

# **Clarendon Centre – Phase 2 CMP**

7 December 2020

# CONTENTS

1.0 Introduction	p03
2.0 Site Plan	p04
3.0 Pedestrian Access	p05
4.0 Delivery Routes	P06 -07
5.0 Materials Storage	p08
6.0 Construction Methodology	P09-10

# 1.0 INTRODUCTION

The Clarendon Centre redevelopment provides a unique opportunity to reimagine an important City Centre site, moving away from an enclosed shopping Mall model, to provide truly public centred spaces that become an integrated part of Oxford's historic urban fabric.

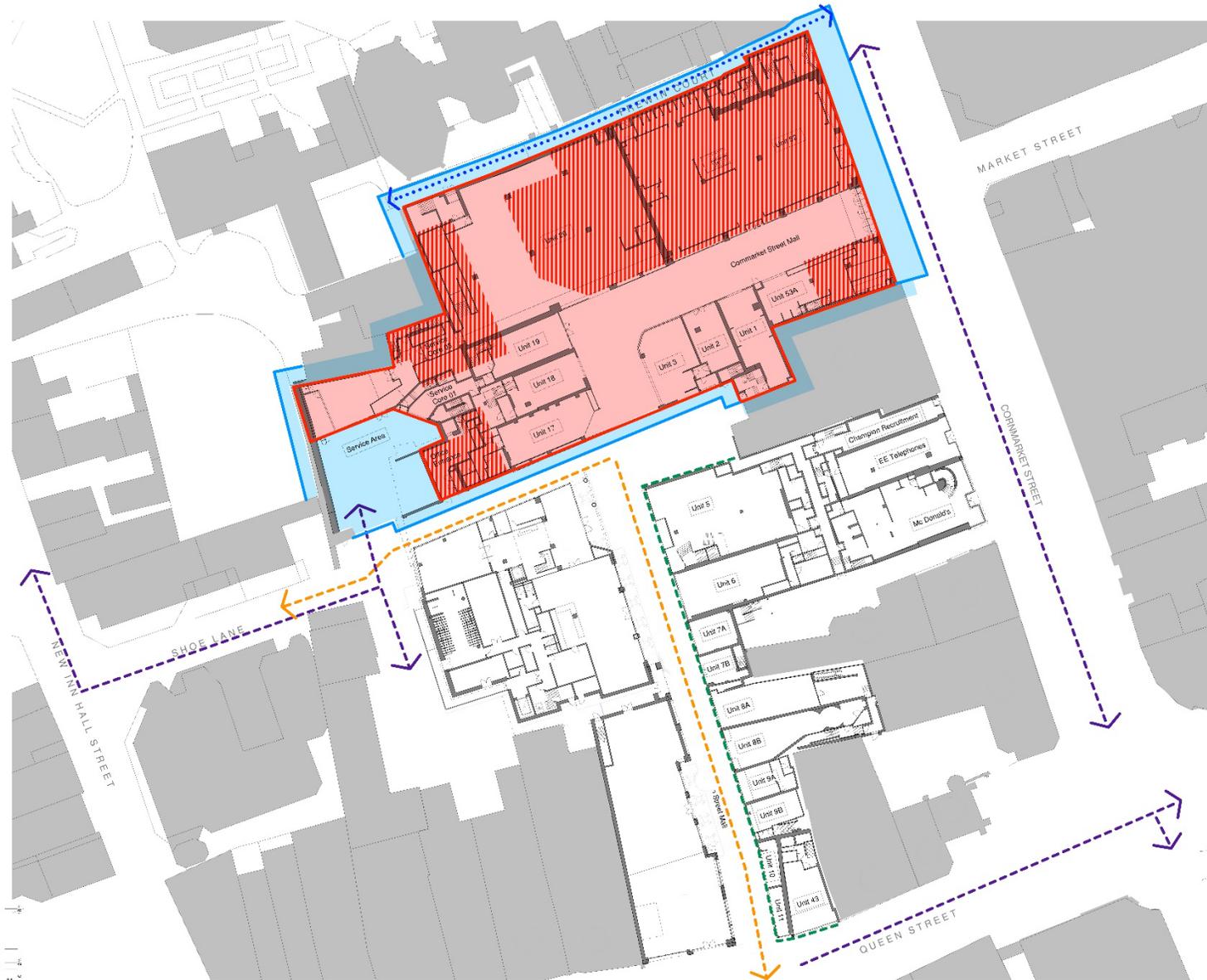
Centred around a new public square, the redevelopment will provide a mixed use offering that will be embedded into Oxford's core, accessed via newly formed streets and landscape design creating a new destination that caters for all.

