



QUEENS VIEW, NETLEY

CONSTRUCTION SITE MANAGEMENT PLAN

September 2023

Eastleigh Borough Council

MIXED USE DEVELOPMENT
QUEENS VIEW
NETLEY

CONSTRUCTION SITE MANAGEMENT PLAN

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Caitlin Turley	September 2023
<i>Checked by:</i>	Jessica Miller	September 2023
<i>Approved by:</i>	Mark Smith	September 2023

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Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

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NETLEY

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1. INTRODUCTION

- 1.1 This Construction Site Management Plan (CSMP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council (EBC) in relation to the proposed redevelopment of the site known as 30-32A Queens View, to provide 18 residential flats and a small retail unit, at Queens View, Netley.
- 1.2 The site is located on Queens View, in the residential area of Netley Abbey. The site includes a section of highway where Castle Road forms a crescent shape and an area of hardstanding providing unrestricted parking. The site is approximately 400m northeast of Netley Village Centre and circa 5km southeast of Southampton City Centre. The site location is demonstrated in **Figure 1** and the site plan is included in **Appendix A**.

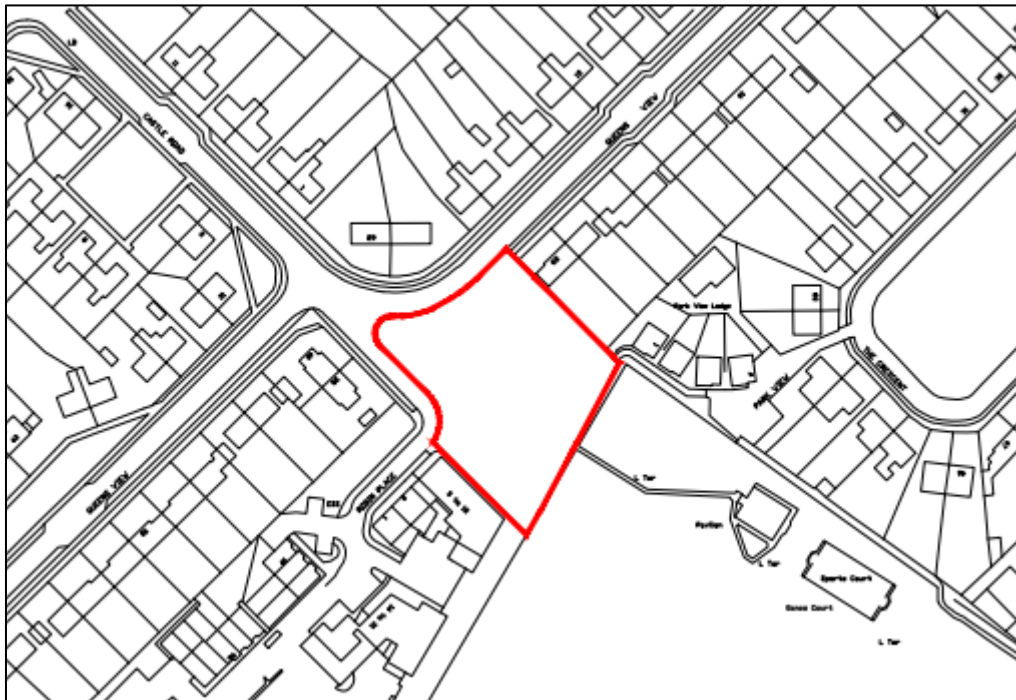


Figure 1: Site Location

Pre-Application Discussions

- 1.3 A highways Pre-application Scoping Note was submitted to HCC and a response received from HCC in February 2023. Within the Pre-Application response one comment stated that *‘Given the location of the site, it would be requested that should a formal planning application come forwards, a Construction Site Management Plan would accompany this. This will need to demonstrate elements of construction such as delivery vehicle routes, delivery strategy, on-site storage and rest facilities, details of contractor parking, and the methodology for clearing the highway of mud and debris’*. This CSMP has been prepared in relation to this comment.

Purpose of the CSMP

- 1.4 This CSMP will provide further information on the construction details and is to help developers minimise external impacts of the construction of the development in terms of all construction activity on and off site which could affect the wider environment. This plan outlines the anticipated building works to be undertaken and how the impact on the surrounding area will be minimised.
- 1.5 This CSMP has been prepared adopting current best estimates of working practices and anticipated vehicle routing to support the necessary activities. Further iterations of the CSMP may be necessary to reflect or revise the logistical requirements of the scheme as it develops.

