



Elettra Avenue, Waterloooville

Construction Traffic Management Plan (CTMP)

June 2025

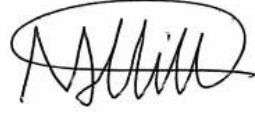
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This document has been prepared and checked in accordance with
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<i>Cnn</i>	Contractual	S2	Information
		S3	Review & Comment
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		S5	Review & Acceptance
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Disclaimer

This report has been prepared by Waterman Infrastructure & Environment Ltd, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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1. Introduction

Background

- 1.1. This report has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Hargreaves (the 'Applicant') to support a Full Planning Application for a proposed development at Waterloo Park, Elettra Avenue, Waterlooville (the 'Site'). The Site is located within the administrative boundary of Havant Borough Council (HBC).

Proposed Development

- 1.2. The 'Proposed Development' comprises the two drive-thru units, a retail unit and associated car and bicycle parking.
- 1.3. A Proposed Development plan can be found in **Appendix A**.

Purpose & Scope

- 1.4. The purpose of this Construction Traffic Management Plan is to demonstrate how the Principal Contractor and any specialist contractors propose to control the impact of construction vehicles on the local road network during the construction phase of the proposed development.
- 1.5. The Construction Traffic Management Plan aims to maximise safety for all highway users, including contractors and residents in the vicinity of the site. Consideration has also been given to minimising the impact of the construction traffic on the local highway network. The Construction Traffic Management Plan applies to the construction phases of the proposed development only, incorporating enabling works and construction activities.
- 1.6. An important part of this Construction Traffic Management Plan is the acknowledgement that liaison with Hampshire County Council, as the local highway authority, would be required to ensure that the construction programme avoids any concurrent works in close proximity to the development site. This will naturally occur as part of the works as individual traffic permits will be agreed for all works in the public highway i.e. s.278 works forming part of the scheme.
- 1.7. Public transport operators such as Stagecoach who operate the No. 39 and First Bus services to the wider area are unlikely to be materially affected by the proposals; however, transport operators and coordinators at Hampshire County Council would be informed of any temporary traffic management requirements on public transport corridors by the Principal Contractor.
- 1.8. It is important that construction traffic is managed and integrated into the existing road network. This would maintain safety on the highway whilst minimising the risk of inconvenience and disruption to the public. This would be achieved through careful management, programming and co-ordination of the works, with the aim of:
 - Safely managing the volume and frequency of construction related trips;
 - Minimising the impact on the surrounding transport network in terms of vehicle movements, public transport and vulnerable road users;
 - Endeavour to ensure that materials delivered to the site travel as short a distance as practically possible;
 - Contribute to minimising the potential impacts of noise generating activities, and to minimise air quality related issues; and

- Maintain clear access on the local road network for other road users.

Challenges

- 1.9. The following constraints have been identified at the application site for which would require control or mitigation measures within the Construction Traffic Management Plan:
- **Safety/Access/Servicing** – Land use in the vicinity of the application site is predominantly commercial with a food retail store and fast-food establishment neighbouring the site. The site and aforementioned businesses share an access road.
 - **Safety** – Pedestrians, cyclists and vulnerable road users use the highway network in the immediate vicinity of the site.

2. Construction Programme & Methodology

Programme, working hours and deliveries

- 2.1. A high-level phasing schedule for the construction activities on the site would also be developed, once a contractor has been appointed.
- 2.2. In accordance with standard practice working hours is as follows:
 - 0800am to 1800pm Monday to Friday (with close down between 1800 & 1830);
 - 0800am to 1200pm on Saturday (with close down between 1230 & 1300); and
 - No works would take place on Sundays or Bank Holidays.
- 2.3. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these hours.
- 2.4. Bank and Public holidays for this purpose shall be: Christmas Day; Boxing Day; New Year's Day; Good Friday; Easter Monday; May Day; spring Bank Holiday Monday and August Bank Holiday Monday.
- 2.5. All sub-contractors shall be made aware of the permitted working hours.

Deliveries and transport of materials, plant, and equipment to site

- 2.6. Deliveries including the transport of materials, plant, and equipment to the development site shall take place during the following hours:
 - 09:00 to 15:00 on Monday to Friday;
 - 08:00 to 12:00 on Saturdays; and,
 - No deliveries on Sundays or Public Holidays.
- 2.7. Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.
- 2.8. Any deliveries outside the above hours cannot be undertaken without prior written approval of the local highway authority. References should be made to specific agreement with the Highway Authority before any changes to the agreed construction hours are implemented by the contractor.

Construction Methodology

- 2.9. The construction works will be carried out within a secured compound accessed from Elettra Avenue, with all activities confined to the red line boundary as shown in the site layout.
- 2.10. Initial site setup will include the installation of heras fencing for security, establishment of welfare facilities, and provision of designated parking and storage areas. Refer to Vehicle Movement & Parking Schedule and Site Setup plans provided within the Appendix C and D.
- 2.11. Site clearance and enabling works will be followed by the phased construction of two drive-thru units and a retail unit, including associated infrastructure such as car and cycle parking.
- 2.12. All works will be undertaken in accordance with permitted working hours, with deliveries restricted to off-peak times to minimise disruption. Tree protection measures, including exclusion zones and ground protection, will be implemented around retained trees, and ecological safeguards will be observed throughout.

