

Construction and demolition method statement

Site Address	5a Harrow view, Uxbridge UB10 0QG
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Date	13-01-2025
Planning app number	20342/APP/2024/166

Construction Logistics Plan

In November 2024, FULL planning permission (ref : 20342/APP/2024/166) was granted for: *"To support planning application for the erection of new two storey 3 bed dwelling with basement; new garage; cycle and bin storage and associated amenity space following demolition of existing dwelling at 5a Harrow View, Uxbridge, UB10 0QG."*

The permission was granted subject to conditions and this plan has been prepared to meet the requirements of Condition 3;

3. NONSC Construction Logistics Plan

No development shall take place until a demolition and construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of development works
- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
- h) The storage of demolition/construction materials on site

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

Therefore, to fully address the requirements of this pre-commencement condition (3). This document will set out how the construction Transport Management plan meets all the requirements of Condition 3:

Scope of Works

This Method Statement details the manual and mechanical demolition of 5a Harrow view, Uxbridge UB10 0QG. All demolition works undertaken are to be carried out in accordance with BS6187:2011 Code of Practice for Partial Demolition.

As it has been specified already, the site has been partially demolished previously and the following elements of the site are remaining and placed within the scope of this demolition -

1. West and Southern wall of the existing bungalow (shown below)



2. Single garage situated within the south east boundary of the site.



a) The phasing of development works

Construction work will not be phased. A site compound will be formed in the area to the back of house number 5 and 7. Fencing/ Scaffold will be erected around the existing Garden fences to provide safe access for demolition and construction. The structure for the Dwelling will be constructed in the following order.

- Demolition of the Existing two walls and the garage
- Basement excavation
- Basement build and backfill
- Garage build
- Ground and First floor build
- Roofing and landscaping

The build process, as described several times in the later sections of the document, will use a dry method of construction with most of the build components manufactured at an off-site facility and craned into the place as per the schedule.

A detailed project plan is being formulated and agreed with all the suppliers to reduce the lapse time to build, require little or no storage of materials on-site and cause as little impact as possible on the air quality, dust, existing noise levels and surrounding traffic.

b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties

- Basement excavation phase (4 weeks)
 - An 8 tonne JCB excavator will be used for digging. The equipment can drive through the driveway.
 - Skid-steer loaders, backhoe loaders or bulldozers would be used (as recommended by the Groundworks specialist) to move the excavated soil to the spoil removal truck. These equipment would be able to access the site using the driveway.
 - During the basement excavation and soil disposal, spoil lorries will be parked to load and carry away soil for removal. These lorries won't be able to enter the site through the driveway.
 - If the ground works company agrees, then multiple skips could be placed/used in driveway and within the site boundaries to load the soil and then skip lorries could pick them from driveway. This will reduce any parking/access issue on the cul-de-sac road.

- If using skips is recommended as impractical, spoil removal lorries will use the shared cul-de-sac road for loading. We will be sympathetic to the times the neighbour will use the on-road parking. A dedicated attendant will ensure no neighbours' driveway is blocked without an attendant being present for assistance. We expect the excavation work to not last longer than 2 weeks.
- Usual contractor Vans will be discouraged and contractors will be encouraged to use public parking as much as possible. Where it is not practical for a contractor to use public transport, the site's proposed garage space and / or road side parking on pole hill road will be used for parking such vehicles.
- During the build phase, Lorries will deliver materials and will be loading materials from the cul-de-sac road. These vehicles won't be able to enter the driveways. A spider lift or a fork lift will be installed within the site's boundary to quickly lift and move the materials from the lorries to the site. This will reduce the blockage in front of the driveway.
- Concrete boom pumps and concrete mixers will be required for about 6 times during the build phase. Each time, it is expected that these vehicles will require parking on the cul-de-sac road for 3-4 hours each time. Concrete vendors have indicated that these lorries can start early at 8 in the morning and work on Saturday morning to reduce peak time impact on neighbour's early morning traffics. Neighbours will be informed 1- 2 weeks in advance to ensure minimal impact on their daily lives due to the vehicles.
- During the whole construction schedule, for up to 5 times (half a day each time), cranes will need to be parked to install the hollow concrete floors from the lorries and into the place of install (basement foundation , ground floor floor, first floor floor and roof). We will work with the vendor to check the feasibility of placing this crane within the site compound if possible.

