

THE BRIDLE PATH, EPSOM

CONSTRUCTION TRANSPORT MANAGEMENT PLAN

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— DEVELOPMENTS —

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INTRODUCTION

Project Context

Lee Harris Ltd. (operating as Lee Harris Developments) have been engaged by architects Ampuero Yutronic as the potential general contractor for a new build residential property, which is to be constructed on The Bridle Path, Epsom, Surrey, KT17.

For the purpose of this document, Lee Harris Developments shall hereby be referred to as either LHD or 'the contractor.'

Purpose of Document

This project specific Construction Transport Management Plan (CTMP) has been prepared as a supplementary document for the planning application, which is under the direction of Ampuero Yutronic.

The approved statement shall be adhered to throughout the construction period.

The objectives of the CTMP are to:

1. Minimise the level of road based construction traffic;
2. Identify parking provisions of site personnel, operatives and visitors;
3. Provide storage locations of plant and materials used in the construction of the development;
4. Identify measures to minimise the impact of road based construction traffic to immediate neighbours and other residents on The Bridle Path;
5. Identify clear controls on routes for large goods vehicles, vehicle quantity, and vehicle types; and
6. Provide a scheme for the recycling/disposing of waste resulting from demolition and construction works.

Reason: To ensure that the development does not prejudice the free flow of traffic and conditions of safety on the highway or cause inconvenience to other highway users in accordance with Policy CS16 of the Core Strategy (2007) and Policy DM35 of the Development Management Policies 2015.

DEVELOPMENT LOCATION

The Bridle Path

The development is within the area of Epsom and Ewell District (B) Council who provide services such as refuse collection and are responsible for the collection of council tax. It is located just 8 minutes' walk from Ewell East railway station and within 2 miles to both Ewell and Epsom town centres.

It is a residential road with restricted access for residents only. As such, the construction traffic is of paramount importance so as not to disturb the surrounding residents.

