

Construction Traffic Management Plan

**In relation to the construction and operation of a
gas fuelled Capacity Mechanism embedded
generation plant to support the National Grid. A
resubmission of previously approved application
(APP/21/00809)**

On behalf of FPC (Havant) Ltd

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1 Introduction

1. This document has been prepared by Clive Fagg Planning in support of a planning application to Havant Borough Council for the construction and operation of a plant to support the National Grid (a gas fuelled capacity mechanism embedded generation (hereafter referred to as the Proposed Development) at Hermitage Park, Harts Farm Way, Havant, PO9 1HS.
2. The purpose of this document is to mitigate impacts on traffic during construction of the Proposed Development.
3. Key issues in dealing with traffic management on site are:
 - Keeping pedestrians and vehicles apart.
 - Minimising vehicle movements.
 - People on site.
 - Turning vehicles.
 - Visibility.
 - Signs and instructions.
4. Each year within the construction industry, approximately ten people die as a result of being struck by vehicles on site. In addition, there are hundreds of preventable accidents and injuries.
5. Accidents occur from groundworks to finishing works and managers, workers, visitors to sites and members of the public can all be at risk.
6. Inadequate planning and control are the root causes of many construction vehicle accidents.

2 Proposed Development

2.1 Proposed Development Description

7. The Proposed Development would be for the installation of 5no. x 4.5MW generators housed in a purpose-built structure with ancillary equipment, including a 33kV transformer compound, gas kiosk, switchroom, DNO kiosk and welfare cabin. All equipment would be sited on individual concrete slabs and the Site made suitable for servicing by commercial vehicles as shown in Appendix B: Site Layout Plan. An access road would be provided on site off Hermitage Park and entering the site from an existing gateway.
8. The Proposed Development Site has an area of approximately 0.33 hectares and is outlined in red on the accompanying Location Plan at Appendix A.
9. The purpose of the Proposed Development will be to contribute to a national programme to fulfil demand for energy during peak electricity periods known as Balancing Services Mechanism. This Proposed Development will also provide local energy security as, unlike national energy generation, it will feed electricity into the local electricity network at the point of requirement thereby ensuring that the lights stay on for local residents and businesses.

2.2 Approved Plans

10. The development shall be carried out in accordance with the following approved plans:
 - Appendix A1 FE-01-481 Location Plan.
 - Appendix A2 FE-01-593 Site Layout
 - Appendix A3 FE-01-594 Site Elevations

3 Policy

3.1 National Planning Policy Framework

12. Paragraph 104 of the NPPF 2023 states *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that...the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*
13. The law says that a developer must organise a construction site so that vehicles and pedestrians using site routes can move around safely.
14. The routes need to be suitable for the persons or vehicles using them, in suitable positions and sufficient in number and size.
15. The term ‘vehicles’ includes: cars, vans, lorries, low-loaders and mobile plant such as excavators, lift trucks and site dumpers etc.
16. The key message is *“construction site vehicle incidents can and should be prevented by the effective management of transport operations throughout the construction process.”*

3.2 Local Plan

17. Policy CS20, of the Havant Local Plan – Core Strategy (2011) states:
“Development will be permitted that:
 - 1. Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.*
 - 2. Does not increase congestion and promotes better use of existing transport networks.*
 - 3. Improves accessibility to goods, services and employment and promotes equality in the transport system.*
 - 4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
 - 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.*
 - 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.*
 - 7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.”*

4 Proposed Construction Vehicle Route

4.1 Construction Works Overview

18. The Stage 1 site temporary construction compound consists of a temporary welfare unit, storage containers and car parking. This will be located adjacent to the Site. The construction compound will be bounded by a 2.4m temporary Heras style fence which will remain in place until the completion of construction. Upon completion of the construction phase the construction compound will be removed and replaced by a permanent wooden acoustic fence as shown in the Layout Plan (Appendix A2). The Site will be accessed via a 6m wide gate on the eastern boundary.
19. It is likely that a generator will be in use to serve the temporary construction compound at the start of the development until a mains electrical connection is made.
20. The construction compound has not been shown on the layout plan as it is classed as a temporary building and use required temporarily in connection with and for the duration of construction (The Town and Country Planning (General Permitted Development) (England) Order 2015, Part 4).
21. All construction activities shall be carried out in compliance with this Construction Traffic Plan a copy of which shall be kept within the Site office along with the Construction Health and Safety plan for the lifetime of the development.
22. Typical construction activities can be split into the following categories and a further breakdown of the activities is provided in sections 4.2-4.5.
 - Site establishment.
 - Ground works.
 - Super structure works.
 - External works.