- 2.13. Construction activities will be managed to minimise environmental impacts, with strict controls on dust, noise, vibration, and waste.
- 2.14. Secure, bunded storage areas will be used for fuels and hazardous materials, and spill response kits will be readily available. Waste will be segregated and stored in designated containers for recycling or disposal, with removal by licensed carriers.
- 2.15. Pedestrian safety will be maintained through clear signage, temporary barriers, and accessible routes, with a temporary closure of the private footpath from Hambledon Road during footpath widening and cycle improvement works, as per the consented scheme. The details of the temporary diversion are reflected in appendix F.
- 2.16. Regular monitoring, training, and communication with stakeholders will ensure compliance and minimise disruption to the local community.
- 2.17. Once constructed, the new HGV yard access point on the west of the site (refer to Appendix A – entrance to the “Shared Servicing” area) will be used for construction deliveries and for HGV access to/from the site, to help mitigate any impact to Elettra Avenue adjacent Lidl.

3. Site Management

Project Manager and Site Supervisor Details

- 3.1. The Project Team is detailed as follows:

Savills - Client Representative

Stewart Russell, Surveyor, 55 Colmore Row, Birmingham, B3 2AA

t: 01216348459

m: 07807999730

e: SRussell@savills.com

Contractor

Details to be provided to Havant Borough Council following appointment.

- 3.2. Should the Client contact change during the period of construction, Havant Borough Council would be notified accordingly.

Trained, Qualified and Certified Banksman

- 3.3. The Contractor shall ensure that banksman have sufficient experience, gained from other construction sites. There is no specific training requirement needed.

Parking

- 3.4. Contractor and visitor parking will be provided within the site compound. There will be no parking elsewhere on site unless with express permission of the Site Manager. If vehicles are parked in construction areas, for unloading materials and the like the vehicle must be returned to the designated parking area as soon as possible.
- 3.5. The parking of construction vehicles and private vehicles on highways outside of the construction area is not permitted. All visitors, personnel employed on the construction of the project, and all delivery vehicles to the project, will be provided with adequate parking facilities within the site area. No parking will be allowed in the surrounding roads ensuring access routes to other businesses are maintained at all times. Please refer to the "Vehicle Movement & Parking schedule" (see appendix C) which indicates the estimated number of vehicle movements as well as operatives that will attend site. The schedule demonstrates that at the peak of operations 50no parking spaces will be required. In addition the "Site Setup" layout (see appendix d) indicates the proposed welfare, logistics and parking arrangements which demonstrates designated parking areas within the site extent to accommodate 64no vehicles.

Site Personnel

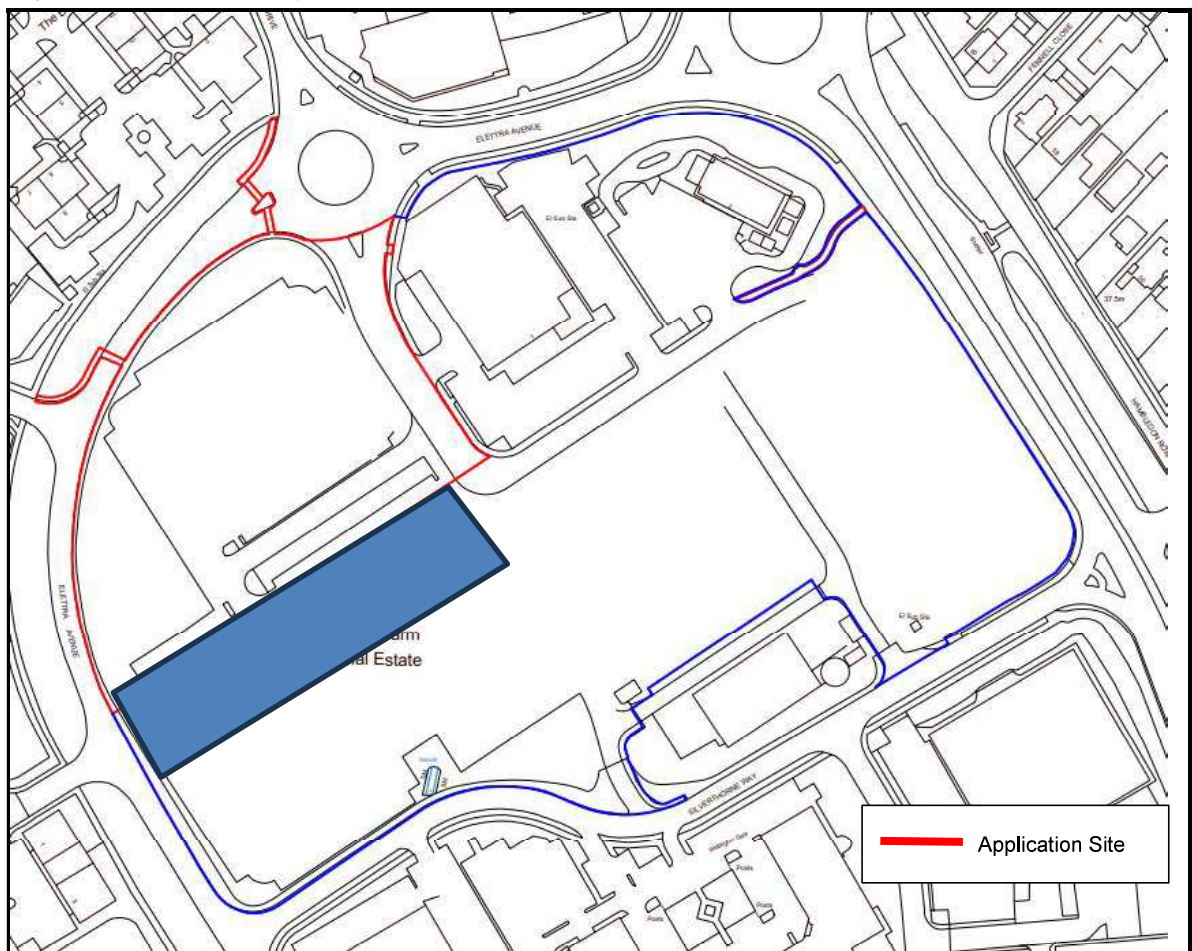
- 3.6. Contact details for the following roles would be made available to Havant Borough Council following appointment.
- The project manager with day-to-day responsibility for the development (if different to the above).
 - The person responsible for community liaison and dealing with any complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises.
 - The person responsible for monitoring and compliance with this management plan.