Development Proposals

- 1.6 The development proposes a residential development comprising of 18 one to two bed flats and a small ground floor retail unit, with associated parking and access from Queens View. The site currently consists of 2no. residential flats above 2no ground retail units, with four garages and part of Castle Road which forms a crescent and an area of hardstanding, which allows for unrestricted car parking.

Report Structure

- 1.7 After this introduction, the CSMP will include the following structure:
- Chapter 2 – Construction Activities
 - Chapter 3 – Site Compound and Set Up
 - Chapter 4 – Construction Site Access and Logistics

2. EXISTING SITE AND THE LOCAL / STRATEGIC ROAD NETWORK

- 2.1 The site is situated in the village of Netley which falls into the borough of Eastleigh. The site is bordered by Netley Recreational Ground to the southeast, Castle Road to the southwest, Queens View to the northwest and residential houses to the northeast. The site currently consists of 2no. residential flats above 2no ground floor retail units, with four garages and part of Castle Road which forms a crescent and an area of hardstanding, which allows for unrestricted car parking. The site and its surroundings are shown in **Figure 2** and the existing site conditions of the site are shown in **Photographs 1, 2 and 3**.



Figure 2: Site Context



Photograph 1: Existing Conditions (view from Robin Place)



Photograph 2: Existing Access (Castle Road / Queens View Junction)



Photograph 3: Location of Proposed Access

Local Highways Network

- 2.2 Queens View is a single carriageway road, measuring circa 6m in width, supported by circa 1.2m footways on both sides of the carriageway for its majority. It is noted that unrestricted on-street car parking is present which restricts the available road width. Queens View forms a crossroads with Castle Road at the northwestern corner of the site.

- 2.3 Castle Road follows a northwest / southeast alignment and forms the south-western border of the site, providing access to residential properties located on Robin Close (which is private). Castle Road measures circa 6m in width with 1.2m footways on both sides of the carriageway. On-street parking is also present on Castle Road, restricting the available road width. Castle Road forms a crescent shape which forms an area of hardstanding which is used for car parking and access to the existing properties within the site boundary.
- 2.4 Two key access roads into Netley include Hamble Lane and Hound Way. Hamble Lane connects Netley to the Windhover Roundabout which provides links to the A3024, the A27 and the M27.
- 2.5 The A3025 provides a route to Southampton City Centre from Hamble Lane. The A27 forms part of the strategic road network, providing a connection between Whiteparish in Wiltshire along the south coast to Pevensey in East Sussex. The M27 provides a link between two of the largest urban areas in Hampshire; Southampton and Portsmouth. Therefore, the site is situated in proximity to both the local and strategic highway network.

3. CONSTRUCTION INFORMATION AND ACTIVITIES

Site Information

- 3.1 The exact details of the construction site manager and the site foreman will be provided prior to construction commencing. The site foreman will be responsible for undertaking regular site inspections, recording deliveries to the site and ensure all construction activities are undertaken in line with this CSMP. They will also be responsible for conducting risk assessments, with regular updates and reviews and to ensure that all site personnel have the correct training relevant to their job.

Time of work and workdays

- 3.2 It is anticipated that works would be undertaken Monday to Saturday, with no works undertaken on a Sunday or Bank Holiday. The following construction times would be adhered to:
- Monday – Friday: 07:30 – 18:00
 - Saturday: 08:00 – 13:00
 - Sunday / Bank Holiday: No Noisy activity on site at any time
- 3.3 If works are required outside these times, the relevant permits will be obtained accordingly.

Local Considerations

- 3.4 The site is located in a predominately residential area, with properties located along each boundary. The residential development on Robins Place is served by Castle Road which forms part of the south-western boundary of the site. In addition, Netley Recreational Ground which includes a play area and community space is located to the south-east. There is an access to the park from the hardstanding within the site boundary.

Wheel Washing and Dust Mitigation

- 3.5 To ensure that mud and debris is not carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel cleaning will be filtered within the site prior to being positively drained.
- 3.6 In the event that either the nature of the works or the weather conditions mean that there is a likelihood of wheel washing not being sufficient then a road sweeper will be employed at the developer's expense.

