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GRAINGER PLC
TOWN PARK PHASE B
BEREWOOD, WATERLOOVILLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

MARCH 2025

the journey is the reward

GRAINGER PLC
TOWN PARK PHASE B
BEREWOOD, WATERLOOVILLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

MARCH 2025

Report Reference:	**GTWVilleTPB2(CTMP).1/CTMP01R2**
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Prepared by:	**RK**
Approved by:	**NE**
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Grainger Plc

Town Park Phase B

Berewood, Waterlooville

Construction Traffic Management Plan

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1 Introduction

1.1 Mayer Brown Limited have been instructed by Grainger Plc to prepare a Construction and Traffic Management Plan (CTMP) for the Town Park Phase B works within the Berewood development, Waterlooville.

1.2 The CTMP's purpose is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.

1.3 This document sets out the requirements of the appointed contractor, which will form an annex to any contracts with sub-contractors. If the contractor seeks to vary the provisions of the CTMP, or any 'emergency deviations' are required, this will be undertaken in consultation with Hampshire County Council.

1.4 The main contractor is:

Contractors Name: TBC

Address: TBC

Tel: TBC

Email: TBC

1.5 The CTMP is a working document and may need to be updated as the construction of the development progresses. This CTMP should be read in conjunction with the accompanying Construction Environmental Management Plan (CEMP).

2 Background

Site Location

2.1 The Town Park site is located to the south and east of Phase 5 of the Berewood Scheme. A portion of the park has already been built to the south, known as the Town Park Phase A, comprising a skatepark and basketball court.

2.2 The location of the site in context of the Berewood development is highlighted by a red star in **Figure 2.1**.

Figure 2.1: Site Location in Context of Berewood

Source: Image from Berewood Hampshire website, page 'The Development'

2.3 The location of the site in relation to the wider highway network is shown in **Figure 2.2**.

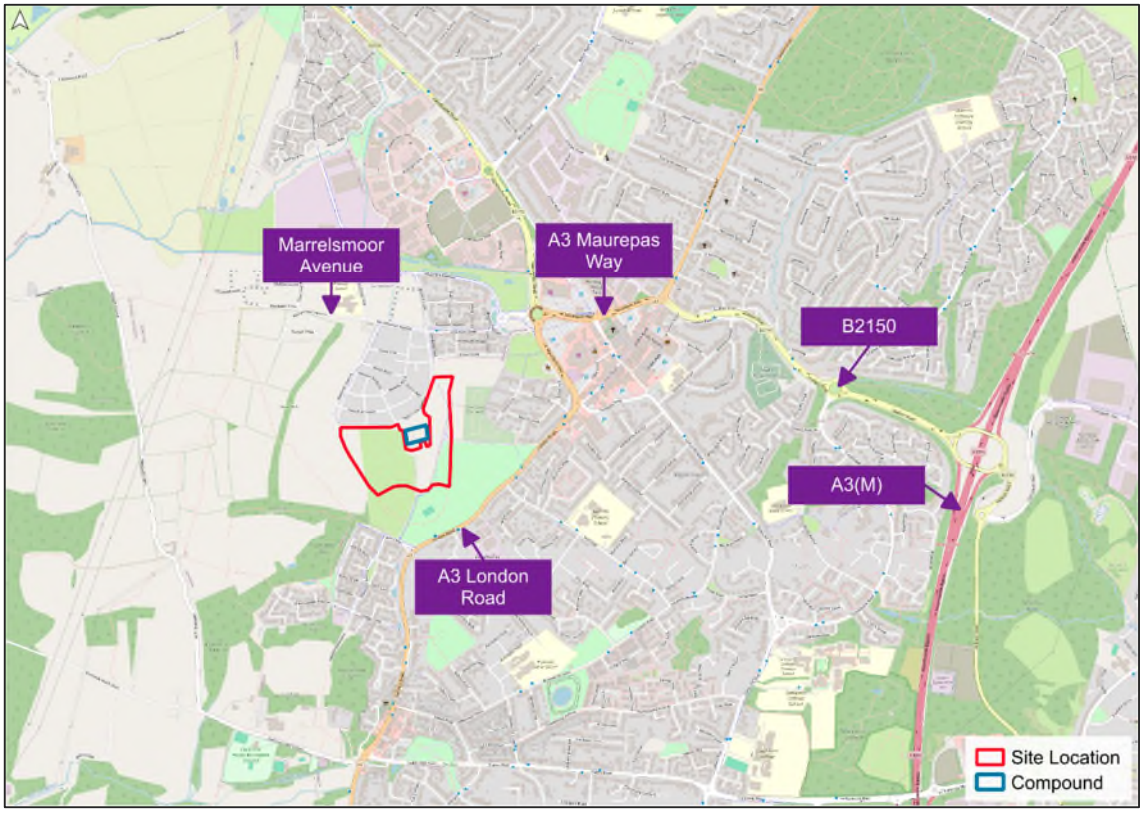


Figure 2.2: Wider Site Location

2.4 **Figures 2.1** and **2.2** indicate that the site is in close proximity to the A3 Maurepas Way. Maurepas Way continues east towards the B2150 Hulbert Road which provides access to the A3(M). The A3 also continues north on London Road towards Horndean and south towards Purbook and Cosham, before connecting with the M27 for Southampton. The B2150 Hambledon Road heads north towards Denmead and Hambledon.

Existing Site

2.5 The existing site comprises undeveloped land comprising an existing cricket pitch, earth mound and pond.

2.6 The site will ultimately be bordered by residential parcels to the north, east and west. At present, only parcels to the north and southwest have been built out.

