



Oxford Technology Park

Premier Inn Project

Construction Environmental Management Plan

1.0 Introduction

This construction environment management plan (CEMP) has been prepared to support the planning application 17/02233/F, and then operatives working on or associated with the Premier Inn at Oxford Technology Park.

The purpose of this document is to outline how Oxford Technology Park, developer, the main contractor and sub contractors will manage and where practical minimise the impact of the development's construction upon the sites surroundings. Oxford Technology Park is committed to achieving high environmental standards and working closely with the local community and other parties throughout the development period, as well as on going through the lifetime of the park as a science and technology hub.

2.0 The Aim of this Document

This document covers the methodology principles for the handling and monitoring for all elements of the project that will could have any environmental impact during the build of the new 101 bedroom hotel and restaurant to be built at Oxford Technology Park, Langford Lane, Kidlington and operated by Premier Inn. This document will outline our proposed methodology for the environmental logistics and waste operations that will take place on site ensuring the safe working conditions for the contractors on site and the neighbouring areas both residential and commercial. Any future revised plan must be approved by the project director and the park wide development director.

The purpose of the CEMP is to manage and mitigate potential impacts of the construction process on the following sensitive receptors surrounding the site:

- Air, noise and vibration impacts on residential/commercial properties along Langford Lane, and the Langford Lane commercial area.
- Minimising dust and sediment impact on surrounding properties.
- Protection of any trees and site arboriculture, in particular the root protection zones of the trees to be retained.
- Containing debris and mud within the site boundary for the benefit of surrounding highways.

3.0 Construction Start/Completion Dates

The exact start and finish dates depend on a planning consent being achieved.

However the target dates for the project are:

Enabling works (Including S278 works for the park access road)

- Commence: Early 2018, I.e Mid January
- Completion: 6 to 8 weeks from commencement

Main Contract Works

- Commence: March 2018
- Completion: December 2018

4.0 Proposed hours in which vehicles will arrive and depart

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 5.30pm in the evening, weekends 8.00am to 12.30pm. However there will be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours. Such deliveries would be for tower cranes and a site manager would be in attendance at all times.

An Oxford Technology Park banks man will be attendance during all deliveries both during and outside of site opening hours where required.

5.0 Access arrangements for Vehicles

The logistics planning for materials/contractors the Premier Inn at Oxford Technology Park project will be divided into in three phases for clarity.

Phase 1

The enabling works consist of the works approved under the existing S278 agreement for the construction to the new park access road; these works will take place over a period of six to eight weeks. During these weeks there will a highways approved civil engineering team with Oxford Technology Park supervision and the necessary plant machinery. The area will be fenced and secured. There will be minimal deliveries to site during these works. Please refer to PI662 AP12 REV B DEVELOPMENT PLAN for the extent of the S278, access road and Premier Inn works.

Phase 2

This phase is the groundworks and construction part of the works. Access to the site will be via Langford Lane, turning onto Oxford Technology Park and using the new park access road in order to access the site. Deliveries for the PI project will then be marshaled to a suitable area on the Oxford Technology Park site.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our logistics manager, and all vehicle movement both on and around the site will be controlled by competent and certified banks men. There will be six, one hour allocated slots for deliveries throughout the day. Each delivery will have to be scheduled and booked in with the Project Manager at least 48 hours in advance.

Any deliveries of larger machinery to be installed on site will take place in the early hours of the morning to reduce disruption to traffic and pedestrians. A member of the Oxford Technology Park management team will be in full attendance throughout these installations as well as a certified banks man and the sub contractors qualified personnel and management team who will be undertaking the works.

Phase 3

This phase will include the interior fit out of the project. All materials delivered to site will come under the same allocated slots mentioned in phase 2. In addition detailed phased planning for storage and installation of materials will be submitted to Oxford Technology Park before works commence by the appointed interior contractor. Notwithstanding this, there is ample space on site for the delivery and processing of such deliveries onsite.

All waste away during all phases will also be allocated, certified and managed during site hours to maintain traffic flow and reduce any disruption to the local area.

All vehicles will be controlled by a trained banks man. Throughout all phases no more than twelve deliveries will take place on any one day as per our allocated delivery schedule.

6.0 Proposed routes for Vehicles attending site

Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

Vehicles will approach the site from the A44 rather than Kidlington town where at all possible. Turning right onto Langford Lane, the S278 works for the new park access will provide a right-hand turn lane when approaching the site from the A44. This will be utilised, and limit any disruption to the traffic on Langford Lane.

7.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip lorries. These will include roll on/roll off skips (approx size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx size 8.25m long and 2.45m wide).
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of pre cast concrete units and other cladding components.
- Crane. Mantis HDT80, transported on a 17m Telehandler complete with tow hitch and a competent operator to assist in the positioning of the crane on site and the unloading and loading of ballast weights during the erection and dismantling process. (approx size 17m long, 2.5m wide and 4m high)

8.0 Access drawing for manoeuvres into the site

Please see drawing PI662 AP12 REV B DEVELOPMENT PLAN for the S278 plans showing the right-hand turn lane that will be utilised.

9.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Oxford Technology Park will make provision to minimise this problem.

Wheel Cleaning Methodology

In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

Our vehicle holding zone has been planned to specifically minimise dust and mud leaving site. The area is a designated clean zone. All vehicles reverse no more than 11 metres into the 13 metre holding zone. We will have a labour force keeping this area clean at all time and directing all dirt into the storm drain any larger bits of mud or debris will be shovelled and placed into skips.

Once vehicles have left the holding zone and the hoarding perimeter they will be checked over and given the all clear to leave site once our management team is satisfied with the cleanliness of the vehicle.

