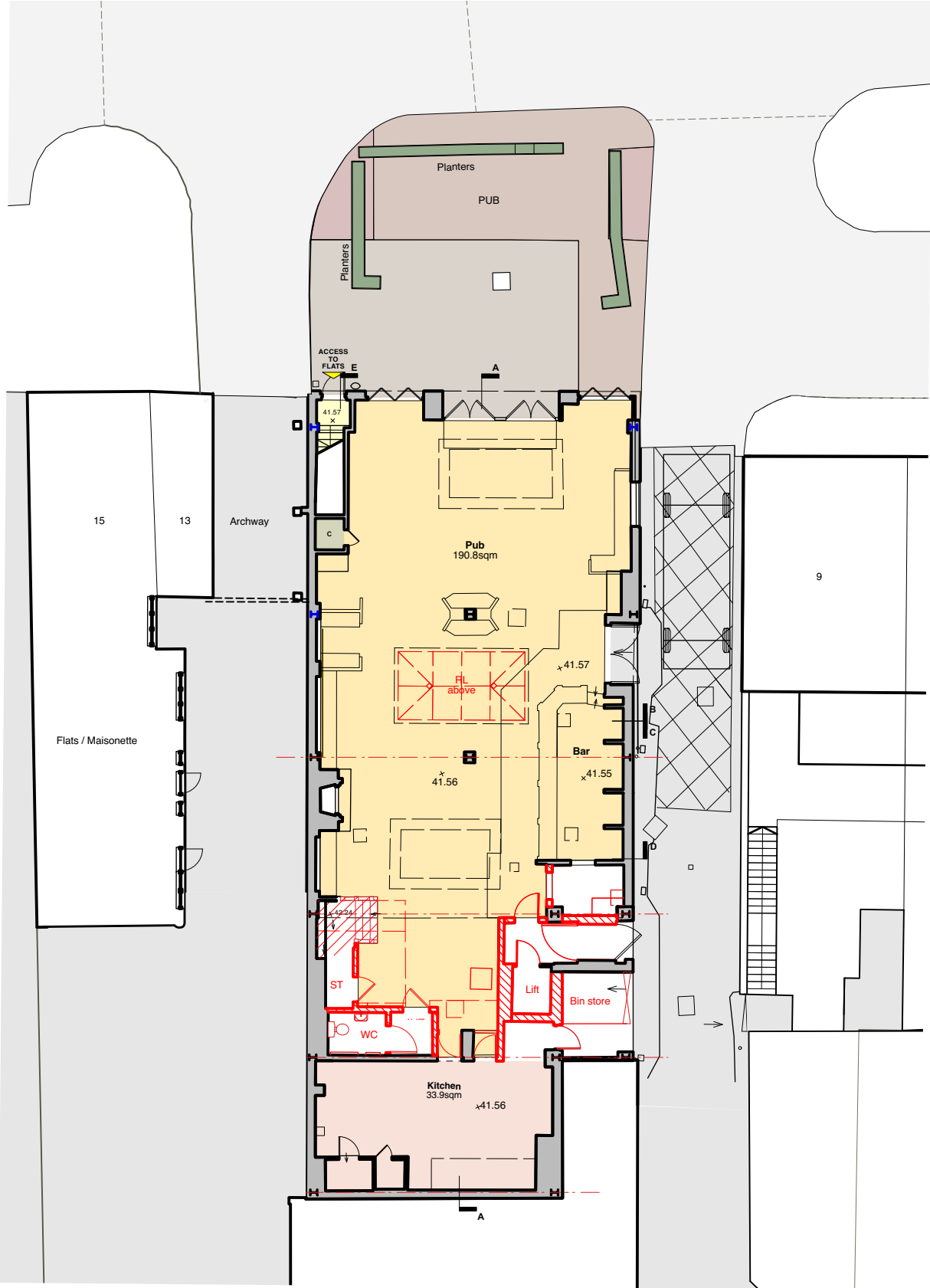
General Communication

- 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 DEMOLITION AND CONSTRUCTION LAYOUT



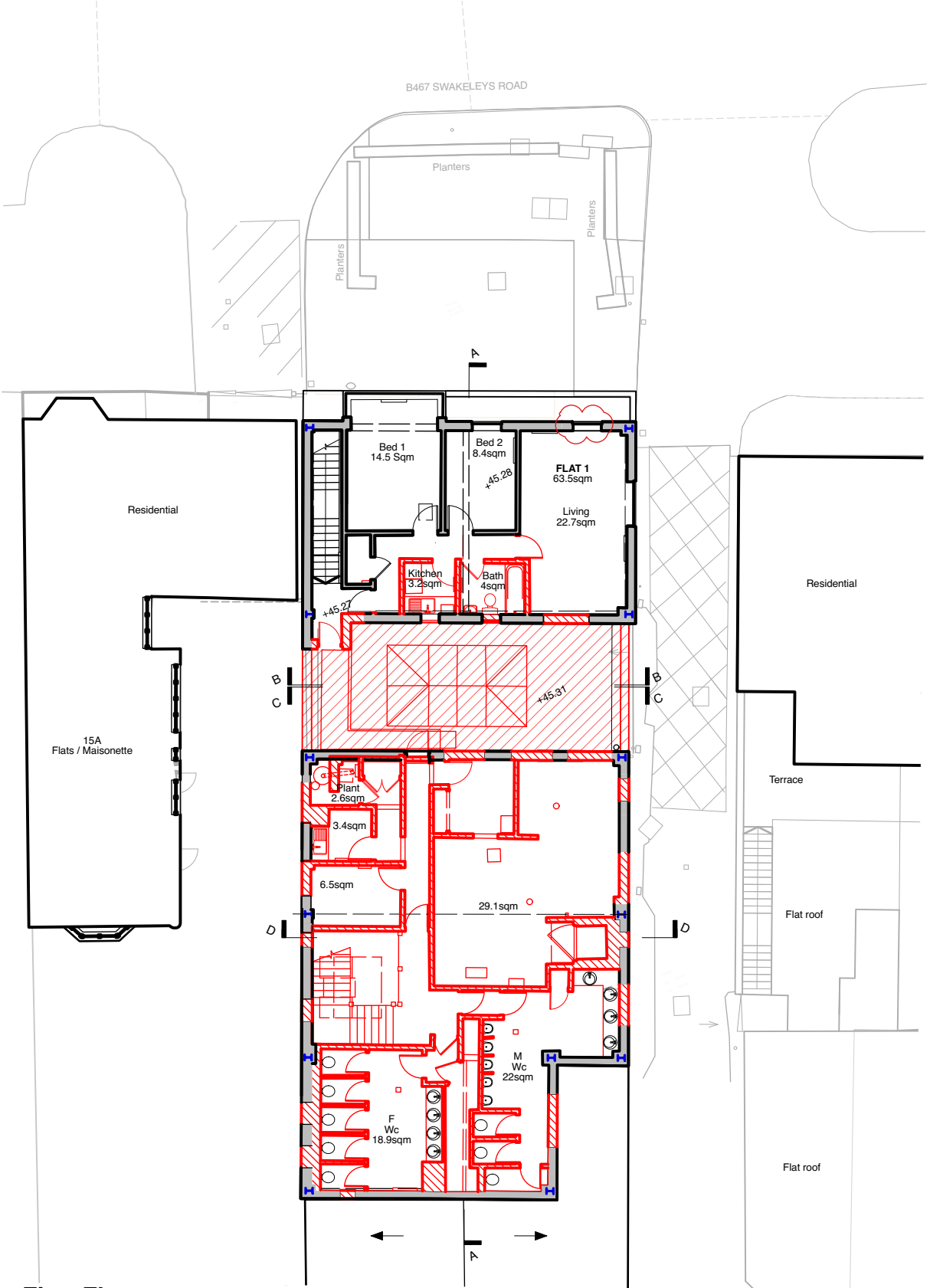
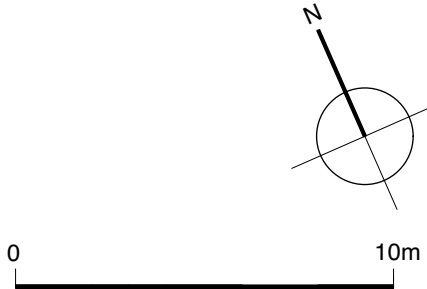
Ground Floor

KEY - Surfaces

- Concrete paving slabs
- Asphalt / Concrete
- Block paving
- Tactile paving slabs

KEY - Demolition

- Demolition in section
- Demolition in elevation
- Existing construction in section

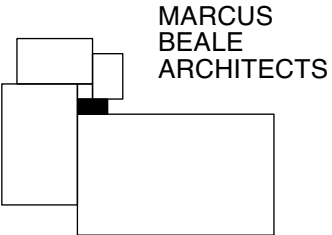


First Floor

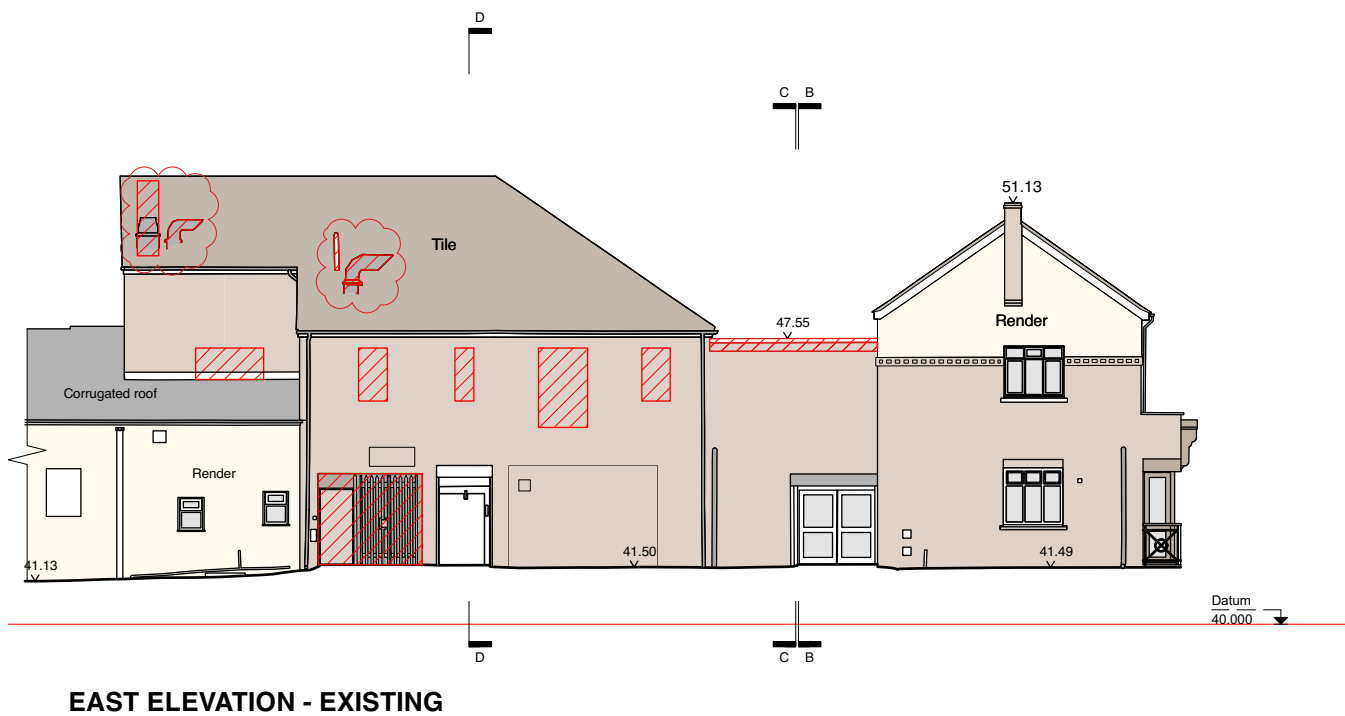
REV.K
1. Extent of demolition amended at First Floor

K 03/06/2026 Issued to Planning Consultant
Revisions

MBA, Tuition House
Wimbledon, London SW19 4EU
Phone +44 (0) 20 8946 4141
Email mba@marcus-beale.co.uk
www.marcus-beale.co.uk



11 SWAKELEYS ROAD, UB10 8DF		
Ground & First Floor Plan - Demolition		
EXISTING		
Scale 1:200@A3	Drawn TE	753 /010 K
Date March 2021	Check MB	



