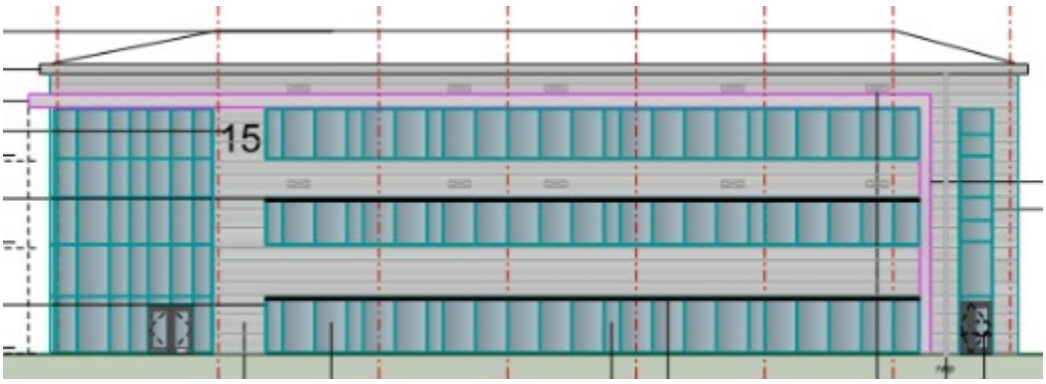
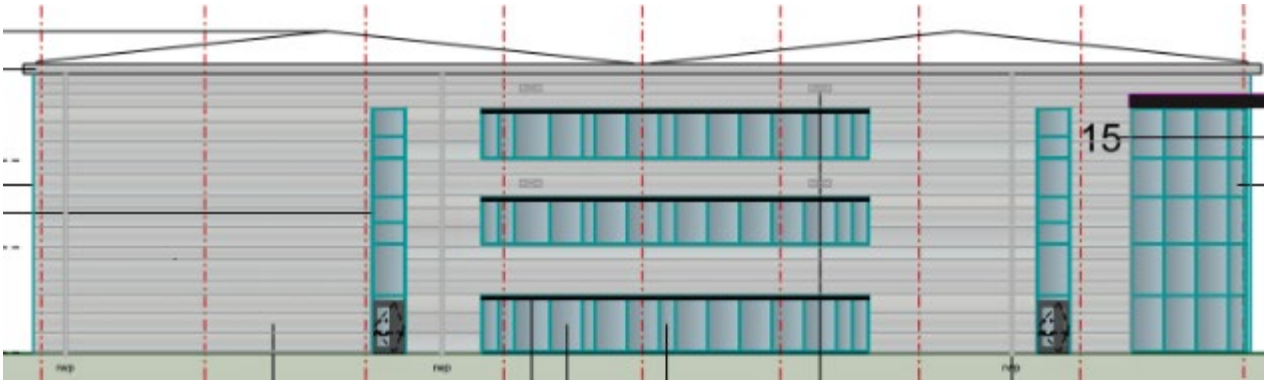
Construction Management Plan

T5744 Catalyst Phase 4
Wendlebury Road, Bicester





Issue 3

VERSATILE BY DESIGN, QUALITY IN CONSTRUCTION

parkway Construction

Document Control

Issue Date	Issued To	Revision	Issued By
01.02.2024	Kelvin Pearce – Albion Land Emma Lancaster – Quod Helen Elliott – KAM Alexander Gaskell - Quod Simon Mascarenhas – Cornish Architects Bill Bailey - BJH James Griffiths - BJH Richard Greatorex – Cotswold Archaeology James Higgins - PCL	Issue 1	Allan Carr - PCL
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09.05.2024	Kelvin Pearce – Albion Land Emma Lancaster – Quod Helen Elliott – KAM Alexander Gaskell - Quod Simon Mascarenhas – Cornish Architects Bill Bailey - BJH James Griffiths - BJH Richard Greatorex – Cotswold Archaeology James Higgins - PCL	Issue 3	

Document Amendments

Page	Description of Change	Name	Date
All	First Issue	Allan Carr	01.02.2024
Front Cover	Elevation Drawings	Amy Snaith	12.03.2024
Appendix 1	Site Set Up Plan updated	Amy Snaith	12.03.2024
Appendix 2	Environmental Risk Assessment updated	Amy Snaith	12.03.2024
	Drawings updated Gateway references removed	Amy Snaith & Dave Harvey	09.05.2024

Please note this is a live document which contains links to external documents please click to access*

CONSTRUCTION MANAGEMENT PLAN (CMP)

Catalyst Phase 4

The work will commence with site security, fencing and statutory / public advice safety signage, followed archaeological investigation works with construction works to follow.

A 2m high Heras fence hoarding will be erected to the full perimeter of the site, this will prevent any unnecessary access of construction plant into adjoining ownerships, whilst prevent general public access into the site, this will be inspected daily and recorded on a weekly basis. Tree protection will be erected to all the boundaries as detailed on the Site Set Up Plan **(appendix 1)** T5744/SSP/004

The works will comprise of site strip, cut and fill to levels, foundations, drainage, services, steel frame, envelope works, internal finishes, external works and landscaping, the sequence being:

- A single phase

All works from topsoil strip, filling and foundations will be undertaken with a watching brief from Cotswold Archaeology.

The challenges identified for the construction team which are specific to this project have been identified as follows –

- Maintaining clear and uninterrupted highway access
- Keeping Wendlebury Road clear of materials, plant and lorries at all times
- Keeping Wendlebury Road clear of dirt and general construction rubbish at all times.
- Maintaining a dust free and noise compliant site at all times.
- Working safely at all times throughout the construction phase of the project.
- Ensure that the works does not impact on the residents of Bicester, especially the adjacent Garden Centre, the Thames Water treatment works, the Hotel on the corner of Vendee Drive and the occupiers of the Catalyst Bicester development.
- Ensure that any wildlife that may be found within the site confines is removed in a sensitive and appropriate manner, utilising professional ecologists when required.
- Ensuring impact on the surrounding areas and environment are kept to a minimum throughout the works
- Work to the approved clients brief.
- Maintaining programme and quality of construction to realise the project design concept and to meet the planning and client's requirements.
- We have ensured site traffic routing is designed and implemented to minimise disruption to the residents of Bicester. The detailed Routing plan will be a condition bound into all orders placed for works and materials and will be rigidly enforced by the site.
- All site staff and operatives will park in the carpark provided, this has been sized to accommodate all vehicles travelling to the site, and under no circumstances will any of these vehicles be allowed to park on the highway surrounding the site.