Communication Strategy

- 3.7 As discussed previously, the surrounding area is predominantly residential. Therefore, relevant communication will be provided where necessary through the construction period to ensure any queries or issues are appropriately addressed. The site manager will be the point of contact for local residents who may have queries relating to the site's development.
- 3.8 Notice boards will be posted on the site frontage giving details of the relevant contacts in the case of emergencies and to allow local residents to contact the site manager where there are any concerns regarding the development construction works.
- 3.9 The site manager will seek to actively engage with all relevant stakeholders throughout the construction programme. It is anticipated that the site manager will issue advisory notes and leaflets to local households, businesses, and community facilities to keep them informed of upcoming and ongoing works and invite residents to an open forum to discuss any queries they may have.
- 3.10 All queries and complaints received will be directed to the site manager as the reliable point of contact and then distributed to any individual project managers as relevant. A register of any complaints will be maintained and approached appropriately.

Health and Safety

- 3.11 The site supervisor, or somebody appointed by them, will check the security of hoarding and scaffolding on a daily basis, this will make sure that safety standards are upheld. In addition to these checks, the appointed staff member will also be responsible for monitoring the directional signage for construction traffic. The reason for this is to ensure that these are in the correct place and are not creating a hazard to road users.

Hoarding Arrangements

- 3.12 Hoarding will be erected along the site boundary, with gates utilised at the access point to minimise any impact on existing users in the vicinity. This would be in place from the outset. The secure gates at the site entrance and the Heras panels hoarding will measure circa 2m in height.

Use of Banksman

- 3.13 Banksman are operatives trained to direct vehicle movement on or around the site. Large construction vehicles may require some assistance whilst manoeuvring within the site and entering/exiting the site access. Banksman will be used to ensure these, and any other manoeuvres are conducted in a safe manner if required.

4. SITE COMPOUND AND SETUP

- 4.1 As previously stated, this CSMP covers both the demolition of the existing structure and the construction of the new 18-unit scheme with ground floor retail unit. This section of the report considers access, site set-up during construction phase, loading / unloading areas, staff parking, stopping up and pedestrian routes.

Vehicle and Pedestrian Access

- 4.2 It is anticipated that following demolition of the existing building, a new cross-over will be created on Queens View which will also provide construction vehicle access to the site. A pedestrian access will also be located next to this for staff travelling by foot, bike and public transport.

Site Compound

- 4.3 The site will comprise a waste and materials storage, temporary access road, the proposed site access and a contractor compound. An indicative potential compound site layout during construction is shown in **Figure 3**.