KEY - Materials

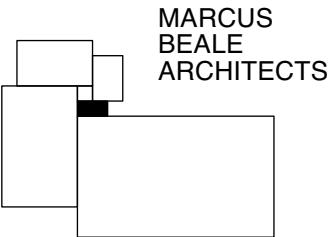
- Brick
- White render
- Roof tile

KEY - Demolition

- Demolition in section
- Demolition in elevation



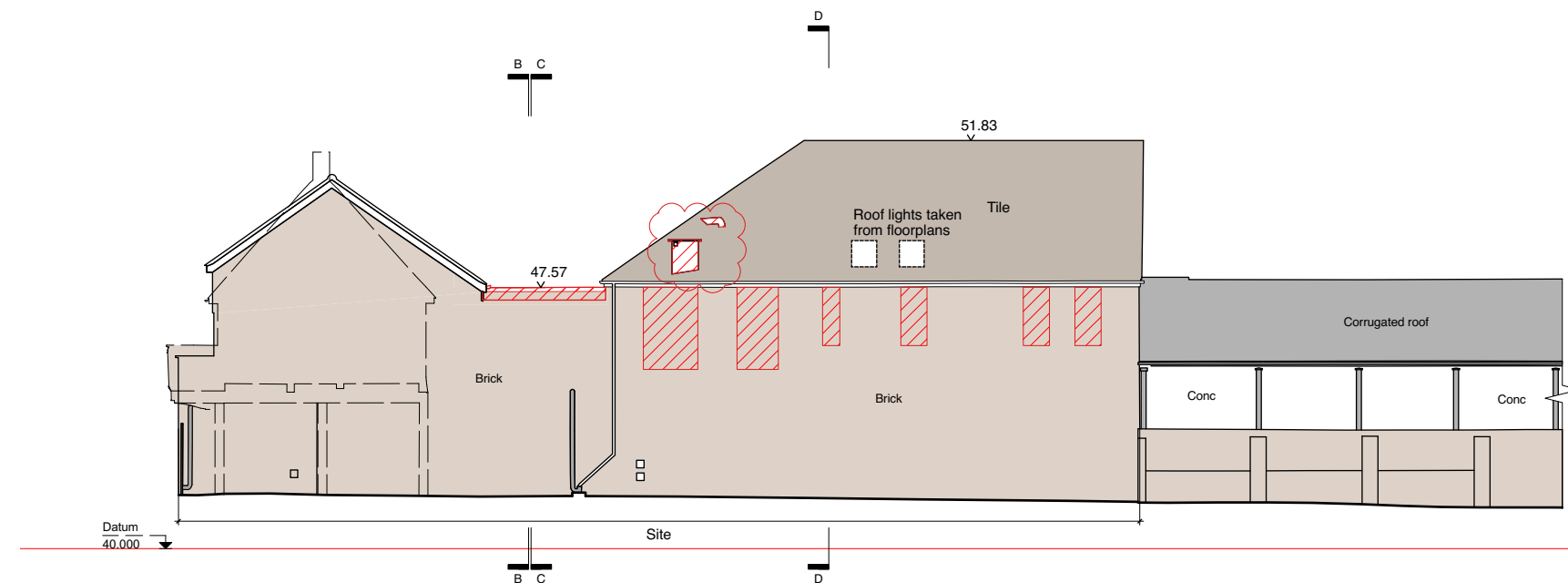
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Wimbledon, London SW19 4EU
Phone +44 (0) 20 8946 4141
Email mba@marcus-beale.co.uk
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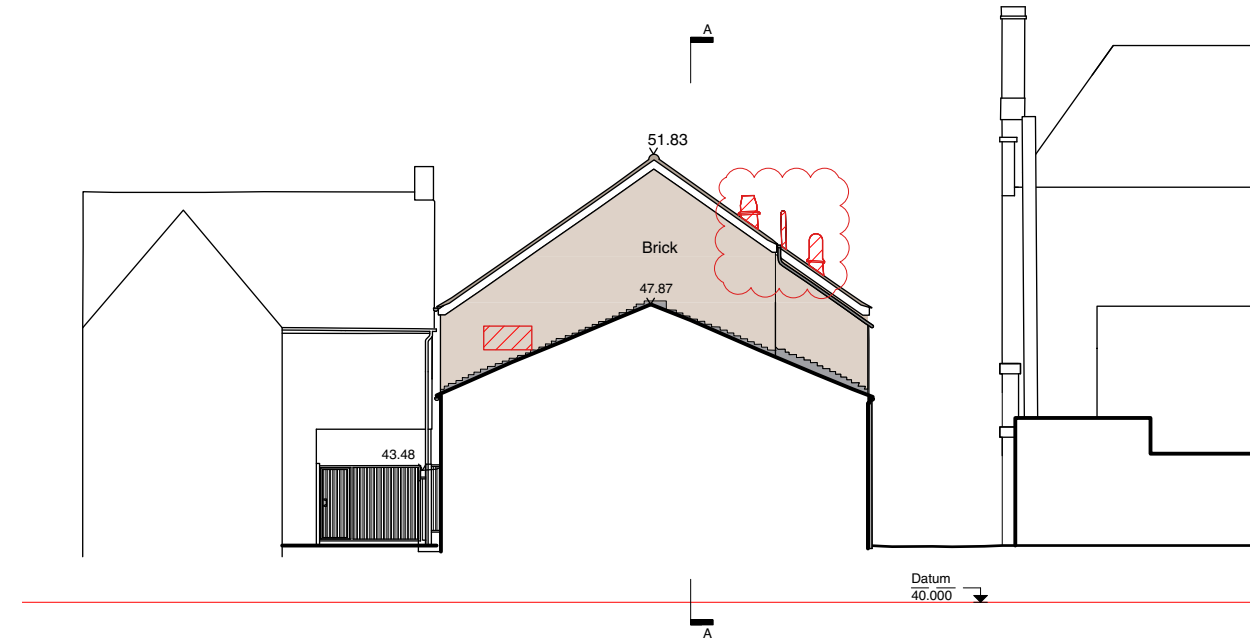
REV.I
1. East Elevation- Extent of demolition amended

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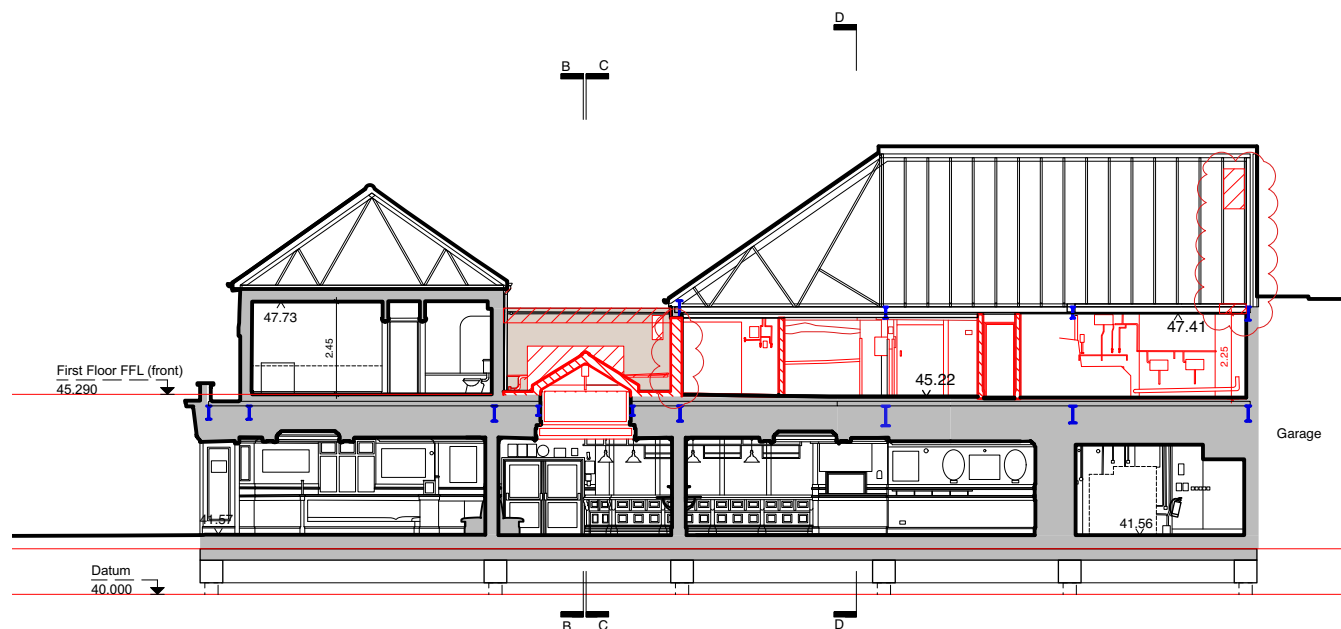
11 SWAKELEYS ROAD, UB10 8DF		
North & East Elevation - Demolition		
EXISTING		
Scale	Drawn	753 /015 I
1:200@A3	TE	
Date	Check	
March 2021	MB	



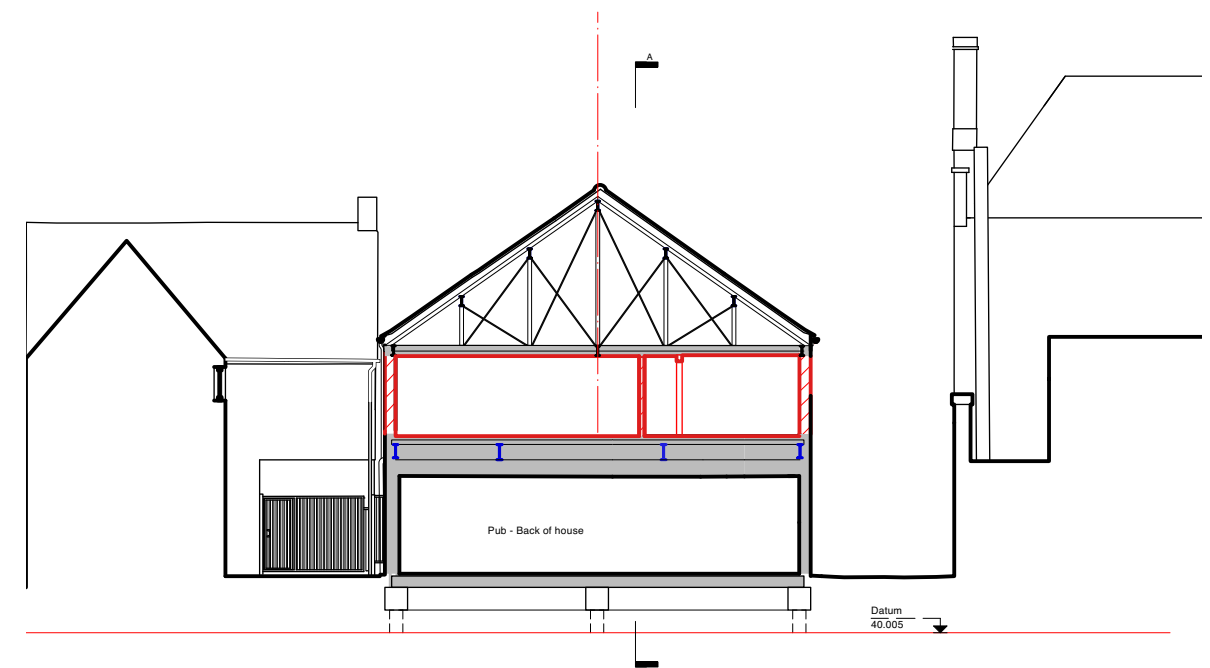
WEST ELEVATION - EXISTING



SOUTH ELEVATION - EXISTING



SECTION A - EXISTING



SECTION DD - EXISTING

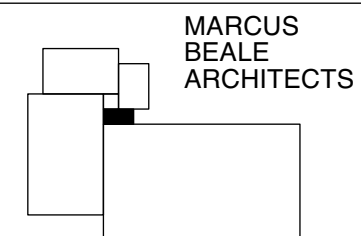
REV.L
1. Extent of demolition amended

KEY - Demolition

- Demolition in section
- Demolition in elevation
- Existing construction in section