Maintaining Public Roads/Paths

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition.
 - Unpaved areas that are subject to traffic or wind.
 - Sand, spoil and aggregate stockpiles.
 - During loading/unloading of dust generating materials.

10.0 Storage and Security

Areas for the Storage of Plant and Materials used during Construction

Secure, hard-standing space has been designated near and around loading and unloading areas for the initial storage of plant and materials. Due to the size of the development, additional localised storage areas will be introduced, in line with the phasing of the development, to reduce the movement of plant and materials around the site.

Details of the Erection and Maintenance of Security Hoarding

Security fencing has been placed around the border of the site during the full duration of construction works. This is being monitored and maintained on a regular basis to ensure a safe working environment and prevent risk to the general public.

Additional fencing will be erected and taken down around hazardous or restricted areas of the site as required.

11.0 Managing Impacts of Construction Activity

We will continue to maintain a close relationship with the appointed Environmental Health officer, and will inform them of any exceptional circumstances in which construction activity may surpass agreed levels or restrictions, well in advance.

11.1 Noise and Pollution Control Measures

Noise levels will be controlled with regard to active, relevant legislation including the Control of Pollution Act 1974 and the Environmental Protection Act 1990, to the Environmental Health Officer's satisfaction. Best practice will be adopted by the contractor, in particular by adhering to the BSI Code of Practice for Noise and Vibration Control on Construction and Open Sites. Points of reference include:

- Provision of lined and sealed acoustic covers for equipment.
- Turning of plant and equipment when not in use.
- All plant being intermittently used shall be throttled back to the minimum at every opportunity.
- Fitting of silencers to all plant, machinery and vehicles.
- All management and supervisors will be issued with communication radios to prevent the need to shout instructions on site
- Ensuring good public relations with the occupants of the local area via our monthly newsletter and regular stakeholder meetings.

11.2 Dirt and Dust during Construction

A formal Construction Code of Practice (CCOP) will be produced so that air quality is not negatively impacted or contaminated as a result of development activities and that sub-contractors adhere to best practice to prevent air borne contamination. Oxford Technology Park will continue to provide road cleaning equipment to remove dirt, mud or dust dropped or accumulating on the haulage or site roads to ensure public highways remain unaffected.

11.3 Ecology

Construction activity will be controlled in a way which mitigates damage or destruction to the ecology of the area, and enabling the implementation of the ecological enhancement scheme of the completion of the construction works.

11.4 Targeting zero non-hazardous waste to landfill

As part of our environmental approach and BREEAM targets we seek to source materials from local companies, provided that specification requirements and costs are met.

Initiatives to reduce waste streams will include as far as practically possible:

- Minimising raw material waste through analysing design and construction techniques where possible
- Making a commitment to develop waste minimisation opportunities by maintaining a role in the management of the supply chain during construction.

- Liaison with suppliers through the off-site consolidation centre to enable packaging material to be sent back for reuse, the use of off-cuts where possible and the recycling of off-cut material by the supplier
- Engaging subcontractors in the process of maximising the use of recycled aggregates hard-core and alternative cements according to application;
- Optimising reverse logistics in liaison with the Logistics Partner for vehicles delivering from the off-site consolidation centre.

Oxford Technology Park will require its contractors to maintain a duty of care at all times to ensure that waste generated during the construction period is handled in accordance with the relevant legislation governing its storage, transfer, treatment and disposal.

12.0 Details of consultation with local businesses and neighbours

As individual citizens, as a company and in partnership with Cherwell District Council and our supply chain, we will take due care of the community and environment within which we will be working.

Following on from the developers consultation with Kidlington Parish Council, the site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations. This single point of contact will be established for all liaison with the general public.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular web updates keeping our neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items of plant.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint, the Project Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which will highlight the requirements set out in the Considerate Constructors Scheme and Oxford Technology Park's own project procedures.

During all the construction phases the site will be secured to minimise any risk of injury or false entry gained by non authorised personnel. During site hours regular patrols will take place around the perimeter of the site. All access gates will have secured locks in place, all authorised personnel and deliveries will be made known to the site manager at least 24 hours before they are due on site. Secured site hoarding and CCTV will be in operation throughout the entirety of the project. A secured location will be provided for tools and items of value for storage after site hours. All cabins and welfare areas will have secure locks and 24 Hour CCTV coverage.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- Provide viewing apertures in the hoardings.
- We will ensure that our workforce maintain a respectable standard of dress code

13.0 Energy usage

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

14.0 Fuel consumption

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

15.0 Waste Management

Our approach to the treatment of waste is to employ a specialist waste management contractor as a trade package. This contractor is responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site.

The principal contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis. There will be a constant labour team throughout the project managed by Oxford Technology Park managers to ensure all these areas are made a priority.

Sub contractors will be responsible for removing waste emanating from their works to a central point on site.

16.0 Further information

Once works have started on site site reports, regular surveys, site waste management plan (SWMP), weekly safety inspection report and noise records will be produced.

Other reports/Surveys for reference:

- GROUND INVESTIGATION REPORT – supplied with planning application 17/02233/F and 14/02067/OUT, on the Cherwell planning portal. Additional copies available on request.
- SITE LAYOUT DRAWING - PI662 AP11 REV B SITE PLAN (supplied with planning application 17/02233/F and on the Cherwell planning portal. Additional copies available on request)
- DEVELOPMENT LAYOUT DRAWING - PI662 AP12 REV B DEVELOPMENT PLAN (supplied with planning application 17/02233/F and on the Cherwell planning portal. Additional copies available on request)