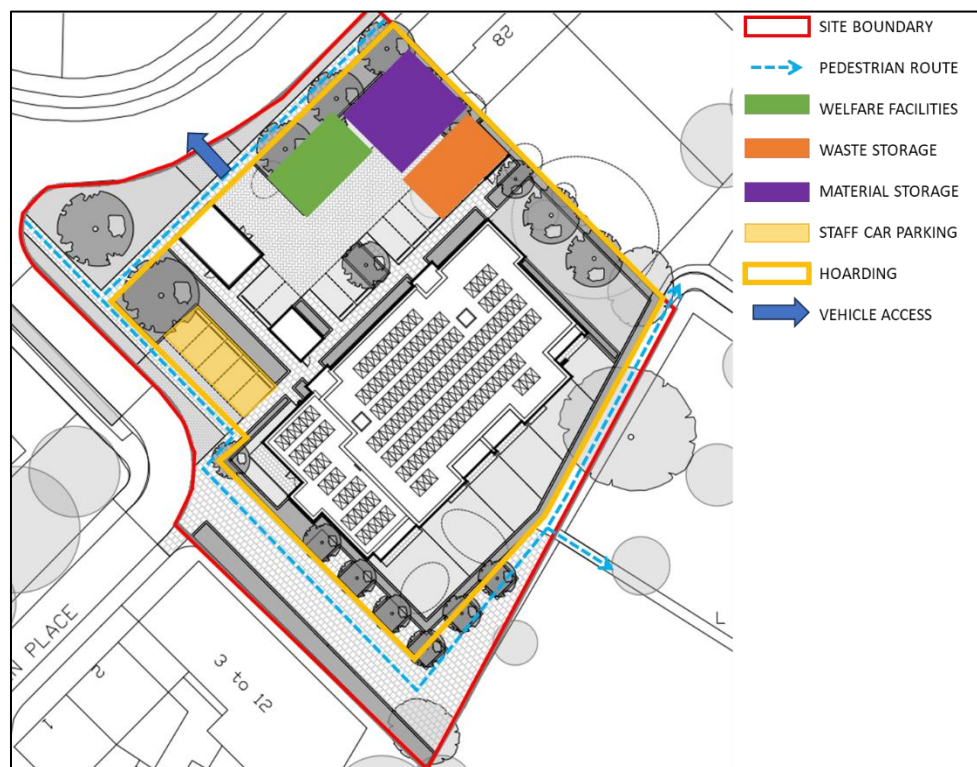


Figure 3: Potential Construction Compound Layout

Storage of Materials and Waste

- 4.4 All materials would be contained within the site boundary and would not impede on the highway. A designated material storage area could be located in the northern-eastern section of the proposed car park. A separate waste storage area would be provided directly adjacent to this.

Loading and Unloading Arrangements

- 4.5 All loading and unloading activities will be undertaken within the site and not on the highway network. Swept paths illustrating both a small crane and a concrete mixer entering and exiting the site are shown in **Appendix B**. In the infrequent event that a larger vehicle is required, these will be parked on street where parking is restricted.

Staff Car Parking

- 4.6 Workers will be encouraged to reach the site using sustainable modes of travel such as walking, cycling and public transport. However, practicalities dictate that some construction workers will require use of a car/van to reach the site, for example those that live further away in areas with poor public transport connections or those bringing a large/heavy amount of equipment. In this scenario, car sharing between construction workers will be encouraged. It is anticipated that a small number of car parking spaces would be provided for construction staff. To encourage staff to cycle to work, it is anticipated that cycle parking will be considered as part of the site compound.

Stopping Up

- 4.7 The part of Castle Road which forms a crescent and an area of hardstanding used for parking is currently part of the HCC highway boundary, therefore this area along with the existing access will be stopped up through a S257 agreement which will enable stopping up of the highway to facilitate development. Prior to construction works commencing a S257 agreement will be applied for and approved.

Pedestrian Routes

- 4.8 As noted previously in this report, there are pedestrian routes which run along the site boundary, providing a route to local Public Rights of Way (PRoW) and the local recreational park. Where possible, these routes will be kept clear and outside the perimeter of the construction compound. However, due to the nature of the works it is anticipated that whilst landscaping is undertaken, parts of this route would need to be temporarily diverted. Appropriate traffic management signage will be provided whilst these works are undertaken.

Delivery Booking

- 4.9 Delivery vehicles will be issued with timeslots to avoid any waiting on the carriageway that would result in congestion.

5. CONSTRUCTION SITE ACCESS AND LOGISTICS

Construction Traffic Routing

- 5.1 The local road network has been assessed in terms of its' suitability for the movement of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work. Where possible, the route has been developed to minimise the distance vehicles are required to travel on local roads, utilising classified and strategic routes where possible.
- 5.2 The M27 is accessible within a circa 5km drive from the site, via junction 8. The route follows Queens View, onto Priory Road, St Edwards Road and Grange Road which lead to the A3025 Portsmouth Road. The A3025 and A3024 then provide a route to the M27 slip roads.
- 5.3 **Figures 4 and 5** display the proposed HGV route from the site location to the Motorway and A-roads respectively.