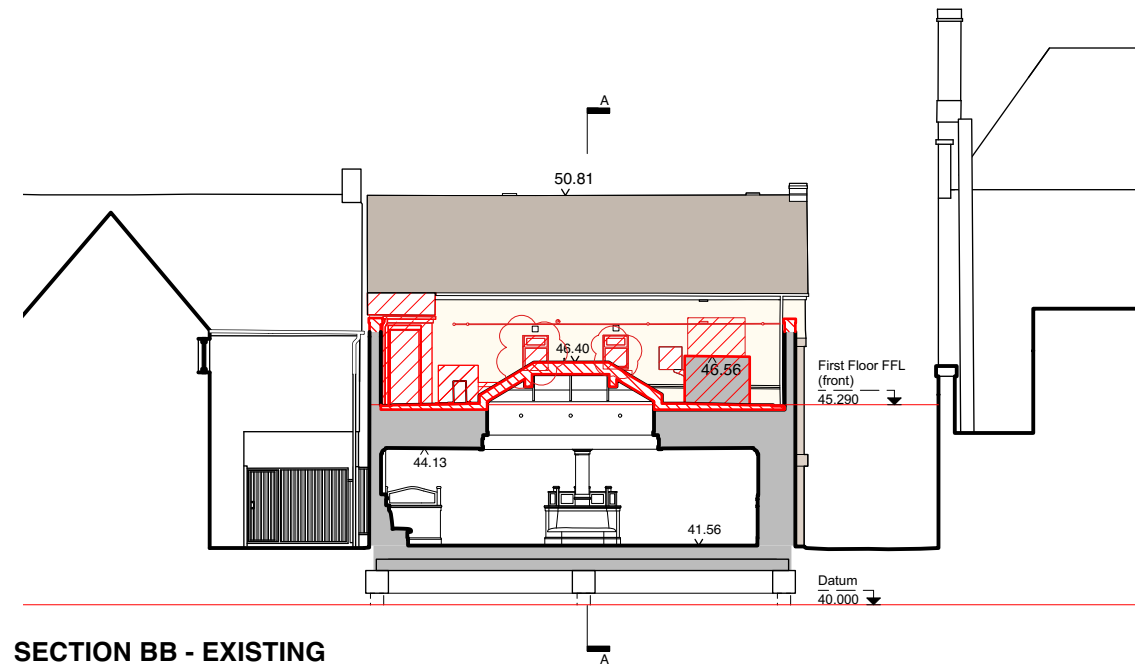
0 10m

MBA, Tuition House
Wimbledon, London SW19 4EU
Phone +44 (0) 20 8946 4141
Email mba@marcus-beale.co.uk
www.marcus-beale.co.uk

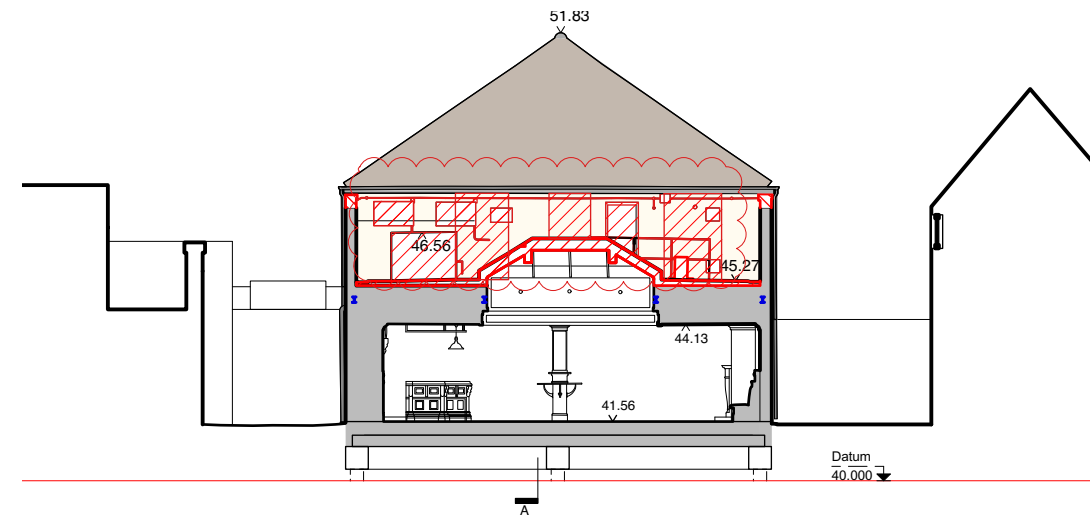


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11 SWAKELEYS ROAD, UB10 8DF		
West & South Elevations		
Sections AA & DD		
EXISTING		
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Date March 2021	Check MB	



SECTION BB - EXISTING



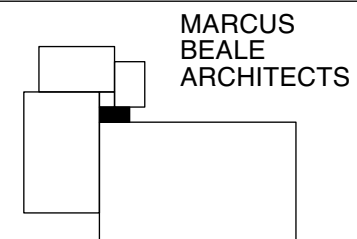
