



Langstone Park
Havant

**Framework Construction Traffic
Management Plan**

For

XLB Property

Document Control Sheet

Langstone Park

Havant

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This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been instructed by XLB Property (the “Developer”) to prepare this Framework Construction Traffic Management Plan (FCTMP) Statement in relation to an approved commercial development on land at Langstone Park, Havant (the Site). Specifically, this FCTMP has been prepared to discharge condition 8 attached to permission APP/22/00172, which states:

“No development shall take place on site until a Framework Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority which sets the overarching construction traffic management principles the phase-specific Construction Traffic Management Plans must abide by.”

- 1.2 This document is a framework to which a full CTMP will be based upon prior to the commencement of each phase of the development. Each phase-specific CTMP will set out details of the construction site layout and swept path analysis, to demonstrate how construction vehicles will access the site for that phase.
- 1.3 The purpose of each CTMP is to ensure that the impact of construction work on local residents, other sensitive receptors and the immediate highway is kept to a minimum and that appropriate controls are identified should they be necessary.
- 1.4 This FCTMP is intended to address the health and safety issues related to all vehicles and mobile plant travelling to, from or around site during each construction phase of the project.
- 1.5 The FCTMP will cover;
- ▶ Communication Strategy: Setting out a provisional communication strategy between the development team, stakeholders, suppliers, and subcontractors
 - ▶ Work and Programme: including core construction hours and periods
 - ▶ Traffic & Transport: Measures to control access routing, timing of movement, vehicle restrictions, loading and unloading of plant and parking will be discussed in this section,
 - ▶ Management and Monitoring.

2.0 Construction Site Location

Site Details

- 2.1 The Site is located on the south of A27 and west of Langstone Road, approximately 500 metres south of Havant Town Centre.
- 2.2 The Site is currently occupied by a range of commercial uses including office and lab space, as well as Class E(g)(iii)/B2 and B8 industrial uses. There is also a gym and nursery/creche on site.
- 2.3 The location of the Application Site is illustrated below.