The works shall comprise:

- Completion of the scheme in three phases:
  - Phase 1 consists of laboratory buildings and new retail space.
  - Phase 2 is a combination of student accommodation, retail and offices.
  - Phase 3 comprises new office and retail space.
- Phase 2 consists of:
  - demolition of a small part of the Cornmarket St Mall retail environment, infilling of internal mall space and extensive extension and alteration to the existing structure.
  - Piled foundations to the small new build elements of the scheme with the balance of what are now retail spaces and offices retained and modified to form the student and office accommodation.
  - Construction of reinforced in-situ concrete or steel frame and floors to the new build section.
  - New facades to be formed in curtain walling, elements of stone and cladding.
  - Completion of the balance of works to form new public square and access points to Frewin Court and the space behind.



## 2.0 SITE PLAN



## Notes

Access / egress predominately via Shoe Lane & Cornmarket St for both demolition and main construction works.

For the erection of site equipment such as Tower Cranes applications will be made as necessary through the appropriate channels.

- Demolition
- Refurbishment
- Working area
- Closed unit
- Phase boundary
- Hoarding
- Amended facade
- Pedestrian flow
- Construction traffic
- Restricted access

### 3.0 PEDESTRIAN ACCESS

Due to the space constraints and the restricted nature of the site, there will be no car parking available on site for staff and operatives. There are excellent public transport links in the vicinity as well as several public car parks. This information will be relayed to all contractors & sub-contractors during the appointment process.

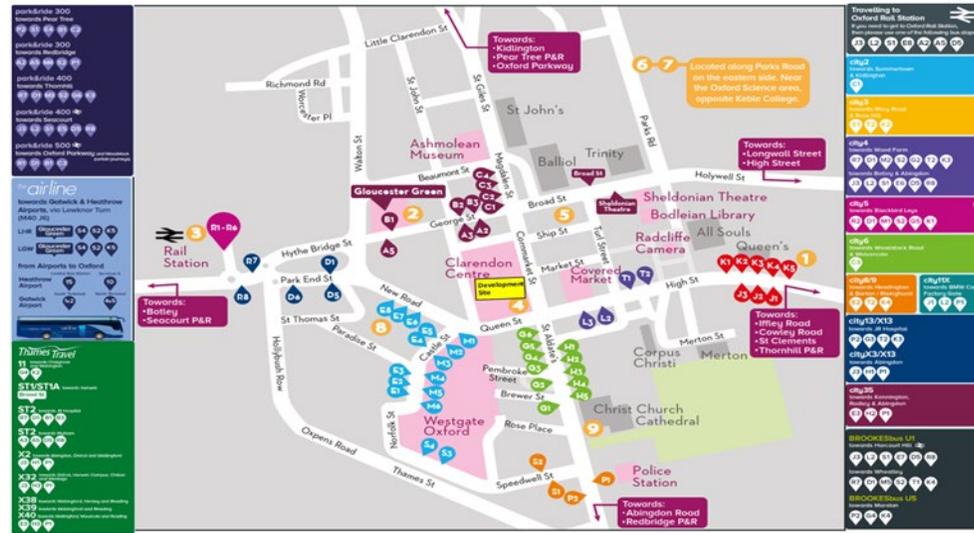
Logistics operations and banksmen will be responsible for ensuring that no site vehicles are parked on street unless necessary and only with correct permissions.

Site staff will be encouraged to use public transport and will provide safe on-site storage where staff can leave bicycles.