SECTION CC - EXISTING

KEY - Demolition

-  Demolition in section
-  Demolition in elevation
-  Existing construction in section

0 10m

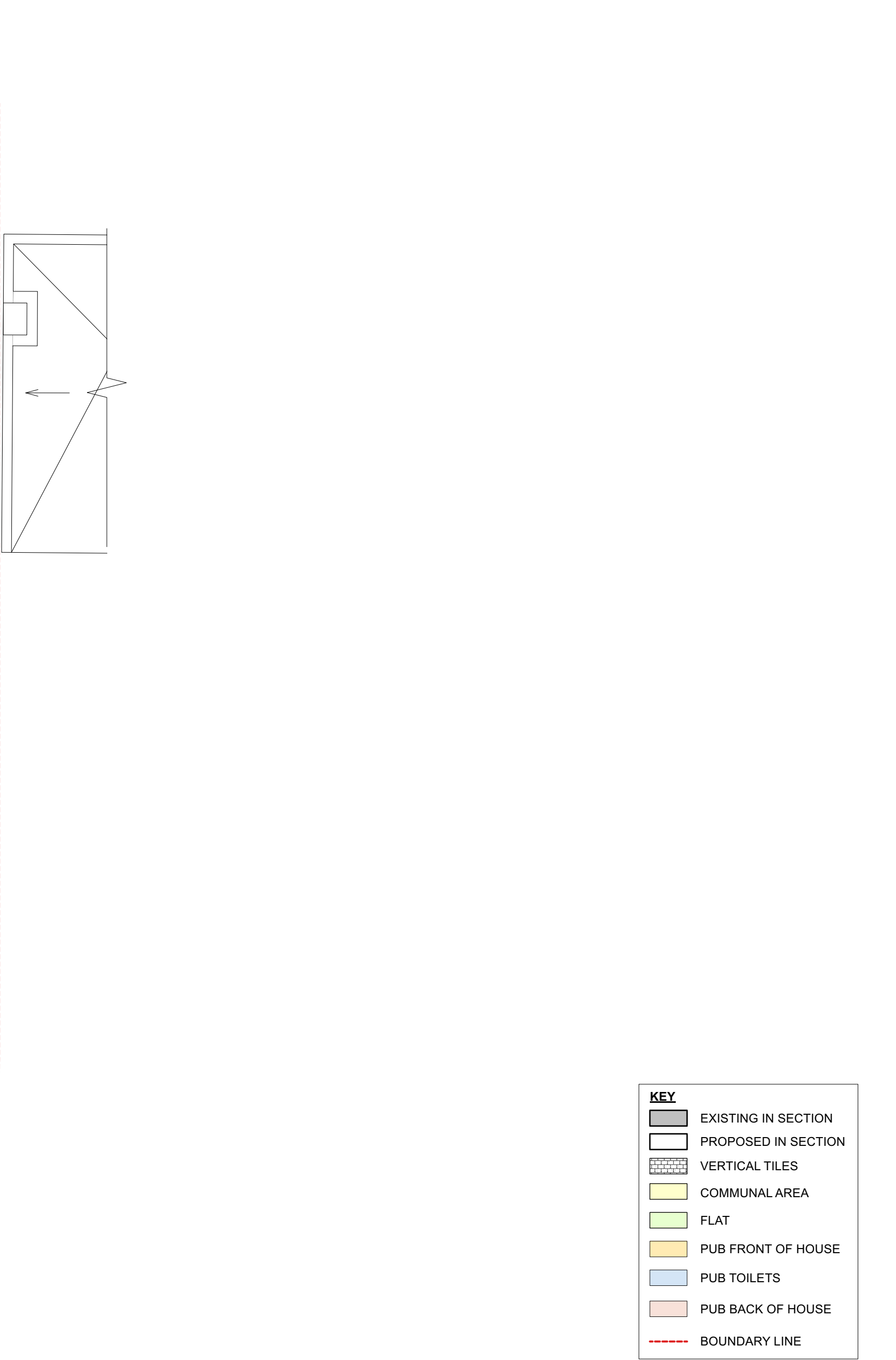
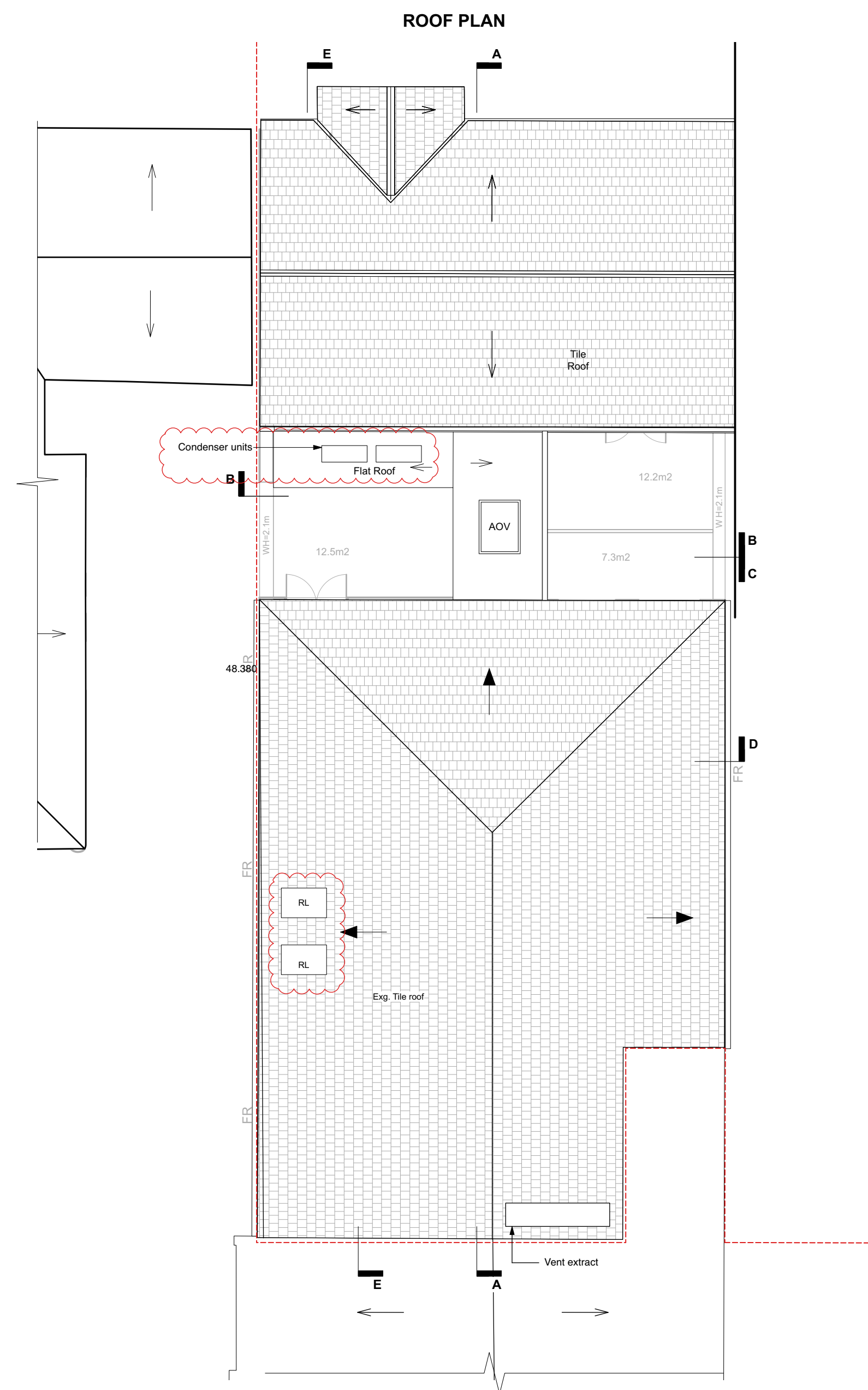
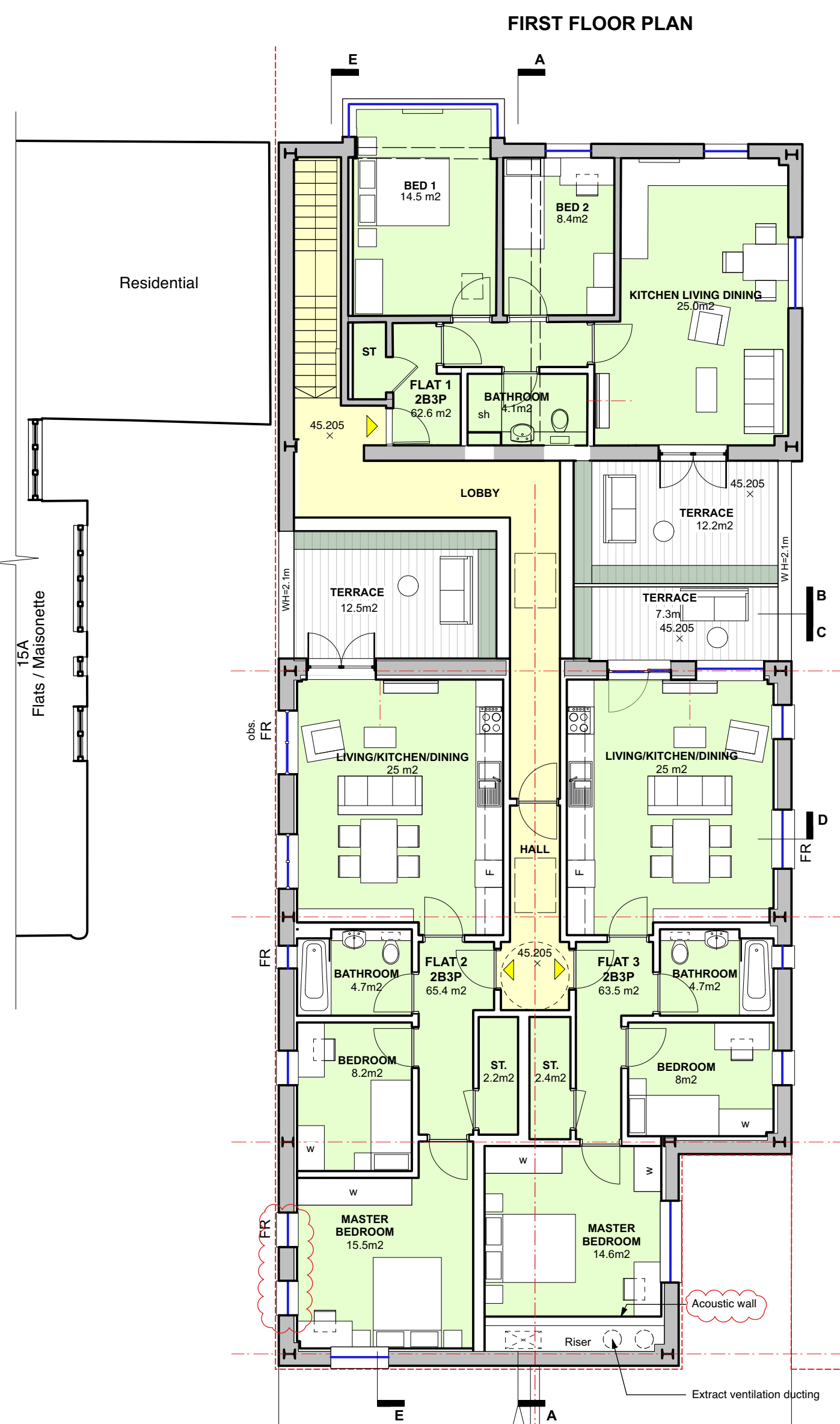
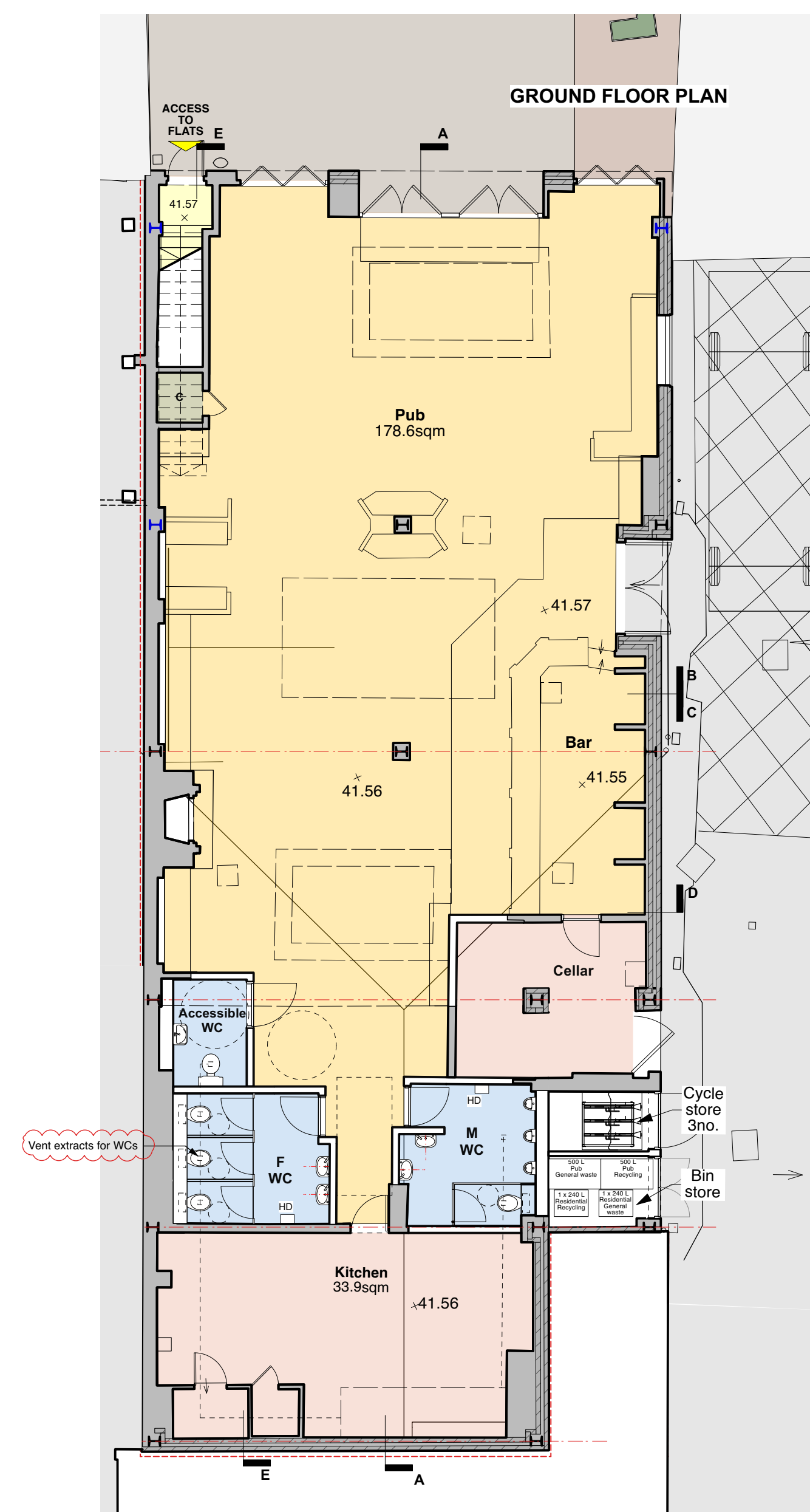
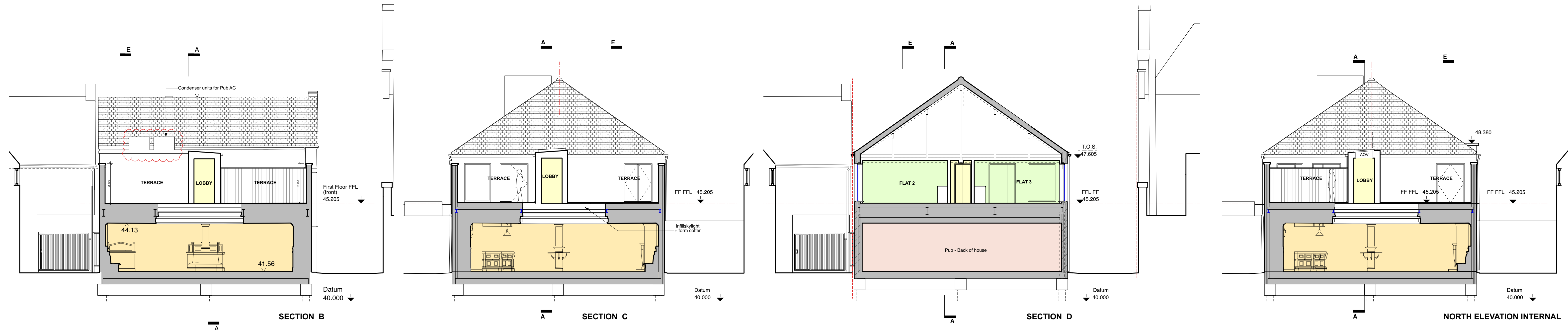
MBA, Tuition House
Wimbledon, London SW19 4EU
Phone +44 (0) 20 8946 4141
Email mba@marcus-beale.co.uk
www.marcus-beale.co.uk



