



CONSTRUCTION MANAGEMENT PLAN

FOR
Former Buzz Bingo Site
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Construction Environmental Management Plan

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1 INTRODUCTION

1.1 Introduction

This Construction Management Plan (CMP) has been prepared to address the Method of Demolition and Construction, Construction Set Up, Hours of Work and General Health and Safety.

The CMP outlines and mitigates any potential impacts of the construction process on the receptors surrounding the development site, the environment within and around the site.

It is Churchill Retirement Living's (CRL) intention that its work will be carried out in accordance with all relevant statutory provisions and all reasonable practicable measures will be taken to avoid any risk to its employees or others who may be associated or affected thereby.

1.2 Location

The site is located approximately 0.1 km to the northwest of the centre of Banbury.

The National Grid Reference for the site is SP45424073. The site is bounded to the north by Castle Street and to the west by North Bar Street (A361). Bolton Road forms the eastern site boundary together with a depot building to the southeast of the site. Residential properties and associated access/car parking are present to the south of the site.

1.3 Existing Development

The site is irregular in shape with an approximate area of 0.49 ha. The site and surrounding area appear to slope gently down to the north and northwest. The large former Buzz Bingo building of brick construction and two-storey in height occupies the western and central area of the site. The remaining area in the east is occupied by a hard surfaced car park and access road to the site via Bolton Road to the south of the site. Small grass verges are present along the northern elevation of the building adjacent to Castle Street and a brick wall and railings are present around the car parking area. The site is at a higher level than Castle Street and steps down to Castle Street are present adjacent to the building. The access road to the car park from the south is concrete surfaced. The adjacent car parking areas to the south of the site for the depot and residential properties is at a higher level than the car park for the site with a brick retaining wall approximately 1m in height present along the southern boundary of the car park.

1.4 Proposed Development

The proposed development will seek to demolish the existing buildings and construct 80 one and two bed saleable apartments for the retirement sector including associated communal, parking and amenity areas.

1.5 Context & Scope

The principal aim of this CMP is to ensure that demolition, excavation and construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and the receptors of the area surrounding the development site whilst protecting the environment.

1.6 Report Structure

The different phases of work and requirements for construction in terms of access routes and vehicular activity are identified in **Section 2** of this report. In addition, the Section also sets out the construction methodology and any temporary highway suspensions required in order to facilitate the work.

Section 3 focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on site as well as a suitable reporting procedure for local residents and stakeholders.

Section 4 identifies how the environmental impacts of the development in relation to transport will be managed and mitigated.

Travel Plan measures are outlined in **Section 5**.

2 CONSTRUCTION PROCESS

2.1 Introduction

This section outlines the proposed development schedule, construction methodology and the way in which deliveries will be controlled with regards to the local highway network.

Site management and supervising staff have responsibility for implementing the Company's Health and Safety Policy and will ensure that Health and Safety considerations are always given priority when planning and during the day to day supervision of the work.

All Employees and Sub Contractors are expected to co-operate with Churchill Retirement Living in carrying out their duties and will ensure that their work, so far as is reasonably practicable, is carried out without risk to themselves or others.

It is our objective to ensure that accidents and ill health arising from work activities are minimised and that due consideration is given to local residents and members of the public.

Churchill Retirement Living has appointed a firm of external safety advisers to visit and give advice on the requirements of the relevant statutory provisions and safety matters generally.

2.2 Development Schedule

The proposed development anticipated duration is approximately 18 months. There would be five main phases to construction of the development;

Phase 1 – Demolition of Existing Buildings

Phase 2 – Groundwork's

Phase 3 – Superstructure and Roof

Phase 4 – Internal Works

Phase 5 – Landscaping and Utilities

It should be noted however that the construction programme may be subject to change.

Prior to any demolition or construction works being carried out, a local highway condition survey will be carried out and recorded by means of dated photographs, these records will be kept and stored for future reference. Once all development work has been completed, a further survey will

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be carried out and comparisons made with the original survey. Any damage or change to the highway condition will be notified to County Highways for further discussion.