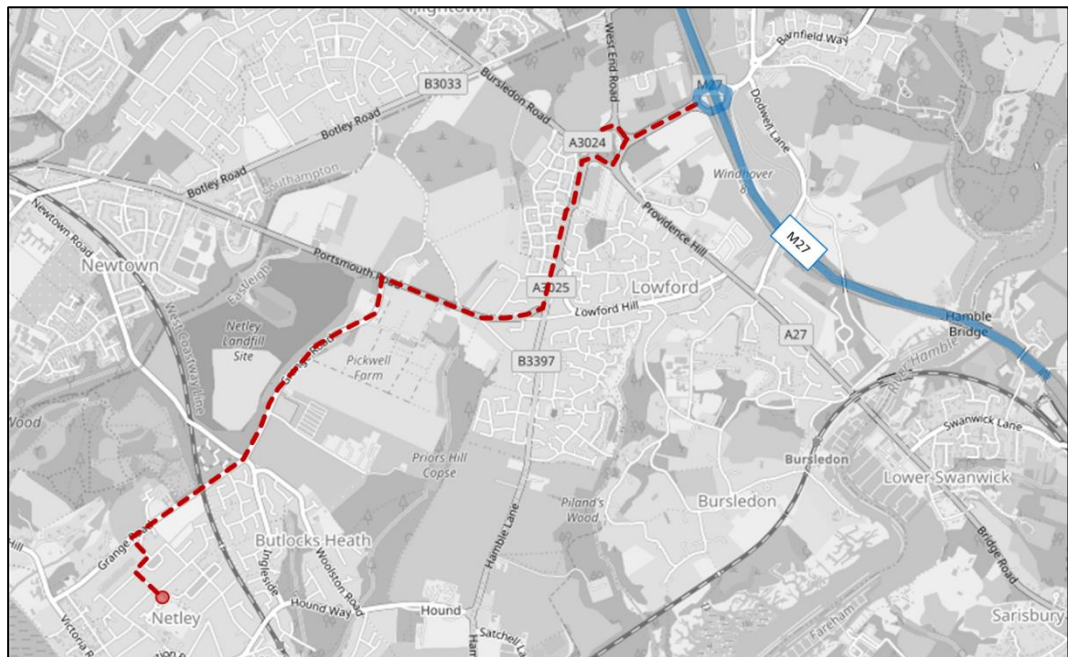


Figure 4: Construction Vehicle Routing to the Strategic Road Network

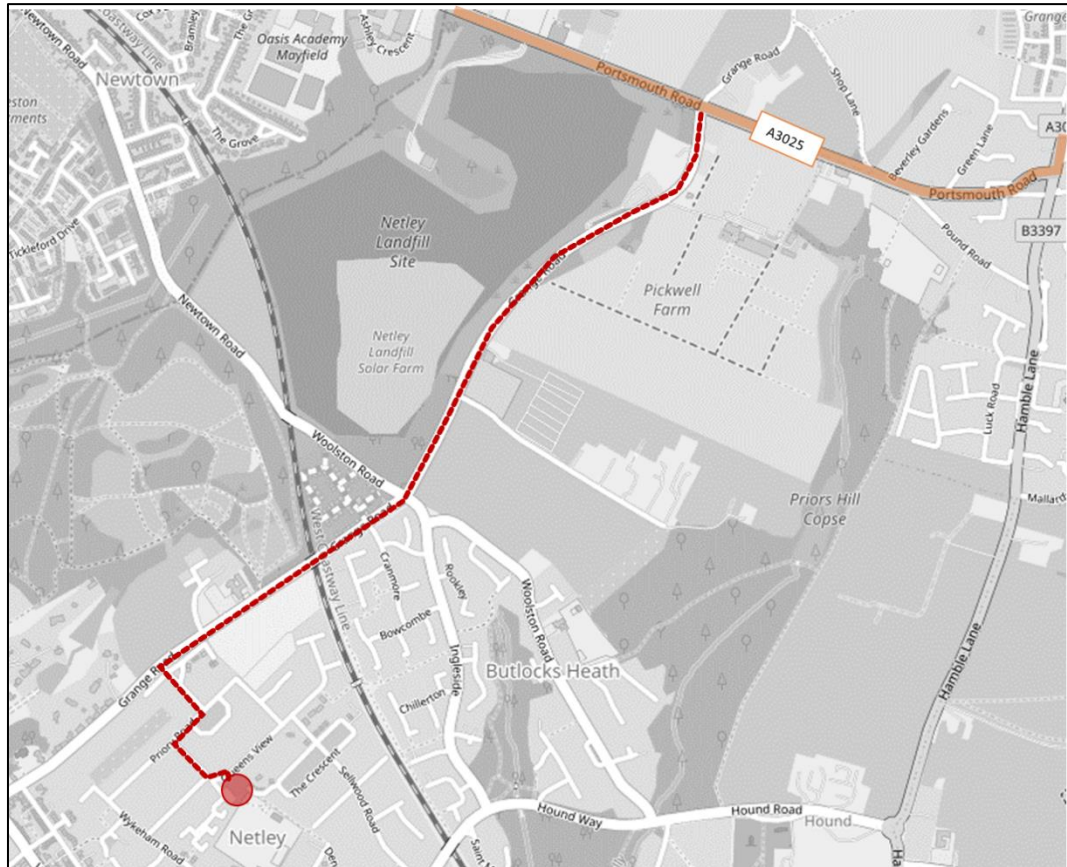


Figure 5: Construction Vehicle Routing to A-Roads

- 5.4 Due to the size of the development, it is not anticipated that any temporary traffic management would be required to support the construction element of this development. However, should this change, contact with HCC will be made as appropriate to put in place the required measures.
- 5.5 Construction traffic will be asked to follow the routes outlined within this CSMP, with details sent to all subcontractors/delivery companies informing them of the access arrangements and permitted working hours. Therefore, construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network.
- 5.6 Construction vehicle drivers will be issued with routing instructions to assist with route adherence, with letters sent/mailed to all subcontractors and delivery companies informing them of the access arrangements and permitted working hours identified in this report.

