



**CONSTRUCTION MANAGEMENT PLAN (CMP)
SYMMETRY PARK, OXFORD**

**FEBRUARY 2023
OUR REF: NW/10528**

1.0 BACKGROUND

1.1 This document has been prepared on behalf of Tritax Symmetry and Siemens Healthiness to discharge planning condition 12 (Construction Management Plan) of Application No. LPA Ref; 22/01144F. The description of development is as follows:

'Full planning application for the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse'.... At Symmetry Park, Oxford North.

1.2 Condition 12 (Construction Management Plan) attached to the decision notice requires the submission and approval in writing of a Construction Management Plan prior to the development taking place. Condition 12 reads as follows:

'No development of any phase shall take place, including any works of demolition until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. The CMP shall be appropriately titled (site and planning permission number) and shall provide for as a minimum:

- *Routing of construction traffic and delivery vehicles including means of access into the site;*
- *Details of any road closures needed during construction;*
- *Details of any traffic management needed during construction;*
- *Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway;*
- *Measures to control the emission of dust and dirt during construction;*
- *Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions;*
- *The erection and maintenance of security hoarding / scaffolding if required;*
- *A regime to inspect and maintain all signing, barriers etc;*
- *Contact details of the Project Manager and Site Supervisor responsible for onsite works to be provided;*
- *Details of the loading and unloading of plant and materials and the use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc;*
- *Details of arrangements for site related vehicles (worker transport etc);*

- *Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc;*
- *Any temporary access arrangements;*
- *Delivery, demolition and construction working hours;*
- *Storage of plant and materials used in constructing the development; and*
- *A scheme for recycling/disposing of waste resulting from demolition and construction works.*

The approved Construction Management Plan shall be adhered to throughout the construction period for the development.

Reason: In the interests of highway safety and to ensure that the environment is protected during construction in accordance with Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.'

2.0 PROJECT DESCRIPTION

2.1 The development proposed is for a new high-quality combined research, development and production facility, to produce superconducting magnets for medical devices used in MRI systems. The building has two production halls and a spine, which serves the length of the production hall. From here goods loading, innovation centre, plant and personnel can serve both production spaces. A number of external buildings required to support the production process are situated on the north-west side of the facility.

2.2 Project Description:

- A site of 19.35 hectares;
- Demolition of agricultural buildings;
- New signal-controlled access from the A41;
- 44,563 sqm of Employment floorspace (Use Class B2);
- 10,363 sqm of Office accommodation (3 floors);
- Loading bays, service yard, waste management area;
- Facilities management building;
- Security gatehouse;
- A building for use as an energy centre;
- Parking for electric cars, accessible parking, bicycles, cars and motorcycles;
- Landscaping including landscape mounds;
- Re-alignment of Wendlebury Brook within the Proposed Development area; and
- Sustainable drainage.

2.3 The extent of the application site area includes the land needed to undertake construction, the re-alignment of the Wendlebury Brook, and landscaping, including landscape mounds. Development would also require the removal of the existing agricultural buildings located within the north-east part of the Site.

2.4 The proposal will be delivered in 2 phases: Phase 1 due to become operational in 2024 and, Phase 2 due to become operational in 2030, subject to projected demand.

3.0 CONSTRUCTION MANAGEMENT PLAN

Routing of construction traffic and delivery vehicles including means of access into the site