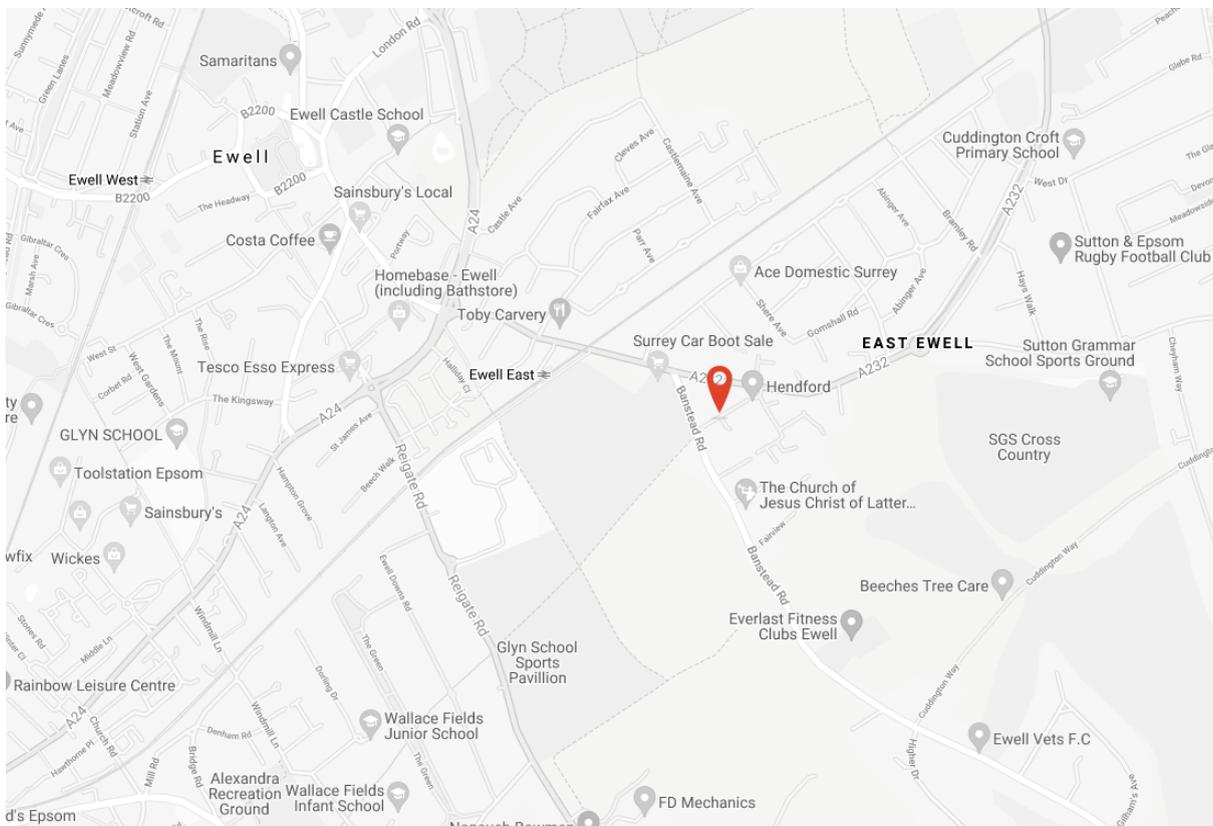


Figure 1: The Bridle Path

Site Address

The property is currently occupied by two garages which are subject to redevelopment and will be subject to new housing numbers upon successful planning approval and construction.



Figure 2: Property location

The property is currently situated on The Bridle Path, Epsom, Surrey, KT17.

SITE HOARDING

Back Garden Fencing

The back garden is currently open to the neighbour's garden. As agreed with said neighbour, a fence will be erected as per Figure 3, which will create a private garden for the new development.



Figure 3: Garden fencing

Hoarding

Furthermore, at the front of the development, the contractor will erect site hoarding as per Figure 4 below. This will enclose the front and sides of the development, protecting the adjoining neighbour's properties.



Figure 4: Hoarding proposal

A full openable gate will be constructed at the face of the hoarding, allowing skips, vehicle and plant access to the site from The Bridle Path.



Figure 5: Hoarding gate location

Site Security

For this project, the contractor intends to install wireless security cameras to observe the site entrance from intrusion. The wireless security cameras will be accessible by the contractor and their site team.

The contractor will ensure that the cameras do not violate any neighbour's privacy, and that they only view the site.

The camera footage will be backed up at regular intervals for the duration of the project.

WORK PROGRAMME

Preliminary Programme

At this time with the current understanding of the site, the contractor has estimated a project programme of **25 weeks** from site mobilisation to practical completion. The preliminary programme can be found below in Figure 6:

#	Activity	Week																								
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	Site Mobilisation & Hoarding	█																								
2	Erection of hoarding	█																								
3	Demolition & Site Clearance		█																							
4	Demolition of existing structure		█																							
5	Careful storage of concrete panels for reuse		█																							
6	Removal of concrete substructure		█																							
7	Complete site clearance		█																							
8	Foundations & Substructure			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
11	Excavation of the foundations			█																						
12	Digging of drainage runs			█																						
13	Installation of drainage pipework and connections				█																					
14	Connection of water supplies to mains				█																					
15	Provide service ducting for electrical supplies				█																					
16	Setting out of steel reinforcement and concrete formwork					█																				

Construction Hours

To comply with the Epsom & Ewell Environmental Health Services requirements, the following working hours will be strictly adhered to:

Monday - Friday 08:00 - 17:00

Saturday 08:00 - 13:00

Sunday & Bank Holidays No works

ROUTING OF DEMOLITION, EXCAVATION AND CONSTRUCTION VEHICLES

Proposed Supply Route

The location of development is conveniently situated at the junction with Bridleway Close, allowing any larger vehicles to comfortably reverse and turn around.

The Bridle Path connects to Banstead Road, which has direct access to Cheam Road (A232). Should this path to the A232 be blocked, an alternative route from Fir Tree Road (A2022) and Brighton Road (A217) can be found.

