



Bishop Auckland Bus Station and Car Park

OUTLINE CONSTRUCTION MANAGEMENT PLAN

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Executive Summary

This document is the Outline Construction Management Plan for the Bishop Auckland Bus Station and surface Car Park project and sets the requirements identified at design stage that should be taken forward to the construction phase of the project.

The document includes general details of the site, the construction works and aspects of the project that need to be considered including but not limited to project contacts, timescales for construction works, the existing site conditions, identifies the distance to and type of receptor i.e., residential or business to assist in management of local interfaces. It includes traffic routes for deliveries and construction traffic and how parking will be accommodated. Suggested compound and welfare arrangements have been included with consideration of loading and unloading of plant, equipment and materials. Security measures including installation and maintenance of site hoarding have been included considering the urban town centre location. Waste management has been referenced and proposes that a SWMP should be generated to detail further how waste streams will be managed.

Further sections of this document include provisions for how dust will be managed, how migration of mud on the surrounding highway will be controlled, the management of noise and vibration, how the use of site lighting will be controlled to minimise the impact on local residents and details the approach to community liaison.

1. Introduction

This Outline Construction Management Plan has been generated for the purpose of supporting the Planning Application Submission for Bishop Auckland Bus Station and Surface Car Park Project. It outlines the requirements and guidelines for the management of the construction activities throughout the delivery of the project to minimise the impact of the works on the local area.

The content of this plan uses the Local Authorities Pro-forma as a guide, and the information contained within the report is based on the current design which at the time of writing is RIBA Stage 3, minor amendments may be required as the design progresses, however the overall strategies detailed within this CMP should be taken forward to the construction phase of the works.

2. General details

2.1 Site address

The site is located within County Durham in the Market Town of Bishops Auckland.

Bishop Auckland Bus Station
Saddler Street
DL14 7AB

2.2 Name of main contractor

The Principal Contractor responsible for the delivery of the project is Durham County Council.

2.3 Contact name and designation

Name: Craig MacLennan

Email address: craig.maclennan@durham.gov.uk

Tel no: 07455 776670

2.4 Overview of project

The scheme is situated in the centre of Bishop Auckland, Durham and is focused on redevelopment of the existing bus station and surrounding public spaces into a surface Car Park, and new bus station.

The current site contains three notable buildings: toilet block, site office, coffee shop. All are of brick construction. The site is a mixture of block pave and asphalt surfacing. There are several lighting columns, bus shelters, and steel pedestrian railings across the site. The site is bound by Clayton Street to the North, Newgate shopping centre to the East, Saddler Street to the South, and the A689 to the West.

The scheme will involve utilities diversion of low voltage electric cables, water pipes, and comms cables. Site clearance of the existing bus station and small structures and site levelling to prepare the site for development and construction of a glazed and timber clad, glulam timber and steel frame bus station with a surface car park of asphalt construction, utilising the existing ground levels for approximately 120 – 130 car parking spaces including electric charging bays, and featuring SUDS elements i.e., permeable surfacing to parking bays and below surface attenuation tanks. It is anticipated that the car park will operate a pay and display arrangement. The scheme also includes landscaping and tree planting, street furniture placement and asphalt surfacing of the bus hard standing areas.

2.5 Timescales (from-till)

The current start date* of the scheme is July 2023 with completion March 2025 with key phases as follows:

- Demolition September 2023 to October 2023
- Ground works October 2023 to December 2023
- Main construction January 2024 to December 2024

(*note start date is subject to enabling works by others)

2.6 General description of current site

The site is an existing bus station. The site contains three notable buildings: toilet block, site office, coffee shop. All are of brick construction. The site is a mixture of block pave and asphalt surfacing. There is a number of lighting columns, bus shelters, and steel pedestrian railings across the site. The site is bound by Clayton Street to the North, Saddler Street to the South, the A689 to the West, and the Newgate Shopping Centre to the east. See Figure 1.



