

Construction Traffic Management Plan (CTMP)

Langstone Technology Park, Phase 3A

For

XLB Property

July 2026



DOCUMENT CONTROL

Compiled by	Date	Signature
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Approved for issue	Date	Signature



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1.0 INTRODUCTION

Mildren Construction have been commissioned by XLB Property to prepare a Construction Traffic Management Plan (CTMP) for the Langstone Technology Park Phase 3A scheme.

The CTMP should be read in conjunction with all other project documents. The requirements of this plan apply to the whole project team, including all contractors and subcontractors involved in activities and operations under the control of Mildren Construction.

The CTMP will include the following:

- Construction Traffic Management Plan (avoiding HGV deliveries during the weekday peak periods (07:00 – 09:00 & 16:00 – 19:00), and management of light vehicle movements to avoid the weekday peak hours (08:00 – 09:00 & 16:30 – 18:00). All deliveries will avoid the Saturday peak hour of 12:00-13:00.
- an estimate of the daily movement of the construction traffic;
- the hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development;
- details of waste management arrangements;
- consideration of emissions to air, water and land. Including noise & vibration, dust, general discharges and appropriate mitigation strategies;
- the storage of materials and construction waste, including waste recycling where possible;
- contact details of personnel responsible for the construction works.

This CTMP is a live document and may be subject to update, as required, by Mildren Construction in liaison with the client, and relevant statutory authorities.



2.0 PROJECT DETAILS

2.1 Project Location

The site is situated on the south of the A27 and west of Langstone Road, approximately 500m south of Havant Town Centre.

The site address is: Langstone Technology Park, Brookside Rd, Havant, PO9 1SA.

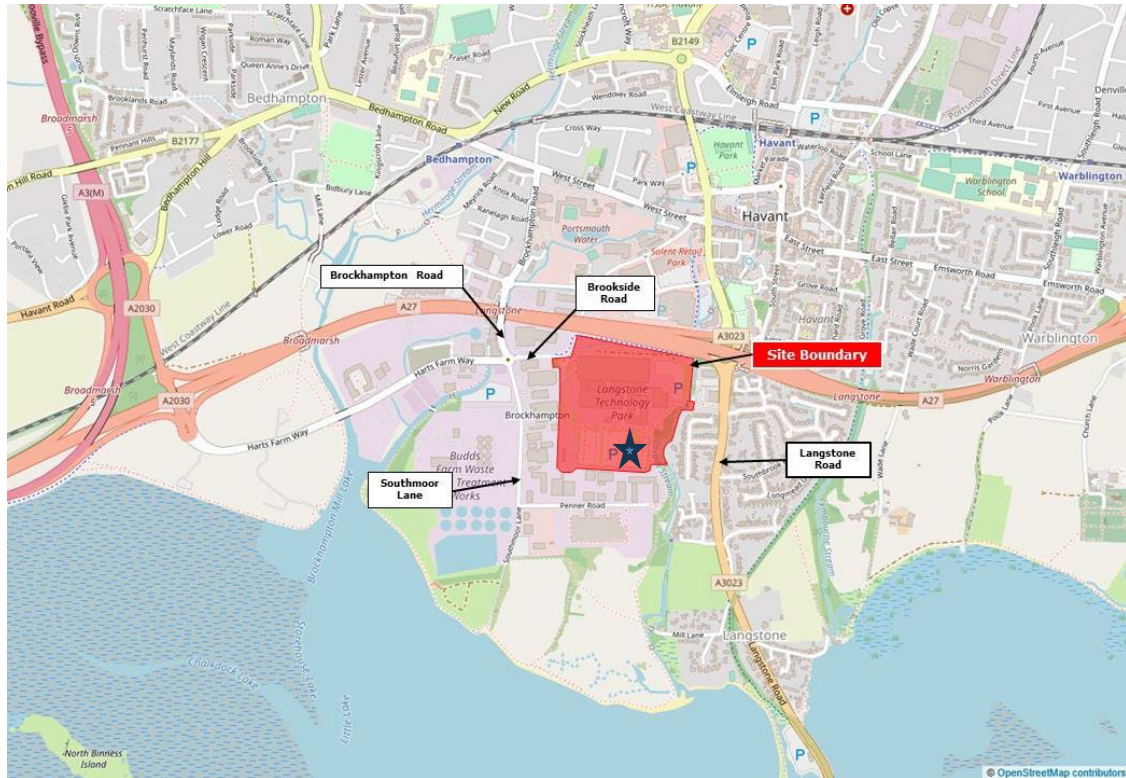


Image showing the greater development site (Red) and location of this phase of the works (blue star)



