

**HEDGE END RETAIL PARK, UNIT 1,
TOLLBAR WAY, SOUTHAMPTON SO30
2UH**

**Proposed extension & external alterations
to unit to provide 2 x Class A1 units**

**Construction and Environmental
Management Plan**

**Prepared on behalf of
Trident Building Consultancy Ltd**

TBCL/20/5553/CEMP01

September 2020

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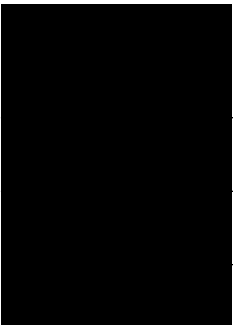
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2020/5553/001 Swept Path Analysis – Larger Tipper Lorry

APPENDICES

Appendix A Planning Ref. F/19/87100 – Approved Site Plan & Decision Notice
Appendix B CLOCS Initiative Information

1 INTRODUCTION

- 1.1.1 RGP is instructed by Trident Building Consultancy Ltd to prepare a Construction and Environmental Management Plan (CEMP) to support the implementation of a recent planning permission at Hedge End Retail Park, Unit 1, Tollbar Way, Southampton SO30 2UH ("the site").
- 1.1.2 The site is located within the Hedge End Retail Park and formerly operated as a Homebase. The site benefits from two separate points of vehicular access, via Tollbar Way to the east which provides a servicing access on the northern side of the building, whilst main access to the site for visitors is provided via a mini-roundabout junction from Tollbar Way to the south of the site.
- 1.1.3 The site benefits from planning permission by Eastleigh Borough Council (EBC) under planning reference: F/19/87100 for an extension and external alteration to the retail unit to provide 2 x Class A1 units, as well as alterations to the car park layout.
- 1.1.4 A copy of the approved Site Plan and Decision Notice for planning reference: F/19/87100 are attached hereto at **Appendix A**. This Construction and Environmental Management Plan has been prepared by RGP pursuant to the discharge of Condition 3 of the attached decision notice, which states:

Prior to commencement, a Construction and Environment Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include:

- a) A programme of and phasing of demolition (if any) and construction work;*
- b) The provision of long-term facilities for contractor parking*
- c) The arrangements for deliveries associated with all construction works;*
- d) Methods and phasing of construction works;*
- e) Access and egress for plant and machinery;*
- f) Protection of pedestrian routes during construction*
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;*
- h) Measures to control dust and dirt generated by demolition and construction;*
- i) Provision for storage, collection and disposal of rubbish from the development during construction;*

- j) *Measures to prevent mud and dust on the highway during demolition and construction. Demolition and construction work shall only take place in accordance with the approved method statement.*

Reason: To limit the impact of the development on the amenity of the locality.

- 1.1.5 This CEMP provides the 'live' document and the chosen Main Contractor (when appointed) will be responsible for implementing the measures within this CEMP and managing the logistics during the various phases of construction.
- 1.1.6 The Construction Manager, an individual appointed under the Main Contractor, will own and manage the implementation of this document.
- 1.1.7 This CEMP is an evolving document and its procedures would be regularly monitored and updated by the Main Contractor, in liaison with EBC, throughout the construction process to ensure that safe and secure practices are maintained.

2 SITE DETAILS

2.1 Context

Site Location

- 2.1.1 The northern part of Hedge End Retail Park is bound by the B3035 Botley Road to the north, whilst Tollbar Way aligns the eastern boundary. To the south of the site there is an access road which services the northern and southern areas of the retail park, while the western site boundary is formed by the M27 motorway.
- 2.1.2 To the south of the site access road, Hedge End retail park includes large Sainsbury's and M&S stores and associated car parking provision. The retail park also continues on the southern side of Charles Watts Way with a number of further retail units located in this area. Vehicle access to the car parking associated with these units is achieved from Charles Watts Way.
- 2.1.3 A total of 351 parking spaces serve the northern part of the retail park, which includes 11 disabled and 3 parent & child bays. The car park is managed by Euro Car Parks which utilises Automatic Number Plate Recognition to enforce the maximum two hours free parking. There is no demarcation of parking provision between the uses on the retail park.
- 2.1.4 Customer access to the retail park is provided from the western arm of a four-arm priority controlled roundabout junction with the B3342 Tollbar Way to the north and south, whilst service access to the former Homebase is provided via a separate access from the western side of Tollbar Way.

Accessibility Credentials

- 2.1.5 The site is very well located to support journeys on foot, with street lit footways provided on all roads in the vicinity of the site, including both Tollbar Way and the retail park access roads.
- 2.1.6 Pedestrian access into the retail park can also be achieved by the combined footway/cycleway which extends along access road into the car park. The pedestrian facilities at the site access and mini roundabout junction, including pedestrian refuge provision, also serve trips on foot to the southern areas of the retail park.

2.1.7 The closest bus stops to the site are located on Tollbar Way. The northbound stop is situated within 15 metres of the pedestrian access point leading into the retail park, whilst the southbound stop is located approximately 135 metres from the same point. The bus services within walking distance of the site provide regular weekday and weekend connections to destinations to areas east, southeast and northwest of the site, as well as Southampton City Centre, and therefore would provide realistic opportunities for staff to travel to the site via sustainable modes.

2.1.8 Further detail regarding the accessibility credentials of the site are detailed within the Transport Assessment prepared to accompany the planning application by Vectos.

2.2 Considerations and Challenges

2.2.1 There are some notable constraints associated with the construction works at the site. The following considerations and challenges are noted for this site:

- (i) The proximity of the adjacent Curry's PC World which would remain operational throughout the construction process;
- (ii) The car park associated with the site is also shared with Curry's PC World and Pets at Home to the south, which would remain open to customers throughout construction; and
- (iii) The location of protected trees towards the front of the site.