Figure 1 - Ariel view of the current site

2.7 Distance from and type of receptor

To the north of the scheme approximately 15m from the boundary there are several residential dwellings and businesses in Clayton Street and Granger Street.

To the south of the scheme approximately 15m from the site boundary there is a B&M store (based in Sadler House) with the main entrance facing the site.

Further to the west of the site approximately 60m there is another residential area with houses which is separated by the A689.

To the east of the site again approximately 15m from the site boundary is the Newgate Shopping Centre and existing multi story car park.

2.8 Details of traffic routing and parking provisions,

The Main access routes to the site are from the north via the A689 and the south via the A688.

Workforce parking for the development could be located to the west of the site and accessed off the existing A689 roundabout. Material deliveries could enter via the A689 roundabout and exit via Saddler Street. See Figure 2. This reflects the existing and proposed routes for buses entering and exiting the site. The number of workforce parking spaces could be circa 25. Suitable site signage should be erected by the Main Contractor to indicate site entry and exit points.

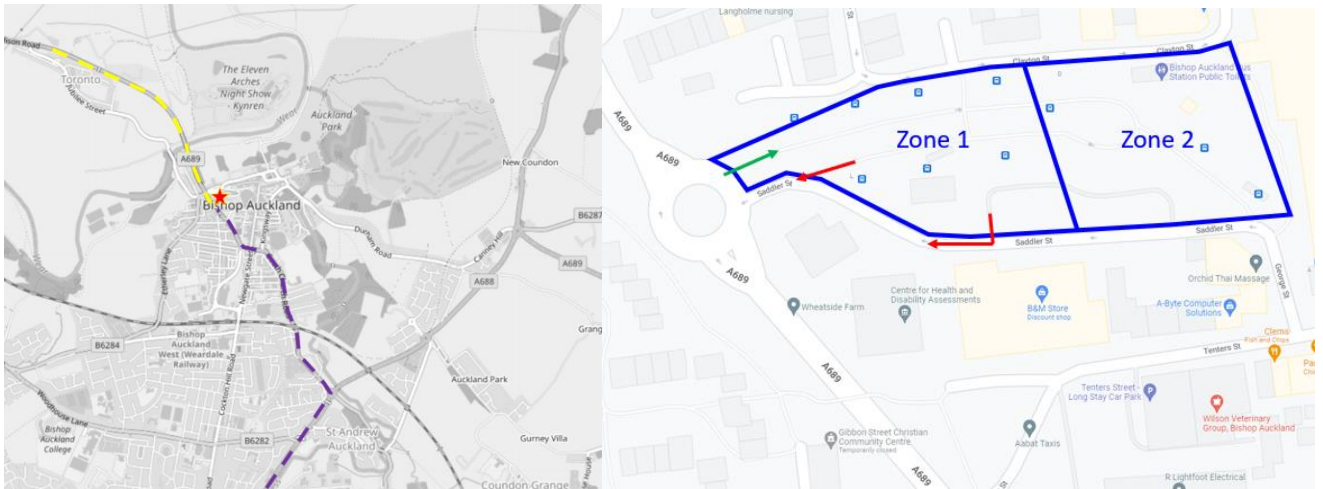


Figure 2 - Traffic Routing access/egress from site

2.9 Existing site plan

The existing site boundary can be seen in Figure 3 and Figure 4 below. Within the boundary the area is divided into the existing bus station, car parking and a pedestrian area to the east.



