



APP/20/00761

Land West of Normandy Way, Havant
Construction & Traffic Management Plan

May 2023



1) **Introduction**

- Address: Normandy Way, off Bartons Road, Havant, PO9 5NB
- Client: Brackley Investments Limited

The future development is a care home. The care home comprises of 64 bedrooms over two storeys. The works incorporate a new site entrance with pedestrian access which will require a new Bellmouth to form the permanent site access. The site will incorporate new services, drainage, landscaping and external works also.

Site locations - The site is located at the junction of Normandy way and Bartons Road Havant, Normandy way is a newly constructed access road to a large housing development which is nearing completion. See site location plan in Appendix 01.

2) **Programme.**

The development is planned in 1 phase over an 80 week period

Phase one

- Site clearance, access & infrastructure: Autumn/Winter 2022
- Care home: 2023 – 18 months approx

3) **Local liaison.**

Highwood will engage with the local community, so our neighbours have a level of understanding of our activities. We encourage feedback to inform our activities on site.

- The scheme is located in a location slightly on the outskirts of West Leigh, Havant
- The scheme borders open space that is likely to be developed in the future
- A notice board will be placed at the site boundary providing contact information and scheme details. This will include programme information, contact details (office and Site) and security arrangements etc.
- For our neighbours we will issue newsletters containing specific information about our activities. Copies of the newsletter will also be available on the site notice board.
- During the initial phases there will be temporary welfare facilities
- Once the permanent welfare facilities are established residents will be offered the opportunity to visit the site office to meet the project manager discuss issues and view drawings.

To assist in the above and the project will be included into the Considerate Constructor Scheme with a target of 40 points being set.

Our neighbours will be encouraged to communicate with Highwood either directly with the site team or via the head office, any feedback or complaints received will be addressed and managed by the Project Manager with a log held on site detailing any actions required and the outcome.

4) Welfare Facilities.

The main site setup will be positioned with direct vehicle access to a car park , which will be based upon the proposed care home carparking to the Eastern boundary . This will be retained during the works to enable operative carparking .

The accommodation will be stacked and will consist of 2 x 32' canteen/drying room units with 2 x 32' office units stacked above. There will also be a 3 + 1 toilet block connected into the mains at the earliest opportunity. A signing in book will be located within the site office and a smoking shelter will be located local to the site set up.

The temporary site set up is indicated in Appendix 2.

