GRAINGER PLC
PHASE 4 INFRASTRUCTURE AND SUBSTATION WORKS
BEREWOOD, WATERLOOVILLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

JANUARY 2026

the journey is the reward

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BEREWOOD, WATERLOOVILLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

JANUARY 2026

Report Reference:	**GTWVilleP4I(CTMP).1**
Prepared by:	**LB/SB**
Approved by:	**NE**
Issue Date:	**27th January 2026**
Status:	**Final – Rev C**

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Grainger Plc

Phase 4 Infrastructure and Substation Works

Berewood, Waterlooville

Construction Traffic Management Plan

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1 Introduction

1.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction and Traffic Management Plan (CTMP) for the Phase 4 Infrastructure and substation works within the Berewood development, 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 the county of Hampshire. The Phase 4 infrastructure works consist of works on Newlands Avenue and the most southeasterly corner of the wider Berewood development.

2.2 The location of the infrastructure works in the context of the wider Berewood development is highlighted 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 infrastructure and substation works in relation to the wider highway network is shown in **Figure 2.2.**

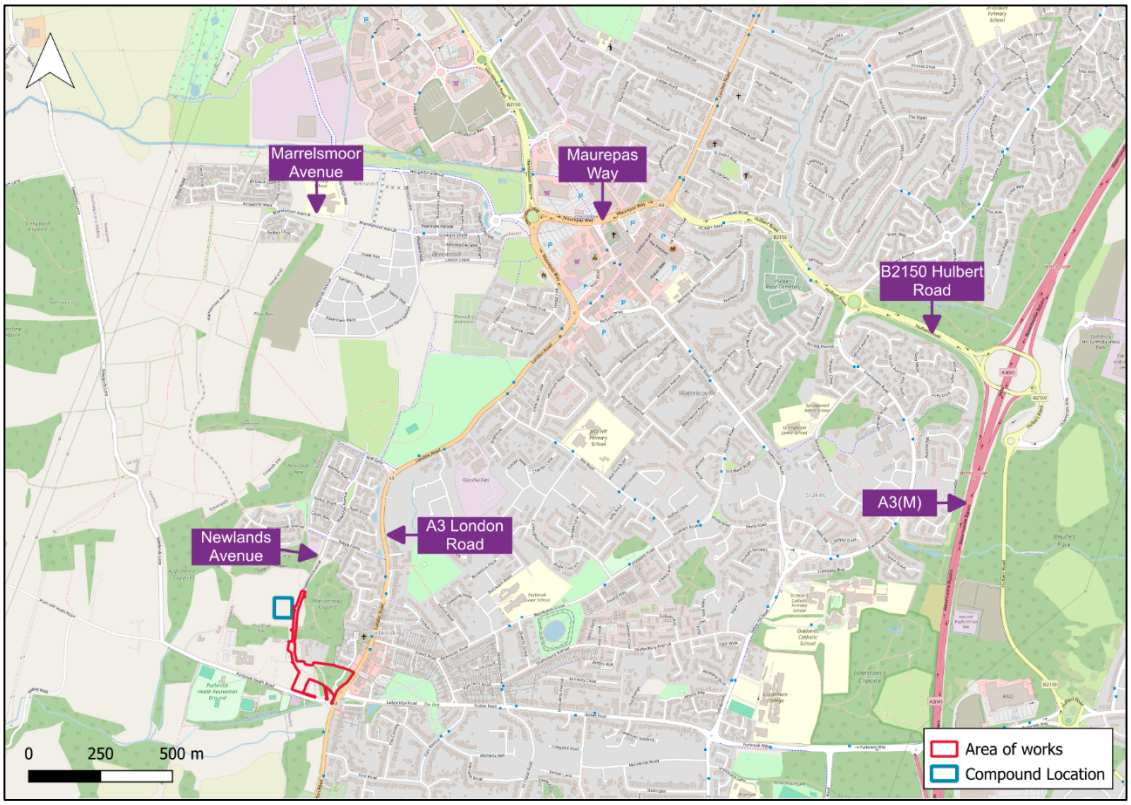


Figure 2.2: Wider Site Location

2.4 **Figures 2.1** and **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 allocated as future development known as Phase 4.

Proposed Works

2.6 The CTMP intends to aid the delivery of the Phase 4 infrastructure and substation works. **Figure 2.3** highlights the proposed layout of the infrastructure works and **Figure 2.4** details the proposed substation works.

