Celadon Consulting Ltd

Grainger plc

Berewood London Road

Toucan Crossing Footpath

# Outline Construction Environmental Management Plan

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January 2026

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PROPOSED PATH CONNECTION GENERAL ARRANGEMENT GTWVILLE_LRTC/GA/11 P2

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# 1 INTRODUCTION

1.1. This Outline Construction Environmental Management Plan (CEMP) has been prepared on behalf of Grainger plc in support of a Reserved Matters Application pursuant to Outline Planning Permission 10/02862/OUT. Condition 11 and relates to the footpath associated with the London Road Toucan Crossing. For clarity, Condition 11 is set out below.

**Condition 11 states:**

*"No development within a reserved matters area shall take place until a Construction Environmental Management Plan (CEMP) which should be in accordance with the ecological mitigation measures set out in Environmental Statement and the ecological mitigation plan submitted for that Reserved Matters Application, has been submitted for each particular reserved matters application, and approved by the Local Planning Authority, to include details of:*

*i. construction traffic routes in the local area;*
*ii. parking and turning of operative, construction and visitor vehicles;*
*iii. loading and unloading of plant and materials;*
*iv. piling techniques;*
*v. storage of plant and materials;*
*vi. programme of works (including measures for traffic management);*
*vii. all deliveries and building works which should only be carried out between the hours of 0800 and 1800 hours Monday to Friday and 0800 and 1300 hours Saturday and no time on Sundays or recognised public holidays;*
*viii. provision of boundary hoarding and lighting including construction lighting;*
*ix. protection of trees, hedgerows and other natural features to be retained including their management until such time as they are adopted;*
*x. details of proposed means of dust suppression and noise mitigation;*
*xi. measures to protect the listed building as necessary;*
*xii. details of measures to be taken to prevent mud from vehicles leaving the site during construction;*
*xiii. measures to prevent pollution of the watercourse during construction;*
*xiv. the handling and management of construction waste;*
*xv. details of surface water runoff; and*
*xvi. construction lighting."*

1.2. Two of the sub-clauses specified within the above condition are not applicable to these works and have therefore been screened out of this Outline CEMP. These are:

- Piling techniques – no piling is required as part of these works.
- Measures to protect listed building as necessary – there are no listed buildings within or adjacent to the application site.

1.3. The relevant elements of the above condition are presented within the following management plan. This describes the environmental constraints associated with the locality of the proposed works and provides an identification of the potential environmental effects associated with the works upon the noted sensitive receptors. The document then prescribes the mitigations required, as derived from supporting Technical Documents and industry good practice and the specific construction environmental management requirements of both Havant Borough Council and Winchester City Council. It is required that this Outline CEMP is read in conjunction with referenced supporting documents.

1.4. A number of the elements contained herein will be the responsibility of the appointed contractor. It will become part of the contract documents provided to any potential contractors and it will form an annex to any contracts with sub-contractors.

# 2 PROJECT DESCRIPTION

## OVERVIEW

2.1. Berewood is located to the west of the town of Waterlooville in Hampshire. The site itself is approximately 200 hectares in size and is bounded to the east by the A3, London Road, and arable fields to the west. Proxima Park forms the northern element of the development beyond the River Wallington, whilst the south is bounded by Purbrook Health Road and its associated properties.

2.2. Works at Berewood began in 2011 and since this time, a number of residential phases have been built out and occupied. Berewood primary school was completed in 2014 and a second primary school was completed in 2025 in the south-west of the development. Works have also been completed on extensive site-wide infrastructure, including sustainable drainage features and naturalisation of the Wallington River channel. The extent of the Berewood site is illustrated in **Figure 2.1** below

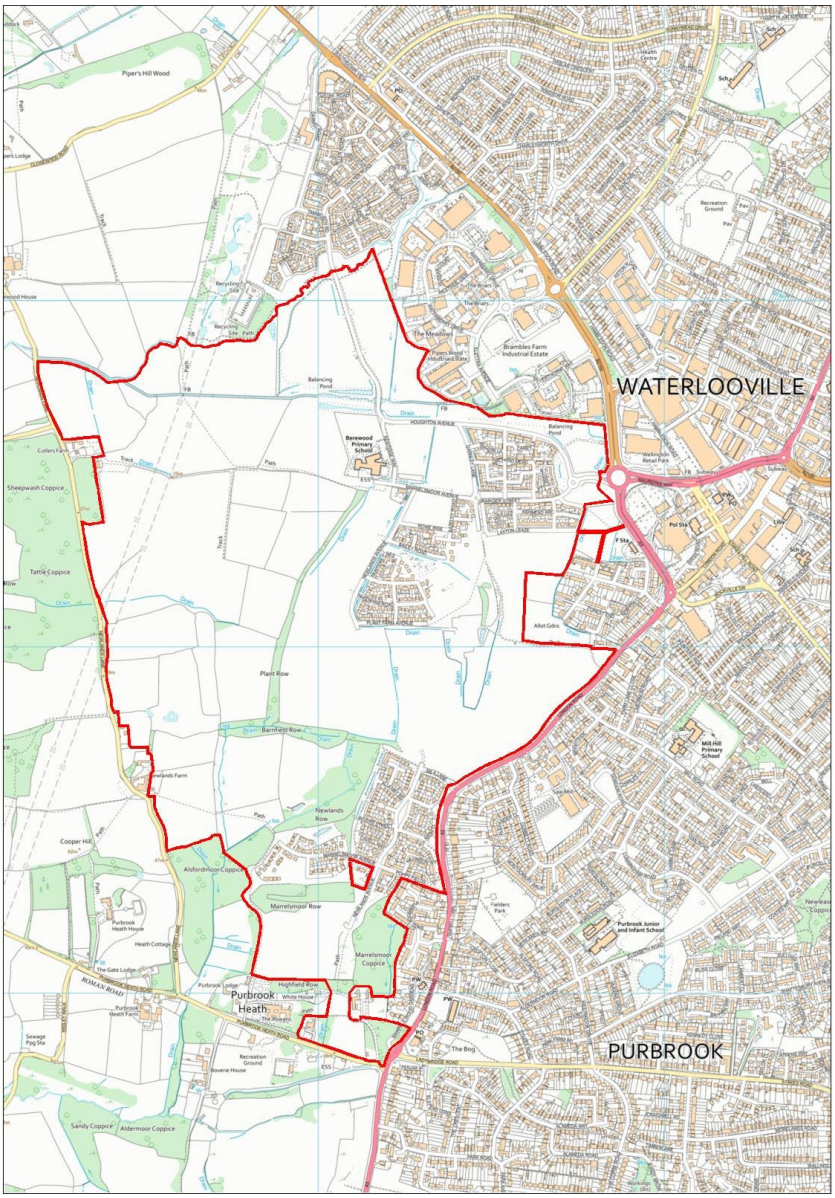



**Figure 2.1 Berewood Development Red Line Boundary**

2.3. The works to which this CEMP relates are associated with a footpath which links a consented Toucan Crossing on London Road with Southern portion of Town Park. The location of the works as they relate to Town Park and London Road is provided in **Figure 2.2** below.

[Source: Adapted from Mayer Brown Drawing No: GTWVILLE_LRTC/GA/05 P3]

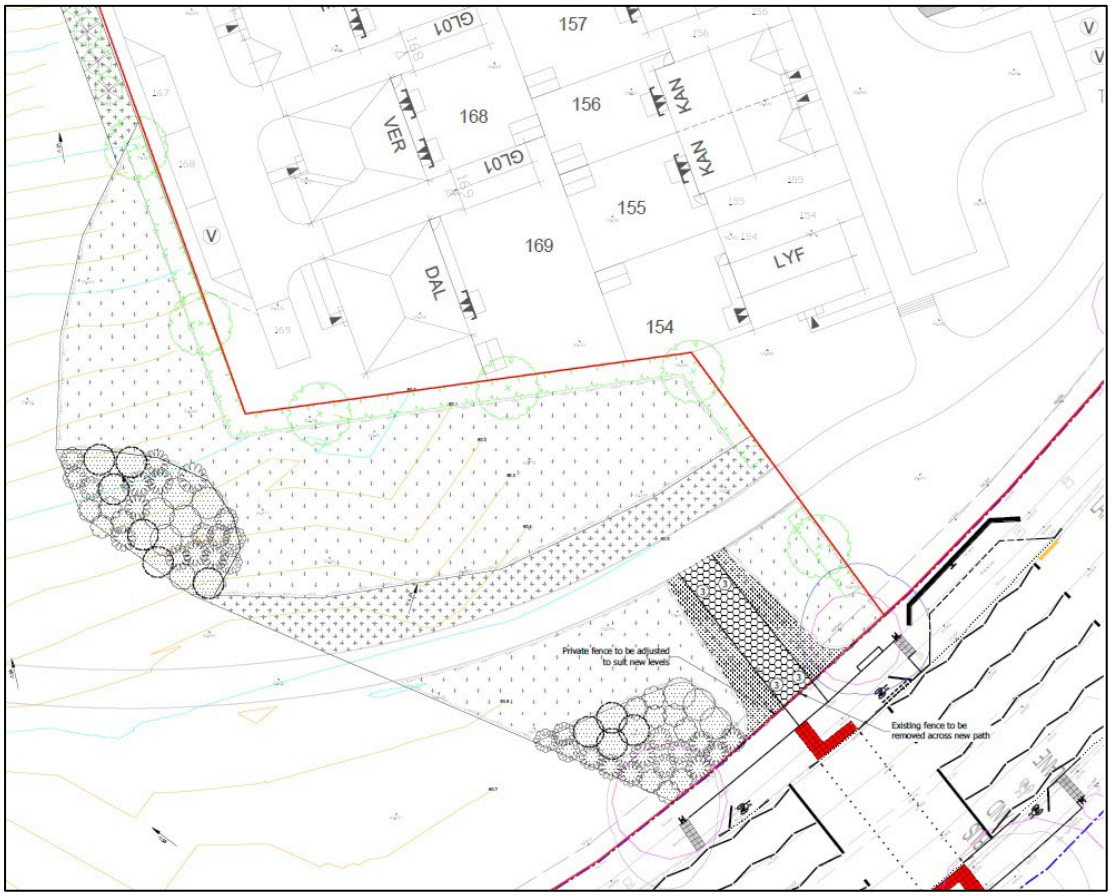
**Figure 2.2 Toucan Crossing Footpath – Location of Works and Landscaping**

## PROPOSED WORKS

2.4. The provision of the footpath to link Town Park with the Toucan Crossing on London Road will involve the following works.

- Removal of ground cover;
- Breaking out / perforation of hard cover as required
- Excavation to required depth;
- Full depth footway construction;
- Provision of kerbing;
- Amendment to fenceline; and
- Landscaping and seeding as required.

2.5. The detail of these works is set out within the Mayer Brown General Arrangement in the drawing section of this plan. An extract is provided within **Figure 2.3** below.




[Extracted from Mayer Brown Drawing No. GTWVILLE_LRTC/GA/11 P2]

**Figure 2.3 General Arrangement – Proposed Path Connection**

2.6. In compliance with Condition 11, the above works must be undertaken in accordance with the requirements of this Outline CEMP. The appointed contractor will therefore be required to produce their own Detailed CEMP, prior to commencement, stipulating how the requirements of the Outline will be implemented on site.

## PROGRAMME

2.7. The works are anticipated to begin in early 2026 and take approximately 1 no. months to complete.

2.8. The hours of works will conform to the requirements of both Havant Borough Council and Winchester City Council namely:

- 8:00 am – 18:00 pm Monday to Friday
- 8:00 am – 13:00 pm on Saturdays
- At no time on Sundays or recognised public holidays.

# 3 SITE ENVIRONMENTAL STANDARDS

## CODE OF CONDUCT

3.1. The Contractor appointed for the works will adhere to the following code of conduct.

- The site will appear professional and well managed.
- Utmost consideration will be given to the potential for impact upon neighbours and the public.
- The local environment will be protected and enhanced.
- The highest levels of safety performance will be attained.
- A supportive and caring working environment will be provided for site operatives.