REV.J
1.Extent of demolition amended

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11 SWAKELEYS ROAD, UB10 8DF		
Sections BB & CC		
EXISTING		
Scale 1:200@A3	Drawn TE	753 /019 J
Date March 2021	Check MB	



REV.H

1. Extract vents added
2. Pub AC condenser units added
3. Existing rooflights added
4. Notes added

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11 SWAKELEYS ROAD, UB10 8DF

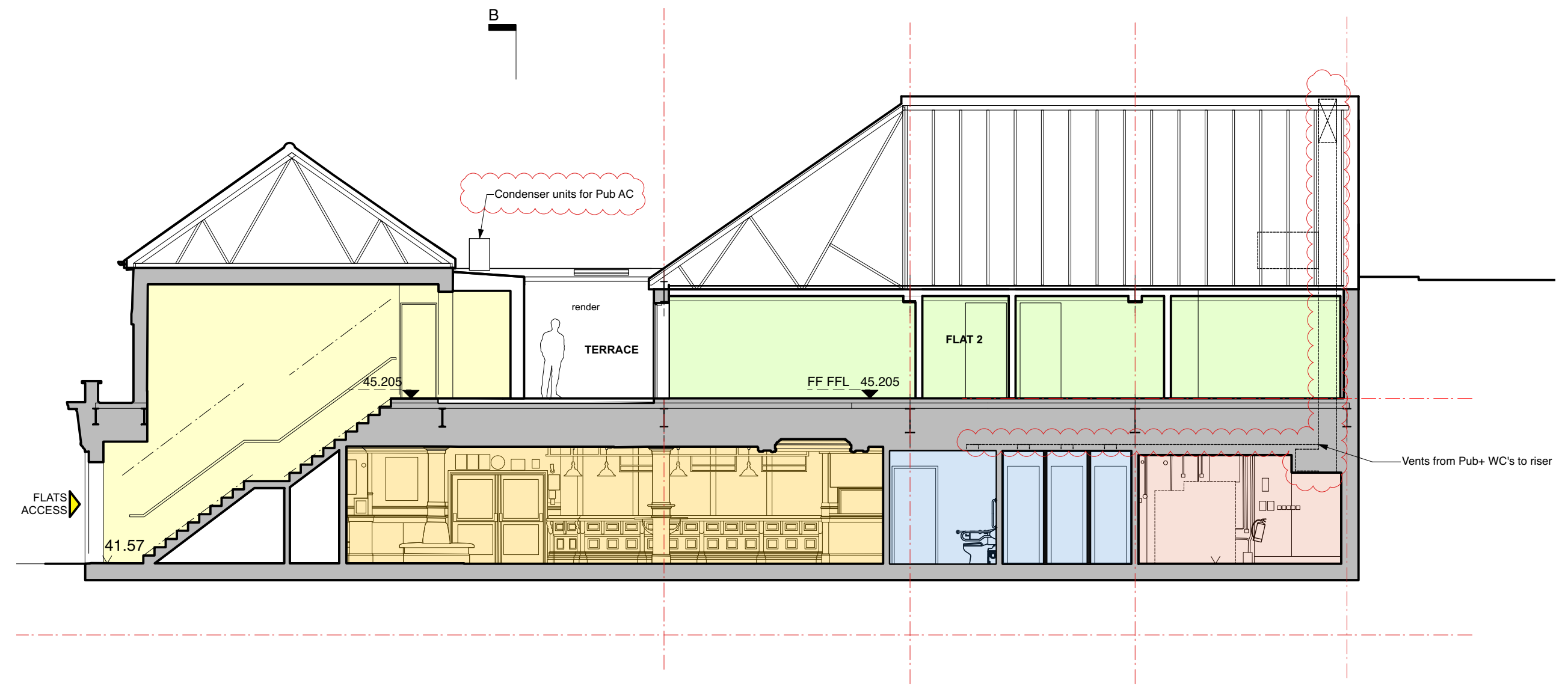
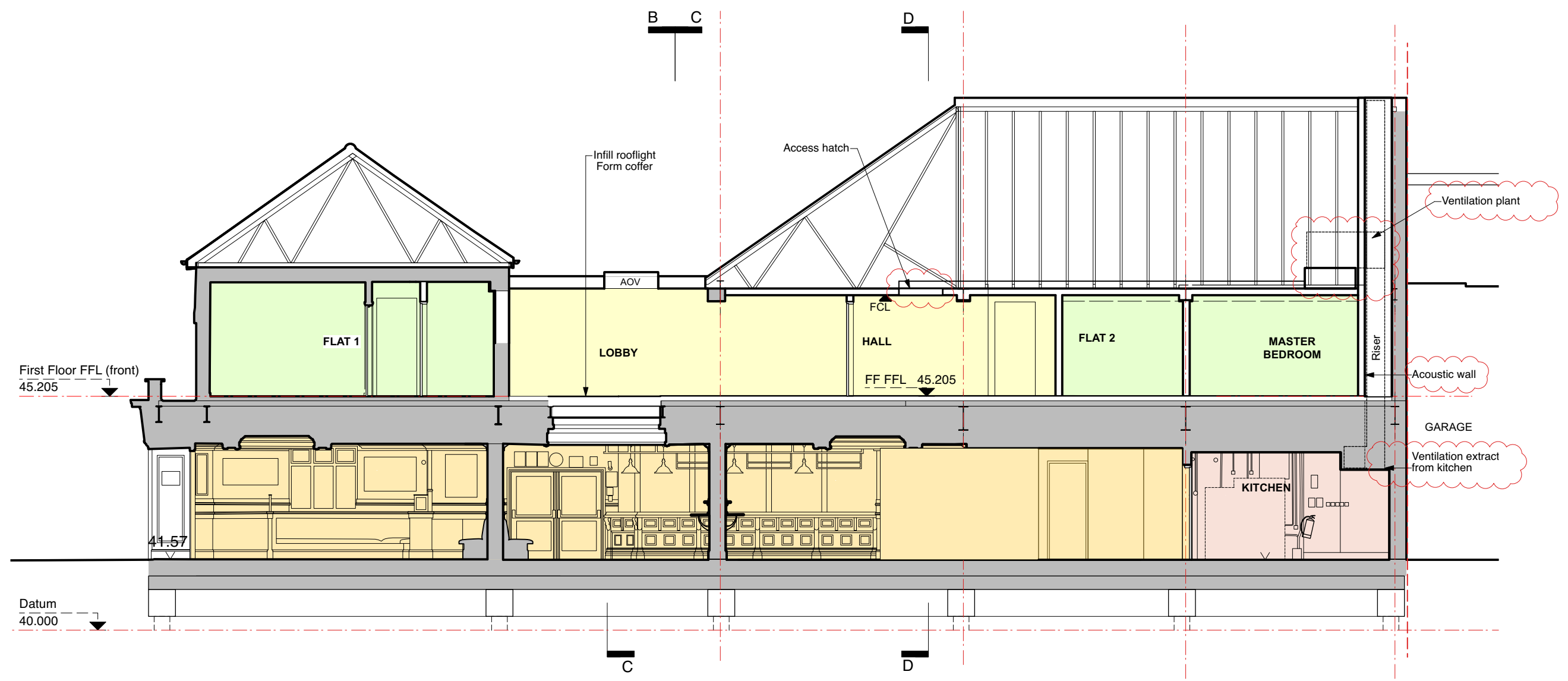
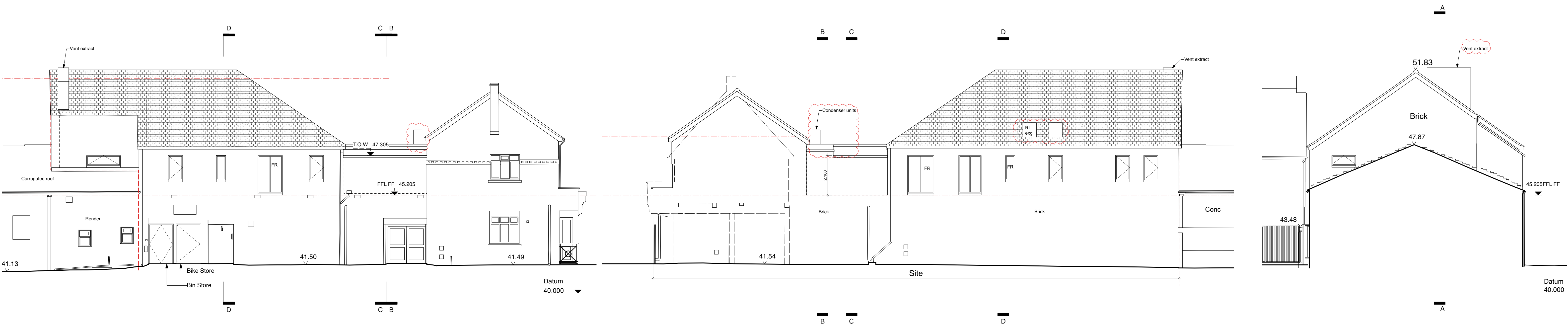
Plans & Sections - Proposed

753 /020 H

Date July 2024 Scale 1:100@A1 Drawn GF

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KEY	
	EXISTING IN SECTION
	PROPOSED IN SECTION
	VERTICAL TILES
	COMMUNAL AREA
	FLATS
	PUB FRONT OF HOUSE
	PUB TOILETS
	PUB BACK OF HOUSE
	BOUNDARY LINE

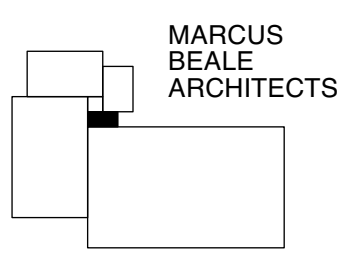
- REV. H
1. AC Condenser units added
 2. Ventilation extract ducts & plant added
 3. Exg. Rooflights added
 4. Notes added

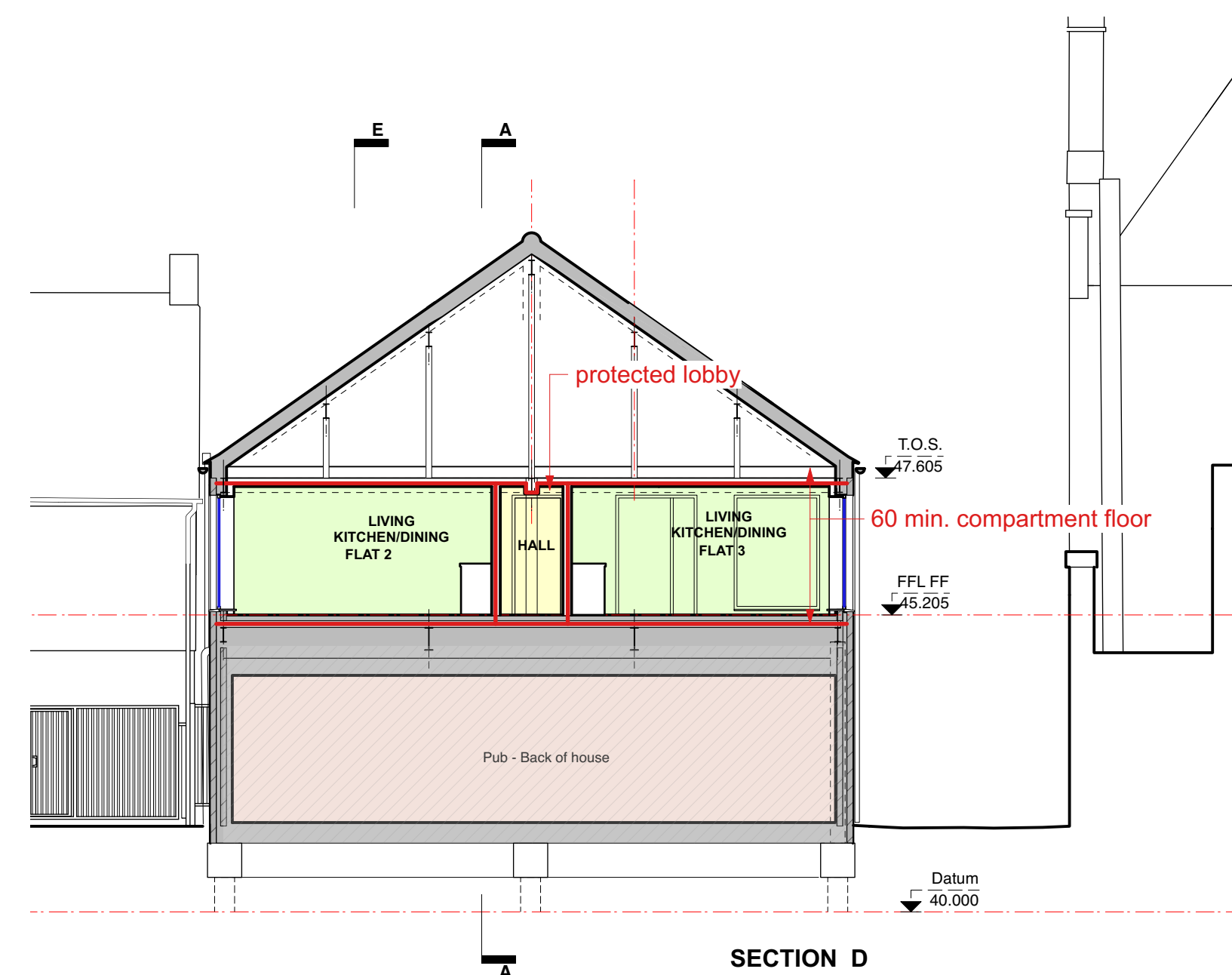
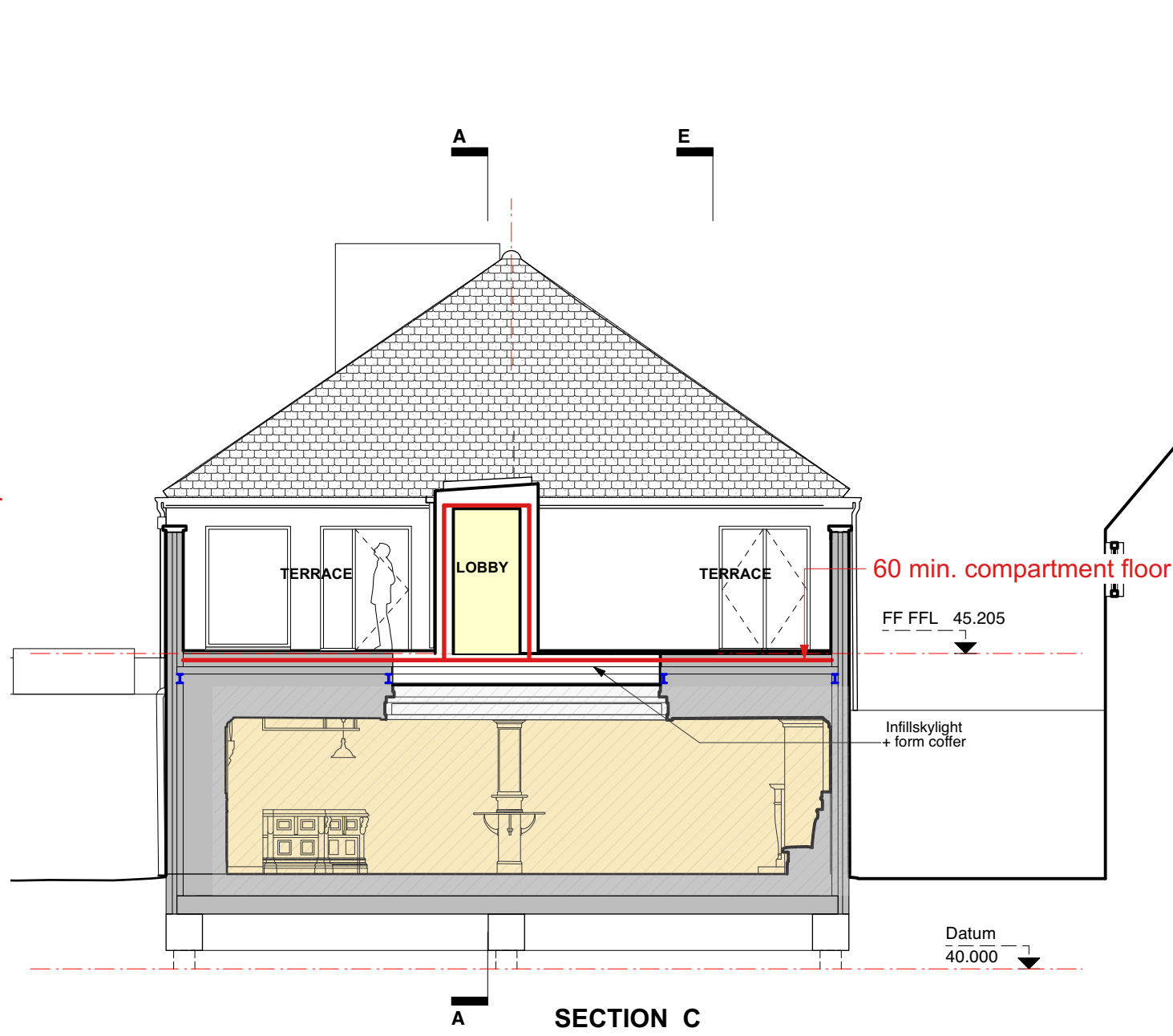
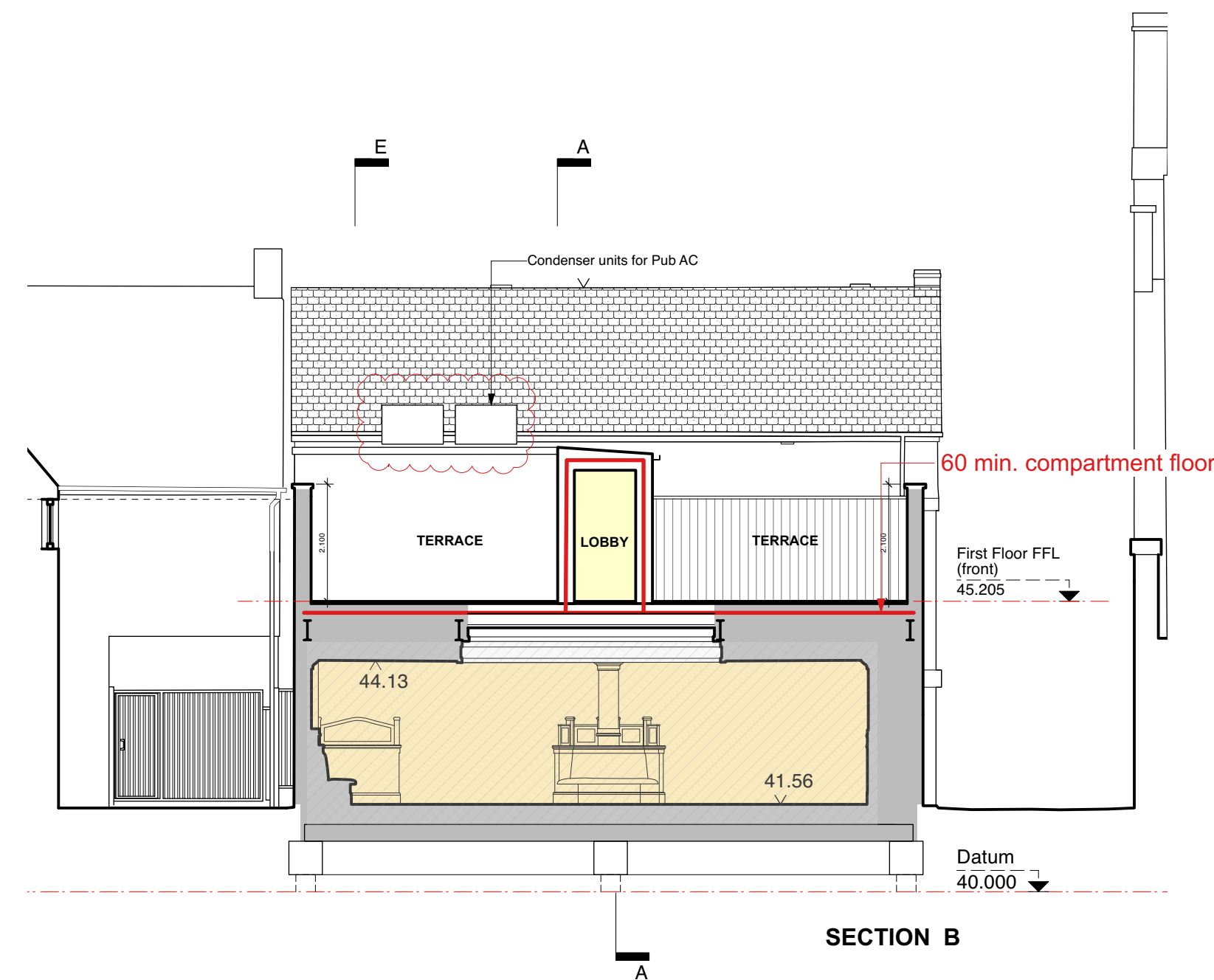