- The head office or registered address of the main contractor with responsibility for implementation of the construction management plan; and
- The address where the main contractor's company accept receipt of legal documents is.

Site Layout and Welfare Arrangements

- 3.7. The construction compound will be located on the adjacent plot immediately south of the Application site. The application boundary and construction compound for the site (red line) is shown in **Figure 1** below. The construction compound is shown in **Figure 1**, as a blue rectangle.
- 3.8. The Site Compound details are shown at Appendix D

Figure 1: Site Boundary Plan



Site security

- 3.9. As the works are taking place within and near to existing local amenities, herras fencing will be installed only. There will however be no access to pedestrians near to the construction works.

4. Construction Vehicles & Site Access

Vehicle Classification

- 4.1. A wide variety of vehicle types would be used for the construction of the proposed commercial units. Vehicles would be required to transport people, equipment and material.
- 4.2. Construction vehicles have been classified as follows, in accordance with the Driver and Vehicle Standards Agency Lorry types and weights guide.
- LGV = Vehicles 3.5 tonnes (t) or below in gross weight; and
 - HGV – Vehicles above 3.5 t in gross weight.
- 4.3. **Table 1** outlines the vehicle classification and typical vehicle types that would be required for the construction of the proposed commercial development.

Table 1: Construction Vehicle Classification

Light good Vehicle (3.5T or below)	Medium / Heavy good Vehicle (Over 3.5T)
Car, van, 4x4 pick up, welfare van	Excavator, HIAB/winch tractor, 10m and 12m rigid vehicles, 20t tippers, concrete mixers, 14m and 16.5m articulated vehicles, low loaders, small and larger cranes (250t and 300t)

- 4.4. The typical vehicles would be used for a range of activities during the construction of the proposed development as presented in **Table 2**.

Table 2: Typical Construction Vehicles and Activities

Vehicles	Activity
Car, van, 4x4 pick up	Surveying / setting out
Car, van, 4x4 pick up, tractor and trailer	Vegetation clearance
Car, van, 4x4 pick up, HIAB winch/tractor, 20t tipper, dumper, excavator, compactor roller	Access construction, work area preparation, construction compounds
Car, van, 4x4 pick up, tractor and trailer, HIAB winch/tractor, 20t tipper, small crane, large crane (250t and 350t) typically one off movements, concrete mixer, 10m and 12m rigid vehicles, 14m and 16.5m articulated vehicles and low loaders	Foundations, scaffold construction, line stringing Bulk material delivery / removal
Car, van, 4x4 pick up, excavator, dumper	Reinstatement of accesses and compounds

- 4.6. It should be noted that the list of vehicles is not exhaustive and that the precise type and composition of the fleet of construction vehicles used by the contractor could vary but would broadly be in accordance with those detailed above.
- 4.7. Estimated number of vehicle movements by type over the duration of the construction works, have been provided in the "Vehicle Movement & Parking schedule". Refer to Appendix C.