2.2.2 The applicant is therefore committed to carrying out these works in the most practicably sustainable manner. Given that the adjacent retail units would remain operational throughout the proposed construction process, the need to minimise the impact associated with the construction works is fully recognised and the proposed construction works have been considered on this basis within this CEMP.

2.2.3 The Main Contractor, when appointed, will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of the neighbouring uses, as well as passing vehicles, pedestrians and cyclists at all times.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Overview

[This section is to be updated further once a Main Contractor has been appointed].

3.1.1 The construction works are proposed to commence in November 2020, lasting for approximately 10 months.

3.1.2 The schedule of construction activity is expected to be as follows:

- (i) Site set-up and clearance;
- (ii) Excavation and Piling;
- (iii) Substructure;
- (iv) Superstructure;
- (v) Cladding;
- (vi) Building services, fit-out and commissioning;

3.1.3 The contact details of the chosen Main Contractor and management personnel, when appointed, shall be made available to all.

3.1.4 The contact details for the Main Contractor and Construction Manager (appointed under the Main Contractor) shall be clearly detailed at the front of the site for the duration of the development.

3.2 Construction Programme

[A full detailed programme of works shall be provided by the chosen Main Contractor prior to commencement of construction and monitored regularly throughout the process.]

3.2.1 **Figure 3.1** below summarises an indicative programme of works, highlighting the approximate duration of key phases of the project and the average number of construction vehicle movements during these phases, based on RGP's experience of similar construction works.

Phase	Duration (Weeks)	Construction vehicles per day (Average)
Initial site set-up	5	2
Excavation and Piling	5	2
Substructure	7	4
Superstructure	8	6
Cladding	8	4
Building Services & Fit Out	7	5

Figure 3.1 Construction Programme

- 3.2.2 As shown, the proposed development is anticipated to generate a maximum of 6 deliveries over the course of a typical day, which is not significant and reflects the type of construction works proposed (extension as opposed to large redevelopment).
- 3.2.3 All construction deliveries would be managed accordingly by the Construction Manager to ensure that simultaneous deliveries do not occur and with regard to scheduled delivery times associated with the Curry's PC World adjacent to the site.
- 3.2.4 All construction vehicle arrivals and departures would be assisted by Traffic Marshals in any event to prevent excessive impact on the local highway network.

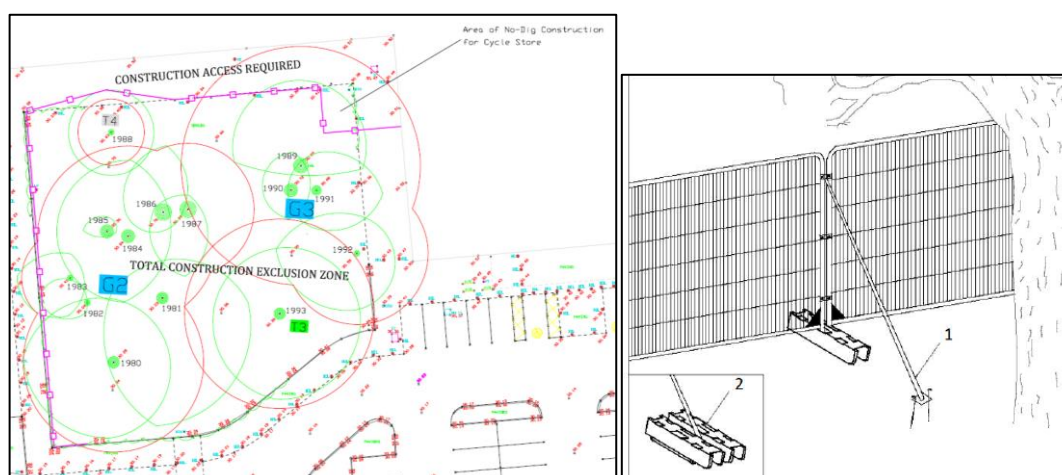
3.3 Proposed Working Hours

- 3.3.1 Construction works on the site will typically commence and finish at the following times:
- (i) Monday to Friday 8.00am - 6.00pm
 - (ii) Saturday 8.00am - 1.00pm
 - (iii) No Sunday, bank holiday or public holiday working
- 3.3.2 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with EBC.

4 SITE SETUP

[This section shall be updated and maintained once a Main Contractor is appointed and a construction plan has been prepared.]

- | | |
|-------|---|
| 4.1.1 | Prior to any works commencing it is proposed that a site hoarding is installed along the curtilage of the site works and towards the front of the building to prevent unauthorised access to the site and to warn of the potential dangers of construction zones. A site hoarding would ensure that safe access is maintained into the site for legitimate staff and deliveries only and ensures that safe passage is maintained for pedestrians. |
| 4.1.2 | Temporary tree protection barriers would be installed around a number of protected trees at the front of the building, as detailed below. |



- | | |
|-------|--|
| 4.1.3 | A separate Arboricultural Method Statement has been prepared to accompany the planning application and it is therefore recommended that these two documents are read in conjunction with one another. |
| 4.1.4 | Appropriate signage will also be erected around the curtilage of the site and will give clear instruction for safe routes of passage by both cars and pedestrians which will be continually adapted to suit any varied stages of construction. |
| 4.1.5 | Temporary lighting would be provided across the site, as necessary, however the existing car park already benefits from a good level of lighting and natural surveillance. |
| 4.1.6 | The site would be designed appropriately to ensure that there is no requirement for skips or vehicles to be located on the public highway and no transfer of materials occurs off site. |

4.1.7 **Figure 4.1** below illustrates the proposed construction set-up for the site.