This method statement sets out to demonstrate our ability to carry out the works in optimum time, in the safest manner to achieve a completed project to the satisfaction of all parties involved.

METHOD STATEMENT CONTENTS

1. General

This method statement has been prepared and issued to give an indication of our general approach to the construction and management of the project.

Specific operations will be the subject of specialist considerations and site-specific detailed method statements relating to specialist activities will be submitted to Parkway Construction (MK) LTD for comments and approval prior to commencement of the works.

Measures to be considered are detailed in the section of this document and this should be read along with the Environmental Risk Assessment (ERS) **(appendix 2)** that identifies all areas to be considered, the ERS details how these risks should be managed, reduced or avoided during the course of construction.

2. Planning and Programming

The whole project has been programmed to complete within a 2-year period in line with the following working hours, these hours and days may need to be extended on occasions for safety reasons:

- Monday to Friday - 7:00am to 6:00pm
- Saturday - 7:30am to 13:00pm
- Sunday, Public & Bank Holidays – Site Closed

The construction programme will be monitored, tracked and updated on a regular basis and any corrective action applied as necessary.

A Procurement Schedule will be prepared from the construction programme that will identify the key dates to be achieved within design, detailing, approval and manufacture/procurement processes for individual trade operations.

Due consideration has been given to the effects of the development on hedgerows & trees, species including Bats, Birds, Invertebrates, Reptiles and other mammals, no tree or hedge removal works will take place in phase of works, as set out in the CEMP.

Due consideration has been given to the local properties whilst planning site lighting, particular consideration has been given to residential receptor in the form of light spill, dark sky, glare, curfew periods, working hours etc, we will use lighting and switching to ensure lights are not unnecessarily left on and are sensitively angled to avoid nuisance.

Due consideration has been given whilst planning environmental management of the site, our Project Manager will be the "Environmental and Biodiversity Champion" on this project, together with this we are a "Considerate Constructor" and have robust Compliments, Complaints and reporting procedures to ensure compliance at all times.

This site will be registered with the Considerate Constructors Scheme.

3. Site logistics

The way in which the site is established and managed is critical to the success of the project.

It is our intention to complete the works from within the confines of the site boundaries.

On this site all boundaries will be screened using Heras fence hoarding

A schedule of dilapidation's has been undertaken with, and issued to, OCC Highways for highway areas and carriageways around the site.

All materials will be off loaded, loaded from within the site confines.

Loading and unloading of materials will take place wherever practical at their point of use in order to reduce double handling which could create a noise nuisance.

4 Site Management

The management for this project will comprise of site based, trained and competent, experienced managers, i.e. a visiting Contracts Manager & QS with a team of 1 Project Manager and a setting out engineer, with non-working trades foremen and labour as required.

The site team will be fully supported and assisted by our head office together with the Construction Director and Commercial Director to ensure the implementation and compliance with legal, planning, company procedures/requirements and safety policies and to monitor the ongoing quality and operational standards set by Parkway Construction.

The management structure on site is as described below:

- Construction Director – Allan Carr (07971 533328)
- Contracts Manager – James Higgins (07720 737846)
- Senior Project Manager – Matty Carr (07525 274921)
- Quantity Surveyor – Laura Nessfield (07923 245082)
- Safety Advisor – Wayne Hodgson – SML

These details will be provided to the local residents as part of a letter drop introducing our team prior to works commencing.

5 Security and Site Establishment

A Heras fence hoarding will be erected to the site perimeter as shown on the attached site setup plans, in **appendix 1** T5744-SSP-003 Site Setup Plan & T5744-SSP-004 Site Setup Plan The site perimeter fencing will be regularly inspected and recorded weekly, it will be maintained throughout the contract and adapted as required to suit operations during the contract. As part of the weekly site perimeter inspection regime the safety signage and fencing will be inspected to ensure it is still visible.

No access will be allowed for plant, heavy machinery or storage outside of the site confines.

6 Personnel

All personnel entering site will attend Parkway Construction's site safety and environmental induction prior to gaining access to site. Site specific rules and details will be given during this induction.

7 Site Access and Deliveries

Vehicular and pedestrian access to the site parking and compound will only be from the existing entrance off of Wendlebury Road, all site traffic including HGV traffic will enter and exit through this site entrance.

Deliveries / arrivals to site shall not arrive before 07:00 in the morning, 07:30 on Saturday. HGV's, delivery vehicles or trades vehicles (cars & vans) will not be allowed to wait outside of the site entrance on Wendlebury Road before 07:00, 07:30 on Saturday. The site setup has been designed so that all vehicles will pull directly into the site upon arrival.

For the avoidance of doubt, Parkway are committed to avoiding deliveries arriving and leaving the site in peak traffic hours (8:00/9:00 & 17:00/18:00).

Temporary pedestrian routes will be provided within the site boundary to gain safe access to the site parking, compound, accommodation and working faces.

Clear signage will be installed to ensure safe access and egress onto and off of the site. When required a road sweeper will be in attendance during the movement of materials onto or off the site to ensure a clean road.

Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption.

Wheel wash facility comprising of high-powered petrol driven jet washers will be set up at the final exit point out of the site. All vehicles leaving site will be inspected for cleanliness by the banksman before being allowed to exit onto the highway.

All deliveries to site will be directed to use the A41 to the Vendee Drive Roundabout, turn into Charles Shouler Way, then progress along Wendlebury Road and enter the site through the new site access. Signs will be placed on Wendlebury Road detailing "Caution Site Entrance" "Caution Vehicles Turning" etc, once Highways approval is granted. This requirement will be written into sub-contract and material orders, it will also be signed into their pre-let meeting minutes and contracts.

See drawing reference Construction traffic Routing Agreement Plan **(appendix 3)** T5744–SSP–002 Traffic Routing Plan

8 Signage

Adequate signage will be installed such that vehicle access to the site is clearly identified within the general site area. Small directional fingerboards will be placed discretely to guide deliveries directly to the site in order to prevent congestion.

Site signage will be provided at the entrance and within the confines of the site to notify all visitors of the following –

- Mandatory traffic route requirements
- Office, accommodation and toilet location and access routes
- Access and delivery instructions
- Pedestrian crossing and vehicle movements
- Site speed limits
- Underground services
- PPE requirements
- Location of first aid station and welfare facilities
- Pedestrian routes
- Fuel and material storage areas
- Site management details and numbers
- Considerate constructor details and banners etc

Signage will be erected on the highway, subject to highway approval, to prevent unauthorised HGV access to restricted areas, see the Construction traffic Routing Agreement Plan in **appendix 3** T5744–SSP–002 Traffic Routing Plan

9 Storage and Handling

Designated storage areas will be provided within the site boundary and adapted as the site progresses.