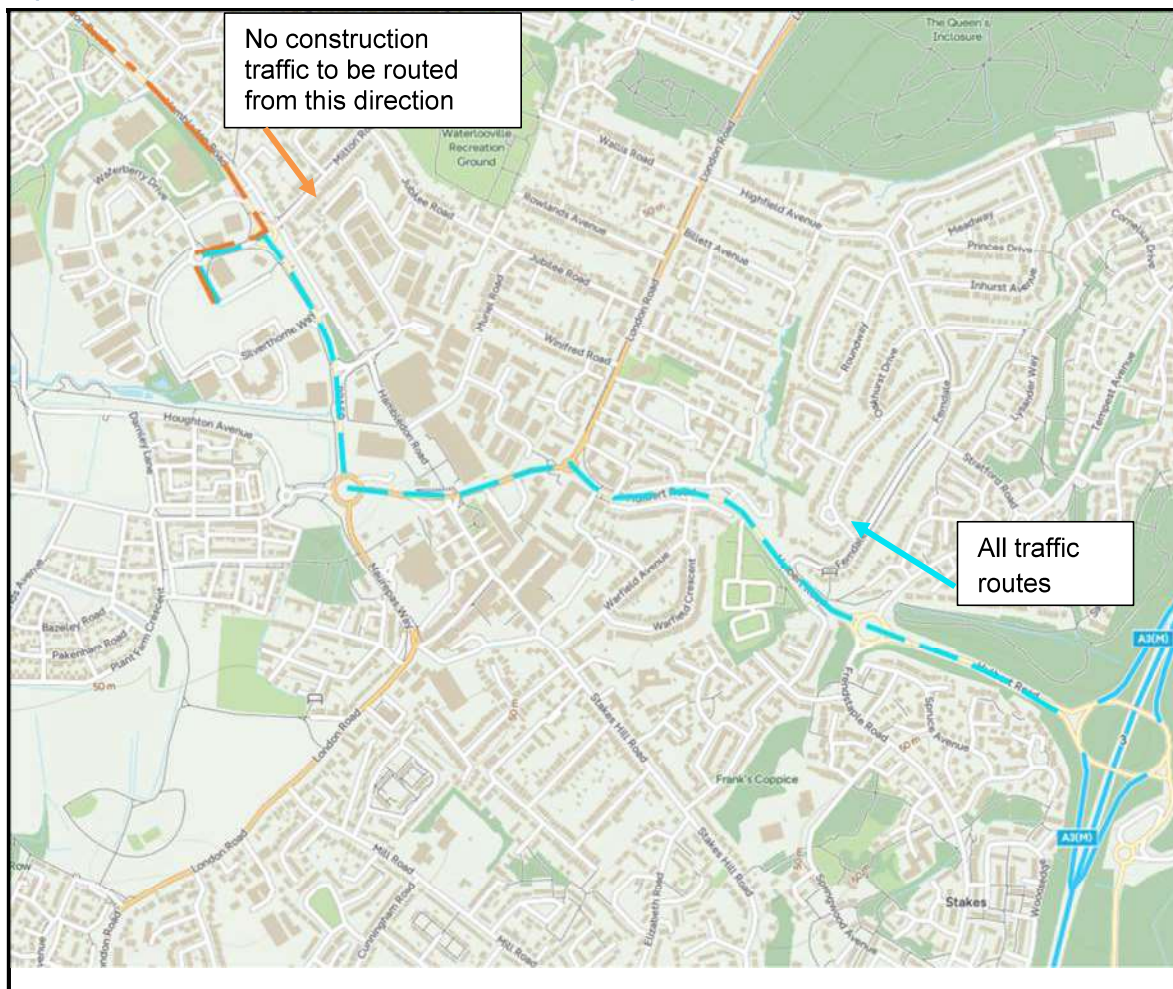
Abnormal Indivisible Load Movements

- 4.8. Legislation requires hauliers to notify the movement of most abnormal loads and abnormal vehicles to the highway and bridge authorities before moving them by road. There is also a requirement to notify heavier loads and vehicles to the police. For the largest and heaviest abnormal loads, prior permission before moving is required from Highways England's Abnormal Loads Team.
- 4.9. No AILs are expected but in the event of any are required, these will be managed under the prescribed process with permissions from Highways England. However, if AILs are required, details of the AIL movements would be documented in an Abnormal Indivisible Loads Report (if required), and would be submitted by the Principal Contractor as part of future reserved matters.

Routing Strategy

- 4.10. The proposed construction traffic routing strategy is based on the following principles:
- Provide safe and efficient construction access for the proposed development;
 - Reduce as far as reasonably practicable and mitigate to acceptable levels disruption to the public;
 - Where practical use the shortest route between the access point and the Strategic Road Network;
 - Avoid routes through local villages such as Purbrook, Cowplain etc;
 - As far as reasonably practicable avoid sensitive receptors; and
 - Use of temporary access points in order to reduce impacts on the local road network.
- 4.11. Construction vehicles would access and egress the application site from the local highway network via the Elettra Avenue Roundabout.
- 4.12. The primary route for construction vehicles outside of the site would be via the A3 (Junction 3) and Hulbert Road (B2150) as indicated in **Figure 2**.

Figure 2 Construction Vehicle Route (to the Strategic Road Network)



- 4.13. Construction vehicles would route via the A3(M). Vehicles will leave the A3(M) at Junction 3 and head along Hulbert Road (B2150). From there they will travel up to the roundabout where Hulbert Road and Hambledon Road (B2150) meet, following Hambledon Road until they reach the Roundabout at which point it meets Elettra Avenue and turn left into the site. All construction vehicle movements associated with the site shall follow the route via the A3 as set out above.
- 4.14. All contractors would be made aware of the agreed route and would be expected to enforce its use through the implementation of penalties.

Access to the Site

- 4.15. The location of the site compound would ensure that adequate visibility is achievable from a 4.5 metre set-back allowing for visibility from HGV cabs. Visibility splays would be kept clear of obstructions through the operational use of the access.
- 4.16. The "Site Setup" layout (refer to appendix D) indicates the proposed welfare, logistics and parking arrangements. The primary entrance gate for site will be gate 'A' with the internal circulation routes being maintained to allow for vehicles to either execute a turn at the southern materials yard and exit via gate 'A' or follow the route around to gate 'B'. Gate B will primarily be used for site egress with

entry only being arranged occasionally by exception. Gates A and B will be formed during the initial site set-up phase of the project. Gate A will be temporary only and kerb lines will be reinstated on completion of the development; Gate B will be permanent and will become the main car park entrance / exit for the completed scheme. These access gates are formed on the privately owned and unadopted part of Elettra Avenue, which is owned by the developer. Gate 'C' will only be available after completion of the S278 works which will commence after the main earthworks are complete and will only be used as a secondary entrance due to necessity as a result of construction operations impacting vehicle logistics.

Construction "Traffic Swept Path Analysis" provided in appendix E demonstrating HGV access and egress.

- 4.17. The application site and construction compound would be adequately protected by barriers to prevent access (either accidental or deliberate).
- 4.18. Access to the construction compound and application site would be locked to prevent unauthorised access and the barriers would be checked regularly to ensure that they remain secure.
- 4.19. When work has stopped for the day, the application site and construction compound would be secured, all ladders and access would be stored, the plant would be immobilised, and all hazardous materials would be safely stored.
- 4.20. The entrance to the construction compound and application site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out (discussed in more detail later in this report).
- 4.21. The security gates at the access would be set back from the edge of the public highway sufficiently so that an HGV turning in and waiting, would not protrude into the main carriageway and obstruct road users. To avoid this, security gates would be set-back from the back of highway (including the footway). Turning will be done within the site extents. Neither the public or private parts of Elettra Avenue will be used for vehicle turning.
- 4.22. Vehicles associated with the development works would not park on the local highway network. On site car parking would be provided for essential contractor vehicles.
- 4.23. Once constructed, the new HGV yard access point on the west of the site (refer to Appendix A – entrance to the "Shared Servicing" area) will be used for construction deliveries and for HGV access to/from the site, to help mitigate any impact to Elettra Avenue adjacent Lidl.

