

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS



FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

Land to the north of Harts Farm Way, Havant PO9 1HS

Prepared for

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1. INTRODUCTION

1.1 Background

1.1.1. This Framework Construction Management Plan (FCMP) has been produced by Ridge and Partners LLP on behalf of Salmon Property, in support of a planning application for the development of a former council depot site located within Harts Farm Way Industrial Estate, Havant.

1.1.2. This FCMP serves to provide an overview of the expected logistics activity and management during the construction phase of the scheme. Should planning permission be granted it is envisaged that Havant Borough Council (HBC) will require the developer, by planning condition, to detail this CLP for submission and approval by HBC prior to commencement of works.

1.2 Main Issues or Challenges with the site

1.2.1. At this stage there are not considered to be any major issues or challenges with regard to the construction of the development. The construction site lies within an existing industrial estate in Havant accessed from Hermitage Park.

1.3 Contractor Responsibility

1.3.1. The developer is aware of the challenges of the construction site and is committed to working closely with HBC and Hampshire County Council (HCC) to mitigate adverse impacts of the construction of the development.

1.3.2. The developer expects to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise disruption caused by the construction process.

1.3.3. During the execution of the works, the Principal Contractor will be tasked with ensuring all works are carried out safely and in such a way it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local residents, site personnel and visitors as well as the general public.

1.3.4. The Principal Contractor will be expected to register with the Considerate Constructors Scheme (CCS) that sets standards to be achieved for mitigating the impact of construction projects on the local area. The Principal Contractor will be responsible for ensuring that the individual CCS requirements are adhered to.

1.3.5. The developer is also aware of Construction Logistics and Cycle Safety (CLOCS) guidance and currently promote the Freight Operator Recognition Scheme (FORS) for all their other construction sites. More information on best practice guidance is given in Chapter 5.

2. SITE INFORMATION

2.1 Site Location

2.1.1. The proposed development site is located within an existing industrial estate off Harts Farm Way, Havant, PO9 1HS. The site is bounded by the A27 to the north and industrial properties to its east, south and west as shown in Figure 1.



Figure 1. Site Location. Source google maps

2.2 Existing and Proposed Land Use

2.2.1. The site is currently vacant.

2.2.2. The proposed development comprises 3892 sqm GIA of employment floorspace covering B2 (general industrial) and B8 (storage and distribution) usage. The development will be delivered in two phases. 68 car parking spaces are proposed in total. The site is Plot 4, Hermitage Park, for which a major outline planning permission was secured in 2007 and extended in 2011 (ref: APP/10/00737).

2.3 Highway Network

2.3.1. Harts Farm Way is a two-way single carriageway road subject to a 30mph speed limit. A private access road, Hermitage Park, lies to the east of the site and will provide the main access into Phase 1 of the site. Harts Farm Way to the west provides a link to the A27 which connects to the M275 providing access to Portsmouth and the A3 providing access to Waterlooville and Petersfield. To the east Harts Farm Way has a junction with Brockhampton Road which to the north connects to Havant.

2.4 Public Transport

2.4.1. The closest bus stops to the development are located on Park Road South, approximately 1.2km from the development site. These bus stops are serviced by 3 routes; 30, 31 and 700 which provides access to Havant, Bognor Regis and Portsmouth. Routes and frequencies are shown below.

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
Solent Road	30	Havant - West Town – Hayling Island - Eastoke	4 buses per hour	Stagecoach
	31	Havant – Eastoke- Hayling Island -West Town - Havant	4 buses per hour	Stagecoach
	700	Felpham – Bognor Regis – Chichester – Southbourne – Emsworth – Havant- Hilsea – North End - Mile End - Portsmouth City Centre - Gunwharf	3 buses per hour	Stagecoach

Table 1: Bus Services

2.4.2. The development is located approximately 1km south of Bedhampton railway station, which runs frequent services to / from Portsmouth & Southsea, Littlehampton and London Waterloo. There are footways present on both sides of Harts Farm Way between the site and rail station (one of which is a shared pedestrian/cycleway), facilitating good pedestrian access.

3. CONSTRUCTION DETAILS

3.1 Development Proposals

3.1.1. The scheme involves the construction of five warehouse units for B2/B8 usage with associated car and cycle parking.

3.1.2. The concrete slabs at ground level, and tarmac roads, are likely to be tested crushed on site and suitable material retained for adjusting levels and forming bases for new internal and external slabs and roads. It is hoped that, with the quantities of material available, there will be considerably less need to import bulk fill material apart from areas where specific high grade structural requirements have to be met.

