

**WEST AREA PLANNING COMMITTEE**

**10<sup>th</sup> December 2014**

**Application Number:** 13/01800/CND

**Decision Due by:** 20th January 2015

**Proposal:** Details submitted in compliance with condition 17  
(Construction Method Statement) of planning permission  
13/01800/FUL

**Site Address:** St Cross College St Giles'

**Ward:** Carfax Ward

**Agent:** Montagu Evans

**Applicant:** Mr R Todd on behalf of St  
Cross College

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**Recommendation:** The West Area Planning Committee is recommended to approve the submitted Construction Method Statement in compliance with Condition 17 of planning permission 13/01800/FUL.

### **Background to Proposals:**

Planning permission was approved on appeal for demolition and rebuilding of existing boundary walls, erection of 53 student study bedrooms, lecture theatre, library, seminar rooms and ancillary accommodation on 4 floor plus basement under 13/01800/FUL. Condition 17 of the approval in the Inspector Decision requires the submission of a Construction Method Statement (CMS). The Condition states:

*'No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include provision for:*

- i) the parking of vehicles of site operatives and visitors*
- ii) loading and unloading of plant and materials*
- iii) storage of plant and materials used in constructing the development*
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
- v) wheel washing facilities*
- vi) measures to control the emission of dust and dirt during construction*
- vii) a scheme for recycling/disposing of waste resulting from demolition*

*and construction works*

*viii) Hours of demolition and construction*

*ix) Routing arrangements for construction vehicles*

*x) Traffic management/road closures during construction and demolition ‘*

*xi) A scheme for keeping local residents informed of developments and of significant deliveries*

*Reason: In the interest of the amenity of local residents and highway safety’*

This condition wording is similar to the City Council's standard Construction Traffic Management Plan condition normally requested by the County as Highways Authority in relation to impact of demolition/ construction of the development on the highway.

The Applicant has undertaken pre-application discussion with the Highway Authority and with local residents prior to submission of the CMS. During the process of this application submission the CMS document has been revised twice to address issues raised.

The updated CMS Rev 4 states as follows in relation to the condition:

***i) Parking of vehicles of site operatives and visitors:***

There is no provision for onsite parking. At peak Prime Construction estimate a workforce of between 40 – 60 operatives. Where possible operatives will be encouraged to car share or use local bus services, train or Park & Ride facilities. Those choosing to car share will be expected to drop off colleagues, tools and plant and leave the area to park off site either at the Park & Ride or Multi Storey Car Parks. Contractors will be instructed not to use St John's Street for this purpose.

***ii) Loading and unloading of plant and materials:***

Construction vehicles will turn into the site and load and unload within the site. To regulate the volume of deliveries a booking in system will be implemented. Where possible contractors will be required to pre book deliveries 48 hours in advance. Vehicle holding areas will be established within the lay by on the A34 and A40. Vehicles will be prohibited from loading and unloading on the street. There is to be no waiting vehicles in the nearby streets, or on Pusey Street itself, with vehicles brought to site using a Just in Time strategy.

***iii) Storage of plant and materials used in constructing the development:***

There is restricted space for the storage of plant and materials due to the limitations of the site. Contractors will be expected to undertake Just in Time Deliveries. The use of prefabricated items/materials will be encouraged to reduce the number of minor deliveries. Limited storage will be made available for essential items, such as welfare provisions, spills

kits and the like. Contractors will be expected to remove all unused plant from site when not in use.

**iv) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate:**

A hoarding 2m from the boundary wall to Pusey Street and 1.5m to Pusey Lane constructed to a height of 2.4m. The erection of the hoarding to Pusey Street is positioned within the suspended disabled parking bays giving a greater width to the road than is currently present. The hoarding will be of timber ply construction with timber cover strips and top and bottom timber skirting's. The hoarding will be retained in place by means of concrete weight blocks. On erection the hoarding will be finished in the company branding of white with an orange banding to the top and bottom. The project architect is currently reviewing a request for graphic displays to be affixed to the hoarding and will advise in due course. Apertures will be provided at locations to be agreed to enable public viewing of the works. All procedures and control measures will comply with environmental legislation and best practice, monitoring performance and the reviewing of procedures will be ongoing.

**v) Wheel washing facilities:**

All vehicles will be checked for cleanliness before re-joining the public highway, and if required will pass through a wheel washing facility (JET Wash). Sufficient road sweeping operations will be carried out on site and the surrounding road networks to ensure cleanliness at all times.

**vi) Measures to control the emission of dust and dirt during construction:**

The demolition phase of this project is likely to create noise and dust. Provision for the control and reduction of noise and dust will be made within specific method statements and risk assessments. In particular damping down during demolition and any ground works will form an integral part of our dust management strategy. The site will be regularly damped down during dust generating operations, such as demolition, and piling using a fine water spray. The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at ground level. To comply with the considerate construction criteria the control of dust, debris and spoil will be carefully managed. It is in the interest of the College as well as the residents, that this is managed appropriately.