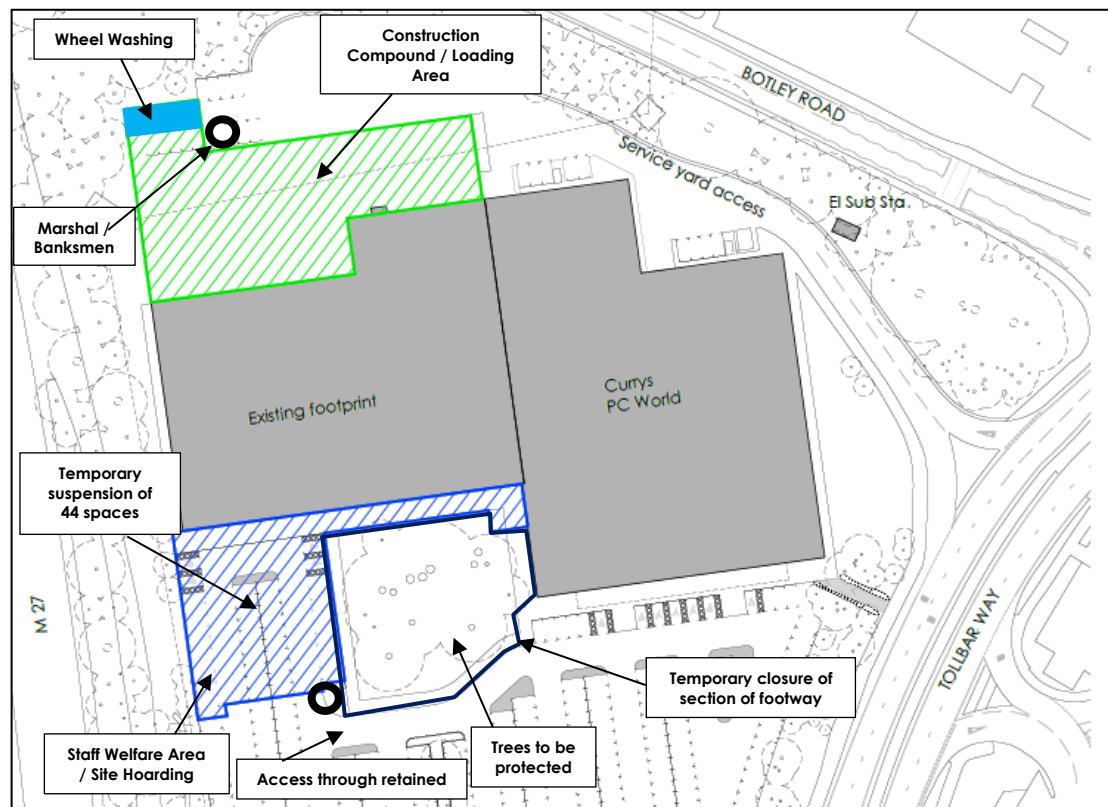


Figure 4.1: Proposed Construction Site Setup

4.1.8 Monitoring of the above elements will be undertaken by the Construction Manager, appointed by the Main Contractor, throughout the programme of works to ensure the safety of all those staff associated with the works and users of the retail park, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

4.1.9 These elements outlined in **Figure 4.1** are discussed in further detail throughout this document.

4.2 Suspension of Car Parking

4.2.1 As illustrated in **Figure 4.1** above, in order to facilitate a staff welfare area towards the front of the building, the area of footway and approximately 44 car parking spaces at the front of the proposed retail unit would be suspended for the duration of the construction process.

4.2.2 The remainder of car parking within the retail park would remain open for the existing retail units. Access through the car park would also remain unaltered for existing customers.

- 4.2.3 The Transport Assessment prepared by Vectos to accompany the planning application demonstrates that the retail park currently generates a peak parking demand for 223 vehicles (i.e. 64% occupancy). It is therefore evident that even with the suspension of 44 parking spaces and assuming all parking demand currently generated by the retail park is associated with the Curry's PC World and Pets at Home (excluding any demand from the former Homebase, for robustness), then the remaining car parking spaces on-site (308 spaces) would still be suitable to accommodate all parking demand at peak times from visitors, retaining approximately 84 available spaces at peak times (27% spare capacity).

4.3 Storage of Plant and Materials

- 4.3.1 All plant and materials would be stored within a designated construction compound, as illustrated in **Figure 4.1** above. As shown, the construction compound would be located to the rear of the building, accessed via the service road and hence is designed to accommodate large delivery vehicles. This arrangement would ensure construction vehicles are entirely separate from the main car park and all customers, public, and staff associated with the retail park.
- 4.3.2 Safe and adequate access will be provided to all parts of the site, and the site must be kept tidy. When the work has stopped for the day, the site will be secured, all ladders and access removed, the plant must be immobilised, and all hazardous materials will be safely stored.
- 4.3.3 Storage locations will need to be constantly reviewed as work progresses and the site conditions change. Signage and pedestrian protection will need to be constantly updated and communicated to all as these works develop.
- 4.3.4 There will be no storage of goods or waste on the local highway. All plant and materials will be stored within the site boundary at all times.
- 4.3.5 It is not anticipated that the use of a crane will be required, however some operations may require the use of a crane to offload, lift and distribute materials for use. Crane lifts will be contained within the secured site boundary as to not disturb the adjacent properties in such an event. The relevant licenses and design detail would be confirmed by the appointed Main Contractor prior to commencement.