## INDUSTRY GOOD PRACTICE

3.2. Contractors will provide their site environmental standards which will be based upon the above code and industry good practice[1]. They will detail the minimum measures that should be achieved for general operations that fall outside the risk assessment/method statement procedure designed to cover the majority of construction activities. These will cover the following issues:

- storage of materials;
- management of waste;
- water pollution;
- noise and vibration;
- air quality; and
- ecology

3.3. The standards will be used by Contractors as a briefing tool on site.

[1] Kwan, J. et al (2023) *Environmental good practice on site guide (fifth edition)*. CIRIA, London.

## GUIDANCE FOR POLLUTION PREVENTION

3.4. Pollution Prevention Guidance previously produced by the Government have now been rescinded. The mitigation proposed in the following sections is derived from current industry guidance such as the CIRIA Environmental good practice on site guide, Environment Agency Regulatory Position Statements and site specific requirements within the supporting Technical Documents.

## PERMITS AND APPROVALS

3.5. Where required, the Contractor will obtain and retain all consents, permissions and licences required and/or liaise with the project ecologist.

# 4 SITE ENVIRONMENTAL CONSTRAINTS

## SENSITIVE RECEPTORS

4.1. A review of potentially sensitive receptors as assessed within the supporting documents includes:

- local ecology;
- site arboriculture;
- local hydrology and hydrogeology;
- soils;
- site operatives; and
- local human receptors;

**4.2. Where documents are referred to in relation to the identification and control of construction impacts upon these receptors, the Contractor will ensure that these documents have been reviewed and that any subsequent revisions have been obtained and applied.**

### Ecology

4.3. This Outline CEMP includes summary ecological information derived from the **Ecological Impact Assessment**[2] (EcIA) provided by LC Ecological Services and the **Arboricultural Method Statement** (AMS) produced by James Fuller Arboriculture[3] for the area of the footpath to the London Road Toucan crossing. It will be the contractor's obligation to ensure they have sought and reviewed any subsequent revisions. If in doubt, the Contractor will liaise with the project ecologist and arboriculturalist.

4.4. Habitat surveys were undertaken on site in August 2025. These identified the following habitat types:

[2] J, S. (2025) Ecological Impact Assessment London Road Toucan Crossing Berewood, Waterlooville, Hampshire. LC Ecological Services, Dorset.
[3] Fuller, J. (2026) Arboricultural Method Statement. Grainger Footpath Connection, Berewood, Waterlooville, Hampshire. JFA9525 V2. James Fuller Arboriculture, Lee-on-the-Solent.

- Other neutral grassland
- Modified grassland
- Mixed scrub
- Species-rich native hedgerow with trees
- Other neutral grassland

4.5. Areas of grassland and scrub were concluded to be common habitat at local, county and national levels and have local value in terms of being Important Ecological Features (IEF).

4.6. Areas of species-rich native hedgerow were concluded to be common habitat at local, county and national levels and considered to be priority habitat under the NERC Act. As a result, hedgerow habitat outside of the works area to be retained will require protection during the works to ensure that no accidental damage occurs.

### Trees

4.7. The AMS has concluded that 2 no. trees are required to be removed to facilitate the proposed works. In addition, a section of the adjacent group of trees will also require removal. The remainder of the group will require protection. The AMS provides guidance on the location and method of protection. This is included in **Appendix D**. It also requires that that a pre-commencement site meeting is held prior to any works on site, to agree all approved processes with the aboricultural consultant and construction personnel.

4.8. It should be noted that the EcIA identifies a number of Sites of Importance for Nature Conservation (SINC), several of which include ancient woodland, as being located within 1km of the site. None of these are adjacent to the works and the EcIA concludes that there are not anticipated to be any impacts on these sites as a result of the works.

### Badger

4.9. No badger activity has been identified in the vicinity of the works and no badger setts are located within 30m. As a result, no badger mitigations are required however, a pre-works check by an ecologist is required.

### Bats

4.10. The EcIA notes that the site offers low to moderate potential for foraging and commuting bats and that the construction works are not considered to cause any level of disturbance impacts due to works commencing during day time hours and lighting not being required.

### Nesting Birds

4.11. Habitats close to the site boundary were concluded to have a potential to support nesting birds, therefore noise and visual disturbance may impact species nesting close to the development site.

### Great Crested Newts

4.12. The EcIA has concluded that whilst the habitats on and adjacent to site are considered suitable for foraging Great Crested Newts (GCN), there was otherwise a lack of evidence of presence of GCN on site. As a result, GCN were screened out of the assessment.

### Hazel Dormouse

4.13. Hazel Dormouse are noted to be present within the wider Berewood area and so the site is considered of local value for this species.

### Reptiles

4.14. The works area is considered suitable for reptiles and of local value for individual common reptiles.

### Soil Management

4.15. It is anticipated that minimal soils will be required to be removed as part of these works. However, it is required that site soils will be retained where possible and otherwise managed in accordance with the relevant Code of Practice – See **Appendix A**

### Hydrology and Hydrogeology

4.16. The River Wallington is located approximately 1km to the north of the Application Site at its closest point, however DEFRA ‘MAGIC’ mapping, indicates that there are field drains approximately 200m to the north-west. These drains are unlikely to be affected during works due to the fall of the land to the south. There are risks of run-off waters accessing London Road and the associated gullies, therefore management of surface water runoff will need to be considered during works.

### Site Operatives

4.17. Site operatives have the potential to be at risk from elevated levels of dust and noise. Contractors are required to familiarise themselves with possible working constraints and to pass relevant information on to operatives during toolbox talks. Operatives will be required to be protected from any potential harm by the adherence to on-site health and safety protocols and the use of all necessary Personal Protective Equipment.

### Local Human Receptors

4.18. The location and nature of the activities is such that the only local human receptors which have a potential to be affected by construction impacts such as noise and dust from the works are those listed below:

- Transient receptors in Town Park
- Transient receptors along London Road

4.19. It is not considered likely that dwellings on the opposite site of London Road will be affected. Any effects will be limited by the general good practice mitigations. These are further discussed **Appendix A** and **B**.

## MITIGATION

4.20. A number of site environmental constraints are identified above. An Environmental Risk Assessment (ERA) has been undertaken which identifies those aspects of the proposal which may result in impacts and the likely affected receptors. The ERA is provided in **Appendix A.**

4.21. The ERA then signposts the Contractor to the required mitigations within bespoke Method Statements for use on site. The Method Statements are provided in **Appendix B**.

4.22. It is noted that this is an Outline CEMP and that Contractors may wish to adapt these Method Statements to suit their own codes of practice and protocols within their own Detailed CEMP.

# 5 ENVIRONMENTAL MANAGEMENT

## ENVIRONMENTAL RISK ASSESMENT

5.1. An environmental risk assessment has been undertaken in the following stages:

a. Identification of the environmental 'aspects' of the proposals i.e. the works stages which have the potential to be associated with environmental harm (see **Section 2**).
b. Identification of the environmental constraints (see **Section 4**) of the locality of the works.
c. Identification of mitigations within supporting studies or good practice guidelines.
d. Provision of mitigation measures as Method Statements for Contractor use.

5.2. The Environmental Risk Assessment is provided in **Appendix A** with associated **Method Statements** within **Appendix B.**

### Compounds and Construction Traffic

5.3. A Construction Traffic Management Plan (CTMP) is included within **Appendix C**. This primarily includes for site access, compounds, routing of construction vehicles and management of construction traffic.

5.4. The management of construction traffic works during these phases is fully described within the CTMP in **Appendix C**.

### Action Plans/Detailed Method Statements

5.5. Where required, an Action Plan or Detailed Method Statements will be prepared by the Site Manager, Environmental Manager and Environmental Specialist to identify and sequence mitigation activities that are needed in order to complete a required site works process.

5.6. Action Plans and Method Statements will include a review of the environmental risks and commitments, so that appropriate control measures can be developed and included within the construction process.

5.7. Where required, all plans and statements will be submitted to the enforcement agencies (Environment Agency, Natural England, and Local Authority Pollution Control Department), as appropriate.

## Incident Response Procedure

5.8. A spill incident response plan is provided within **Appendix B, Method Statement 4**. It will be the contractor's responsibility to ensure, through induction and toolbox talks, that all operatives are aware of their own and their colleague's responsibilities in the event of an incident, and the appropriate chain of events to be followed.

## Waste Management

5.9. The site compound will include for enough and suitable waste receptacles to allow for easy segregation of waste. Receptacles must 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.

5.10. All receptacles will be:

- sufficient to suitably contain the designated waste;
- clearly signed; and
- sealed where appropriate.

5.11. Suitable contracts must be set up with waste carrier(s) to enable timely removal from site once the receptacle is full or otherwise required to be removed.

# 6 ORGANISATION AND RESPONSIBILITIES

6.1. In order to enable efficient working practices on site, the Contractor will identify and provide contact details for CEMP team members with the following responsibilities within their own Detailed CEMP. These will be retained and displayed at the site office.

| Title | Contact Details | Responsibilities |
|---|---|---|
| Client's Senior Project Manager (PM) | Chris Williams<br>07990379610<br>CWilliams@grainagerplc.co.uk | The Client's Senior Project Manager will act with responsibility for managing the Project within the agreed environmental constraints and in conjunction with all other necessary management processes. |
| Client's Construction Project Manager (CPM) | James Rood<br>07904793379<br>James.rood@LFPLtd.com | The Client's Construction Project Manager oversee the Contractors and will act as a facilitator on environmental concerns between the PM and the Contractor. |
| Client's Environmental Manager (EM) | Andrea Hughes<br>07542029042<br>andrea@celadonconsulting.co.uk | The Client's Environmental Manager will liaise with the PM, CPM, ES and Contractor and will be responsible for monitoring the performance of the project against the agreed environmental standards. |
| Client's Environmental Specialists (ES) | Jeff Picksley<br>Holbury Consultancy Services<br>07788638938<br>Jeff.picksley@holburycs.co.uk | The Client's Environmental specialists will be available to provide advice as required |

| | | |
|---|---|---|
| Contractors Project Manager (CPM) | TBC | The Contractors Project Manager act with responsibility for managing the Project within the agreed environmental constraints and in conjunction with all other necessary management processes. |
| Contractor's Site Manager (CSM) | TBC | The Contractors Site Manager will feed back to the Contractors Project Manager and will ensure that all environmental policies addressed in the CEMP are adhered to by operatives and sub-contractors throughout the construction phase. |
| Contractor's Environmental Manager (CEM) | TBC | The Contractors Environmental Manager will be responsible for overall Environmental issues arising from the project |
| Contractor's External Relations Officer – (CERO) | | The Contractors External Relations Officer will be responsible for providing a point of contact for third parties and / complaints and will be kept informed of all issues which may be of interest or concern. |
| Subcontractor(s) | A list of subcontractors will be provided and stored within the Contractors Detailed CEMP. | The Contractor will be required to monitor the environmental and health and safety performance of |

| | | |
|---|---|---|
| | | all subcontractors to ensure compliance with the CEMP. |
| Environmental Health Officer (EHO) | Winchester City Council<br>01962 8400222 ext 2172<br><br>Havant Borough Council<br>023 9244 6019 | A representative from the Local Authority's Environmental Health Department contacted at the outset of the project and provided with team contact details should they wish to attend CEMP Team meetings or make enquiries to ensure that the project is addressing l issues raised during the project planning stage |
| Implementation Officer (IO) | Winchester City Council<br>01962 848375<br><br>Havant Borough Council<br>023 9244 6571 | A representative from the Local Authority's Environmental Health Department contacted at the outset of the project and provided with team contact details should they wish to attend CEMP Team meetings or make enquiries to ensure that the project is addressing issues raised during the project planning stage |
| Flood and Water Manager (FWM) | Clare Mills<br>Hampshire County Council<br>Clare.mills@hants.gov.uk<br>01962846727 | A representative from the County Council will contacted at the outset of the project and provided with team contact details should they wish to attend CEMP Team meetings or make enquiries to ensure |

| | | |
|---|---|---|
| | | that the project is addressing issues raised during the project planning stage |
| Environment Agency Biodiversity Officer (BO) | George Woodward<br>Environment Agency<br>01962 764938 | A representative from the Environment Agency will be contacted at the outset of the project and provided with team contact details should they wish to attend CEMP Team meetings or make enquiries to ensure that the project is addressing issues raised during the project planning stage. |

**Figure 6.1 CEMP Team and Responsibilities**

## Training, Awareness and Competence

6.2. The raising of environmental awareness is viewed as a crucial element in the appreciation and implementation of any CEMP. In order to ensure the environmental control measures are effective, all staff will be provided with appropriate training prior to starting work on site. This will include:

- a site induction;
- emergency response training;
- familiarisation with site environmental controls; and
- specific environmental training for relevant employees e.g. installing erosion; and sedimentation controls, daily checks to maintain controls, cleaning up spills.