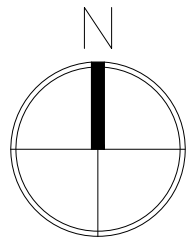
6. SUMMARY AND CONCLUSION

- 6.1 This Construction Site Management Plan (CSMP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council (EBC) in relation to the proposed redevelopment of the site known as 30-32A Queens View, to provide 18 residential flats and a small retail unit, at Queens View, Netley.
- 6.2 The site is located on Queens View, in the residential area of Netley Abbey. The site includes a section of highway where Castle Road forms a crescent shape and an area of hardstanding providing unrestricted parking. The site is approximately 400m northeast of Netley Village Centre and circa 5km southeast of Southampton City Centre.
- 6.3 The development proposes a residential development comprising of 18 one to two bed flats and a small ground floor retail unit, with associated parking and access from Queens View. The site currently consists of 2no. residential flats above 2no ground retail units, with four garages and part of Castle Road which forms a crescent and an area of hardstanding, which allows for unrestricted car parking.
- 6.4 The site is located in a predominately residential area, with properties located along each boundary. The residential development on Robins Place is served by Castle Road which forms of the south-western boundary of the site. In addition, Netley Recreational Ground which includes a play area and community space is located to the south-east. There is an access to the park from the hardstanding within the site boundary.
- 6.5 It is anticipated that following demolition of the existing building, a new cross-over will be created on Queens View which will also provide construction vehicle access to the site. A pedestrian access will also be located next to this for staff travelling by foot, bike and public transport.
- 6.6 The site will comprise a waste and materials storage, temporary access road, the proposed site access and a contractor compound.
- 6.7 Workers will be encouraged to reach the site using sustainable modes of travel such as walking, cycling and public transport. However, practicalities dictate that some construction workers will require use of a car/van to reach the site, for example those that live further away in areas with poor public transport connections or those bringing a large/heavy amount of equipment. In this scenario, car sharing between construction workers will be encouraged. It is anticipated that a small number of car parking spaces would be provided for construction staff. To encourage staff to cycle to work, it is anticipated that cycle parking will be considered as part of the site compound.

6.8 Numerous measures will be applied throughout the construction phase to ensure that safety is maintained and reduce the impact on the local road network by construction traffic. These include:

- Working 07:30 – 18:00 on weekdays , 08:00 – 13:00 on Saturdays and no working on Sundays and bank holidays.
- Wheel washing facilities and use of banksman for vehicle movements.
- Construction vehicle routing to the strategic road network.
- Regular inspection of safety hoarding, scaffolding and signs.
- Consultation of local residents.
- Delivery vehicle time slots.

Appendix A



Notes
1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval					
X	A	-	Approved		
X	B	-	Approved with comments		
X	C	-	Do not use		
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

- site boundary
- proposed trees
- existing trees
- existing trees removed
- existing building footprint
- access points to homes
- block paving - shared surface
- paving - footpaths
- tarmac
- public landscape
- private landscape
- boundary landscape

