Construction Traffic Impact Assessment

1.1 Mayer Brown Ltd has prepared this Technical Note to support the Construction Traffic Management Plan (CTMP) required as part of Condition 04 of the Havant Borough Council planning application reference APP/20/01221, for the consented construction of a Lidl foodstore on land to the west of B&Q on Purbrook Way, Havant.

Previous Information

1.2 At the planning application stage a review of the impact of site construction traffic was outlined / considered as part of the supporting Transport Assessment (dated November 2020). Details previously outlined were largely preliminary estimates based upon similar Lidl store developments.

1.3 The details outlined herein provide an update to this original information, taking account of site-specific circumstances / constraints as and where possible.

Construction Programme

1.4 A typical new store construction programme duration is c.28 weeks, consisting of:

- Phase 1 (c. 10 weeks) – ground works, foundation, main slab and drainage;
- Phase 2 (c. 16 weeks) – store build / internal fit out and car park layout/ markings; and
- Phase 3 (c. 2 weeks) – finishing items, testing & commissioning and cleaning.

Site Operation

1.5 Construction works onsite will generally be restricted to the following, except for emergency purposes or with written prior approval from the local planning authority:

- 08:00 - 18:00 Monday to Friday
- 08:00 - 13:00 on Saturdays
- No works undertaken on Sundays or Bank Holidays

1.6 The site will be completely hoarded to prevent access to the site other than through the main pedestrian and vehicle entrance gates. Access to the site during construction will be provided from the bounding private road via a new access point(s).

1.7 Access gates will be closed when not in use and locked outside of working hours.

1.8 During times when construction traffic is high, the entrance gates will be left open but continuously monitored and controlled to ensure vehicles do not queue back onto highway network. No lorries will be allowed to lay-up on roads in the surrounding area.

1.9 Within the site, appropriate manoeuvring space will be provided to allow all vehicles to turn around and then exit the site in a forward gear.

Traffic Management

1.10 Construction traffic approaching / departing the site from the North will do so via Junction 3 of the A3(M), via Hulbert Rd and Purbrook Way. Construction traffic approaching the site from the East, South and West will do so via Junction 4 of the A3(M), connecting to the A27 to the south.

1.11 Unnecessary diversions through surrounding residential areas will not be permitted.

1.12 Signage will be provided to warn local road users of turning construction vehicles and that large vehicles are utilising the route, in addition to the route being signposted on the local highway network as appropriate.

1.13 All suppliers / sub-contractors will be informed of the agreed routing arrangements / restrictions on appointment.

1.14 Traffic management arrangements will be assessed and monitored on an ongoing basis in conjunction with the local highway authority. Alternative arrangements or improvements will be accommodated if required.

Traffic Generation

1.15 Where possible, the construction works will be sequenced to avoid large numbers of operatives and deliveries on site at any one time and hence avoiding large amounts of traffic generation and parking demand associated with the site.

Contractors

1.16 Typically, during Phase 1 there will be between 7 and 10 contractor operatives onsite at any one time rising to between 20 and 30 operatives onsite during Phase 2 / 3.

1.17 Contractor start and finish times tend to be staggered to suit individual preferences. Where possible, operatives will time their working day to avoid arriving / departing during peak network hours in the local area.

1.18 Where possible, operatives will share vehicles to access the site which will limit the amount of traffic and the amount of car parking spaces required.

1.19 During Phase 1, a temporary parking area will be provided for operatives. By Phase 2 an area of the store hardstanding and car park would typically have been completed which would be used as a temporary site car park to ensure all operative vehicles can be accommodated within the site.

Deliveries

1.20 A majority of deliveries during construction will be undertaken by articulated vehicles, tipper trucks and rigid curtain side lorries.

1.21 Frequency of deliveries will vary throughout the project depending on the current phase / works. Generally, the busiest times will be importing mass fill aggregate, tarmac and concrete for large pours. At these times there will be in the region of 6 to 8 vehicles per hour, for a 4-hour period, equating to around 32 daily deliveries staggered evenly throughout the day.

1.22 Delivery vehicle movements will not be undertaken between the hours 08:00 – 09:00 and 15:00 – 18:00 Monday to Friday to avoid peak periods on the local highway network and to ensure sufficient construction staff are onsite to receive deliveries, except for emergency or occasional specialist item delivery purposes, the latter of which are likely to be scheduled in advance.

Traffic Impact

1.23 It is considered that the planned construction work / delivery restrictions and general measures / phasing of the construction works onsite aim to reduce trips associated with the construction works, in particular during the busier weekday morning and evening peak periods.

1.24 The peak level of construction vehicles accessing the site (deliveries / contractors) at any one time is considered likely to be negligible, with any salient impact being for only a temporary duration whilst the site is being developed.