2.3 Scaffolding & Hoarding

Access to the site will be taken from Bolton Road, this area will remain presentable and tidy at all times and will be secured throughout the development process with proprietary solid hoarding panels and 6m wide access gates, the remaining boundaries on Bolton Road, Castle Street and North Bar Street will be secured with proprietary solid hoarding. The hoarding will be erected once the existing boundary treatment has been removed.

The benefits of hoarding the site will be to increase site security as well as protect members of the public, particularly during the demolition stage of the development. Hoarding will also have environmental benefits in terms of reducing the impact of dust generated on the surrounding environment and reducing noise pollution from the site.

Mandatory safety signage will be displayed around the development for the general public and visiting vehicles. Mandatory safety signage will be displayed on access gates for construction staff entering the site. The external hoarding will be kept clean and tidy at all times.

2.4 Delivery of Plant & Materials

All materials associated with the development process will be stored within the site boundaries. Skips and other plant will also be stored within the curtilage of the site. A dedicated loading and unloading area for plant and materials will be created.

It is envisaged that there will be approximately four deliveries to the site per day over the course of the construction period.

The Company will employ a qualified Banksman whose duties will include the management of delivery vehicles. The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible.

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Macadam temporary roads and hard standings will be provided for storage areas, traffic and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

All deliveries to the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. All deliveries will then be met by the Banksman who will assist vehicles entering, exiting and manoeuvring into and out of the site.

The Banksman will co-ordinate the transfer of materials from the loading area. Through this arrangement it is hoped that the dwell time of the delivery vehicles can be reduced to less than 30 minutes, where possible.

Churchill Retirement Living will adopt a procedure to maintain the cleanliness of the carriageway. At the initial stages of the project when vehicles are entering site and are unlikely to be running on hard surfaces, wheel washing procedures will be implemented along with regular road cleaning. As the project develops and before the main construction commences, the permanent hard surfaces will be in place along with temporary hard running surfaces where needed, which will prevent mud and other contaminants being carried onto the carriageway.

Signage will be placed as required to advise road users and pedestrians of the construction site ahead. Deliveries will be coordinated where possible to avoid simultaneous arrivals and congestion on the surrounding roads.

Dedicated pedestrian routes will be provided offering safe, direct access to the site office from the pedestrian entrance and routes will be adequately signed.

2.5 Working Hours

All work will be conducted between 07:30 to 18:00 hrs Monday - Friday and between 08:00 to 13:00hrs on a Saturdays, there will be no Sunday or Bank Holiday working on site. Demolition and enabling works will last for approximately 6 weeks. The construction period is anticipated to last for approximately 18 months.

Due to the close proximity of surrounding residential buildings and business premises, and the associated traffic congestion at the beginning and the end of the day. Churchill Retirement Living will seek to restrict material deliveries to the site through this period. No HGV movements to or from the site shall take place between the hours of 8:30 – 9:15 am

and 4:00 – 6:00 pm nor shall the any HGVs associated with the development be laid up, waiting, in the surrounding residential streets during these times. These conditions will be conveyed to all relevant parties when placing material and subcontract orders.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the site manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

2.6 Construction Traffic Routing

The supply chain will be instructed to use the following directions when delivering goods to site:

Leave M40 AT Junction 11

Exit the roundabout onto A422 (Banbury)

At the 1st roundabout, take the 2nd exit onto Hennef Way/A422

At the 2nd Roundabout, take the 2nd exit onto Hennef Way/A422

At the 3rd roundabout, take the 1st exit onto Southam Road/A361

At the T junction (Warwick Road) turned left and then 1st right onto Bolton Road.

All delivery drivers and construction workers will be advised of the preferred route prior to making their delivery or commencing work.

It is considered that the proposed routing avoids the use of minor roads and maximises the use of the major strategic roads where possible.