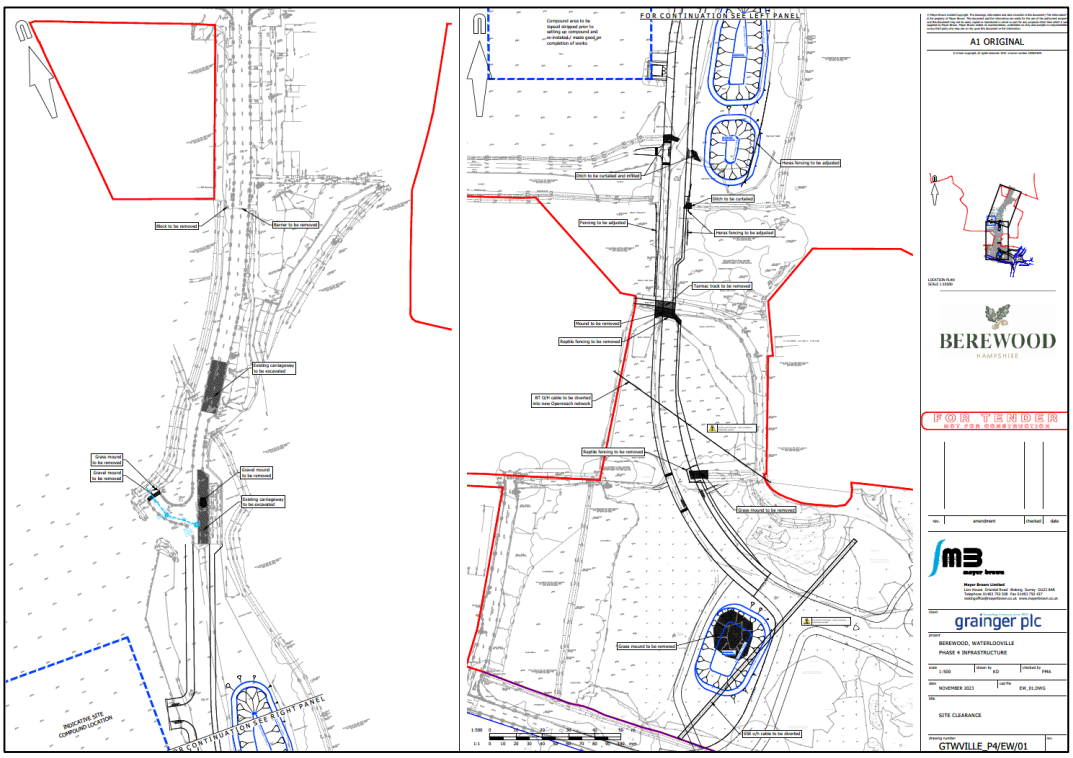


Figure 2.3: Proposed Layout – Phase 4 Infrastructure Works

Source: Drawing GTWVILLE_P4/EW/01.pdf

Figure 2.4: Proposed Layout – Phase 4 Substation Works

Source: Drawing GTWVILLE_P4/SK/13C

Access Arrangements

2.7 All construction traffic associated with the Phase 4 Infrastructure and substation works will access Berewood via the A3 and the B2150 Hulbert Road only. On arrival at Berewood, construction traffic will then access the proposed site via Houghton Avenue, Winston Lane, Marrelsmoor Avenue and subsequently Newlands Avenue. Construction vehicles will be prohibited from utilising Grainger Street and London Road to the south of Milk Lane and through Purbrook Village.

2.8 **Figure 2.5** indicates the construction traffic routing through the Berewood development to the application site.

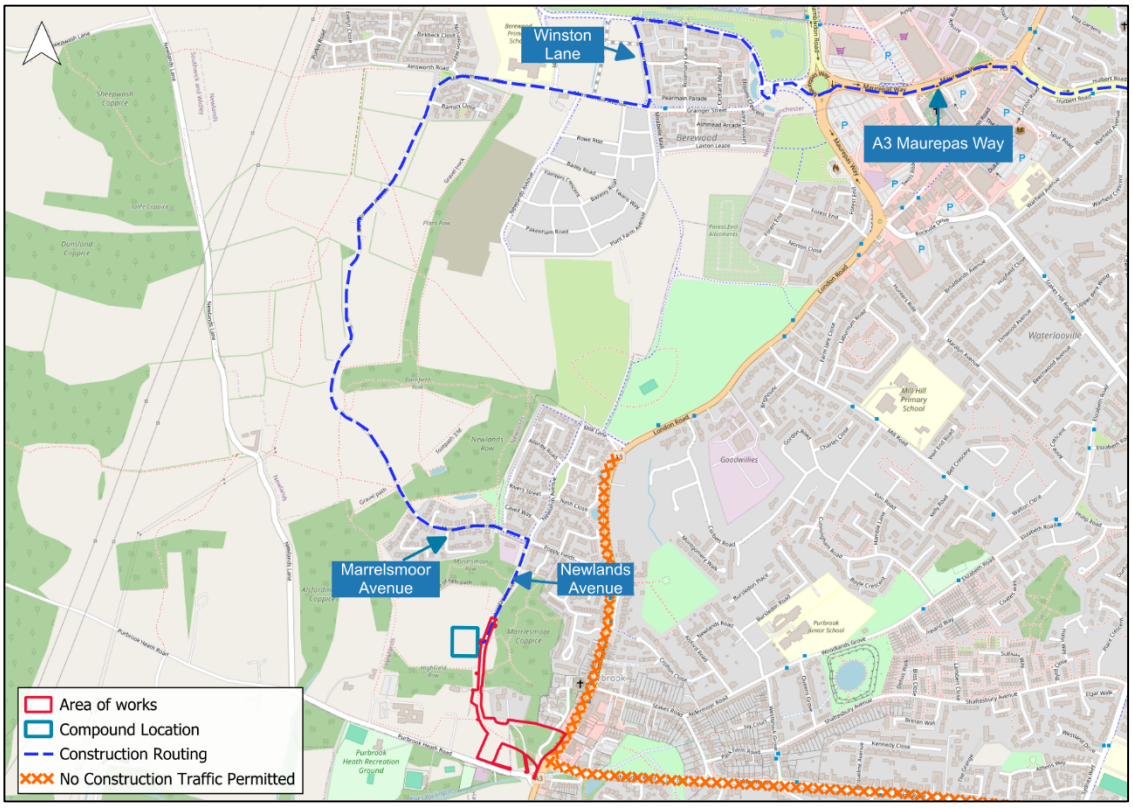


Figure 2.5: Construction Traffic Routing within Berewood Site

2.9 A regional routing plan is provided within **Appendix A** of this CTMP.

2.10 Tracking drawings are provided within **Appendix B** of this CTMP illustrating a 12m rigid vehicle accessing and egressing the site.

2.11 A compound will be provided throughout the construction period, located to the northwest of the proposed area of works, within the future Phase 4 site. The location of the compound is identified within the tracking drawings within **Appendix B**.