5) Site boundary and Security

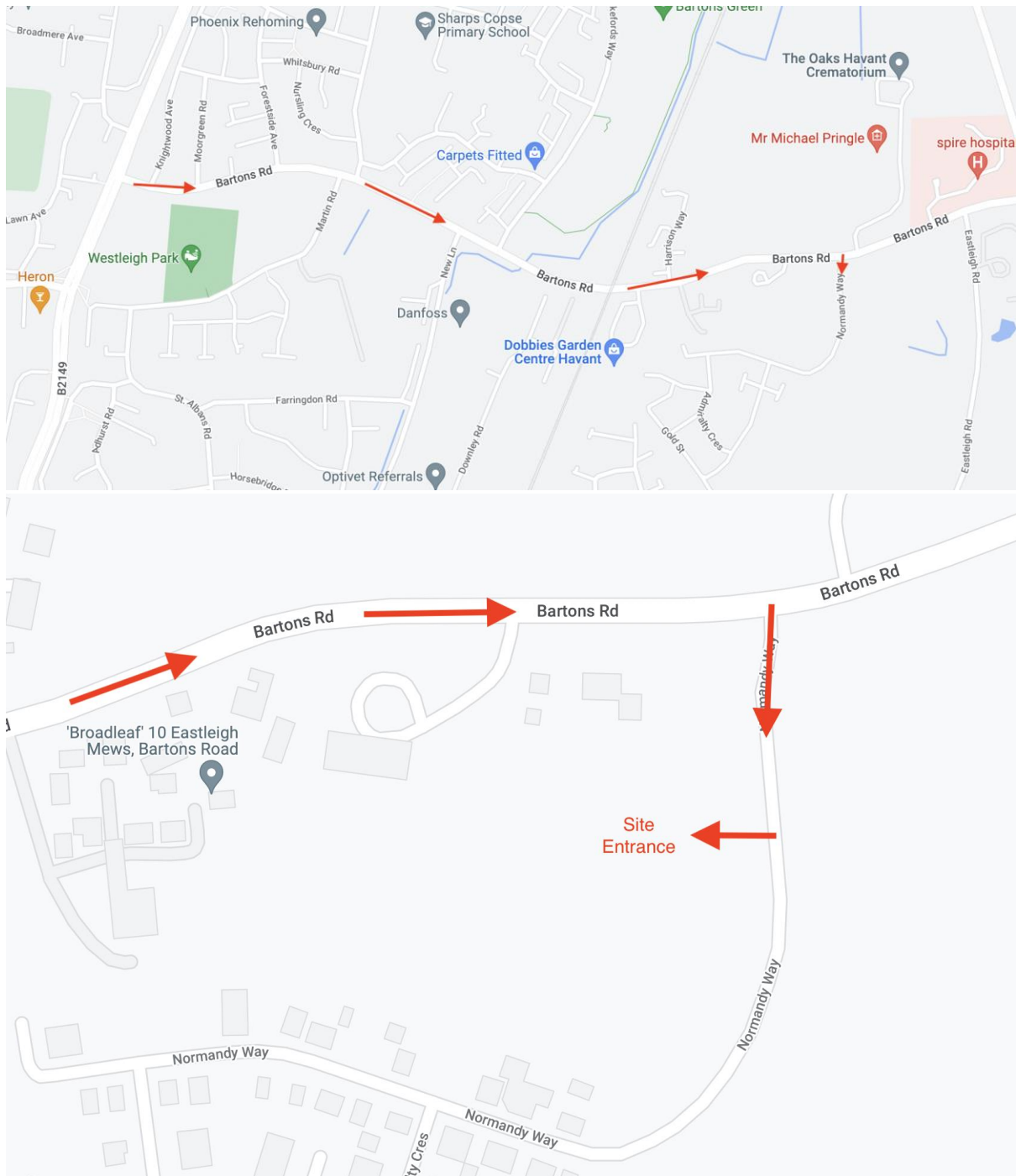
The boundary of the site will be secured with a combination of site hoarding and heras fence together with the existing boundary which will be retained (see temporary site set up)

CCTV will be located in various locations on the boundary to protect site, the cameras will be installed on timber posts with the cloud recording and monitoring equipment located within the site office.

6) Deliveries

Access will be via the A3(M) / A27 main route and then via the B2149 /B2148 onto the Barton Road.





Deliveries will be coordinated to ensure that there is minimal impact on the surrounding roads. All deliveries will be planned and co-ordinated so far as is reasonably practicable to ensure that those who are not involved with the construction project i.e. members of the public and motorists etc. are protected from the dangers associated with construction, plant and vehicle movement required. Where possible the 'just in time' deliveries approach will be taken to reduce the amount of time a vehicle is waiting to enter the site. This also helps ensure the planning and co-ordination of deliveries between site and the suppliers.

All subcontractors and suppliers will have delivery times and instructions stipulated in their orders and this will be reiterated at prelet meetings on site. Where upon deliveries must be avoided between the hours 8 – 9.15am and 3.15 – 6.00pm.

Thus avoiding rush hour / school timings keeping congestion to a minimum.

All deliveries will be asked to ring ahead to our site manager to give an estimated time of arrival. No delivery vehicles will block access to the free running of the adjacent roads at any time.

Competent banks persons will direct all vehicles associated with the project. When placing the sub contract and material orders clear defined instructions will be given to 3rd parties regarding site logistics and the handling of deliveries. Each sub contractor and material supplier will be required to submit their method statements and risk assessments stating how deliveries will be made to site and the type of vehicle that deliveries will be made in. This will give the site manager an opportunity to plan where the vehicle can be parked etc.

All traffic routes will be clearly signed. Caution should be taken for all site vehicles entering onto Normandy Way. Signage will be displayed as is appropriate to give advance warning to pedestrians and motorists who may approach the vicinity of the site entrance. Suppliers and Contractors will be informed of the site location and delivery vehicles specified ahead of making deliveries to site.

