

WYKHAM PARK FARM, BANBURY.

S278 Roundabout Works - Framework Construction Management Plan, Part B

January 2021

QUALITY MANAGEMENT

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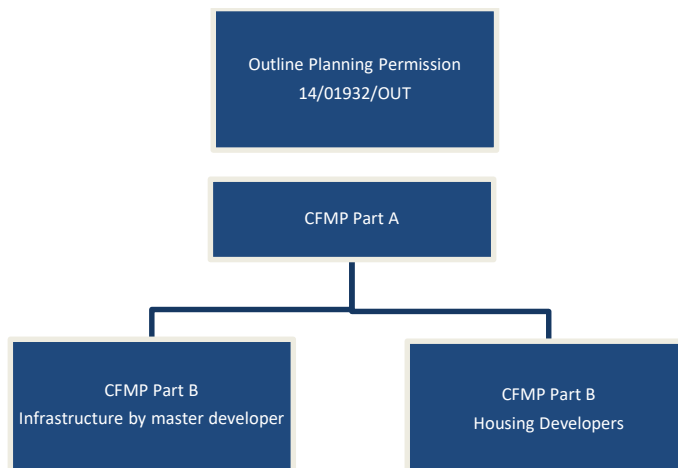
1 INTRODUCTION

This Framework Construction Management Plan (FCMP) – Part B relates to the construction of the roundabout access works on Bloxham Road serving the wider development of Wykham Park Farm, Banbury. See **Appendix A** for Site Location Plan.

The works as outlined on General Arrangement Drawing WPF-HYD-XX-XX-DR-D-0100-P8, (**Appendix B**), will be undertaken under a S278 Highways Agreement to the approval of Oxfordshire County Council.

This FCMP reflects construction industry best practice at the time of writing and incorporates the principles of sustainable construction and sound management of the environment.

Approval and implementation of this document is a requirement of Planning. Ref 14/01932/OUT - Condition 49.



2. RELEVANT PLANNING PERMISSIONS/CONDITIONS

Outline planning permission has been granted for the development of BAN 17 – Wykham Park Farm. The Conditions pertinent to this FCMP are summarised below.

Planning Permission	Description
Outline consent 14/01932/OUT	Outline - Development of up to 1,000 dwellings together with a mixed use local centre [including A1 retail up to 1,000 m2, financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), community uses (D1)]; primary school and safeguarded additional primary school land; secondary school playing field land; green infrastructure including formal (including playing fields) and informal open space, landscape and amenity space; changing and sports facilities (including D2); sustainable drainage systems; highway, cycle and pedestrian routes; car parking; infrastructure (including utilities); engineering works including ground remodelling; demolition, site reclamation and removal of structures. Formation of a new roundabout access from the A361 together with associated alterations to alignment of Bloxham Road and provision of a section of link road through the site up to its eastern-most boundary
Condition 9	No development shall take place on any phase including works of site clearance/preparation until that phase of the site has been thoroughly checked by a suitably qualified ecologist to ensure that no statutorily protected species which could be harmed by the development have moved on to the site since the date the previous surveys supporting the application were carried out. Should any protected species be found during this check, full details of mitigation measures to prevent their harm shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved mitigation scheme unless otherwise agreed in writing by the Local Planning Authority
Condition 19	No development shall take place within 10m of an existing or new public right of way until the affected public right of way is protected during development to accommodate a width of a minimum of 5m in accordance with details to be first submitted to and approved in writing by the Local Planning Authority except where the affected public right of way has the prior authorisation of the local planning (or highway) authority to be diverted or extinguished. Thereafter, the public right of way shall remain protected and available for use at all times in accordance with the approved details throughout the construction of the development unless otherwise agreed in writing by the local planning authority.
Condition 22	Prior to the commencement of any development within an approved phase (with the exception of works undertaken in accordance with condition 50) on the site, details for the management, storage and/or disposal of spoil resulting from associated construction works within that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only take place in accordance with the approved details.
Condition 23	Prior to the commencement of the development within an approved phase (with the exception of works undertaken in accordance with condition 50), a soil management plan relating to the soil arisings generated by development in that phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.