Figure 3 - Existing site lay out and boundary

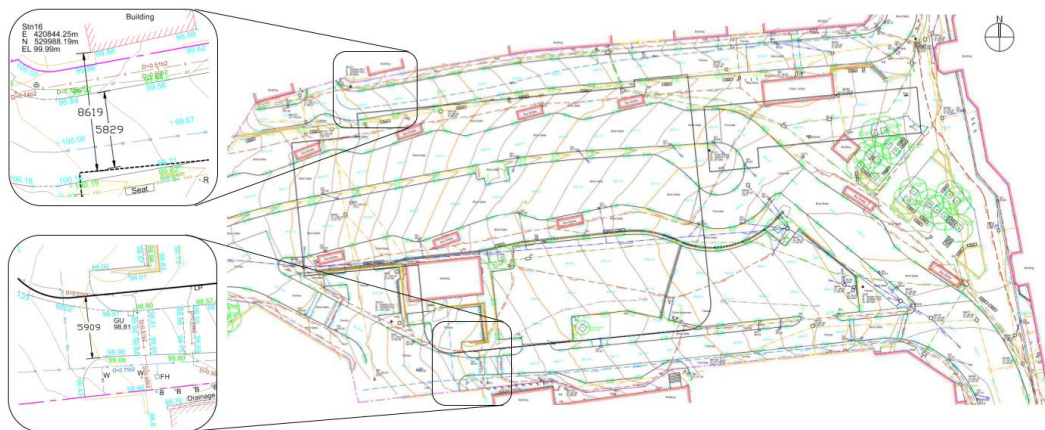


Figure 4 - Existing site topographical and GPR survey lay out

2.10 Proposed site plan

The proposed site plan includes a surface level car park dominating the western side of the development with a substation situated on the western side, to the east is the new station building with welfare block, waiting hall and new departure stands. Landscape planting is featured across the proposed scheme. See Figure 5.



Figure 5 - Proposed lay out

2.11 Details of contractors' compounds

Welfare and office cabins are expected to be set up to the west of the site and are intended to be placed on an area to be landscaped to maintain the cabins in the same location until the end of the project. Parking shown in Figure 6 could be adjacent to the welfare with the main storage area to be in front of the new bus station to the east of the site.

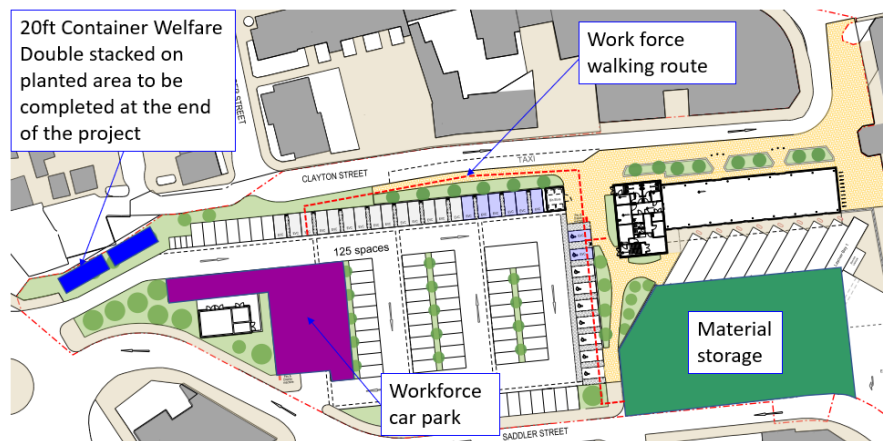


Figure 6 - proposed compound layout

2.12 Details of provision for all site operatives for the loading and unloading of plant, machinery and materials

All plant and materials should be loaded and offloaded by a competent sub-contractor following a safe working procedure in compliance with all relevant LOLER and PUWER regulations including issued Permit to Lift or Lift Plan. All operatives should have a valid CSCS/CPCS (or similar affiliated) card for the activity that they are

undertaking on site. All plant and materials should be offloaded within the boundaries of the site and not on the public highway.

The typical methods of offloading materials with mechanical means includes plant such as telehandler or excavator with lifting capability or more specialised lifting equipment i.e., spider crane or glazing robot for glazing or mobile crane for the building steel and glulam beam construction.

2.13 Details of the erection and maintenance of security hoarding

Security hoarding, security systems, and site signage should be installed as one of the first activities of the site. The contractor should develop a maintenance regime for these items to ensure that they remain in a suitable condition throughout the works. Examples of these systems can be seen in Figure 7:



Figure 7 - Examples of hoarding

It is expected that site security during site hours will be controlled by vehicle marshals situated at the access/egress to the site and out of hours remotely operated site security will be used i.e., sentinel system or similar alternative can be seen in Figure 8:



Figure 8 - Example of remote security system

2.14 Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works

The contractor should produce a comprehensive materials management plan and SWMP to control the movement of materials to, from, and within the site boundary. Waste should be segregated prior to removal from site. Site won material could be assessed for suitability in the permanent or temporary works.

