mayer brown

GRAINGER PLC
FOOTPATH ADJACENT TO TOUCAN CROSSING, LONDON ROAD BEREWOOD, WATERLOOVILLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

JANUARY 2026

the journey is the reward

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JANUARY 2026

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Prepared by:	**SB/NE**
Approved by:	**NE**
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Grainger Plc

Footpath Adjacent to Toucan Crossing, London Road

Berewood, Waterlooville

Construction Traffic Management Plan

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1 Introduction

1.1 Mayer Brown Limited have been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP) for the footpath construction works to provide linkage from the proposed toucan crossing on London Road to the Town Park within the Berewood development in Waterlooville.

1.2 The CTMP's purpose is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.

1.3 This document sets out the requirements of the appointed contractor, which will form an annex to any contracts with sub-contractors. If the contractor seeks to vary the provisions of the CTMP, or any 'emergency deviations' are required, this will be undertaken in consultation with Hampshire County Council.

1.4 The main contractor is:

Contractor's name: TBC

Address: TBC

Tel: TBC

Email: TBC

1.5 The CTMP is a working document and may need to be updated as the construction of the development progresses. This CTMP should be read in conjunction with the accompanying Construction Environmental Management Plan (CEMP).

2 Background

Site Location

2.1 Berewood is located to the immediate west of Waterlooville and north of Portsmouth in Hampshire. The footpath construction works will provide linkage from the proposed toucan crossing on London Road to the Town Park within Berewood.

2.2 The location of the site in context of the Berewood development is highlighted by a red star in **Figure 2.1**.

Figure 2.1: Site Location in Context of Berewood

Source: Image from Berewood Hampshire website, page 'The Development'

2.3 The location of the site in relation to the wider highway network is shown in **Figure 2.2**.

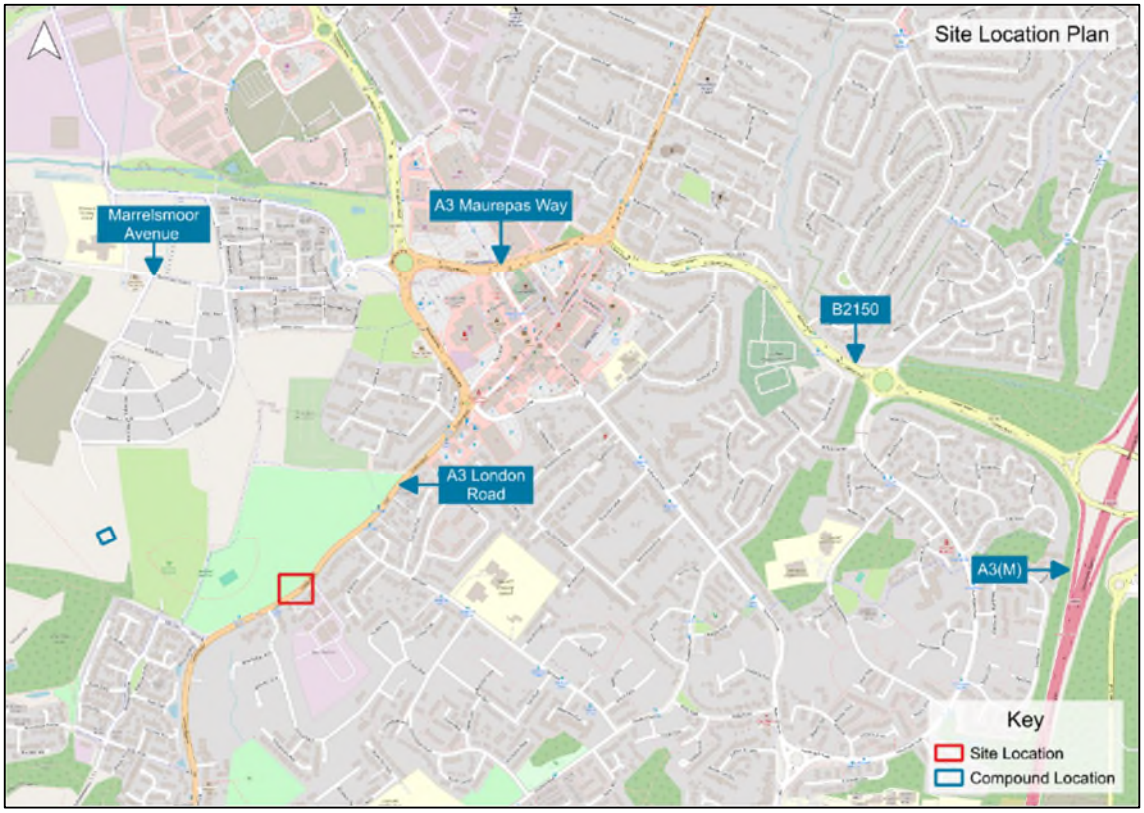


Figure 2.2: Wider Site Location

2.4 **Figure 2.1** and **Figure 2.2** indicate that the site is in close proximity to the A3 Maurepas Way. Maurepas Way continues east towards the B2150 Hulbert Road which provides access to the A3(M). The A3 also continues north on London Road towards Horndean and south towards Purbook and Cosham, before connecting with the M27 for Southampton. The B2150 Hambledon Road heads north towards Denmead and Hambledon.

Existing Site

2.5 The existing site forms part of the larger Berewood development and is located on the southern edge of the Town Park.

Proposed Works

2.6 The CTMP intends to aid the delivery of the footpath which will provide a link between the proposed toucan crossing on London Road and the Town Park within the Berewood development.

2.7 **Figure 2.3** details the proposed footpath works.