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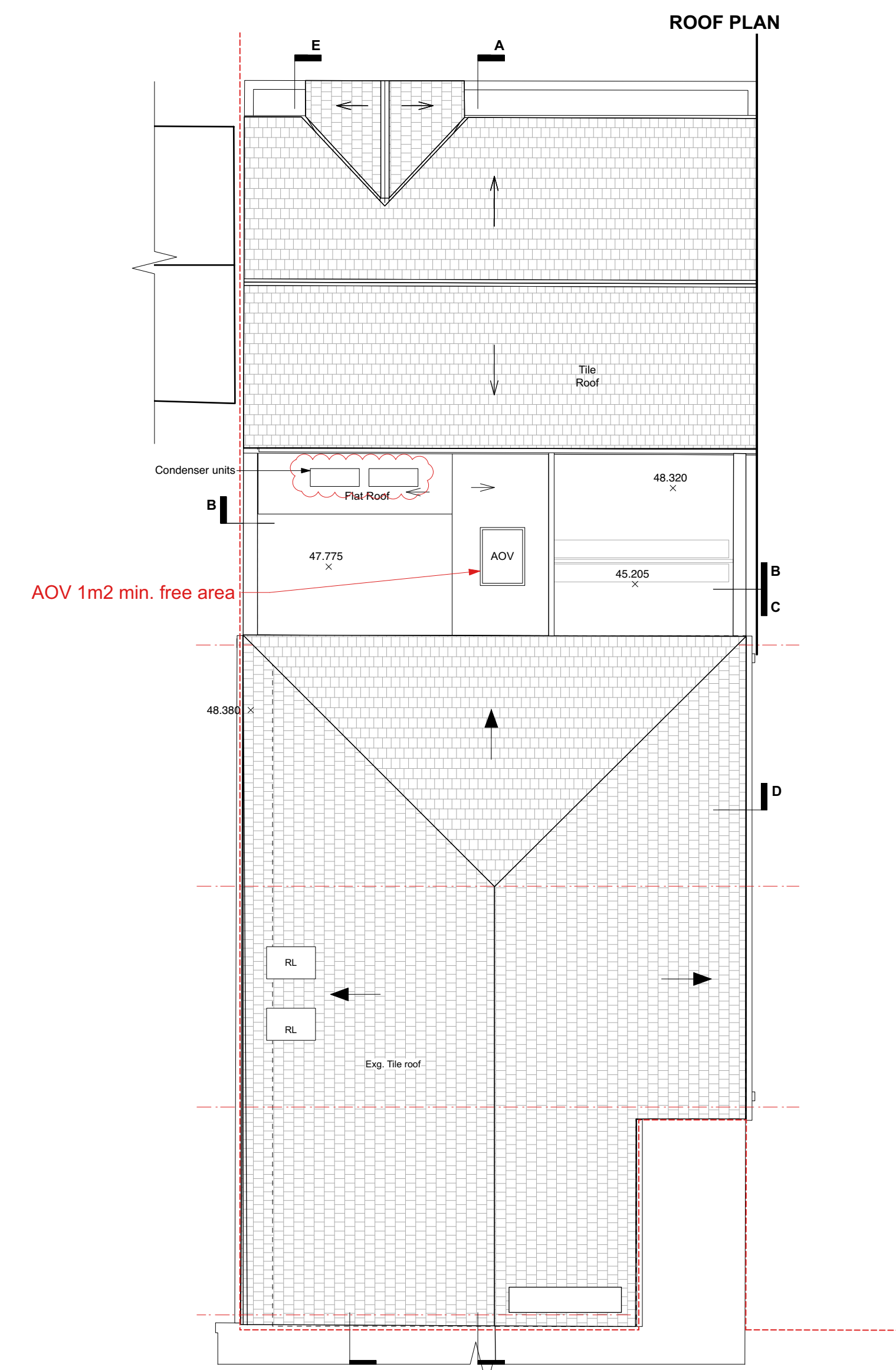
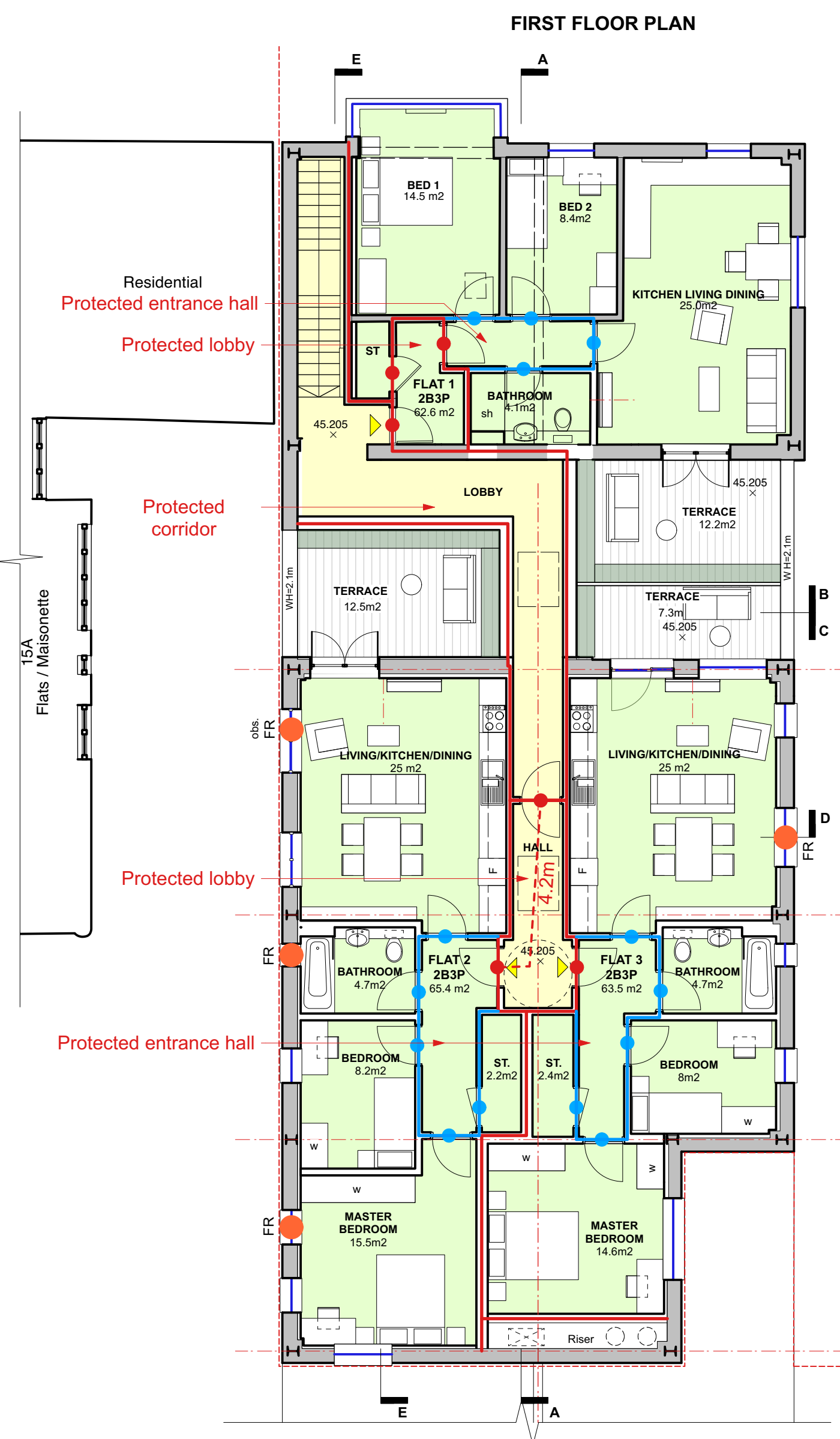
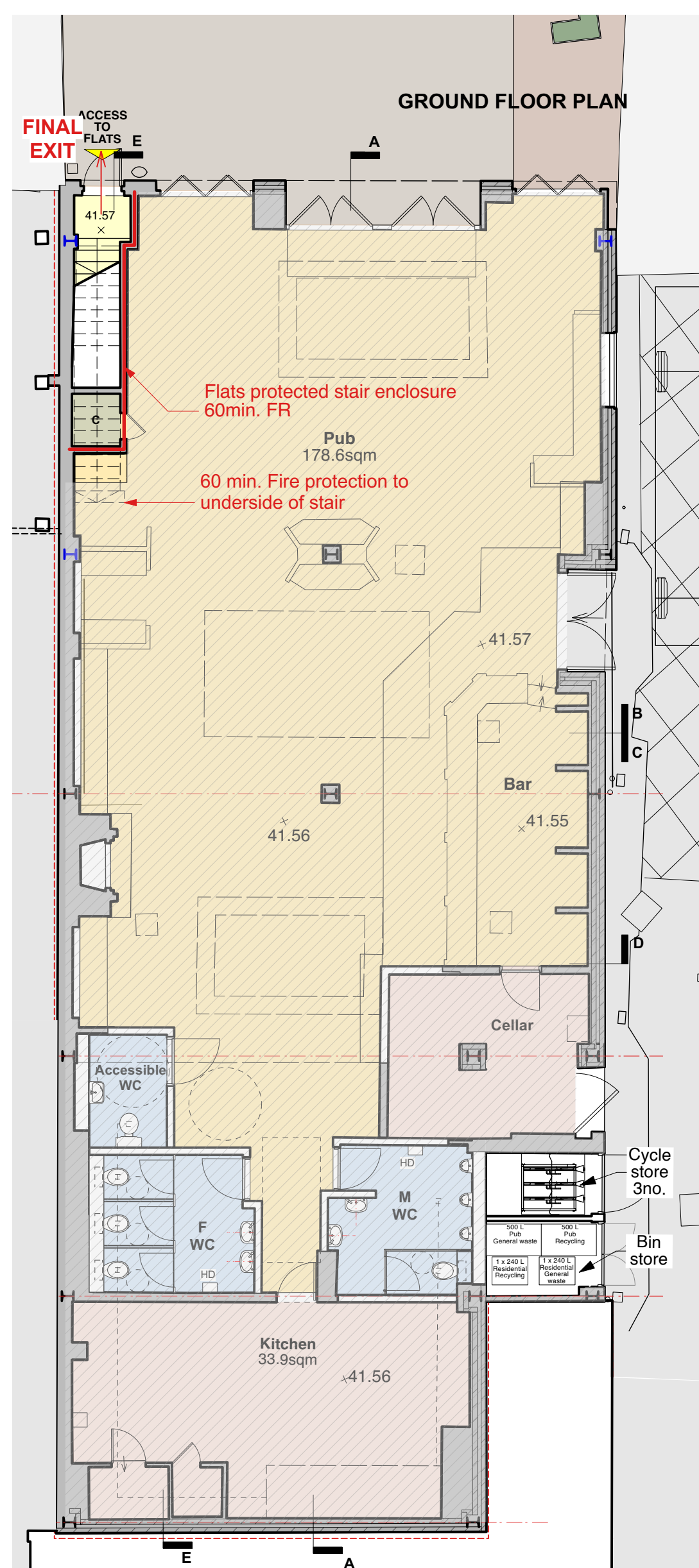
Sections & Elevations - Proposed
753 /021 H