Proposed Works

2.7 The CTMP intends to aid the delivery of the Town Park Phase B works. **Figure 2.3** highlights the proposed layout.

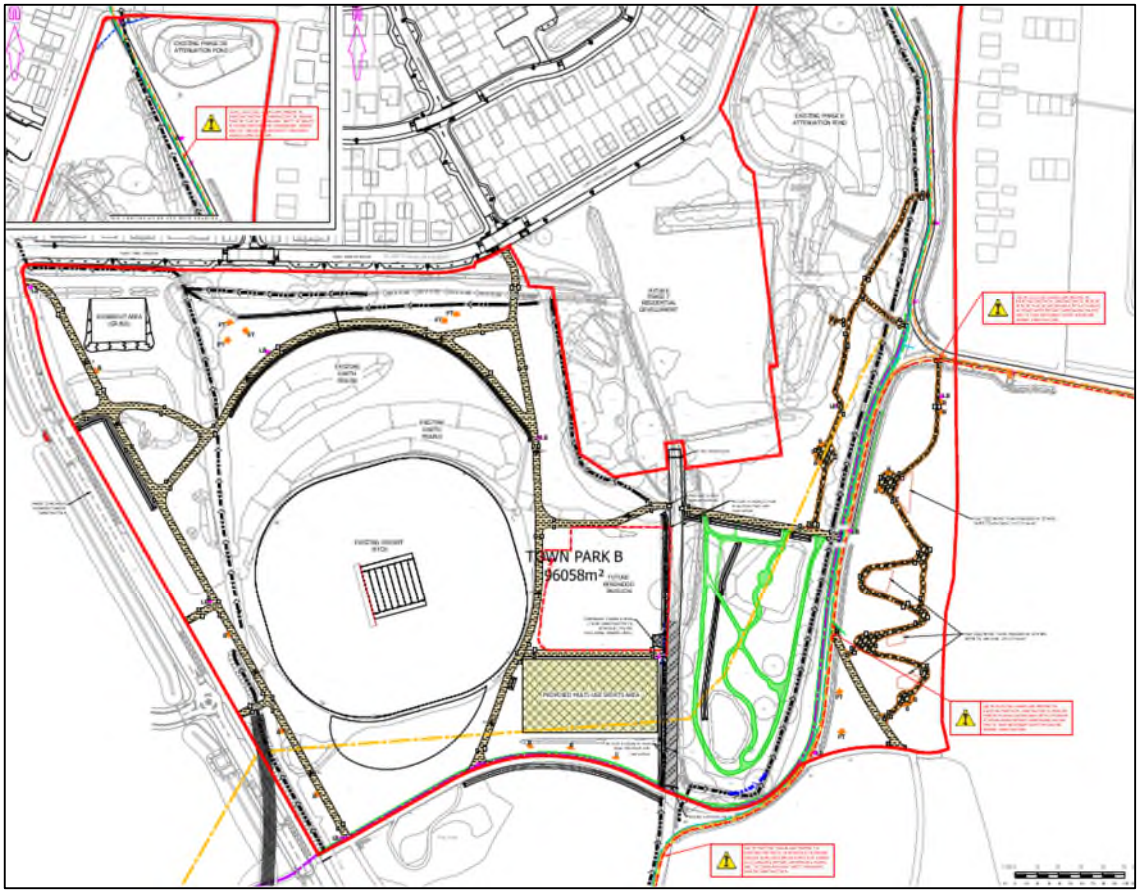


Figure 2.3: Proposed Layout

Source: GTWVille_TP2/RD/40 Rev G

Access Arrangements

2.8 All construction traffic associated with the proposed development will access the Berewood site via the A3, the B2150 Hulbert Road and Maurepas Way. The construction vehicles will then access the proposed site via Houghton Avenue, Winston Lane and subsequently Plant Farm Crescent. Construction traffic will be prohibited from utilising Grainger Street and London Road in the vicinity of Milk Lane.

2.9 **Figure 2.4** indicates the construction traffic routing through the Berewood development to the application site.