6.3. The site supervisor will ensure that all personnel engaged in activities that may have an impact on the environment are competent to carry out their duties or, where necessary, arrange for suitable training to be undertaken.

## Environmental Inspection and Reporting

6.4. The Contractor's Environmental Manager will carry out regular inspections of the construction area, to verify that housekeeping or supporting controls are being implemented effectively. These inspections will be used to confirm that:

- agreed protection or mitigation measures are in place, prior to or during the implementation of construction activities;
- construction works are progressing in accordance with the agreed environmental protections; and
- all mitigation measures in place are appropriately maintained.

6.5. Inspections will be carried out at a frequency of no greater than fortnightly intervals, but could be held more regularly depending on the nature of the construction activity. Any necessary actions will be raised and recorded at progress meetings.

## Control of non-conformance

6.6. Non-conforming processes will initiate a Non-Conformance Report, which will identify the nature of the problem, the proposed corrective action, action taken to prevent recurrence of the problem and verification that the agreed actions have been carried out.

## External Review

6.7. The Contractors Detailed CEMP and all associated supporting documents and records will be maintained by the Contractor's Environmental Manager for third party review if requested.

# DRAWINGS

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# A2 ORIGINAL

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## KEY

FULL DEPTH FOOTWAY CONSTRUCTION
- 25mm ULTICOLOUR POROUS SMA6 Thin Surfacing System, in Light Buff colour
- 50mm AC20 Open bin 100/150
- 225mm Type 3 sub-base (no fines)
- Terram 1000 or similar non-woven textile

PROPOSED VERGE OR VERGE TO BE MADE GOOD AND RE-GRADED AS NECESSARY, TOPSOILED AND SEEDED (MIN 150mm THICK CLASS 5A OR 5B TOPSOIL). HARD STANDINGS TO BE PERFORATED OR BROKEN OUT AS REQUIRED

(3) KERB TYPE 3 - 150x50mm type EF precast concrete flat top edging to figure NA.3 (b) of BS EN 1340:2003 with mix ST1 concrete bed and backing

PROPOSED KERB/EDGING LINE

HIGHWAY BOUNDARY

SITE BOUNDARY

Notes:

1. This drawing is not to be scaled.
2. ULTICOLOUR Surfacing system as supplied by Tarmac, Portland House, Bickenhill Lane, Solihull. B37 7BQ.
3. ULTICOLOUR to be installed in accordance with manufacturer's recommendations.
4. ULTICOLOUR to be installed by accredited contractors.

PRELIMINARY
NOT FOR CONSTRUCTION

Private fence to be adjusted to suit new levels

Existing fence to be removed across new path

1:200 0 2 4 6 8 10 12 14 16 18 20 m
1:1 0 10 20 30 40 50 60 70 80 90 100 mm

| rev. | amendment | checked | date |
|---|---|---|---|
| P2 | Background landscaping information updated. | PMA | 05/01/2026 |
| P1 | Initial issue. | PMA | 02/12/2025 |

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client
Investing in homes since 1912
grainger plc

project
BEREWOOD, WATERLOOVILLE
LONDON ROAD TOUCAN CROSSING

| scale | drawn by | checked by |
|---|---|---|
| 1:200 @ A2 | JRH | PMA |

| date | cad file |
|---|---|
| DECEMBER 2025 | GA_11.DWG |

title
PROPOSED PATH CONNECTION
GENERAL ARRANGEMENT

drawing number
GTWVILLE_LRTC/GA/11

rev.
P2

# APPENDIX A

## ENVIRONMENTAL RISK ASSESSMENT

| ENVIRONMENTAL RISK ASSESSMENT – TOUCAN CROSSING FOOTPATH | | | | |
|---|---|---|---|---|
| | **IMPACTS** | **POTENTIAL FOR IMPACT** | **SOURCE OF MITIGATIONS IDENTIFIED** | **MITIGATIONS IN PLACE** |
| | **Removal of Site Vegetation, Topsoil Strip and Storage** | | | |
| **ASPECTS** | Death or disturbance of in-situ sheltering and/or foraging fauna | Potential for on-site fauna to be impacted by construction processes. | Ecological Impact Assessment | Appendix B<br>Method Statement 1<br>Control of Ecological Impacts |
| | Loss or damage to on-site flora of ecological value | On site habitat classified as being common and of local importance only. | N/A | N/A |

| | | | | |
|---|---|---|---|---|
| | | On site species rich hedgerow considered to be priority habitat | Ecological Impact Assessment | Appendix D<br>Tree Protection Plan |
| | | Trees and tree groups within red line boundary | Arboricultural Method Statement | Appendix D<br>Tree Protection Plan |
| | Loss or damage to off-site flora of ecological value | Off-site SINC habitat within 1km. | N/A | N/A |
| | Loss or damage to topsoil | Potential for loss if topsoil left in situ or damage if stripped and / or stored inappropriately | DEFRA Code of Practice for the Sustainable Use of Soils on Construction Sites | Contractor Soil Management Plan |

| | Establishment of Site Compound | | | |
|---|---|---|---|---|
| ASPECTS | Loss or damage to on-site flora of ecological value | On site habitat classified as being common and of local importance only | N/A | N/A |
| | | Trees and tree groups not affected by compound location | N/A | N/A |
| | Lighting Impacts upon nocturnal fauna | Potential for fauna to use site for foraging | Ecological Impact Assessment | Appendix B |
| | Creation of fugitive dusts or odours | Potential for impacting onsite and off-site receptors, flora and fauna | CIRIA Good Practice on Site 5th Edition | Creation of fugitive dusts or odours |

| | | | | |
|---|---|---|---|---|
| | Noise impacts upon on-site and off-site receptors, flora and fauna | Potential for impacting onsite and off-site receptors, and fauna | CIRIA Good Practice on Site 5th Edition | Appendix B |
| | Creation of silty run-off | Potential for impacting off site surface water | CIRIA Good Practice on Site 5th Edition | Appendix B |
| | Creation of liquid run-off from storage and working areas | Potential for impacting off site surface water | CIRIA Good Practice on Site 5th Edition | Appendix B |
| | **Construction of footpath** | | | |
| **ASPECTS** | Creation of fugitive dusts or odours impacting onsite and off-site receptors, flora and fauna | Potential for impacting onsite and off-site receptors, flora and fauna | CIRIA Good Practice on Site 5th Edition | Appendix B<br>Method Statement 2<br>Control of Dust & Dirt |
| | Noise impacts upon on-site and off-site receptors, flora and fauna | Potential for impacting onsite and | CIRIA Good Practice on Site 5th Edition | Appendix B<br>Method Statement 3 |

| | | | | |
|---|---|---|---|---|
| | | off-site receptors, and fauna | | Control of Noise & Vibration |
| | Creation and migration of polluted run-off | Potential for impacting off site surface water | CIRIA Good Practice on Site 5th Edition | Appendix B<br>Method Statement 4<br>Control of Contaminative Run-off |
| | Loss or damage to on-site flora of ecological value | Loss or damage to on-site flora of ecological value | N/A | N/A |
| | | Loss or damage to trees and hedgerow | ArborIcultural Method Statement | Appendix D<br>Tree Protection Plan |

# APPENDIX B
## METHOD STATEMENTS

# METHOD STATEMENT 1
# ECOLOGICAL MITIGATIONS

The following mitigations are taken from the Lindsay Carrington Ecological Impact Assessment (EcIA)[1] and the Arboricultural Method Statement (AMS) produced by James Fuller Arboriculture[2] The contractor is required to ensure that they have obtained, reviewed and implemented the latest EcIA and AMS and discussed measures with the project ecologist / arboriculturist as required.

| **Actions Required** |
| --- |
| **Prior to Commencement**<br><br>Ensure all contractors and operatives have attended an induction which includes methods to minimise ecological impacts on site.<br><br>The contractors will be familiar with requirements of the Arboricultural Method Statement and will ensure that all tree protection is in place to the standards required. A pre-commencement site meeting will be held to agree all approved processes with the aboricultural consultant and construction personnel.<br><br>A pre works badger check will be carried out by an ecologist.<br><br>Prior the removal of hedgerow a precautionary working method will be followed which will allow for a licensed dormouse ecologist to conduct a fingertip search for evidence of the hazel dormouse. If no evidence is encountered, contractors will be allowed to remove the vegetation in stages. Where evidence of the hazel dormouse is encountered, the vegetation will not be removed until a licence can be sought from Natural England.<br><br>To protect reptiles, grassland habitats will continue to be managed to prevent colonisation from nearby suitable habitats. To ensure hibernating reptiles are not impacted the roots of the hedgerow and scrub will not be removed during the active season and only between March and October when day time temperatures are above 10 degrees Celsius. |

[1]J, S. (2025) Ecological Impact Assessment London Road Toucan Crossing Berewood, Waterlooville, Hampshire. LC Ecological Services, Dorset.
[2] Fuller, J. (2025) Arboricultural Method Statement. Grainger Footpath Connection, Berewood, Waterlooville, Hampshire. JFA9525. James Fuller Arboriculture, Lee-on-the-Solent.

**During Works**

For the protection of on-site Trees and Hedgerow

Tree protections will be reviewed and maintained.

For the protection of nesting birds.

The EcIA requires that:

"*To avoid the risk of disturbing, injuring or killing nesting birds, all vegetation clearance required as part of the site preparation works should ideally be undertaken outside of the bird nesting season which is considered to run from March to August (inclusive). Where any vegetation clearance must be undertaken within the nesting bird season, the working areas must first be checked by an ecologist for the presence of any nesting birds (including both arboreal and ground nesters) immediately prior to clearance. Should any active nests be encountered, the clearance in those particular areas must be postponed and a suitable protection zone established until either the nestlings have fledged or the nest is abandoned."*

See also:

- Method Statement 2 Control of Dust and Dirt to be observed
- Method Statement 3 Control of Noise and Vibration to be observed
- Method Statement 4 Control of Contaminative Run-off

# METHOD STATEMENT 2
# CONTROL OF DUST AND DIRT

The following mitigations are taken from the CIRIA Environmental good practice on site[1], IAQM Guidance on the assessment of dust from demolition and construction[2] and Construction Code of Practice for the Sustainable Use of Soils on Construction Sites[3].