Condition 32	No trees or hedgerows on the site (as existing at the date of this decision) shall be lopped, felled, uprooted or willfully damaged unless otherwise directly necessary to lay out either the approved new vehicular access from Bloxham Road (including visibility splays) or approved link road (as set out in plans listed in condition 5) or is otherwise directly necessary to facilitate the carrying out of the detailed elements of the development as approved within any subsequent reserved matters approval.
Condition 35	No removal of hedgerows, trees or shrubs shall take place between 1st March and 30 th August inclusive, unless the local planning authority has confirmed in writing that such works can proceed based on the submission of a recent survey (no older than one month) that has been undertaken by a suitably qualified ecologist to assess the nesting bird activity on site together with details of measures to protect the nesting bird interest on the site.
Condition 40	Prior to the first occupation of any building or dwelling on the site, details of measures controlling/restricting vehicular access between the application site and what is currently known as Wykham Park Farm to the south together with a programme for completion of the works shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented in accordance with the approved details and shall be retained/maintained as such thereafter unless otherwise agreed in writing by the local planning authority.
Condition 40	No works shall be undertaken that result in the temporary or permanent need to divert an existing public right of way that runs through the site until details of a satisfactory alternative route have first been submitted to and approved in writing by the local planning authority. The existing public right of way shall not be stopped up or obstructed in any way until the new diverted route has been provided in accordance with the approved details and is fully available for public use. Any approved temporary diversion shall remain available for public use in accordance with the approved details until the works to the existing or diverted public right of way are completed and are fully publicly accessible
Condition 48	Prior to the commencement of the development, details of means by which any vehicular traffic would access Wykham Park Farm through the site during the construction of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and during the construction phase of the development, vehicular access to Wykham Park Farm shall take place only in accordance with the approved details.
Condition 49	<p>Part A</p> <p>No development shall take place until a site-wide Framework Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Framework CMP shall include details relating to the following matters:</p> <ul style="list-style-type: none"> - Measures to reduce noise, environmental nuisance and disruption for nearby residents; - Measures to avoid undue impact on ecology during construction work; - Construction traffic management (to include a restriction on construction vehicles using Wykham Lane); - Methods of working including site compound and contractor parking; - Contact details of the site manager and procedures for complaints as well as details of communication with neighbouring residents.

	<p>Thereafter, the development on that phase shall be carried out in accordance with the approved Framework CMP at all times.</p> <p>Part B</p> <p>Prior to the commencement of development on any phase a Site Specific Construction Management Plan, which shall confirm compliance with the Framework Construction Management Plan (Part A) shall be submitted to and approved in writing by the Local Planning Authority. The Site-Specific Construction Management Plan shall include but not limited to the following:</p> <ul style="list-style-type: none"> - Construction access including details of the measures to ensure that all construction vehicles can enter the site immediately upon arrival and also the method of segregating construction traffic from general traffic/pedestrians and cyclists (as required); - A scheme for parking of contractor's vehicles and details of the location of contractor's welfare/site office facilities; - A scheme for access and deliveries showing adequate space for vehicles to park, turn, load and unload clear of the public highway; - Details of the location and layout of all materials storage and plant storage compounds; and - Details of the means of enclosure of the application site for the construction phase including details of all types of fencing proposed and a plan showing the location of all the fencing. <p>Thereafter the development shall be carried out in accordance with the Site Specific Construction Management Plan at all times.</p>
Condition 50	<p>Prior to the commencement of development, a strategy for preliminary earthworks shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include the following:</p> <ul style="list-style-type: none"> - Details relating to the proposed grading and mounding of land areas including the indicative levels and contours to be formed. <p>The development shall be carried out in accordance with the approved strategy unless otherwise agreed in writing with the Local Planning Authority</p>

3. PRINCIPAL CONSTRUCTION COMPONENTS

The S278 works, to which this FCMP relates, will provide the western access to the Ban17- Wykham Park Farm Development in accordance with the approved roundabout design outlined on Dwg: WPF-HYD-XX-XX-DR-D-0100-P8 (**Appendix B**). The works will be compatible with on-site works subject to separate planning and technical approval in general accordance with the strategic infrastructure outlined in **Fig 3.1**.