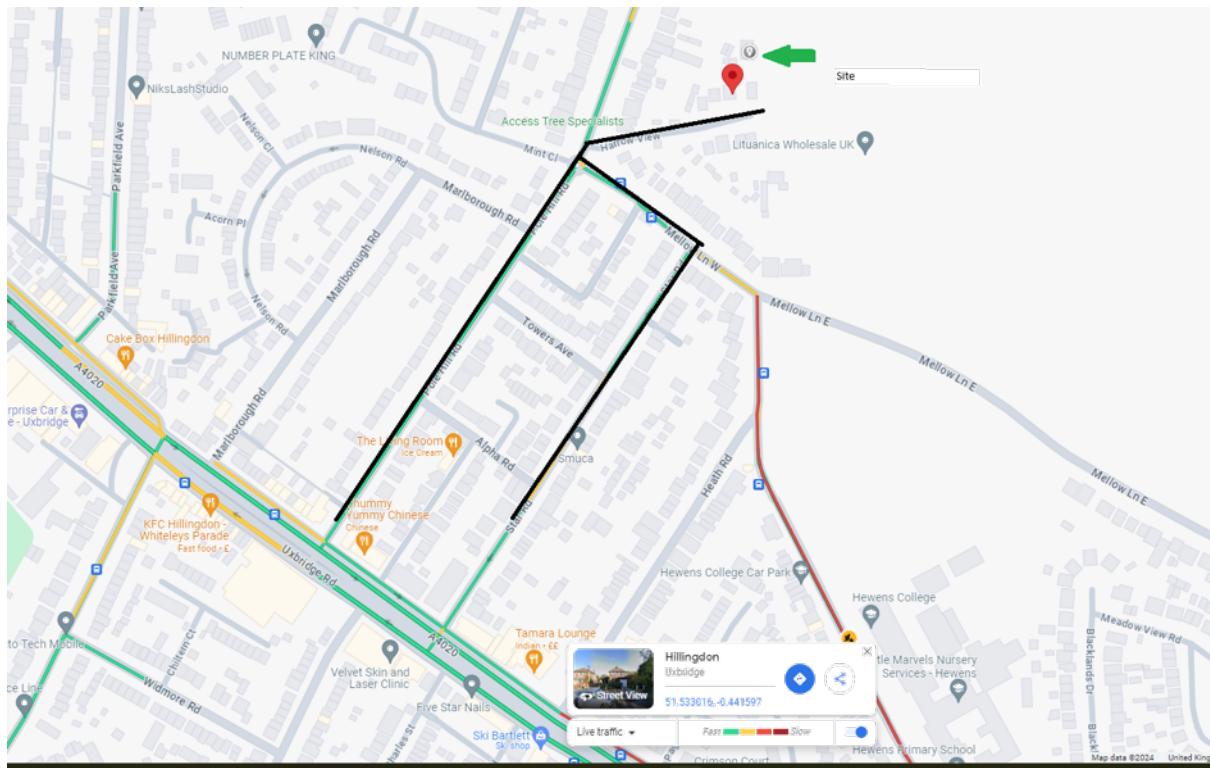
c) The hours during which development works will occur

- Work on site will be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday.
- No work shall be carried out on Sundays or Bank Holidays.

d) How vehicles will access the site whilst protecting neighbouring sites

The following Map shows the access roads to the site - The main access roads are marked in Black line. The map shows the overlay of live traffic and the two-lane roads that connect to the Harrow view lane usually have very light traffic outside the peak school drop/ office commute hours.

All deliveries to the site will be prohibited during Monday to Friday between 07.30-09.30 and 15.30-17.30 to reduce congestion on the local highway network



Harrow view road forms the cul-de-sac and has enough space for the delivery lorries, crane to park for deliveries or construction pour. Please refer to the two pictures below:



Access to the build site

- The driveway to the construction site is 25 metres long and 3.1 metre wide.

- The driveway has been used to move vans and skips for the existing demolition and it is found suitable to be used for deliveries.
- During the build, there may be a requirement to use the free space in the cul-de-sac and place a crane for deliveries or concrete pour. For those days, neighbours will be notified and requested to park their vehicles in their driveways or to use the harrow view road or poole hill road for parking. We expect that we will not need more than 30 individual days (not consecutive) throughout the whole build.

e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)

Initial works to build the dwelling will require groundworks. Prior to works commencing, the ground will be prepared with type 1 material to prevent mud being tracked off site.