Road / Footway Closures

- 4.24. It is not proposed to close any roads or footways during the works unless specific access or utilities works are required. Where temporary access control is needed, this will be managed by Banksman and traffic marshals.
- 4.25. Road crossings will be required for the installation of drainage and mains services within the public domain. In addition, s.278 works will be undertaken on Elettra Avenue, including footpath improvements and the installation of controlled pedestrian crossings.
- 4.26. The private footpath from Hambledon Road will also be temporarily closed during footpath widening and cycle improvement works.
- 4.27. All works within the public domain will be coordinated and agreed with the Local Planning Authority (LPA) as part of the s.278 process, with all necessary LPA and Highways permits, licenses, and traffic management arrangements secured accordingly.

- 4.28. Signage would be erected within the application site to clearly direct traffic to/from the construction compound;
- 4.29. Should signage be located on the highway, a separate licence is required to be obtained from the Highway Authority from the following website: [Licences, consents and requests | Transport and roads | Hampshire County Council](#)

Consideration of Adjoining Sites

- 4.30. At the time of writing there are no known active construction sites in the vicinity, however, the applicant and contractor would liaise with any interested 3rd parties, if required.

5. Strategies to Reduce Impacts

Reduction Measures

- 5.1. This section describes the committed, proposed and considered measures and strategies to reduce the environmental impact, road risk, congestion and cost of construction logistics associated with the proposed development.
- 5.2. **Table 3** sets out a summary of the construction impact reduction measures.

Table 3: Construction Impact Reduction Measures

Planned Measures Checklist	Committed	Proposed	Consider
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries	✓		
Re-timing for out of hours deliveries	✓		
Use of holding areas and vehicle call off areas (if required)		✓	
Use of logistics and consolidation centres		✓	
Control of mud, dust and dirt	✓		
Material procurement measures			
Design for Manufacture and Assembly (DfMA)			✓
Re-use of material on site	✓		
Smart procurement	✓		
Other measures			
Collaboration with other sites in the area		✓	
Implement a staff travel plan	✓		

General Measures

- 5.3. In addition to those measures in Table 3 the following general measures would be considered.

Highway Condition Survey

- 5.4. A Walk-Over Condition Survey on the local highway network adjacent the site (prior to commencement of construction), Elettra Avenue, in order to assess the baseline conditions. As this section of road is private the findings would be provided to the Clients Agent, Savills. This would incorporate a photographic record as appropriate. This would be followed by a further Condition

Survey covering the same extents as previous, at the end of construction activities. This process would identify and agree any remedial works reasonably attributable to construction activities. Where these are evident, they would be completed by the contractor post-completion of the construction programme.

Restricted Delivery Times

- 5.5. No site traffic would deliver to site, or arrive in proximity to the application site, outside the hours 09:00 to 15:00.

Fixed Routing

- 5.6. Construction vehicles would access and egress the application site from the local highway network via the Elettra Avenue Roundabout.

Utility Co-ordination

- 5.7. The applicant would commit to coordinate with Hampshire County Council any utility works aimed at bringing in new connections, with the minimum possible disruption to the traffic network.
- 5.8. This would require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, the applicant would commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will.

Holding Areas & Consolidation Centres

- 5.9. No holding area is proposed because the number of potential vehicles arriving to the application site would be managed by the applicant so the storage capacity within the boundaries of the development would always be able to accommodate the deliveries, therefore the use of a separate holding area would not be required. Given the scale of development, use of consolidation centres is also not proposed at this time.

Driver Behaviour

- 5.10. Drivers will need to adhere to the following rules:
- Site plant i.e. excavators, diggers etc, will only be driven by persons that are trained and competent with the appropriate qualifications.
 - Daily check of water, oil, fuel, lights, tyre pressures, brakes, steering and hydraulics.
 - Report any defects immediately and do not use the vehicle if considered unsafe.
 - Set the gear to neutral before starting the machine.
 - Ensure the vehicle is not overloaded.
 - Ensure that starting handle shafts, drive shafts, belts, worm drives and flywheels are guarded.
 - Do not carry passengers, other than in the seats provided.
 - Do not attempt to mount or leave a moving vehicle or permit passengers to do so.
 - Do not make adjustments with the engine running.
 - Never leave the machine with the engine running.

- Never reverse without the supervision of a banksman.
- Keep to the speed limits on-site and on public roads.
- Keep the machine in low gear when travelling downhill.
- Do not smoke during refuelling.

Mitigation of Mud and Debris

- 5.11. The applicant would ensure that the Principal Contractor takes adequate precautions to avoid depositing mud/debris from the site or from any construction vehicles associated with the development on the highway.
- 5.12. As indicated on the “Site setup” layout (refer to appendix) suitable wheel washing facilities will be provided at the site gates to ensure mud is not carried onto the public highway. The temporary traffic surface immediately inside the gate will also be maintained clean to mitigate mud being carried off site.

Furthermore, a mechanical road brush will be retained on site for the duration of the project for general sweeping of the roadways approaching the site. On occasions where weather and site activities are anticipated to generate excessive mud or dust a street cleansing vehicle will be arranged as and when required.

Other Highway users

- 5.13. The following measures would be adopted by the Principal Contractor to ensure that construction activity is not detrimental to the safety of other highway users:
- Secure fencing would be erected to the site boundary with a lockable access.
 - The appropriate licences would be obtained for scaffolding and gantries (if required).
 - The adjoining public highway would be kept clean and free from obstructions.
 - Lighting and signage to be used on temporary structures, skips and hoardings.
 - On-site pedestrian and vehicle movements would be separated through the following actions recommended by the Health and Safety Executive (HSE):
 - **Entrances and exits** – separate entry and exit gateways would be provided for pedestrians and vehicles;
 - **Walkways** – firm, level, well-drained pedestrian walkways would be provided that take a direct route where possible;
 - **Crossings** – where walkways cross roadways, clearly signed and lit crossing points would be provided so that drivers and pedestrians can see each other clearly;
 - **Visibility** – adequate visibility would be provided for drivers exiting onto Anniversary Avenue East; and
 - **Barriers** – consideration would be given to installing a barrier between the roadway and walkway.