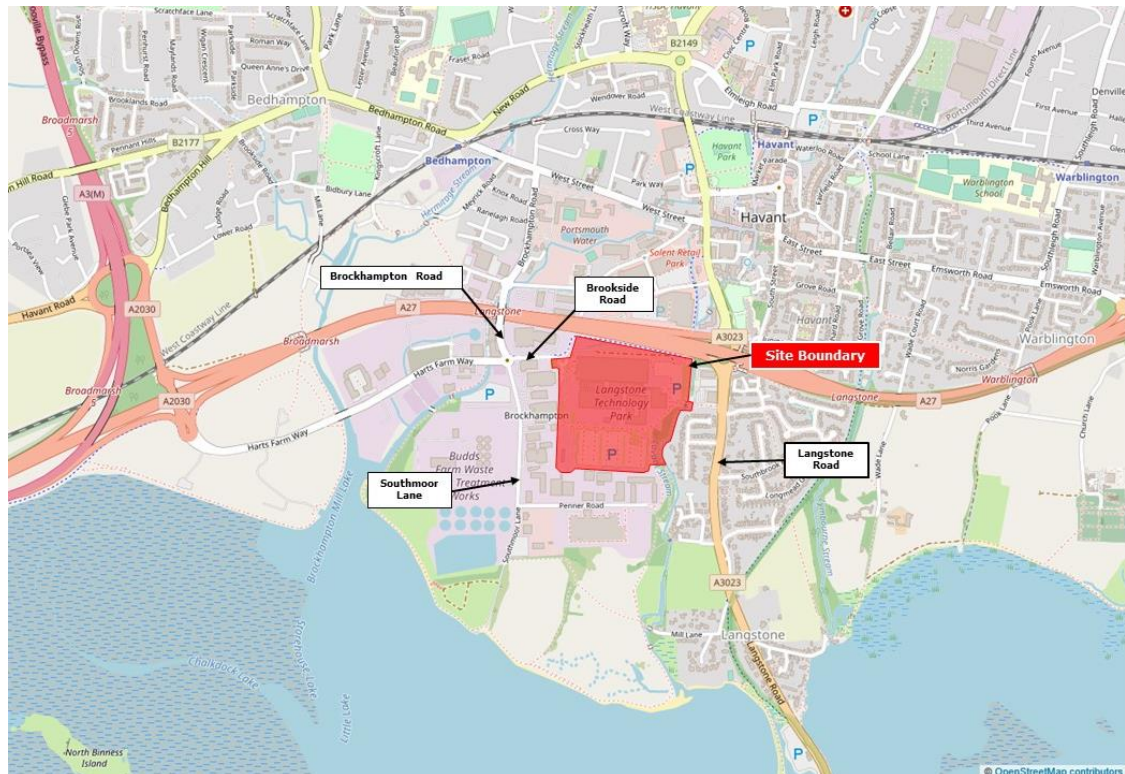


Figure 2.1 - Site Location

- 2.4 The Site is bordered to the north by the A27 and to the south and west by other commercial developments. To the east there are a mixture of uses including a hotel, restaurant and residential areas.

Highway Network

- 2.5 Vehicular access to the Site is achieved via Brookside Road to the west, Langstone Road to the east and Penner Road to the south, which is for emergency use only. Brookside Road and Penner Road both connect to Harts Farm Way, which provides access to the A27 to the west.
- 2.6 Langstone Road runs south from Havant to Hayling Island, forming a junction with the A27 approximately 130 metres north of the access road.
- 2.7 The Local Highway Network is shown in the figure below.