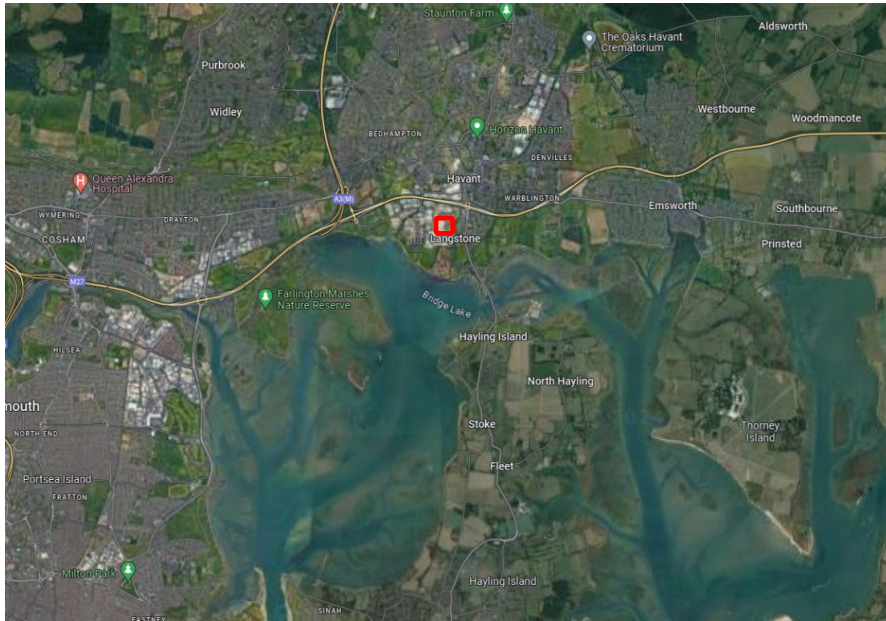


Image showing the location of the site in relation to the greater area (Portsmouth to the South West of the site, Hayling Island directly south, Havant to the North, Emsworth lying East and Chichester)

2.2 Adjacent Uses & Surrounding Buildings

The area of works is located within the Langstone Technology Park estate which comprises of a mixture of buildings (offices, workshops, storage areas), roads, paving, hard standings and open grass and landscapes areas.

Phase 3a drops slightly from North to south but is generally level. It is a cleared site, which has previously been prepared for construction and has some landscaped areas to the east side. Phase 3b area lies to the west and currently accommodates buildings and parking areas which will remain throughout the development of phase 3a.

The estate is served from Langstone Road to the east and Brookside Road the west. Access to Phase 3A for construction vehicles will be from Brookside Road.

The adjacent site buildings, including those within Phase 3B (as noted above), will be occupied throughout the works. The majority of the buildings at the Langstone Technology Park are occupied and are used for a variety of purposes.

The roads, car parks and pedestrian routes are in constant daytime use and some of the buildings are operational 24 hours a day.

None of the proposed work on Phase 3a should affect any other neighbouring buildings around the site. Full consideration is to be given to other road, footpath and facility users.

Access & egress to all neighbouring buildings will be maintained and un-obstructed at all times.

2.3 Project Information

Client: XLB Property

Works Commencement Date: TBC

Works Completion Date: TBC

Project Duration: 41wks

Project Description:

The project consists of the construction of a single building comprising two new speculative industrial units, including ancillary mezzanine office space and associated Cat-A level fit-out. Inclusive of all associated external works, including land raising, alterations to existing access roads and site access, external services, drainage, statutory connections / diversion of existing services as required.