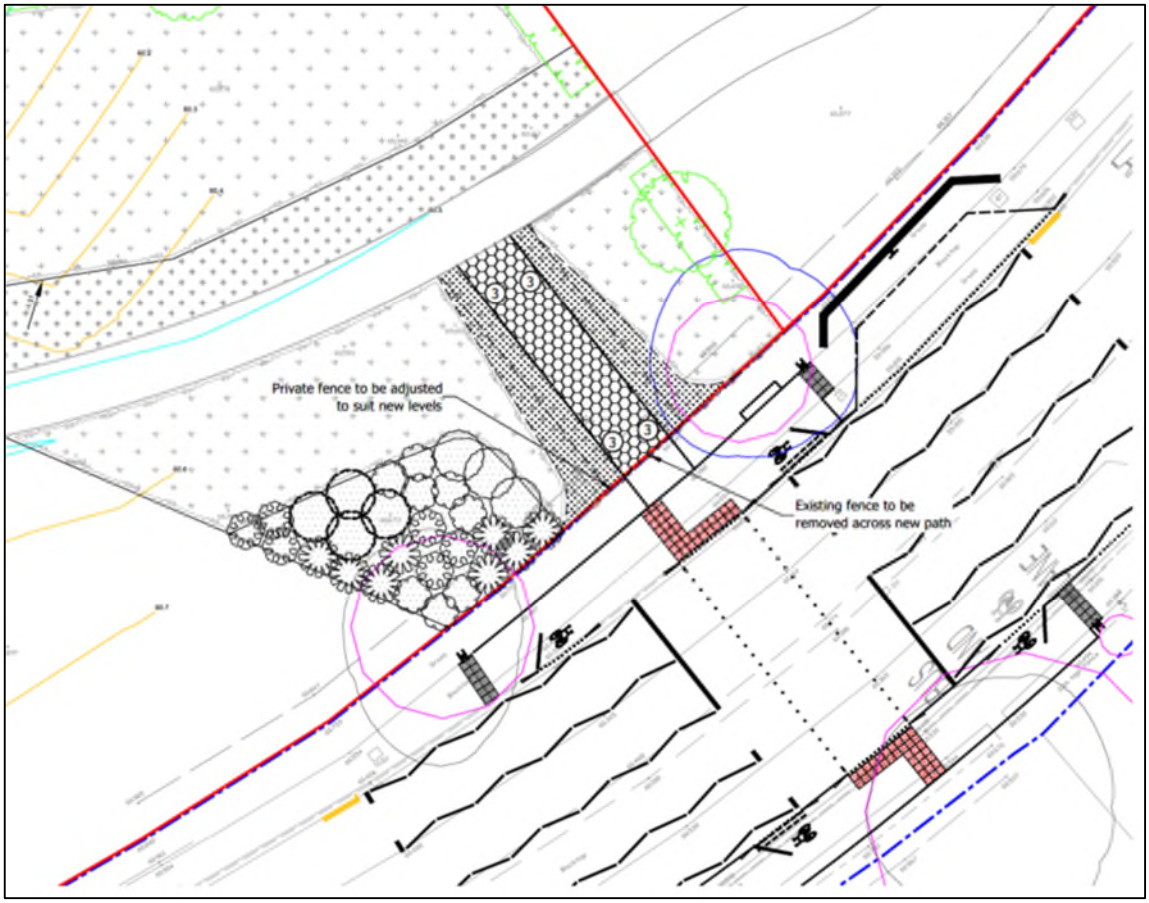


Figure 2.3: General Arrangement – Proposed Footpath Works

(ref: Drawing No. GTWVILLE_LRTC/GA/11 P2)

Access Arrangements

2.8 All plant and materials associated with the proposed development will be delivered to the compound by a large tipper truck. The main store of materials will remain in the compound, until required. On a daily basis, the materials required will be transported from the compound to the site via the external highway network using a dumper truck.

2.9 Construction vehicles will enter the Berewood development from the Maurepas Way/Hambledon Road/Houghton Road roundabout, travel north along Houghton Avenue and then turn left and head south along Winston Lane, the vehicles will then turn right onto Marrelsmoor Avenue, travel west for a short distance before turning left onto Newlands Avenue and heading south to where the compound is located.

2.10 **Figure 2.4** indicates the construction traffic routing through the Berewood development to the application site.

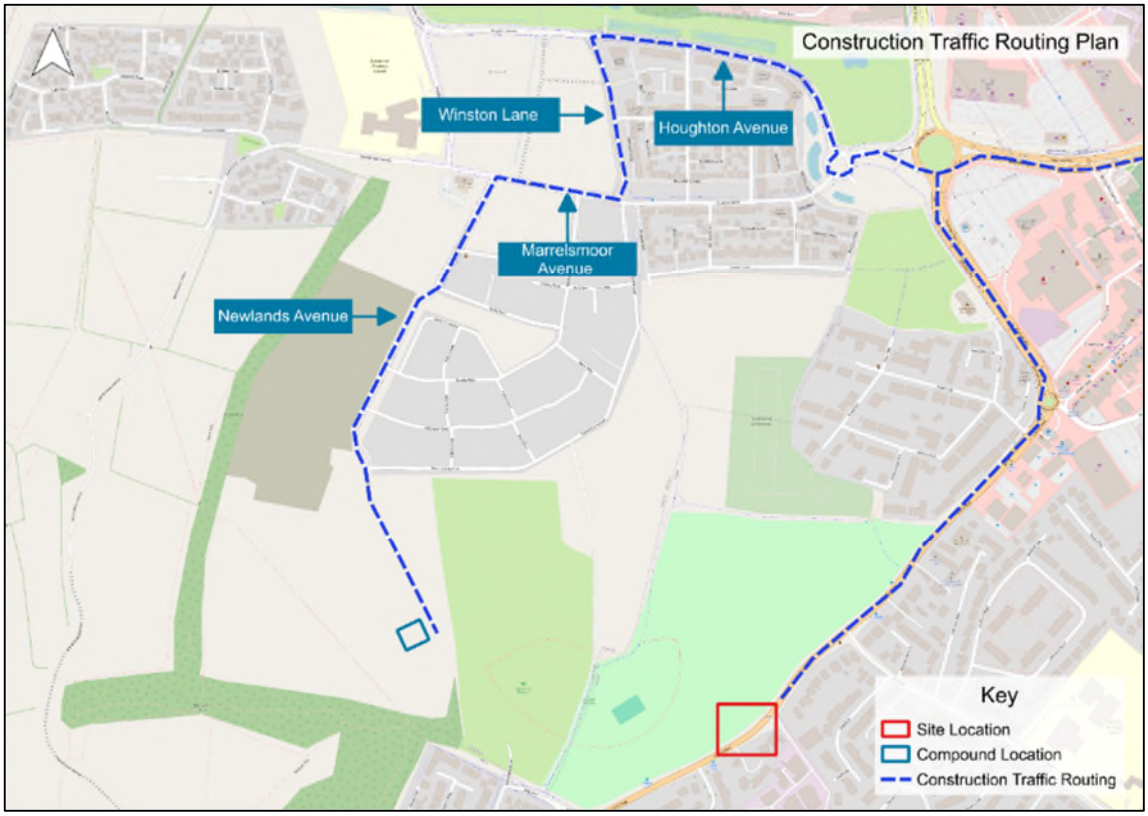


Figure 2.4: Construction Traffic Routing within Berewood Site

2.11 A regional routing plan for construction vehicles is provided within **Appendix A** of this CTMP.

2.12 Tracking drawings are provided within **Appendix B** of this CTMP illustrating a large tipper truck and a 10m rigid vehicle accessing and egressing the compound area.

Compound

2.13 The location of the compound area is provided within **Appendix B**. From the compound, the dumper trucks transporting material to the site will travel north along Newlands Avenue, then turn right onto Marrelsmoor Avenue to head east before turning left to head north along Winston Lane. From here, vehicles will head north and turn right onto Houghton Avenue, heading east to the Maurepas Way/Hambledon Road/Houghton Road roundabout, from where they will head south on Maurepas Way to join London Road.

2.14 Due to the scale of the proposed construction works, the compound area will comprise the following:

- Appropriate areas for the parking and turning of operative, construction and visitor vehicles;

- Areas provided for the safe loading and unloading and storage of plant and materials between the tipper trucks transporting them to the compound area and the dumper trucks transport them to the construction works area;
- Areas provided for the storage of waste in clearly signed and appropriate sized containers;
- Areas provided for safe and contaminate storage of fuel and the refuelling of plant. These must be at a minimum of 30m from the edge of the woodland, on impermeable ground and equipped with appropriate spill kits and fire extinguishers;
- The compound will also include for:
    - An oasis (self contained Portacabin)
    - Portaloo
    - Heras around works and compound

2.15 A portable wheel wash facility will be operative for the duration of the works in the compound area and all vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway. The contractor will maintain access to a road sweeper throughout the works so that if mud occurs on the highway, the contractor will ensure that this is removed as soon as practically possible.

2.16 Pedestrian security gates will be present at the entrance to the compound area.

2.17 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed from the commencement of the works to ensure good practice from the outset.

3 Operating Hours, Noise and Vibration Controls

3.1 The proposed construction works are estimated to have a duration of four weeks.

3.2 The works are anticipated to begin in the spring/summer 2026.

3.3 The site compound will be established prior to any site clearance or construction works.

3.4 A detailed work programme will be completed by the Contractor's Project Manager in order to facilitate the regular monitoring of on-site activities in relation to the requirements of the CTMP.

Operating Hours

3.5 All works relating to site clearance and construction, including the use of plant and machinery on the site, will take place between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. No works will take place outside of these hours, nor at any time on Sundays or bank holidays.

Noise Controls

3.6 **Method Statement 3: Control of Noise and Vibration**, which is appended to the accompanying CEMP in Appendix B, details all actions required to be implemented on site to avoid and mitigate any noise impacts.