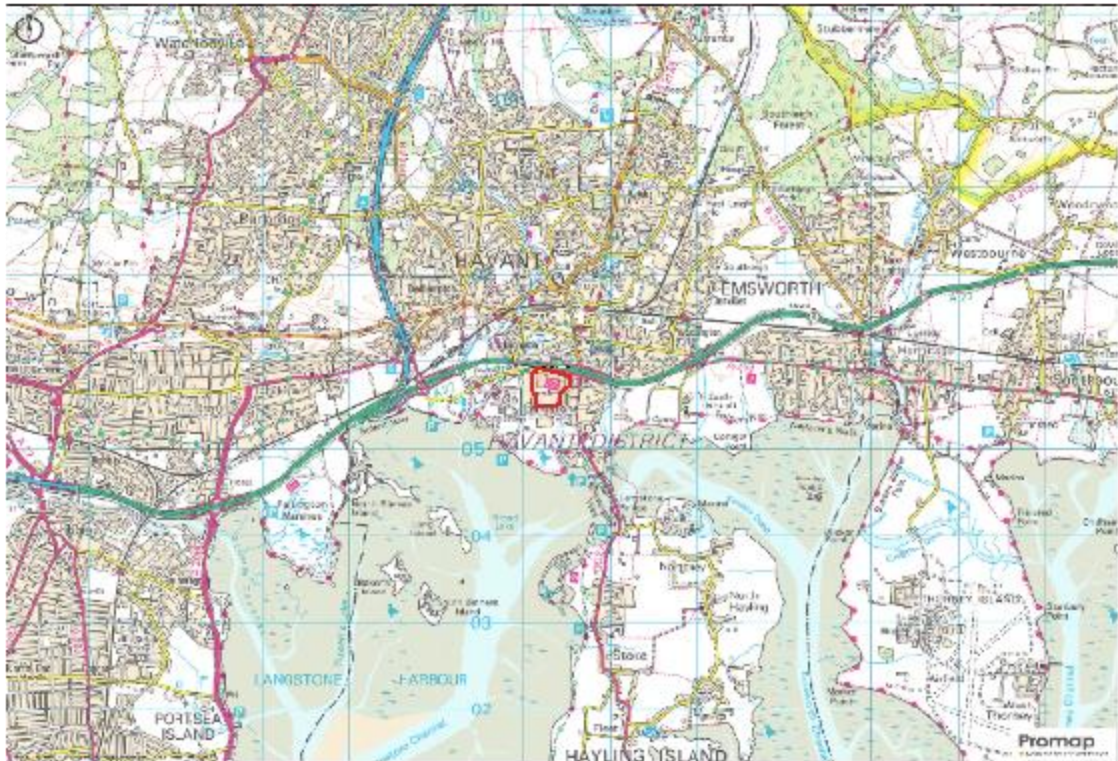


Figure 2.2 - Site in Relation to the Highway Network

3.0 Provisional Communication Strategy

- 3.1 Under the Considerate Construction Scheme (CCS) a communication strategy will be established pre- and post-works. This will incorporate the following elements;
- ▶ Appointment of site liaison officer for a single point of contact; and,
 - ▶ Creation of contact numbers of 24 hour / 7 days a week requirement.
- 3.2 The CTMP will be communicated to all suppliers, subcontractors and stakeholders by the following means.
- ▶ Subcontract orders;
 - ▶ Pre-meetings;
 - ▶ Pre-start meetings;
 - ▶ Site Inductions;
 - ▶ Health and Safety Meetings; and,
 - ▶ Presentations.

4.0 Work and Programme

- 4.1 The development involves the demolition of 51,755m² of existing floorspace (predominantly office but including labs, industrial, data centre and ancillary uses) and its replacement with up to 52,000m² (gross external area) of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) and ancillary uses (Class E(b) and E(d)).
- 4.2 The development is expected to be delivered in a series of phases, including some demolition only phases. Details of the proposed phasing will be set out within the Phasing Plan required under Condition 5.

Project Programme

- 4.3 The expected project duration will be confirmed by the appointed contractor(s) although it is envisaged that the overall delivery of the development will be phased over a 10 year timeframe.
- 4.4 The breakdown of activities required is subject to confirmation by appointed Contractors and will be confirmed before works commence on each phase.

5.0 Traffic and Transport

Initiatives to Minimise Travel

- 5.1 The Contractor would undertake a number of activities to minimise the number and length of journeys made in relation to the construction work. These would include:
- ▶ Provision of details of local public transport services;
 - ▶ Advance warning to site operatives and visitors that limited parking is available within the site, parking on roads surrounding the site will not be permissible and enforcement measures taken against those found to be doing so;
 - ▶ Where possible site staff will use crew vans to minimise vehicle movements; and
 - ▶ The Contractor will make reasonable endeavours to use local suppliers for materials where this is possible.

Vehicle Type

- 5.2 Of the vehicle movements, the typical vehicle types will be as follows:

- ▶ Light vehicles – cars and small vans;
- ▶ Low Loaders comprising up to 10m flatbed;
- ▶ 8 wheel delivery lorry up to 20 tonnes gross weight (10m length);
- ▶ Concrete mixers – delivering ready mixed concrete; and
- ▶ 16.5m large articulated lorries

- 5.3 Typical vehicle types are illustrated in Figure 5.1 below:

	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Other Goods Vehicles 1 (OGV1)	Flatbed material delivery vehicle (up to 12m long)	
	Ready mixed concrete lorry.	

	Vehicle Type Description	Typical Vehicle
	8 wheel delivery lorry (up to 32 tonnes gross weight)	
Others Goods Vehicles (OGV2)	16.5m Large Articulated Vehicles	

Figure 5.1: Vehicle Types

- 6.1 All contractors and sub-contractors operating vehicles over 3.5 tonnes will be required to meet the Construction Logistics and Community Safety (CLOCS) standard criteria:
- ▶ They are a member of the Fleet Operator Recognition Scheme (FORS);
 - ▶ All drivers must have undertaken cycle awareness training;
 - ▶ All vehicles must have side guards fitted (unless it can be demonstrated that the lorry would not perform the function for which it was built if side guards are present);
 - ▶ All vehicles must have a close proximity warning system fitted, comprising a front mounted, rear facing CCTV camera, a close proximity sensor, an in-cab warning device and an external warning device; and
 - ▶ All vehicles must display prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- 6.2 It will be a requirement that all deliveries to the site will be undertaken by Silver or Gold accredited contractors under FORS, where possible in accordance with the CLOCS standard. Where Bronze accredited contractors are appointed, written assurance stating that vehicles have adequate blind spot minimisation equipment fitted and that drivers have received the necessary training will be sought from the supplier. No deliveries will be undertaken from non-accredited suppliers.
- 6.3 FORS ID numbers will be used as part of the delivery booking process to ensure that all operators visiting the site are FORS accredited.