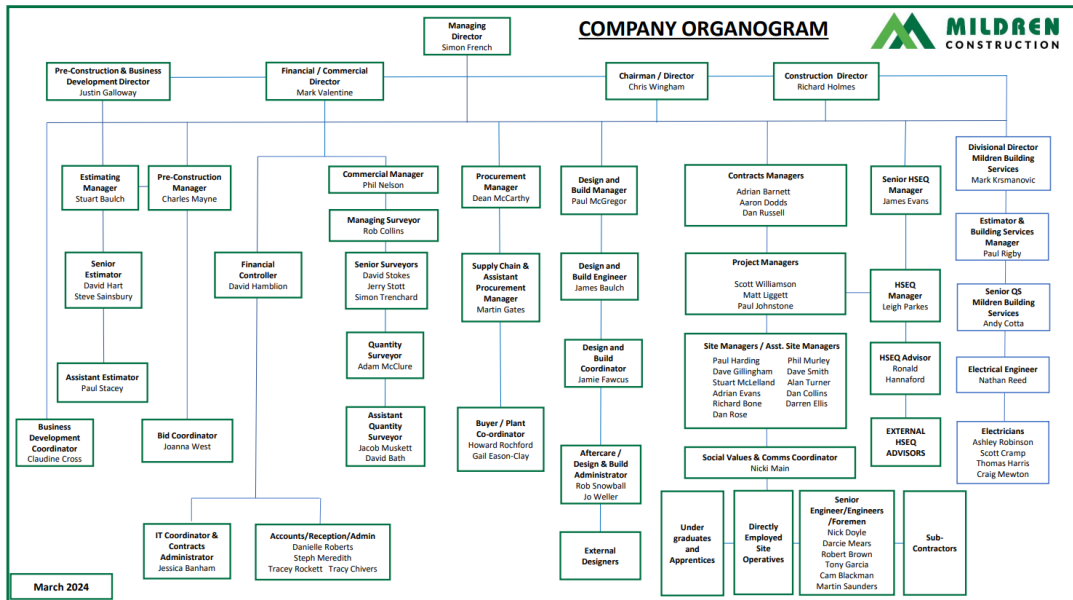
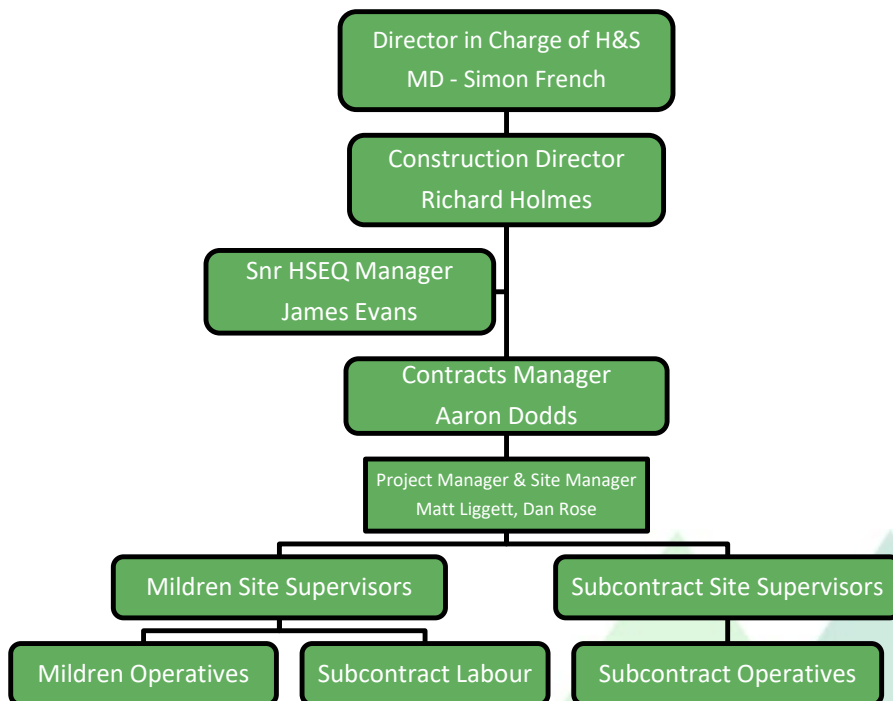
Associated works include drainage, foundations, concrete slab, fence installation and electrical installations.