The S278 Works will comprise:-

- Tree and hedgerow clearance.
- Utilities Protection/Diversion works
- S278 Access Roundabout Construction
- Footway/Cycleway links to adjacent network
- Provision of bus lay-bye's and shelters
- Implementation of associated approved speed limit and prohibition of driving Traffic Regulation Orders.
- Diversion of Public Right of Way 120/49

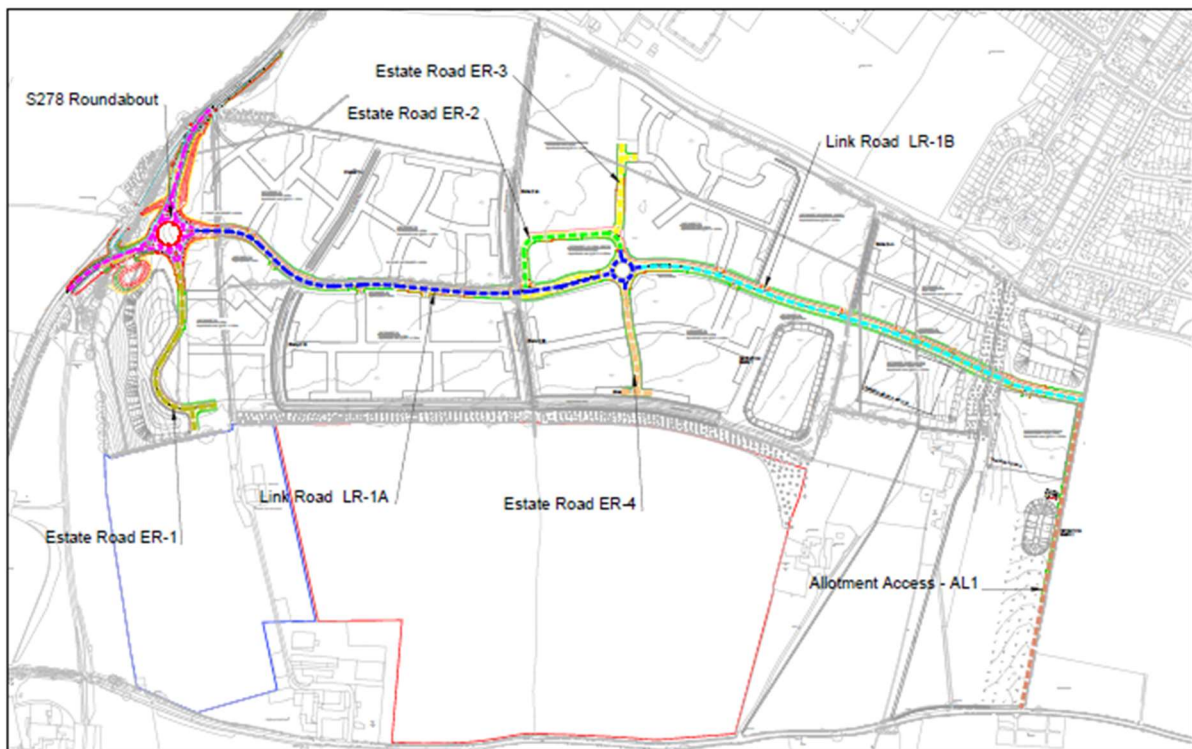


Fig 3.1

4. Framework

4.1 Construction routes and site access

Construction traffic entering or leaving the site may initially only use the existing farm access track off Bloxham Road. No access shall be taken from Wykham Lane. Access will be in general accordance with the arrangements outlined on drawing WPF-HYD-XX-XX-DR-C-2500-PO1 (Appendix C) and will be supported by either the permanent Traffic Regulation Order for reduction of the speed limit to 30mph, as approved on 17 September 2020 or a temporary Traffic Regulation Order seeking to limit Bloxham Road to 30mph over the access approach (extents to be agreed). However, once the S278 Roundabout access has been constructed this will become the construction access.

In order to minimise any impact on Wykham Lane, the existing farm access track shall be retained in-situ and be made available for use for farm deliveries until such time as Estate Road ER-1 has been constructed to binder course.

Access to existing properties on Bloxham Road shall be maintained at all times.

HGVs travelling to and from the site, within Oxfordshire, shall use only A routes and the M40.

The majority of the roundabout construction works are off-line and can be constructed without restriction on Bloxham Road and will be constructed first, thus allowing traffic to be diverted in a staged manner to allow completion of works within the Bloxham Road corridor. The Contractor shall prepare a Traffic Management Plan (TMP), including access layouts for approval by the 'Engineer' (or equivalent) as well as Highway Authority prior to the commencement of construction activities.