Vulnerable materials and equipment will be stored within locked site containers.

Materials will be stored to ensure the minimum effect on the environment and wildlife, we will ensure that all excavations are backfilled or covered over each night.

We will ensure all holes are securely fenced at night to prevent wildlife access.

We will install scaffold board or hessian escape routes out of any open excavation that cannot be fenced.

We will ensure standing water of any depth is fenced and adequate mammal escape routes are installed.

Construction Plant will be secured and locked in the compound at the end of each day, i.e. within range of surveillance from our monitored, police response approved CCTV security system.

10 Waste Management

The generation of site waste will be continuously monitored and updated throughout the project. Site skips will be stored within the site boundary in the designated area.

Parkway Construction (MK) Limited is conscious of its responsibilities for the protection and improvement of the environment and is committed to minimising environmental impact throughout its sphere of activities.

It is the aim of Parkway Construction (MK) Limited to carry out its operations, according to the procedures given herein, together with its targets and goals detailed in its ISO 14001 registrations and to the latest good practice guidelines.

Management and Site Staff are responsible for the operation and implementation of the Policy and all sub-contractors are expected to co-operate with the company in order to fulfil its legal obligations.

Our procedures will cover the following areas and will be reviewed annually or as changed in legislation dictate:

- Segregation of waste on site prior to removal from site.
- Waste will be removed from site by a registered waste carrier who will sort and recycle the waste.
- Reports will be issued detailing the percentage recycled from each skip with the volume sent to land fill also identified.

During Site Induction all labour will be informed of our onsite procedures and actively encouraged to run a 'TIDY' safe site.

All sites will display the relevant Waste Carriers registration certificate and the licence for the disposal site.

All sites will have a competent person responsible for full implementation of Site Waste Management, on this site it will be Matty Carr.

11 Temporary Services

Temporary site power will be provided via a site generated supply, it will be used for small power for tools and equipment as well as the site accommodation and facilities.

Water will be taken from a new, mains water supply which will be TW metered to record the usage.

Site accommodation and toilets will discharge to an onsite storage tank and be tankered off of site, until the mains are connected, it will then be piped to discharge directly into the main foul sewer running within the site boundaries.

Site telephones will be via mobile phones and internet provided for email from 4G/5G dongles.

12 Dust, Debris and Wheel Wash Control

The site will be accessed from Wendlebury Road, this will be swept regularly and damped down with water to reduce the amount of dust on site should this be necessary.

The majority of material are retained on site.

Should it be required, damping down will be adopted using on site dust suppression in the form of sprinkler hoses, mist spray cannons and dumpers with dust suppression bowsers.

All dust suppression will be as described in the HSE publications, No 36 and 54.

During construction works and times of high vehicle movements the site wheel wash will be set up at Site Entrance off of Wendlebury Road. This will include the use of a pressure washer controlled by our banksman to ensure mud transfer is minimised to the surrounding roads. The Pressure washer, labour with brushes and shovels will be the first line of defence on a day to day basis. **Appendix 4** Vehicle Wheel Wash

Road sweepers will be available throughout the duration of the project to collect and clean any mud or debris accidentally transferred on the surrounding roads, this will be planned and managed by site as "planned" work activities dictate, it will not be used simply as a reactive measure, it will be programmed around the specific site activities. The sweeper will be fitted with an external pressure washer lance to give flexibility to the cleaning activities to the surrounding roads and paths.

Parkways Site Project Management will ensure compliance with the above at all times.

See copy of Parkways T5744 - Catalyst 4 - Guidance Notes for Site - Noise & Dust Control in **Appendix 5** for further details.

13 Safety

Full recognition and regard will be given in the management and execution of the project of the current HSE and Construction Design and Management Regulations.

All trade contractors are obliged to provide safety policies, safe working procedures, risk assessments and method statements which will be reviewed, revised as required and signed approval will be issued by Parkway Construction (MK) LTD 2 weeks prior to commencement of the works.

Safety Management LTD will provide external safety inspections and support with frequent site visits to review and monitor safety standards as they deem appropriate.

14 Noise Control

Management of noise pollution and vibration control will be given a high priority on this scheme.

Possible impacts have been assessed and no unacceptable effects have been identified when using modern, well maintained equipment.

As the construction site is in reasonably close proximity of residential buildings, Parkway Construction will ensure acceptable levels of noise are adhered to where possible and will work to the following hours:

- Monday to Friday - 7:00am to 6:00pm
- Saturday - 7:30am to 13:00pm
- Sunday - No noisy work
- Public / Bank Holidays - No noisy work

In all cases Parkway Construction will adhere to its Guidance Notes detailed in **Appendix 5** T5744 - Catalyst 4 - Guidance Notes for Site - Noise & Dust Control.

15 Sequence of Works

Sequence of works to be followed are as the agreed programme.

16 Handover Documentation and Training

Prior to the completion of the project Parkway Construction will implement monitoring procedures to ensure information production relating to the handover documentation are implemented to allow handover of operation and maintenance for PC.

17 Conclusion

The above method statement has been developed to demonstrate Parkway Constructions understanding of the project requirements and methodology required to carry out a project of this nature successfully.

APPENDICIES

Appendix 1	Site Set Up Plan
Appendix 2	Environmental Risk Assessment
Appendix 3	Traffic Routing Plan
Appendix 4	Vehicle Wheel Wash
Appendix 5	Guidance Notes for Site – Noise & Dust Control

Appendix 1
Site Set Up Plan

NOTES:

All dimensions are in mm, unless otherwise stated.

Do not scale, all dimensions to be checked on site.

KEY

- AC1 — 9760 x 3000 Self contained (Toilet, Shower, Canteen, Drying and Meeting Room)
- Tree Protection Barrier. In accordance with the Arboricultural Impact Assessment.
- Pedestrian route with fencing as required
- G — Generator
- F — Fuel bowser
- CCTV station
- ## — Signage:
  1. Caution site entrance
  2. Caution vehicles turning
  3. Construction site keep out
  4. Site safety rules
  5. Pedestrian route
  6. Caution pedestrians crossing
  7. First aid station
  8. Fire muster point
  10. Spill kits
  11. Bucket changing area
  12. Fuel storage area
  13. One way

DATE	DRAWN	DESCRIPTION OF REVISIONS	REVISION LETTER	CHECKED BY
09.05.24	DH	SITE BOUNDARY REVISED	A	DH

PARKWAY CONSTRUCTION MK LIMITED
5 NEWTON COURT
KELVIN DRIVE, KNOWLHILL
MILTON KEYNES,MK5 8NH
TEL: +44 (0)1908 395000
EMAIL: mail@parkwaymk.com

DRAWING STATUS: TENDER ISSUE

CLIENT: ALBION LAND

PROJECT: CATALYST PHASE 4 BICESTER

DRAWING TITLE: PROPOSED SITE SETUP PLAN

DRAWING NUMBER: T5744/SSP/003 – Rev A

DRAWING SCALE:	DRAWN BY:	DRAWN DATE:
1:300	D.H.	26.01.24
PAPER SIZE:	CHECKED BY:	CHECKED DATE:
A1	A.C	26.01.24

NOTES:

All dimensions are in mm, unless otherwise stated.