Daily Profile of Deliveries

- 6.4 All deliveries will take place during weekdays only and on Saturday mornings.
- 6.5 The Contractor will be required to manage HGV deliveries to avoid the weekday peak periods (07:00 – 09:00 & 16:00 – 19:00). The contractor will also be required to manage light vehicle movements to avoid the weekday peak hours (08:00 – 09:00 & 16:30 – 18:00).
- 6.6 The contractor will be expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'. Stacking of vehicles on the public highway will not be permitted. This will be undertaken by the use of a booking system as set out within Section 8.0.

Road Safety

- 6.7 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the site access will be provided in accordance with Chapter 8 of the Safety at Street Works and Road Works.

- 6.8 Wheel cleaning facilities will be provided on the site. Periodic review of the roads adjacent to the site will be undertaken, in addition to a final review upon completion of works. Should the transfer of mud and debris onto the public highway be evident at any such inspection, the appointed contractor shall undertake to sweep the affected highway with a mechanical road sweeper as required. Additionally, road sweeping will be carried out at the request of Havant Borough Council to keep the highway adjacent to the site access clear of mud and debris.
- 6.9 All deliveries will be undertaken within the site. An area for delivery vehicles to unload will be provided as well as a storage area and staff welfare facilities.
- 6.10 Contractors / suppliers will not be permitted to wait on the public highway outside of the site. Vehicles will drive into the site and will immediately be routed into the loading/unloading area, to enable construction materials and plant to be delivered.
- 6.11 Vehicle manoeuvring will be controlled through the use of a qualified banksman, this banksman will coordinate incoming and outgoing HGV movements with traffic movements within the site. A swept path analysis will be undertaken for typical construction vehicles, demonstrating that they can enter the site, turn within the loading/unloading area and leave the site in a forward gear
- 6.12 Fencing will be erected and maintained in order to prevent unauthorised access to the Site. In accordance with the phased development, fencing will be erected for each phase of the development, then taken down once construction is complete.

HGV Distribution and Assignment

- 6.13 All HGV construction traffic will be instructed to access the site from the west via Harts Farm Way and Brookside Road. This is illustrated in Figure 5.2 below. The planning permission includes restrictions on the number and type of vehicles allowed to access the site from Langstone Road, to the east. Every effort will therefore be made throughout the construction process to prevent the use of this access for HGV construction traffic.