**vii) A scheme for recycling/disposing of waste resulting from demolition and construction works:**

Waste will be managed in a proactive way and a waste hierarchy applied to minimise the volume of waste produced and divert waste from landfill as far as possible. General material arising from demolition, ground works and piling will be sent for beneficial reuse off site in accordance with Good Practice guidance. Timber will be reused on site until it reaches the end of its life. Given the site constraints it is intended to remove waste from site utilising common skips and wheelie bins. The waste generated will be taken to the

waste contractor's waste transfer station for sorting, segregation and recycling.

**viii) Hours of demolition and construction:**

Agreed hours (with residents and HA) are 08:00 and 18:00 Monday to Friday's with weekend working hours only taking place by prior agreement with the Local Planning Authority e.g painting/ decorating or installation of rigs/crane's or whatever.

**ix) Routing arrangements for construction vehicles:**

No construction traffic will enter the site via St John Street. All traffic will enter and exit via Pusey Street and St Giles. "No Entry" signs will be posted on Pusey Street at the junction of Pusey Lane to reinforce the restriction for vehicles leaving the site. See Logistics plan attached at **Appendix 1**

**x) Traffic management/road closures during construction and demolition:**

Two Banksman / Traffic Marshalls will be on site throughout construction/ demolition; one at St Giles' / Pusey Street and one at the site entrance/ St John's Street entrance. Their role is not only to control traffic but also to ensure safety of pedestrians. The County has suspended the No Entry from St Giles' and replaces it with Access Only and put in a No Entry regulation at the junction of Pusey Lane to prevent motorists from driving through.

**xi) A scheme for keeping local residents informed of developments and of significant deliveries:**

Prime Construction in conjunction with the clients Project Manager have established contact with the local residents association. A point of contact will be provided to deal with any queries and provide immediate response to any issues raised. Regular newsletters will be distributed to local residents and businesses detailing contact details for the site and general construction information. It will be proposed to hold fortnightly meetings once construction commences to explain any significant deliveries and the works anticipated for the forthcoming period and how these will impact upon neighbours.

The Highway Authority has been consulted and has confirmed that the details of the CMS Rev 4 are acceptable in accordance with its requirements and therefore recommends it be approved in accordance with the condition.

Comments from Residents:

There is no statutory requirement to consult the public on conditions compliance. However, residents may view the details and comment on them. A number of comments have been received from the St John Street Residents Association (SJRA) since the submission of the details, to which Prime has responded and adjusted the CMS where possible. Comments on Revision 4 relate to potential damage to property and noise/ disturbance from piling and potential harm to pedestrians on the North side of Pusey Street from vehicles reversing and

backing into the site.

It should be noted that the way in which a proposed building is constructed does not fall within the remit of Planning or therefore the condition. It would be unreasonable to refuse compliance with this condition on this basis. However the College and Prime Construction are mindful of the impact on both the College itself and its neighbours during this process.

### *Piling*

Two types of piling will be used; sheet piling and augered piling. The sheet piling is to create a small basement. The piling technique consists of vibro installed sheet piles for the small basement area. This is the technique which was used in constructing the double basement at the new Mathematics building adjacent to the listed St. Luke's Church on Woodstock Road and for the basement to the new Somerville extension within 2m of its listed library. The technique "pushes" piles into the ground in lieu of hammering piles in to the ground. The second piling technique is a type of augered piling in a 'cork-screw' effect that infill's with concrete from the bottom up. There will therefore be no hammering and virtually no vibration. This technique has also been used on other projects. It is estimated that the piling should take 3-4 days to complete.

Prime Construction will condition survey the chapel, install survey monitors on the listed Chapel façade as industry best practice. Furthermore, Prime Construction Company has an obligation to minimise disruption to St Cross College throughout the entire construction works (e.g. there will be students studying for exams etc.) and therefore will be monitoring all aspects of dust, noise and vibration constantly within the site boundary as well as externally in accordance with the requirements of the CMS.

Officers would add that the College has a duty of care in respect on of the Listed Building and therefore if there was damage to the building then this would have to be repaired, in conjunction with any listed building consent required as a result. Officers are satisfied however that the proposed piling methods have been used successfully elsewhere in relation to listed building and structures without damage resulting.

In relation to damage to the resident's property from the piling the Council is unable to require the developer to do a condition survey, at its expense, of nearby properties and agree to remedy resulting damage as requested by SJRA. This is outside the scope of the condition and in any event a civil matter. However, Officers would again comment that the proposed piling methods have been used successfully elsewhere without damage resulting.

Lastly, with regard to impact on residential amenity from noise from piling, Officers consider that the proposed piling methods would minimise noise impact and in conjunction with the restricted working hours (as agreed with both HA and SJRA), the amenities of neighbouring residents would suitably and reasonably be safeguarded.

### Pedestrian Safety:

SJRA state that the developer will manoeuvre vehicles by reversing on to site and

the front section of longer vehicles may endanger pedestrians on the north pavement. Residents have asked for a barrier to be erected along the kerb to segregate traffic and protect pedestrians during the project.