2.12 The compound will comprise dedicated areas for the following:

- A materials store;

- Area for the safe and contained storage of fuel and refuelling plant;
- Areas are provided for the safe loading and unloading and storage of plant and materials;
- Appropriate areas for the parking and turning of operative, construction and visitor vehicles; and
- Suitable provision of:
    - An oasis (self-contained Portakabin)
    - Portaloo
    - Container
    - Heras fencing around works and compound.

2.13 A 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.

2.14 The location of the wheel wash facilities will be finalised once a contractor has been appointed.

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

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

3 Operating Hours, Noise and Vibration Controls

3.1 Due to the nature of the proposed works, it is expected that the build out period will be approximately 12 months.

3.2 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

3.3 All of the construction works, including the use of plant and machinery on 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

3.4 The **Noise and Vibration Management Plan**, which is appended (Appendix C) to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any noise impacts.

3.5 The CEMP provides details relating to the site working hours and noise controls during the construction period.

3.6 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.

3.7 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 Hampshire County Council.

3.8 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 Winchester City 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**, which is appended (Appendix B) to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any dust impacts.

4.2 The CEMP provides details relating to the mitigation measures to control dust during the construction period.

4.3 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. Appropriate construction routing to be set out for construction traffic within the Contractor's Construction Traffic Management Plan;
- Vehicles carrying dusty materials to be suitably covered;
- Site roads to be swept and sprayed with water to prevent dust nuisance;
- 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 vehicle drivers to be acquainted with agreed haulage routes selected to minimise any air quality impact arising from additional lorry movements;
- All vehicles leaving the site to be subjected to wheel washing where necessary;
- Where possible over-site hard standing to be retained and haul routes to be hard surfaced; and
- All vehicles leaving the site to be subjected to wheel washing, where necessary.

Wheel Washing Facilities

4.4 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.

4.5 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;
    - 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 and departing from the site. All construction traffic associated with the Phase 4 Infrastructure and substation works will access Berewood via the A3 and the B2150 Hulbert Road only. On arrival at Berewood, construction traffic will then access the proposed site via Houghton Avenue, Winston Lane, Marrelsmoor Avenue and subsequently Newlands Avenue. Construction vehicles will be prohibited from utilising Grainger Street and London Road to the south of Milk Lane and through Purbrook Village.

6.2 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.

6.3 If necessary, construction vehicles will be held within the site 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.

6.4 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 close proximity to Berewood Primary School.

6.5 Method Statement 2 – Control of Dust, Method Statement 3 – Control of Contaminative Run-off provided within Appendix B, and the Noise and Vibration Management Plan within Appendix C, of the CEMP provide details relating to the mitigation measures to control the impact of vehicles during the construction period.

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)	20	0	0	0	20	0
08:00-09:00	0	0	0	0	0	0
17:00-18:00	0	0	20	0	20	0
Daily	27	7	27	7	54	14

Table 6.1: Predicted Daily Construction Movements – Phase 4 Construction Works

6.7 As noted by **Table 6.1**, it is anticipated that the construction of the Phase 4 works would generate at peak construction a maximum 54 vehicle movements per day, 14 of which 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. A breakdown of the estimated construction trips is provided in **Appendix C** to this CTMP.

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 number 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;
- No waiting, parking, loading or unloading will be permitted on the A3 London Road and Stakes Road. This will ensure pedestrian safety within the vicinity of the site;
- The site manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site;
- All vehicular parking will be confined to a designated on-site parking area;
- All loading/unloading will take place within the site;

- All access and egress points to the 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.

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

Amenity

7.1 Welfare facilities will be provided for the construction workers including:

- 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 Appropriate licenses will be obtained from the Highway Authority for the signage as required.

7.5 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

7.6 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

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

On-Site Parking and Turning Facilities

7.8 As previously stated, the site compound 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 site will

be separate from the site traffic routes and the turning area will be located separate from pedestrian routes through the site, to ensure pedestrian safety.

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

7.10 Vehicular parking will be confined to designated on-site parking areas. 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

7.11 All loading and unloading will take place within the site. A designated compound area for the storage of materials and plant will be provided within the site, as well as a separate area for the storage of waste.

7.12 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.

7.13 General site management measures and responsibilities 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

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

7.15 The site compound will be fenced in to make it secure. It will contain temporary offices, welfare and storage facilities. Small plant and equipment will be placed in this fenced area overnight.

7.16 Security on site will be maintained at all times. The perimeter of the site will be secured by a mixture of 2.0m high heras fencing and 2.0m timber fencing. Where necessary the perimeter fencing will be reinforced with Heras fencing to improve the site perimeter security.

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

7.18 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. Where practical and safe, observation panels may be provided for public interest.

7.19 Outside of the operational site hours, if necessary, mobile security controls will be put in 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.

7.20 The site will also be lit during working hours in winter months with initial street columns and local task lighting as deemed necessary.

8 Management of Public Rights of Way

8.1 This section sets out the impact of the Phase 4 infrastructure and substation works on the public rights of way (PRoW) within the vicinity of the site and the management measures that will be taken to protect the movement of pedestrians throughout the construction period.

Existing PRoW Network

8.2 **Figure 8.1** illustrates the PRoW network within the vicinity of the site.