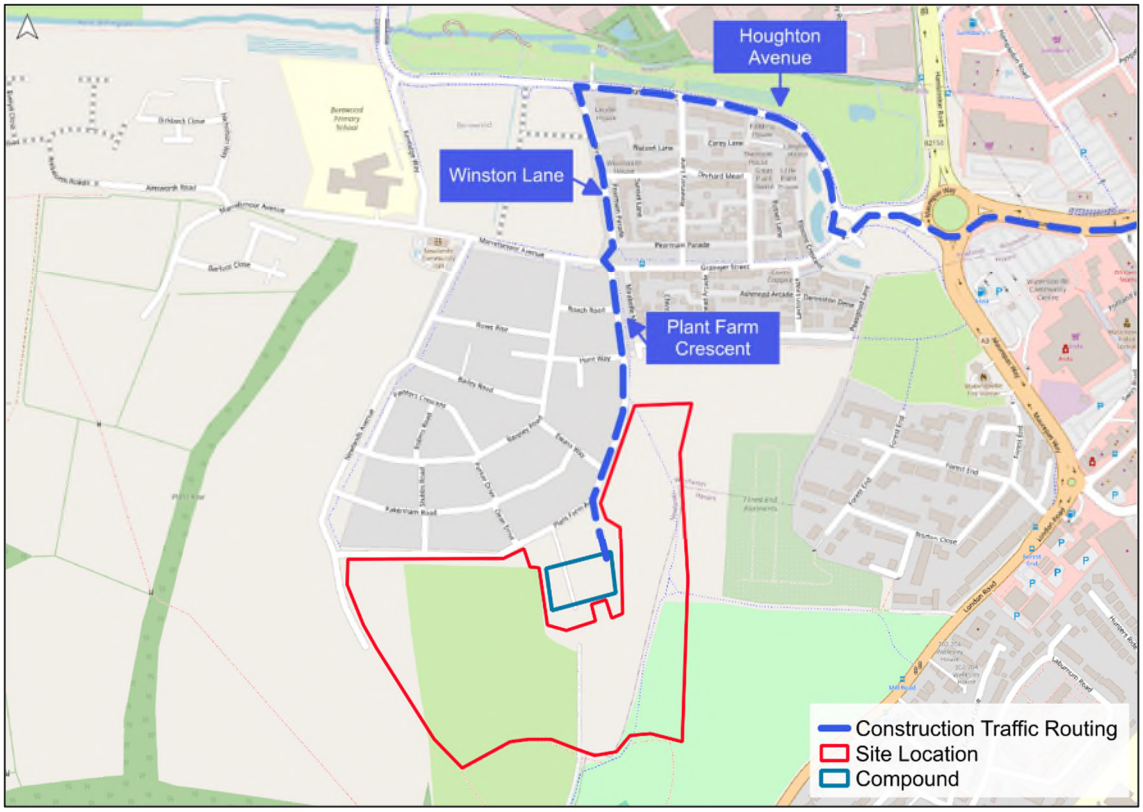


Figure 2.4: Construction Traffic Routing within Berewood Site

2.10 A regional routing plan is provided within **Appendix A** of this CTMP.

2.11 Tracking drawings are provided within **Appendix B** of this CTMP illustrating an 18m and 19m low loader accessing and egressing the compound area.

2.12 A compound will be provided throughout the construction period, located to the north of the Town Park site boundary within the area for the future Phase 7 development. The location of the compound is identified along with the tracking drawings within **Appendix B**.

2.13 The compound will comprise dedicated areas for the following:

- Appropriate areas for the parking and turning of operative, construction and visitor vehicles is provided;
- Areas are provided for the safe loading and unloading and storage of plant and materials;
- Areas are provided for the storage of waste in clearly signed and appropriate sized containers;
- Areas are provided for the safe and contained storage of fuel and the refuelling of plant. These must be at a minimum of 30m form the edge of the woodland, on impermeable ground and equipped with appropriate spill kits and fire extinguishers;

- Suitable provision of:
    - An oasis (self-contained Portakabin)
    - Portaloo
    - Container
    - Heras fencing around works and compound

2.14 A wheel wash facility will be operative for the duration of the works in the compound area and all vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway. The contractor will maintain access to a road sweeper throughout the works so that if mud occurs on the highway, the contractor will ensure that this is removed as soon as practically possible.

2.15 Pedestrian security gates will be present at the entrance to the compound area.

2.16 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed from the commencement of the works to ensure good practice from the outset.

3 Operating Hours, Noise and Vibration Controls

3.1 Due to the nature of the proposed works, a relatively short build out period is proposed of approximately 22 weeks. The site compound will be established prior to any site clearance or construction works.

3.2 A detailed work programme will be completed by the Contractor's Project Manager in order to facilitate the regular monitoring of on-site activities in relation the requirements of the CTMP.

Operating Hours

3.3 All works relating to site clearance and construction, including the use of plant and machinery on the site, will take place between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. No works will take place outside of these hours, nor at any time on Sundays or bank holidays.

Noise Controls

3.4 **Method Statement 4: Control of noise impacts upon on-site and off-site personnel**, which is appended to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any noise impacts.

3.5 Items 14 - 17 in Table 5.2 within the CEMP provide details relating to the site working hours and noise controls during the construction period.

3.6 As stated above, all construction works on the site will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. Where possible, noisy works will be planned for outside of the main school day i.e. after 2pm.

3.7 If the appointed contractor wishes to vary the hours of operation or any 'emergency deviations' are required during the construction period, this shall be undertaken in consultation with the Hampshire County Council.

3.8 The noise mitigation measures that will be undertaken at the site during construction of the development comprise:

- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
- All vehicle drivers to be advised of agreed haulage routes selected to minimise any noise impact arising from additional lorry movements within a Delivery Plan;
- Silencers or mufflers as appropriate to be fitted to plant and machinery;

- A Prior Consent agreement with Winchester will be sought for any substantial or particularly noise-sensitive project;
- Noisy plant and equipment will be sited as far away as is practicable from sensitive receptors;
- Where necessary to control noise, hoardings may be provided. Hoarding may take the form of security hoards, or purpose built noise screens;
- Vehicles and plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions;
- Machinery in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum. Noise emitting equipment required to run continuously e.g. generators, will be housed in suitable noise reducing enclosures;
- Only “sound reduced” compressors shall be used;
- Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers; and
- Care will be taken when loading or unloading vehicles, or moving materials etc to reduce noise impact.

4 Air and Dust Management

4.1 **Method Statement 3: Creation of dust impacting on-site and off-site personnel and flora and fauna**, which is appended to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any dust impacts.

4.2 Items 6 to 13 in Table 5.2 within the CEMP provide details relating to the mitigation measures to control dust during the construction period.