- 3.1 Access to the site for construction traffic and delivery vehicles will be gained off the A41 and along the existing road to Little Chesterton. The A41 is a national speed limit so the appointed contractor will ensure, through early warning/traffic signs, that road users are clearly aware of the position of the site access road to ensure that they adjust their speed accordingly. A separate full planning application will be submitted for additional improvement works to the road to Little Chesterton and the farm track leading to the site to facilitate passing bays during the works.
- 3.2 Construction traffic management will be controlled through close liaison with all contractors, giving them information on travel restrictions, access routes, speed limits, timed deliveries and peak periods of traffic movement etc. This information will then be conveyed to their haulier's and operatives.
- 3.3 The information will be detailed on a site layout plan and will be conveyed to all contractors and delivery companies, when orders are placed. The information given must be adhered to at all times or the contractor / haulier will be stopped from accessing the site until the matter is resolved.
- 3.4 The main vehicles access will be via the M40 J9 leading onto the A41 Dual Carriageway towards Bicester. The A41 provides direct access to the M40 (J9) and A34.
- 3.5 All construction traffic entering and leaving the site will be closely controlled to ensure compliance of speed limit and adherence to the Highway Code. There will be a gateman managing site access and egress. Measures will be taken to reduce the number of construction related vehicles accessing the site, by adopting such measures as vehicle sharing, use of local public transport etc. Just in time deliveries will also be adopted to manage the flow of vehicles.
- 3.6 The quantity and volume of traffic will be managed through a delivery schedule which will provide a consistent flow for vehicle movements to allow an even spread of traffic. Deliveries to the site will be between the site working hours of 7:30 to 17:30 with defined set times, Monday to Friday. The contractor will aim to have deliveries arrive outside of peak periods such as rush hour traffic.
- 3.7 Large and multiple loads will also be controlled by allowing unobstructed access on to the site, holding them on site and controlling their departure times. Unauthorised or unplanned loads may be turned away.
- 3.8 During busy periods the contractor will delay the departure of multiple vehicles leaving the site to ensure that the traffic flow is not affected. Site access gates for vehicles and personnel will be installed and locked at all times, when not in use.

- 3.9 A vehicle pull-in area (area to be confirmed by the contractor) will be created within the confines of the site and will use appropriately trained, qualified and certified banksmen for guiding vehicles on and off site as required and where required for loading and unloading etc.
- 3.10 The appointed contractor will liaise with local residents and businesses to be keep them informed of significant deliveries that will take place through the project. This will be via any residents committee; letter drops or verbal communication.
- 3.11 The appointed contractor will ensure through the planning and managing the works including contractor's activities, movement to and from site, site safety signage and security that the general public and environment will not be affected or put at risk.
- 3.12 All speed restrictions will be observed at all times, delivery vehicles will not be allowed to park or manoeuvre in a manner which would result in danger to others road users or pedestrians.

Details of and approval of any road closures needed during construction

- 3.13 No road closures are envisaged on the project. However, should a closure be required, and application will be made to the local authority, which shall detail the scope of works, the timing of the works along with a detailed traffic management plan.
- 3.14 The Traffic Management will be installed and maintained by an approved Traffic Management company who will ensure all signs are clean, installed securely and positioned safely.

Details of and approval of any traffic management needed during construction

- 3.15 As noted, any traffic management will be designed, installed and maintained by an approved Traffic Management (TM) company.

Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway

- 3.16 A wheel cleaning facility will be set up to control and prevent mud being drawn out on to the road. This will consist of a jet wash, that will be used to remove dirt and debris from the wheels and bodies of the site vehicles, as required. This will be done before they exit the works area. All materials that are washed off will be contained on site for disposal.
- 3.17 All drivers will be responsible to ensure that their vehicles are clean and hazard free before leaving site and this will be checked and monitored by the contractor supervisor and gateman, where provided.
- 3.18 Any vehicle that is not clean, will not be allowed to exit the site. Road sweepers will be available to clean the access roads.
- 3.19 Monitoring of the weather conditions will help reduce the debris on the local highways. Manual clearing of mud will also be carried out as required by means of broom, shovels etc.

Measures to control the emission of dust and dirt during construction

- 3.20 Each contractor will be required to issue a specific assessment covering the control measures required for each individual task, such as earthworks, construction, steelwork etc, which must address the control measures for dust and dirt.
- 3.21 These will be reviewed and approved by the site management team and the approved assessment will be held on site.
- 3.22 Dust will be controlled by means of water misting, during dusty operations or activities. This will include the use of a towable bowser for site dust and localised dampening down with water misters, where required. Netting is to be installed along any area of fence, where additional containment is required. This will be determined by the site management team and installed in advance of the activity taking place.
- 3.23 Dampening will take place using a water mist, to minimise dust migration during dusty operations, including demolition, cutting / breaking concrete, breaking out, sweeping etc. All contractors must ensure, that the equipment issued to their operatives or used by their operatives, has the ability for extraction/containment to be used.
- 3.24 Plant operators must ensure, that the placing of aggregates is done in a controlled manner to minimise dust distribution. This means placing and spreading the materials using a bucket at low level.
- 3.25 The appointed contractor will have a 'nominated representative' of the contract team, who will be responsible for the dust and dirt monitoring, to ensure that all contractors are compliant.
- 3.26 Where any issues are noted, the works will be stopped until the matter is resolved.

Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.

- 3.27 All signs on the highway will be placed in accordance with CHAPTER 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations and Safety at Street Works and Road Works code of practice. All signage will be erected by an authorised contractor.
- 3.28 The advanced warning signs will include; Warning site access, Construction traffic, Men at Work etc. These will be displayed on both directions of the highway to ensure that all road users are fully aware of the position of the site access and egress.
- 3.29 A Public Right of Way is to be diverted. This is currently being agreed with the local authority and be adopted by the appointed contractor. Please refer to the drawing at **Appendix 1**.

The erection and maintenance of security hoarding / scaffolding if required

- 3.30 The site shall be fenced off by and secured using Heras fencing. This will be double clipped for security. The fencing will be inspected daily to ensure that the site remains secure. Areas where breaches are noted will be re-secured and monitored.
- 3.31 Only the main access gates will be allowed to be opened for deliveries. Any areas where additional access points are required will be assessed and authorised by the site management team.
- 3.32 Site security will be arranged, as required, to monitor the site out of hours. Security breaches noted will be reported directly to the appointed contractor who will then review the security arrangements to determine what further preventative measures are required.

A regime to inspect and maintain all signing, barriers etc.

- 3.33 The site manager will undertake a weekly inspection of the site signage, fencing and barriers as part of their weekly safety audit. The TM contractor will also undertake a weekly inspection of the TM, to ensure all remains safe, secure and suitable for the works.
- 3.34 Any contractor working within any defined working zones will also undertake a weekly inspection of the signs and fencing, as part of their site safety inspection.
- 3.35 Where any issues are noted, these will be addressed immediately by or with the site manager and contractor responsible.

Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.

- 3.36 Management of the Implementation of the installation of physical protection measures during construction:
 - Project Manager: Will Cooper. W.Cooper@savills.com. 0207 420 6378

Details of the Site Supervisor will be provided once the contractor has been appointed.

- 3.37 All loading and unloading will be undertaken within the site confines. The plant and materials will be off loaded by trained and competent operatives only. This includes the hauliers delivering or collecting plant or materials.
- 3.38 All certification of competence will be checked by the site management team.

Details of arrangements for site related vehicles (worker transport etc)

- 3.39 Visitor and contractor parking spaces will be provided. All works vehicles will park within the site compound and will be parked in a safe manner.

3.40 All personnel will be informed that vehicles must not park in areas outside of the confines of the site. All contractors will be notified of parking areas ahead of visiting site.

3.41 Details of the routing of construction vehicles and visitors to the site will be conveyed to all contractors, visitors, delivery drivers etc via email, orders and verbal communication and on-site signage

Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.

3.42 Please refer to the drawing included at **Appendix 2**.

A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.

3.43 A full Dilapidation Survey assessment of the existing access roads in close proximity to the site shall be undertaken, as required, by the site management team. This shall be undertaken with a representative from the Highways Depot.

3.44 The survey will be undertaken ahead of commencing works on site. The survey will include photographic and written evidence of the findings.

3.45 The report will be issued to the project team for review and comment.

Any temporary access arrangements

- 3.46 Temporary access is provided via Little Chesterton Road followed by Grange Farm, farm track. Once the proposed site entrance on the A41 has been constructed, this will form the permanent access road.