5 VEHICLE ACCESS AND ROUTING

5.1 Types of Vehicles

- 5.1.1 It is anticipated that large delivery vehicles would generally be used by the various trades employed and throughout the various phases of construction in order to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.
- 5.1.2 The following list provides an indication of the types of vehicles anticipated during the construction process.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Large Tipper Lorries	Transporting loose material to/from the site.	Length: 10.2m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m
Transit Vans	It is anticipated that these will be used for the majority of finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 5.1: Types of Construction Vehicles

5.2 Construction Vehicle Access

- 5.2.1 It is proposed that the majority of construction deliveries would take place on the site via the existing servicing access.
- 5.2.2 As illustrated in **Figure 4.1**, construction deliveries would be undertaken from the proposed construction compound on the northern side of the building and clear of the service road. Goods and materials would then be transferred to the appropriate location within the site.
- 5.2.3 The proposed construction vehicle access arrangement would be consistent with the existing servicing arrangement for the existing retail unit and would not affect the servicing requirements of the adjacent retail unit.

- 5.2.4 Drawing **2020/5553/001**, attached hereto, demonstrates a typical construction vehicle (larger tipper lorry) accessing the site from the service road, manoeuvring within the construction compound on the northern side of the building and egressing the site in a forward gear safely and conveniently via the proposed turning circle.
- 5.2.5 All construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Co-ordination would also take place with the existing Curry's PC World retail unit with respect to their scheduled delivery times. Through the use of a delivery schedule and on-going communication with the adjacent retail unit, the number of construction deliveries each day would be restricted in order to minimise the impact of construction deliveries.
- 5.2.6 It is notable that the proposed construction works would generate on average 2-3 deliveries per day and up to a maximum of 6 construction deliveries per day, which is not significant and would occur for short periods/phases of construction only. Furthermore, the adjacent retail unit benefits from its own separate servicing area and hence there is unlikely to be any conflict with respect to incoming or outgoing deliveries at the site.
- 5.2.7 All vehicle manoeuvres and loading/unloading would be assisted by a Traffic Marshal. Traffic Marshals would be situated at the front of the site at all times to direct vehicles, pedestrians and cyclists in the locality.

5.3 Routing Strategy

- 5.3.1 All construction deliveries would access the site via the left in / left out priority junction with Tollbar Way.
- 5.3.2 The site benefits from convenient access to the wider, strategic highway network in the form of the M27 at Junction 7, approximately 1.1 kilometres to the south of the site. **Figure 5.2** below illustrates the proposed construction vehicle routing strategy for the site.



Figure 5.2: Proposed Construction Vehicle Routing Strategy

- 5.3.3 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time, in order to ensure vehicles adhere to the agreed routes and access arrangements. Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required.

5.4 Pedestrians and Cyclists

- 5.4.1 All existing footways in the local area would remain open throughout the construction process.
- 5.4.2 As illustrated in **Figure 4.1** above, in order to facilitate a staff welfare area and to protect a number of trees towards the front of the building, the area of footway at the front of the proposed retail unit would be closed for the duration of the construction process. This would not be detrimental to pedestrian safety given that visitors of the retail park would not be able to park within this area and hence would not require use of the footway in any event.
- 5.4.3 All other pedestrian routes within the retail park would remain open throughout the construction process in order to serve the retained Curry's PC World and Pets at Home to the south.

6 CONSTRUCTION TRAFFIC MANAGEMENT PROCEDURES

6.1 Traffic Management

6.1.1 The appointed Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies highlighted within this CEMP. In order to minimise congestion on local roads and inconvenience to third parties the following principles are proposed:

- (i) A designated loading area will be created within the existing servicing area associated with the site to enable the safe delivery of materials.
- (ii) Deliveries will only be permitted within the specified hours set out in this document to minimise impact on the local highway network and on pedestrians and cyclists.
- (iii) Any vehicle attempting to deliver outside these hours will be moved on and will only be permitted to return to site within the working hours noted above.
- (iv) All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.
- (v) A delivery schedule will be prepared and kept up to date by the Construction Manager, when appointed. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated.
- (vi) All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified workings hours outlined in this document.
- (vii) Any deliveries not booked in may be turned away at the Contractor's expense.
- (viii) All deliveries will be supported by traffic marshals, as appropriate, to ensure the safe passage of materials to and from the site, without impacting on highway safety and other road users.
- (ix) Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

- (x) The contractor will sweep the service road and footpaths within the main car park around the site on a daily basis to remove any spoil or debris deposited on the highway or car park resulting from the construction period.
- (xi) Co-ordination will take place with other construction sites / retailers such as the adjacent Curry's PC World, if found to be necessary and appropriate when larger vehicles are required to deliver to site.
- (xii) The Main Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.
- (xiii) Traffic Marshals will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.
- (xiv) All construction vehicles would adhere to the vehicle routing strategy detailed in **Figure 5.2**.
- (xv) A wheel washing facility would be implemented on-site to prevent the spread of dirt and mud onto the local highway network, as illustrated in **Figure 4.1** above. The appointed Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manor.
- (xvi) The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at **Appendix B** of this report.
- (xvii) Deliveries are not to be made outside the site perimeter onto public footpaths or at other locations on the highway, unless safe provision for pedestrians has been made and agreed in advance with relevant Highways department.
- (xviii) Delivery companies will be encouraged to sign up to the Freight Operators Recognition Scheme (FORS) scheme. This is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry.
- (xix) There will be a limited number of parking spaces available for construction staff within the construction compound only. However, the site is easily accessible via public transport, as discussed in Section 2 of this report, and use of these services will be encouraged amongst all operatives. The Main Contractor will explore the potential to provide designated lockers / storage areas within the welfare area for staff tools and equipment in order to make sustainable travel on a daily basis more convenient for staff;

- (xx) Parking for intermittent and short-term visitors can be accommodated within the retail park and must comply with all appropriate parking restrictions and conditions. The retail park is subject to 2 hours free parking only which is enforced by ANPR cameras within the car park.