4.2 Site establishment

23. Site establishment is expected to consist of:
 - Installation of site security fencing and tree protection barriers.
 - Site clearance.
 - Permitted felling/pruning of existing trees and hedges.
 - Site strip and removal of any material arising from site.
 - Installation of temporary site accommodation, welfare, and contractor onsite parking.

4.3 Ground works

24. Ground works are expected to include:
 - Excavations for new private and adoptable drainage.

- Construction of new private access roads, paths, and parking.
- Excavations for and casting of concrete foundations.
- Excavations for installation and connection of new utility services.

4.4 Super structure works

25. Construction of the super structures on site is expected to include:
- Installation of utility services including cabling security lighting and CCTV columns.
 - Delivery and installation of containerised gas generators.
 - Delivery and installation of transformer and compound.
 - Delivery and installation of ancillary infrastructure.
 - Delivery and installation of final welfare and storage buildings.

4.5 External works

26. Other works are expected to consist of:
- Boundary fencing.
 - Landscaping.
 - Habitat enhancement

4.6 Typical construction traffic:

27. Typical construction traffic is expected to include cars, vans, trucks, lorries, excavators, dumpers, piling rig, tele handlers, mobile cranes, road sweepers.
28. The construction workforce peak is anticipated to be 20 personnel; however average numbers would be 10 per day.

4.7 Site Working Hours

29. It is proposed that construction will be undertaken during the following times:

Day	Winter working (Oct – Mar):	Summer working: (Apr – Sep)
Monday	07:00 – 18:00	07:00 – 20:00
Tuesday	07:00 – 18:00	07:00 – 20:00
Wednesday	07:00 – 18:00	07:00 – 20:00
Thursday	07:00 – 18:00	07:00 – 20:00
Friday	07:00 – 18:00	07:00 – 20:00
Saturday	07:00 – 13:00	07:00 – 13:00
Sunday	No Works	No Works
Bank Holidays	No Works	No Works
Site Security	17:00 – 07:30 everyday	19:00 – 07:30 everyday

30. For the avoidance of doubt construction activities are defined as those activities which will or may be audible beyond the Site boundary.

5 Proposed Vehicle Movements

31. The following construction vehicles (based on 20MW gas peaking site) would be located on site during the whole construction period: excavator, telehandler and dumper. These would be brought onto site at the beginning of construction and removed from site at the end of their use. This would result in one vehicle movement onto the Site and one off the Site.
32. The construction workforce peak is anticipated to be 20no. personnel; however average numbers would be of the order of 10 per day. Workforce vehicles would park on site and not on adjacent public roads.
33. It is anticipated that the following deliveries would be made using a 12m rigid, flatbed truck with Hi-Ab.
 - 20no. concrete mixer trucks for plinths.
 - 12no. crushed stone trucks for access roads.
 - 5no. trucks delivering containerised gas generators.
 - 5no. trucks delivering stacks and radiators.
 - 1no. truck delivering the DNO substation.
 - 1no. truck delivering the switchroom.
 - 1no. truck delivering the welfare/LV control room.
 - 1no. truck delivering ancillary equipment.
 - 2no. truck delivering fencing and gate.
34. This would result in 48no. vehicle movements onto the Site and 48no. vehicle movements off the Site during the construction phase. These would be scheduled to be delivered and installed immediately and therefore be spread over the construction period and no more than 5no. per day.

5.1 Site Access & Egress

35. All vehicles would enter and egress the Site using the A27/Harts Farm Way junction. Travelling east after 900m vehicles would enter Hermitage Park and then enter the Site. These roads are suitable for use by HGVs and other construction vehicles.