Delivery, demolition and construction working hours

- 3.47 Site working hours for noisy activities will be; Mon-Fri 7.30-18.00, Saturdays 8.00 – 12.30. No works Sundays or bank holidays, unless agreed with the local authority. Quiet works, which are not audible at the boundary may commence outside of these hours.
- 3.48 Works on the highway, where required, will be undertaken as per the agreement with the local authority and highways. This will ensure that the works are planned and managed to minimise disruption to the local community and businesses.
- 3.49 Generally, deliveries and collections will be between the site working hours of 07.30 to 18.00. The appointed contractor will aim to have deliveries arrive outside of peak periods such as rush hour traffic.

Storage of plant and materials used in constructing the development

- 3.50 All materials will be stored within the construction area, away from fence lines and boundaries. The storage areas will be defined at the induction process, so all parties are aware of their allocated storage areas. These will be subject to change, as the works progress.
- 3.51 One-way systems supported by signage will be utilised especially in storage areas and/or install a turning circle so that vehicles can turn without reversing.
- 3.52 Storage areas will be planned to minimise delivery vehicles crossing the construction site area.
- 3.53 All materials will be stored in a safe and secure manner at all times, to leave access for emergency vehicles.
- 3.54 All contractors will be responsible to secure their materials to prevent theft and damage

A scheme for recycling/disposing of waste resulting from demolition and construction works

- 3.55 The waste hierarchy will be followed through this project and waste will be minimised, recycled or reused where possible.
- 3.56 Waste will be separated and segregated on site and contained in specific waste skips, which will be identified with waste stream signage i.e., metal, wood, mixed waste etc, to minimise waste to landfill.

- 3.57 All waste will be removed by a licensed waste contractor and any contractor removing their own waste, must hold a waste transfer licence and a copy will be held on site in their waste folder.
- 3.58 Contractors will be responsible for managing their waste and this will be controlled through cleaning up of their works area on a day-to-day basis. This will be managed and controlled by the site management team, who will undertake regular inspections.
- 3.59 Waste will not be allowed to accumulate within the works and will be contained in a controlled manner until disposal within the waste skips. Failure to manage the waste will lead to their works being stopped until the matter is resolved. Where required, a clean-up notice will be issued.
- 3.60 A record of all waste removed from site will be held by the site management team to ensure that the waste is managed and removed in a controlled manner and to allow the calculation of waste removed from site.

Procedures for Compliance

- 3.61 The approved Construction Management Plan shall be adhered to throughout the construction period for the development. The measures contained within shall be enforced by the site management team. The measures will be checked during the weekly manager safety audits and during site safety audits.