Do not scale, all dimensions to be checked on site.

KEY

- AC1 — 9760 x 3000 Accommodation 2 Stacked portable cabin: Meeting room GF, Office FF
- AC2 — 9760 x 3000 Accomodation: Stacked portable cabin: Canteen / drying room for separate trades.
- WF — 4875 x 2745 portable cabin: W.F - Denotes welfare facilities (toilet & shower)
- S.C. — 4875 x 2745 portable cabin: S.C. - Denotes storage cabin
- Tree Protection Barrier. In accordance with the Arboricultural Impact Assessment.
- Pedestrian route with fencing as required
- G — Generator
- F — Fuel bowser
- CCTV station
- ## — Signage:
  1. Caution site entrance
  2. Caution vehicles turning
  3. Construction site keep out
  4. Site safety rules
  5. Pedestrian route
  6. Caution pedestrians crossing
  7. First aid station
  8. Fire muster point
  9. Recycling station
  10. Spill kits
  11. Bucket changing area
  12. Fuel storage area
  13. One way

MATERIAL STORAGE

RECYCLING

Unit 13 +65.700

Unit 14 +65.850

Unit 15 +66.100

MATERIAL STORAGE

SITE PARKING

AC-1

AC-2

S.C.

W.F

NEW ENTRANCE GATE

NEW PEDESTRIAN GATE

NEW PEDESTRIAN GATE

Charles Shouler Way

ED Bdy

65.9m

DATE	DRAWN	DESCRIPTION OF REVISIONS	REVISION LETTER	CHECKED BY
09.05.24	DH	SITE BOUNDARY REVISED	A	DH

PARKWAY CONSTRUCTION MK LIMITED
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DRAWING STATUS: TENDER ISSUE

CLIENT: ALBION LAND

PROJECT: CATALYST PHASE 4 BICESTER

DRAWING TITLE: PROPOSED SITE SETUP PLAN

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A1	A.C	26.01.24

Appendix 2
Environmental Risk Assessment

Construction

T5744
Catalyst Phase 4
Wendlebury Road

Environmental Risk Assessment

Environmental Risk Assessment -

Project:	**Catalyst Phase 4 - Wendlebury Road, Chesterton, Bicester. OX25 2PA**
For:	**Albion Land (Three) Ltd**
Status:	**Construction**
Date:	**March 2024**
Author:	**Allan Carr**
Reviewer:	**James Higgins**

Contents

1.0 INTRODUCTION

1.1. Scope of Assessment

1.1.1. This Environmental Risk Assessment (ERA) has been completed to support the CMP in relation to Catalyst Phase 4, Wendlebury Road, Chesterton, Bicester. Oxon. OX25 2PA

1.1.2. A number of assessments have been considered to determine the environmental risks posed by the proposed new development and to identify whether the level of risk is considered acceptable.

1.1.3. The proposed development consists of:

- The construction of site infrastructure and 3 industrial Units.

1.1.4. The objectives of the assessment process are as follows:

- Identify potential risks that the activity may present to the environment.
- Screen out those that are insignificant and don't require detailed assessment.
- Where appropriate identify potentially significant risks and undertake detailed assessment.
- Where appropriate choose the right control measures; and
- Report the findings of the assessment.

1.1.5. This report contains justification for all risk assessments completed or screened out from requiring further consideration and provides an overall assessment of the impact of the new development.

1.2. Site Location and Environmental Setting

1.2.1 The proposed plant will be located at:

Catalsyt Phase 4
Wendlebury Road
Chesterton
Bicester
Oxon
OX25 2PA

The National Grid Reference for the site is: **SP57217 21046 (easting 457217, northing 221046).** The site covers an area of approximately 6.5 acres.

1.2.2. The site currently comprises of a green field site adjacent the A41.

1.2.3. The proposed working hours will be as set out in the CMP.

1.2.4. The nearest surface water feature is the small tributary leading to Langford Brook, which runs along the south perimeter boundary of the development site.

1.2.5. A review of the Environment Agency's flood maps indicate that the application site is not within a designated flood zone.

1.2.6. There are no Sites of Special Scientific Interest (SSSI) or SACs within the site.

1.2.7. The nearest human sensitive receptor to the proposed development is the Bicester Park Homes site.

1.2.8. The nearest residential properties is the Bicester Park Homes, static caravan site are some 150m away from the site.

1.2.9. The nearest commercial development to the site is The Bicester Garden Centre, The David Lloyd Gym and the Catalyst Industrial Development.

1.3. Associated Hazards

1.3.1. Potential risks to the environment from construction activities which must be considered and included in the assessment, if they are likely to be present:

- Emissions releases to Air.
- Discharges to Surface Waters.
- Discharges to ground or groundwater.
- Odour Impacts.
- Noise and Vibration Impacts.
- Impacts from Accidents.
- Disposal or Recovery of Wastes produced on Site.

1.4. Nearby Sensitive Receptors

1.4.1. Nearby receptors within 150m of the application site have been identified. Key receptors that have the potential to be impacted by the site are summarised in Table 1.4.9 below.

1.4.2. A tributary to Langford Brook runs along the southern boundary of the site, this is a very small clear flowing watercourse.

1.4.3. There is an established hedgerow running along the east and west road boundaries (A41 & Wendlebury Road) and a small coppice to the south site boundary, at the base of this coppice is the watercourse carrying water to Langford Brook.

1.4.4. There are drainage ditches to the A41 & Wendlebury Road, these have been included as sensitive receptors due to the proximity to the site and the potential to be impacted by any surface water discharges from the site.