Site Plan 1:200 @ A1
2 0 2 4 6 8 10 12 14 16 18m
1:200

Eastleigh Borough Council
Queens View
Netley Abbey
Residential proposals

Drawing title

Site plan

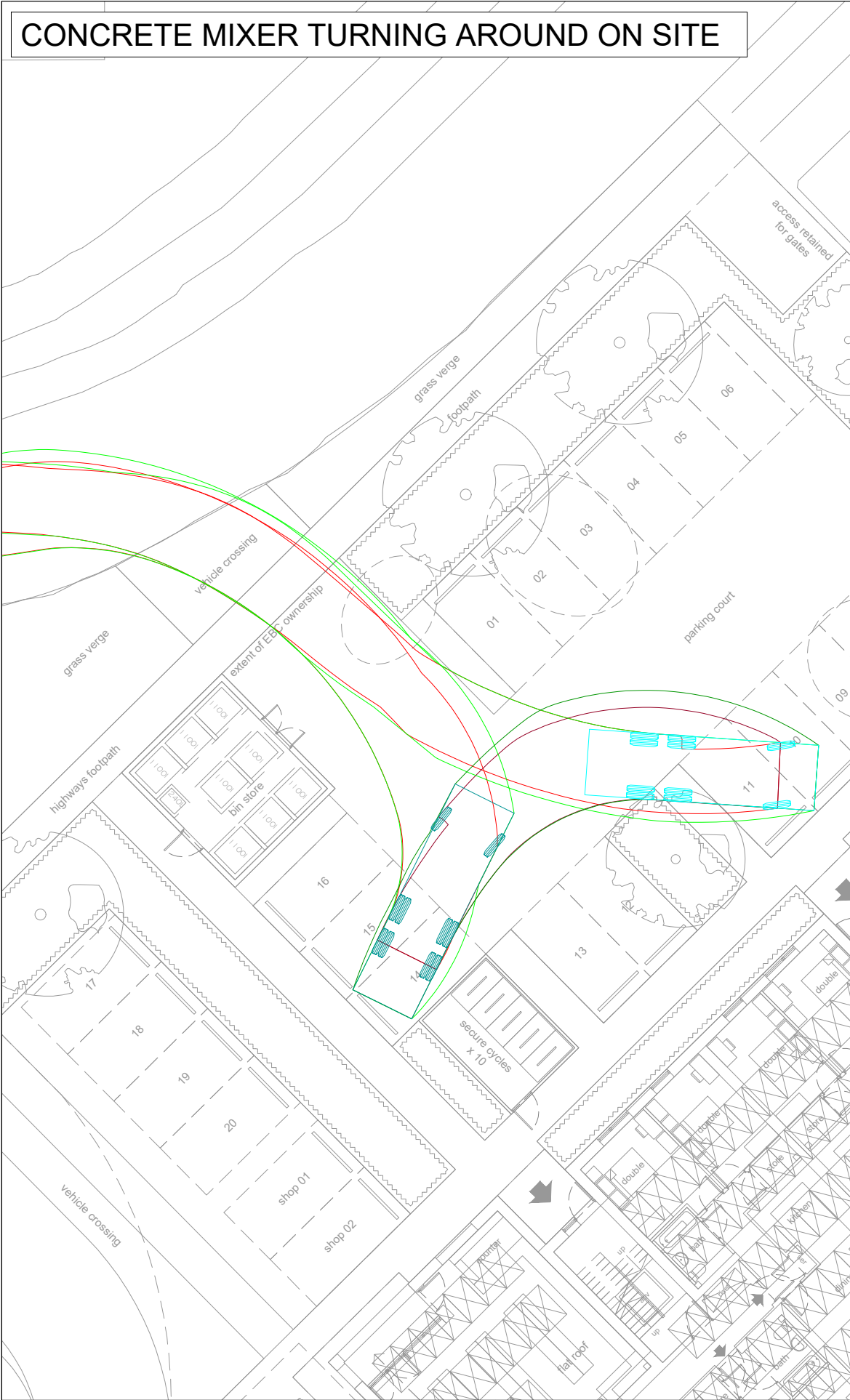
Drawn	Date	Checked	Date	Scale at A1							
JDM	12/06/23	HJG	13/06/23	1:200							
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.			
19-067	EBC	MHA	XX	XX	DR	AR	0019	A01			
Purpose of Issue											
PLANNING											

Ground Floor Bicentennial Building
Southern Gate | Chichester
West Sussex | PO19 8EZ
t: 01243 774748
e: admin@mharchitects.co.uk
www.mharchitects.co.uk
Limited Company
Registered in England No. 0994213