Water Quality

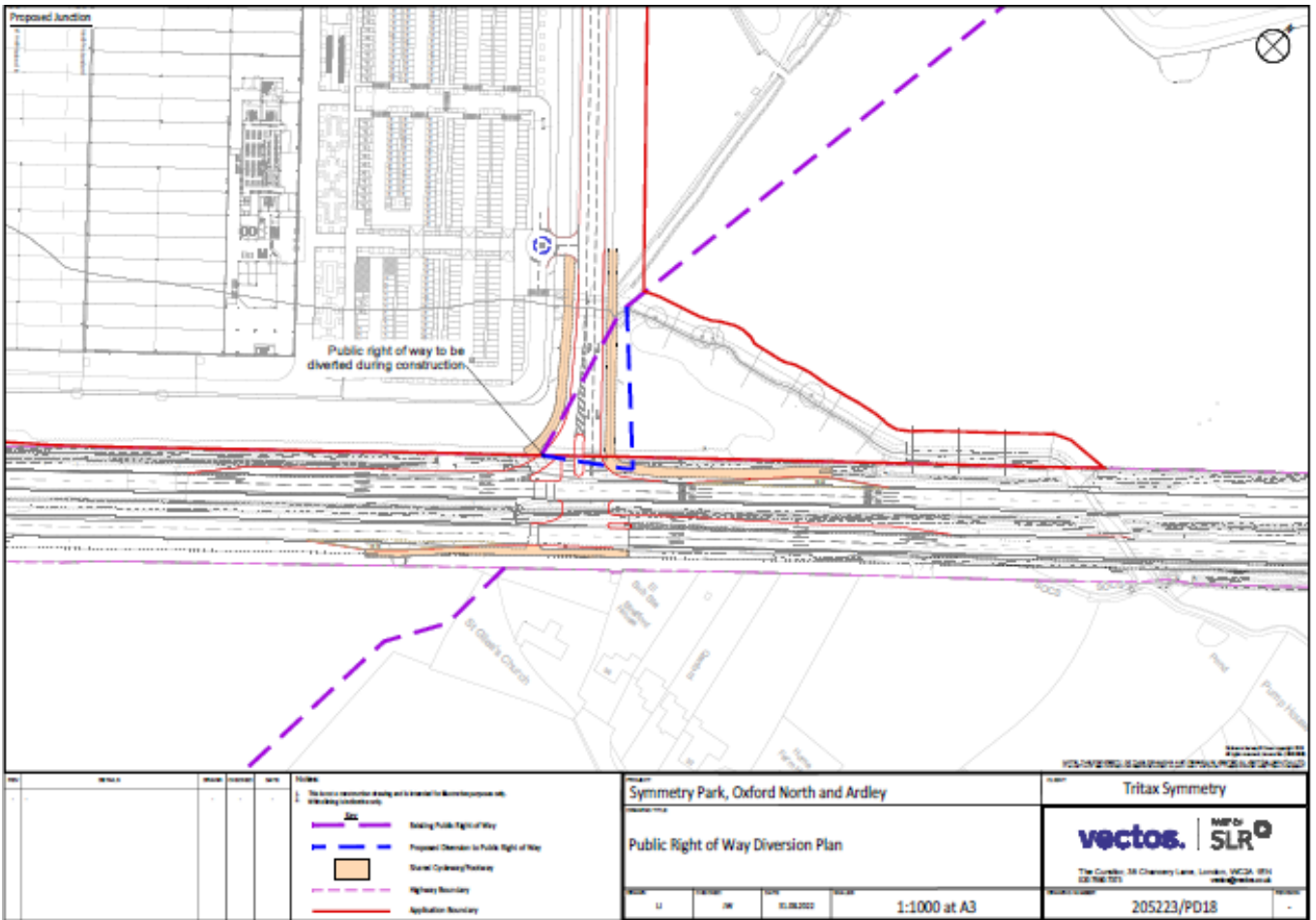
- 3.62 Condition 27 (Water Quality) requires details of how water quality will be managed during construction and post development to be submitted to and approved in writing by the Local Planning Authority.
- 3.63 The Proposed Development has the potential to produce contaminants, such as silty run-off that could affect water quality. Sources of pollutants and contaminants include excavated and exposed ground, stockpiles and material storage, plant and haul roads, concrete production and washout areas, cleaning and cutting operations. Contaminants produced from the construction stage could enter pollutant receptors such as wells and springs and ultimately the groundwater resource.