3.0 MANAGEMENT ARRANGEMENTS

3.1 Management structure

The below organograms detail the management structure for the project:



Langstone Technology Park Phase 3 - Site Management Structure

3.2 Arrangements for monitoring of compliance with the CTMP

The site manager and project manager will be responsible for carrying out daily inspections of the site and surrounding roads, and for ensuring compliance with the Construction Phase Plan, Construction Traffic Management Plan, CEMP and any other related documentation pertaining to the project. Weekly recorded reports of compliance will be made and held on record.

Monthly Contracts Manager HSEQ and Quality Inspections will be undertaken, and actions identified and closed out as necessary.

The MCL HSEQ department will carry out at least fortnightly inspections of the site and will assess compliance with all relevant documentation pertaining to the scheme.

Any traffic management installed will be inspected by our NRSWA qualified supervisor. Records of inspection and details of any remedial action taken will be maintained.

Ecological supervision will be provided as required by the project CEMP. This would include inspections or attendance as necessary, and any actions will be documented.

During any potentially noisy operations, such as the piling, remote monitoring will be set up to ensure that noise levels are not exceeding the permissible levels at nearby sensitive receptors and will also ensure compliance with the requirements of Condition 9. Records of noise levels will be produced, and reports will be available to interested parties.

Any complaints should they be received during the project would be recorded and formally investigated by the site team. Any more serious complaints would be formally investigated by the HSEQ team in conjunction with senior management. Remedial actions that may result from complaints would be fed back to the complainant where details are left.

The project will be registered with the Considerate Constructors Scheme and would be assessed by the CCS as part of the scheme.

3.3 Corrective Measures

This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

A three-stage correction process is proposed:

1. Stage one – Havant Borough Council (HBC) highlight a potential breach and request the Developer to review the data and concerns. The Developer and HBC will then agree the extent of the breach of controls if it is material and agree upon action to be taken. This is likely to be a Contractor warning at this stage.
2. Stage two – If a further material breach is identified the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
3. Stage three – Should further breaches still occur the Contractor will be required either to remove the offender from Site or to stop using an offending supplier.

4.0 SITE SET UP, LOGISTICS & TRAFFIC MANAGEMENT

4.1 Routing of construction vehicles

The site is accessible via Brookside Road to the west, Langstone Road to the east and Penner Road to the south, which is for emergency use only. Brookside Road and Penner Road both connect to Harts Farm Way, which provides access to the A27 to the west. Access to the site for construction traffic will be from the West, via Brookside Road, for the entirety of the project.

Signage will be placed along the access road to clearly direct construction vehicles to the site entrance.

Pedestrian access to the work areas will be segregated from the main vehicular access to the site.