6.1.2 A weekly review of forthcoming deliveries will be undertaken at a Logistics Progress meeting and the deliveries for the coming week will be agreed with the Construction Manager in advance.

6.1.3 The Main Contractor will be responsible for implementing the measures within this CEMP and managing the logistics during the various phases of construction. The Main Contractor will make every effort to plan such that deliveries could be reduced, re-timed or consolidated, to minimise impact on the local highway and adjacent uses.

6.2 Traffic Marshals / Banksmen

6.2.1 A suitably qualified Traffic Marshal would be located at the front of the construction compound during scheduled deliveries, to direct both vehicles and pedestrians in the locality. It is also proposed that a Traffic Marshal would be located at the front of the retail unit to the south to direct pedestrians, as illustrated in **Figure 4.1**.

6.2.2 The provision of qualified Traffic Marshals will ensure that all vehicle and pedestrian movements into / out of the site are controlled and users of the retail park and managed appropriately. All loading and unloading at the site will be assisted by Traffic Marshals, as necessary.

6.3 Staff Travel Plan

6.3.1 There will be a limited number of parking spaces available for construction staff within the construction compound only.

6.3.2 Parking for intermittent and short-term visitors can be accommodated within the retail park and must comply with all appropriate parking restrictions and conditions. The retail park is subject to 2 hours free parking only which is enforced by ANPR cameras within the car park.

6.3.3 A parking demand assessment undertaken by Vectos indicates that there would be more than sufficient parking within the retail park to accommodate demand from visitors of the retained retail uses, given that 44 spaces would be temporarily suspended throughout the construction process.

6.3.4 However, the site is easily accessible via public transport, as discussed in Section 2 of this report, and use of these services will be encouraged amongst all operatives. In order to encourage the use of sustainable travel and reduce reliance upon private car use by staff, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:

- (i) Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
- (ii) Use of local labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;
- (iii) Providing operatives with timetable bus/rail information, if requested;
- (iv) The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient for staff;
- (v) An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes. Car sharing will also be encouraged as a suitable alternative.

7 ENVIRONMENTAL STRATEGY

7.1 Noise

- 7.1.1 Construction works are generally highly noise generating sources of activity and given that the adjacent retail uses within the retail park would be operational throughout the construction process, a number of mitigation measures will be enforced and/or considered to suppress noise and vibration generated on the site.
- 7.1.2 The Construction Manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards set out by the Local Authority Environmental Health Department.
- 7.1.3 If the measured noise level rises more than 3dB (A) above the predicted noise level, or in the event that a noise complaint is received locally, the Construction Manager shall investigate the cause and noise levels shall be reduced, if it is reasonably practicable to do so.
- 7.1.4 A number of mitigation measures will be considered to suppress noise generated on the site, including:
- (i) Ensuring that all work is undertaken within the restricted working hours;
 - (ii) Using 'silenced' plant and/or equipment and low vibration construction methods, wherever possible;
 - (iii) Using mains power instead of generators, wherever possible;
 - (iv) Ensuring all operatives are professionally trained and provided with ear and eye protection;
 - (v) Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods;
 - (vi) Using protection plates and mobile screens around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass as to be able to resist the passage of sound;
 - (vii) Strategically placing noise generating plant as far as possible from sensitive receptors and the general public;
 - (viii) Ensuring all deliveries are scheduled and assisted by a Traffic Marshal to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.

- 7.1.5 Furthermore, this list of mitigation measures is not exhaustive and the Construction Manager (once appointed) is encouraged to investigate other potential measures throughout the construction process.

7.2 Vibration Levels

- 7.2.1 In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228:2009 part 2 (i.e. 1mm/s¹- PPV for potential disturbance in residential properties and using a suggested trigger criterion of 2mm/s¹- for commercial properties).
- 7.2.2 Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

7.3 Potential Impacts on Air Quality

- 7.3.1 Impacts on air quality can arise as a result of construction activities, particularly the annoyance of dirt, dust and debris. A number of mitigation measures which are to be enforced at the site are detailed below:
- (i) Using water spray to reduce dust generation.
 - (ii) Using protection plates and mobile screens.
 - (iii) A wheel washing facility would be implemented on the site, as illustrated in **Figure 4.1** above. The appointed Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manor. The Construction Manager would also investigate the potential to provide a more suitable location for the facility, should it be deemed necessary, as works progress.
 - (iv) Materials/waste stored on the site should be covered, particularly outside of working hours. The storage of materials or waste on the public highway and at other locations within the retail park will in no instances be acceptable.
 - (v) All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks.
 - (vi) The road edges around the site, including the service road and car park will be swept by hand by staff at the end of the day.
 - (vii) All construction vehicles will follow the designated routes set out in **Figure 5.2**, to reduce the impact of vehicle emissions.

- (viii) Special provisions are to be provided and agreed with the Highway Authority for any materials containing asbestos, as appropriate.

7.4 Waste Management

- 7.4.1 The Main Contractor (when appointed) will be responsible for the careful management of waste as a result of construction works at the site. This will be achieved by adopting the key principles of the Waste Hierarchy (**Figure 7.1**, below), as outlined by DEFRA.

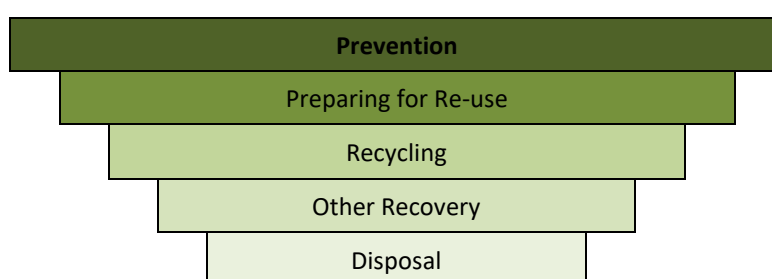


Figure 7.1 DEFRA Waste Hierarchy (Preferred to Least Preferred Option)

- 7.4.2 This gives top priority to preventing waste in the first instance and provides a procedure to follow when waste is created, including re-using, recycling, recovery and the disposing of waste as a worst case.
- 7.4.3 All waste storage would be contained within the construction compound and will be emptied from this location only at regular intervals throughout the construction process.