2.7 Construction Stages, Vehicle Movements & Vehicle Types

At present it is anticipated that the proposed redevelopment of the site will complete in approximately 18 months. It should be noted that the construction programme and corresponding construction traffic strategies may be subject to change prior to work commencing on site. Any significant changes to the CEMP that may occur would need to be agreed with officers at Cherwell District Council.

2.7.1 Phase 1 – Demolition of Existing Building

For the first 10 weeks of the construction period the site will be prepared for the subsequent phases of development. This

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will involve the erection of hoardings, Ecology, Arboricultural and Archaeology works, signage, site set up and the demolition of the existing building.

During initial demolition works, all deliveries will be taken from Bolton Road and off loaded within the site boundaries, vehicle movements in and around the site will be controlled by a qualified Banksman. Once demolition works have been completed and the site cleared, temporary roads and hard standing will be installed.

A parking area will be provided onsite during the demolition phase; this will avoid inconvenience to local residents and businesses.

A letter will be sent to all immediate neighbours and surrounding properties to advise of the intended demolition and construction start dates, it will also provide tower crane information.

Whilst the aim is to keep any disturbance, nuisance or inconvenience to an absolute minimum, inevitably there will be some nuisance and disruption due to the demolition and construction works.

Prior to any demolition works, solid hoarding will be erected along the frontage of North Bar Street, Castle Street and Bolton Road, all other boundaries will be secured using propriety security, as required. Access to the site will be via Bolton Road.

Vehicle movements to the site during this phase are not expected to be significant with occasional deliveries of hoarding and the removal of the existing structure. The Contractor anticipates that this is likely to result in the region of 1 or 2 lorry movements per day.

The measures that will be employed to minimise the environmental impacts, including noise and air quality, throughout the demolition phase are set out within **Section 4** of this management plan.

2.7.2 Phase 2 – Groundwork's

It is expected that the groundwork's will take approximately 10 weeks with the key activities on site involving the site strip and muck away, foundations, and drainage.

It is envisaged that during this phase there will be between 1 and 3 deliveries per day with the majority of these movements made up of concrete, muck away trucks and

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rigid vehicles delivering materials. Some of these deliveries will be larger plant movements.

Prior to the commencement of any site clearance works a temporary access road will be formed. Clearance vehicles will be loaded whilst parked on site to prevent debris from entering the road.

Temporary access road construction will be followed by installation of the tower crane base. Concrete foundations will commence from the West end of the development site following through the building, completing at the East. This sequence will be followed throughout the construction process, once 50% of the foundations are complete; substructure block work will commence, followed by internal drainage and back fill to levels. During this time the tower crane will be erected, provided the relevant curing times have elapsed for the concrete base.

Once substructures are complete the external drainage will be completed, along with the formation of the drive and parking areas to base course. Deliveries will be unloaded from the temporary lay-by. This will prevent mud and debris escaping into the highway. A running site order will be in place for road sweepers. This will allow the Site Manager to call in a road sweeper as and when necessary.

The Company will employ a qualified Banksman whose duties will include the management of delivery vehicles. The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible.

Again, the measures that will be employed to minimise the environmental impacts, including in relation to noise and air quality, throughout all aspects of the construction process are set out within **Section 4** of this report

2.7.3 Phase 3 – Superstructure & Roof

The third phase of the construction period is likely to last for an 8-month period and will involve the construction of the development including floors, masonry work, roof structures, gutters and drainpipes.

The Company will employ a qualified Banksman whose duties will include the management of delivery vehicles. The

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Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible.

Macadam temporary roads and hard standings will be provided for storage areas, traffic, parking and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

Vehicle movements to the site during this phase are not expected to be significant with articulated vehicles for masonry deliveries and roof construction and heavy vehicles for bulk materials such as bricks, blocks and roof tiles. We estimate that this phase is likely to result in a maximum 6 deliveries per day.