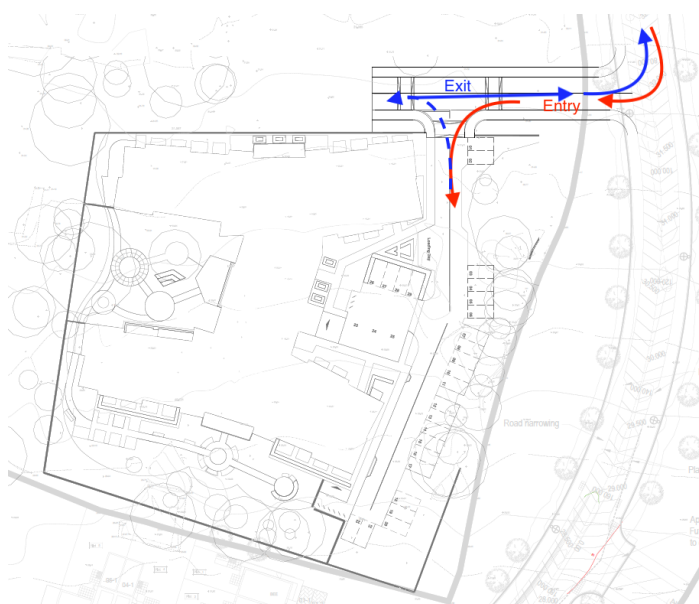
Site entrance will be kept unobstructed to maintain good access for emergency vehicles, gates will remain closed when not in use to further prevent the likelihood of unauthorised persons entering site. Site Managers contact number will be displayed on the gates for persons making deliveries.

A site layout plan will be displayed on site highlighting the traffic management arrangements, this will form part of the site induction.

Please also see Traffic management plan drawing for further information.

7) Turning and vehicle movements

The main access road off Normandy way will be constructed to wearing course / completion before main works commence, thus giving a clear area for traffic to stand before entering back onto the main carriageway.



The temporary site set up has space allocated specifically for vehicle turning. These areas will be set up as a running surface during groundwork's. Further areas for vehicle turning

and unloading area will be added and these will be utilised throughout the construction phase.

As hard standings are formed at the start of the works it is not envisaged that soil will be deposited onto the public highways, this will be continually monitored, and any necessary actions will be taken. All vehicles will be assessed before leaving the site and if cleaning is required a jet wash facility will be available for cleaning down.

Vehicle and pedestrian segregation will be in place for the duration of the works and continually monitored throughout the development. Deliveries will be made to site storage areas and then craned into position. All large on and off-site vehicle movements will be overseen by a banksman.

8) Parking

Initially we will be providing a temporary hard standing within the site to accommodate parking for vehicles during the enabling and initial construction phase. The construction of the permanent and temporary parking is programmed within the initial phase of the construction works Please refer to Appendix 2 for onsite parking locations. Contractor parking will be onsite and are committed not to park on adjacent Highway without agreement.

9) Material storage

Due to the restricted nature of the site the programming and management of material requirements will be conducted on a Just-In-Time approach to minimise the requirement of onsite storage. Please refer to Appendix 2 for the location of the material storage onsite.

10) Material distribution

A Tower Crane will be used on this project for the distribution of material across the site. Given the nature of Care Homes and their large footprint it was felt a tower crane will allow us to service all areas better than using forklifts and mobile cranes. Please refer to appendix 2 for the location of the tower crane.

