



CONSTRUCTION MANAGEMENT PLAN

**BICESTER COMMUNITY HUB
CHARLOTTE AVENUE, ELMSBROOK
BICESTER**

23 June 2021

Prepared by Taylor French Developments Ltd

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General

1 Introduction

This Construction Management Plan (CMP) has been prepared to address the impact of the construction works associated with the development at Charlotte Ave, Elmsbrook, Bicester

1.2 Objectives

The objective of the CMP is to outline the procedures for the safe access and egress to the Construction Site and to minimise the impact on the local road network.

1.3 References

- Cherwell District Council
- Oxfordshire County Highways
- HSE

1.4 Consultation

The planning and implementation of any construction works will be completed in consultation with the following statutory authorities where applicable:

- Cherwell District Council Planning Department
- HSE
- Oxfordshire County Highways
- Local Residents
- Thames Water
- National Grid Gas
- UK Power Networks

2.0 Construction Activity

2.1 Construction Hours

The intended hours of work for construction are:

Monday to Friday	08.00am to 06.00pm
Saturday	08.00am to 01.00pm
Sundays and public holidays	no work

2.2 Materials Handling Requirements

- A site-specific material handling management plan will be prepared and form part of all orders placed.
- Material deliveries will be phased and controlled on a “as required” basis.
- The site will have a dedicated storage area for bulk materials.
- Materials will be locally sourced where possible.
- No deliveries will be permitted between the hours of 08:00-09:00 hours and 15:00-18:00 to avoid school and rush hours.
- All materials and plant used in constructing the development will be stored in the designated area as shown on the attached drawing.

2.3 Earthworks

To keep Lorry movements to the absolute minimum we are proposing to recycle as much material as we can for reuse on site.

All other waste will be segregated as detailed in the Waste Management Plan.

There is no topsoil on site so certified topsoil will need to be imported for the site.

All water and slurry from any wheel washing will not drain onto the existing public highway.

A catch pit will be installed and emptied as required.

A road sweeper will be available at all times in the event of debris/muck on the highway

2.4 Movement/control of Muck away

All loading and unloading of muck away lorries will be undertaken off the adopted Highway in the space designated storage area.

We estimate that there will be the following lorry movements

Site clearance

Low Loader for 360 machine 2 movements

Site Clearance & Reduce dig

Muck away 50m³ 30-ton lorries 2 movements

Welfare Delivery

20-ton lorry with Hiab lift 4 movements

Self-Erecting Tower Crane 2 movements

Construction phase

Steel Reinforcement 1 movement

Concrete Delivery

- Foundation Pads 2 movements
- Floor Sab 6 movements
- Columns 4 movements

- Transfer Slab	6 movements
Bricks Artic lorry local merchants	4 movements
Blocks Artic lorry local merchants	4 movements
Wide Plank floors 20 ton	6 movements
SAND	4 movements
Certified top soil 30-ton lorries	2 movements

2.5 Control of dust, mud and debris

All muck away lorries and deliveries of loose bulk materials will be fully sheeted to prevent spillage on the highway and surrounding road network, all movements off site will be subjected to wheel washing.

In times of dry weather dust suppression will be used.

In wet weather all if possible, all vehicle movements will be suspended if this is not feasible a mechanical road sweeper will be on site for the duration of the movements.

The surrounding road network will be swept by mechanical sweeper at the reasonable request of any officer of the Local Highway Authority.

The above will be Managed by the Site Manager and supported by the head office by ensuring all orders placed contain these conditions.

2.6 Site security

The site will be protected by 2.4 high engineered designed timber hoarding around the entire boundary with vehicular access gates and a separate gated pedestrian access both gates to open into the construction site.