2.7.4 Phase 4 – Internal Works

The fourth phase of the construction period is likely to last for 6 months and will involve the internal works such as the fitting of plasterboards, windows, carpentry, tiling, electric, plumbing, floor coverings and painting.

Vehicle movements to the site during this phase will primarily be smaller vehicles such as vans delivering internal fittings such as bathrooms and kitchens. However, there will be some articulated vehicle deliveries associated with the delivery of plasterboard, doors and windows. It is anticipated that this phase is likely to generate a maximum of 4 deliveries per day.

2.7.5 Phase 5 – Landscaping & Utilities

The fifth and final phase of the development will be the least intensive with respect to vehicle movements to the site. It includes landscaping and installation of utilities and is anticipated to last for 2 months. Vehicular activity is likely to involve circa 1 van movement per day although turf deliveries may involve larger vehicles.

2.8 Dwell Times

Delivery vehicles are unlikely to attend the site for any longer than 30 minutes. All delivery vehicles would drive into the site and load/unload in the designated loading/unloading area. The delivery booking system would

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allow sufficient times between deliveries to ensure that no vehicles would have to wait on the surrounding highway network before entering the site.

The following dwell times are expected for the vehicles accessing the site during the construction phases.

- Skip Delivery / Spoil Collection - between 5 to 15 minutes
- Plant Delivery / Collection - between 5 to 15 minutes
- Materials delivery - between 15 and 30 minutes
- Concrete delivery - up to 30 minutes

Further measures that will be employed to control the number and frequency of vehicles arriving at the site are detailed within **Section 3** of this report.

2.9 Construction Worker Trips

CRL estimate that the site will require 2-3 direct employees supported by 15 sub-contractors at different phases of the construction. As such, it is estimated that there will be between 5 and 30 construction workers on site at any one time. With construction works taking place Monday to Friday 08:00 until 18:00 it is likely the majority of workers would arrive between 07:30 and 08:00 with a peak between 07:45 and 08:15. With regards to departures it is likely that the majority of workers would depart between 16:30 and 17:00 with only some workers staying until 18:00.

Due to the restrictive nature of the site, onsite parking will not be permissible. Information in **Section 5** outlines in more detail on construction worker trips and the measures within the Construction Worker Travel Plan that will seek to reduce the impact of construction workers travel.

2.10 Existing Parking Restrictions

Parking in the local area is very limited. Contractors and visitors will be encouraged to use one of a number of dedicated public car parks within the area. Contractors and site visitors will be encouraged to use The Bolton Road public car park which is only a short walk to the site. Churchill Retirement Living is also to approach the local businesses and land owners with a view of renting space for the car parking for the site management and workforce.

Local Authority Waste and recycling collections occur on Tuesday's. Where possible the Site Manager will try and minimise any deliveries on waste collection days in order to reduce the conflict with refuse trucks operating.

3 MEASURES, MANAGEMENT & CONTROL PROCESSES

3.1 Introduction

This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CMP. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently communicated and implemented.

3.2 Transportation Co-ordination

The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the CMP
- Vehicle scheduling
- Informing local residents of any low loader deliveries associated with construction of the site to avoid / minimise disruption
- Checking for scheduled road works on <http://roadworks.org>
- Checking for scheduled refuse collections with the Local Authority
- Handling any complaints
- Acting as a point of contact for employees, contractors and the general public.

The Site Manager will also be responsible for keeping neighbours adjacent to the development informed of the construction progress, particularly with regards to when high frequencies of deliveries are expected. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- Site neighbours
- Local stakeholders such as emergency services or local transport providers
- Local Authority

3.3 Booking System

On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that no two construction deliveries occur simultaneously at the site, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

It is not considered necessary to implement a holding area for delivery vehicles. However, to avoid stacking on the local highway, hauliers will be required to notify the Site Manager before the expected delivery time to ensure that the delivery space and banksmen are ready for their arrival onsite.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting held-up in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

3.4 Route Compliance

Use of the agreed vehicle routes shall be included when communicating with the supply chain and individuals associated with the works. It is envisaged that this information will be communicated in the form of email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information.