1.4.5. There is a new hotel to the north of the site on the other side of Charles Shouler Way

1.4.6. The Bicester Garden Centre is to the northeast of the site.

1.4.7. The David Lloyd Gym and the is to the northeast of the site.

1.4.8. Catalyst Industrial Development is to the northeast of the site.

Table 1.4.9: Sensitive Receptors

Receptor	Type	Distance (m)	Direction
Bicester Garden Centre	Commercial	450	N / E
Static Hames Park	Residential	150	W
David Lloyd Gym	Commercial	400	N/E
Hotel	Commercial	70	N / E
Catalyst Industrial Estate	Commercial	250	E
Thames Water Treatment Works	Industrial	600	N / E
Bicester Wetlands Reserve	Ecological	650	E
Drainage Ditch and Coppice	Ecological	50	S
Langford Brook	Ecological	250	E
Road Ditch A41	Ecological	50	W
Road Ditch Wendlebury Road	Ecological	50	E

2.0 ENVIRONMENTAL RISK ASSESSMENTS

2.1. Scope of Assessments Completed

2.1.1. A number of assessments have been considered to determine the environmental risks posed by the development and to identify whether the level of risk is considered acceptable.

2.1.2. There will be no emissions to atmosphere other than exhaust fumes from plant and machinery.

2.1.3. There will be no emissions to surface water or groundwater other than clean rain-water run off.

2.1.4. Following completion of all risk assessments, the potential impact of risks identified to nearby sensitive receptors have been determined to be either insignificant, or insignificant following the application of any appropriate mitigation and / or control measures listed.

2.1.5. Each assessment completed is summarised below with a qualitative assessment of the risks from the proposed development.

2.2. Fume Emissions

2.2.1. Emissions to atmosphere will be from machinery and vehicle exhaust fumes, e.g. :-

2.2.2. Site Plant, dumpers, excavators & MEWP's etc

2.2.3. On site generator.

2.2.4. Exhaust emissions released from plant and machinery is well within regulations as they are standard equipment used on all construction sites, and thus no further assessment has been carried out.

2.2.5. Exhaust emissions released from the small 40kVA diesel generator used to run the site welfare facilities is well within regulations as it is a standard generator used on all industrial estates, and thus no further assessment has been carried out.

2.2.6. In summary, it is concluded that the proposed development will have no likely significant effects in relation to air quality.

2.3. Odours

2.3.1. There will be no odours generated on site.

2.3.2. In summary, it is concluded that the proposed development will have no likely significant effects in relation to odours.

2.4. Noise and Vibration

2.4.1. The key sensitive receptors at risk of exposure to noise are residential properties, the Garden Centre, the David Lloyd Gym, The Catalyst Industrial Park and the Hotel as referred to in table 1.4.9

2.4.2. The main sources of noise will be excavators and plant, along with movements on site associated with the delivery and removal of materials.

2.4.3. The assessment concludes that the potential impact of noise and vibration from the proposed demolition would not adversely affect nearby sensitive receptors, and that there would be no need for additional mitigation measures beyond the "Guidance Notes for Site – Dust and Noise" document submitted with the CMP.

2.5. Dust Emissions

2.5.1. Dust can be generated through construction activities and these are controlled through specific RAMS and Guidance Procedures.

2.5.2. Environmental Sensitive receptors considered, include the Garden Centre, Bicester Wetlands Reserve, the David Lloyd Gym, The Catalyst Industrial Park, the Hotel and the adjacent properties.

2.5.3. The assessment concludes that the potential impact of dust from the proposed Development would not adversely affect nearby sensitive receptors, and that there would be no need for additional mitigation measures beyond the "Guidance Notes for Site – Dust and Noise" document submitted with the CMP & CEMP.

2.5.4. The assessment concludes that the potential hazard from dust is considered to be low, based on the control measures to be put in place.

2.6. Contamination to Water and Land

2.6.1. Receptors identified are the ground and groundwater beneath the site, the tributary which runs southeast along the site boundary to Langford Brook itself.

2.6.2. The potential risk to the environment from spillage to water and land is considered to be low.

2.6.3. The potential pollutants will be silt from rainwater run-off or conditions such as spillages/leaks from on-site bunded fuel tanks or spillages of fuel or oil associated with plant and machinery.

2.6.4. Materials generated from construction activities will be suitably stored on site in order to prevent contamination of the soils, water course or land.

2.6.5. Fuels will be stored in bunded bowsers with suitable spill kits to prevent contamination of the soils, water course or land.

2.6.6. The site will be carefully managed including good housekeeping procedures and regular checks will be made within and around the site for litter and spillages.

2.6.7. The site access and adjacent public highway will be regularly inspected to ensure the access routes in and out of the site are kept clean.

2.6.8. The assessment concludes that the potential hazard to water and land from operations on the site is considered to be low, based on the control measures in place.

3.0 Conclusions

3.1. Conclusions

3.1.1 A number of environmental risk assessments have been carried out to determine whether the proposed development can be undertaken without causing pollution to the environment. All risk assessments have been undertaken in accordance with relevant Guidance and best practice.

3.1.2 The assessments undertaken consider the possible impacts on sensitive receptors from a range of potential emissions that could be produced from the proposed works. The risk assessments have considered both the intended design and operational practices at the site and conclude that:

- Fume emissions will have no likely significant effects in relation to air quality and no further assessment is required.
- Odour generation from the site operations is not anticipated, therefore the potential risk from odour can be considered not significant or likely to adversely impact on local receptors.
- Noise levels from construction activities are not likely to adversely affect or impact local receptors when controlled by the details set out in the "Guidance Notes for Site – Dust and Noise" document submitted with the CMP.
- Dust levels from construction activities are not likely to adversely affect or impact local receptors when controlled by the details set out in the "Guidance Notes for Site – Dust and Noise" document submitted with the CMP.
- The overall risk to receptors from accidental spills is considered low due to the low-risk nature of activities on the site and the prevention measures detailed in the CMP.

3.1.3 As presented in this report, the site will have appropriate control measures and management systems in place to ensure that the operations do not have any significant impacts or represent an unacceptable risk to the local environment.