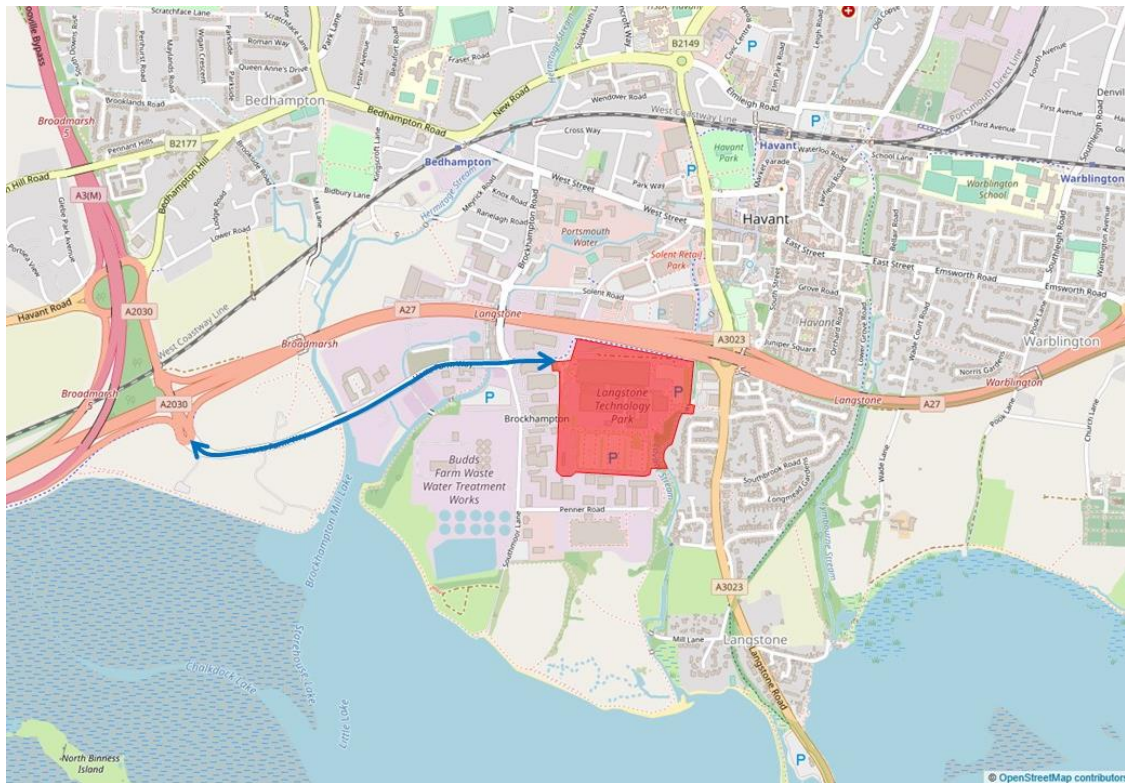


Figure 5.2: HGV Traffic Routing

- 6.14 The construction traffic route ensures vehicles use the Strategic and Primary Road network for the maximum length possible and hence minimise the requirement to pass through residential areas.

Coordination with Other Construction Works

- 6.15 During the construction of the Development the Contractor will be required to make reasonable endeavours to coordinate deliveries with other construction being undertaken in the vicinity of the works in order to minimise the cumulative impact of construction traffic.

Measures to Control Emissions, Dust and Dirt During Construction

- 6.16 Upon appointment, the Contractor will be encouraged to utilise low emission plant at the Site.
- 6.17 To minimise the impact of dust during the demolition/construction phases, any materials taken to/from the site will be damped down and covered to minimise the risk associated with dust.
- 6.18 To reduce the impacts of dirt during construction, wheel washing will be provided to ensure no dirt is carried onto the public highway.

Recycling/Disposing of Waste

- 6.19 The contractor will be required to maximise the quantity of materials recycled on the site and equally minimise the volume of waste removed from the site. The best practicable environmental options will be achieved at the site to ensure compliance with the necessary legislation for all site options. Methods relating to waste can be confirmed upon the appointment of a contractor at the Site.

7.0 Phasing

Phasing

- 7.1 The development will be constructed in phases to maintain access throughout the works. At this stage, it is anticipated that the development will be phased as shown below, although it is noted that the phasing plan (as required under Condition 5) may be subject to amendment over time.



Phasing Plan

- 7.2 The proposed phasing takes into account buildings with high vacancy levels and unlettable space, existing occupants and lease events along with the need to retain facilities for existing occupiers as well as offering a practical solution to dealing with redeveloping a site with a central shared plant area. It is currently foreseen that the works will be conducted as flows:
- ▶ Phase 1 – Work would consist of the demolition of B6000. This would allow development of the plot and start the formation of the new primary internal access route around the Site.
 - ▶ Phase 1A – Landscape mitigation consisting of new planting along site boundary.
 - ▶ Phase 2 – Construction of a maximum of 9,000m² GEA and new link road on existing car parking area.
 - ▶ Phase 3 – Demolition of building 5000 and construction of replacement buildings providing flexible employment floorspace.
 - ▶ Phase 4 – Work would consist of the demolition of B7000 and the continuation of the primary access route with buildings being developed either side of the new link road. These would consist of flexible employment floorspace along with amenity/support services such as a gymnasium and café.