4.3 To summarise, the measures that will be undertaken at the site to mitigate the impact of air and dust during construction are as follows:

- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
- Vehicles carrying dusty materials to be suitably covered;
- Site roads to be swept and sprayed with water to prevent dust nuisance;
- Recycling activities that have the potential to generate dust to be sited in such a way to minimise dust nuisance to sensitive receptors;
- Activities found to be generating dust in conditions where dust being spread may affect the public to be stopped, rescheduled or mitigated;
- All supervisors to be familiar with the provisions of IAQM 'Guidance on the Assessment of Dust from Demolition and Construction';
- All plant to be fitted with diesel particulate filters;
- Site vehicles to be preferentially sought to have vertical exhausts to limit surface dust re-suspension;
- All vehicles leaving the site to be subjected to wheel washing where necessary;
- All materials and spoil to be stored on site to be sheeted or damped down as appropriate in dry weather to reduce dust;
- Stockpiling to be in accordance with CIRIA 'Environmental good practice guide on site (5th edition); and
- Stockpiles of materials not suitable for on-site re-use to be removed as soon as is practicable in accordance with applicable waste management legislation.

Wheel Washing Facilities

4.4 All vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway.

4.5 The contractor will maintain access to a road sweeper so that if mud egress on the highway occurs, the contractor will ensure that this is removed as soon as practically possible.

5 Waste and Materials Re-use

5.1 Construction waste is a form of controlled waste. As such, the storage, transport, handling and disposal of such waste will only be handled by competent operatives who have been authorised by a competent body.

5.2 An area for the storage of waste will be provided within the site in clearly signed and appropriately sized containers. To ensure pedestrian safety these will be located away from on-site pedestrian movements. Furthermore, they will be located clear of the vehicular route through the site.

5.3 The following measures will be undertaken to control waste and re-use of materials during the construction of the development:

- Apply the Waste Hierarchy[1] to all stages of the construction process to encourage the minimisation of waste and re-use where possible;
- The appointed contractor will provide an indicative site layout of the site waste management area. This will be sited away from construction traffic and/or heavy mobile plant and will include:
    - Enough appropriate skips to allow for easy segregation of waste;
    - Skips will be located as close to the area where the specific waste is generated as possible, whilst also being easily accessible for waste carriers to collect or otherwise empty;
    - All skips will be clearly signed and colour coded;
    - Where appropriate, skips will be sealed;
    - Enough space will be provided for storage elsewhere, to prevent damage to delivered materials; and
    - Adequate and suitable storage space to allow storage of material for later re-use.
- All waste carriers will be licenced;
- All waste removal off site will be recorded and tickets retained; and
- A 'Waste Champion' will be identified with responsibility to ensure good housekeeping across the site to prevent and contain waste.

[1] As cited in The Waste (England and Wales) (Amendment) Regulations 2012

6 Traffic Management

6.1 A construction vehicle routing plan is provided in **Appendix A**. The routing plan illustrates the route that will be taken by vehicles arriving at and departing from the site. All construction traffic associated with the Town Park Phase B works will access Berewood via the A3 and the B2150 Hulbert Road only. On arrival at Berewood, construction traffic will then access the proposed site via Houghton Avenue, Winston Lane and Plant Farm Crescent. Construction vehicles will be prohibited from utilising Grainger Street and London Road in the vicinity of Milk Lane and through Purbrook Village.

6.2 The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian activity as far as possible and avoid undue interference with the safety and operation of the surrounding movement network.

6.3 If necessary, construction vehicles will be held within the site to minimise the number of such vehicles on the local road network at any one time. The site manager and designated foreman will oversee this.

6.4 Delivery scheduling will target trips to occur outside of both the standard morning and evening peak hours (08:00-09:00 and 17:00-18:00) and outside of the Saturday morning peak hour (12:00-13:00). No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School and the Southern Primary School once it is operational.

6.5 Items 1 and 22 in Table 5.2 within the CEMP provide details relating to the mitigation measures to control the impact of vehicles during the construction period.

Construction Vehicle Trips

6.6 **Table 6.1** provides details of the predicted number of daily vehicular trips associated with the site construction.

Hour	Predicted Construction Traffic					
	Arrivals		Departures		Total	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total vehicles	HGVs
Pre-peak (07:00-08:00)	4	0	0	0	4	0
08:00-09:00	0	0	0	0	0	0
17:00-18:00	0	0	4	0	4	0
Daily	7	3	7	3	14	6

Table 6.1: Predicted Daily Construction Movements – Town Park Phase B

6.7 As noted by **Table 6.1**, it is anticipated that the construction of the footpath/cycle path would generate a total of 14 vehicle movements per day, six of which would be HGVs. It is expected that the all of HGV trips will occur outside of peak hours. **Table 6.1** also illustrates that construction staff will arrive on site pre-peak, to commence work at 8am.

6.8 Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. Furthermore, movements will be coordinated to minimise activity during typical commuter and school related travel times.

Management of Construction Vehicles

6.9 Where possible, material deliveries will be arranged on a 'Just In Time' (JIT) basis in order to minimise the amount of materials required/stored on site.

6.10 All suppliers will be informed of the protocol regarding deliveries and collections. All deliveries will be required to be booked in advance and will be given an arrival time slot which will be managed by the site manager.

6.11 Construction vehicles will be prevented from waiting, standing, queuing upon and loading/unloading from the surrounding movement network through the implementation of the following measures:

- Construction vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours so that vehicles only arrive when the site is open;
- No waiting, parking, loading or unloading will be permitted on Plant Farm Crescent. This will ensure pedestrian safety within the vicinity of the site;
- The site manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site;
- All vehicular parking will be confined to a designated on-site parking area;
- All loading/unloading will take place within the site;
- All access and egress points to the site will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay; and
- All construction vehicle drivers will be informed of the above procedures prior to travelling to the site.