3.5 Communication Strategy

As identified above, the Site Manager will be responsible for keeping neighbours informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period.

Prior to any works starting the contractor shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from the construction works, the proposed hours of work and their expected duration.

3.6 Complaints Procedure

Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned residents directly, via appointment.

Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.

4 ENVIRONMENTAL IMPACT MEASURES

4.1 Context

It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to the proposed scheme, are addressed. Suitable mitigation measures aimed at reducing these impacts with specific regard to transport are identified below.

4.2 Noise Pollution, Dust & Dirt Control

Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites.

Control measures will be put in place to prevent any sediment run off from the site. After study of the proposed site set up, the most likely path for any sediment run off would be at the front of the site toward the public highway. Sediment run off will be contained by the formation of soil bunds. The site manager will monitor the site boundaries on a regular basis and will address any further area for potential run off.

During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The contractors will suppress dust emissions with water whilst loading waste materials for disposal. Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times.

Dust pollution will be minimised during demolition work with water, specialised spray equipment may be deployed if required. The existing water service will be retained so as to ensure that adequate water is available for the duration of the demolition works.

The main instances of noise pollution during construction works are the use of compressors, generators, reversing alarms and portable petrol cut off saws. The compressor and generator will be of the latest design available with the lowest emission ratings and will be sited as far from residential properties as is practicable. All machinery will be switched off when not in use to minimise emissions as well as noise. The portable petrol cut off saw will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as

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reduce wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.

Hoarding will be erected at the front of the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.

All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel washing facility will be provided for the duration of the construction works to ensure levels of soil on roadways near the site are minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the entrance. Vehicle wheels will be cleaned whenever a vehicle leaves the site, if required.

The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Burning of materials on site is strictly prohibited.

4.3 Noise Control

Noise generated by the demolition and construction process has been considered and its impact on neighbouring properties. Suitable mitigation measures to be used include:

Standard construction hours;

- The use of quieter alternative methods or mechanical plant, where reasonably practicable
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonable practicable
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use
- The use of site hoardings or portable acoustic enclosures/screens, where practicable
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum

4.4 Fuel Consumption/Emissions

CRL will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced

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in an efficient manner which will help to minimise the number of vehicle movements that would be generated.

A further measure that can be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

Car sharing will be promoted with all employees and contractors.

4.5 Waste Management

In order to seek to reduce the number of HGVs that are generated, aggregates generated on site during the excavation phase of the development will be re-used wherever practical.

All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate to reduce the risk of fire and vermin. The waste will be separated into recycling types and general waste.

Whenever deliveries are undertaken, banksmen will be deployed to ensure that materials are transferred into the site as soon as possible and ensure that no dirt or rubbish is left on the public highway.

Waste will be segregated at source and loaded into dedicated skips, it is envisaged that these will consist on General Waste, Masonry, Wood and Gypsum products.

4.6 Oil and Fuel Spillages

Leaks, spills or releases of chemicals or oils during delivery, storage and use of fuels and oils are the responsibility of the Site Manager, Site Foreman & Contracts Manager

Source

- Storage and movement of fuels and oils on site
- Accidental spills during refuelling of plant and equipment
- Leaking plant and equipment
- Infiltration of spilled oils and fuels into the ground and groundwater
- Discharge of effluent from cleaning procedures

Preventative Action

- Refuelling and tank filling should only be carried out in designated areas suitably protected.