Where vehicles accessing the compound leave the site and track mud onto the roadway, this will immediately be cleaned using brushes and water. Where necessary, road sweepers will be arranged but this is not anticipated to be required.

Once the basement excavation is complete, the rest of the build is done using a dry method of construction (ICF + Precast concrete slabs).

- The foundation for the basement and the intermediary floors will be installed using precast concrete slabs (hollow or insulated). These slabs are manufactured in a vendor's factory and are installed on site using a crane. These are expected to create no additional mud/dirt.
- The walls for the whole house and garage are built using Insulated Concrete forms. The vendor delivers the blocks as flat packed goods and these blocks are then installed by hand. No wet mortar is required in the assembly. Once the blocks are in place, concrete is poured using a boom pump. Manufacturer states that it will take 2-3 hours/floor to pour concrete.

Any dirt/mud spread due to these deliveries will be cleaned up by the build contractor as and when required.

f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)

1. The build site is off the main street and within a cul-de-sac so the demolition and construction will cause no impact to pedestrian access on any of the roads.
2. Contractors involved with the build will be encouraged to use public transports as much as possible.
3. Where a van or contractor's vehicle requires parking, the site's driveway or the location where the site garage is proposed will be used.
4. In a scenario where none of the above is possible, there is plenty of road side parking available on harrow view road, poole hill road and the adjacent residential roads that can be used for parking occasionally.

g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process

We will execute the works sympathetically to the surrounding occupied residential properties. Due care and attention to be taken during daily activities. Jet wash facilities will be used to all vehicles leaving the site as required, dust and vibration monitoring will be carried out throughout the works.

The build process itself is planned using Dry methods of construction with proven less than 1% wastage. Wherever possible, build components are being produced off-site and are installed within minimal possible disruption to the parking spaces and neighbours.

During the works personnel will be positioned at pertinent locations to ensure the necessary measures are in place to control dust suppression. All works are carried out with due regard for 'The control of dust and emissions from construction and demolition' Best Practice Guidance.

h) The storage of demolition/construction materials on site

As stated in the planning statement and in the sections above:

1. The materials from the demolished timber frame house are carefully stored on site (see the picture evidence below). The materials will be reused/recycled in various timber material requirements in the rebuild.





2. It is estimated that there is about 20-40KG of Asbestos used in the garage roof being demolished. The materials will be carefully ceased and packed by a qualified contractor and will be disposed as per the process stated by Hillingdon council <https://www.hillingdon.gov.uk/article/2342/Disposing-of-asbestos>
3. The uPVC windows from the existing house have been saved and will be resold/recycled through a supplier.

The build of the new house is being done using modular concrete components - there is very little requirement to store the materials on site and for such storage, the site has plenty of storage space.

1. Basement excavation will result in soil/spoil for removal. The Groundworks contractor will be responsible for excavation, removal and site/road cleanup that may result from the works. The intrusive ground investigation has indicated that it is all clay underneath the site so there is no requirement to save the soil for refill as most of the backfill will be gravel and it will be procured once the basement is built.
2. Once the excavation is complete, the foundation floor for the basement will be done using 'Precast insulated concrete foundations' . The foundation will be constructed off site in a factory and assembled /installed on-site using a crane. The install time is expected to be 2 days.
3. The walls of the new house (from basement and up to the roof wall levels) will be built using Nadura Insulated Concrete Forms (ICF). This is a dry construction method and has less than 1% waste outcome. The forms will be delivered flat-packed on a truck and will be stored in the northern part of the site that has no construction in plan.
4. Intermediary level floors will be built using Hollow core concrete slabs : <https://cbsprecastconcrete.co.uk/flooring-products/hollowcore-flooring/> . These

slabs are manufactured off-site and craned into place. The installation time of each roof level is expected to be $\frac{1}{2}$ to 1 day.

5. Windows are all triple glazed and will be delivered and installed by the manufacturer as per the project schedule. We do not plan to store them on-site in advance.
6. Finally, the proposed garage location and basement (once poured and roofed) has additional space that could be used for incidental storage of materials outside the way of construction vehicles and crew.