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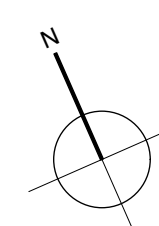
NOTE:
Fire Strategy & details subject to Building Control approval
Proposed flats:
There will be 1 storeys (first) above ground storey.
The top storey is 3.8m above ground level.
There are 3 flats at first floor.
The flats will have a single protected stair
A protected entrance hall (minimum REI 30) will serve all habitable rooms within the flats
A protected lobby will separate flat entrance doors from the protected stair
A single openable vent with a free area of at least 1m² at the head of the stair, openable remotely at the fire & rescue access level.



NOTE:
Ground floor PUB area not included in this fire strategy drawing

KEY

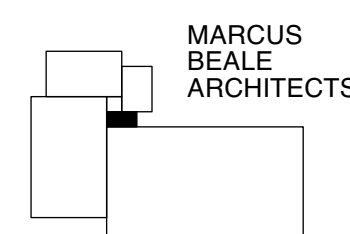
- 60 min Fire Resistant enclosure
- 30 min Fire Resistant enclosure
- FD30S Self-close Door
- FD30 Door
- REI 60 Window
- BOUNDARY LINE
- FLAT ENTRANCE
- EXISTING IN SECTION
- PROPOSED IN SECTION

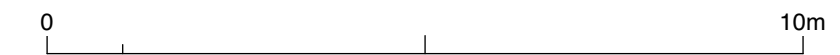
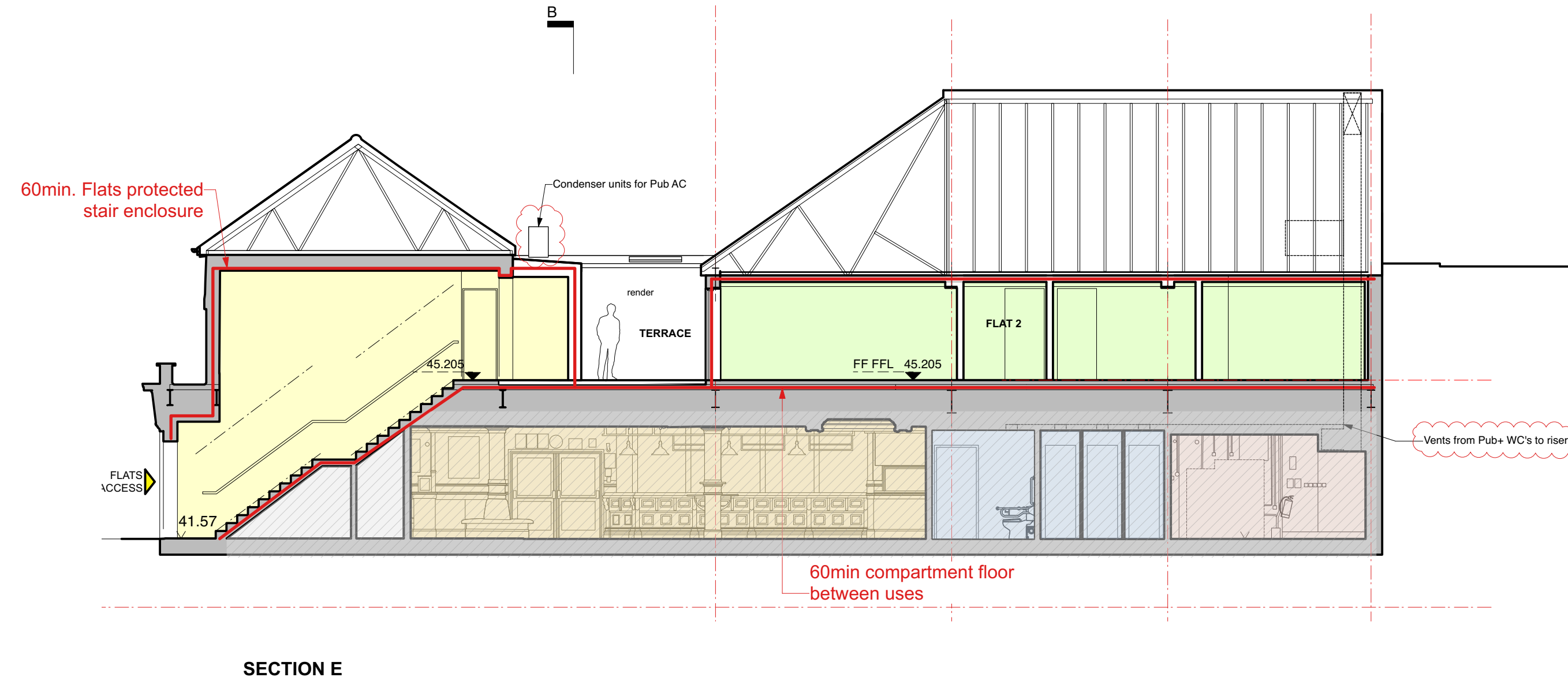
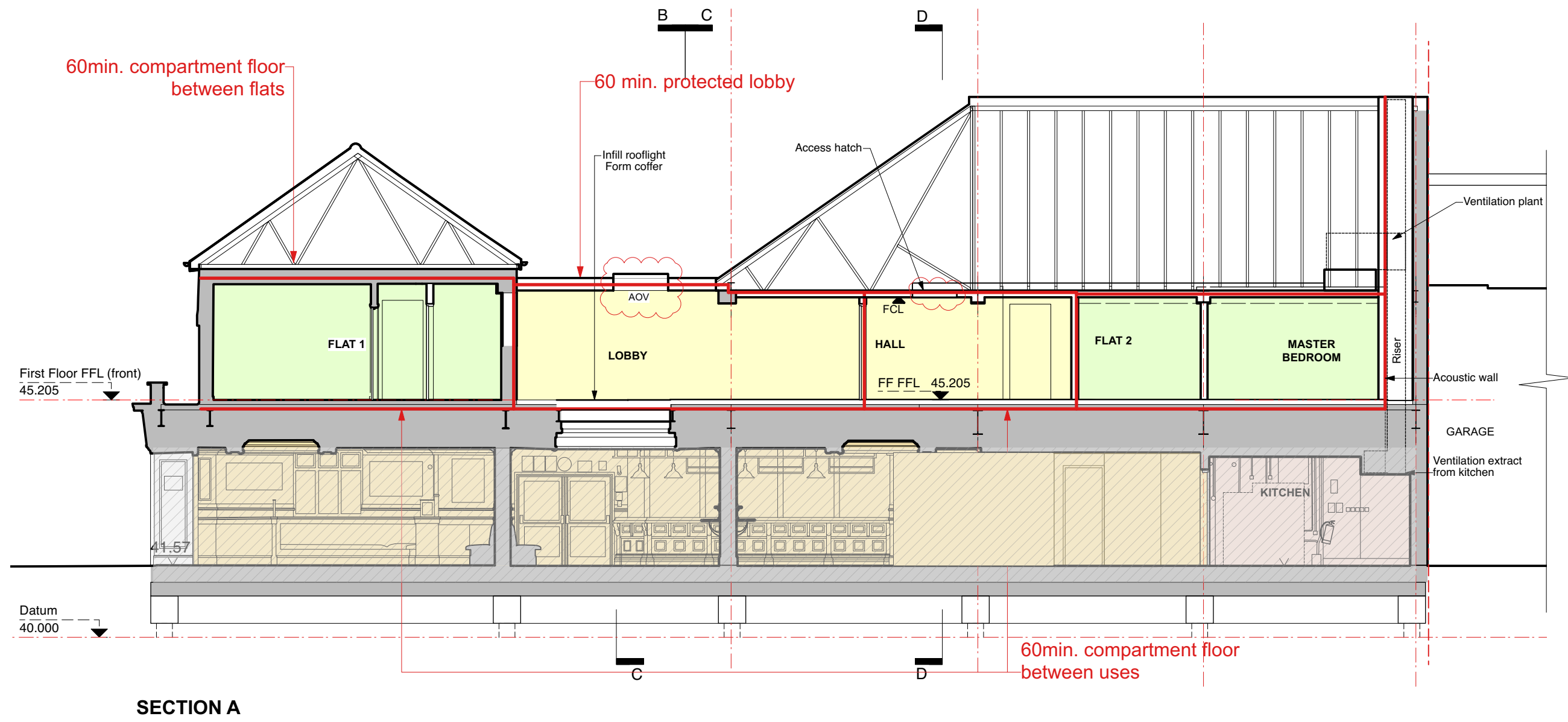


Revisions | H 03/06/2026 Issued to Planning Consultant
11 SWAKELEY'S ROAD, UB10 8DF

Fire Strategy - Plans

753 /022 H
Date July 2024 Scale 1:100@A1 Drawn GF
T: 020 8946 4141 - E: mba@marcus-beale.co.uk





KEY

- 60 min Fire Resistant enclosure
- 30 min Fire Resistant enclosure
- FD30S Self-close Door
- FD30 Door
- ▲ FLAT ENTRANCE
- EXISTING IN SECTION
- PROPOSED IN SECTION



KEY

- SITE BOUNDARY
- FIRE ESCAPE ROUTE

NOTE:
Fire Strategy & details subject to Building Control approval

Proposed flats:
There will be 1 storeys (first) above ground storey.
The top storey is 3.8m above ground level.
There are 3 flats at first floor.
The flats will have a single protected stair
A protected entrance hall (minimum REI 30) will serve all habitable rooms within the flats
A protected lobby will separate flat entrance doors from the protected stair
A single openable vent with a free area of at least 1m² at the head of the stair, openable remotely at the fire & rescue access level.