3.2 Construction Programme

3.2.1. The construction programme associated with the proposed development is expected to span a 6-month period, starting in June 2018. An indicative programme is set out below in Table 2. The exact sequence will be determined at a later date and will be subject to agreement with contractors at the time of their appointment.

ACTIVITY	APPROXIMATE START DATE	APPROXIMATE END DATE
Enabling works	June/July 2018	December 2018
Main structure	June/July 2018	December 2018
Fit out	June/July 2018	December 2018
Development in full operation	June/July 2018	January 2019

Table 2: Indicative Construction Programme

3.3 Construction Vehicle Movements

3.3.1. The exact number of HGV's and LGV's accessing and egressing the site during the June/July 2018 construction is currently unknown as exact sequencing of construction has yet to be finalised. However, vehicle access arrangements and proposed routing of construction vehicles will be in line with guidance set out by HCC. It is proposed that all HGVs accessing the site will do so via the A27 as shown in Figure 2.

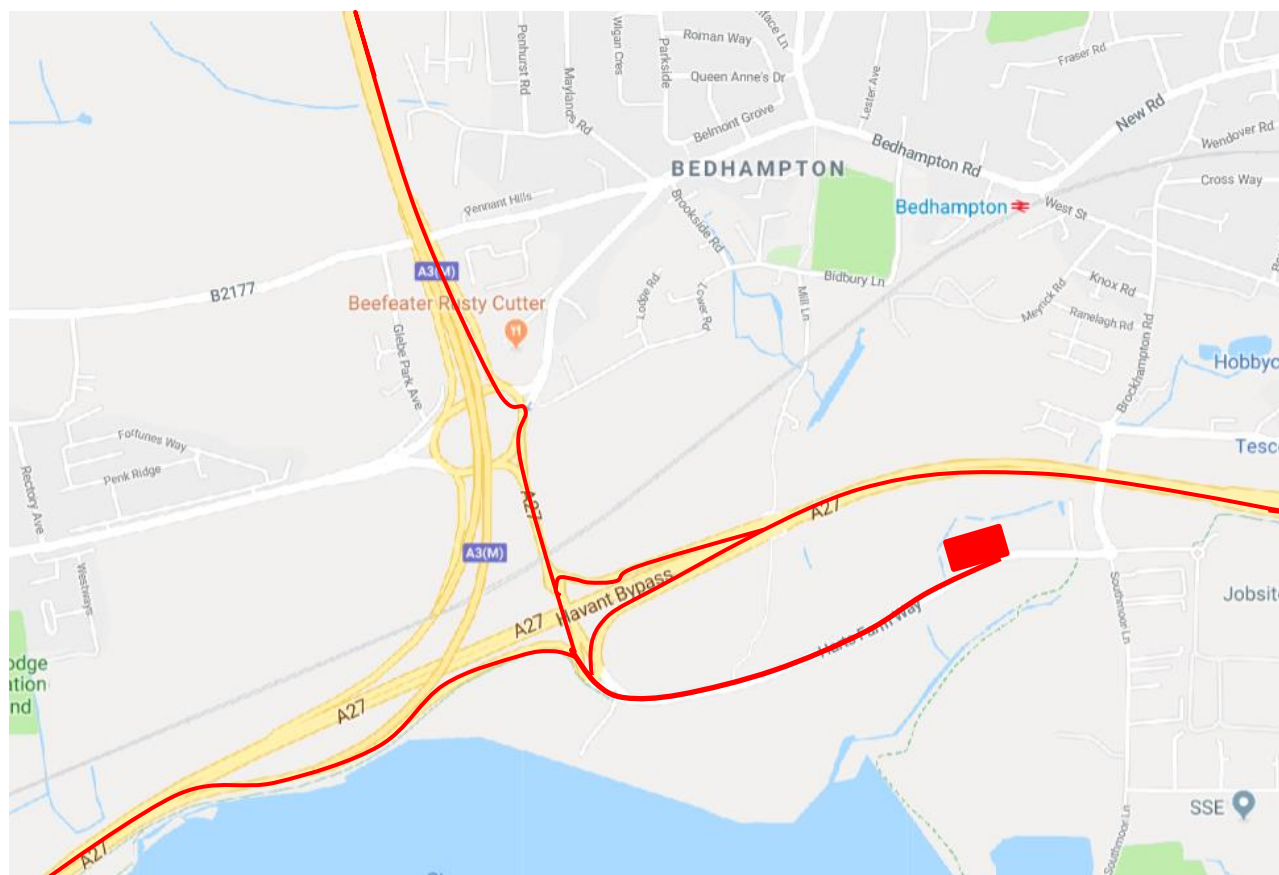


Figure 2: Proposed Routing of Construction Vehicles

3.3.2. All heavy and abnormal loads are required to notify the County Council in advance of any abnormal load movement. The Council will check the proposed route to ensure its suitability for abnormal loads. A vehicle will be classed as an abnormal load where one or more of the vehicle dimensions are exceed:

- 44,000 kilograms weight
- 2.9 metres wide
- 18.65 metres long

3.3.3. Hauliers should also contact the police for approval and to provide escort where necessary.

3.4 Site Management

3.4.1. A Vehicle Banksman will be the main point of contact for all vehicles wishing to access the site. The banksman will meet vehicles either at the site compound or on street and direct them as required. They will also assist vehicles leaving the site if required.

3.4.2. The anticipated core working hours for construction traffic are:

- 07.00-17.00 Monday to Friday
- 07.00 – 13.00 Saturday; and
- No working on Sundays, bank or public holidays unless with specific agreement with HBC.

3.4.3. Any work outside of these hours will be subject to prior agreement with the planning authority in consultation with highway authority and relevant stakeholders with sufficient notice period given to consider the application.

3.5 Plant and Materials Storage

3.5.1. All plant and materials will be stored within the site.

3.6 Staff Travel

3.6.1. There will be no on-site parking provided for staff / contractors during the construction phase. All site staff will be encouraged to use sustainable modes. The contractor will be required to consider operatives parking and the possible establishment of a Construction Travel Plan to include promoting travelling by public transport, car sharing initiatives and local parking options if necessary.

3.6.2. As shown in Chapter 2 the site is well served by public transport including buses and national rail services.

4. TRAFFIC MANAGEMENT

4.1 Managing Deliveries and Collections

4.1.1. It will be the responsibility of the site manager to ensure that vehicles visiting the site are dealt with in an efficient manner. Through the purchase agreements, suppliers will be requested to deliver or collect materials at set times which will be planned by the managers on-site.

4.1.2. A vehicle booking system will be utilised to manage and control deliveries to site. This will help minimise deliveries during peak hours and ensure contractors do not turn up without prior notification of their arrival. Deliveries will be restricted where possible to the inter-peak period, i.e. 0930- 16.00 hours unless otherwise agreed with the Planning Authority in consultation with the Highway Authority.

4.1.3. For the duration of the construction phase there will be a permanent banksman available on site with the role of assisting construction vehicles to access the site and if necessary with reversing.

4.1.4. When deliveries and collections are being made to and from the site the following controls shall be in place:

- All drivers must have a copy of the traffic management plan to be accepted onto site
- All drivers must follow the Traffic Management Plan;
- The banksman will oversee all traffic movements; and
- Appropriate warning signage will be put in place, in and around the site.

4.1.5. Where possible, the site manager will contact the delivery driver on the morning of the delivery to verify the time of arrival and communicate any changes to the planned time to the management team and banksman. All vehicle drivers must contact the management team five minutes before arrival on site.

4.2 Types of Vehicles Visiting the Site

4.2.1. The types of vehicles visiting the site will change over the course of the works. An indication of the types of vehicles expected to visit the site is provided below in **Error! Reference source not found. 3**. The exact types of vehicles will be confirmed post planning within the detailed CLP. Light goods vehicles would be present at all stages of the works programme, but in greater numbers during the fit out when the trades are on-site.

WORKS PROGRAMME	VEHICLES
Enabling works	Articulated lorry, 26t to 32t skip lorry
Main structure	Articulated lorry, 7.5t to 26t rigid lorries
Fit out	Articulated lorries, 7.5t to 26t rigid lorries, LGVs

Table 3: Types of Vehicles

4.3 Control of Dust and Dirt on the Public Highway

4.3.1. Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The contractor will make provision to minimise this problem using a wheel washing process where applicable and ensuring any residual dirt is removed from vehicles prior to entering public highway.

4.3.2. In addition, if the need arises, suitable plant such as a road sweeper will be employed to ensure surrounding roads are kept clean at all times.

5. DEVELOPING AND USING POLICIES

5.1 Waste Minimisation

5.1.1. Waste will be generated during all stages of the construction programme. However this will be carefully managed and cleared to prevent nuisances such as litter, dust, odour and pests, and to maintain a 'clean' working and site environment, for the benefit of all parties.