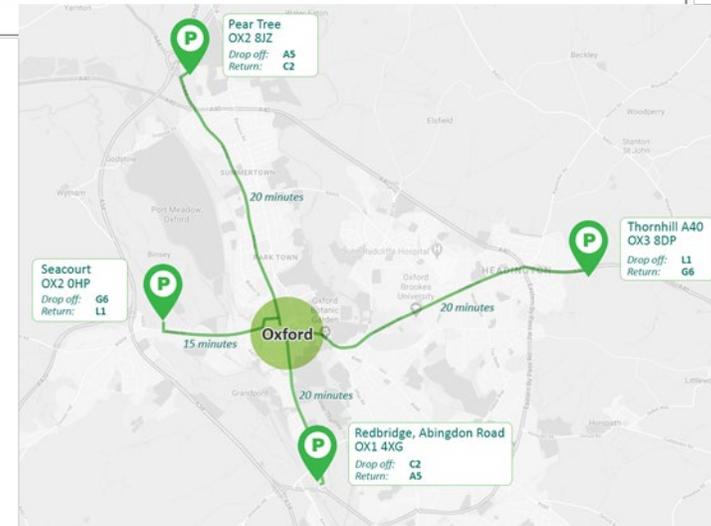
Site hoarding along both Cornmarket St, sections of Shoe Lane, along with their respective malls/access routes will allow pedestrian access links to Queen Street from Shoe Lane during periods when it is safe to do so and the malls are not

required to be closed for safety or practical reasons. Cornmarket Mall will remain closed for the duration of the works and access to Queen St and Shoe Lane will be along Cornmarket St.

Site offices and welfare are to be located primarily within vacant areas of the centre with gantries and loading areas as necessary on Cornmarket St. Primary operative access onto site anticipated via Cornmarket St, Shoe Lane and Queen St.



Source: information and graphics extracted from: [https://assets.goaheadbus.com/media/cms\\_page\\_media/2915/OBC\\_TransportMap\\_July2020\\_2WEB.pdf](https://assets.goaheadbus.com/media/cms_page_media/2915/OBC_TransportMap_July2020_2WEB.pdf)



# 4.0 DELIVERY ROUTES

## Primary Route

Access / egress predominately via Shoe Lane & Cornmarket Street for both demolition and main construction works.

Traffic Marshals/Banksmen will be located on site and contacted by deliveries ahead of arrival to be met and escorted on to site.

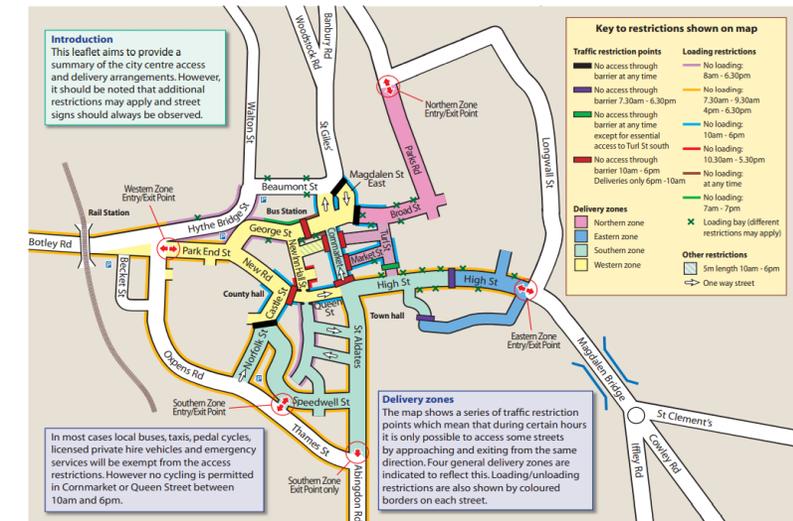
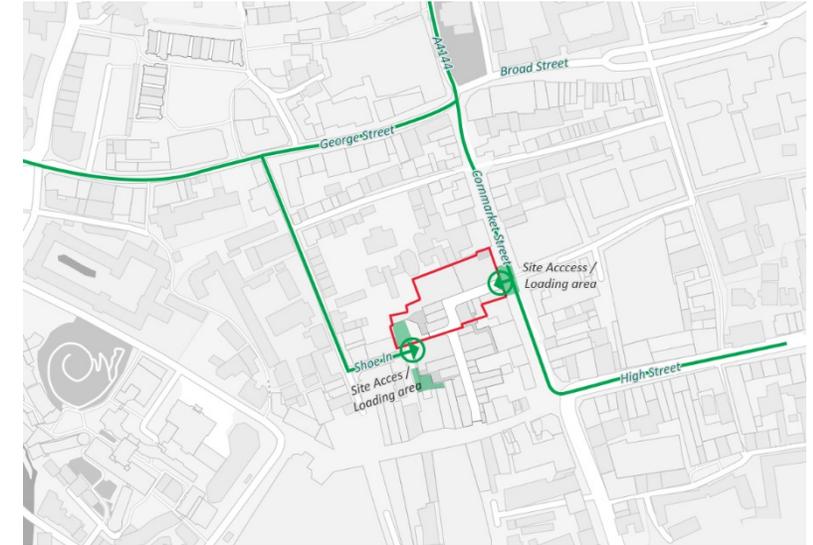
Traffic Marshals/Banksmen and a central logistics person will coordinate all deliveries and ensure protection of pedestrian routes.