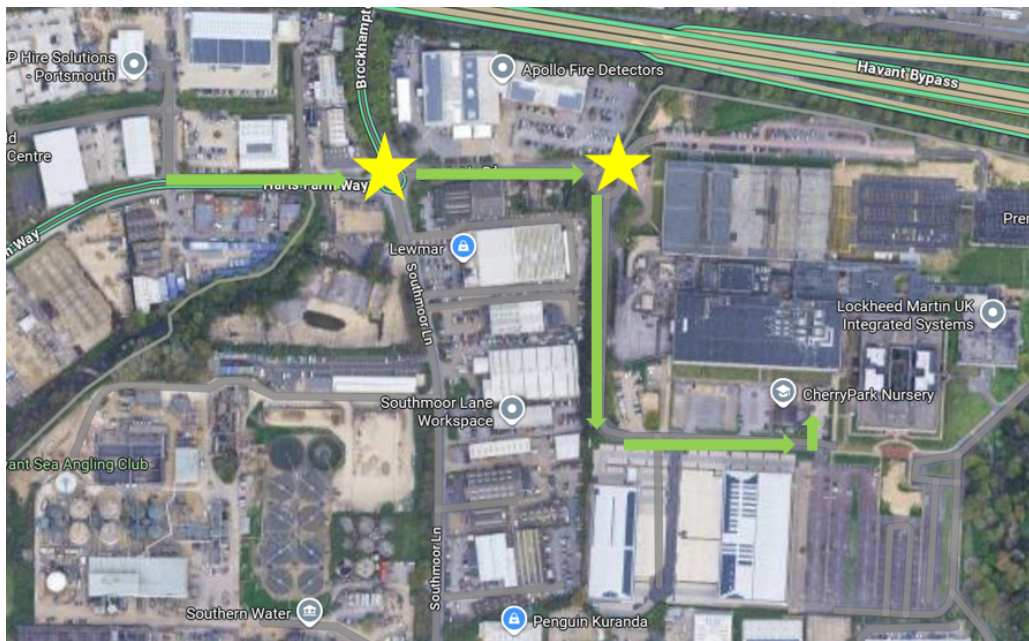
All deliveries will be co-ordinated and programmed to ensure smooth flow of vehicles to and from the site, with all deliveries to and from the site being subject to strict compliance with a pre-booking system which will identify the time slot when the vehicle can arrive at the site. This system will be in place throughout the full extent of the works programme to ensure that the surrounding roads do not become congested at any time as a result of the construction activity on site.

A potential holding area will be identified off the public highway on Harts Farm Road to temporarily hold vehicles should they try to access site outside of booked slots. Attendance would be held back until they could be accommodated on the site. There would be no holding of site traffic on Brookside Road.



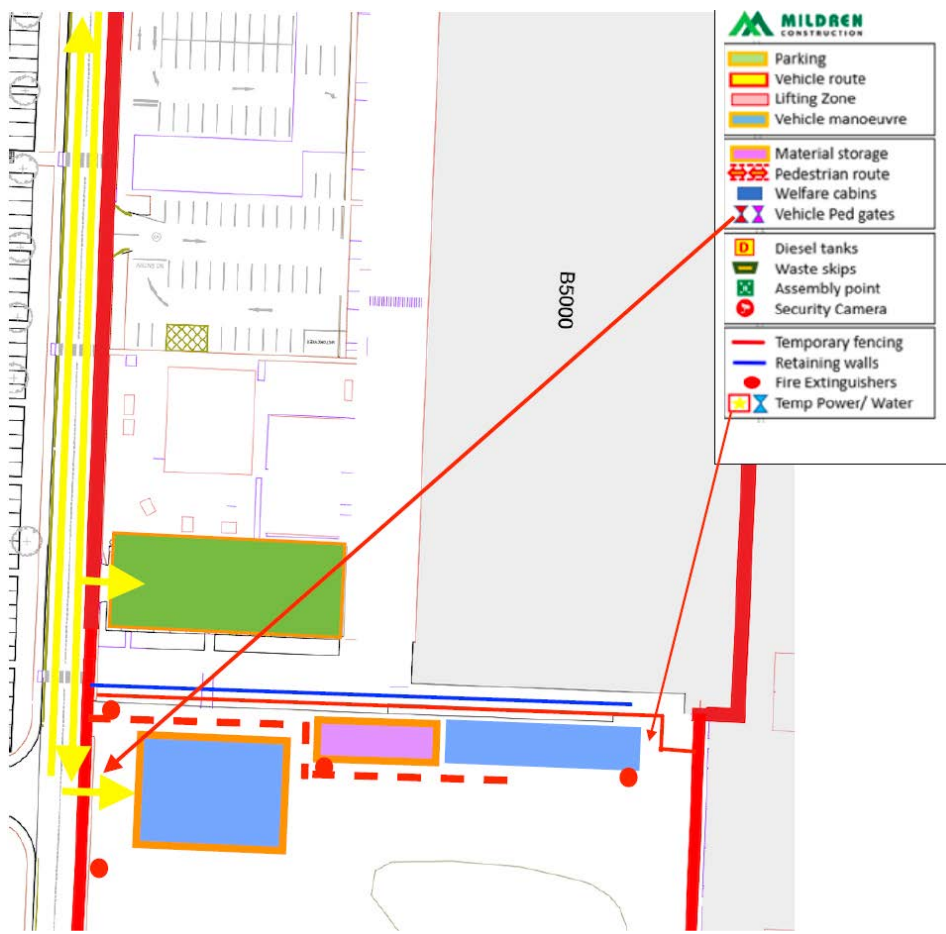
Details of the Construction Traffic Management Plan will be provided to all suppliers in advance of attendance on site to ensure that the arrangements are followed. An information pack will be distributed to all suppliers involved in the transport of materials, plant and waste to and from the Site. The pack will be a convenient size so it can be stored in a truck cab. The pack will include key information on delivery routes and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