## Actions Required

**Prior to Commencement**

- Plan site layout to prevent:
    - delivery and worker vehicles traversing open ground; and
    - plant from traversing areas used by delivery and worker vehicles.
- Ensure all contractors and operatives have attended an induction which includes methods to minimise dusts and dirt on site.
- Have a **Soil Management Plan** in place.
- Plan soil strip to only remove topsoil as required for the works.
- Plan access routes to minimise tracking across open ground.
- Ensure that methods are available for sweeping and damping the works areas (as applicable) and adjacent access.
- The Site Manager will ensure that suitable, ample and signed construction and domestic waste receptacles are available for use, have covers where applicable and contracts are in place for frequently emptying.
- The Site Manager will ensure that stored materials capable of creating dusts are suitably contained with adjacent facilities for damping / covering as conditions require.
- Ensure all plant accepted on site:
    - have a record of regular maintenance;
    - comply with relevant statutory and manufactures' requirements
    - are fitted with diesel particulate filters; and
    - are preferentially sought to have vertical exhausts to limit surface dust re-suspension.
- All supervisors to be familiar with the provisions CIRIA's 'Environmental good practice guide on site (5th edition); and

[1] Kwan, J. *et al* (2023) Environmental good practice on site guide (fifth edition). CIRIA C811. CIRIA, London.
[2] Stoaling, M. *et al* (2024) Guidance on the assessment of dust from demolition and construction. IAQM, London.
[3] Defra (2009) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Department for Environment, Food and Rural Affairs, London.

- All supervisors to be familiar with the provisions of IAQM ‘Guidance on the Assessment of Dust from Demolition and Construction’.

**During Works**

- Ensure all contractors and operatives attend update toolbox talks which include methods to minimise dusts and dirt on site.
- Ensure all vehicles leaving the site area have their wheels cleaned by appropriate means with site waters appropriately managed.
- Works and adjacent access to be swept and damped during dry periods.
- Avoid dry sweeping large areas.
- Vehicles carrying dusty materials off site to be suitably covered.
- Activities that have the potential to generate dust to be sited, shielded and / or covered in such a way to minimise dust nuisance to sensitive receptors.
- Plant to be maintained in good working order.
- Activities found to be generating dust in conditions where dust being spread may affect sensitive receptors to be stopped, rescheduled or mitigated.
- All materials 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 (5$^{th}$ edition) and Construction Code of Practice for the Sustainable Use of Soils on Construction Sites as relevant.
- 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.
- Regular inspection of site works undertaken to identify any dusty activities and consider appropriate mitigations.
- No idling vehicles.
- Absolutely no fires on site.
- All cutting, grinding or sawing activities to be associated with suitable dust suppression.

# METHOD STATEMENT 3
# CONTROL OF NOISE AND VIBRATION

Construction activities have the potential to cause noise and vibration disturbance to sensitive receptors in the vicinity of the works.

The following mitigations are taken from the CIRIA Environmental good practice on site[1] and BS5228 Code of practice for noise and vibration control on construction and open sites[2].

Where the Contractor is likely to undertake works or a type that may generate considerable noise and / or ground source vibration or take place for a significant duration* they will consider the potential for using less intrusive methods and / or undertake their own noise and vibration impact assessment and associated monitoring. Details of this assessment and monitoring will be provided to Fareham Borough Council.

**It is not anticipated that works or landscaping will be associated with intrusive levels of noise or vibration, or be of significant duration.**

**Any significant deviation from the above may require further assessment.**

## Actions Required

**Prior to Commencement**

- Identify likely noise and / or vibration risk early in the process so that these may be avoided, alternatives found or planned and mitigated for with early communication to sensitive receptors.
- Ensure all contractors and operatives have attended an induction which includes methods to minimise noise on site.
- Plan the site layout to prevent noisy activities adjacent to sensitive receptors.
- Provide signage re low site speeds - 10mph on unsurfaced areas 15mph on surfaced areas.
- Ensure ready access to portable acoustic screens such as those specified in British Standard BS5228:1997:Part 1.
- Ensure all plant accepted on site:
    - have a record of regular maintenance;
    - have been considered as the quietest option for the works required e.g. is an electric version a practical alternative to diesel;
    - comply with relevant statutory and manufactures' requirements;
    - are fitted with effective mufflers or silencers where possible;

[1] Kwan, J. *et al* (2023) Environmental good practice on site guide (fifth edition). CIRIA C811. CIRIA, London.
[2] British Standard (2014) Code of practice for noise and vibration control on construction and open sites. Part 1: Noise. BSI, London.

    - have alternatives to reversing beepers considered; and
    - operate to minimum noise emissions.
- All supervisors to be familiar with the provisions CIRIA's 'Environmental good practice guide on site (5th edition); and
- All supervisors to be familiar with the provisions of BS5228 Code of practice for noise and vibration control on construction and open sites

**During Works**

- Ensure all contractors and operatives attend update toolbox talks which include methods to minimise noise and vibration on site.
- A Prior Consent agreement with Havant Borough Council will be sought for any substantial or particularly noise-sensitive works. Under Section 61 of the Control of Pollution Act 1974 prior agreement can be reached on noise controls, which prevent the need for formal interventions, which may later be introduced without warning, with associated delays and costs. Potential noise issues as far as is practical will be anticipated in advance and control measures will be agreed with the local authority.
- Activities that have the potential to generate excessive noise to be sited, shielded and / or covered in such a way as to minimise nuisance to sensitive receptors.
- Effective screening/hoarding will be appropriately sited between the noise source and the potential receptor, contain no holes and ensure that the screening material overlaps with minimal gaps.
- Activities found to be generating noise or vibration in conditions which may affect sensitive receptors to be stopped, rescheduled or mitigated.
- No idling vehicles.
- All vehicle drivers to be advised of agreed haulage routes selected to minimise any noise impact arising from additional lorry movements.
- All cutting, grinding or sawing activities to be associated with suitable noise suppression.
- 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. Models will be fitted with properly lined and sealed acoustic covers that shall be kept closed whenever the machinery is in use.
- It is note anticipated that pneumatic percussive tools, rotary drills or equipment that breaks concrete, brickwork or masonry will be required for these works.
- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

- Care will be taken when loading or unloading vehicles or moving materials etc to reduce noise impact.
- Noise levels to be set at the site boundaries using the method described within Annex E of BS5228 and discussed below. These will apply during work hours of:
    - Monday to Friday - 0800hrs to 18:00hrs
    - Saturday - 08:00hrs to 13:00hrs.
    - Sundays and Public Holidays - No work on site is permitted
- Any noise monitoring will be undertaken by appropriately trained staff using an integrating Type 1 monitor which will be laboratory calibrated on a yearly basis. Any non-conformance will be registered and reported to Fareham Council

**Construction Noise Criteria**

Annex E.2 of BS 5228-1 2009 +A1:2014: *Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Noise states*:

*"Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut. […] Noise levels, between say 07.00 and 19.00 hours, outside the nearest window of the occupied room closest to the site boundary should not exceed:*

- *70 decibels (dBA) in rural, suburban and urban areas away from main road traffic and industrial noise;*
- *75 decibels (dBA) in urban areas near main roads in heavy industrial areas."*

*Whilst construction noise will be “temporary”, the effect of such noise will also be influenced by the **duration** of the works, i.e. the greater the period of noise exposure, the greater the potential impact on neighbouring receptors. Annex E of BS 5228-1, notes that additional significance should be given to an impact exceeding 70 dB, where such a noise magnitude is predicted to occur on 10 or more days of working in any 15 consecutive days, or for a total of 40 days in any six month period.

It is noted that Fareham Borough Council may wish to provide amendments to the requirements of this Method Statement in the light of observed works or in the event of complaints

# METHOD STATEMENT 4
# CONTROL OF CONTAMINATIVE RUN-OFF

Construction activities have the potential to result in contaminative run-off into surface water systems.

The following relevant mitigations are taken from the CIRIA Environmental good practice on site[1] and the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites[2].

| **Actions Required** |
| --- |
| **Prior to commencement**<br>• Plan site layout to:<br>  ○ prevent delivery and worker vehicles traversing open ground;<br>  ○ prevent plant from traversing areas used by delivery and worker vehicles.<br>  ○ ensure any surface water, gullies, drains etc on site are identified and protected;<br>  ○ ensure no potential sources of liquid pollutants are sited adjacent to gullies, drains etc.<br>  ○ ensure the presence on site of wheel wash facilities and methods to contain and appropriately dispose of wash waters.<br>  ○ ensure any diesel bunds are sited on impermeable ground with nappy, appropriate spill kit and fire extinguishers adjacent.<br>  ○ provide suitable, ample and signed construction and domestic waste receptacles with covers where applicable and that contracts are in place for frequent emptying.<br>  ○ ensure that any areas where wet conditions may result in mobilisation of stored materials including soils are suitably contained with adjacent facilities for covering as conditions require; and<br>  ○ ensure appropriate storage of hazardous materials.<br>• Have a **Soil Management Plan** in place.<br>• Plan soil strip to only remove soils as required for the works.<br>• Ensure soil storage is not sited close to drains or gullies and that storage is undertaken in line with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites with silt fencing applied. |

[1] Kwan, J. *et al* (2023) Environmental good practice on site guide (fifth edition). CIRIA C811. CIRIA, London.
[2] Defra (2009) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Department for Environment, Food and Rural Affairs, London.

- Plan acess routes to minimise tracking across open ground.
- Ensure that methods are available for sweeping and damping works areas (as applicable) and adjacent access.
- The contractor will develop a detailed Incident Response Plan (see schematic plan below). This will identify all on-site risks, suitable responses and relevant personnel. It will be disseminated to all appropriate staff as part of incident training and will include some or all of the measures identified here.
- Ensure all contractors and operatives have attended an induction which includes methods to minimise contaminative run-off on site.
- All supervisors to be familiar with the provisions CIRIA's 'Environmental good practice guide on site (5th edition) and the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Department for Environment, Food and Rural Affairs, London.

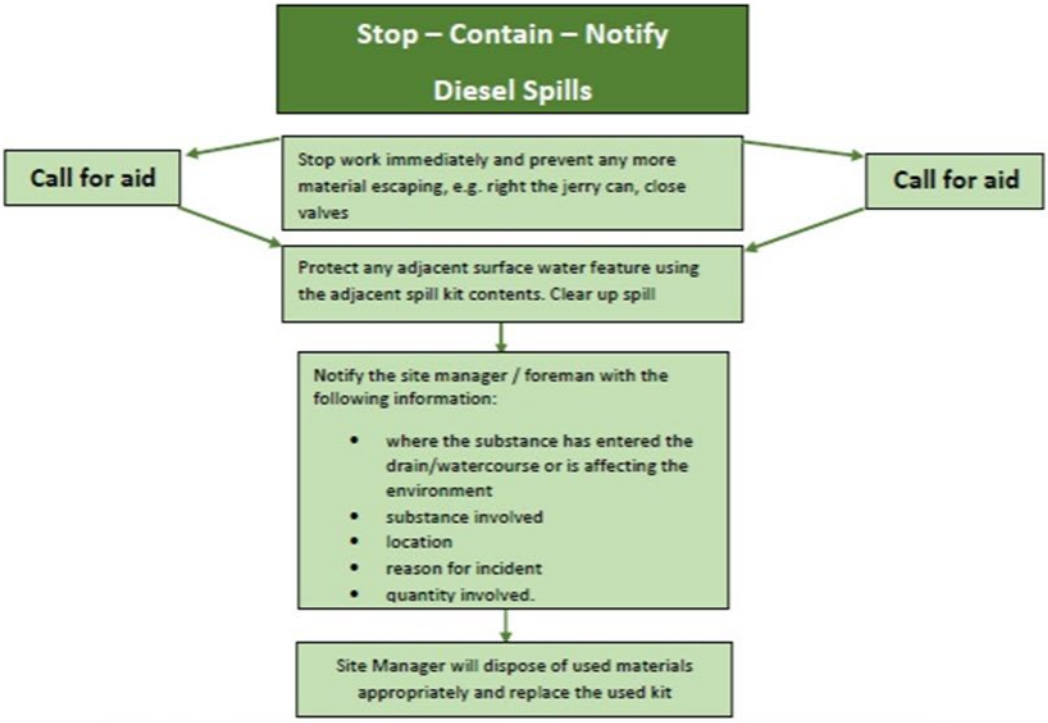
**During Works**

- Ensure all contractors and operative have attended update toolbox talks which include the Incident Response Measures and methods to minimise contaminative run-off on site.
- Ensure compliance with EA Dewatering Regulatory Position Statement as required.[3]
- Ensure compliance with EA Storing and bulking sweeping waste by the waste producer Regulatory Position Statement as required.[4]
- Maintain protection of any new or existing live surface water drains to ensure that no contaminated surface waters may enter them.
- Where required, systems of temporary drainage must be installed to ensure that no polluted surface runoff enters adjacent drains or ditches. Any surface water collected must be directed via treatment before discharge.
- All vehicles leaving the site, to be subjected to wheel washing where necessary.
- Stockpiling to be in accordance with best practice within CIRIA 'Environmental best practice on site guide (5th edition) and Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- 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.
- Fuels and chemicals to be managed in accordance with CIRIA 'Environmental best practice on site guide (5th edition).