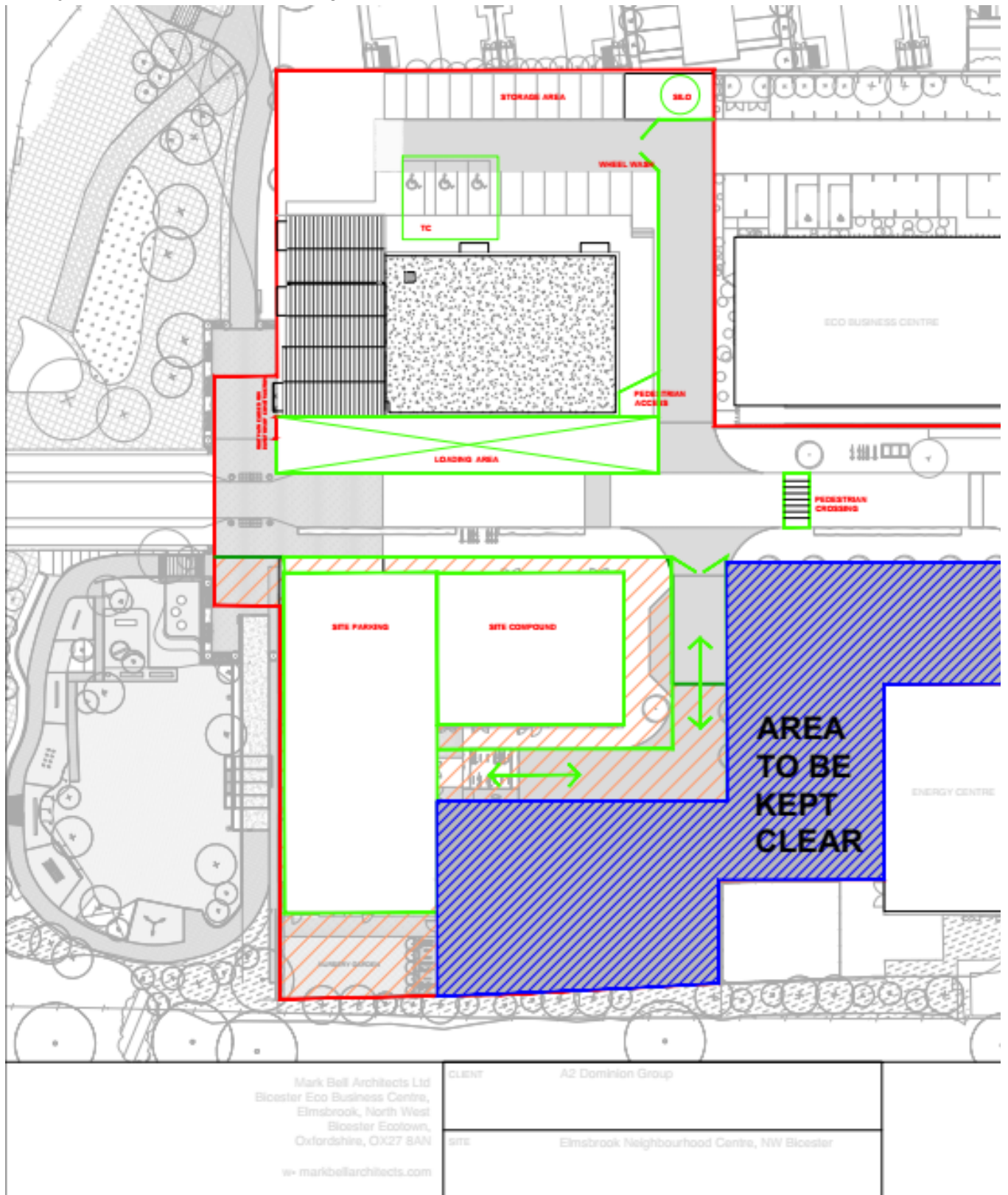
The Hoarding and adjacent footpaths will be inspected at the start and at the end of every day and after and during heavy winds.

Site specific and generic Health & Safety signage will be displayed on the hoarding

2.7 Construction Traffic and Access and Egress to the site

The site-specific pedestrian and traffic management plan is as indicated below. A layby will be formed in the existing footpath for off- loading. Materials will be lifted, by tower crane, to the storage area at the rear of the site. During off-loading operations, heras fencing will be erected to the ends of the loading bay to protect pedestrians. The existing footpath, which will form the loading bay, will be closed for the duration for the works and signage erected to divert pedestrians to the footpath opposite. Access for lorries to the storage/hardstanding area towards the rear of the site will be limited to muck away wagons and silo/concrete deliveries, thus minimising vehicle movements on site. Limiting on site

vehicle movements will assist in controlling dust and dirt spread from site. The wheel wash facility will be located in the storage area.



The Construction Site is accessed by the main traffic route below:

From the M40 Northbound

Take exit 10 slip road

Follow direction to Services at 1st roundabout

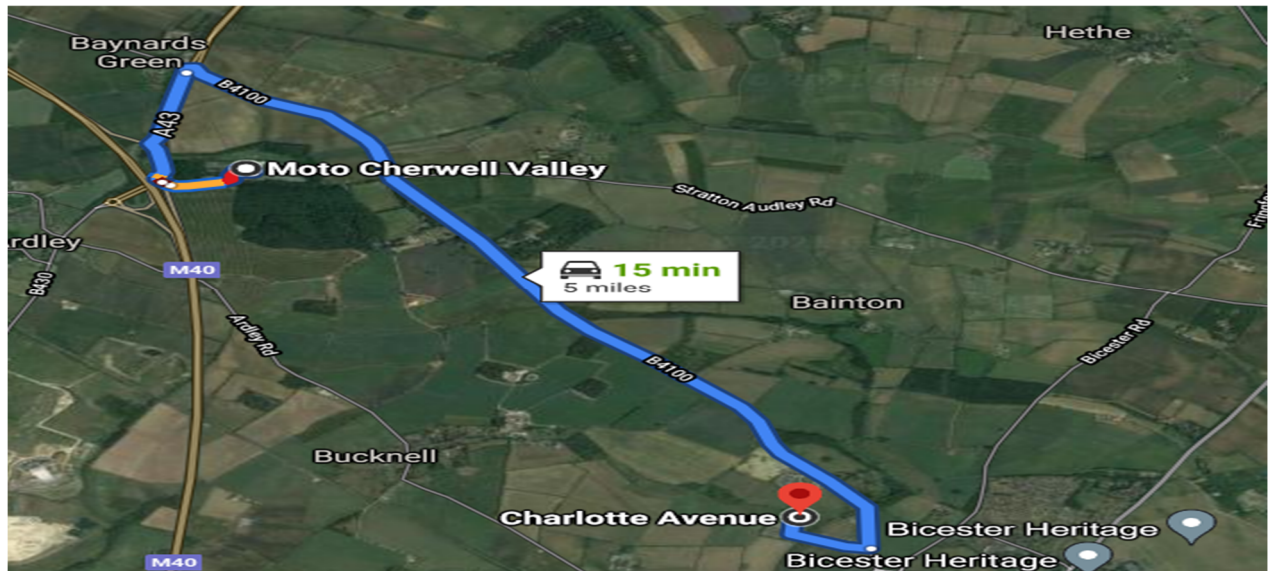
At Cherwell roundabout take 1st exit onto A43 north, (direction Milton Keynes and Northampton)