Where possible advanced utilities diversion/protection works will be undertaken directly by the Statutory Undertaker. In particular, in the interests of risk mitigation, it is envisaged that the overhead power and BT lines will be undergrounded prior to commencement of infrastructure works.

Subject to approval, an advanced site clearance contract will be implemented to mitigate risk of ecological disturbance through the bird nesting season.

A speed limit of 10mph will be established on site haul routes for safety and to reduce the risk of airborne dust arising from on-site construction traffic.

Routes will be planned to avoid where practicable the need to reverse lorries. Tailgates on tipper lorries shall be secured before departing off site to reduce the risk of noise and of depositing materials on the highways.

Non-construction traffic will not cross the site.

4.2 Mud on highways

The Contractor will undertake measures appropriate to the location and the nature of construction activities to ensure that mud, dirt and debris do not accumulate on the public highway or neighbouring properties. Included among these measures are the use of street sweepers and manual and mechanical wheel washing at site access/egress points. It should be noted that

sweeping of the public highway shall only be considered as back-up measures should on-site protection measures fail. If deemed necessary, a wheel cleansing facility will be installed by the Contractor at the egress point for site plant and vehicles inspected prior to leaving the site. If deemed necessary, a wheel cleansing facility will be installed by the Contractor at the egress point for site plant. Appropriate drainage will be established where wheel cleaning activities take place.

All laden lorries leaving the site will be sheeted to prevent fugitive releases.

Hardstanding at the access and egress points shall be cleaned at appropriate intervals.

4.3 Site Fencing & Security Measures

It is recognised that due to the open nature of the site and need to retain free flow of traffic on Bloxham Road and existing public rights of way it is not possible to fully secure the boundary of the site. However, fencing shall be erected and maintained as appropriate to ensure the maintenance of a clean, tidy, safe and secure construction site.

With reference to Fig 4.3.1 it can be seen that the majority of the works i.e. those within the pink and orange shaded area sit behind the existing highway boundary and with the exception of Public Right of Way 120/49 are segregated from public access by the existing fence and mature tree/hedgerow buffer. Construction can thus be predominantly undertaken in a controlled environment with only tie-in works to be managed in the public arena.