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- When the designated refuelling area cannot be used due to the nature of the equipment, remote filling bowsers should be suitably protected
- There should be an emergency spill kit ready in case of spillage in the main fuel storage / refuelling area and one in every bower. The kit should be stored in a marked bag.
- If any component from the spill kit is used, it should be replaced immediately and the used materials should be disposed in accordance with waste regulations.
- Bowers should be equipped with automatic cut-out mechanism. Trained personnel must supervise all refuelling operations.
- Valves and taps will not be left open unattended and will be locked when not in use.
- Funnels must be used when refuelling small plant and equipment.
- All minor spillages must be cleaned up immediately.
- All spare fuels and oils should be returned to designated storage areas immediately.
- Personnel carrying out refuelling will be made aware of this protocol and trained in the use of spill kits and emergency procedures.
- All drainage will be removed and capped during the demolition phase so there is no need for any pollution protection in this respect.
- As new drainage is installed, all receptors such as gullies, manhole covers and inspection chambers will be sealed until such time as the development becomes complete and is connected to the public sewers.
- In the event of heavy rainfall events we will incorporate mitigating measures to pond and infiltrate where best practicable on site, inclusive of ensuring that no suspended solids or silt goes off site. These measures will be monitored and managed during construction phases.

Monitoring and Observation

- Site personnel to monitor oil and fuel storage and movement to detect spillages and leaks
- Should a spill occur the project environment manager would prepare a report including the following information: Date, time and location of spillage, substance spilled, and action taken to contain it

Further action required

- In the event of a spill incident the following actions will be taken: Inform the site manager immediately
- Stop work where required to manage spill adequately and prevent further spilling.

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- Eliminate sources of ignition (engines, tools etc.).
- Remove the cause of spillage.
- Contain the spillage using the emergency spill kit.
- Block pathways to drains. Bund drains and manholes to stop migration of contaminants.
- Clear up the spillage.
- Request a specialist spill contractor if required.
- If the incident is a major spill and cannot be contained the Environment Agency will be notified.

Reference to further information;

- Control of Pollution (Oil Storage) (England) Regulations 2001
- Control of Substances Hazardous to Health Regulations 2002 (COSHH)
- Environment Agency

4.7 Water Pollution

Water pollution incidents are the responsibility of the Site Manager.

Source

- Oils and fuels

Preventative Action

- All foul water and surface water drains downstream of the site works as well as the relevant water authority will be identified.
- Underground services will be investigated and identified to avoid damage to them.
- All containers and tanks will have clear notices of their contents and how to handle them.
- Stockpiled material will be protected to reduce rainwater infiltration.
- In the event of a spillage causing pollution to water (i.e. discharged into drains) or land, the source will be contained and the Environment Agency will be notified.

Monitoring and observation

- Water consumption for site facilities, water used for damping down as well as other water supply sources will be monitored by the site manager.
- Unusually high consumption of water will be investigated to prevent undiscovered leaks.

Further action

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- Prevention of spills during refuelling on site (see fuel and oils spills).

Reference to further information

- Water Act 2003
- Water Industry Act 1991
- Environment Agency Pollution Prevention Guideline PPG6: Working at construction and demolition sites.
- Environment Agency Emergency Hotline: 0800 80 70 60

5 CONSTRUCTION WORKER TRAVEL PLAN

5.1 Introduction

A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.

This Travel Plan seeks to address activities related to the construction of works at the site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel, promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Construction is anticipated to begin in August 2019 and take approximately 18 months to complete.

5.2 Existing Conditions

The site is located within reasonable proximity of the strategic highway network of the M40, A422 & A361. As such, construction vehicle trips associated with the site will have a minimal impact on less substantial routes which are more influenced by changes in traffic volumes.

Contractors, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the site.

It is therefore deemed that there are opportunities for the construction worker trips to be undertaken by public transport.

There is great potential for construction workers to car share to work; especially given the fact that some sub-contractors will be travelling from the same origin to the same destination (the site).

Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers and visitors. It is this mode of transport which often forms one of the most convenient methods of sustainable travel with construction workers.