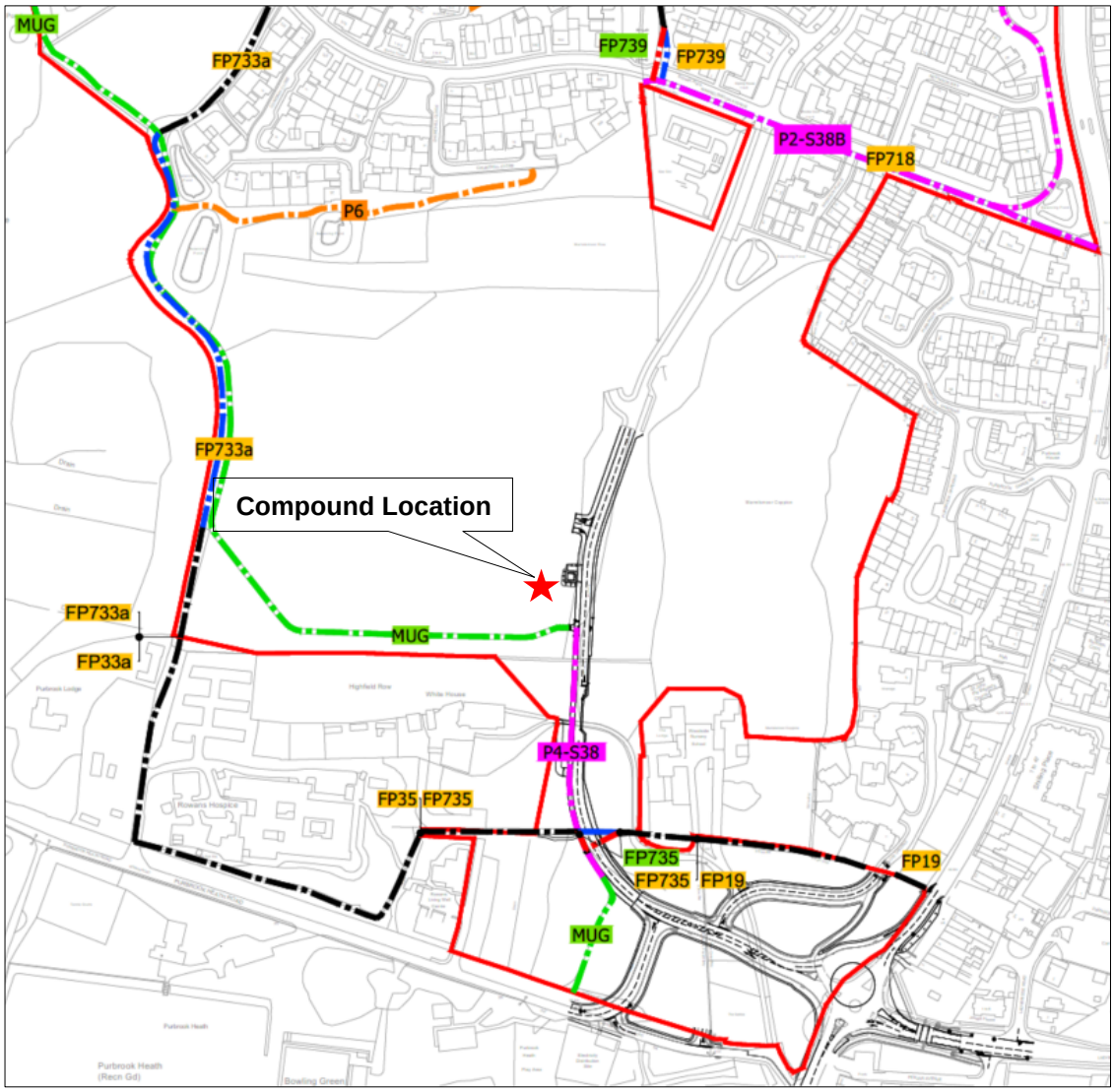


Figure 8.1: Existing PRoW within Vicinity of Site

Source: Drawing GTWVILLE_P4/SK/14

8.3 **Figure 8.1** shows the following routes within the vicinity of the site:

- MUG: Indicated as a dashed green line. This is currently a permissive path under the ownership of Grainger Plc. It will be upgraded to a new bridleway (PRoW reference to be confirmed by Hampshire County Council). This route is constructed and open for use by the general public;
- FP735: An existing PRoW;
- P4-S38: Phase 4 infrastructure (new highway);
- FP19: An existing PRoW;
- FP733a: An existing PRoW; and
- FP33a: An existing PRoW.

Management of PRoW Network During Works

MUG

8.4 The MUG is constructed and open to the general public. The substation, if built separately from the Phase 4 infrastructure, will not impact public access to the open space and, as such, the MUG could remain open during this period of works.

8.5 However, the construction of the Phase 4 road will block access to the north and south at point A on **Figure 8.2**. The MUG will therefore be temporarily closed for the duration of the works at point B on **Figure 8.2**. Advanced signage will be positioned at point C on **Figure 8.2**, to advise users of the path.

8.6 As previously stated, the MUG is currently a permissive path under the ownership of Grainger Plc. The temporary closure of the route will therefore be the responsibility of Grainger Plc. Advanced notice to the public will be given prior to any closures of this route.