36. The access route would not impact upon any Public Rights of Way.
37. Prior to the commencement of construction activity, the site will be secured by Heras fencing and a temporary access gate around the boundary of the site (as shown on the site layout plan (Appendix B). The Heras fencing will have netting fixed as a dust control/debris restrictor.
38. A temporary access road comprising of well compacted stone will be installed on the site. This will follow the line of the proposed permanent road for the site and an HGV can turn around to enable vehicles to enter and leave the site in forward gears.
39. A temporary construction compound including temporary welfare facilities, car parking and delivery reception will be located where the permanent ancillary infrastructure is to be located.
40. Segregated pedestrian routes shall be created on site. Where pedestrians must cross traffic routes, the crossing point shall be chosen to ensure maximum visibility for both pedestrians and drivers and shall be clearly marked.
41. Reversing by any vehicle is to be reduced to the minimum possible on this site, where reversing must be carried out then this will be under the control of a trained banks man where the vehicle has not been fitted with 360-degree vision aids. Apart from delivery type vehicles, all site construction plant shall be provided with 360-degree vision.
42. Site-specific requirements for access and egress including delivery times shall be notified to all delivery drivers prior to their arrival on site as well as all site operatives during induction.

6 Construction Traffic Management

6.1 Access Road

43. The proposed private access point is from Hermitage Park. The roads are considered suitable for the proposed construction traffic related to the development proposals.
44. The Site entrance is located at the end of a cul-de-sac and therefore visibility for access and egress is not an issue.
45. Prior to the commencement of construction activities, a photographic survey will be undertaken, and any damage caused will be repaired.

6.2 Impact on other Highway Users

46. Although the site entrance is located at the end of a cul-de-sac there is a footpath running along the northern boundary. This footpath stops at the site entrance and is not used by members of the public.
47. Opposite the site entrance is a builder's merchant. Although there is potential for conflict it should be noted with minimal vehicle movements, as set out above, this is unlikely to be the case.

6.3 Construction Compound

48. A temporary construction compound will be created adjacent to the Site entrance. The temporary construction compound has not been included within the redline boundary as in accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015, Part 4, these are moveable buildings required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.
49. This area will be used for lorry turning and as a set down area during construction. All delivery vehicles will be able to enter the Site and unload within the compound area. There will be no queuing, parking or unloading on the public highway. The area would also allow for the parking of construction vehicles off the public highway.
50. The temporary construction compound would be removed upon completion of the construction phase.

6.4 Unloading

51. The transformers and substation equipment will be unloaded by crane. The crane requires a swivel radius of at least 6m. To facilitate unloading it is recommended maintaining a distance of at least 2m to neighbouring obstacles such as fences and trees, overhead power lines also need to be taken into consideration.

6.5 Delivery & Collection Permitted Times

52. Delivery drivers will be provided with a delivery briefing note prior to arriving at Site. This will ensure:
 - Delivery hours will be limited to the standard working hours of 09:00 and 16:30 Monday to Friday; 09:00 and 13:00 Saturday and not at all on Sundays and

Public Holidays except in an emergency. This condition will form part of the subcontract documentation, and subcontractors will be reminded of this at pre-start meetings.

- Deliveries will be booked in with site security personnel and logged on to a central register.
- Security personnel will be in position half an hour before the start of working hours, and before the earliest delivery time.
- If deemed necessary vehicles will be escorted from the railway bridge to the Site.
- The design of the Site has taken into account delivery vehicle access and the gate has been set back from the road to ensure that such vehicles do not stop on adjacent public highways.
- Delivery and construction worker vehicle parking, if required, during the construction period would be on the Site and not on adjacent public highways.
- All materials and components would be unloaded within the temporary construction compound and either, in the case of larger components, installed directly or stored within the Site prior to installation.

6.6 Vehicle Wheel Washing Facilities

53. Loading / unloading will be undertaken from an area adjacent to the internal access road, which will be constructed from a Type 1 crushed stone material with surrounding areas being a gravel material. The internal access road will be swept regularly and kept clear of mud and dirt. Therefore, once the internal access road is in place, there will be no opportunity for HGVs to collect mud or dirt from the access road and transfer it onto the highway.
54. Before leaving the Site, it will be the Site managers responsibility to inspect all HGVs to identify any dirt that could be transferred onto the highway and, if required, brushes and a pressure washer will be utilised to remove any such dirt.
55. The Site manager will be responsible for ensuring that any such dirt has been removed from HGVs before exiting the Site.
56. All HGVs removing spoil or material from the Site will be sheeted to ensure mud does not spill onto the highway.