3. Measures to control the emissions of Dust

3.1 Overview

Dust is an inherent impact associated with demolition and construction sites and, whilst it cannot be eliminated entirely, all reasonable efforts must be made to minimise its impact on nearby receptors, including both construction site staff and the public. The main sources of dust will be through the demolition, site levelling and earthworks phase however mitigation measures should be considered throughout construction. A suitably qualified and experienced contractor should be selected to undertake demolition and construction activities.

3.2 Risk Assessment

As part of Principle Contractor's management of site activities, a dust risk assessment will be produced. The risk assessment will identify the potential sources and the likelihood of dust occurring, based on specific tasks. Once completed the risk assessment will be made available to the Local Planning Authority (LPA) Durham County Council.

3.3 Dust Management Plan

Following compilation of a suitable and sufficient risk assessment a dust management plan must be formulated detailing how dust will be controlled. This will be fully informed by the initial risk assessment and mitigation measures will be targeted to task depending on the level of risk identified. Examples of the type of dust mitigation measures that will be used, where necessary, are listed below:

- Monitor weather and amend work accordingly when wind is blowing towards sensitive receptors
- All loose product loads arriving/leaving the site should be sheeted
- All roads, storage heaps/stockpiles, temporary tracks and any area identified as likely to lead to dust across the site should be dampened as necessary. For the above purpose mains water or a sufficient capacity water bowser should be available at all times
- Storage heaps/Stockpiles minimised
- A speed limit could be required which limits the likelihood of dust being dispersed
- All loose waste/products should be stored in such a way so as to minimise dust
- Roads and tracks cleaned where necessary
- Wheel washing facilities provided and used during dry conditions
- Cutting tools fitted with water suppression should be used where possible
- Water suppression or other dampening should be provided to demolition equipment during works likely to lead to dust
- Solid hoarding and shrouds to prevent dust escaping the site boundary
- Consideration should be given to the siting of aggregate stockpiles, based upon such factor as the prevailing winds, proximity of site boundary and proximity of neighbours
- Areas where there is vehicular movement should have a consolidated surface which should be kept in good repair

3.4 Monitoring

To identify that the risk assessment is accurate, and the impact suitably controlled monitoring should be carried out, commensurate with risk. This should be a minimum of a regular site/boundary inspection by a competent person. However, where dust is shown to be at a high-risk level, or where complaints have been received, further monitoring should be undertaken including the use of dust monitors. All monitoring should be recorded, and records made available to the LPA on request. In the event of further monitoring being necessary advice should be sought from the LPA Air Quality Officer.

Where monitoring demonstrates the presence of fugitive dust the cause must be investigated and relevant controls put into place, without delay, to prevent it arising again.

The risk assessment, mitigation measures and monitoring will be formulated with due consideration of the IAQM document, Guidance on the Assessment of Dust from Demolition and Construction.

4. Measures to control mud migrating onto highway

There will be a significant number of vehicles exiting the site particularly during the demolition and site levelling phase however the control of mud must be considered throughout construction.

Mud and other products migrating onto the highway can cause safety issues as well as potentially leading to an increase in dust and other impacts. Mud is generally associated with the movement of vehicles from muddy site areas onto the highway. This should be avoided where possible, however when necessary appropriate measures should be employed to minimise the potential.

The Contractor to develop a highway debris plan and deploy a road sweeper if mud is found on the highway originating from the construction works. Other mitigations should include:

- Areas where there is vehicular movement should have a consolidated surface which should be kept in good repair or similarly to above dust mitigation it is expected to surface areas that are available early in the programme to seal up the site and minimise the amount of mud created within the site.
- Wheel washing facilities provided and used when required
- Road sweeper available to attend when needed to sweep site roads and highway
- Suitable boundary drainage to prevent the runoff of mud and other products onto the highway
- A Gate person shall be in place to keep footpaths clear of mud and debris from construction works

5. Measures to control noise and vibration

There are no piling works associated with this scheme therefore is not considered within this plan.