[3] https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water
[4] https://www.gov.uk/government/publications/dewatering-of-street-sweepings/dewatering-street-sweepings-rps-65

- Any tanks and containers to be labelled with nature of contents and total volume secured.
- Where any hazardous liquid use is required, this must be used and stored in strict accordance with COSHH regulations. Any operatives using COSHH liquids must be in receipt of appropriate training.
- Biodegradable hydraulic oil to be used for machinery/plant where possible.
- All deliveries to be supervised and levels of tanks checked before delivery.

# INCIDENT RESPONSE PLAN




**Spillage type**

Major: Cannot be controlled, pollution has entered, or could enter a drain or watercourse. Report to the foreman/supervisor immediately

Minor: Can be controlled, pollution has note entered, and cannot enter a drain or watercourse. Report to the foreman/supervisor immediately

**Foreman/supervisor instructions**

Major: Contain and report immediately

Minor: Clean up immediately using appropriate materials (granules, pads etc)

**In Major instance report to EA (see contact below)**

**Contact**

**Environment Agency (EA) Emergency Spill Line** **0800 80 70 60**

**Worthing Office** **03708506506**

Write up report of incident to be retained in site records including:

- date, time, location of spill
- substance(s) involved
- action taken to contain it
- lessons learnt.

Adapted from: Environmental good practice on site guide (fourth edition) CIRIA

# APPENDIX C

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**JANUARY 2026**

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

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## JANUARY 2026

| | |
|---|---|
| **Report Reference:** | **GTWVilleToucan(CTMP).1/CTMP01** |
| **Project Code:** | **GTWVilleToucan(CTMP).1** |
| **Prepared by:** | **SB/NE** |
| **Approved by:** | **NE** |
| **Issue Date:** | **7th January 2026** |
| **Status:** | **Final Rev 1** |

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**Grainger Plc**

**Footpath Adjacent to Toucan Crossing, London Road**

**Berewood, Waterlooville**

**Construction Traffic Management Plan**

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APPENDIX A: Regional Routing Plan for Construction Vehicles

APPENDIX B: Construction Vehicle Swept Path Analysis

# 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**.

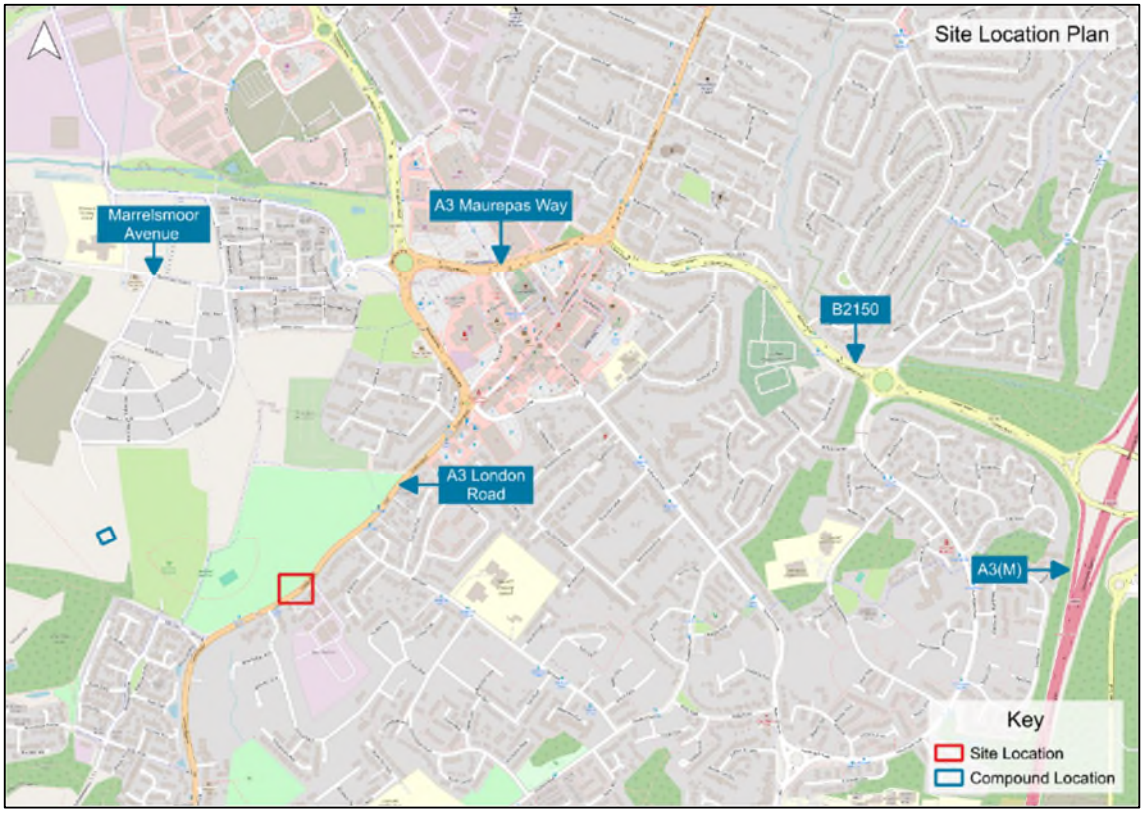



**Figure 2.2: Wider Site Location**

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.

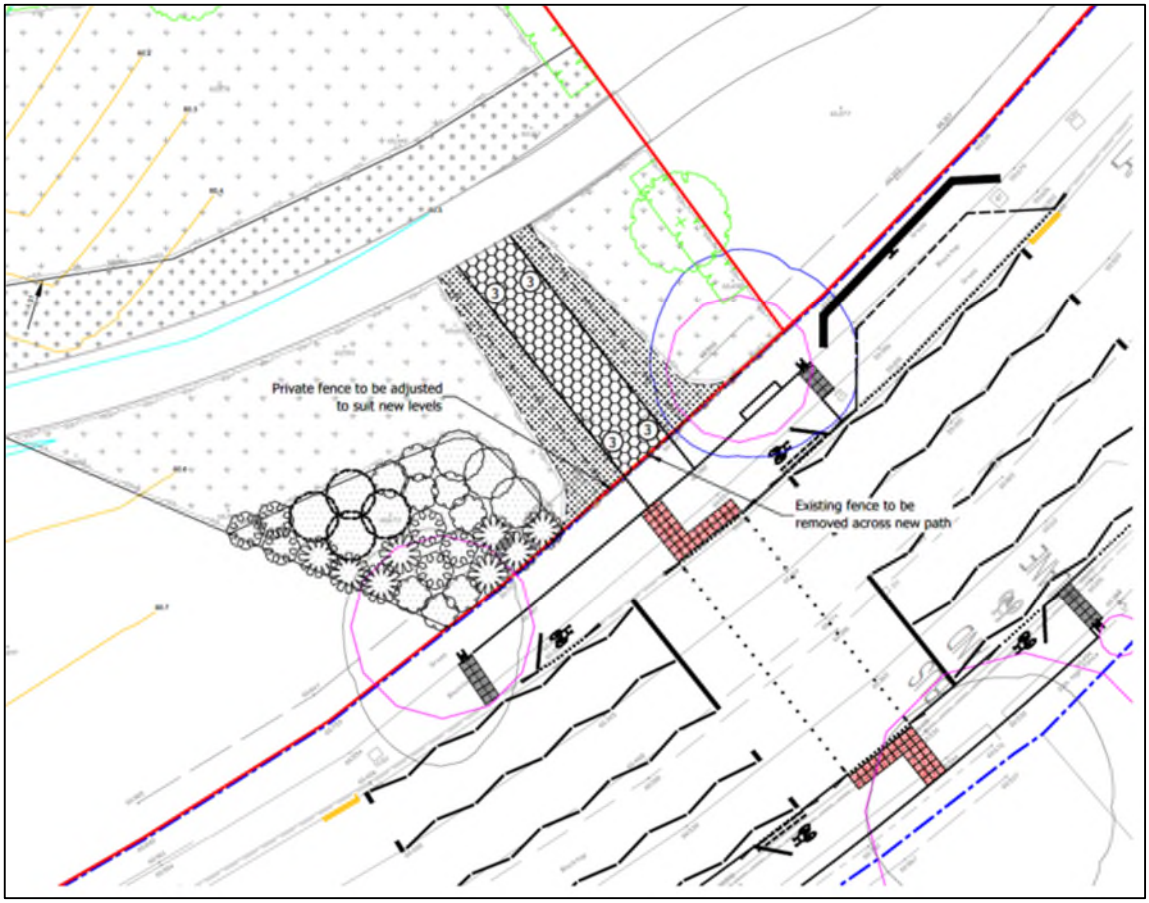



**Figure 2.3: General Arrangement – Proposed Footpath Works**

*(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.

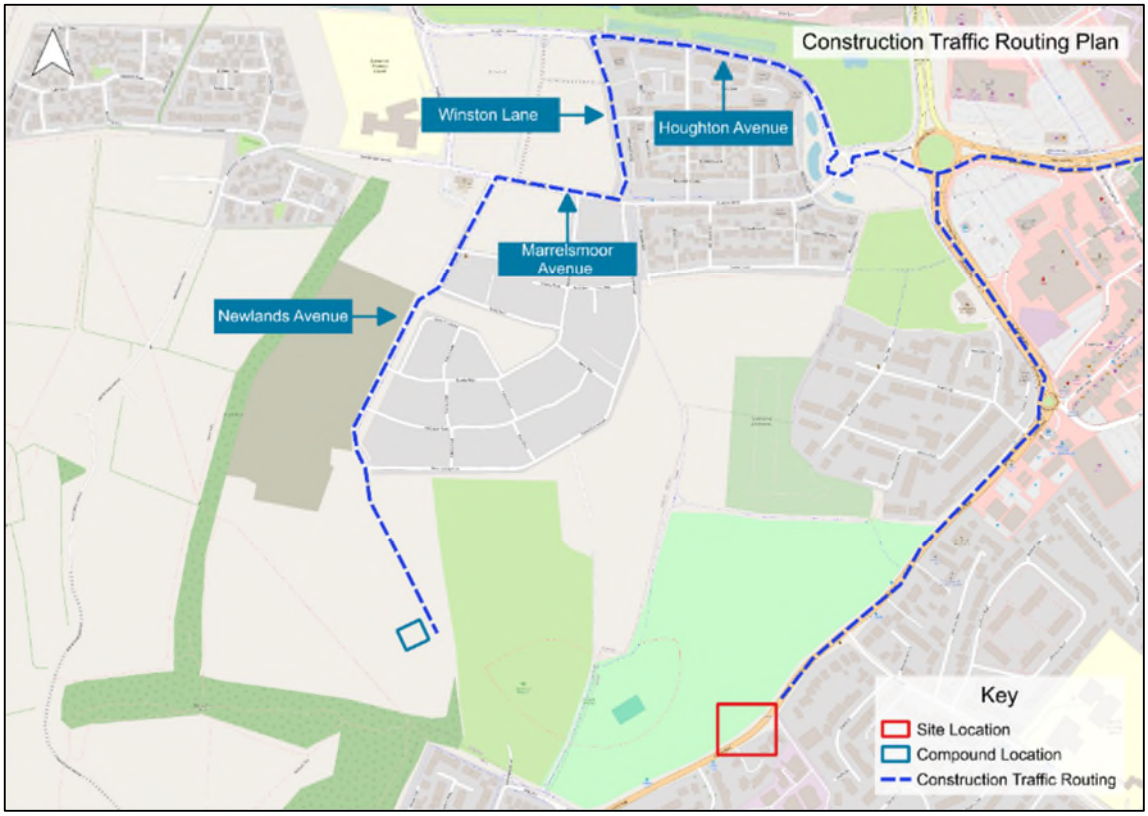



**Figure 2.4: Construction Traffic Routing within Berewood Site**

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.