Management and Mitigation Measures

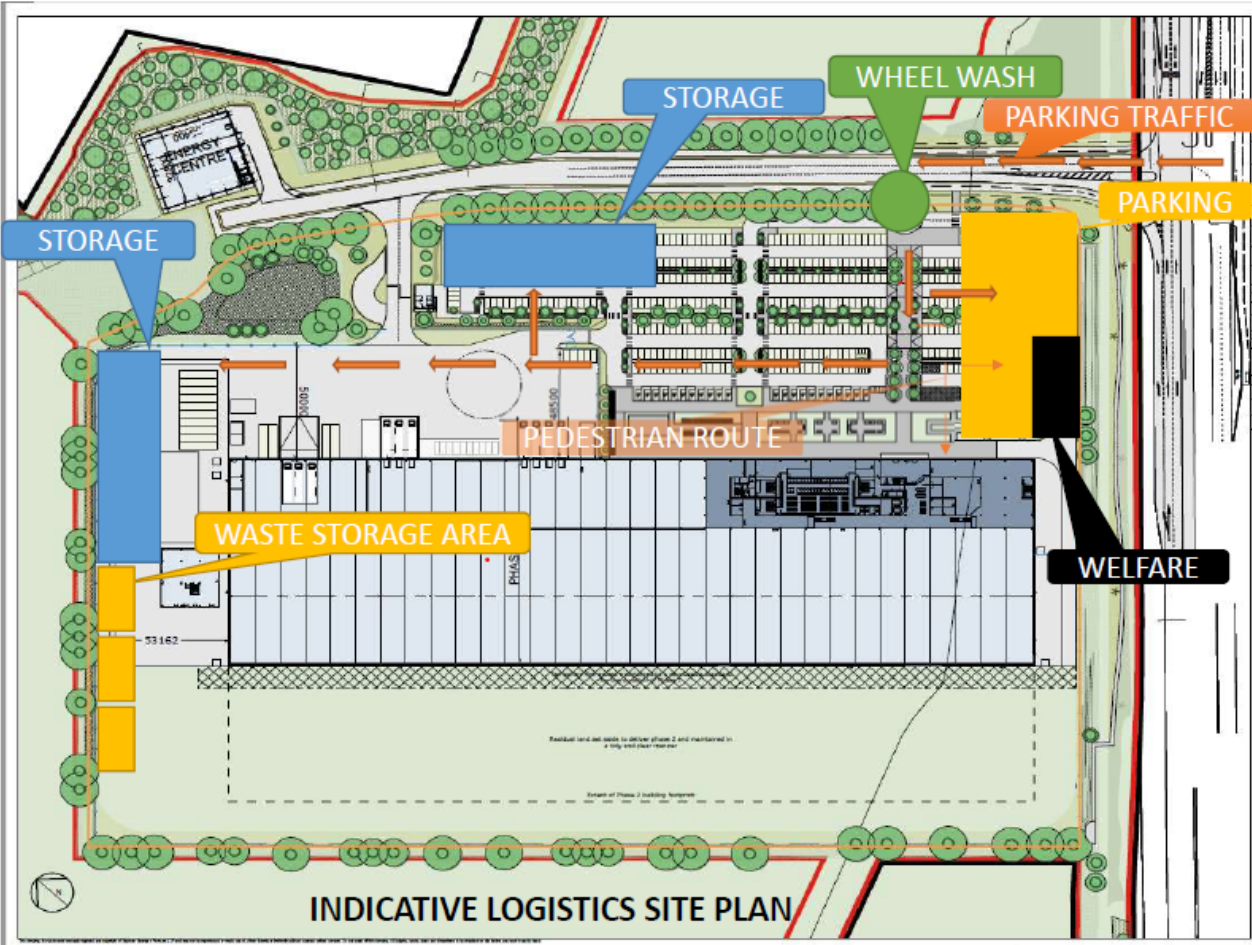
- 3.64 The construction works will be appropriately phased to ensure that the proposed surface water drainage system is in place as early as possible within the construction programme. The drainage system will be designed to intercept the majority of contaminants produced as a result of the construction works, such as silty run-off, and prevent such contaminants entering the drainage system.

- 3.65 Whilst the system will be designed to intercept the majority of any contaminants produced as a result of the construction works, the initial period of the construction phase will be undertaken when the drainage system is not fully operational. To address this, 'standard' management and operational systems will be put in place to minimise the potential effects posed to water quality, as prescribed in '*Pollution Prevention Guidelines 5: Works and Maintenance In or Near Water*', and '*Pollution Prevention Guidelines 6: Working at Construction and Demolition Sites*' (both documents withdrawn, but still considered relevant until superseded). Guidance is also given in CIRIA publications C532 '*Control of Water Pollution from Construction Sites*' and C698 '*Site Handbook for the Construction of SuDS*'.
- 3.66 Such measures include: reducing the need for dewatering through the prevention of water entering excavations; minimising the amount of exposed ground and soil stockpiles; the use of silt fences at the base of stockpiles; and, plant and wheel washing in designated areas.
- 3.67 All chemicals will be stored well away from watercourses and in such a way that they cannot be easily spilt.
- 3.68 The filling of machinery will be undertaken in a designated area, preferably on an impermeable surface, away from any watercourses or ditches. A spill kit will be available at all times and a 'bunded bowser' will be used.

Appendix 1: PRow Diversion Plan



Appendix 2: Site Logistics Plan



(This plan is indicative and subject to main contractor proposals)