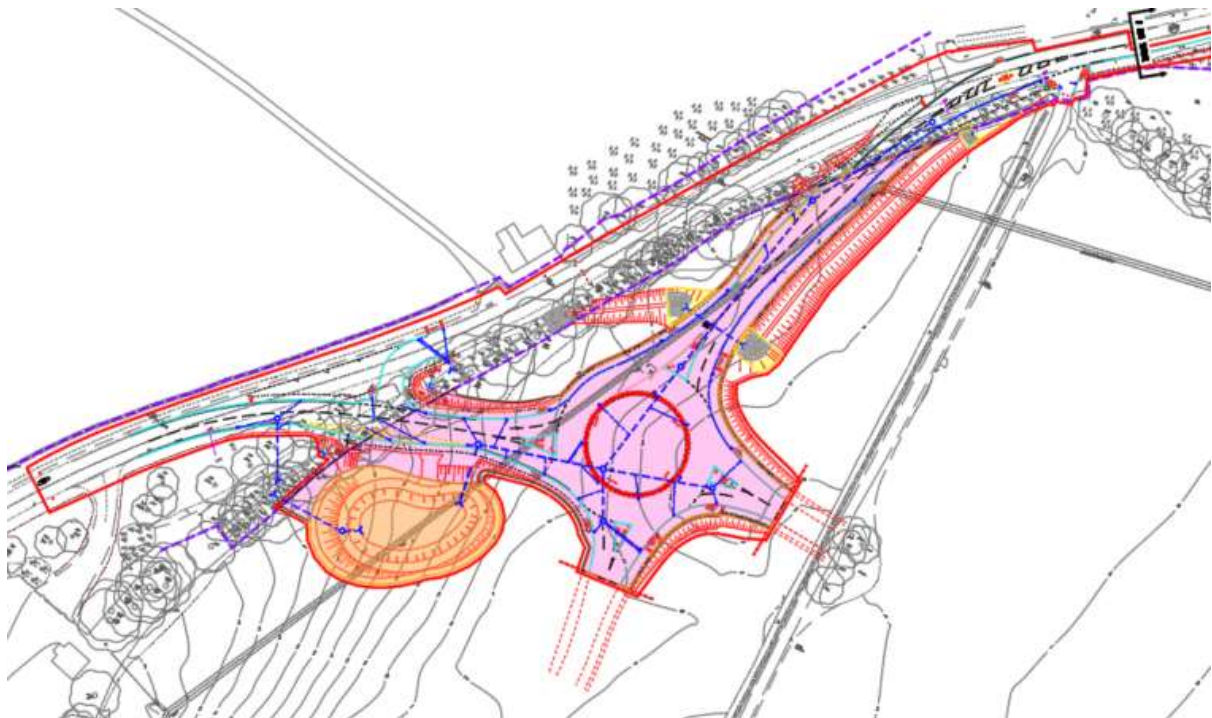


Fig 4.3.1

The internal (off-highway) site area is not generally accessible and will be secured by steel pin and plastic high visibility fencing to define the site boundary.

The site access will utilise the existing farm access track off Bloxham Road. This has an existing security gate set back circa 10m from the highway, thus allowing vehicles to pull clear of the highway when closed. The gate will be open during normal working hours but controlled by padlock during out of work hours. Keys will be held by key personnel including the farm and residential properties served off the track. It will be the responsibility of the Principal Contractor to maintain the track in a safe operational condition for the duration of the works. Contact details and a phone number will be posted at the entrance for emergency use.

4.4 Work Compounds

The Engineer will maintain a central base, which will remain in place throughout the Contract. The main compound is proposed to be located within the Site Boundary with access via the farm track off Bloxham Road.

The compound area for the S278 Works Contract is as outlined on Construction Management Plan 8686 067. (See Appendix C).

The main compound is to be laid out as follows:

- Portakabin-type office compound, stacked a maximum of two cabins high, with external scaffolding access stairs. The office compound will include a reception area for visitors, meeting rooms, comfort and welfare facilities;
- ISO storage containers for smaller items of equipment and materials, stacked a maximum of two containers high, with external scaffolding access stairs;
- Open storage for bulk materials and large items (e.g. sand, gravel, precast concrete culvert sections, fencing, cable drums etc.); and
- Hardstanding or other appropriate surfacing for vehicle parking.

The main compound will be secured with Heras perimeter fencing or similar approved..

4.5 Welfare Facilities

Contractors will be required to coordinate arrangements for the provision and maintenance of welfare facilities to ensure that there are reasonable welfare facilities available at readily accessible places for all persons employed by him or engaged in supervision on the construction site.

Welfare facilities will include as a minimum sanitary and washing facilities and an adequate supply of drinking water; a place for warming up and eating food and facilities for changing, drying and storing clothes.

If during the works any specific contaminants are discovered, the Contractor shall provide appropriate decontamination facilities.

Localised welfare facilities outside of the Contractor's compound (e.g. toilets, decontamination units) will be provided around the Site as required by the phasing of the works.

4.6 Mitigation of Noise Impacts

In accordance with the outline planning consent, sensitive receptors such as nearby residential properties and schools will be taken into consideration in the detailed planning of works for this construction package.

Taking the foregoing into account, measures to be undertaken to mitigate or reduce the risk of noise and vibration impacts include the following:

- The worksite and storage compounds will be sited away from properties, reducing the risk of noise impacts either from activities within the compounds or from workforce and construction vehicles arriving and leaving the compounds.
- All equipment will be maintained in good working order.
- Where works are necessarily undertaken in close proximity to existing properties close liaison will be undertaken with residents to mitigate impacts as far as is practicable.

4.7 Mitigation of Dust

Sensitive receptors such as residential properties will be taken into account in the detailed planning of works for this construction package, but the works for this package do not include construction of new sensitive receptor properties.

A speed limit of 10mph will be established across the site for safety and to reduce the risk of airborne dust arising from on-site construction traffic.

Routes will be planned to avoid where practicable the need to reverse lorries. Tailgates on tipper lorries shall be secured before departing off site to reduce the risk of noise and of depositing materials on the highways.

All laden lorries exiting the site must be sheeted shall be suitably sealed to prevent fugitive releases.

Where the contractor decides to install temporary haul roads across the site, these shall be damped down during dry weather periods to ensure dust is kept to a minimum.

4.8 Works affecting watercourses

There are no major watercourses on site however there are minor drainage ditches, and these will be retained and maintained to ensure viability.