Prevention

- 7.4.4 The primary aim with regards to the management of waste during the construction process is prevention, wherever possible, by way of utilising materials which are more durable, and which are less hazardous to the environment, staff and the local community.
- 7.4.5 Once the Main Contractor is appointed it is anticipated that the site will operate on a 'just-in-time' basis for all goods and waste, to ensure the minimum amount of goods and waste are stored on the site at any given time.

Re-use and Recycling

- 7.4.6 Opportunities for on-site re-use and recycling of materials will be sought wherever practicable.

- 7.4.7 Prior to commencement, a pre-clearance / demolition audit will be carried out which will consider the potential for recovering as much material as possible. This will be summarised into a bill of quantities, setting out the anticipated quantities of surplus materials, for example.
- 7.4.8 Where it is not practical to re-use existing materials on the site, recycling will be sought as a suitable alternative ahead of the possibility of disposal. This could include, but is not limited to, turning waste into a new substance or material such as composting, for example.

Other Recovery

- 7.4.9 Other opportunities for recovering products and goods will also be considered in the event that recycling cannot be utilised. This may include using different forms of energy recovery technologies such as combustion with energy or anaerobic digestion, for example.

Disposal

- 7.4.10 The disposal of waste will by no means be encouraged and will only be sought where disposal is the only option.
- 7.4.11 At no time will the dumping of waste be permitted both on the site or off the site. Any waste must be collected from the construction compound only and disposed of by a registered licensed contractor at a licensed landfill site suitable for the type of waste generated.
- 7.4.12 Burning of surplus material or material arising from the site will not be permitted within the site.

8 IMPLEMENTING, MONITORING AND UPDATING

8.1 Overview

8.1.1 The Construction Manager (when appointed) will own and manage the implementation of this document. The following highlights the key roles for this position:

- (i) Ensure a site-specific risk assessment is carried out for all traffic activities (arrival, departure, (un)loading, movement, maintenance);
- (ii) Ensure a project induction is available to all staff and drivers, which shows key routes, restrictions etc;
- (iii) Monitoring and reviewing health and safety performance of all parties;
- (iv) Ensure there are adequate emergency procedures in place for all foreseeable events i.e. traffic issues, spills, medical evacuation, fire; and traffic management control;
- (v) Provision of materials / equipment to support the strategy;
- (vi) Provision of competent resources;
- (vii) Facilitate deliveries and management of delivery / logistics strategy; and
- (viii) On-going review and updating of this Plan as the project develops and site conditions change.

8.2 Communication

8.2.1 The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site.

8.2.2 Contact information for a number of key external groups has also been included in **Figure 8.1** below:

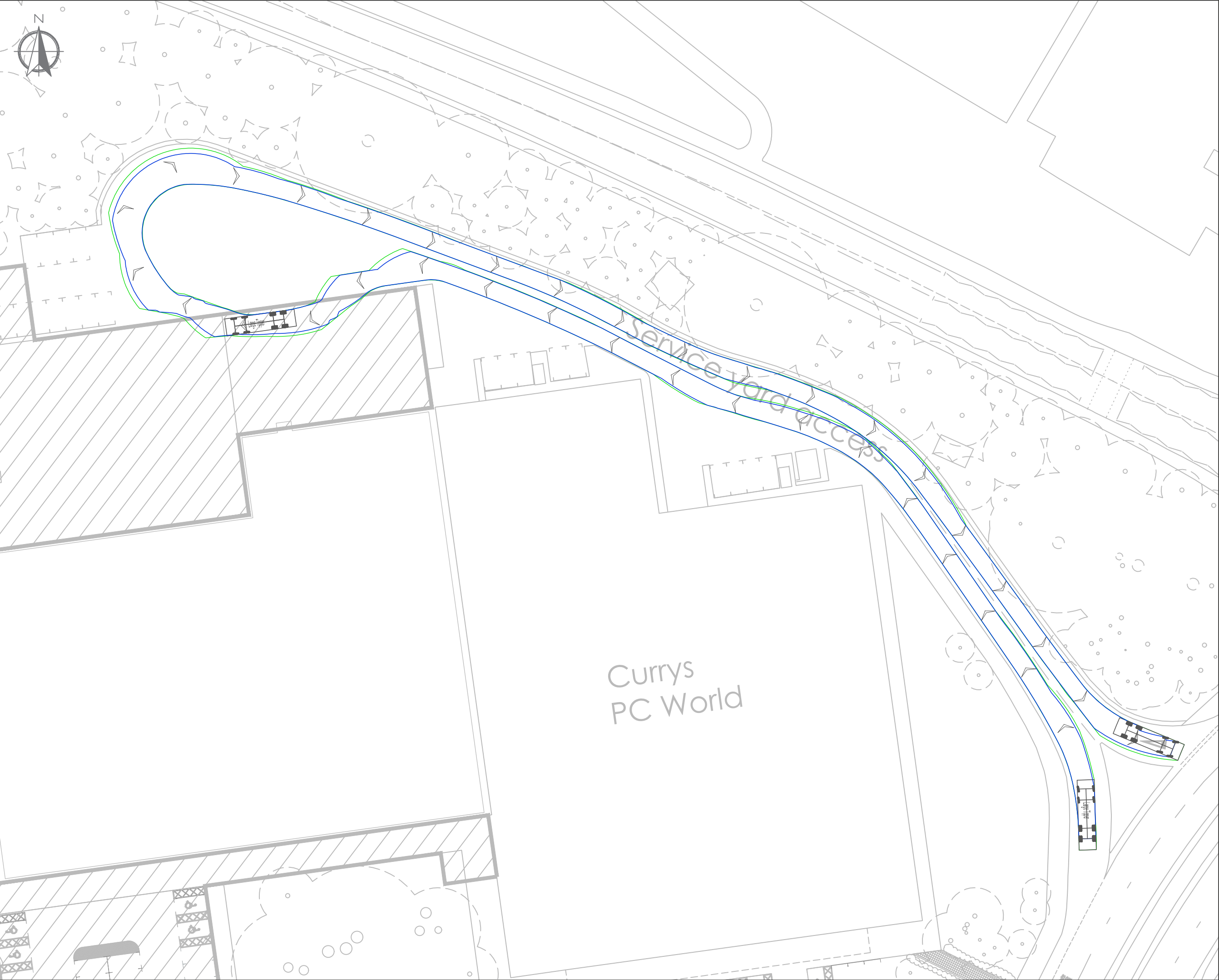
Name	Address	Contact
HSE	Health & Safety Executive, Priestley House, Priestley Road, Basingstoke, RG24 9NW	0300 003 1747
Environment Agency	Station Rd, Romsey SO51 7LP	0370 850 6506
Local Planning Authority	Eastleigh House, Upper Market St, Eastleigh SO50 9YN	023 8068 8000