3.7 As stated above, all construction works on the site will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. Where possible, noisy works will be planned for outside of the main school day i.e. after 14:00 hours.

3.8 If the appointed contractor wishes to vary the hours of operation or any 'emergency deviations' are required during the construction period, this shall be undertaken in consultation with the Hampshire County Council.

3.9 The noise mitigation measures that will be undertaken at the site during construction of the development comprise:

- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
- All vehicle drivers to be advised of agreed haulage routes selected to minimise any noise impact arising from additional lorry movements within a Delivery Plan;
- Silencers or mufflers as appropriate to be fitted to plant and machinery;

- A Prior Consent agreement with Havant Borough Council will be sought for any substantial or particularly noise-sensitive project;
- Noisy plant and equipment will be sited as far away as is practicable from sensitive receptors;
- Where necessary to control noise, hoardings may be provided. Hoarding may take the form of security hoards, or purpose-built noise screens;
- Vehicles and plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions;
- Machinery in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum. Noise emitting equipment required to run continuously e.g. generators, will be housed in suitable noise reducing enclosures;
- Only “sound reduced” compressors shall be used;
- Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers; and
- Care will be taken when loading or unloading vehicles or moving materials etc. to reduce noise impact.

4 Air and Dust Management

4.1 **Method Statement 2: Control of Dust and Dirt**, which is appended to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any dust impacts.

4.2 To summarise, the measures that will be undertaken at the site to mitigate the impact of air and dust during construction are as follows:

- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
- Vehicles carrying dusty materials to be suitably covered;
- Site roads to be swept and sprayed with water to prevent dust nuisance;
- Recycling activities that have the potential to generate dust to be sited in such a way to minimise dust nuisance to sensitive receptors;
- Activities found to be generating dust in conditions where dust being spread may affect the public to be stopped, rescheduled or mitigated;
- All supervisors to be familiar with the provisions of IAQM 'Guidance on the Assessment of Dust from Demolition and Construction';
- All plant to be fitted with diesel particulate filters;
- Site vehicles to be preferentially sought to have vertical exhausts to limit surface dust re-suspension;
- All vehicles leaving the site to be subjected to wheel washing where necessary;
- All materials and spoil to be stored on site to be sheeted or damped down as appropriate in dry weather to reduce dust;
- Stockpiling to be in accordance with CIRIA 'Environmental good practice guide on site (5th edition); and
- Stockpiles of materials not suitable for on-site re-use to be removed as soon as is practicable in accordance with applicable waste management legislation.

Wheel Washing Facilities

4.3 All vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway.

4.4 A wheel wash facility will be installed adjacent to the materials compound and will be used by all vehicles leaving the site compound before re-joining the local highway network.

4.5 The contractor will maintain access to a road sweeper so that if mud egress on the highway occurs, the contractor will ensure that this is removed as soon as practically possible.

5 Waste and Materials Re-use

5.1 Construction waste is a form of controlled waste. As such, the storage, transport, handling and disposal of such waste will only be handled by competent operatives who have been authorised by a competent body.

5.2 An area for the storage of waste will be provided within the site in clearly signed and appropriately sized containers. To ensure pedestrian safety these will be located away from on-site pedestrian movements. Furthermore, they will be located clear of the vehicular route through the site.

5.3 The following measures will be undertaken to control waste and re-use of materials during the construction of the development:

- Apply the Waste Hierarchy[1] to all stages of the construction process to encourage the minimisation of waste and re-use where possible;
- The appointed contractor will provide an indicative site layout of the site waste management area. This will be sited away from construction traffic and/or heavy mobile plant and will include:
    - Enough appropriate skips to allow for easy segregation of waste;
    - Skips will be located as close to the area where the specific waste is generated as possible, whilst also being easily accessible for waste carriers to collect or otherwise empty;
    - All skips will be clearly signed and colour coded;
    - Where appropriate, skips will be sealed;
    - Enough space will be provided for storage elsewhere, to prevent damage to delivered materials; and
    - Adequate and suitable storage space to allow storage of material for later re-use.
- All waste carriers will be licenced;
- All waste removal off site will be recorded and tickets retained; and
- A 'Waste Champion' will be identified with responsibility to ensure good housekeeping across the site to prevent and contain waste.

[1] As cited in The Waste (England and Wales) (Amendment) Regulations 2012

6 Traffic Management

6.1 A construction vehicle routing plan is provided in **Appendix A** to this CTMP. The routing plan illustrates the route that will be taken by vehicles arriving at and departing from the site. All construction traffic associated with the footpath works will access Berewood via the Maurepas Way/Hambledon Road/Houghton Road roundabout, travel north along Houghton Avenue and then turn left and head south along Winston Lane, the vehicles will then turn right onto Marrelsmoor Avenue, travel west for a short distance and then turn left onto Newlands Avenue and head south to where the compound is located.

6.2 From the compound, vehicles transporting material to the construction site will travel north along Newlands Avenue, then turn right onto Marrelsmoor Avenue to head east before turning left to head north along Winston Lane. From here, vehicles will head north and turn right onto Houghton Avenue, heading east to the Maurepas Way/Hambledon Road/Houghton Road roundabout, from where they will head south on Maurepas Way to join London Road.

6.3 The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian activity as far as possible and avoid undue interference with the safety and operation of the surrounding movement network.

6.4 If necessary, construction vehicles will be held within the compound to minimise the number of such vehicles on the local road network at any one time. The site manager and designated foreman will oversee this.

6.5 Delivery scheduling will target trips to occur outside of both the standard morning and evening peak hours (08:00 to 09:00 and 17:00 to 18:00) and outside of the Saturday morning peak hour (12:00 to 13:00). No deliveries will be allowed during the school drop off and pick-up peak periods (08:30 to 09:00 and 15:00 to 16:00) to account for the site's proximity to Berewood Primary School and the Town Park area.

Construction Vehicle Trips

6.6 **Table 6.1** provides details of the maximum predicted number of daily vehicular trips associated with the site construction.

Hour	Maximum Predicted Construction Traffic					
	Arrivals		Departures		Total	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
Pre-peak (07:00-08:00)	2	0	0	0	2	0
AM peak 08:00-09:00	0	0	0	0	0	0
PM peak 17:00-18:00	0	0	2	0	2	0
Daily	3	1	3	1	6	2

Table 6.1: Predicted Daily Construction Movements – Footpath Works

6.7 As noted by **Table 6.1**, it is anticipated that the construction of the footpath works would generate, at peak construction, a maximum of six vehicle movements per day, of which two would be HGVs. It is expected that all of the HGV trips will occur outside of peak hours. **Table 6.1** also illustrates that construction staff will arrive on site pre-peak, to commence work at 08:00 hours.

6.8 Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. Furthermore, movements will be coordinated to minimise activity during typical commuter and school related travel times.

Management of Construction Vehicles

6.9 Where possible, material deliveries will be arranged on a 'Just In Time' (JIT) basis in order to minimise the amount of materials required/stored on site.

6.10 All suppliers will be informed of the protocol regarding deliveries and collections. All deliveries will be required to be booked in advance and will be given an arrival time slot which will be managed by the site manager.

6.11 Construction vehicles will be prevented from waiting, standing, queuing upon and loading/unloading from the surrounding movement network through the implementation of the following measures:

- Construction vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours so that vehicles only arrive when the site is open;
- The site manager and designated foreman will ensure that there are no daytime or overnight parking of construction vehicles within the vicinity of the site;
- All vehicular parking will be confined to a designated compound area;
- All loading/unloading will take place within the compound area/site;
- All access and egress points to the compound area/site will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay; and

- All construction vehicle drivers will be informed of the above procedures prior to travelling to the site.