5.1.2. It is intended that reclaimed material may be utilised as suitable hardcore for the base of the new yards or buildings, and therefore none of this material will be removed from this site. This will reduce the need waste and need to import materials for this purpose.

5.2 Best Practice Schemes

5.2.1. Industry best practice will be adopted wherever possible to support the construction phase of the development. This will be achieved by ensuring that through the procurement process the main and sub-contractors employed will be members of, or signed up to the relevant best practice schemes and initiatives including the following:

Considerate Constructors Scheme

5.2.2. Construction sites, companies and suppliers voluntarily register with the scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas for concern fall into three categories: the general public, the workforce and the environment.

5.2.3. The Considerate Constructors Scheme will promote best practice relating to on-site activities at the Harts Farm Way site, and those in the vicinity of the site. It is noted the site will be registered under this scheme.

Fleet Operator Recognition Scheme (FORS)

5.2.4. FORS is a method of recognising fleet operations which comply with the requirements of the FORS standard. The FORS standard is based upon lawfulness, safety, efficiency and environmental protection. Fleet operator's operations are audited against the requirements of the FORS standard by an approved FORS certification body.

5.2.5. FORS is a voluntary certification aimed at ensuring that fleet operators work lawfully and to best practice as stated in the FORS standard. The standards cover: Management, vehicles, drivers and operations. For suppliers that deliver to the site the developer will promote FORS where possible.

Construction Logistics and Cycle Safety (CLOCS)

5.2.6. CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The aim is to ultimately help protect pedestrians, cyclists, motorcyclists and other road users who share the roads with construction vehicles.

5.2.7. CLOCS has developed the CLOCS standard for construction logistics: Managing work related road risk (WRRR), a common standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing WRRR which can be adhered in a constant way by fleet operators.

5.2.8. A number of supplementary guidance documents have been produced to assist those implementing the CLOCS standard for construction logistics. These include:

Improving vehicle safety

5.2.9. There are four main requirements with regard to improving vehicle safety:

- Warning signage
- Side under run protection
- Blind spot minimisation
- Vehicle manoeuvre warnings

Managing Driver training and licensing

5.2.10. There are two requirements for managing drivers:

- Training and development – all drivers undergo training and continued professional development specifically covering the safety of vulnerable road users
- Driver licensing – all drivers must hold a valid licence for the vehicle they are tasked to drive.

Managing supplier compliance

5.2.11. Clients shall ensure contractor and sub-contractor compliance to ensure that requirements are being adhered to across the supply chain. For example the client should ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take appropriate action under the contract.

5.2.12. CLOCs guidance will be adhered to where possible for the Harts Farm Way site.

5.3 Pre-Fabrication/Modularisation

5.3.1. Steps will be taken to explore opportunities to modularise and pre-fabricate structural elements of the buildings and fixtures and fittings wherever practicable. This in turn will potentially minimise the number of vehicle trips required to bring materials to site.

5.4 Collaborative Working

5.4.1. The developer is committed to working closely with HBC and HCC and other construction site contractors to mitigate adverse impacts of the construction of the development. The developer expects to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise and disruption caused by the construction process.

5.4.2. The ability to work collaboratively will largely depend on the timing of the developments and overlap between construction programmes.

6. MONITORING, COMPLIANCE AND REPORTING

6.1.1. The arrival of vehicles to the site will be monitored through the vehicle booking system. From this information it would be possible to provide details of the types, frequency and time of vehicle activity. Analysis would be completed if regarded as a practical necessity.

6.1.2. For those suppliers and hauliers that continually fail to follow advice to avoid delivering during peak periods or conform to other instructions such as not stopping on-street or fitting vehicles with cyclist protection equipment, the site manager will liaise with these operators to ensure their level of compliance improves.

6.1.3. An incident / complaints register will be created into which incidents / complaints can be recorded. Once entered, the incident / complaint will be dealt with using the normal procedures that the main contractor has in place for its development site construction works.

6.1.4. Monthly reviews of vehicle activity will be held between the site management group. The site manager will arrange for a monthly report of vehicle activity to be prepared for attention of local authority officers, if they require this.

6.1.5. This document is a live document and will be updated prior to commencement of works and during the demolition and construction sequences.

7. CLP MANAGEMENT

7.1.1. The CLP will be managed by the site manager or an appointed nominee. It will be this person's responsibility to ensure the CLP is functioning correctly. Meetings, reports and liaison will be carried out in accordance with schedules that will be devised once the project is consented.

7.1.2. The CLP management process will tie in with the overall project management of the development.