Figure 8.1: External Key Contact Details

8.3 Reporting & Review

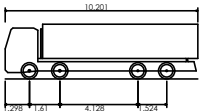
- 8.3.1 The Construction Manager would liaise with construction companies and suppliers on a regular basis with respect to incoming deliveries.
- 8.3.2 Any outstanding details within this CEMP would be confirmed by the Construction Manager. Records of any updated/revisions will be maintained by the Construction Manager.
- 8.3.3 All records will be held on file, on site, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

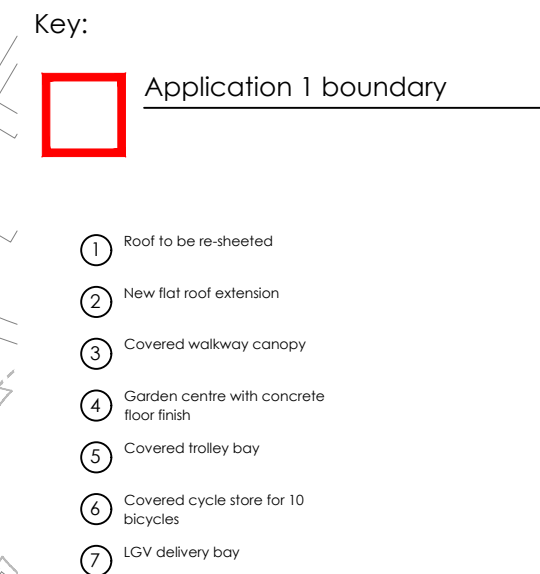
P1	GSE	FIRST ISSUE	02/09/20
Rev.	Drawn	Comments	Date



Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1 Fellmongers Path, London Bridge, London SE1 3LY
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Trident		
Project	Hedge End Retail Park, Tollbar Way, Southampton		
Drawing Title	Large Tipper Swept Path Analysis		
Drawing No.	2020/5553/001	Rev.	P1
Scale	1:500	Drawn By	GSE
		Checked By	WTT
			A3

APPENDIX A



MR ALISTAIR INGRAM
SAVILLS (UK) LIMITED
33 MARGARET STREET
LONDON
W1G 0JD

Application	F/19/87100
Please ask for	Kitty Budden
Direct dial	023 8068 8266
Working hours	Mon to Fri 8:30am to 5pm
Email	kitty.budden@eastleigh.gov.uk

Thursday 27 August 2020

Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure) (England)
Order 2015

Application No. F/19/87100

In pursuance of their powers under the above Act and in accordance with your application received on Friday 27 December 2019 the Council, as Local Planning Authority hereby **Permit** the following :

Description: Extension & external alterations to unit to provide 2 x Class A1 units; alterations to car park layout; variation to permitted range of goods; and associated development.

Site: Former Homebase, Hedge End Retail Park, Tollbar Way, Hedge End, SO30 2UH

Subject to due compliance with the following conditions:

- 1 The development hereby permitted shall start no later than three years from the date of this decision.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be implemented in accordance with the following plans numbered: 001, 010, 015, 016, 020, 050, 100, 102, 150, 200, 201.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to commencement, a Construction and Environment Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include:

- a. A programme of and phasing of demolition (if any) and construction work;
- b. The provision of long-term facilities for contractor parking;
- c. The arrangements for deliveries associated with all construction works;
- d. Methods and phasing of construction works;
- e. Access and egress for plant and machinery;
- f. Protection of pedestrian routes during construction;
- g. Location of temporary site buildings, compounds, construction material, and plant storage areas;
- h. Measures to control dust and dirt generated by demolition and construction;
- i. Provision for storage, collection and disposal of rubbish from the development during construction;
- j. Measures to prevent mud and dust on the highway during demolition and construction.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: To limit the impact of the development on the amenity of the locality.

- 4 No excavation, demolition or development-related works shall take place on site until an Arboricultural Method Statement and a scaled and referenced Tree Protection Plan, as per British Standard 5837:2012 (Trees in Relation to Design, Demolition and Construction – Recommendations), is submitted to, and approved in writing by, the Local Planning Authority. No excavation, demolition or development related works shall commence until evidence has been submitted to, and approved in writing by, the Local Planning Authority, demonstrating that the tree protection measures have been installed, as per the approved tree protection plan. Once approved, no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the fenced area. Tree protection measures shall be retained in their approved form for the duration of the work. The approved tree protection plan must be adhered to in full and may only be modified subject to written agreement from the Local Planning Authority. This condition may only be fully discharged upon completion of the proposed development.