6.12 Grainger Plc will ensure that all contractors are provided with the above information.

6.13 Any pre-commencement condition surveys will be carried out as part of the S38 adoption process for the relevant roads within the Berewood development. As such it is not considered necessary for a pre-commencement condition survey to be undertaken.

7 Amenity, On-Site Signage, Public Safety and Site Security

Amenity

7.1 Welfare facilities will be provided for the construction workers in the form of a portable welfare unit, which will include:

- Hot water washing facilities;
- Drinking water;
- Changing and drying room;
- Rest area; and
- Male and female toilets.

On-Site Signage

Signage for Vehicles

7.2 Signage will be provided on the external public highway for construction vehicles travelling to the site.

7.3 Within the site, internal signage will direct construction vehicles to the appropriate area of the compound.

7.4 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed at the commencement of development to ensure good practice from the outset.

Signage for the General Public

7.5 Clear signage will be provided around the site to ensure that the general public is made aware of the development plans and of the contact details of the external liaison officer, should they have any comments or complaints.

On-Site Public Safety

7.6 Pedestrian routes through the site will be separate from the site traffic route.

Forward Driving

7.7 All vehicles will be required to drive straight into and out of the compound area where possible; no reversing into or out of the site will be permitted without a banksman to assist and drivers will be informed of this requirement prior to travelling to the site. The site manager or designated foreman will oversee the arrival of vehicles. They will also

oversee the movement of materials from the compound area to the construction works area. This will ensure the safety of pedestrians within the site.

7.8 An appropriately sized area will be provided for the turning of construction vehicles within the compound.

On-Site Parking and Turning Facilities

7.9 As previously stated, the compound area will include a dedicated area for the turning of vehicles. Separate areas for the parking of operatives' and visitors' vehicles along with construction vehicles will be provided. An appropriately sized area will be provided within the site for the turning of construction vehicles. Pedestrian routes through the compound will be separate from the site traffic routes and the turning area will be located separate from pedestrian routes through the compound, to ensure pedestrian safety.

7.10 The contractor will provide traffic management to comply with Chapter 8 of the Traffic Signs Manual for the control of pedestrians and traffic where necessary.

7.11 As stated above, signage will direct vehicles to the compound. Vehicle speeds on approach to the site will be low, to minimise risk to other road users and site operatives.

7.12 Vehicular parking will be confined to designated parking areas within the compound. This will ensure that the travel route for construction vehicles and pedestrians within the site is not obstructed and visibility for drivers and pedestrians is not impinged. No parking will be permitted on any roads on the local highway network near the development.

Loading and Unloading

7.13 All loading and unloading of materials will initially take place within the compound. Smaller loads of materials specific to the works requirements of that day will then be transported to the works area and unloaded there. A designated compound area for the storage of materials and plant will be provided, as well as a separate area for the storage of waste.

7.14 All access and egress points to the materials and plant store will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay.

7.15 General site management measures and responsibilities relating to safety include measures such as instructing vehicles to use the routes identified, to avoid parking site vehicles where they will impact the local highway and taking appropriate care when using construction equipment in proximity of buildings.

On-Site Security

7.16 Pedestrian security gates will be provided at the access to the site compound.

7.17 The compound area and construction works area will be fenced in to make them secure. The compound will contain temporary welfare and storage facilities. Small plant and equipment will be placed in this fenced area overnight.

7.18 Security on site will be maintained at all times. The perimeter of the site will be secured by 2.0m high Heras fencing.

7.19 Fencing will be frequently inspected, repaired and repainted as necessary.

7.20 The site fencing will clearly display publicity material, including information on the site programme, as well as the telephone contacts for receipt of complaints and/or enquiries and the name of the site representative who should be contacted. Signs will also be displayed to indicate any changes to pedestrian routes around the site if required. Where practical and safe, observation panels may be provided for public interest.

7.21 Outside of the operational site hours, if necessary, mobile security controls will be put place to ensure the site is patrolled on a regular basis or CCTV cameras will be installed at strategic positions to provide coverage of the site.

7.22 The site will also be lit during working hours in winter months with local task lighting, as deemed necessary.

8 Temporary Footway Diversion

8.1 Footways are provided along both sides of London Road, including at the location of the proposed footpath. For the duration of the footpath works, the footway along the western side of London Road will be closed and a temporary footway diversion will be put in place.

8.2 Pedestrians heading northbound on the footway along the western side of London Road towards the site will be directed to cross at the pedestrian refuge island, approximately 150m to the southwest of the site. Footway diversion signage will be in place here.

8.3 Pedestrians heading southbound on the footway along the western side of London Road towards the site will be directed to cross at the signalised pedestrian crossing, approximately 290m to the northeast of the site. Footway diversion signage will be in place here.

8.4 **Figure 8.1** illustrates the location of the 'Footway Closed' signage and the diversion that will be in place.

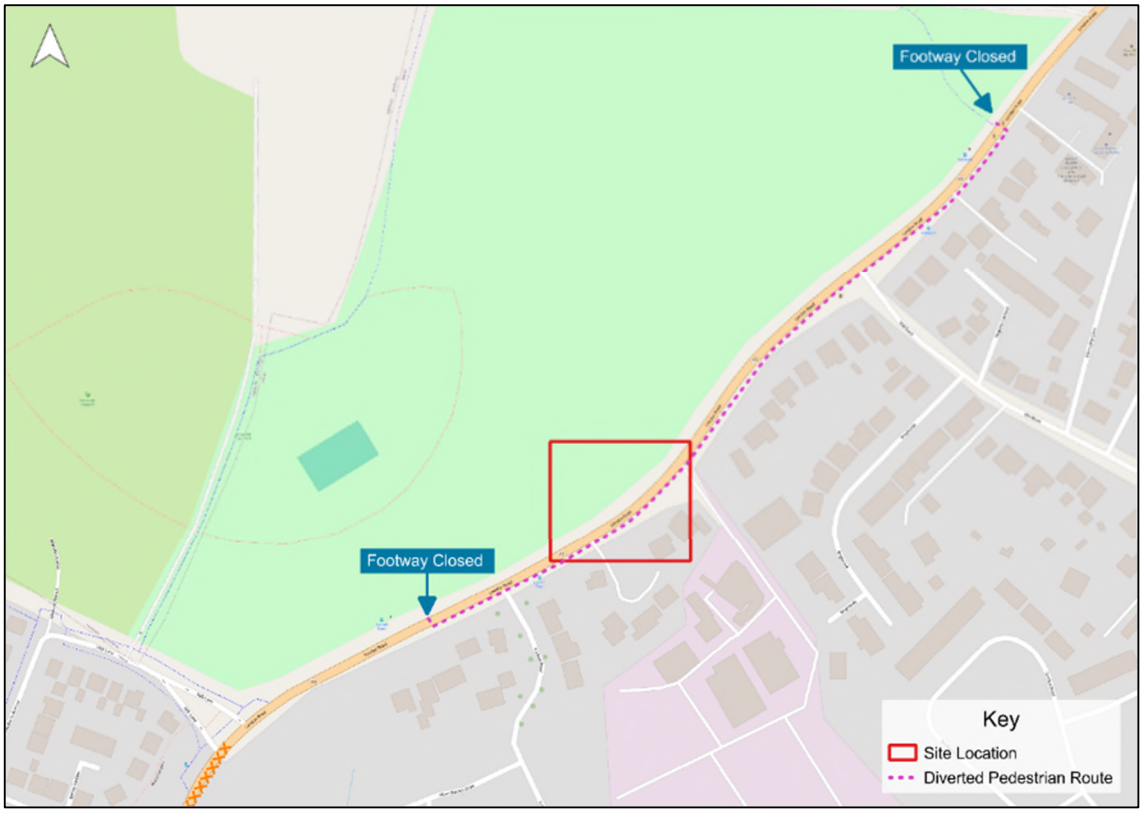


Figure 8.1: Proposed Temporary Footway Diversion

8.5 Fencing will be provided adjacent to the proposed footpath works.

8.6 During the works, access to the bus and cycle lanes which run along both sides of London Road will remain unchanged.

8.7 Once the works are complete, the footway on the western side of London Road will be reopened.

8.8 An application for a Temporary Traffic Regulation Order (TTRO) will be made to HCC for the temporary closure and diversion of footway along London Road in line with **Figure 8.1**. This application will include all details of the proposed alternative route and duration this temporary route is required.