Supplementary Measures

- 5.14. Additionally, the following aspects would be incorporated into the management of construction traffic:

- Delivery Scheduling – routing to follow the routes specified above;
- Re-timing out of peak deliveries (scheduled deliveries would be programmed at the point of order where possible, booking system and use of holding areas to support delivery profiles);
- Staff Travel Plan (limit access to site by car where possible, promote use of public car parks and promotion of public transport use);
- Design for Manufacture and Assembly (DfMA);
- Re-use of material on site; and
- Smart procurement.

6. Deliveries

- 6.1. A delivery procedure would be implemented to ensure that vehicles to the construction site are organised in a controlled way and to be made '*just in time*', to prevent backing up onto the highway.
- 6.2. It is proposed that suppliers and sub-contractors would be informed of delivery procedures and the routes to and from site to take. They would be made aware that there are always to be followed unless otherwise agreed.
- 6.3. There would be no storage of materials or waste permitted outside of the site.
- 6.4. Deliveries including the transport of materials, plant, and equipment to the development site shall take place during the following hours:
 - 09:00 to 15:00 on Monday to Friday;
 - 08:00 to 12:00 on Saturdays; and,
 - No deliveries on Sundays or Public Holidays
- 6.5. Once constructed, the new HGV yard access point on the west of the site (refer to Appendix A – entrance to the “Shared Servicing” area) will be used for construction deliveries and for HGV access to/from the site, to help mitigate any impact to Elettra Avenue adjacent Lidl.
- 6.6. Any deliveries outside the above hours cannot be undertaken without prior written approval of the local highway authority. References should be made to specific agreement with the Highway Authority before any changes to the agreed construction hours are implemented by the contractor.

Reverse Logistics

- 6.7. It is proposed that whenever possible delivery vehicles would take surplus or unused materials back to the source supplier, therefore suppliers who operate using reverse logistics would be prioritised as this would reduce waste and vehicle movements.

Delivery Booking System

- 6.8. All deliveries and collections to application site would be carefully controlled and managed by the Site Manager, and the procurement team using a delivery management system.
- 6.9. Deliveries would be coordinated to avoid multiple vehicle arrivals at any one time. It is proposed that when a delivery would be made on a larger vehicle there would be no other deliveries allowed during the time it is expected to take place. Therefore, all sub-contractors and suppliers should be required to give at least 24 hours' notice of deliveries so that requests can be reviewed, approved or an alternative slot arranged.

Re-timing for Out of Peak Deliveries

- 6.10. The Contractor would re-time deliveries and collections to avoid peaks of vehicle and pedestrian traffic for the hours between 07:30 – 09:00 and 15:00 – 18:00 on weekdays, 12.00 - 18.00 on Saturdays and not undertake deliveries at all on Sundays and Public Holidays.

Re-timing for Out of Hours Deliveries

- 6.11. Specific agreement with the Highway Authority will be obtained before any changes to the agreed construction / delivery hours are implemented by the contractor. A Quiet Delivery Scheme would be implemented to avoid causing disturbance to local residents on the routes.

7. Implementing, Monitoring and Enforcement

- 7.1. The applicant is fully aware of the sensitive nature of the environment and necessity to ensure that operations do not adversely affect access to the adjoining commercial units. This chapter includes a detailed description of how the Construction Management Plan would be implemented and monitored by the team.

Implementation & Monitoring

- 7.2. The contractor's handbook would be used to distribute information to those responsible for abiding by the Construction Management Plan and it would include the followings:
- Safety toolbox talk;
 - Anti-idling toolbox talk;
 - Vehicle routing and delivery scheduling system;
 - Driver training; and
 - Safety and environmental standards.
- 7.3. The driver's handbook should include essentials relating to environment and safety that is specific to the construction programme as follows:
- Authorised routes to and from the site;
 - Site opening times;
 - Booking and scheduling information;
 - Site entry and exit points, and other information relating to access;
 - Anti-idling; and
 - Vulnerable road user safety.

Compliance, Enforcement and Corrective Measures

- 7.4. The Developer would be committed to ensuring compliance and recognises that self-enforcement would reduce the resource requirements of local highway authorities and emergency services.
- 7.5. As a consequence, the following compliance methods are proposed to be adopted, as far as reasonably practicable:
- Traffic Safety and Control Officer;
 - Delivery Management System.
- 7.6. Compliance with the Construction Traffic Management Plan would be part of the conditions of contract and penalties for non-compliance would be imposed by the applicant.

Reporting Non-Compliance and Remedial Actions

- 7.7. The Principal Contractor shall adopt a transparent and cooperative approach to local residents and other stakeholder's concerns during the construction period.

- 7.8. HGVs that are either reported for utilising routes which are not approved, or which are observed by Havant Borough Council representatives to travel along inappropriate routes, or in an inappropriate manner, shall be reported to the Principal Contractor for investigation. Thereafter, the Principal Contractor shall carry out all possible enquiries to identify the relevant company and driver responsible.

8. Summary

- 8.1. The application of the measures outlined above would ensure that there are no vehicle conflicts or potential road safety issues associated with the construction of the commercial units. Following implementation of the arrangements / measures discussed above, there should be no material impact on the existing highway network or road safety.