APPENDICES

Appendix A – Risk Assessments

Table 1: Odour

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Odour from deliveries to site	Construction and Delivery Vehicles	Air Prevailing Wind	Local residents, workforce, visitors to local Garden Centre, Hotel, David Lloyd Club, the Catalyst Ind Park and Wetlands Reserve	Low	Low	Low	Use the most modern machinery available and maintain deliveries in the zones allocated on the Site Setup Plan in the CMP	Low
Odour from site welfare facilities	Accommodation, bins, skips	Air Prevailing Wind	Local residents, workforce, visitors to local Garden Centre, Hotel, David Lloyd Club, the Catalyst Ind Park and Wetlands Reserve	Low	Low	Low	Maintain good hygiene conditions, empty bins and skips regularly and ensure welfare is only taken in the Site Compound zone indicated on the Site Setup Plan in the CMP	Low

Table 2: Noise and Vibration

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Noise from vehicle movements	On site operations	Noise through the air and vibration through the ground	Local residents, workforce, visitors to local Garden Centre, Hotel, David Lloyd Club, the Catalyst Ind Park and Wetlands Reserve	Low	Medium	Low	Use the most modern machinery available. Ensure vehicle movements into and out of the site only take place during the working hours set out in the CMP. All plant and vehicles used on site (such as dozers, dumpers, excavators etc) will only be used within the site confines and will be subject to regular maintenance and service schedules. All plant on site will be subject to speed limits to ensure noise levels remain low. All plant and equipment will be fitted with appropriate sound attenuation and acoustic isolation and will be subject to regular inspection and maintenance schedules to maintain operational performance. Strictly adhere to the guidance details set out in the "Guidance Notes for Site – Dust and Noise" document submitted with the CMP.	Low

Table 3: Dust Emissions

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Releases of dust from incoming /outgoing vehicles	Vehicle movements	Air transport and inhalation	Local residents, workforce, visitors to local Garden Centre, Hotel, David Lloyd Club, the Catalyst Ind Park and Wetlands Reserve	Low	Medium	Low	The equipment will be the most modern available, fully maintained and serviced and will be fitted with full dust suppression systems. All vehicles delivering materials or removing waste residues from the site will be covered. In the unlikely event of dust generation caused by vehicle movements, roadways will be swept and/or dampened down as appropriate to prevent the mobilisation of dust during dry and windy weather. Also refer to "Guidance Notes for Site – Dust and Noise" document submitted with the CMP.	Low

Table 4: Contamination to Water & Land

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Contaminated run-off/rainwater from site surfaces	Site	Percolation through soils, direct run-off from site across the ground and entering surface water drains, natural roadside ditches and Langford Brook	Nearby natural habitats. Pollution of nearby surface water courses	Low	Medium	Medium	Due to the standard site operations, it is not expected that the works will have any leaching potential. A combination of shallow cut of ditches, small bunds and settlement lagoons shall be utilised for any pumping operation required to remove rainwater saturation before it reaches the tributary leading to Langford Brook. Proprietary settlement tank systems will be used to filter any pumping operations before discharge to any watercourse. All wastes produced from the process will be stored in suitably secured and sealed containers located inside the site. All ditches will be inspected regularly for signs of deterioration or run-off. All staff will be trained in the procedures and correct use of equipment and sufficient spill kits will be maintained on site. Staff trained appropriately to minimise emissions to water and records maintained.	Low

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Fuel oils stored on site	Loss of containment on site	Percolation through soils, direct run-off from site across the ground and entering surface water or groundwater.	Nearby natural habitats	Low	Medium	Medium	Fuel oils will be stored within secure bunded bowsers, which will be provided with secondary containment with a capacity of 110% of the volume of the tank. All fuel will be stored in one fenced location on site. All potentially polluting substances will be contained in bunded tanks provided with dedicated secondary containment with a capacity of 110% of the volume of the tank. Regular inspections of containment will identify leaks. A spill clean-up procedure is in place to minimise the impact from spills and leaks. All staff will be trained in the procedures and correct use of equipment and sufficient spill kits will be maintained on site. Staff trained appropriately to minimise contamination to water and records maintained.	Low

Table 5: Litter

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Litter	Litter from site	Transportation through the air and over land	Site employees, Local residents, workforce, visitors to local Garden Centre, Hotel, David Lloyd Club, the Catalyst Ind Park and Wetlands Reserve and nearby natural habitats.	Low	Low	Low	The site will be fully fenced off with lockable gates, which will be checked regularly to ensure they are in good working order. The site will be carefully managed including good housekeeping procedures and regular checks will be made within and around the site for any litter/debris. In addition, the site access and highway outside will be regularly inspected, and any litter/debris found will be picked up by staff. Any issues identified will be recorded, investigated and appropriate remedial action will be taken as soon as practicable.	Low

Table 6: Trees, Hedges and Nesting Birds

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Nesting Birds	Trees, hedges & grassland	Destruction of habitat, accidental Damage to habitat, noise, plant and machinery	Nesting Birds	Low	Low	Low	No tree removal or hedge removal will take place during the bird nesting season. Areas of existing hedges and trees will be suitably fenced with signage of "Tree Protection Zones" and routinely checked for wildlife and signed off by the Environmental & Biodiversity Champion (project manager) on site to ensure the fencing is secure and intact. Should any works be required during the bird nesting season it will be planned and managed under the supervision of a suitable qualified ecologist.	Low
Tree Removal	Trees & Hedges	Risk of removing retained trees	Developments	Low	Low	Low	No tree removal or hedge removal will take place during the bird nesting season. All retained trees and hedges will be securely fenced in accordance with BS5837. All retained trees and hedges will have signs erected in accordance with BS5837. Any works in close proximity to retained trees and hedges will require a permit. All works will be planned and managed under the supervision of a suitable qualified ecologist.	Low

Table 7: Accidents

Hazard	Source	Pathway	Receptor	Probability of Exposure	Consequence	Magnitude of risk	Risk Management	Residual risk
Impact by Vehicle	All on-site machinery and vehicles	Direct physical contact	Drivers, on-site staff, Clients, professionals and visitors	Low	Medium	Medium	Activities will be managed and operated in accordance with a management system (which will include site security measures to prevent unauthorised access). See CMP. A Traffic Management Plan will be developed to manage foreseeable risks from the vehicle movements around site. Site security measures to prevent unauthorised access will include security locks on the main gate and fencing of the site perimeter. A Site Perimeter Inspection procedure will be implemented with written weekly reports. General traffic movements on site will be in accordance with Site rules. Appropriate signage for vehicles will be provided. Drivers/visitors to the site will be given health and safety inductions and instructions on safe routing	Low

Overfilling of tanks and spillages of fuel oil	Tanks and containment	Direct contact, surface water runoff	On-site staff, Clients, professionals and visitors. Nearby Natural Habitats	Low	Medium	Medium	All tanks for fuel storage will have suitable secondary containment. Bunds will be designed to contain 110% of the volume of the largest tank or 25% of the total volume (whichever is the greatest). The fuel storage zone will be set up to contain the areas exposed to potential spillages. Procedures will be in place for dealing with any spills and clean up procedures and staff training will be provided. Spill kits will be provided, and staff will be trained in their use.	Low

Arson and / or vandalism and or theft causing the release of polluting materials to air (smoke or fumes), water or land.	Unauthorised access	Transportation through the air of smoke. Spillages by direct run off from site	Site employees, on-site staff, Clients, professionals visitors, members of the public and local residents.	Medium	High	High	Activities shall be managed and operated in accordance with a management system (which shall include fire and spillage procedures). A Fire Plan will be compiled to manage foreseeable risks from the site works. The site shall have a monitored CCTV & fire detection and alarm system. All plant and equipment and electrical installations will be kept maintained and in good working condition and subject to routine inspection and maintenance. Site security measures to prevent unauthorised access includes a perimeter security fence and security gates around the site. Security gates will be kept locked and secured outside normal working hours. Firefighting equipment will be maintained on site in accordance with fire regulations. The site will have a dedicated smoking area situated outside of the building away from any storage areas. Good housekeeping measures will be employed across the site.	Low

Appendix 3
Traffic Routing Plan

NOTES:

All dimensions are in mm, unless otherwise stated.