Where interim or alternative drainage arrangements are required (e.g. temporary attenuation /

storage ponds), these will be agreed with the FRA and the EA, as appropriate, prior to the commencement of the affected works.

Prior to any discharges of water into sewers or watercourses, the Contractor shall gain written consent for the discharge from the relevant authority and ensure that all required conditions and best practice is complied with.

4.9 Working Hours

Normal Working Hours

The hours of working on any phase or part of the development during the construction period shall be restricted to 07:00 hours - 18:00 hours Mondays to Fridays, 07:00 hours to 13:00 hours on Saturdays and no working shall take place on Sundays and Public Holidays. The term 'working' shall for the purpose of clarification of this condition include; the use of plant or machinery (mechanical or other), the carrying out of any maintenance/cleaning work on any plant or machinery deliveries to the site and the movement of vehicles within the curtilage of the site. No deliveries shall be made during peak school pick up and drop off times 08.00 – 09.00 and 15.00 – 16.00 without the express approval of the Planning Authority.

No 'working' outside these hours on any phase or part shall take place without the prior written consent of the Local Planning Authority.

Maintenance and Repair Activities

Some repair and maintenance work may be required outside normal working hours which would be classified as emergency works.

If this situation arises, the contractor must inform Oxfordshire County Council and Cherwell District Council to inform them of the reason, nature, and likely duration of the works.

4.10 Parking

Staff and Contractor parking shall be located within the Contractors compound. Construction vehicles, plant and equipment shall remain within the work site at all times during the period of works. An area of the site compound is to be allocated as a car park for with sufficient spaces for all site operatives, the Contractors staff, The Engineer, The Employers Consultant Engineers and visitors. Car parking on existing or new carriageways shall not be permitted. The Contractor shall enforce a strict regime whereby any vehicle, parked on the site, but outside the designated compound shall be removed immediately.

4.11 Site Management & Complaints Procedure

The Engineer for the works will be :-

Gallagher Projects Ltd
Gallagher House
Gallagher Way
Warwick
CV346AF

The Contractor will be appointed with reference to his ability and experience to undertake works of a similar nature and will be responsible for the day to day operation of the site in full compliance with the Construction Design and Management Regulations 2015. Details of the Contractor will be confirmed to Oxford County Council/Cherwell District Council prior to commencement.

It is proposed that the Construction Management Team through the Project Manager and on site Project Manager encourage the development of Community Liaison Groups that will have regular meetings with local residents and ward councillors (the frequency will be dependent on the level of activity and any particularly controversial issues).

These events enable representatives from the community to be briefed on progress, to discuss any issues of common concern and to resolve any disputed issues.

Prior to commencement of development a planned Communications Programme will be put in place which shall include newsletters, community contact points (for emergencies and for general enquiries) and a feedback consultative process.

Contractors will be encouraged to use local sub-contractors during the construction phase of the project.

Contractors will implement measures to see that the behaviour of personnel on site does not cause offence to the public.

It is expected that all complaints are directed to the Project Manager who will then be able to resolve with the relevant parties or take direct action. Information boards will be provided at the site entrance providing contact details.

4.12 Protection of Ecological Resources

Specific measures for the protection of ecological resources shall be undertaken in accordance with the requirements of Reserved Matters Conditions.

A walkover survey will be undertaken in advance of the works, to verify the knowledgebase as to the presence of protected species with particular reference to Badgers, in accordance with Condition 9 of the outline planning permission. This survey will be undertaken over selected areas by suitably experienced ecologists and will seek to update surveys carried out in 2020. The survey will focus on identifying any change in presence, status, or levels of activity of these species across the site and any implications this might have for the progression of works, in terms of the legislation

protecting them.