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

- 5 Prior to commencement, samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure a satisfactory visual appearance in the interest of the amenities of the area.
- 6 Within three months of commencement, an updated Framework Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. This Travel Plan shall include provision for covered and secure cycle parking

facilities for staff; and on-site staff facilities such as showers, lockers and drying racks. Prior to occupation of each individual unit, detailed Travel Plans, taking account of the approved Framework Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan will have regard to guidance policies issued by the Department of the Environment, Transport and the Regions; and will include clear and unambiguous objectives and modal split targets, together with a timebound programme of implementation, monitoring and regular review and improvement [no less than annually]. Once approved, the Travel Plan will be brought into operation for each unit and operated for no less than seven years from the date of first occupation; with the results of the monitoring submitted to the Local Authority. Within three months of occupation, the Local Authority shall be notified of the name and contact details of the Travel Plan Co-ordinator for each unit.

Reason: To encourage use of alternative sustainable modes of transport.

Note to Applicant: Please be aware that there is a workplace travel plan forum in the area. Membership of this group would help the tenants to access help and support in promoting sustainable transport choices.

- 7 Within three months of commencement, details of the customer cycle storage adjacent to Unit 1b shall be submitted to, and approved in writing by, the Local Planning Authority. Prior to First Occupation, the approved cycle storage shall be installed and shall be maintained and kept available for customers to the site.

Reason: To ensure the adequate provision of on-site facilities and support sustainable travel.

- 8 Within three months of commencement, details of the two electric car charging points (to charge four vehicles), and the timescale for installation, shall be submitted to, and approved in writing by, the Local Planning Authority. These charging points shall be 50kW Rapid Chargers and shall be installed within the agreed timescale; and maintained for that purpose.

Reason: To encourage use of alternative sustainable modes of transport.

- 9 Within three months of commencement, a landscaping scheme incorporating ecological enhancements shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall cover all hard & soft landscaping [including trees and boundary treatment] and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard.

Reason: In the interests of the visual amenity of the locality and to protect and enhance biodiversity.

- 10 Within six months of first occupation of each individual unit, unless agreed in writing by the Local Planning Authority, a BREEAM 'Very Good' final stage certificate and sustainability report for each unit, highlighting how all of the essential requirements for non-residential development of the Eastleigh Borough Council adopted Supplementary Planning Document 'Environmentally Sustainable Development' have been met, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure the development meets the non-residential requirements of the adopted Supplementary Planning Document 'Environmentally Sustainable Development'.

- 11 Unit 1b hereby approved shall be used for the retail sale and display of all goods except for clothing, footwear and fashion accessories, unless where the sale of these goods is ancillary to the main retail use and from no more than 10% of the net sales area. No more than 20% of the net sales area shall be used for the sale of food and drink (other than food for animals).

Reason: To limit the retail impact of the development and preserve the vitality and viability of local centres.

- 12 No more than 20% of the net sales area of Unit 1a hereby approved shall be used for the retail sale and display of comparison goods.

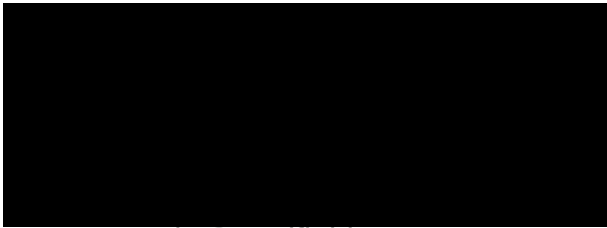
Reason: To limit the retail impact of the development and preserve the vitality and viability of local centres.

- 13 The retail premises hereby permitted [Units 1a and 1b as shown on the approved plan 0491-PL-100] shall not be further subdivided and there shall be no concessions or construction of additional mezzanine floor space without the prior written approval of the Local Planning Authority.

Reason: To preserve the vitality and viability of local centres.

Note to Applicant: In accordance with paragraph 38 of the National Planning Policy Framework (February 2019), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Yours faithfully



Andy Grandfield
Head of Housing and Development

N.B. See Attached Notes

APPENDIX B

APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
Operations	
Quality operation – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	www.fors-online.org.uk
Collision reporting - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: www.clocs-manager.org.uk Free collision reporting toolkit available: www.clocs.org.uk/clocs-guides/
Traffic routing – adhere to any client specified routes	Follow client instruction
Vehicles	
The following vehicle safety equipment shall be fitted to vehicles over 3.5 tonnes:	CLOCS Guide: Vehicle safety equipment www.clocs.org.uk/clocs-guides/
Prominent signage warning other road users not to get too close to the vehicle	Further information and discounts on stickers and other equipment available through FORS: www.fors-online.org.uk/cms/contractors/fors-offers/ www.fors-online.org.uk/cms/discount-equipment/ Other services: www.fors-online.org.uk/cms/discount-services/
Side-guards on both sides of exempt vehicles	
Class V and VI 'close proximity' mirrors to exempt vehicles	
Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs	
Left turn audible vehicle manoeuvring warnings	
Drivers	
Approved driver training in vulnerable road user safety	SUD courses and other approved courses detailed on FORS website: www.fors-online.org.uk/cms/training-discounts/
Driver licences checked through DVLA	Free through DVLA online check Discounts on DVLA license checking services available through FORS: www.fors-online.org.uk/cms/discount-services/



Looking out
for vulnerable
road users

www.clocs.org.uk