Improvements would also be undertaken to the existing public footpaths in the north eastern corner of the Site which would consist of resurfacing and widening to create pedestrian/cycle access linking to the new primary circulation route in the Site. External amenity space would also be formed.

- ▶ Phase 5 – This phase would consist of the demolition B1000 & B4000 and the development of new employment floor space and the continued formation of the new primary access route along with the extension of the existing amenity space to the north of the Site.

- 7.3 The phasing plan sets out what is currently expected in terms of the phasing of the development although, as acknowledged by Condition 5, this may be subject to change and refinement over time as plots could be combined or subdivided subject to market demands. It is considered that access during construction would be managed via a CTMP for each phase.
- 7.4 The applicant is committed to ensuring that the construction works do not lead to parking overspill onto the surrounding streets. Sufficient parking will be retained throughout the works to serve any of the existing buildings that remain occupied alongside each new phase which have been designed to be self contained with respect to parking.
- 7.5 The current phasing plan hinges around bringing down B6000 early on, which being a three storey office building generates considerable parking demand. Doing this effectively provides an excess of parking that allows development to be progressed elsewhere within the site.
- 7.6 As outlined above, the phasing plan is subject to change based on a variety of factors. In accordance with Condition 32, full details of car parking provision for each phase will be submitted for approval prior to the commencement of said phase. The provision of parking associated with construction will be set out within each phase-specific CTMP.

8.0 Control Process

- 8.1 This section outlines the control processes that the contractor and their supply chain will be required to adhere to during the construction of each phase of the Development.

Control of Delivery Vehicles

- 8.2 The contractor is expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'.

Delivery Route Compliance

- 8.3 The delivery routes will be communicated in advance by the contractor to all individuals and companies involved in the transport of materials and plant to and from the Site. As set out above, access will be restricted to the Brookside road approach.
- 8.4 Information signs will be erected at the Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to Havant Borough Council.

On-Street Waiting

- 8.5 It will be communicated to the contractor and supply chain that they are not permitted to wait on the public highway. The contractor and supply chain will be advised in advance of the times when deliveries can be received and will be required to meet those delivery windows.

Booking System

- 8.6 The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and ensuring that their supply chain partners comply with the principles set out in Section 3 of this document. Up to date records of deliveries and exports from the Site will be maintained.

Communication Strategy

- 8.7 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the Site. The pack will be a convenient size so it can be stored in a truck cab.
- 8.8 The pack will include key information on delivery routes and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

Access

- 8.9 Staff will have telecommunication equipment to enable them to communicate with delivery drivers. Drivers will be required to call ahead to ensure the Site is ready to receive them in advance of their arrival.

9.0 Monitoring Vehicle Movements

Monitoring Strategy

- 9.1 The HGV movements associated with the construction work will be continuously monitored through the use of a booking system. This will require the Contractor to keep an up-to-date record of deliveries to and exports from the Site.
- 9.2 The information will be provided to Havant Borough Council upon request for checking against the provisions of this FCTMP.

Stakeholder Input

- 9.3 Contact numbers will be on display at the Site entrance for the general public to raise any concerns with the Developer directly. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to Havant Borough Council) detailing what action has been taken, if necessary.

10.0 Corrective Measures

- 10.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

Correction Process

- 10.2 A three-stage correction process is proposed:
- ▶ **Stage one** – Havant Borough Council (HBC) highlight a potential breach and request the Developer to review the data and concerns. The Developer and HBC will then agree the extent of the breach of controls if it is material and agree upon action to be taken. This is likely to be a Contractor warning at this stage.
 - ▶ **Stage two** – If a further material breach is identified the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
 - ▶ **Stage three** – Should further breaches still occur the Contractor will be required either to remove the offender from Site or to stop using an offending supplier.