Consultations and requests for exemptions, temporary suspensions or alterations to traffic restrictions/reggs etc, as necessary, will be made to OCC and appropriate permissions sought.

Surrounding businesses have been notified during initial Public Consultations and peak delivery times will seek to be avoided. The Clarendon Centre and some of the surrounding properties are under the ownership of the Client and liaison has already taken place with management.

Avoidance of vehicle movements during network peak hours weekday 0800-0900 and 1700-1800 and subject to highway network timing restrictions unless agreed otherwise with OCC. Note, Queen St and Cornmarket St. are pedestrian zones with restrictions in place between 1000-1800.

Dedicated site access gates on Shoe Lane and Cornmarket St, accessed via George St, Broad St, A4144 and High St or as otherwise agreed in consultation with OCC. Access will also be needed to Frewin Court, to be agreed as necessary with OCC.



## **4.0 DELIVERY ROUTES CONT'D**

### Primary Route Cont'd

Dedicated loading areas positioned within an extended site boundary/hoarding area on Conrmarket St with final areas to be agreed in consultation with OCC with licensing permissions obtained, as appropriate, aimed at minimising disruption and maintaining safe operation.

### Secondary Route

It is not currently expected that access will be required from Queen St. Should it prove necessary this will be agreed with OCC.

## 5.0 MATERIALS STORAGE

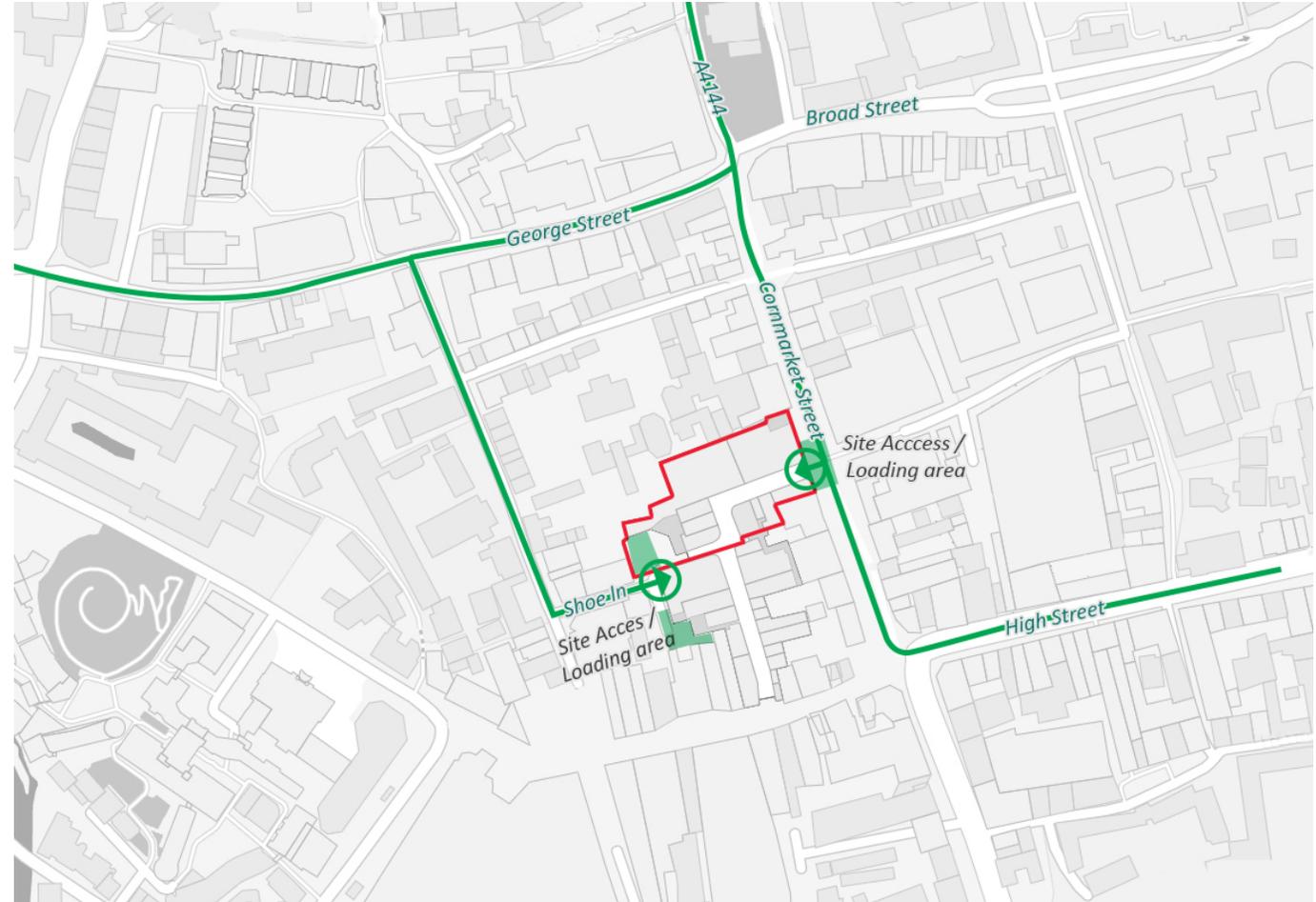
Materials will where possible be stored away from the site or in designated areas within the site boundary.