6.12 Grainger Plc will ensure that all contractors are provided with the above information.

6.13 Any pre-commencement condition surveys will be carried out as part of the S38 adoption process for the relevant roads. As such it is not considered necessary for a pre-commencement condition survey to be undertaken.

7 Amenity, On-site Signage, Public Safety and Site Security

Amenity

7.1 Welfare facilities will be provided for the construction workers including:

- Hot water washing facilities;
- Drinking water;
- Changing and drying room;
- Rest area; and
- Male and female toilets.

On-Site Signage

Signage for Vehicles

7.2 Signage will be provided on the external public highway for construction vehicles travelling to the site.

7.3 Within the site, internal signage will direct construction vehicles to the appropriate area of the compound.

7.4 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed within two weeks of the commencement of development to ensure good practice from the outset.

Signage for the General Public

7.5 Clear signage will be provided around the site to ensure that the general public is made aware of the development plans and of the contact details of the external liaison officer, should they have any comments or complaints.

On-Site Public Safety

7.6 Pedestrian routes through the site will be separate from the site traffic route. Signage and pedestrian barriers to re-route footways will be provided where required to protect the pedestrian route along Plant Farm Crescent during the construction period.

Forward Driving

7.7 All vehicles will be required to drive straight into the site; no reversing into or out of the site will be permitted and drivers will be informed of this requirement prior to travelling to the site. The site manager or designated foreman will oversee the arrival of vehicles. This will ensure the safety of pedestrians within the site.

7.8 An appropriately sized area will be provided for the turning of construction vehicles within the site.

On-Site Parking and Turning Facilities

7.9 As previously stated, the site compound will include a dedicated area for the turning of vehicles. Separate areas for the parking of operatives' and visitors' vehicles along with construction vehicles will be provided. An appropriately sized area will be provided within the site for the turning of construction vehicles. Pedestrian routes through the site will be separate from the site traffic routes and the turning area will be located separate from pedestrian routes through the site, to ensure pedestrian safety.

7.10 As stated above, the signage will direct vehicles to the compound. Vehicle speeds within and on approach to the site will be low, to minimise risk to other road users and site operatives.

7.11 Visitor parking will be confined to designated on-site parking areas. This will ensure that the travel route for construction vehicles and pedestrians within the site is not obstructed and visibility for drivers and pedestrians is not impinged. No parking will be permitted on any roads on the local highway network near the development.

Loading and Unloading

7.12 All loading and unloading will take place within the site. A designated compound area for the storage of materials and plant will be provided within the site, as well as a separate area for the storage of waste.

7.13 All access and egress points to the materials and plant store will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay.

7.14 General site management measures and responsibilities relating to safety are included in Table 4.3 of the accompanying CEMP. These include measures such as instructing vehicles to use the routes identified, to avoid parking site vehicles where they will impact the local highway and taking appropriate care when using construction equipment in proximity of buildings.

On-Site Security

7.15 Pedestrian security gates will be provided at the access to the site compound.

7.16 The site compound will be fenced in to make it secure. It will contain temporary offices, welfare and storage facilities. Small plant and equipment will be placed in this fenced area overnight.

7.17 Security on site will be maintained at all times. The perimeter of the site will be secured by a mixture of 2.0m high heras fencing or 2.0m timber fencing. Where necessary the perimeter fencing will be reinforced with Heras fencing to improve the site perimeter security.

7.18 Fencing will be frequently inspected, repaired and repainted as necessary.

7.19 The site fencing will clearly display publicity material including information on the site programme, as well as the telephone contacts for receipt of complaints and/or enquiries and the name of the site representative who should be contacted. Signs will also be displayed to indicate any changes to pedestrian routes around the site. Where practical and safe, observation panels may be provided for public interest.

7.20 Outside of the operational site hours, if necessary mobile security controls will be put place to ensure the site is patrolled on a regular basis or CCTV cameras will be installed at strategic positions to provide coverage of the site.

7.21 The site will also be lit during working hours in winter months with initial street columns and local task lighting as deemed necessary.

8 Community Liaison

8.1 Liaison with local residents is a key consideration for Grainger Plc. Grainger Plc will appoint the site manager as the neighbourhood liaison officer and the site manager will be the named representative for contact with the community as the project progresses.

8.2 Grainger Plc will continuously monitor the best means to report current site progress and relevant updates to the local community. A noticeboard will be located outside the site which will provide details of current and anticipated works, in addition, alternative methods of reporting information, for example, the use of a website or a newsletter may also be provided.

8.3 Prior to the commencement the construction works, and for any significant work activities on site (e.g. drainage and service connections), all neighbours will be notified via a letter drop. The letters will set out details of the work that are to be undertaken, together with contact details for the key Grainger Plc personnel involved with the works.

8.4 If necessary, resident meetings will be arranged so that there is a forum available for relevant matters to be raised directly with the Grainger Plc team.

9 Summary and Conclusion

9.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP).