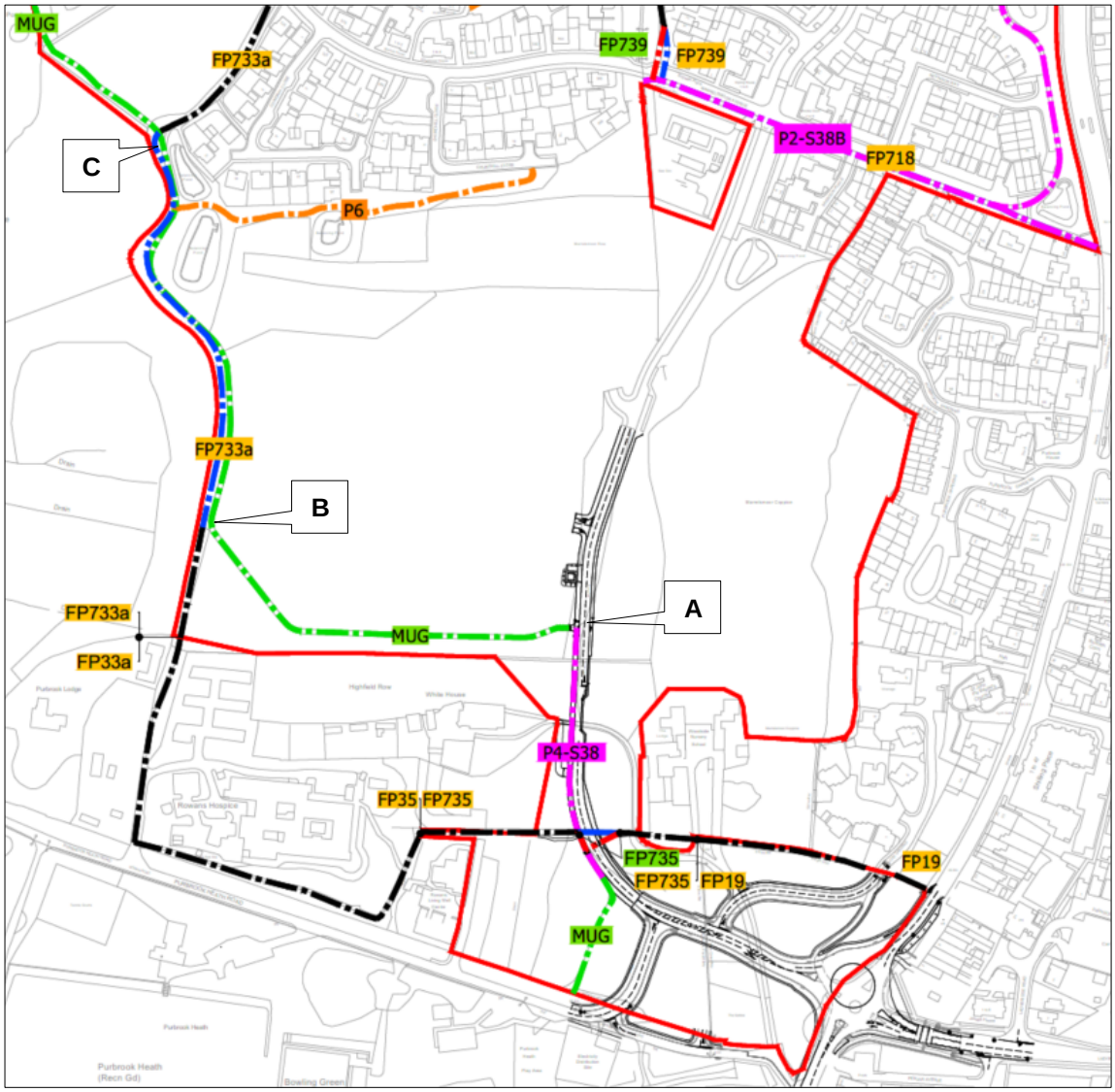


Figure 8.2: Management of MUG Route within Vicinity of Site

8.7 The MUG will only be open from point A until the Phase 4 works are completed and may be subject to a combination of temporary closures with the use of banksmen on managed crossings and appropriate fencing.

FP735

8.8 FP735 is an existing PRoW. During the construction works the existing PRoW will be managed by one of the following options.

Option 1:

8.9 Prior to the commencement of the works, appropriate cordoning will be installed to isolate pedestrians from construction traffic. Banksmen will be employed to assist with directing vehicles whilst ensuring the safe movement of pedestrians.

8.10 At certain times (to be confirmed), during the construction period, there will be a need to temporarily close FP735 (for longer than 24 hours). The contractor will arrange for a temporary closure as necessary.

Option 2:

8.11 Prior to the commencement of the works, the contractor will request the closure of FP735 for the duration of the works.

P4-S38

8.12 P4-S38 refers to the Phase 4 infrastructure that forms the works, including new highway that forms part of the Southern Access to the Berewood development. During the Phase 4 infrastructure and substation works, this route will be used as a haul road and as such there will be a need to ensure the safety of any pedestrians from Southern Access construction vehicles.

8.13 Appropriate cordoning would be installed to isolate pedestrians from construction traffic. Banksmen will be employed to assist with directing vehicles whilst ensuring the safe movement of pedestrians.

FP19

8.14 FP19 is an existing PRoW. The works will not affect access to this footpath. However, advanced signage will be placed at the eastern end of FP19, at the point where it meets the A3 London Road, to advise pedestrians of any closure on FP735.

FP733a

8.15 FP733a is an existing PRoW. The works will not affect access to this footpath.

FP33

8.16 FP33 is an existing PRoW. The works will not affect access to this footpath.

Forward Driving

8.17 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.

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

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.

9.1 Grainger Plc will continuously monitor the best means to report current site progress and relevant updates to the local community. A noticeboard will be located outside the site which will provide details of current and anticipated works, in addition, alternative methods of reporting information, for example, the use of a website or a newsletter may also be provided.

9.2 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.