The location of the two roundabouts (orange stars) which may impact oversized deliveries will be identified to suppliers to allow sufficient traffic management arrangements to be put in place to facilitate access at a specific governed time.



4.2 Vehicle parking for site operatives and visitors

The location of parking for up to 50 vehicles is shown by the green box on Logistics Plan below.



Sufficient parking areas will be allocated to accommodate the required number of operatives, including staff and visitors. All required parking areas will be established within the confines of the site and be constructed on compacted hardcore placed during the initial site set-up. Access to and from the car parking will be via the entrance off Brookside Road.

Parking on site will be by prior arrangement only. All vehicles must be parked on site in the designated areas. There will be no parking on the roads surrounding the site and frequent patrols will be undertaken and enforcement measures will be actioned against those found to be doing so.

The site car parking strategy will be reviewed throughout the duration of the works and may be adapted as required but always maintained within the confines of the site, and not on surrounding roads.

Car sharing and the use of public transport to access the site will be encouraged to mitigate the impact on the environment and to limit the vehicle movements and numbers on site. Details of local public transport services will be provided to all contractors, staff and visitors to the site.

4.3 Vehicle types and Expected Volume

4.3.1 Vehicle Types

Based on the vehicle movements, the typical vehicle types will be as follows:

- Light vehicles – cars and small vans.
- Low Loaders comprising up to 10m flatbed.
- 8-wheel delivery lorry up to 20 tonnes gross weight (10m length).
- Concrete mixers – delivering ready mixed concrete.
- 16.5m large articulated lorries.

Typical vehicles are shown in the below table:

Category	Vehicle Type Description	Typical Vehicle
Cars and Light Good Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Other Goods Vehicles 1 (OGV1)	Flatbed material delivery vehicle (up to 12m long)	
	Ready mixed concrete lorry.	

	8-wheel delivery lorry (up to 32-tonnes gross weight)	
Other Goods Vehicles 2 (OGV2)	16.5m Large Articulated Vehicles	

All contractors and sub-contractors operating vehicles over 3.5-tonnes will be required to meet the Construction Logistics and Community Safety (CLOCS) standard criteria:

- They are a member of the Fleet Operator Recognition Scheme (FORS).
- All drivers must have undertaken cycle awareness training.
- All vehicles must have side guards fitted (unless it can be demonstrated that the lorry would not perform the function for which it was built if side guards are present).
- All vehicles must have a close proximity warning system fitted, comprising a front mounted, rear facing CCTV camera, a close proximity sensor, an in-cab warning device and an external warning device.
- All vehicles must display prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

It will be a requirement that all deliveries to the site be undertaken by Silver or Gold accredited contractors under FORS, where possible in accordance with the CLOCS standard. Where Bronze accredited contractors are appointed, written assurance stating that vehicles have adequate blind spot minimisation equipment fitted and that drivers have received the necessary training will be sought from the supplier. No deliveries will be undertaken from non-accredited suppliers.

FORS ID numbers will be used as part of the delivery booking process to ensure that all operators visiting the site are FORS accredited.

4.3.2 Volumes / anticipated vehicle movements

Mildren Construction Ltd do not expect that the construction schedule will generate a significant level of vehicles. The work phases will include the removal of surplus oversite material, delivery of capping material, pouring of the foundation pads, formation of the concrete slabs and tarmacking of the new spine road. During these works the deliveries to site will increase for a short period during particular days to provide the materials such as capping material (type 1 and other crushed aggregates), vibro stone aggregate, concrete and asphalt for the works to be carried out.