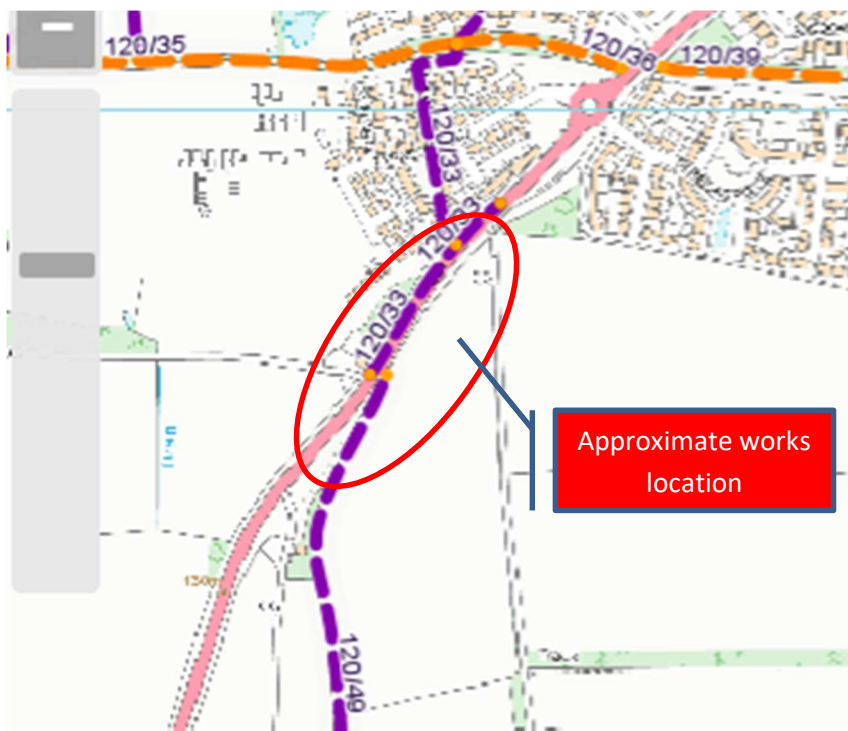
Appropriate protection measures for existing trees and hedgerows will ensure protection throughout the construction works. All trees and hedgerows to be retained will be protected prior to the commencement of any works in the vicinity of each area of trees and hedgerows.

4.13 Protection of Archaeological Resources

A Written Scheme of Investigation was agreed with the County Archaeologist and all areas investigated. No archaeological areas of interest were identified within the bounds of the S278 works boundary and no further works are envisaged. However, should an area of interest be identified the works will be stopped and a plan of action agreed with the County Archaeologist.

4.14 Protection of Public Rights of Way

The S278 works boundary is in close proximity to the much used Right of Way 120/39 (Salt Way) to the north and is crossed by pedestrian routes 120/33, and 120/49



Temporary diversion orders will be secured to ensure the safe controlled movement of the general public across the site prior to commencement of construction works.

It will also be necessary to permanently divert Public Rights of Way 120/49 and these orders will be progressed by Gallagher Estates contemporaneously with the delivery of permanent diversion routes.

Preliminary consultations have been undertaken with both Oxfordshire County Council and Cherwell District Council on both temporary and permanent diversions. Proposals are as outlined on drawing 8686 088. (Appendix D)

It is envisaged that RoW 120/33 can be maintained in situ and protected from construction activities by Heras Fencing or similar approved. The temporary diversion of route 120/49 will be along the boundary of the site predominantly away from construction activities and will be defined and protected from construction activities. Permanent and temporary diversion routes will be fenced off from the works, maintaining a passable width of 5m.

Consultees:

Sylvester, Andy - Communities Andy.Sylvester@Oxfordshire.gov.uk

Rutterford, Beth - E&E Beth.Rutterford@Oxfordshire.gov.uk

Judith Humphreys <Judith.Humphreys@Cherwellandsouthnorthants.gov.uk>

4.15 Earthworks Spoil and Stockpile management

Suitable material arising from the construction of the S278 works will be retained on site in accordance with the wider Remediation/Materials and Earthworks Strategies submitted in accordance with Conditions 13 and 50 respectively.