8.9 Notices and a map containing the diversion route will be displayed at each end of the diversion route and will be maintained there until the works are complete.

8.10 The notices will include contact details and complaints procedure details.

9 Community Liaison

9.1 Liaison with local residents is a key consideration for Grainger Plc. Grainger Plc will appoint the site manager as the neighbourhood liaison officer and the site manager will be the named representative for contact with the community as the project progresses.

9.2 Grainger Plc will continuously monitor the best means to report current site progress and relevant updates to the local community. This will be in the form of a letter drop to local residents and a note on the Berewood website to provide details of current and anticipated works.

9.3 Prior to the commencement the construction works, and for any significant work activities on site (e.g. drainage and service connections), all neighbours will be notified via a letter drop. The letters will set out details of the work that are to be undertaken, together with contact details for the key Grainger Plc personnel involved with the works.

9.4 If necessary, resident meetings will be arranged so that there is a forum available for relevant matters to be raised directly with the Grainger Plc team.

10 Summary and Conclusion

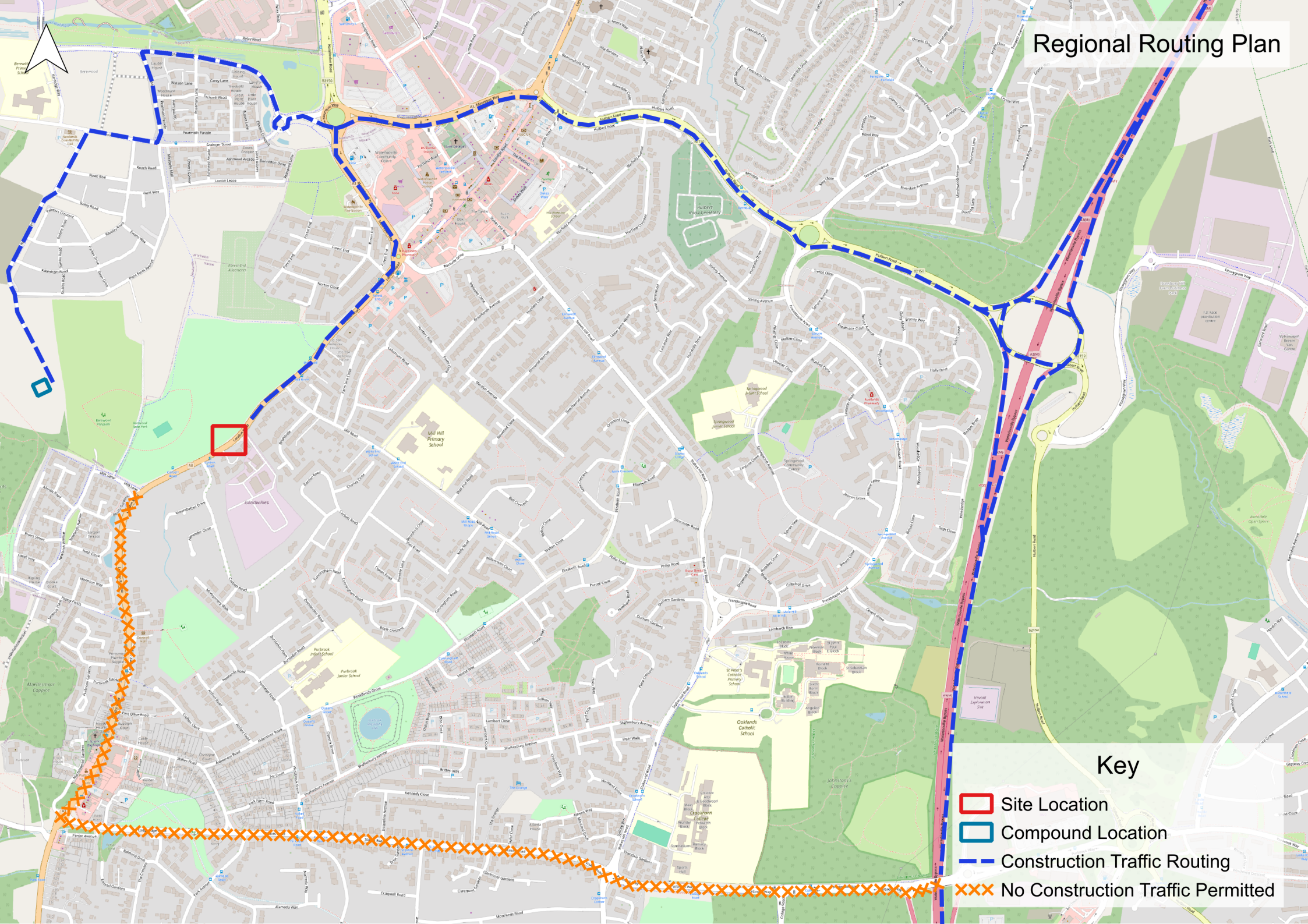
10.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP) for the footpath construction works to provide linkage from the proposed toucan crossing on London Road to the Town Park within the Berewood development in Waterlooville.

10.2 The purpose of the CTMP is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.

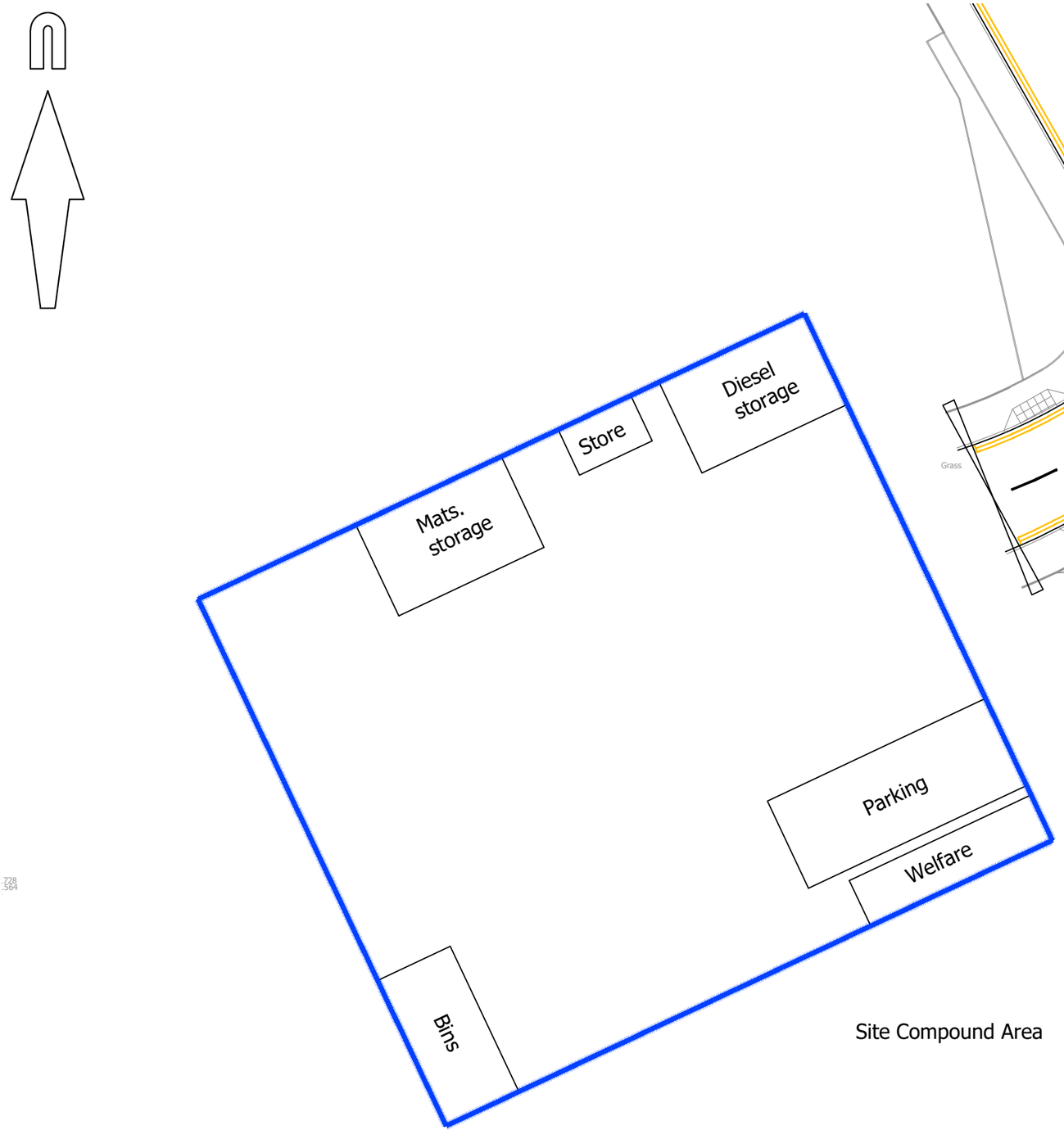
10.3 This CTMP demonstrates:

- A site compound will be provided during the construction period;
- Measures will be put in place to ensure public safety, amenity and site security;
- Construction will take place over a four week period and works will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday;
- Measures will be put in place to control any noise and vibration resulting from the construction works;
- Measures will be put in place to mitigate the impact of air and dust during construction;
- Measures will be undertaken to mitigate the impact of storm water and control sediment during construction of the development;
- Waste will be controlled, and materials re-used during construction of the development;
- A routing plan for construction vehicles is provided and the procedure for the management of such vehicles is set out;
- Details of amenity facilities, on-site signage, public safety and site security are provided; and
- Liaison with the local community is taking place.

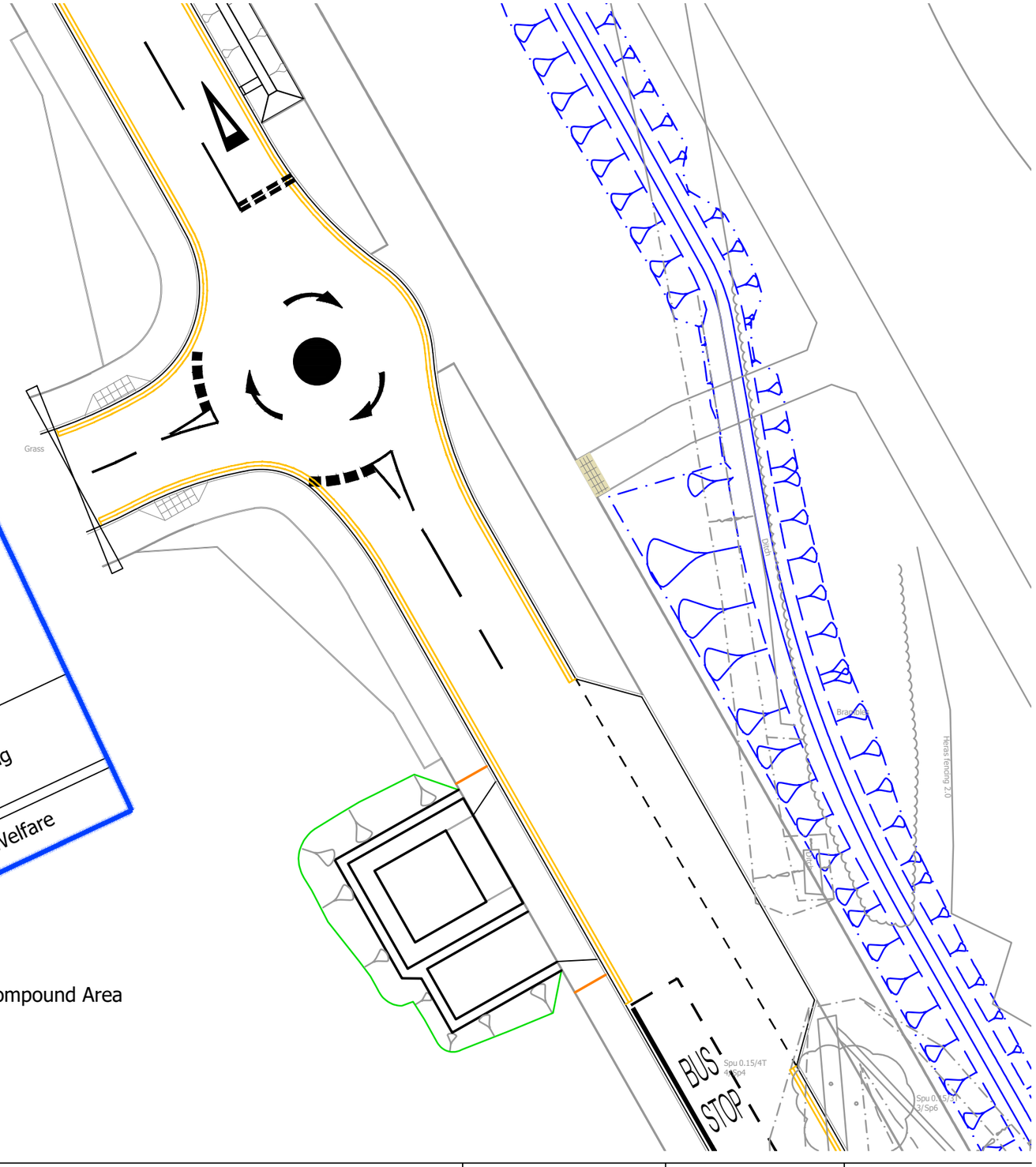
APPENDIX A: Regional Routing Plan for Construction Vehicles


Regional Routing Plan
Key
Site Location
Compound Location
Construction Traffic Routing
No Construction Traffic Permitted

APPENDIX B: Construction Vehicle Swept Path Analysis



Site Compound Area



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client
GRAINGER PLC

project
BEREWOOD, WATERLOOVILLE,
TOUCAN CROSSING

title
SITE COMPOUND AREA

scale	drawn by	checked by
1:250 @ A3	JME	NE

date created	date revised	cad file	suitability	rev.
DEC 2025	-	MASTER 2025-12-18	-	P1