During the project the main contractor will organise the works and respective deliveries so that there will never be a large amount of materials required to be stored on site at any one time.

In order to avoid any lay up on any part of the highway network, main contractor will effectively manage the timings of deliveries to and from the site.

By creating a vehicle booking or management plan it will be possible to reduce the number of failed deliveries and prevent deliveries arriving simultaneously.

Delivery and collection times will be enforced within the agreed working times set out within this document or otherwise agreed with OCC.



## 6.0 CONSTRUCTION METHODOLOGY

Currently Anticipated durations:

- 1 Enabling Works / demolition – 8 months
- 2 Construction of structures – 19 months, including:
  - Substructure
  - Superstructure
  - External building envelope
  - Roof and plant
  - Internal fit-out
  - External works

Prior to the commencement of the works all nearby residents and businesses will be engaged informing them of the nature of the works and details of the traffic management plan. Contact details will be issued, providing the name and contact details of the main contractor's site manager.

Throughout the development of the new building, well thought-through and carefully considered traffic management solutions will be essential to the safe and smooth running of the project. Measures will include:

- Consultation with highways' officers to agree the most appropriate proposals, including access routes, entrance gates, signage, hoarding lighting, delivery times, etc.
- The use of suitably-sized rigid vehicles, rather than articulated lorries where possible, which can access the site and be safely off-loaded.
- Avoidance of vehicle movements (outside site boundaries) during network peak hours weekdays 0800-0900 and 1700-1800 where possible. Vehicle movements also subject to highway network timing restrictions unless agreed otherwise with OCC
- Reducing the number of vehicle movements by waste reduction measures, combining materials orders, etc.
- Materials will be delivered to the main site and where required will be transported to the material holding areas via a crane, forklift or other appropriate method.

## 6.0 CONSTRUCTION METHODOLOGY CONT'D

### Expected Site Working Hours:

- Monday to Friday 8am to 6pm
- Saturday 8am to 1pm
- Sundays and public holidays No working unless by special arrangement.

Note: Exceptions to the above for receipt of deliveries.

### Noise:

Works will be undertaken under agreed noise regulations and in line with good practice.

### Control of Dust/Mud/Detritus:

Suitable precautions will be implemented in order to suitably control the creation of dust and minimise its spread, damping down etc. Due to the limited space available the strategy for dealing with mud/detritus on the public highway will be to provide clear and clean routes, loading and unloading to be undertaken as far as possible on hard standings, with clean down as a final option should it be necessary.