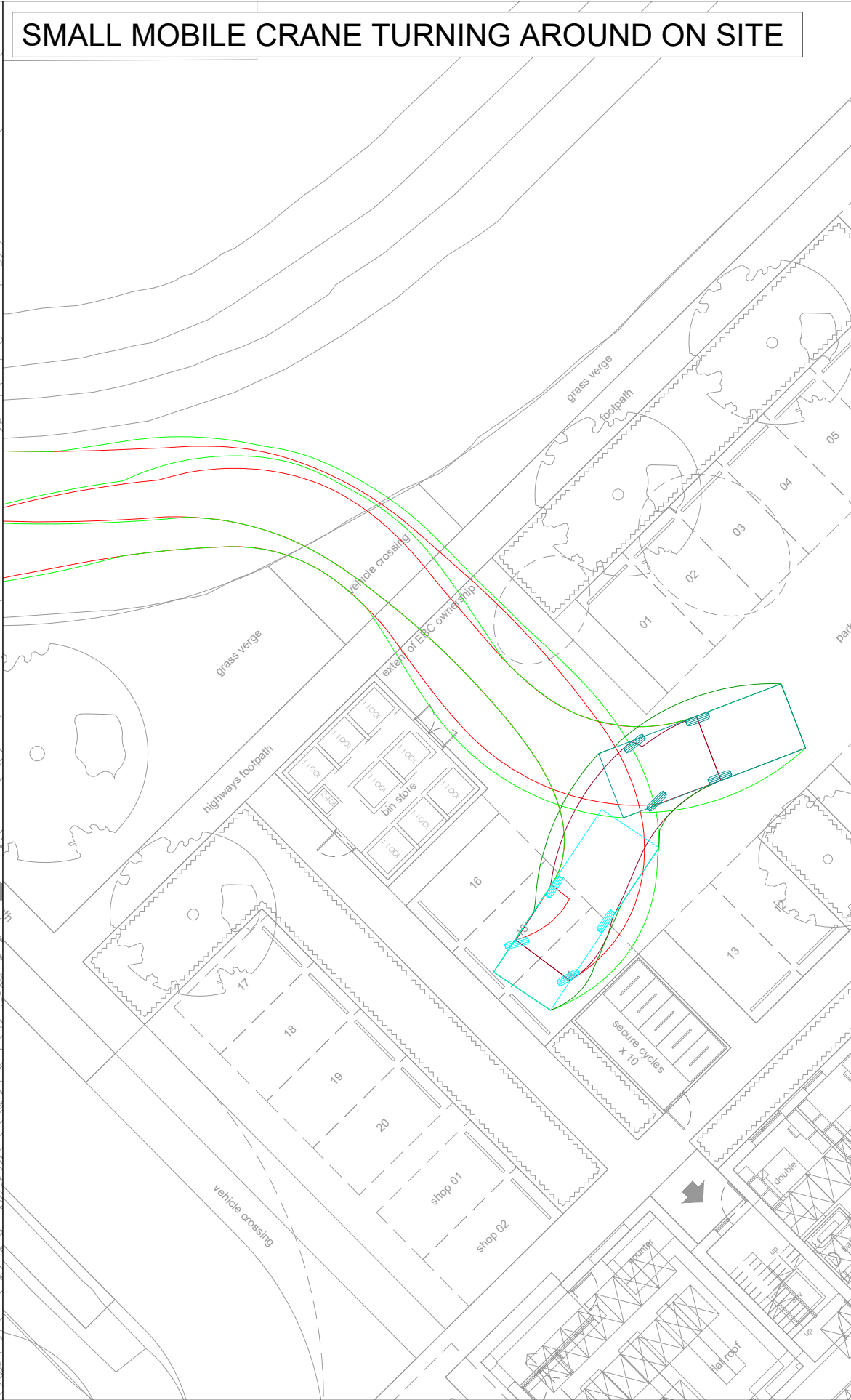


Appendix B

CONCRETE MIXER TURNING AROUND ON SITE



SMALL MOBILE CRANE TURNING AROUND ON SITE

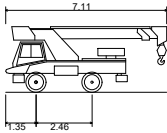


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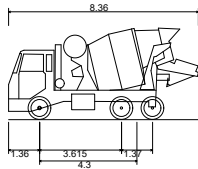
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6. VEHICLES HAVE BEEN TRACKED TO 10MPH.

VEHICLE PROFILE



Small Mobile Crane
Overall Length 7.110m
Overall Width 2.500m
Overall Body Height 2.895m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m



Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name
QUEENS VIEW,
NETLEY

Project Phase
PRELIMINARY

Title
CONSTRUCTION VEHICLE
SWEPT PATH ANALYSIS



Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client



P01	FIRST ISSUE	21.09.23	CAT	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
17.07.23	CAT	MDS	-	
PBA Project Number		Scale	(AT A3)	
131.0013		1:200		
PBA Drawing No:			Revision	
131.0013-0005			P01	