9.2 The purpose of the CTMP is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.

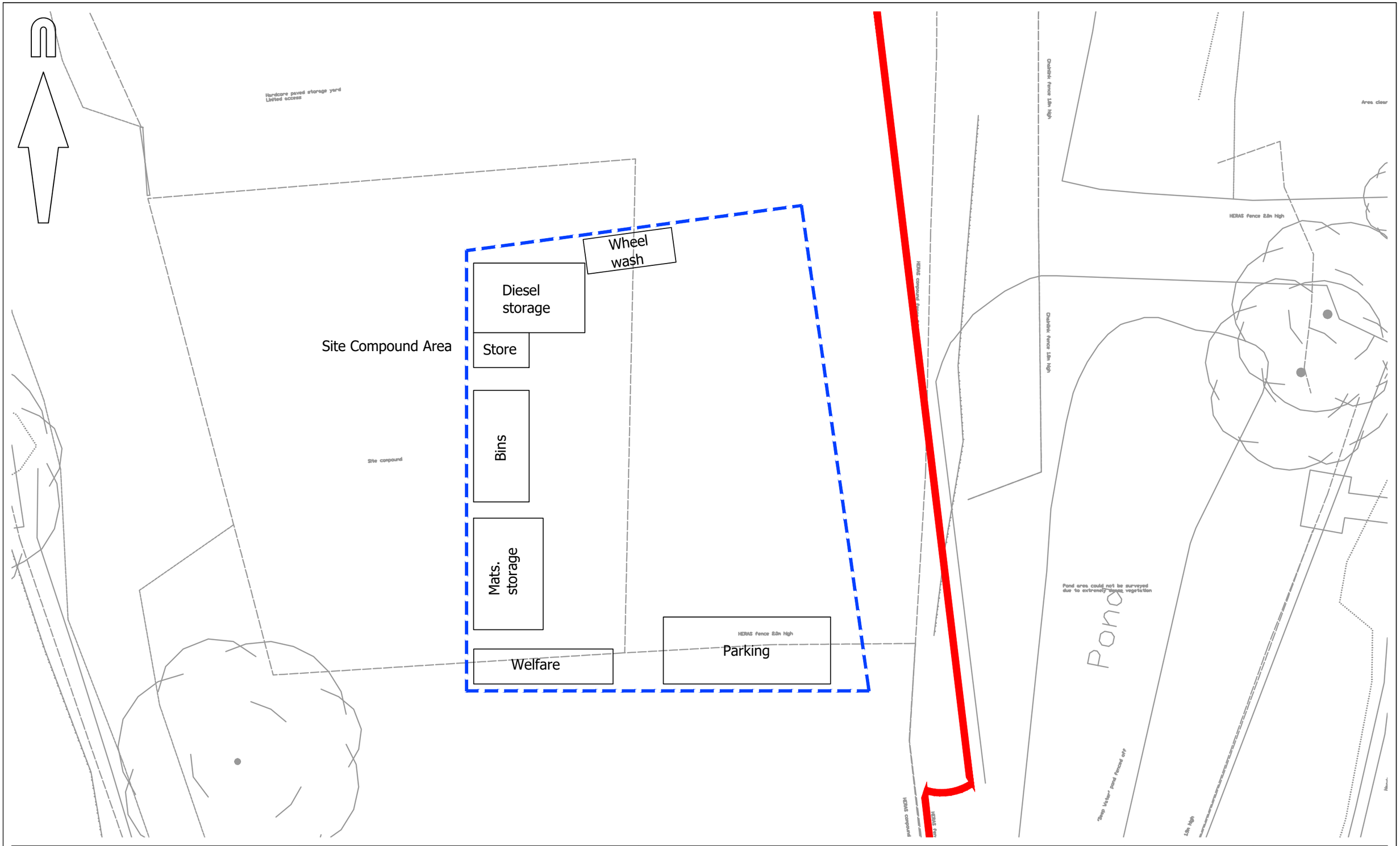
9.3 This CTMP demonstrates:

- A site compound will be provided during the construction period;
- Measures will be put in place to ensure public safety, amenity and site security;
- Construction will take place over an eight week period and works will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday;
- Measures will be put in place to control any noise and vibration resulting from the construction works;
- Measures that will be put in place to mitigate the impact of air and dust during construction;
- Measures will be undertaken to mitigate the impact of storm water and control sediment during construction of the development;
- Waste will be controlled, and materials re-used during construction of the development;
- A routing plan for construction vehicles is provided and the procedure for the management of such vehicles is set out; and
- Details of amenity facilities, on-site signage, public safety and site security are provided;
- Liaison with the local community is taking place.

APPENDIX A: Regional Routing Plan

Regional Routing Plan

APPENDIX B: Construction Vehicle Swept Path Analysis



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project
BEREWOOD, WATERLOOVILLE,
TOWN PARK PHASE B