drawing number
GTWVILLETOUCAN(CTMP).1/01

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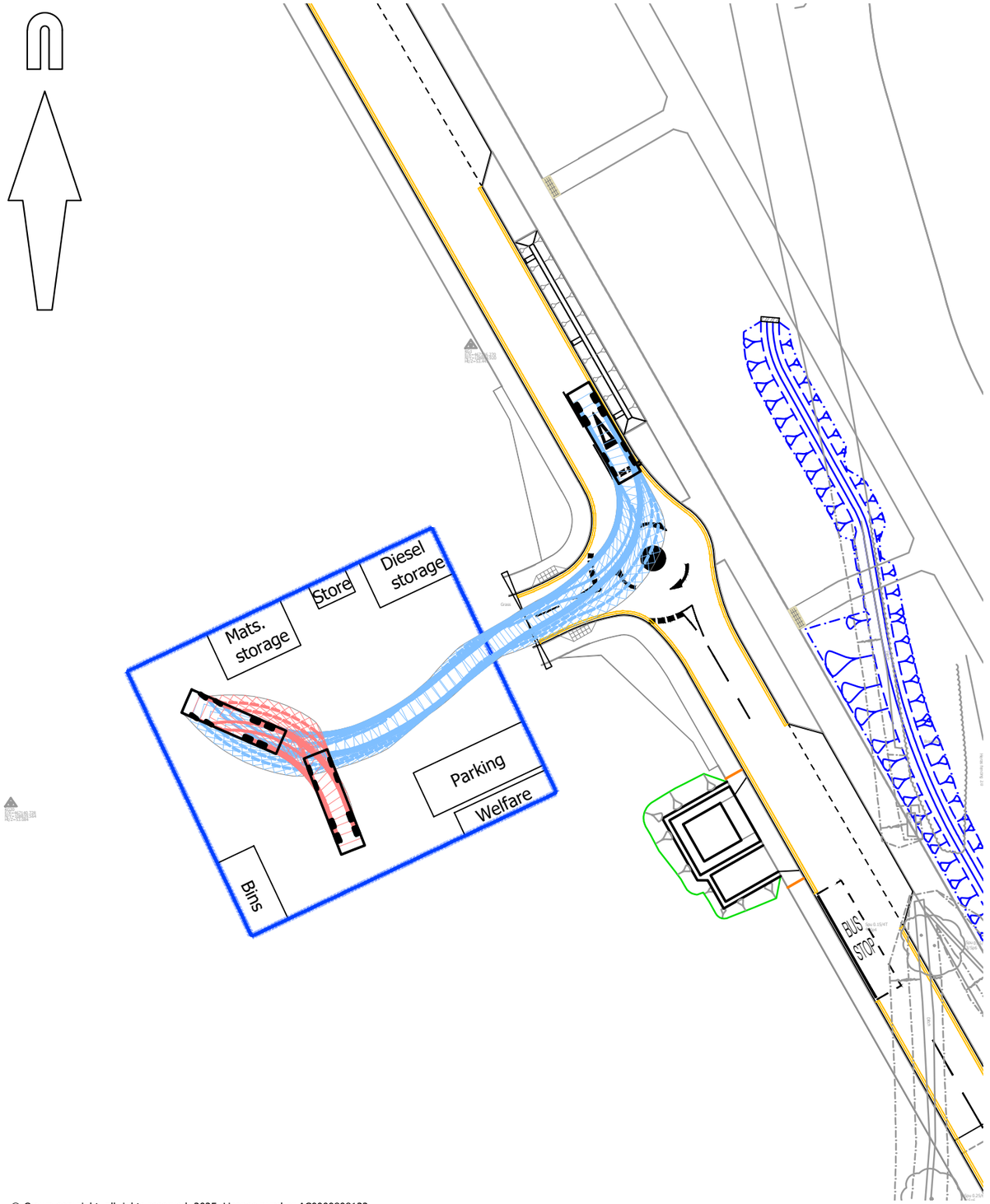

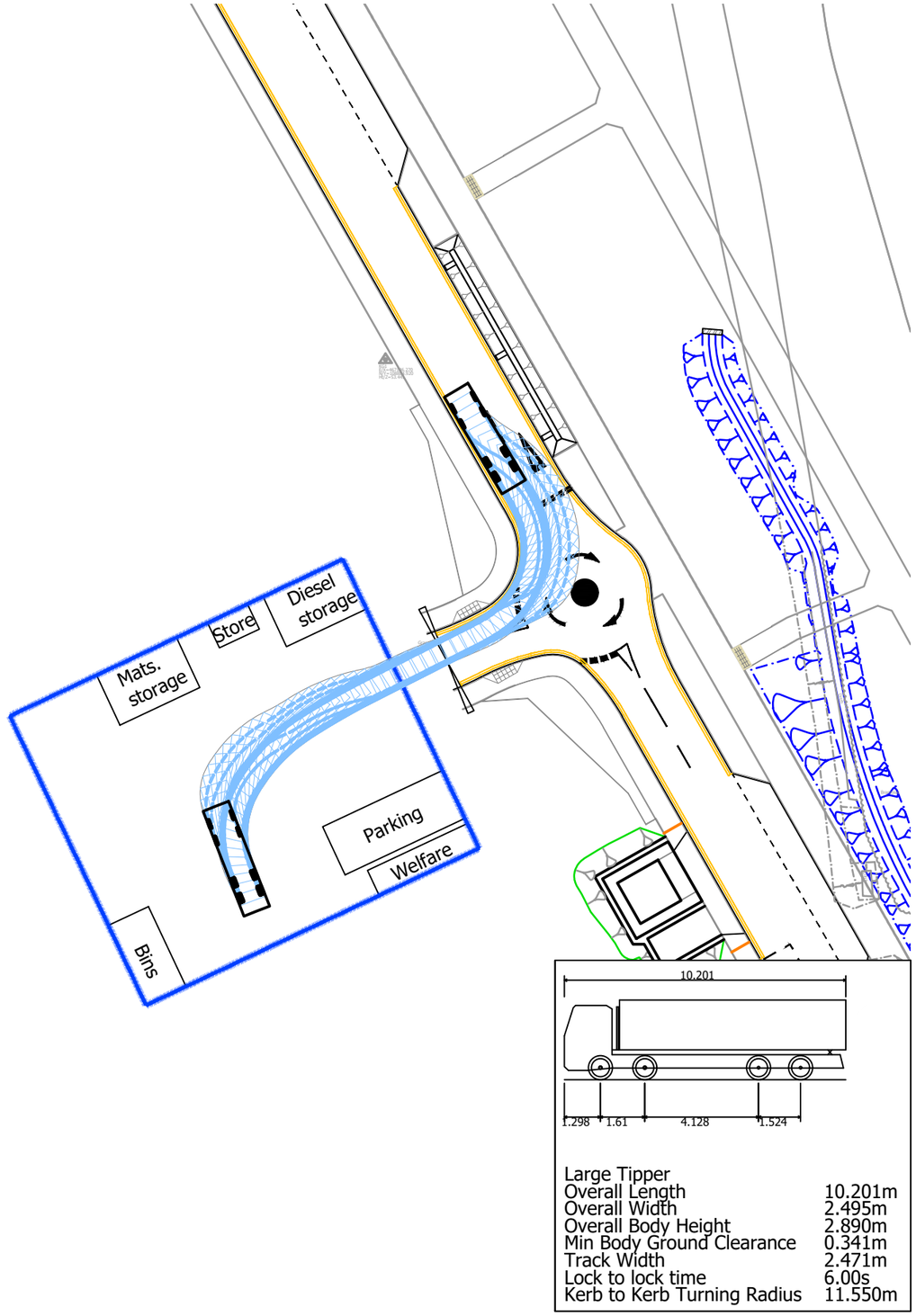

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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client
GRAINGER PLC