The construction site will provide facilities in accordance with requirements set out in the HSE guidelines. As such the

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site will provide a drying room, storage facilities, toilets and offices. In addition to this a canteen area is provided. This will further encourage people to travel to the site by sustainable modes such as walking and cycling whilst having the added benefit of reducing the number of trips made off site during lunch breaks.

5.3 Measures

There is great potential for construction workers to travel to the site by sustainable modes such as walking, cycling, public transport and car sharing. It is therefore deemed appropriate to continue to promote the local services available as well as the following measures to promote sustainable travel by construction staff.

- Include local public transport timetables and route maps within the on-site compound for construction staff to review;
- Give construction staff the opportunity to change clothes within the site compound if walking to the site in inclement weather;
- Minimise where possible the number of contractors on site at any one time to reduce trips generated and promote car sharing.

Further to this, the following measures are to be promoted to minimise the environmental impacts of HGV trips generated by the development.

- Initiate a weekly booking system for the delivery of plant and materials to the site to ensure that there is never more than one HGV on site at any one time;
- The Developer will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment;
- All delivery vehicles will be required to switch off their engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles;
- Communicate vehicle routes to Contractors, suppliers and individuals associated with the works;
- All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway; and

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- Provision of wheel washing facilities at the site entrance / egress.

5.4 Residual Impacts

It is not possible to provide site parking and therefore, alternative parking will be communicated to the supply chain and individuals associated with the work who will be encouraged to use the dedicated offsite parking.

A booking system will be initiated to ensure that there is only ever one delivery taking place at a time, minimising the impact upon neighbours. Local residents will be informed when any low loader deliveries are made in order to minimise any disruption.

6 SUMMARY & CONCLUSIONS

6.1 Summary

This Construction Management Plan (CMP) has been prepared by CRL and relates to the proposed redevelopment works at the former Buzz Bingo site, Bolton Road. The CMP provides information to ensure that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, highway safety and amenity of the area surrounding the development site.

The construction period is anticipated to last for approximately 18 months. It should however be noted that the construction programme and corresponding construction traffic strategy may be subject to change.

Access to the site will be taken from Bolton Road. This area will remain presentable and tidy at all times. The entire highway facing boundaries of the site will be hoarded; tree protection will be maintained throughout the development process. The hoarding will be erected once the existing boundary treatments have been removed.

CRL will be leading the build element of the project. CRL estimate that the site will require 2-3 direct employees supported by 15 sub-contractors at different phases of the construction. As such on average it is estimated that there will be between 5 and 30 construction workers on site each day.

All materials associated with the development process will be stored within the footprint of the site. Skips and other plant will also be stored within the curtilage of the site. A

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lay-by will be created for the loading and unloading of plant and material.

The site benefits from being a short distance from the M40, A422 & A361 which is a strategic road routing to the site. When leaving site, the route will follow the Bolton Road, A361 & A422 back to the M40.

Based on the analysis presented within this CMP it is estimated that, during the busiest period, up to 3 HGVs each day are forecast to service the site. The largest vehicle is expected to be a low loader. The scale and volume of vehicle movements associated with the development construction period is not considered to have no significant impacts on the operation of Bolton Road, whilst larger vehicles access the site.

All deliveries to the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. All deliveries will then be met by the Banksman who will assist vehicles entering, exiting and manoeuvring around the site as well as low loader deliveries.

The construction process will be managed by the appointed Site Manager employed by Churchill Retirement Living Ltd. The Site Manager's responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public. Further to this, the Site Manager will also be responsible for delivery scheduling, construction route compliance and managing other contractors employed on-site.

To further control the environmental impacts of the development, measures to be employed include covering skips and vehicles to prevent overspill, wheel washing facilities, mitigation measures for noise, employing local contractors and the implementation of a waste management strategy.

Whilst the principles of the construction strategy in relation to transport are established with this CMP it should be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site.

Overall it is considered that the measures and control processes outlined in this CMP are appropriate to overcome the identified constraints associated with the site

APPENDIX 1
Construction Traffic Route
Map