9.3 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

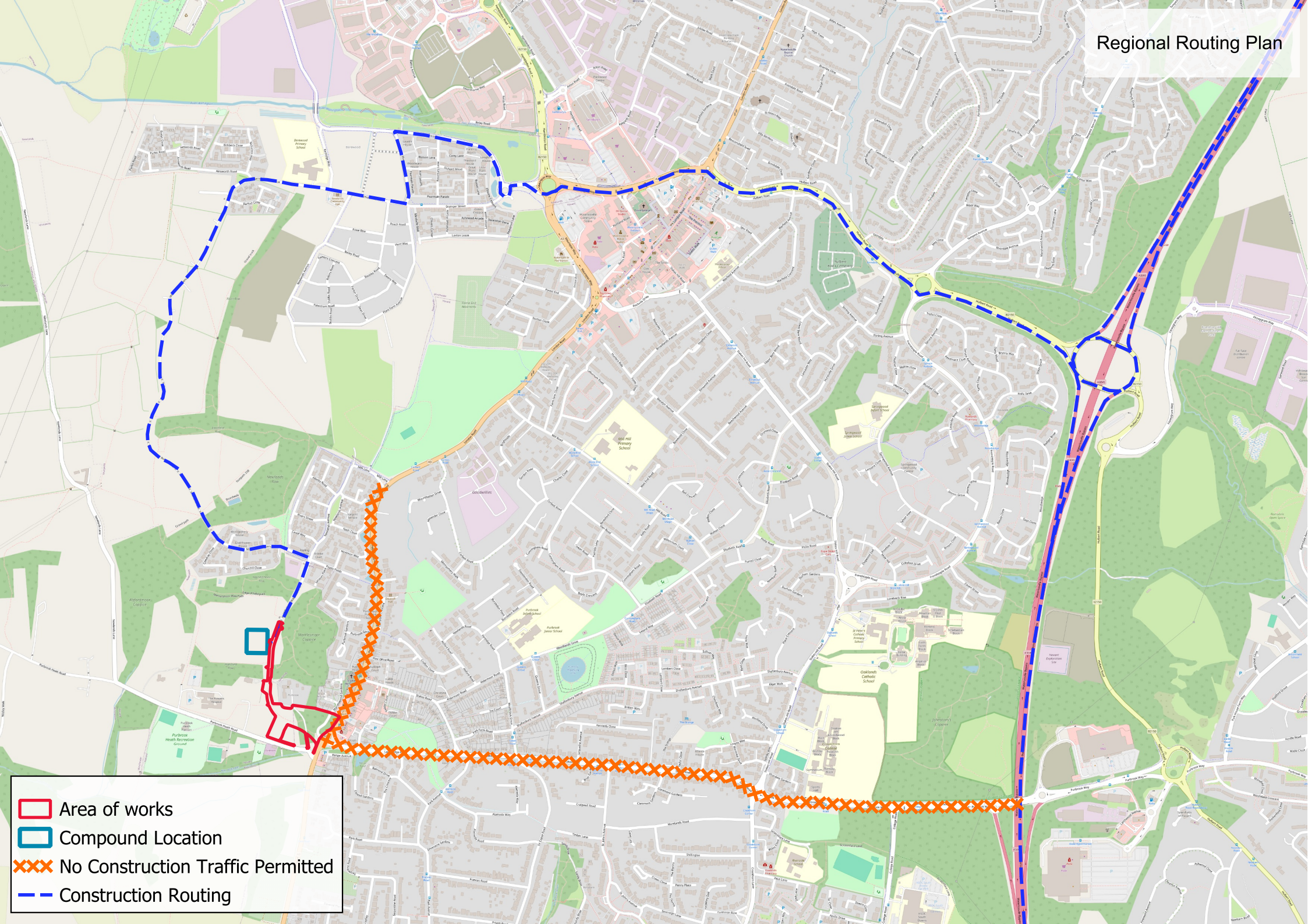
10.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP).

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.

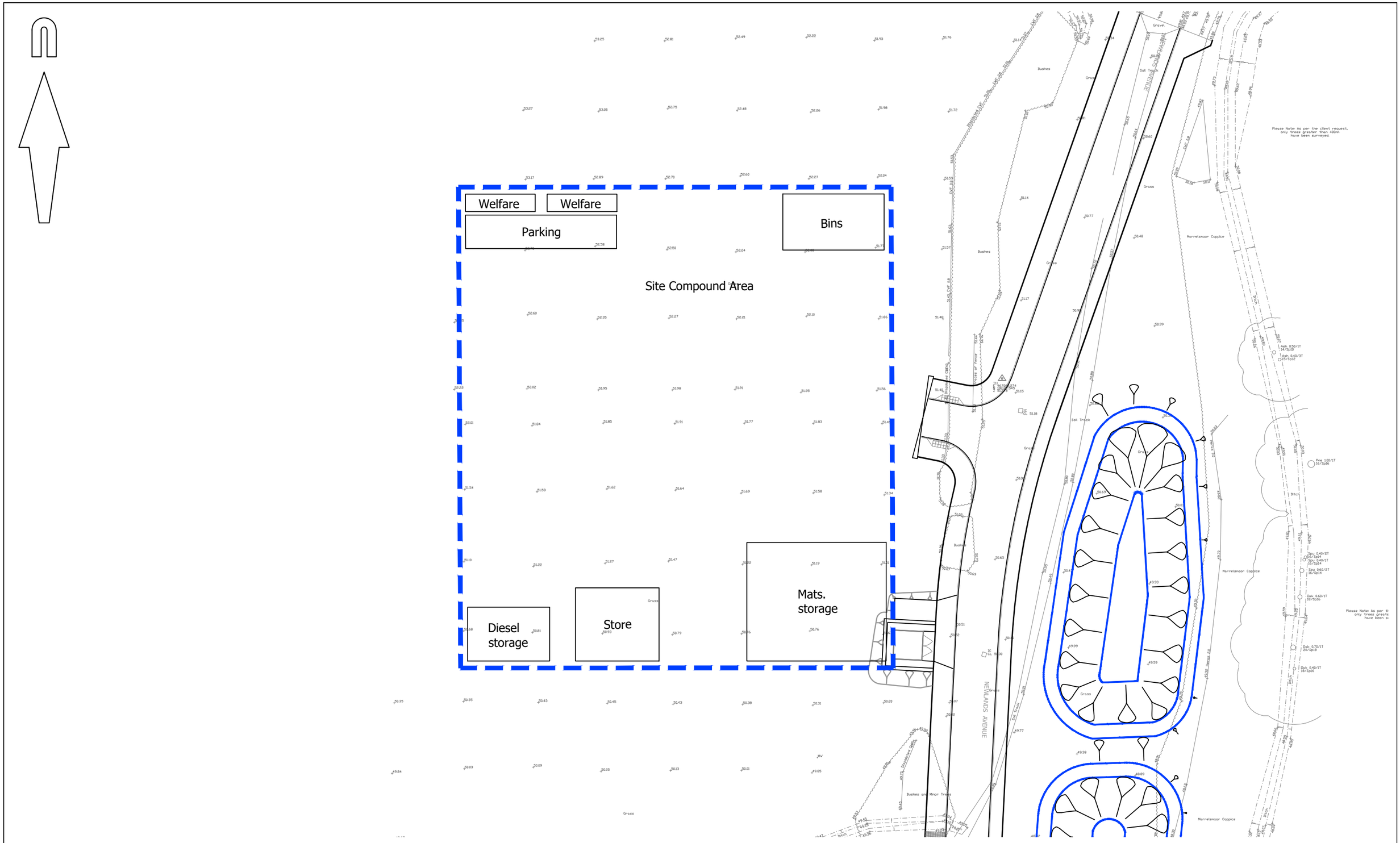
10.3 This CTMP demonstrates:

- 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 12 month 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 that 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


Regional Routing Plan
Area of works
Compound Location
No Construction Traffic Permitted
Construction Routing

APPENDIX B: Construction Vehicle Swept Path Analysis



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client
GRAINGER PLC

project
BEREWOOD, WATERLOOVILLE, PHASE 4I

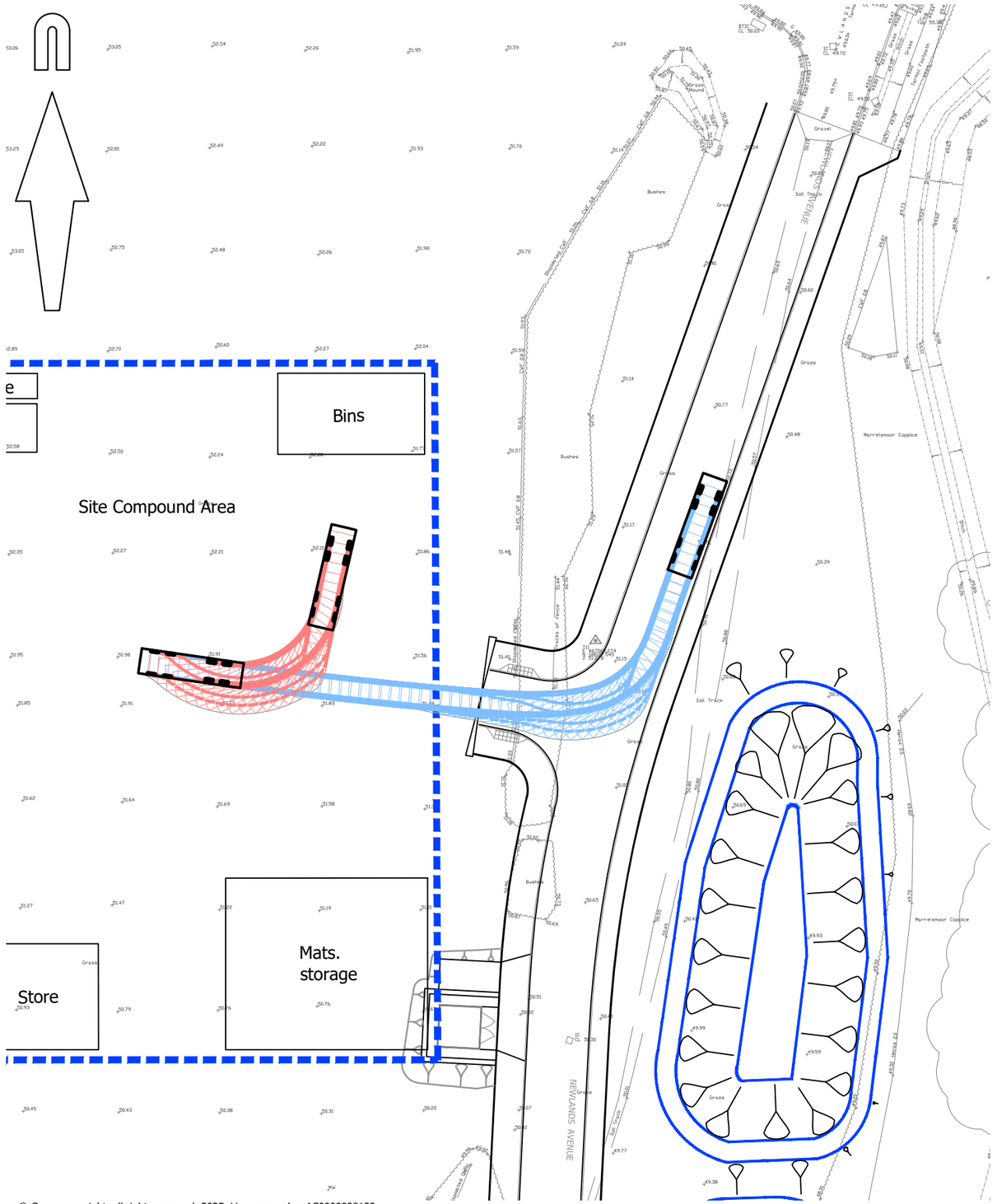
title
SITE COMPOUND AREA

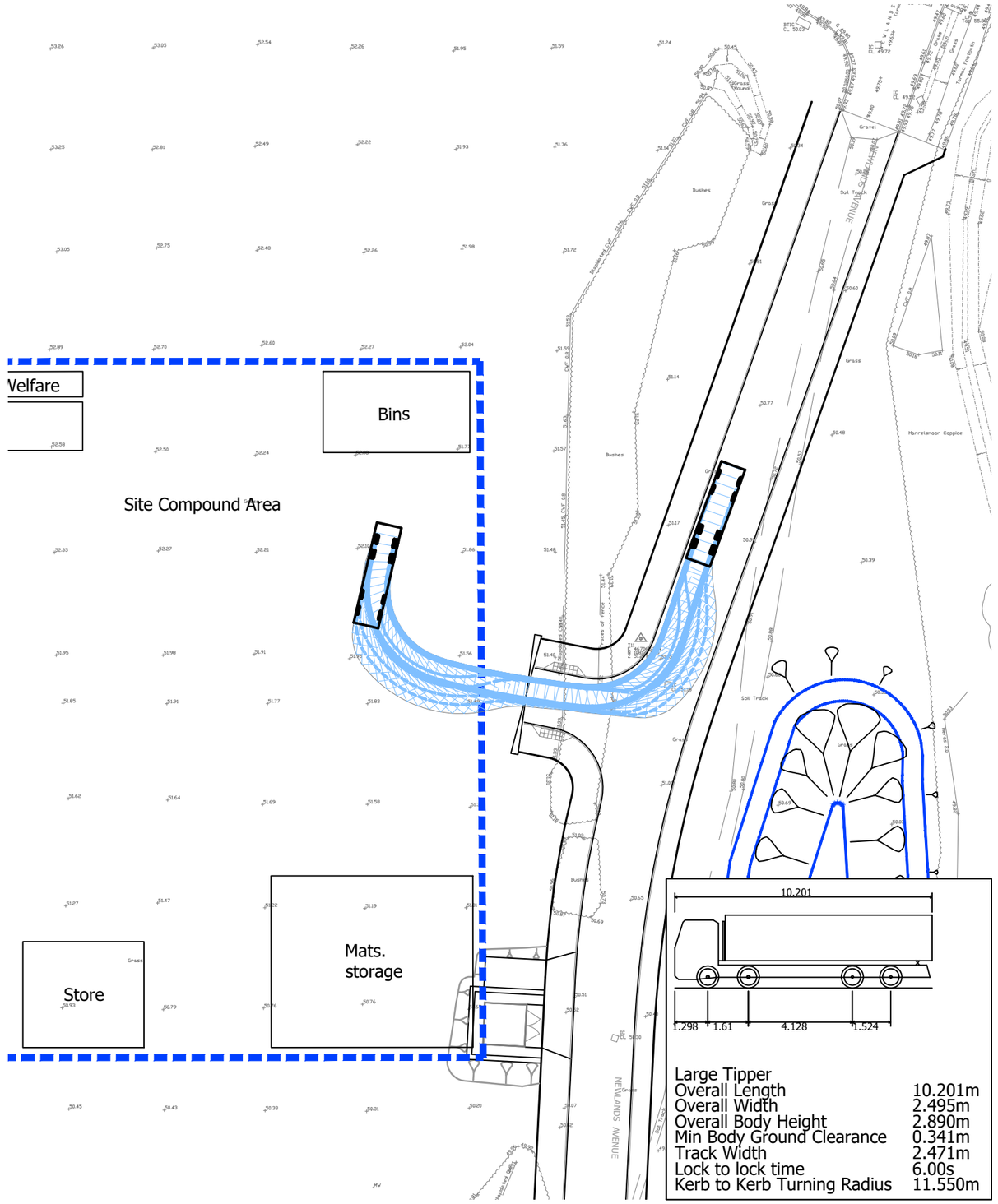
scale	drawn by	checked by
1:500 @ A3	JME	NE

date created	date revised	cad file	suitability	rev.
AUG 2025	-	MASTER 2025-08-01	-	P1

drawing number
GTWVILLEP4I(CTMP).1/01

J:_planning 2\current jobs\gtwvillep4i(ctmp).1\drawings\master 2025-08-01.dwg





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,
PHASE 4I

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.
AUG 2025	-	MASTER 2025-08-01	-	P1

drawing number

GTWVILLEP4I(CTMP).1/TK01

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APPENDIX C: Estimated Construction Vehicle Trips

Berewood Phase 4 S38 Works

Month	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mobilisation & Demobilisation / Site Set-Up (Hi-Ab / Tipper)	5											5	**10**
HGV Tipper - Muck-Away	20	55	60	65	60	50	41	40	40	40	10		**481**
Concrete HGV		4	6	6	6	6	4	3	2				**37**
HGV Tipper for Roads / Drainage	5	35	65	65	65	65	65	50	25	19			**459**
HGV Tipper for Bituminous Works				20	10	25	20	10	5	15	4		**109**
Artic / Hi-Ab for Drainage Materials (MH's C'Pits, Pipes etc)			2	2	2								**6**
Hi-Ab for Lighting									2	2			**4**
Total per month	**30**	**94**	**133**	**158**	**143**	**146**	**130**	**103**	**74**	**76**	**14**	**5**	**1106**

TOTAL per day (assume even across month)	1	4	6	7	6	6	5	4	3	3	1	0