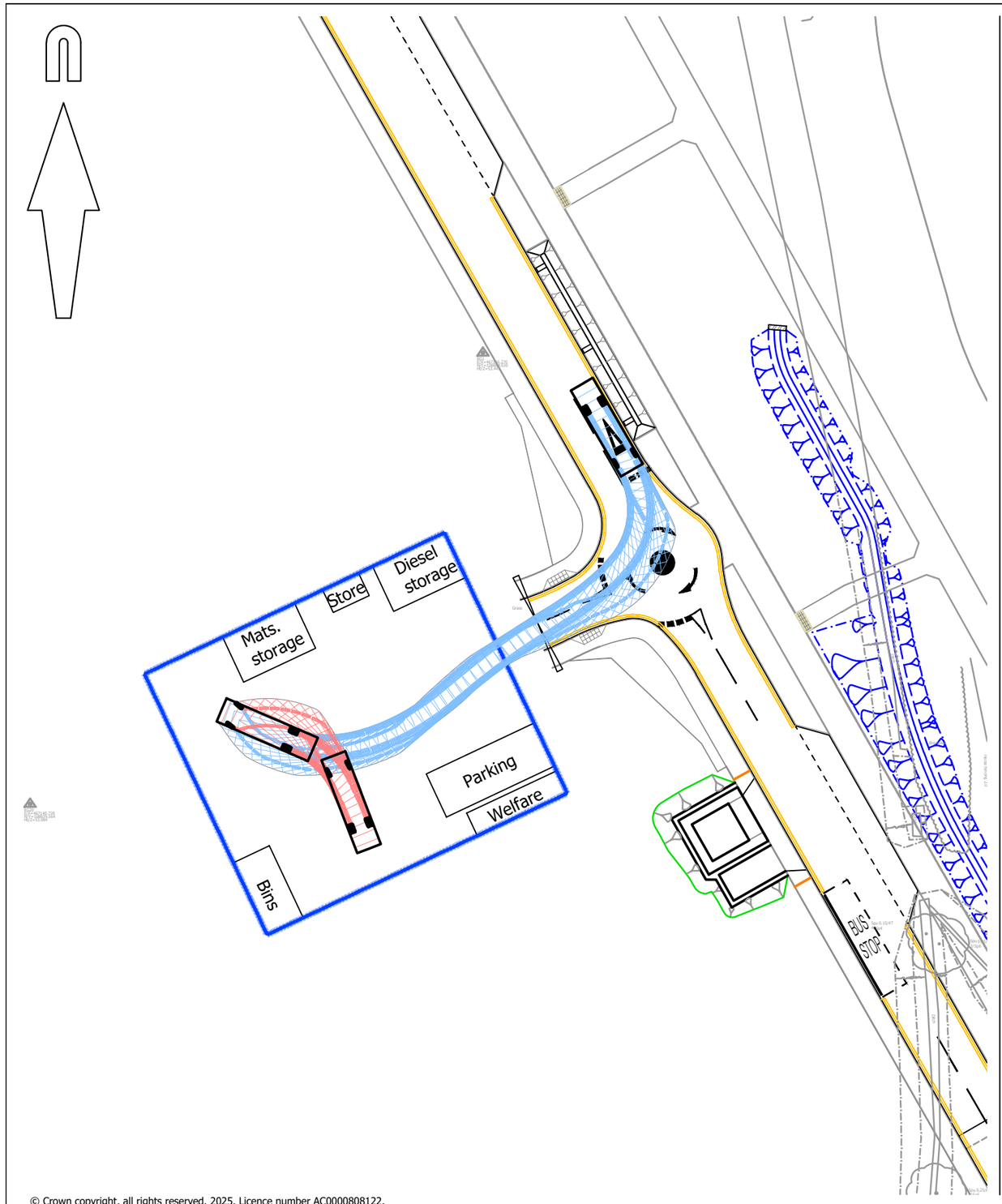
project
BEREWOOD, WATERLOOVILLE,
TOUCAN CROSSING

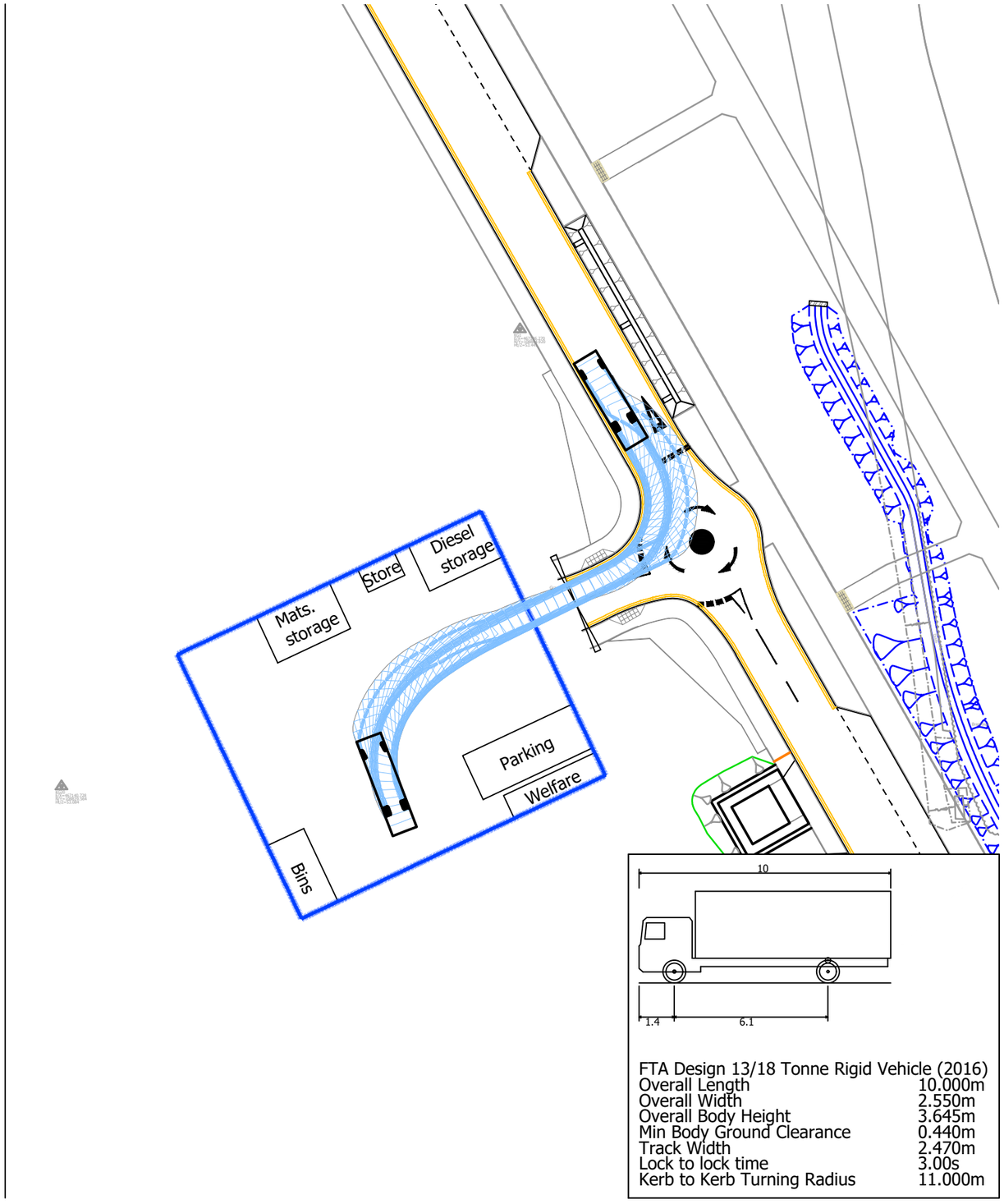
title
SWEPT PATH ANALYSIS
LARGE TIPPER ENTERING/EXITING COMPOUND

scale	drawn by	checked by
1:500 @ A3	JME	NE

date created	date revised	cad file	suitability	rev.
DEC 2025	-	MASTER 2025-12-18	-	P1

drawing number
GTWVILLETOUCAN(CTMP).1/TK01





FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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client
GRAINGER PLC

project
BEREWOOD, WATERLOOVILLE,
TOUCAN CROSSING

title
SWEPT PATH ANALYSIS
10m RIGID ENTERING/EXITING COMPOUND

scale	drawn by	checked by
1:500 @ A3	JME	NE

date created	date revised	cad file	suitability	rev.
DEC 2025	-	MASTER 2025-12-18	-	P1

drawing number
GTWVILLETOUCAN(CTMP).1/TK02