11) Prevention of Mud on the Highway

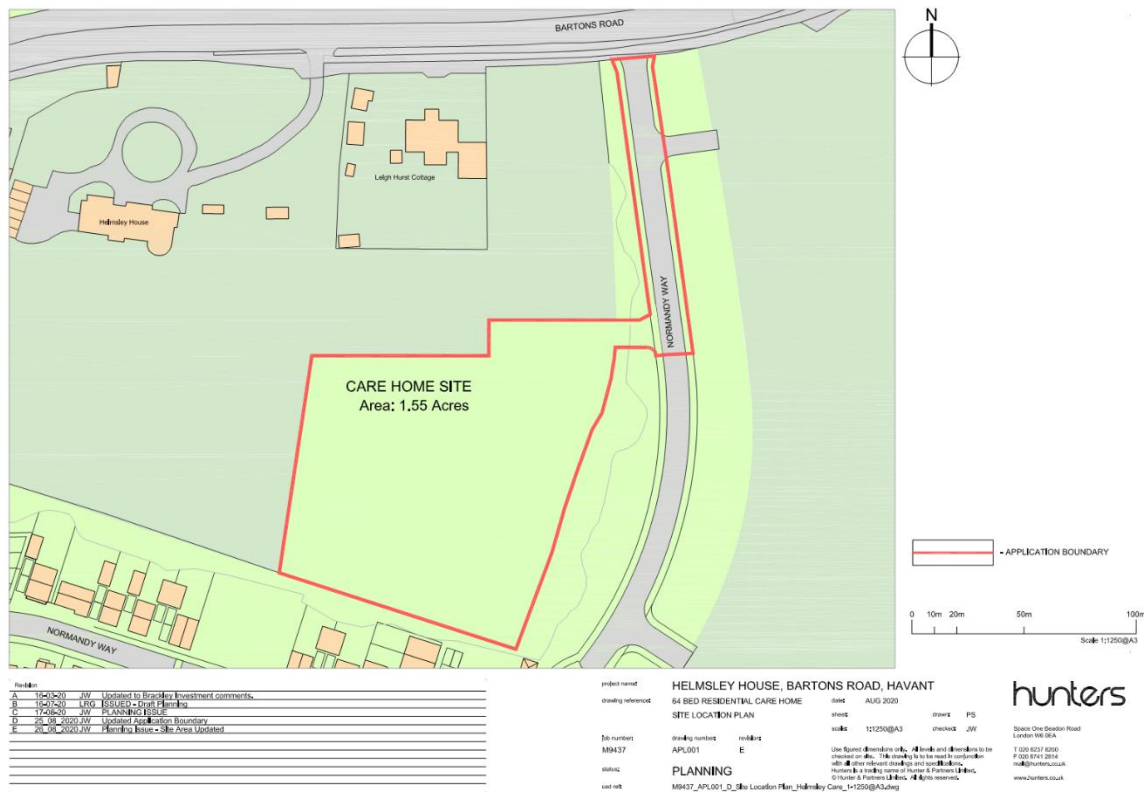
Please refer to appendix 2 where the location of the Wheel Wash has been indicated. As you can see this has been set back within our site which gives us an area to wash vehicles down so all mud can remain onsite and not taken out onto the highway. A road sweeper will be deployed if mud is carried onto adjacent Highway.

12) Abnormal Wear and Tear on the Highway

Due to all of the roads surrounding the site being public highways such as Bartons Road and Normandy Way, they are built to adoptable standards which are designed to take larger deliveries so we are not concerned regarding wear and tear on the road. We will have wear and tear were the deliveries enter into our site but part of our works is to form a new Bellmouth entrance. Any damages to our new entrance once installed will be rectified.

13) Appendix.

Appendix 1 - Location Plan.



Appendix 02 – Temporary site plan



DRAWING KEY

- SITE MATERIAL STORAGE
- 2M(H) HERAS SECURITY FENCE
- 2M(H) CORPORATE HOARDING
- CONSTRUCTION CAR PARKING
- MOBILE CRANE LOCATION
- TOWER CRANE LOCATION
- PEDESTRIAN ROUTE/ACCESS
- FIRE POINT
- FIRE MUSTER POINT
- A/B (32' L) OFFICE
- A/B (32' L) CANTEN
- CODE (32' L) MEETING ROOM KITCHEN
- (32' L) DRT ROOM/ CANTEN
- (32' L) TOILET BLOCK

FOR INFORMATION

HIGHWOOD

TEMPORARY SITE LAYOUT

DATE	2022	DRAWN BY	TLD	SCALE	B A1
JOB NO.	001	REVISION	NTS		B