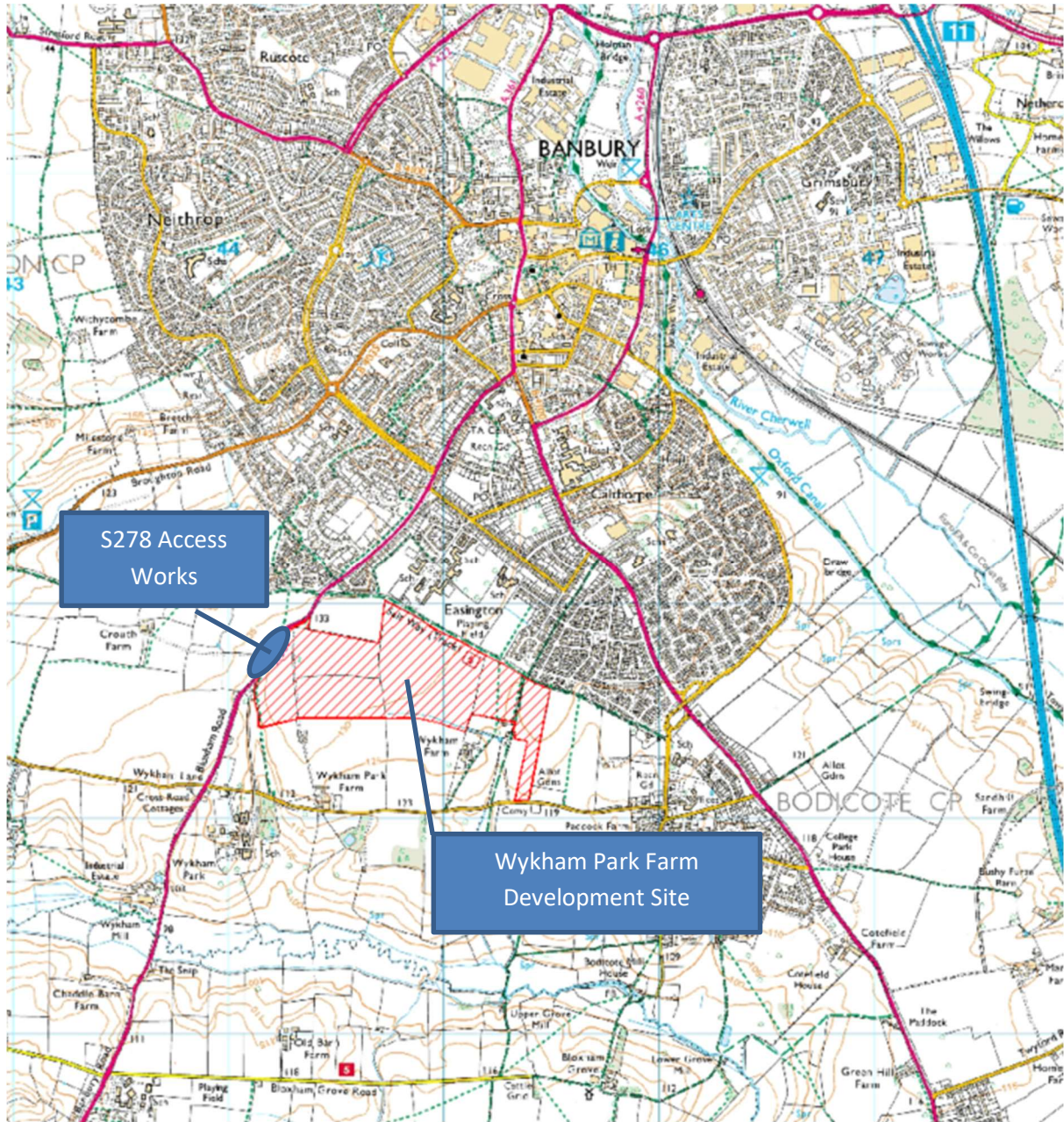
Suitable topsoil/subsoil will be temporarily stored within a stockpile area as outlined on the S278 Management Plan. Subject to approval of development site landscape proposals this material will be retained as part of the permanent works and the material will thus be placed in an engineered manner in anticipation of its retention. Any marlstone material encountered will be encapsulated with a minimum of 600mm cover to mitigate risk from naturally occurring high arsenic levels in accordance with the Remediation and Materials Strategy. The stockpile will be formed in general accordance with drawing WPF-HYD-XX-XX-DR-C-0209 (**Appendix C**), however should it ultimately be determined that the stockpile does not conform with the requirements of planning then its modification/removal will be undertaken as agreed with the Council.

Care will be taken to ensure that temporary stockpiles do not create a nuisance, remain stable at all times, and are less than 3m in height details of which are shown in the cross sections attached herein (**Appendix D**)

Any stone/road planings arising from the works will be disposed off-site, or subject to commercial considerations may be retained on site for use in temporary works haul road/compound construction and removed upon completion of the works.

APPENDIX A

Site Location Plan



APPENDIX B

S278 General Arrangement

Appendix C

Construction Management Plan

Appendix D

Storage Area Sections

Appendix E

Public Rights of Way Diversions