6.7 Dust and Dirt Control

57. During construction works, the main dust generator occurs when materials are broken up and the fumes from machinery. When materials are required to be broken up, the contractors will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times.
58. Three key instances of emissions during construction works are the use of compressors, generators and portable petrol cut off saws. Any compressors or

generators used will be of a modern design available with low emission ratings and will be sited as far from the Site boundary as is practicable. All machinery will be switched off when not in use to minimise emissions as well as noise. Portable petrol cut off saws will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.

59. Burning of materials on site will not be permitted under any circumstance in order to prevent smoke emissions.
60. The Site manager will give due consideration to wind speed and direction prior to conducting dust generating activities to determine the potential for dust nuisance to occur and avoid such activities during periods of high or gusty winds.
61. Any stockpiles of materials will be for short periods and will be located as far as possible from the Site boundary as far as practicable, taking account of prevailing wind directions.
62. Windbreak netting will be positioned, where possible, around material stockpiles and vehicle loading / unloading areas.
63. Completed earthworks will be covered or vegetated as soon as possible.
64. The Site manager will ensure that all construction plant and equipment is regularly maintained and in good working order.
65. Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites. Measures to deal with this are set out above.
66. The Site manager will record and respond to all dust and dirt complaints and will maintain a log of any such complaints.

6.8 Existing Waiting & Loading Restrictions

67. Responsibility for construction traffic movement will lie with the Site Project Manager, who, together with security personnel, will:
 - Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries giving the required notices.
 - Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors.
 - Provide security at the access gates.
 - Maintain roads in a clean and safe condition.
68. It is recognised that not all deliveries will be notified to the Site Project Manager; such deliveries may be usually smaller and, on occasion, simply not booked in. On these occasions, the Site Project Manager will manage the delivery situation with the priority to get the vehicle off the shared road system and within the Site.

69. Other options open to the team are to send deliveries away or temporarily send deliveries to a suitable lorry park with a return time. We reiterate that wagons will not be allowed to lay-up along, or adjacent to public roads.
70. Lorries and concrete delivery wagons will not be booked-in, but these would generally occur early on in the project when other deliveries are less numerous.

6.9 Storage of Materials & Equipment on Highway

71. This is not applicable at the Site; all storage will be on the construction site at the Site compound area.

6.10 Installed Traffic Diversion Measures

72. Not required at this site.

6.11 Spoil & Waste Removal

73. In order to seek to reduce the number of HGVs that are generated, aggregates or materials generated on site during the excavation / clearance / site set up phase will be re-used wherever practicable.
74. The Site manager will be responsible for ensuring that staff remove all of their own personal rubbish from the Site.
75. All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire / vermin risk.
76. Burning of materials on site will not be permitted under any circumstance.
77. The size of the Site does not lend itself to providing on site waste sorting and segregation. For this reason, the supply chain will include specialist waste carriers that provide services off site to separate waste into materials that can be recycled and who then deal with the segregated waste appropriately.
78. Opportunities to minimise waste and the use of recycled content materials will be investigated and waste will be diverted from landfill where practicable. Waste will only be transported by registered waste carriers and taken to appropriately licensed waste management facilities.
79. Construction waste generated by the works will be managed according to the principles of the waste hierarchy, which is a key guide to sustainable waste management and is a legal requirement of the revised EU Waste Framework Directive and the Waste (England and Wales) Regulations 2011. The waste hierarchy ranks waste management options according to the least impact on the environment (see below):
- Prevention/minimisation.
 - Re-use.
 - Recycle.
 - Other recovery; and
 - Disposal.

80. 'Backloading' of delivery vehicles will be used wherever practicably possible to remove waste from the Site in order to minimise the number of construction vehicle movements generated.
81. The Site manager will be responsible for all waste management.

7 Conclusion

- 82. The Proposed Development is located adjacent to roads which are capable of accommodating the types of vehicles associated with this development.
- 83. Prior to the commencement of deliveries all drivers will receive a briefing note outlining the requirements for delivery and highlighting any risks.
- 84. It should be noted that the construction period is a temporary period of approximately 9 months. Once constructed the Site will be unmanned with occasional visits from a field service engineer to carry out routine maintenance and servicing.
- 85. It is therefore concluded that there would be no unacceptable impact of highway safety or other highways uses and therefore the Proposed Development accords with Policy CS20 of the Havant Borough Local Plan (2011) and therefore highways impacts should not be a reason for refusal.