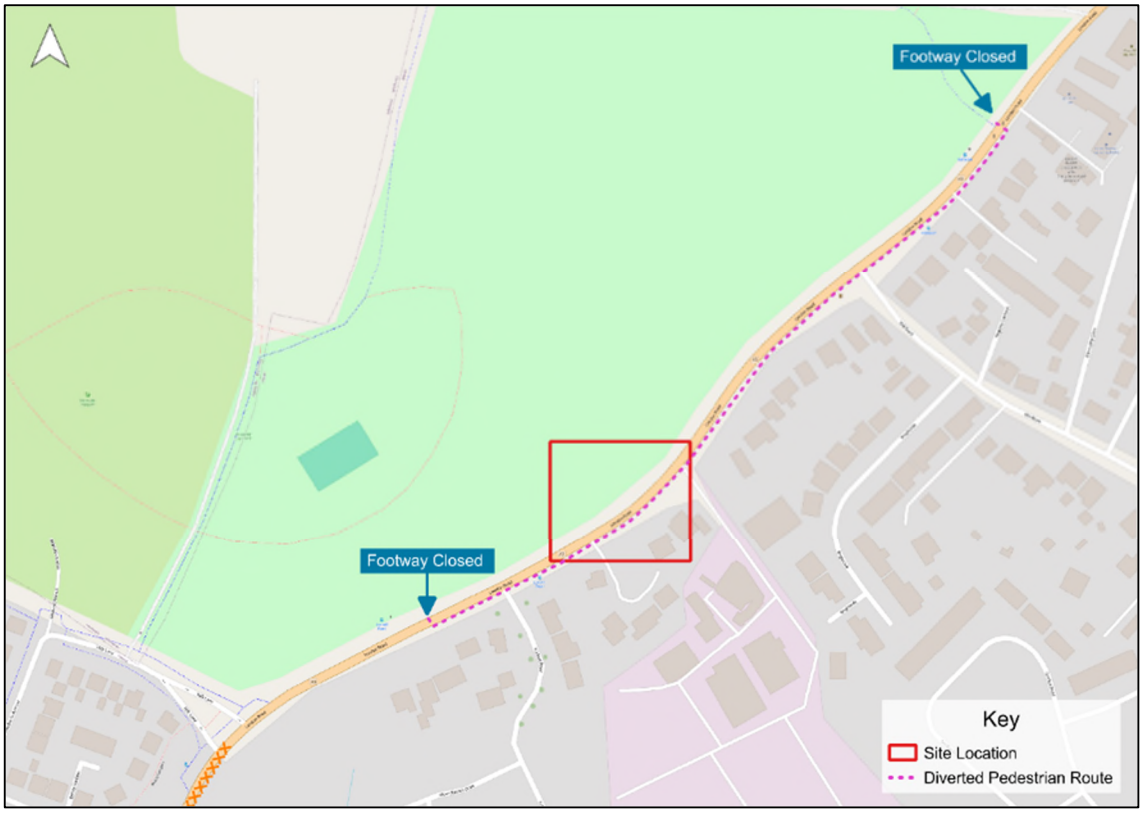



**Figure 8.1: Proposed Temporary Footway Diversion**

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

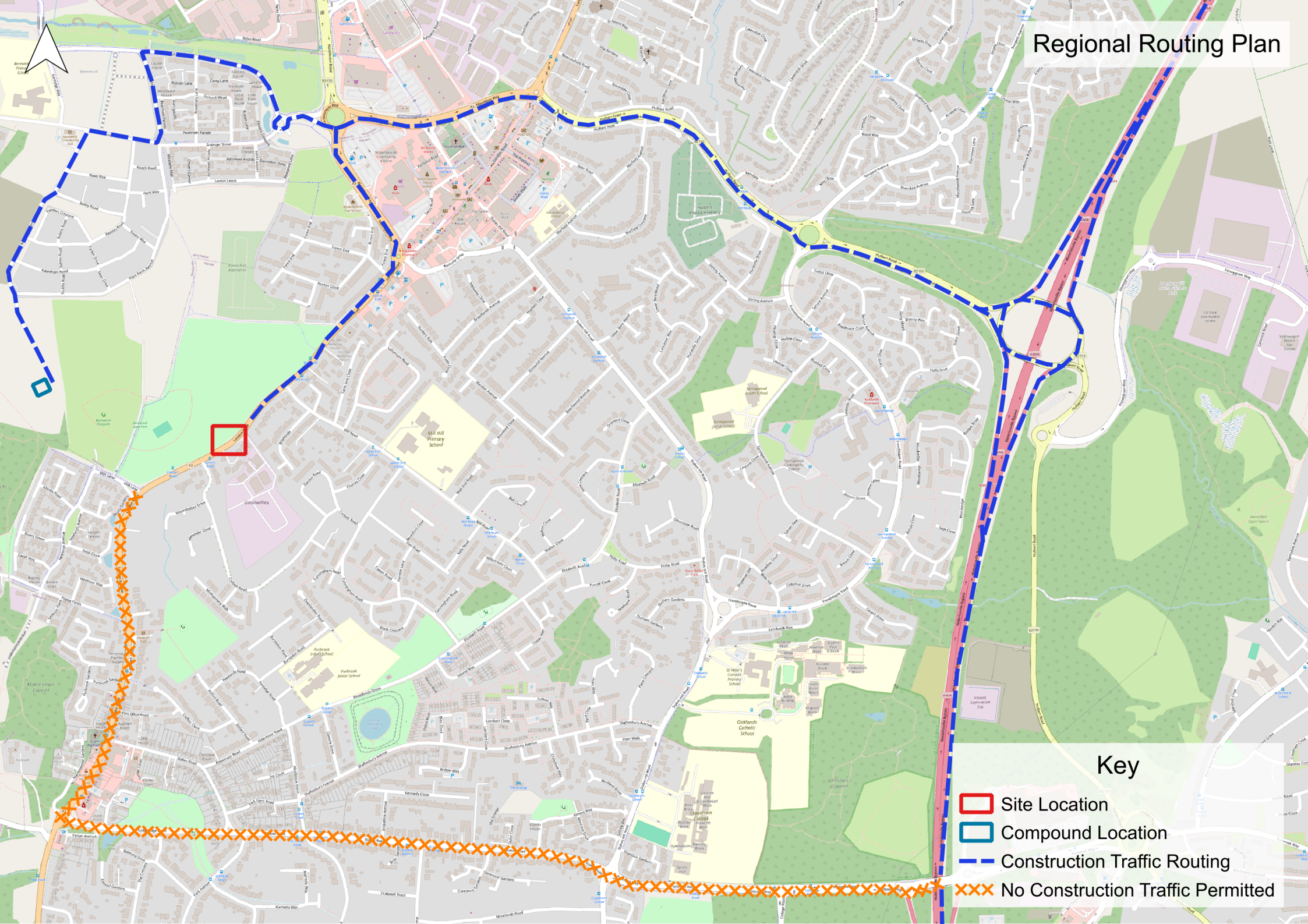
10.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP) for the footpath construction works to provide linkage from the proposed toucan crossing on London Road to the Town Park within the Berewood development in Waterlooville.

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.

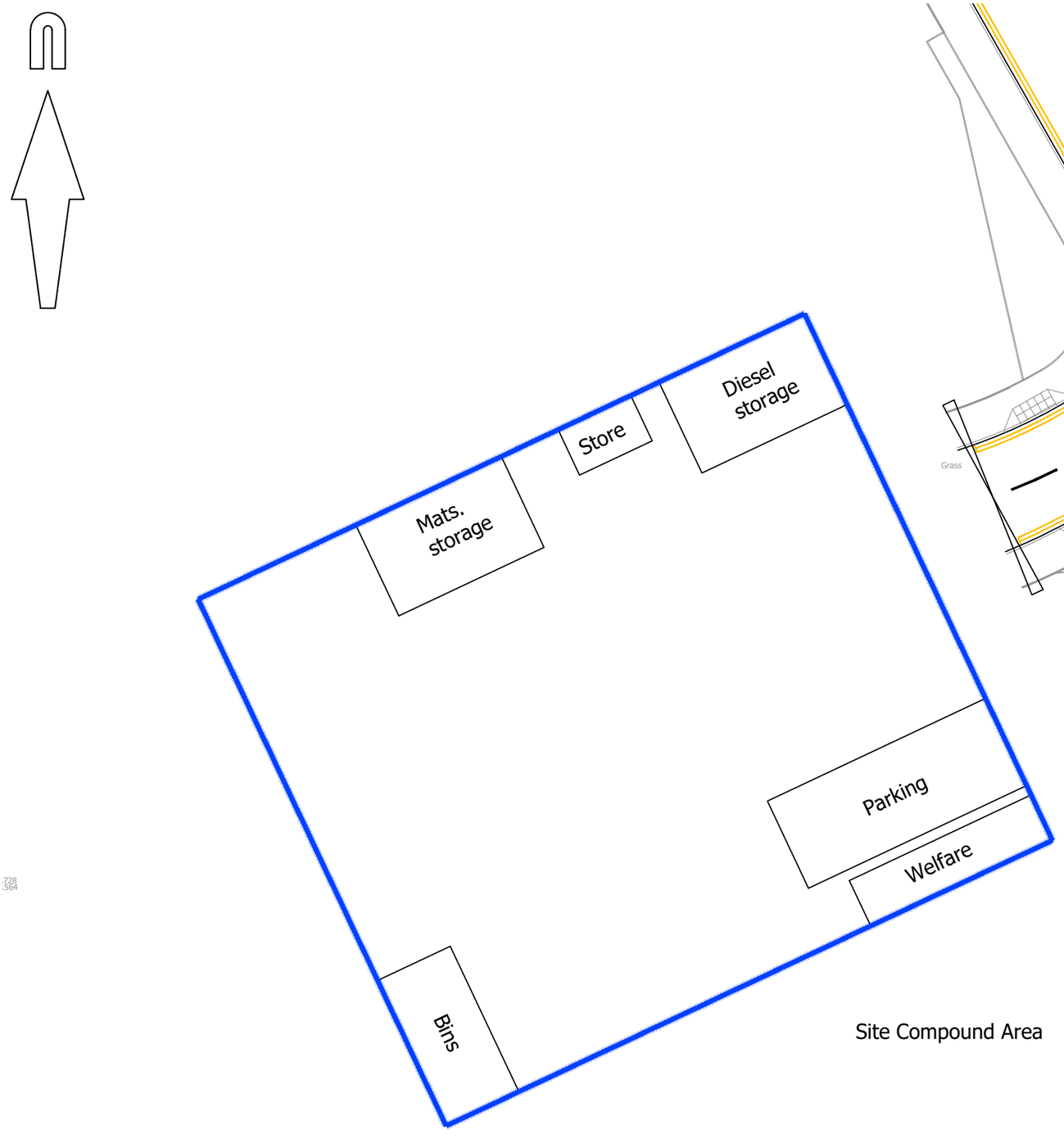
10.3 This CTMP demonstrates:

- 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.