APPENDICES

A. Proposed Development Plan

Appendices

Elettra Avenue, Waterlooville

Project Number: WIE21641

Document Reference: 21641101-WAT-XX-XX-RP-2-P05

B. Tree Protection Plan

Appendices

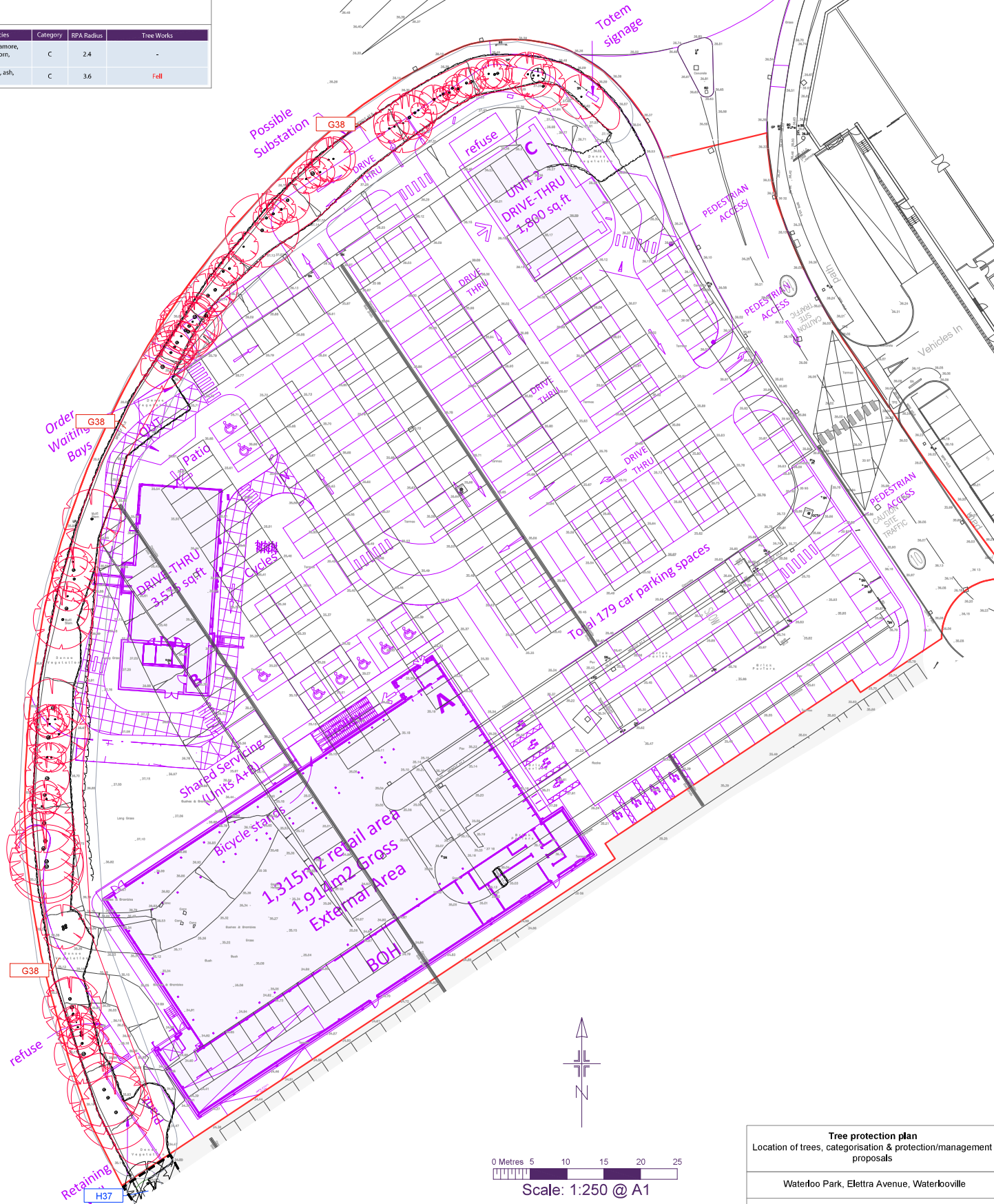
Elettra Avenue, Waterlooville

Project Number: WIE21641

Document Reference: 21641101-WAT-XX-XX-RP-2-P05

-  BS category C Trees of low quality
-  Trees to be removed
-  Proposed layout
-  Estimated/adjusted crown spreads
-  Root protection area (RPA) boundaries for category C trees
-  Construction exclusion zone (CEZ)
-  Protective barrier/fencing

Tree No	Species	Category	RPA Radius	Tree Works
H37	Willow, sycamore, oak, hawthorn, blackthorn	C	2.4	-
G38	Willow, oak, ash, blackthorn	C	3.6	Fell



Tree protection plan
Location of trees, categorisation & protection/management proposals

Waterloo Park, Elettra Avenue, Waterlooville

Barrell Plan Ref: 15217-3



Permission is granted to scale from this drawing for Local Authority Planning Approval purposes relating to tree protection measures only. Where applicable this drawing is to be read in conjunction with the arboricultural report. This drawing is the copyright of Barrell Tree Consultancy 2021. ©

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www.barrelltreecare.co.uk

Reference drawings:
Z18317_2D_PROVISIONAL (October-01-2018)
STP-WA-H SK 29 Rev B (June-08-2015)
1618-SKE_072 Rev P8 (Jan-11-2021)