title
SITE COMPOUND AREA

scale	drawn by	checked by
1:250 @ A3	JME	NE

date created	date revised	cad file	suitability	rev.
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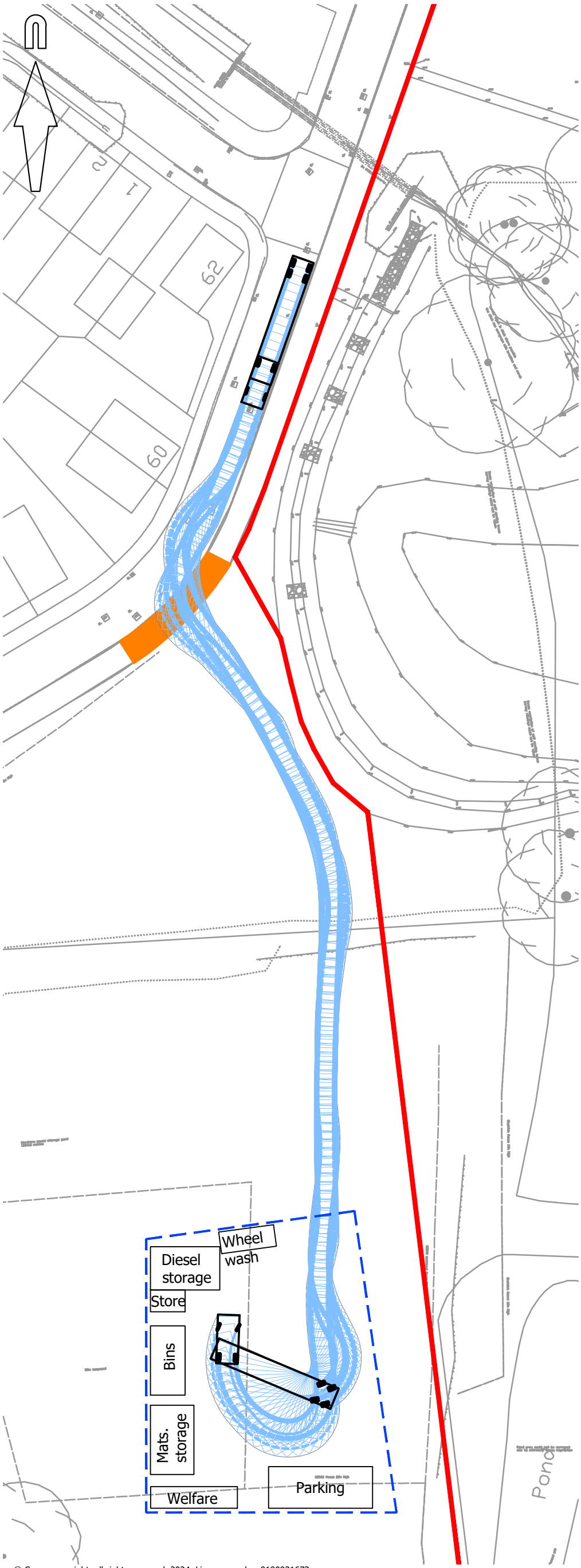

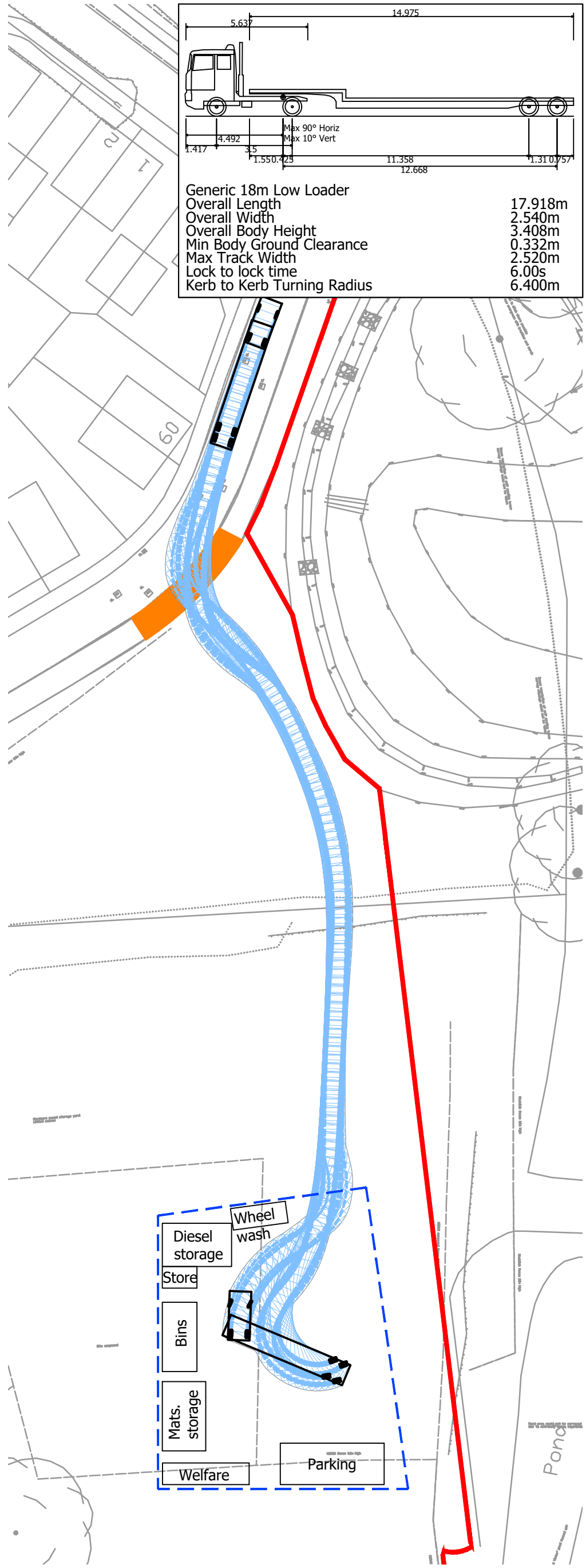

Generic 18m Low Loader	
Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.400m

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title
BEREWOOD, WATERLOOVILLE,
TOWN PARK PHASE B