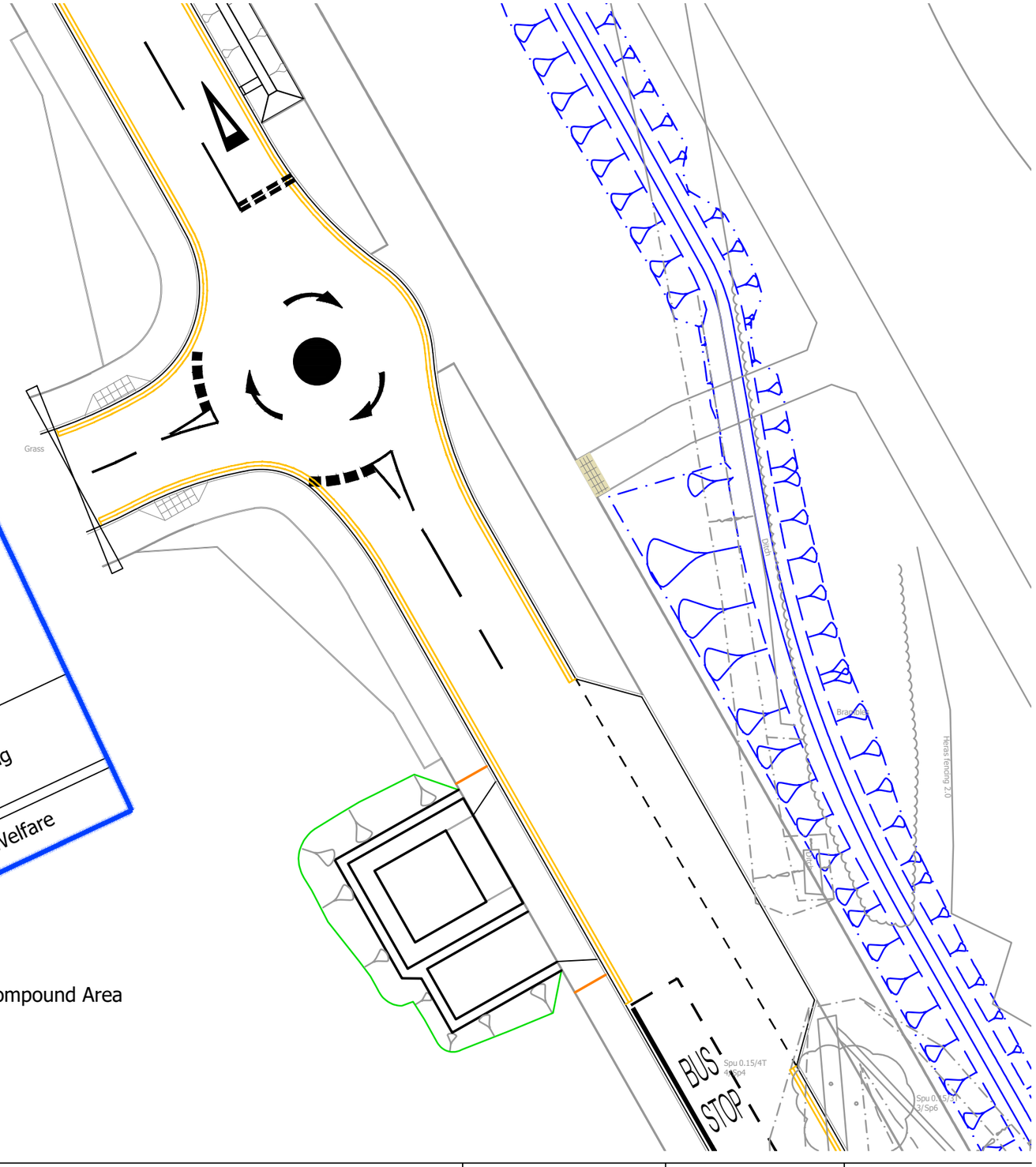
# APPENDIX A: Regional Routing Plan for Construction Vehicles


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 |

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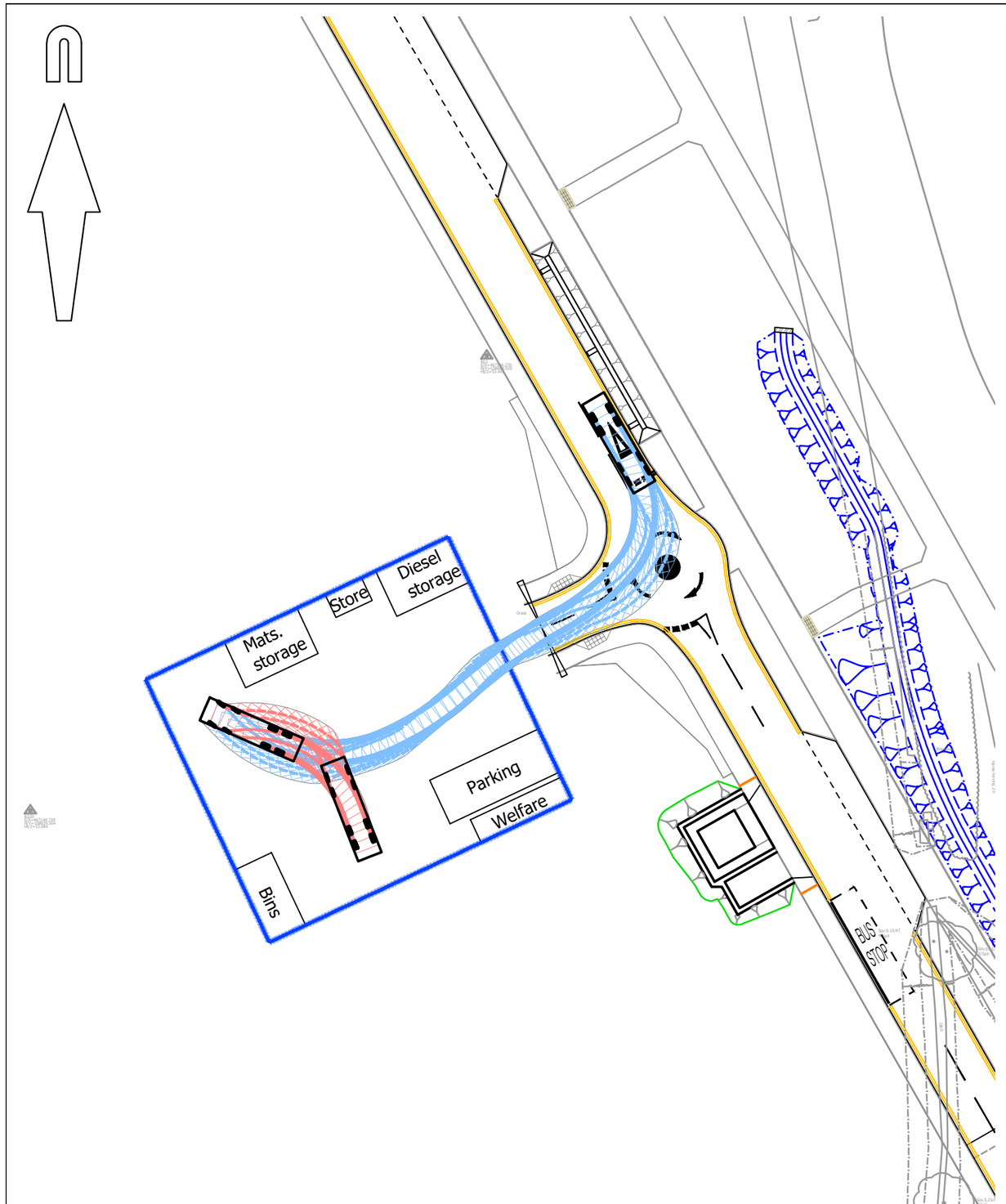


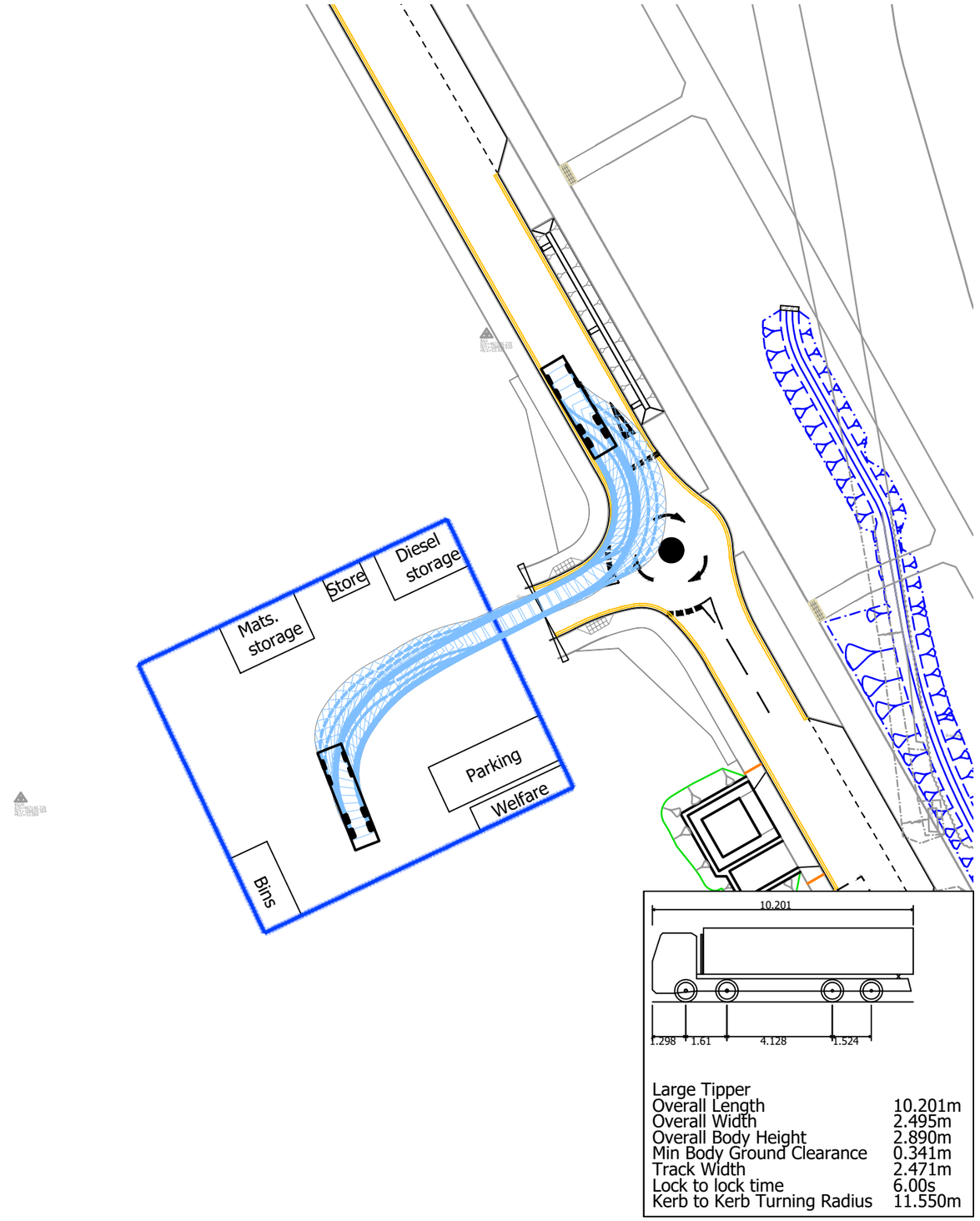





| Large Tipper | |
|---|---|
| Overall Length | 10.201m |
| Overall Width | 2.495m |
| Overall Body Height | 2.890m |
| Min Body Ground Clearance | 0.341m |
| Track Width | 2.471m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 11.550m |

