*Demolition*

During demolition of the existing side extension to No.4, the operatives would be

asked to park their vehicles within the driveway area of No. 4, after discussions with

the residents of No. 4. These vehicles will be immediately removed, if No. 4 requires

them to do so.

A mini hydraulic excavator would be used if deemed feasible. This would be

transported to the site via a flatbed lorry.

A skip will be placed in front of the side extension which is proposed to be demolished.

A Skip Exchange method would be implemented whereby a skip lorry will be used to

remove the skip laden with spoil and drop off an empty skip.

A flat pack Office and Welfare cabin will be placed at the western end of the

development site at the start of demolition phase, if required; keeping in mind the following

construction phase to avoid unnecessary moving the cabin in between phases. The flat

pack material will be transported to the site via a flatbed lorry, of similar size as that

used to transport mini-hydraulic excavator and assembled on site.

A low mist water suppression system will be used to avoid dust raising in the air during demolition works.

*Construction*

Up on demolition of the existing side extension, a temporary access would be created

from this point onwards into the development site using granular fill or aggregate. The

same material will be used within the on-site vehicle manouvering space.

The Office and Welfare cabin which will be placed on the western end of the site

during demolition phase will be retained.

An area of hardstanding will be created in between the areas for the proposed extensions

to provide storage for construction material and storage within secure containerised

storage units.

There would be area designated for car/van parking on site, as shown on Site Setup

plan. This area could accommodate up to four cars/vans. In addition to the above, there

would be facility to accommodate up to four bikes within a covered cycle store.

The staff and visitors will not be allowed to park their cars/vans on Parkside Road or

neighbouring residential streets. The Contractor will make sure this requirement is

strictly adhered to.

**VEHICULAR MOVEMENTS**

**Access to the Development Site**

The demolition and construction traffic will enter the development site through the

existing access arrangements for 4 Parkside Road.

**Demolition Phase**

Flatbed lorries and skip lorries will be used to transport demolition equipment, flat pack

office and welfare cabin to/from the site and spoil away from the site.

The typical dimensions of these vehicles are as follows:

• Flatbed Lorry = 5.9m (L) x 2.0m (W) x 2.2m (H)

• Skip Lorry = 6.3m (L) x 2.4m (W) x 3.65m (H)

These vehicles would use the existing turning head on Parkside Road to turn around and

reverse into the site and towards the existing side extension that is to be demolished.

Traffic Marshals will be present on public highway at all times when the demolition

vehicles are attending the site to ensure that there is no conflict between demolition

vehicles and other road users.

Banksmen will be present on site to ensure safe handling of demolition equipment and

plant.

The Contractor will liaise with No. 4 Parkside Road to allow the operatives to use their

drive for van parking. The vans will be removed immediately, if the householder of No.

4 requires them to do so. There would be no more than two vans parked on site at

any given time. Given the demolition phase would last for up to 2 weeks, this is unlikely

to cause operational issues to both the contractor and residents of No. 4.

**Construction Phase**

During construction phase, all vehicles will enter and exit the site in forward gear.

Traffic Marshals will be present on the public highway at all times when the construction

3 vehicles are attending the site to ensure that there is no conflict between demolition

vehicles and other road users.

The types of construction vehicles that would be used is as follows:

• Flatbed Lorry = 5.9m (L) x 2.0m (W) x 2.2m (H)

• Concrete Mixer = 6.7m (L) x 2.4m (W) x 4.2m (H)

• Skip Lorry = 6.3m (L) x 2.4m (W) x 3.65m (H)

• 7.5T Panel Van = 7.2m (L) x 2.2m (W) x 2.5m (H)

**Demolition and Construction Vehicular Routes**

During the early stages of construction, the majority of materials required, such as

bricks/blocks for the main structures, are normally fabricated offsite and delivered in

sections. It is expected that such materials would be sourced from factories both within

and outside of the region, and therefore this stage of construction would generate a

number of trips on the wider road network.

The Contractor will ensure that the transportation of such material is carried out using

primary and strategic routes only in order to avoid local and residential streets as much

as possible. Majority of the materials will be brought in from further afield, with

construction vehicles using A40 or M1.

**Vehicular Routes**

It is expected that the supply of the majority of the materials required during the latter

stages of construction could be sourced from local businesses and merchants. Such

trips will therefore originate from towns and cities in the local area such as Northwood, Watford or Uxbridge. This would mean that the impact of such trips would be spread

across a variety of routes to the site. It is also expected that the majority of these

deliveries would be made by van or LGV which are not considered to present an impact

of greater significance on the road network than a typical private car.