Do not scale, all dimensions to be checked on site.

→ Direction of traffic to site

→ Direction of traffic from site

DATE	DRAWN	DESCRIPTION OF REVISIONS	REVISION LETTER	CHECKED BY
9.5.24	DH	PROJECT TITLE REVISED	A	DH

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DRAWING STATUS: FOR APPROVAL

CLIENT: ALBION LAND

PROJECT: CATALYST PHASE 4 BICESTER

DRAWING TITLE: TRAFFIC ROUTING AGREEMENT PLAN

DRAWING NUMBER: T5744/SSP/002

DRAWING SCALE:	DRAWN BY:	DRAWN DATE:
N.T.S.	D.H.	20.10.23
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A3	D.H..	20.10.23

Appendix 4
Vehicle Wheel Wash

Vehicle Wash Equipment

The SIP 08923 Tempest TP650/175 petrol powered pressure washer is particularly useful for those people who need the use of a pressure washer but don't have access to a mains power supply. The many features of this pressure washer make it the perfect choice for a variety of different situations;

The Tempest TP650/175 pressure washer has a powerful 6.5hp engine making it suitable for even the most heavy-duty pressure washing jobs

With an incredible 650 litres/hour flow rate (11 litres per minute) this pressure washer really is up to even the toughest cleaning jobs

The 2540 psi/175 bar pressure, makes it possible to tackle anything from agricultural work to heavy duty construction site work

The SIP 08923 has a heavy-duty wheel mounted frame with pneumatic tires for an increased "movability factor"

The substantial weight of 47 kg is heavy enough to be sturdy, strong and durable yet light enough to wheel around on the pneumatic tires and heavy-duty wheel mounted frame

The TP650 175 pressure washer is fitted with heavy duty brass head pumps to ensure that they will last for a long time

Extra brass fittings are supplied (long life fittings of course) for easy replacement as and when required

The heavy-duty rubber hose measures a useful 8 meters in length meaning that you can get in to clean almost anywhere, even in those awkward little places

A heavy-duty lance completes the features of this terrific 'work horse' pressure washer.

Vehicle Washing Procedures

Stage 1

Vehicle condition inspected by gateman

Stage 2

If necessary, vehicle pulls over into the dedicated wash area, cleaned and then final inspection by gateman

Stage 3

Vehicles exits site

Appendix 5
Guidance Notes for Site – Noise & Dust Control

Parkway Construction

Parkway Construction Guidance Notes on

Noise and Dust Control From Construction and Demolition Sites

T5744
Catalyst Phase 4

Executive Summary

The purpose of this guidance note is to provide information to assist contractors to ensure as far as possible that they meet their legal duties. It has also been produced to inform contractors of what to expect from construction and demolition sites with relation to noise and dust control.

By its very nature this is a *guidance* note and as such it will detail the best practice methods that can be adopted by contractors. It is always Parkway Construction's aim to resolve all complaints arising from noise and dust from our construction sites informally in the first instance. Where possible we will try to reach compromise with adjoining properties and those who may be experiencing problems from our site.

It is always our intention to instigate any complaint of public nuisance, our site team and Project Manager will always take immediate action to resolve the matter. Head office involvement and/or action should only be as a last resort.

Noise Control

The Housing & Environmental Health Service expects contractors to minimise noise nuisance to local residents. We will endeavour to comply at all times with the Control of Pollution Act 1974 to control noise from demolition and construction sites. In certain circumstances should it be required we will negotiate quiet periods of working within our permitted hours, with local businesses.

This applies to:

a) The construction, engineering, repair and maintenance of any building, structure or road, and any associated works;

b) Shop fitting and any associated works;

c) Digging or boring under roads or land adjacent to any such works;

d) Any demolition works.

Compliance

Sub-contractors must provide, prior to works commencing, specific and accurate details to allow any risks to be assessed, regarding:

a) The works proposed and the methods to be used to carry them out; and

b) The steps proposed to minimise the noise from activities on the construction site.

All activities on site will be effectively coordinated and time managed, with strict adherence to working hours and earliest delivery times

Early, positive communication with the residents / occupiers of adjacent properties will be undertaken in order to manage expectations. Site and head office contact names and phone numbers will be provided on these introductory letters.

Regular update letters will be hand delivered throughout the project and particularly prior to any noise sensitive operations that are scheduled.

Toolbox talks will be undertaken with plant operators to emphasise the requirements set out in this document and to ensure they are continually reminded of the noise target criterion / standards set.

Permitted Hours

Any works which can be heard outside the site boundary must only be carried out between:

Monday to Friday 07.00am – 6.00 pm

Saturday 07.00 am – 13.00 pm

Sundays, Public and Bank Holidays No Working

These hours will only be extended in exceptional circumstances, eg:

i) Emergency works.

ii) Works required for immediate health and safety reasons.

iii) Power floating of internal floor slabs

iv) Works which are likely to cause major disruption to traffic, and where the Police or County Highways decide they should take place at night or at a weekend.

Note

In cases (i), (ii) and (iii) we will contact the Environmental Protection Section as soon as practically possible with the reason for the work and likely duration.

In case (iv) we will inform the Environmental Protection Section at least 14 days prior to commencement of the work.

In all cases we will also inform local residents about periods of work and the precise nature of the work. During sensitive times including night times or Sundays, we may still utilise certain restrictions in operating hours where we feel that the impact will be too great on local residents.

Methods of Work

All operations on site must be carried out to conform with BS 5228 Parts 1, 2 and 4, Noise Control on Construction and Open Sites. On all sites at all times the Best Practicable means to reduce noise to a minimum should be employed.

The following is a guide to Best Practicable means to minimise noise nuisance. Please note this is not an exhaustive list.

1. Wherever possible all sites should be totally surrounded by fencing or hoarding to the required height and density appropriate to the noise sensitivity of the location.