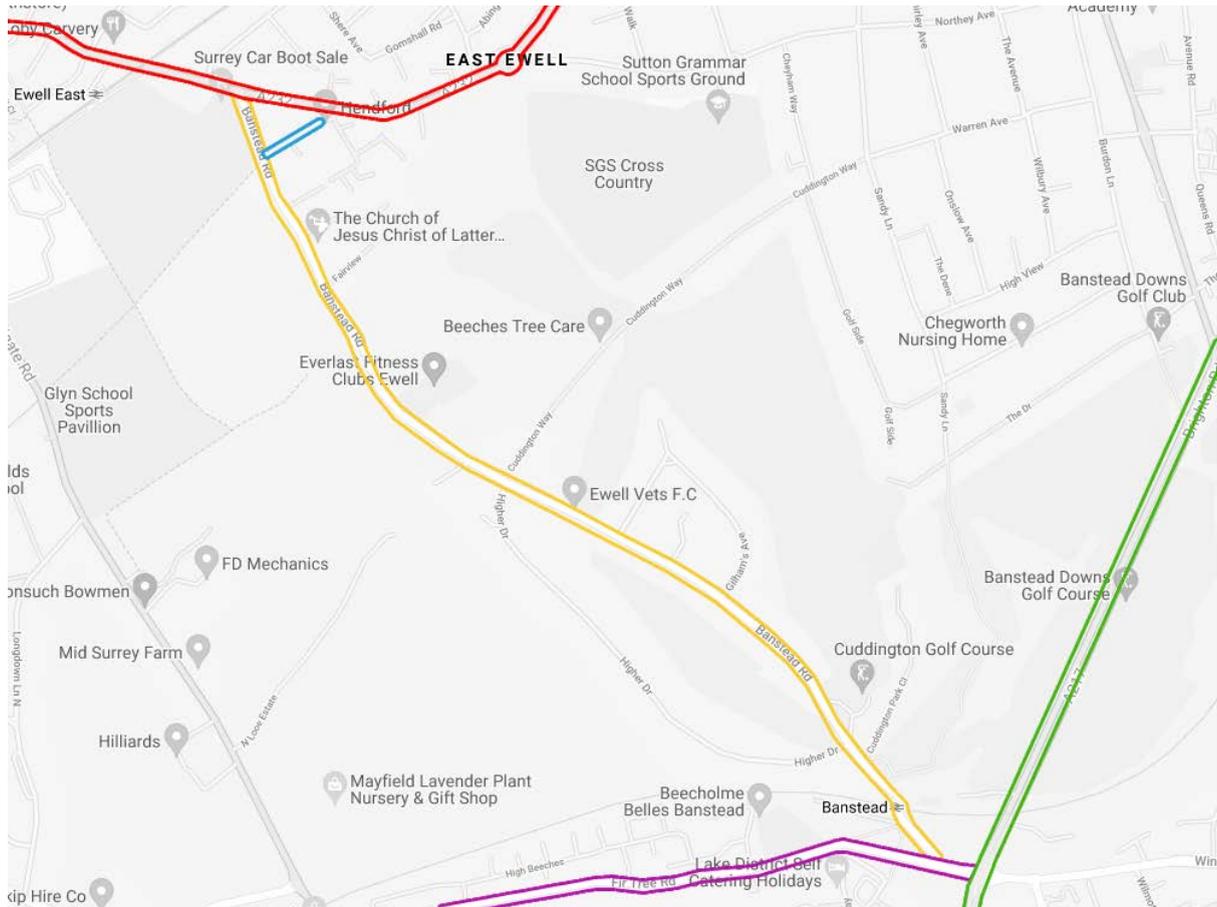


Figure 7: Proposed supply route

Key

- The Bridle Path
- Banstead Road
- Cheam Road (A232)
- Fir Tree Road (A2022)
- Brighton Road (A217)

It is noted that while Banstead Road has certain amenities such as Everlast Fitness Clubs Ewell, and Cuddington Golf Course, there are no schools on the road that should be taken into consideration.

Nevertheless, these businesses and Banstead railway station will have traffic that the construction vehicles will have to accommodate. No other trip generators are present in the immediate vicinity.

Delivery Arrangements

Verbal briefings will be made with all suppliers, contractors and visitors. A map will be provided for all formal matters with the above supply route mentioned. The residents' restrictions on The Bridle Path will be noted, with recommendations being made to visitors for other parking locations in the surrounding area.