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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. |
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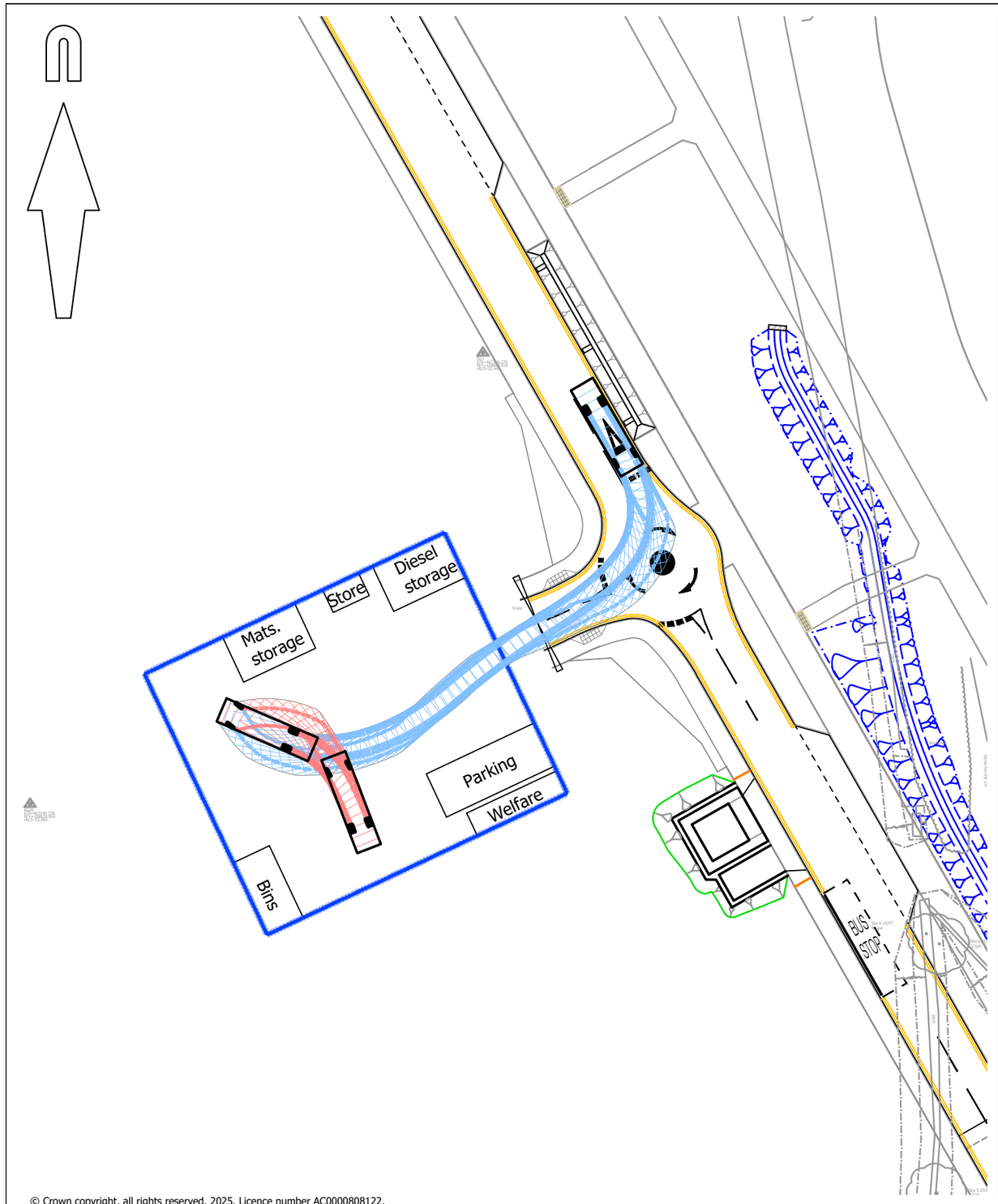


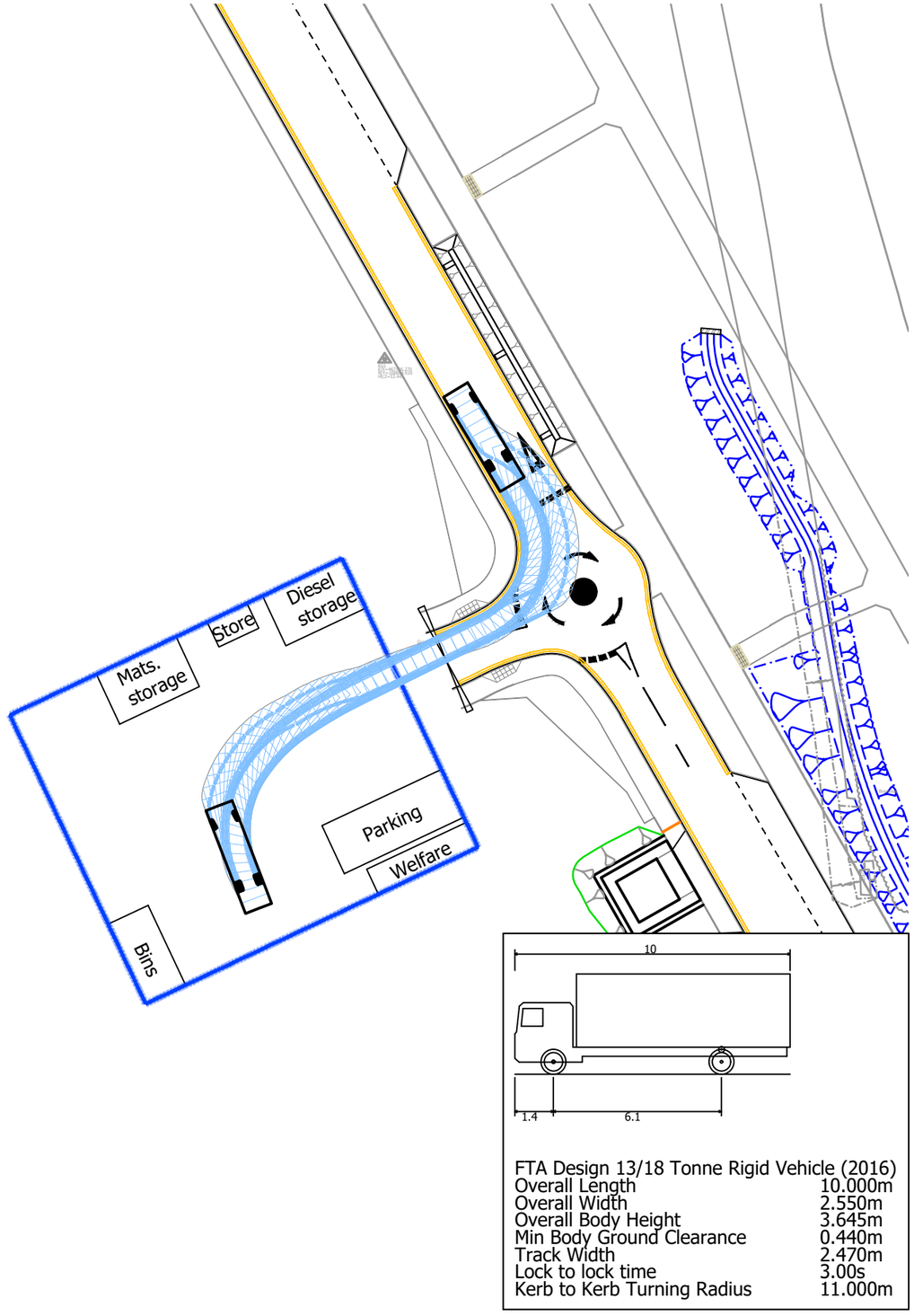





| FTA Design 13/18 Tonne Rigid Vehicle (2016) | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

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client
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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 |

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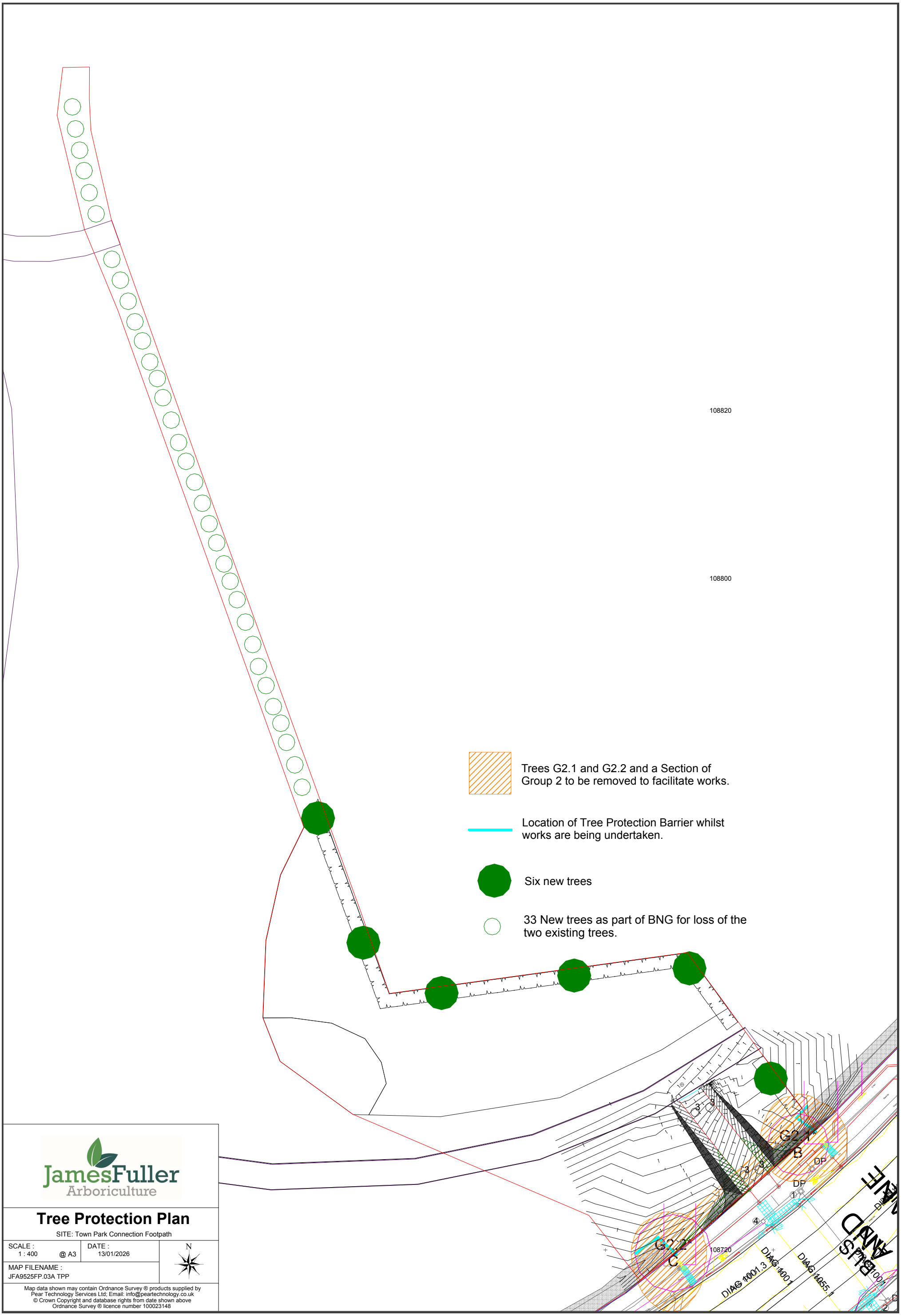
GTWVILLETOUCAN(CTMP).1/TK02

# APPENDIX D

## TREE PROTECTION PLAN




JamesFuller Arboriculture

# Tree Protection Plan

SITE: Town Park Connection Footpath

| SCALE : | DATE : | N |
|---|---|---|
| 1 : 400 @ A3 | 13/01/2026 | |
| MAP FILENAME : JFA9525FP.03A TPP | | |

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