At next roundabout continue straight on, 2nd exit

At Baynards Green Roundabout take 3rd Exit onto B4100 Hardwick Stoke Lyne

Continue on B4100,

Turn right at Elmsbrook Marketing suite onto Charlotte Avenue



The routes are likely to be heavy trafficked at peak times

2.8 Movement and control of deliveries

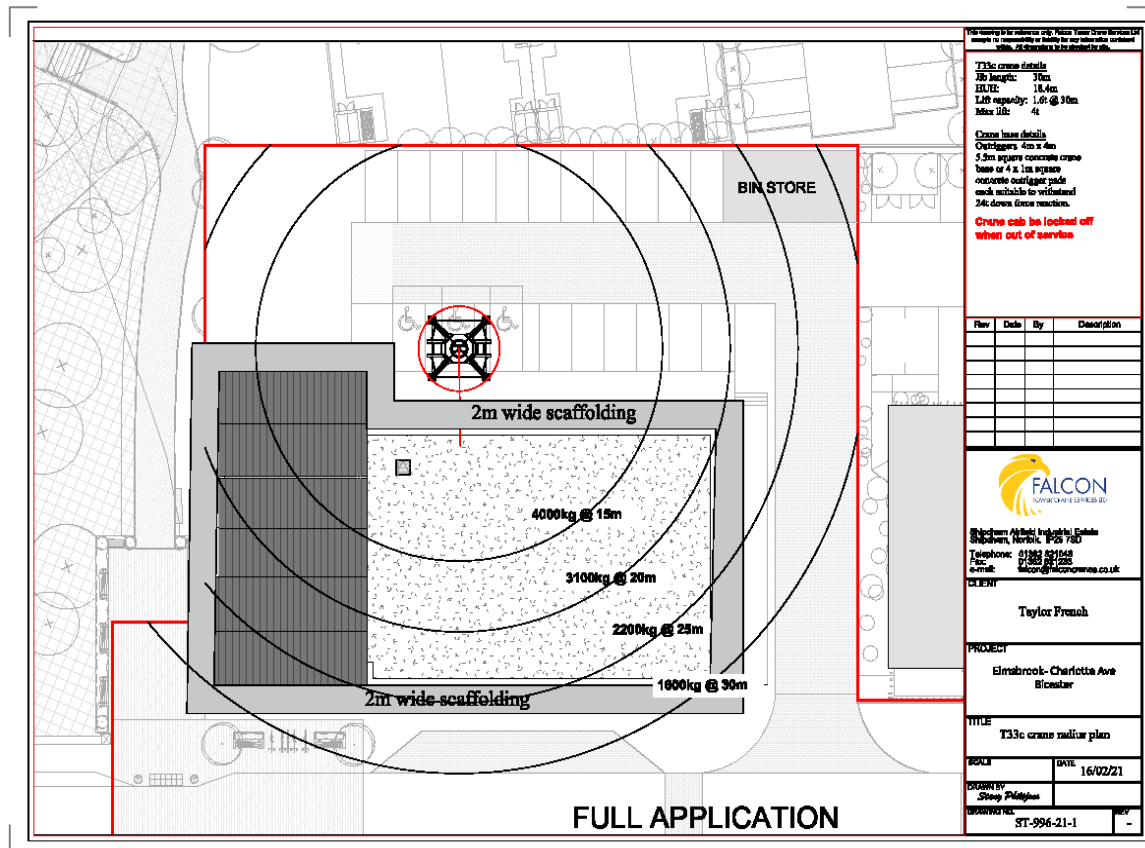
All deliveries will use the route as specified and vehicles will be directed to the designated area for unloading.

The unloading of materials will be by Tower Crane to site as shown on the drawing below.

No unloading will take place on the shared access road.

Movement of delivery vehicles into and out of site will be escorted by a qualified banksman.

There is to be no waiting or unloading on the adjoining Highway.



2.9 Contractor Parking

It is proposed that parking of all Contractors vehicles will be within the designated area directly across from the site on Charlotte Ave and identified on the drawing (in section 2.7) for the development site.

There is to be no parking on the public Highway.