SITE ACCESS

Points of Access

There will be only one point of access to the site, via The Bridle Path. Hoarding will be erected with full openable frontage to allow access for vehicles, skips and machinery.

There is sufficient space on the driveway of the existing property and the new development for a skip, private car and/or machinery to be stored within the proposed hoarding.

Figure 8 below displays the proposed location of skip and demolition material. For the purposes of this proposal, it is currently assumed that demolition material will be hauled away either via skip or grab lorry.



Figure 8: Skip location proposal

In the case of a grab lorry, it is proposed that the lorry park just outside of the hoarding line, where there is sufficient space for another car to pass.

As large vehicles will drive forward into The Bridle Path, they would need to reverse into Bridleway Close in order to turn around and exit The Bridle Path forward facing. This can be seen in Figure 9 below.



Figure 9: Large vehicle turning location

DISRUPTION MITIGATION MEASURES

Delivery Arrangements

Prior to commencement of site works, the contractor will look to engage with the surrounding neighbours and inform them of the planned works, explaining the projected programme and disturbances.

Deliveries and collections will generally be restricted to between 09:30 and 16:30 for the benefit of the site's neighbours. The contractor shall reasonably inform the neighbourhood of any planned large deliveries or collections to mitigate any disturbances.

The Site Manager will be responsible for supervising, controlling and monitoring vehicle movements to and from the site. As the site has a private driveway, no private cars should be parked in front. Nevertheless, cones will be placed in front of the site on the morning of the deliveries to ensure that there is sufficient space for the delivery or collection vehicle to park, load and unload.

Parking Arrangements

The contractor team will have one private car that will be parked on the wheel washing bay within the hoarding. In case of delivery or collection vehicles, or machinery that require access to the site, the contractor will either a) park their vehicle at a designated parking bay elsewhere, or b) require site staff to take public transport to and from the site. In the case of temporary access, the contractor will remove their vehicle until that space is free.

The contractor will maintain a clear space in front of the site to the best of its ability, and not park any vehicles elsewhere on The Bridle Path to ensure a clear environment.

Emissions of Dust and Dirt

We anticipate that the primary dusty and dirty works will be during the demolition and foundation stages of the works. To control the dust emissions, the contractor will regularly spray water throughout the site roads to dampen the spread of dust.

Additionally, the contractor will minimise any dirt from being spread into the road and surrounding areas by utilising a wheel washing area (see below). Furthermore, at the end of every work day, the contractor will clean the road and surrounding areas of any dust and dirt by sweeping and hosing down with water.

Wheel Washing Facilities

As the site is compact and the scope of the development is not significant, we do not anticipate significant volumes of dust and dirt. Nevertheless, we propose to retain the existing paving on the driveway where possible, to allow a private vehicle to be parked there, or to allow delivery vehicles access to the site.



Figure 10: Wheel washing facilities & turning points

This location highlighted in green in Figure 10 delineates this parking and access area. This will also serve as the wheel washing area, which will be done manually by the construction staff before any vehicles are allowed to exit the site.

As mentioned, we will be looking to retain the existing driveway for the initial stages of the project, to mitigate any dust and mud, and to aid in the wheel washing process.

RECYCLING & WASTE DISPOSAL

Recycling

The contractor takes recycling incredibly seriously and will work with the waste removal and skip companies to carefully sort all recyclable material. Typically, the contractor will look to combine the following materials for recycling:

- Aggregates
- Soil
- Wood
- Green waste

- Ferrous & non-ferrous metals
- Cardboard
- Municipal waste

Materials that would not be considered recyclable are as follows:

- Asbestos
- Batteries
- Clinical or medical waste, including syringes
- Electrical appliances & equipment
- Fluorescent tubes
- Fridges, freezers and air conditioning units
- Gas canisters and gas bottles
- Hazardous & toxic materials
- Liquids
- Oil, petrol, diesel
- Paint & cans of paint
- Plasterboard
- Tyres
- TVs & computer screens

For any of these materials, the contractor will set them aside from the rest of the skip and construction materials that are recyclable and arrange for suitable disposal by their suppliers.

Prior to collection, the Site Manager (and where possible, the Project Manager) will review all materials to ensure that no forbidden materials are contained within the recyclable pile.