Only in certain circumstances will vehicles reverse up Pusey Street. Mostly the contractors will be using smaller HGV's not large articulated lorries. An exception could be the installation of a crane or piling rig for instance. When this occurs, the Banksmen will stop all vehicles, cyclists and pedestrians from entering/ travelling down Pusey Street, from both ends. This means that pedestrians would not find themselves in a position to be in danger from any larger vehicles that have to reverse up. In fact this will occur regardless of the size of vehicle and regardless of whether they going forward or in reverse.

Furthermore, the installation of a barrier will mean that the width of the pavement would be reduced for the entire duration of the works, and indeed the width of the road, which in itself could be problematic. The Highways Authority has commented that having been on site on a number of occasions the footfall in Pusey St has been minimal and while safety of one is no different to 100 it is managed easier and therefore they do not consider that a fence is required for separation. However, they will be visiting/monitoring the site with regard to the CMS condition and will if necessary require Prime to make changes.

#### **Conclusion:**

Officers consider that the details of the CMS Rev 4 submitted are acceptable in compliance with Condition 17 of 13/01800/FUL and recommend that West Area Committee approve the CMS accordingly.

#### **Human Rights Act 1998**

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

#### **Section 17 of the Crime and Disorder Act 1998**

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

**Background Papers:** 13/01800/CND

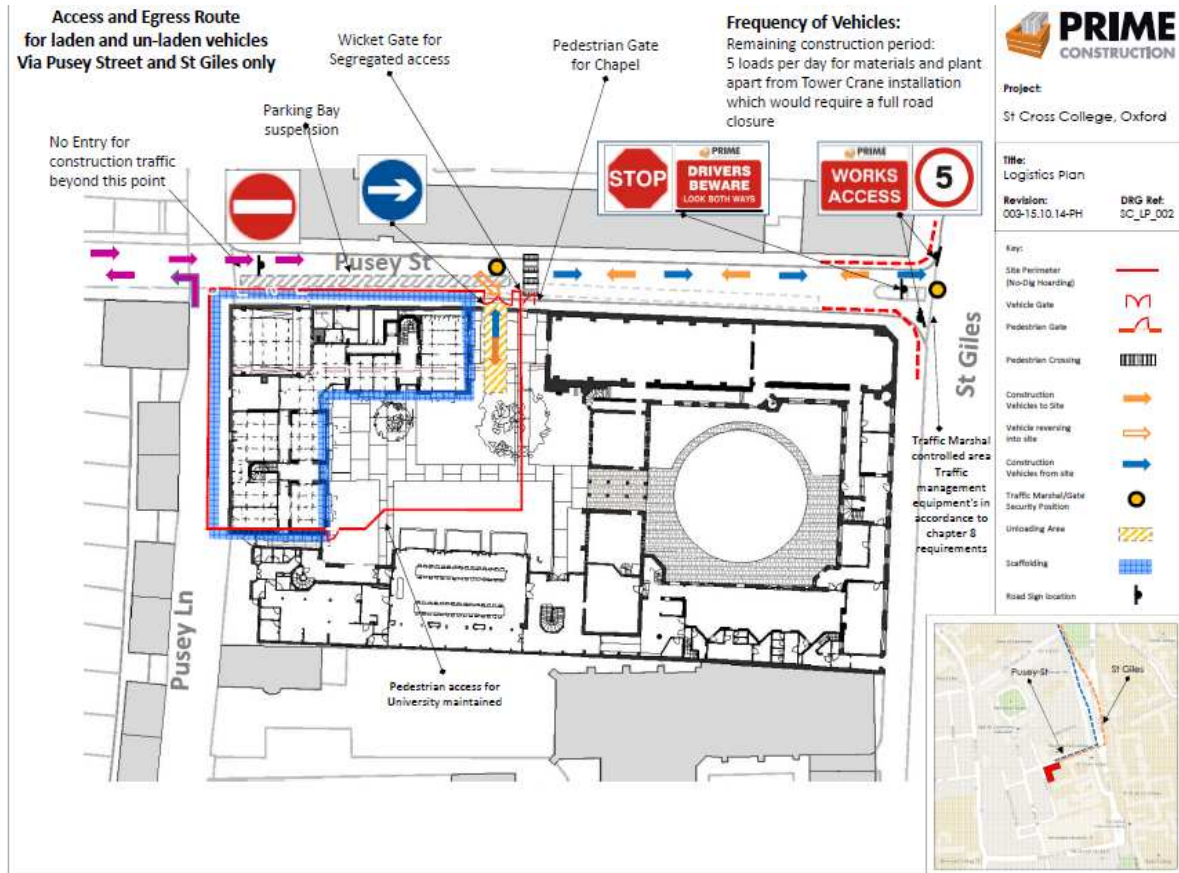
**Contact Officer:** Felicity Byrne

**Extension:** 2159

**Date:** 25th November 2014

# APPENDIX 1

## Logistics Plan



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