2. On this site all boundaries will be secured with Heras style fencing.

3. Wherever possible fixed items of construction plant should be electrically powered rather than diesel or petrol driven. Where this is not practicable suitable attenuation measures should be provided, such as acoustic enclosures;

4. Vehicles and mechanical plant used for the purpose of works should be fitted with effective exhaust silencers, be maintained in good and efficient working order and operated in such a manner so as to minimise noise emissions. Relevant EC Directives/UK regulations should be complied with;

5. On surface areas where environmental disturbance may arise compressors must be 'sound reduced' models fitted with properly lined and sealed acoustic covers kept closed whenever the machine is in use. In addition, pneumatic drills etc must be fitted with the most effective muffler or silencer available;

6. Machines in intermittent use should be shut down when not in use or throttled down to a minimum. Noise-emitting equipment which is required to run continuously may have to be housed in a suitable acoustic enclosure (refer to BS 5228);

7. Equipment which breaks concrete by pressure rather than by percussion or such other equipment as agreed should be used as far as reasonably practicable;

8. There should be no impact-driven sheet piling whenever possible, we expect contractors to use hydraulically operated vibrator methods to drive and extract sheet piling as far as reasonably practicable;

9. Where practicable rotary drills and bursters which are hydraulic or electrically powered should be used for breaking hard materials;

10. Noisy plant and equipment should be sited as far away as practicable from residential or other noise sensitive properties. Barriers, eg soil banks, stockpiles of materials, site portacabins, proprietary acoustic barriers, or timber hoarding should be employed wherever possible;

11. Care should be taken when loading and unloading vehicles, dismantling scaffolding or moving materials etc to reduce noise impact.

12. All deliveries of materials, plant and machinery to the site, and any removals of waste or other materials, must take place within the permitted hours and be subject to the Site Waste Management Plans Regulations 2013.

13. The arrival of delivery vehicles to the site must be properly co-ordinated to prevent parking in local streets while awaiting access to the site.

14. Vehicles must not arrive before 07.00 am and should not park on the highway awaiting entry

15. There must be adequate planning to ensure that lengthy operations eg concrete pours, can be completed within the permitted hours;

16. No employees, sub-contractors and persons employed on the site must cause unnecessary noise from their activities, eg excessive 'revving' of vehicle engines, music from radios, shouting etc and general bad behaviour;

17. We will ensure that all sub-contractors and other persons employed in connection with the site works should be aware of, and where practicable comply with these guidelines.

18. We will strictly adhere to the requirements of the Considerate Constructors Scheme and the requirements set out therein will be part of the site safety and environmental induction for each worker and visitor on the site.

General

In the interests of good public relations, we will inform and consult local residents, businesses and others in the community regarding works and to give them the name of an appointed person on site that will be able to deal with queries. We, as the main contractor are responsible for the activities of all sub-contractors on site.

Air Pollution

Sub-contractors on site have a duty to adopt Best Practicable means to minimise dust nuisance arising from the site activity.

The following is a guide to Best Practicable Means to minimise dust nuisance. Please note this is not an exhaustive list.

a) In order to prevent dust nuisance to adjoining occupiers, there will be adequate screening and damping down during all clearance work, breaking of existing ground surfaces and other site preparation activities.

b) Major haul routes on site will be watered as necessary to minimise dust nuisance. Where practical they will be stabilised (e.g. compacted) to reduce off site transport of soil and other material. This particularly applies to site exits.

c) We will provide suitable wheel washing equipment, as appropriate, at site entrances and exits. Washing and spraying should be carried out in an area with adequate drainage to avoid creating large amounts of mud.

d) Storage locations for all materials that create dust, including soil, must be away from the site boundary except where impractical, aggregated where possible to avoid the creation of many stockpiles, adequately screened to prevent wind loss and damped down where practical when being handled, especially when designed for long term use.

e) Paved roads near to exits will be kept clean, and vehicles transporting dusty materials onto and off the site will be suitably covered.

f) Rubble chutes and skips should be used where appropriate. There must be an effective close-fitting cover at the point of discharge to the skip to contain all dust and other debris. In addition, the chutes should be continuous to the point of discharge, with no gaps, and maintained in good condition.

g) Rubbish and waste materials must not be allowed to accumulate on site. A good standard of 'housekeeping' must be maintained.

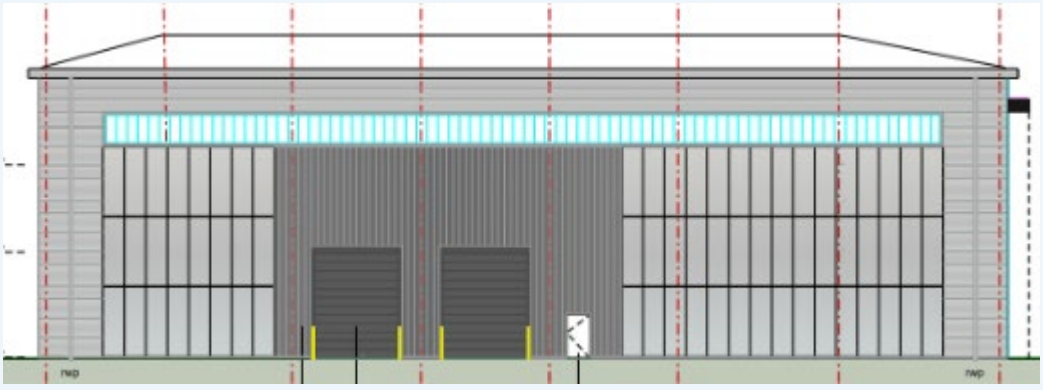
h) There shall be no on-site bonfires for any purpose whatsoever.

i) Lorries and plant with diesel or petrol engines on or off site should be well maintained in order to reduce emissions of visible smoke. Engines should not be left running unnecessarily, and plant and vehicle must not be parked in a position which could give rise to nuisance from exhaust fumes.

j) When positioning tar boilers, consideration needs to be made with regard to the location of nearby residents and businesses. The lid of the boiler should remain in place throughout the duration of the tar boiler being on site. The sub-contractor is expected to use best practice at all times to keep smoke emissions to a minimum.

k) Sub-contractors should take all precautions to prevent the emission of fumes from stored fuel oils, for safety and potential nuisance reasons. Fuel storage tanks should be contained in impermeable enclosures and/or bunded tanks with walls to contain any spillage.

l) We will as far as is reasonably practicable comply with the Clean Air Act and Environmental Protection Act to prevent smoke and dust nuisance.



VERSATILE BY DESIGN, QUALITY IN CONSTRUCTION

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