As with the management of dust a suitably qualified and experienced contractor should be selected to undertake demolition and construction activities.

Timber hoarding should be erected around the site perimeter which will also act as a noise barrier.

Working methods, specifically demolition, selected to minimise noise generation. If a less noise method cannot be selected, then additional noise mitigations should be considered i.e., acoustic barrier or raised height hoarding.

There will be no unsociable hours working for this scheme with the core hours.

Noise levels arising from the construction/building site, between 08.00 and 18.00 hours Monday – Friday and between 08.00 and 14.00 Saturdays, outside the nearest window of the occupied room closest to the site boundary should not exceed:

Monday – Friday 08.00 - 18.00

65 dB (LAeq 1hr) in rural, suburban and urban areas away from main road traffic and industrial noise.

75 dB (LAeq 1hr) in urban areas near main roads in heavy industrial areas.

Saturdays 8:00 - 14.00

65 dB (LAeq 1hr) in rural, suburban and urban areas away from main road traffic and industrial noise.

75 dB (LAeq 1hr) in urban areas near main roads in heavy industrial areas.

To ensure noise arising from a construction/demolition site is within the threshold levels stated above, a scheme of monitoring should be undertaken. The scheme should be tailored dependant on the risk posed by both the location and specific works being undertaken.

6. Light Management

Site lighting is essential to provide security and a safe working environment. However, it can also lead to an impact on residential properties and highway safety from direct light spill or glare.

Any site lighting provided, whether security, activity lighting or advertising lighting (i.e. illumination of hoarding or signage) must minimise the level of obtrusive light. Lighting should only be used when essential and should be switched off when not needed. All lighting should be at the minimum level to meet the requirements of use, however minimising the obtrusive nature. Lighting should be directed inwards to the site and not directly at surrounding buildings.

Lighting should be designed to comply with the ILP Guidance Notes for the Reduction of Obtrusive Light GN01:2020.

7. Community liaison

7.1 Overview

Community liaison is crucial to maintain relationships with neighbouring properties. As such it is important to engage with residents to ensure they are fully informed and are able to contact a representative should issues arise.

7.2 Community Engagement Event

It is firstly encouraged that a community engagement event is carried out prior to works starting on site to enable nearby receptors to raise specific concerns and enable developers to advise on the scheme of works and timescales. This is advantageous as it often helps address/avoid issues which might otherwise arise during the demolition and construction period, thereby avoiding potential delays/effect on construction methods. Although encouraged the local authority does not require the above as a part of the management plan.

7.3 Consultation and Communication

A neighbourhood consultation process must have been undertaken prior to any works occurring on site. This consultation must relate to construction impacts and should take place following the granting of planning permission in the lead up to the start of works. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works.

It is considered that the format of the above is best achieved via a letter drop to affected properties/businesses. The letter should include as a minimum, details on the timescale of the project, details of any specific works which may be of concern i.e., demolition and contact details for a responsible person for feedback/complaints. It is normally expected that the contact details should be for the site manager, however it is acceptable should this be a complaints department. It is also encouraged that affected properties are provided with a copy of the CDMP, to ensure they are fully aware of the mitigation measures which should be employed.

7.4 Complaints

Main contractors must ensure they have a robust method of dealing with complaints from members of the public/businesses which must as a minimum ensure the following:

Complaints should be recorded in a register a copy of which should be made available for the LA on request:

- All complaints should be receiving an initial response within two working days of receipt.
- Complaints that cannot be addressed initially should be investigated and a response provided to the complainant within five working days.
- Should the complaint not be able to be addressed within the five working day period, then detail of the actions taken to date and the date at which resolution is likely should be provided. This should aim to be resolved within ten working days.