C. Vehicle Movement and Parking Schedule

Appendices

Elettra Avenue, Waterlooville

Project Number: WIE21641

Document Reference: 21641101-WAT-XX-XX-RP-2-P05

MILDREN
CONSTRUCTION

Estimation of Vehicle Movements & Parking requirements

Plant delivery: Dumpers, Excavators, MEWPS etc		40	6		2		2	1	3		1	3		2	3		1	4		1		4	2		1		6					
Aggregate import/cart away (8-wheeler tipper)		56		2	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Concrete (8-wheeler tipper)		93	1	1	1	1	1	3	3	1	2	1	1	1	1	2	2	1	15	15	15	2	1	6	6	6	1	1	1			
Drainage, kerbs, pavers etc (Articulated truck)		50				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
Steel (Articulated truck)		12						2	2	2	2	2	2		2																	
Roofing & Cladding (Articulated truck)		10											1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
General deliveries (Fix axle under 7t)		60	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Waste Skip wagon		50	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3		
Light Delivery Vehicle (Up to 3.5t)		150	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
		371	15	11	11	15	13	16	15	18	16	16	15	18	14	17	20	15	30	28	33	16	15	21	20	19	18	17	15	16	12	16

Mildren & Subcontractor Management	244	5	5	5	5	5	7	7	8	8	10	10	10	10	10	10	10	10	10	10	10	10	10	10	7	7	5	5	5		
Mildren & Subcontractor operatives	1044	6	12	12	18	18	18	21	28	29	31	36	36	47	53	56	46	65	57	64	55	52	43	43	38	41	30	36	30	18	15
Total manpower		11	17	17	23	23	25	28	36	27	41	46	46	57	63	66	56	75	67	74	65	62	53	53	48	51	37	43	35	23	20
Cars and vans (weekly total @ 30% Car share)	4293	37	57	57	77	77	83	93	120	90	137	153	153	190	210	220	187	250	223	247	217	207	177	177	160	170	123	143	117	77	67
Total weekly vehicle movements	4814	52	68	68	92	90	99	108	138	106	153	168	171	204	227	240	202	280	251	280	233	222	198	197	179	188	140	158	133	89	83
Average Daily vehicle movements		10	14	14	18	18	20	22	28	21	31	34	34	41	45	48	40	56	50	46	47	44	40	39	36	38	32	27	18	17	
On-site parking spaces required		7	11	11	15	15	17	19	24	18	27	31	31	38	42	44	37	50	45	49	43	41	35	35	32	34	25	29	23	15	11

[illegible]

D. Site Setup Plans

Appendices

Elettra Avenue, Waterlooville

Project Number: WIE21641

Document Reference: 21641101-WAT-XX-XX-RP-2-P05

Waterlooville Elettra Avenue



Site entrances

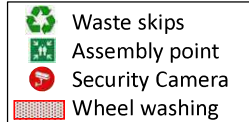
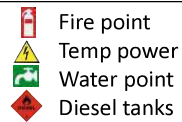
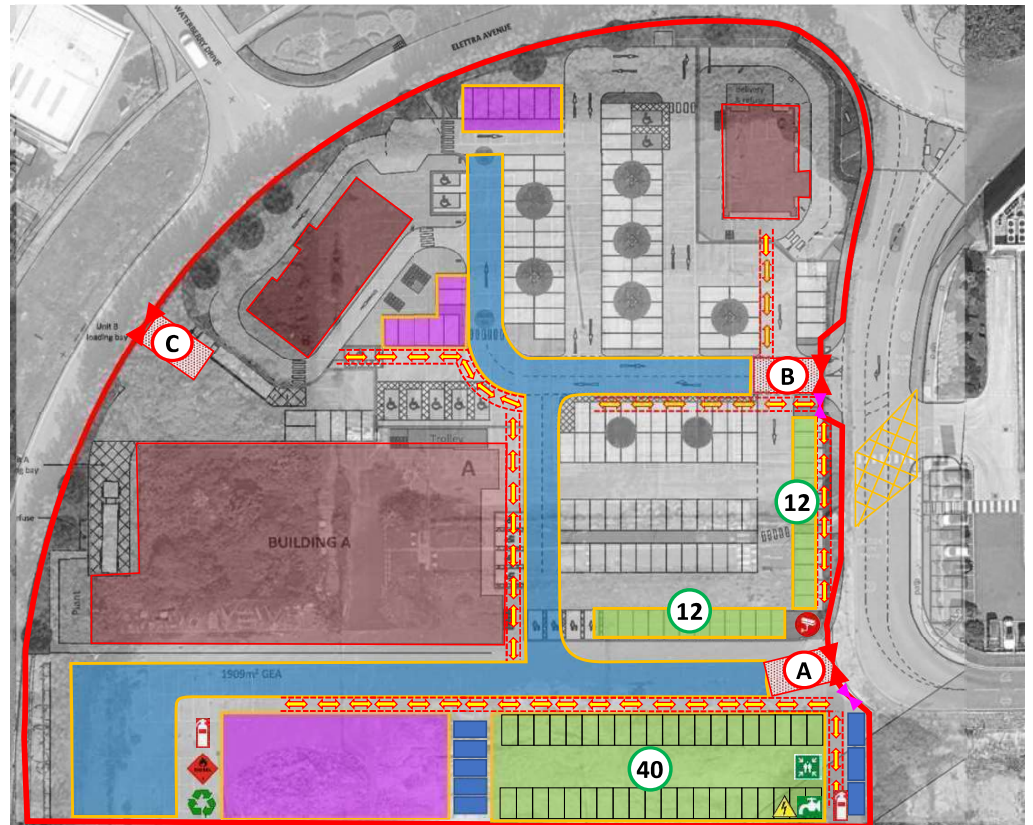
Gate A : Primary Access point
 Gate B : Primary Egress point
 Gate C : Secondary Access/Egress

Parking

64 designated parking spaces with further site areas available as required.

Welfare

Site welfare facilities are located adjacent to main entrance gate.



E. Construction Traffic Swept Path Analysis

Appendices

Elettra Avenue, Waterlooville

Project Number: WIE21641

Document Reference: 21641101-WAT-XX-XX-RP-2-P05

F. Proposed Pedestrian Diversion



Appendices

Elettra Avenue, Waterloo

Project Number: WIE21641

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