SWEPT PATH ANALYSIS. 18M LOW LOADER
ENTERING COMPOUND, TURNING, AND EXITING

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1:500 @ A3	JME	NE		
date created	date revised	cad file	suitability	rev.
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drawing number
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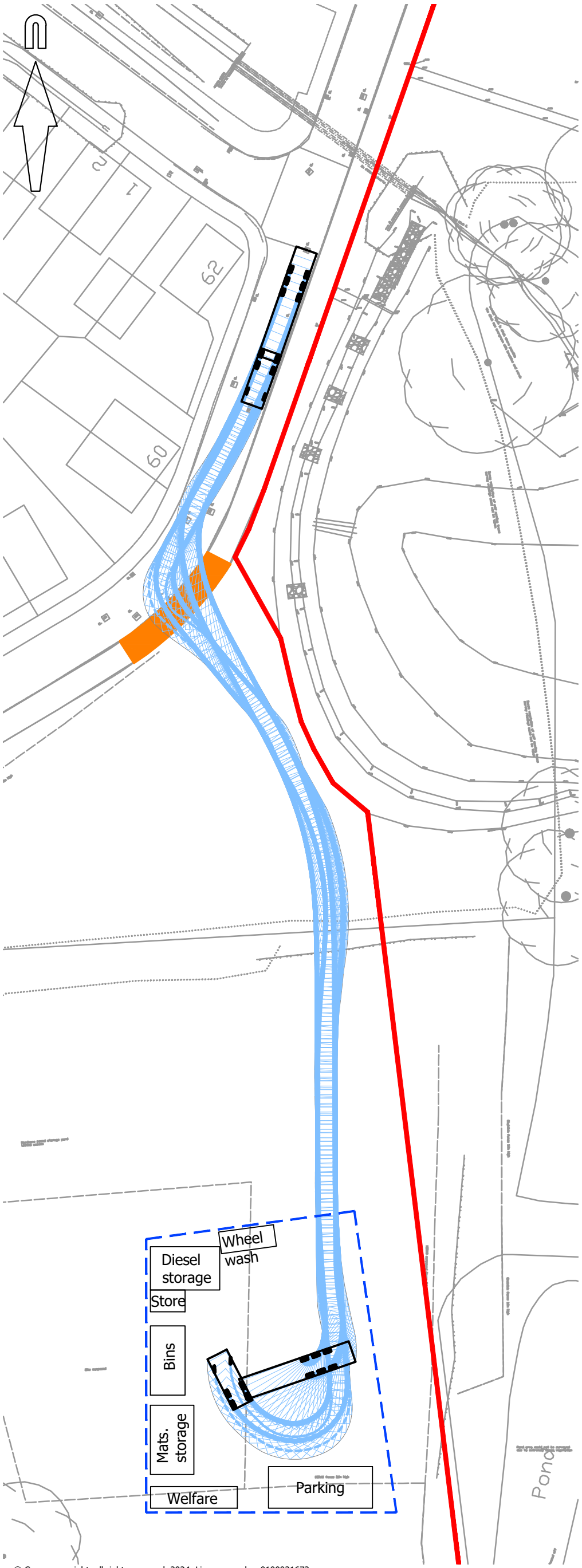

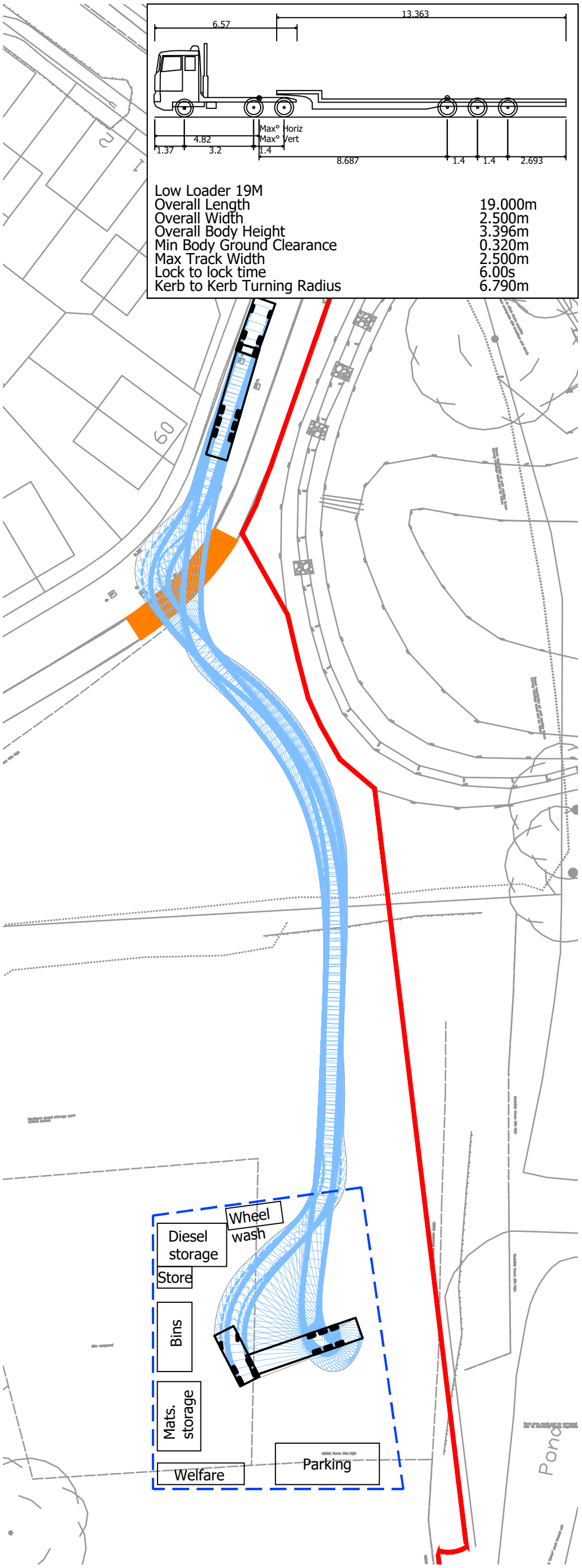

Low Loader 19M	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

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BEREWOOD, WATERLOOVILLE,
TOWN PARK PHASE B

SWEPT PATH ANALYSIS. 19M LOW LOADER
ENTERING COMPOUND, TURNING, AND EXITING

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