NOTE:
Ground floor PUB area not included in this fire strategy

Revisions | F 03/06/2026 Issued to Planning Consultant

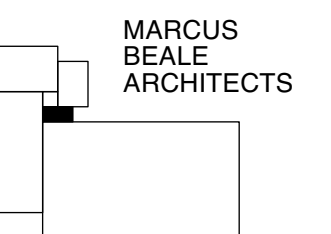
11 SWAKELEYS ROAD, UB10 8DF

Fire Strategy Sections

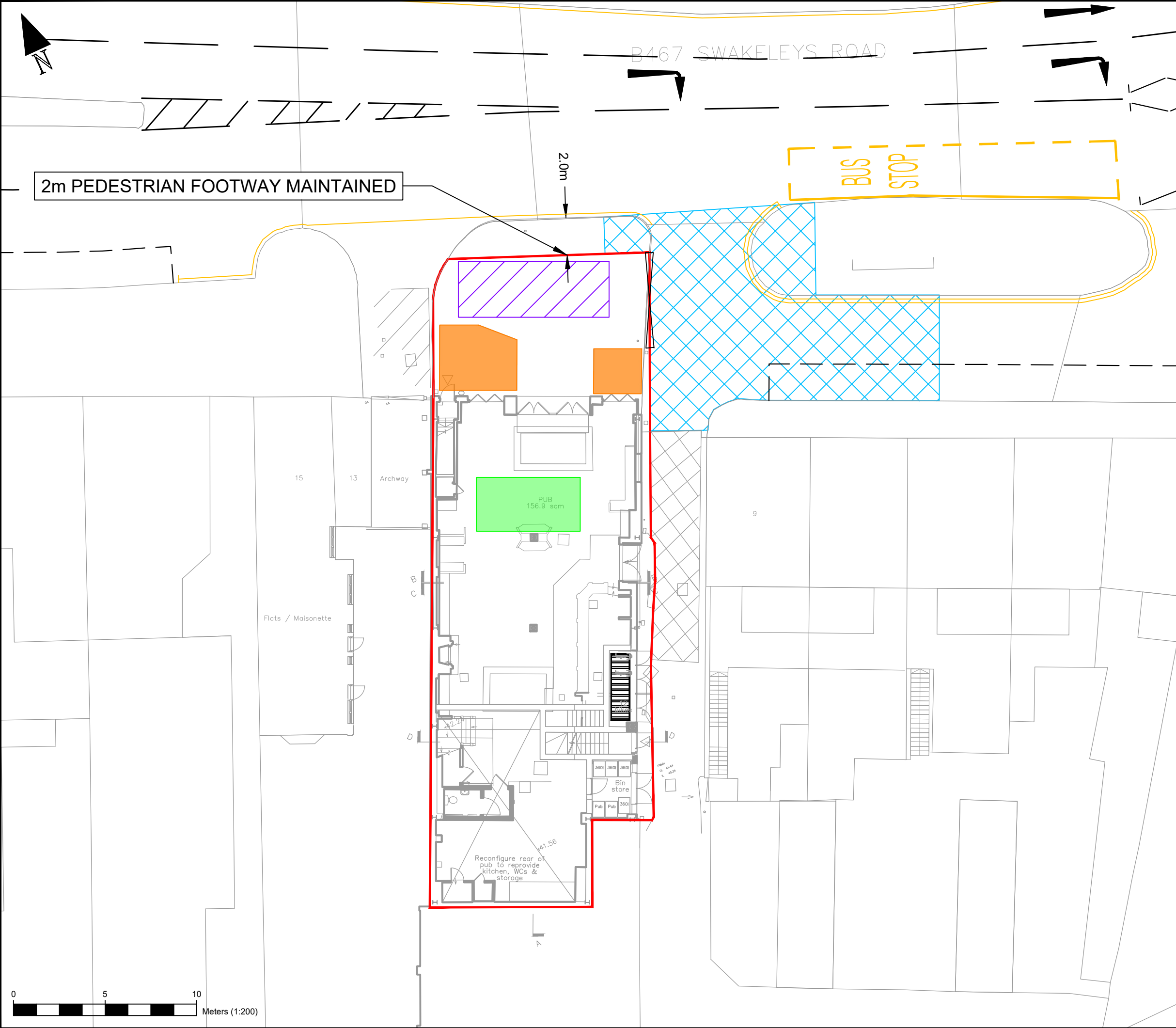
753 /023 F

Date July 2024 Scale 1:100@A1 Drawn GF

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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
	Welfare/Site Accommodation
	Material Storage
	Site Hoarding
	Banksmen Zone

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

CLIENT

Swakeleys Ltd

PROJECT

11 Swakeleys Road,
Ickenham

DRAWING TITLE

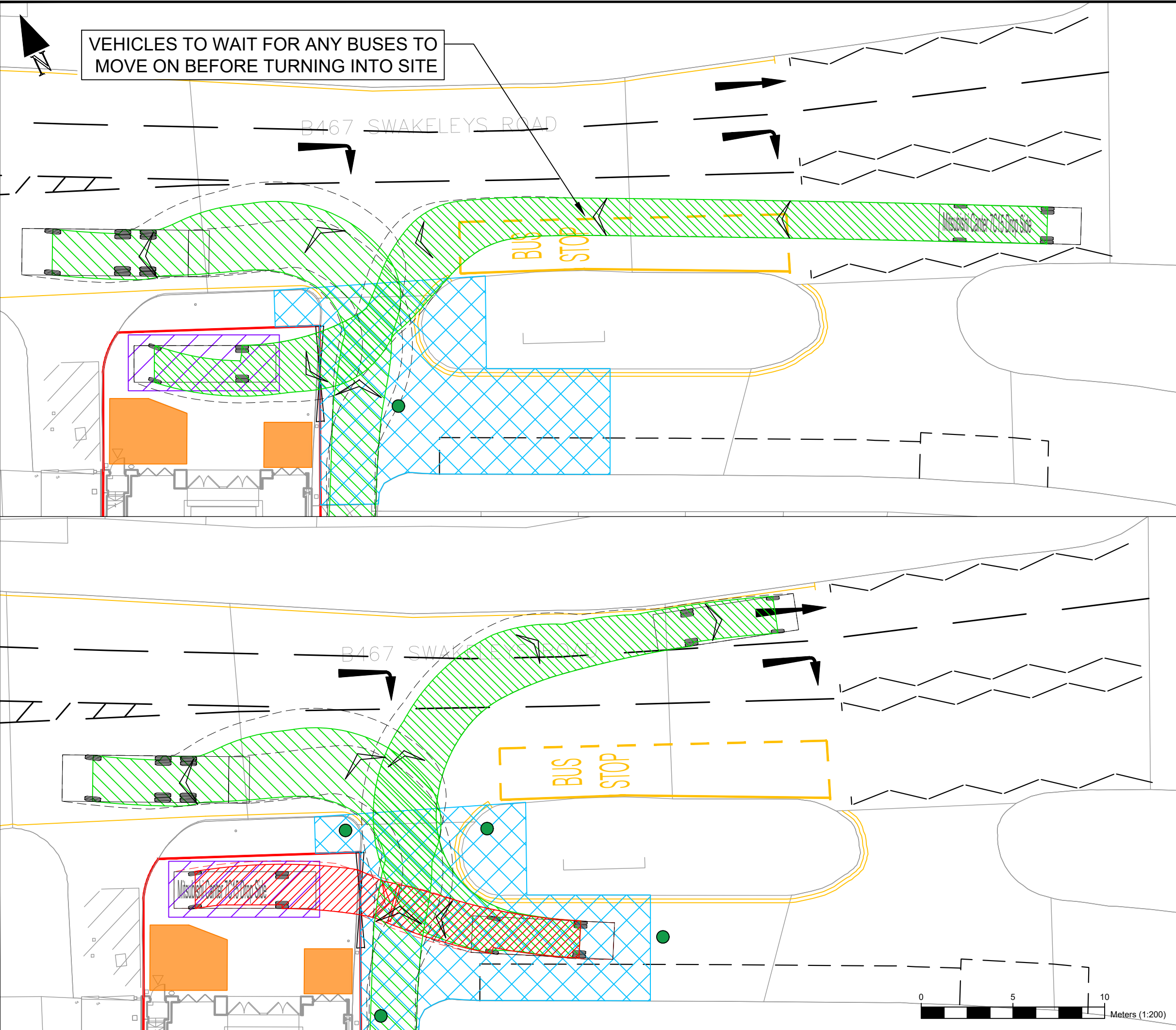
Construction Site Plan

SCALE	1:200@A3	SIZE	A3		
DRAWN BY	AEG	CHECKED BY	AH	DATE	17.01.24

Gilmoora House, 57-61 Mortimer St, London W1W 8HS
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PROJECT REF	DWG NO	REV
23135	001	...

APPENDIX C – SWEEP PATH ANALYSIS



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

Material Storage

Site Hoarding

Location of Traffic Marshals

Banksmen Zone

MEDIUM FLATBED

Mitsubishi Canter 7C15 Drop Side

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.735m

1.995m

2.205m

0.335m

2.027m

5.00s

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

Swakeleys Ltd

PROJECT

11 Swakeleys Road, Ickenham

DRAWING TITLE

Swept Path Analysis of Construction Vehicles (Sheet 1 of 2)

SCALE

1:200@A3

SIZE

A3

DRAWN BY

AEG

CHECKED BY

AH

DATE

17.01.24

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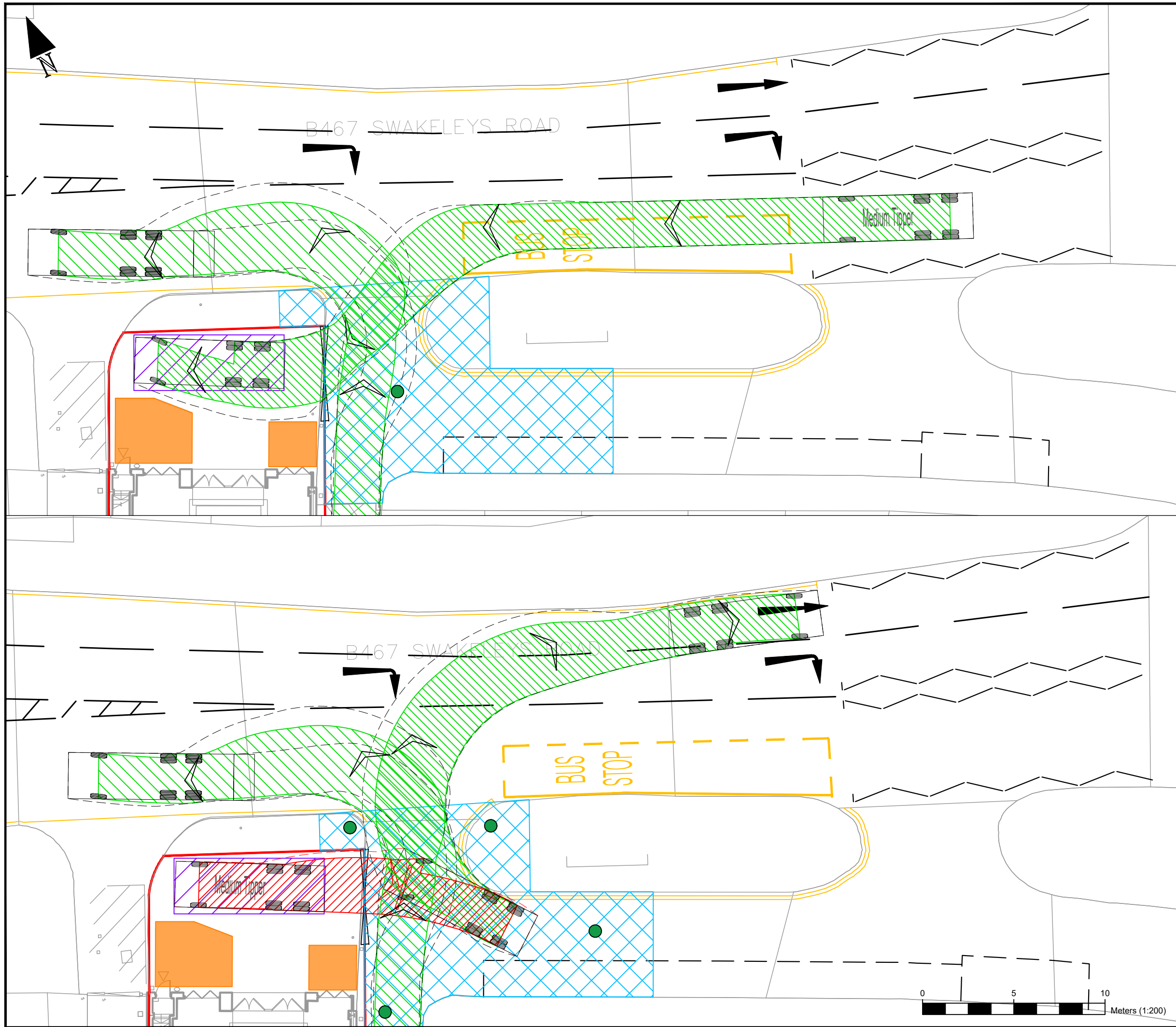
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REV

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NOTES:

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- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only, and not for construction.

	Vehicle Loading Area
	Material Storage
	Site Hoarding
	Location of Traffic Marshals
	Banksmen Zone

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

Swakeleys Ltd

PROJECT

11 Swakeleys Road,
Ickenham

DRAWING TITLE

Swept Path Analysis of
Construction Vehicles
(Sheet 2 of 2)

SCALE	1:200@A3	SIZE	A3
DRAWN BY	AEG	CHECKED BY	AH
		DATE	17.01.24

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PROJECT REF	23135	DWG NO	TR001	REV	...
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