The initial phase of the work will include the installation of site welfare, construction of the piling and crane mats. Previously crushed material will be used from onsite stockpile.

Following achievement of ground levels, foundations will be poured, and steel frame progressively erected across the building.

Cladding will move across the building and following the closing up internal slabs will be poured.

Internal fit out will progress as the external slabs are constructed progressively.

The programme for the works is attached in the appendix, although the dates of commencement are indicative of timings prepared at the tender stage of the project.

As part of the construction of the building there will be phases of the works where there will be larger and/or increased deliveries –

1. Forming levels on site, ground improvement and capping of site for piling rig and crane. Muck away, import of capping material and stone for vibro piling - 720 tipper movements spread over a 40-day period.
2. Foundations & retaining wall – approximately 70 concrete lorries spread across a 34-day period. Estimated vehicles accessing site at this time 25 per day on those days when pours are being carried out, 15 outside of these times.

Phases 1 & 2 will overlap and foundations will be progressively formed as the ground is stabilised.

3. Steel frame - approximately 15 articulated lorries bringing steelwork to site, this over the course of a 39 day period. Maximum of 2 articulated vehicles in a day due to the required unloading. Estimated vehicles accessing site during this period - 20.
4. Roof & façade cladding and glazing – approximately 25 articulated lorry deliveries in total bringing cladding to site, over 63 days. Maximum of 2 articulated vehicles in a day due to required unloading via mobile crane and/or forklift. Estimated vehicles accessing site during this period - 35.
5. Internal slab to building – 67 loads via concrete lorries over the course of 9 days. Estimated vehicles accessing site during this period - 31.
6. External Yard Slabs & tarmac works – 165 loads via concrete lorries and tipper (tarmac) over approximately 19 days. Estimated vehicles accessing site during this period - 27.

The numbers noted above are included within the maximum number of deliveries expected in a day. They also include the staff numbers required along with the general deliveries expected.

Further materials required as part of the construction will be delivered to site on an ad hoc basis although it is not envisaged that this would be more than on average 5-10 deliveries a day. Deliveries will be arranged to arrive at site outside of the peak hours at time of placing order and will generally be via transit style vans.

Vehicles accessing/egressing site with site operatives will be via cars and small vans.

Site work will likely commence at 08:00 and cease at around 17:00, although some personnel may remain on site until 18:00. The majority of the workforce vehicles will likely be arriving on site between 0645-0730 and leaving site at 1600-1700. Peak workforce on the project would likely be around 50 persons on site, due to vehicle sharing this would likely peak around 30-35 vehicles accessing and egressing the site during the hours noted above. Average workforce on the site would be around 35 persons via around 20 vans. Wherever possible plans will be to avoid HGV deliveries during the weekday peak periods (07:00 – 09:00 & 16:00 – 19:00), and the further management of light vehicle movements to avoid the weekday peak hours (08:00 – 09:00 & 16:30 – 18:00). All deliveries will avoid the Saturday peak hour between 12:00-13:00.

The peak numbers of delivery vehicles expected during the cut and fill operation will be spaced throughout the working shift to allow the material to be spread and compacted between loads. There would be no concentration of the deliveries at any point, instead being a steady flow of vehicles throughout the day.

The peak numbers of concrete delivery vehicles expected during the placement of the internal floor

and external slabs will be spaced to allow the material to be pumped, spread and levelled. There would be no concentration of these deliveries at any point, instead being a steady flow of vehicles throughout the pour.

The anticipated vehicle movements to and from site will be based on the following phases on the project

-

Ground Improvement Works:

Deliveries of main plant via rigid low loader:-

1. Piling rigs
2. 360° excavators
3. Dumpers
4. Forklifts

Removal of surplus material not suitable for fill via tipper truck.

Deliveries of concrete via concrete lorry.

Deliveries of imported aggregates via tipper truck (vibro piling).

Deliveries of crushed material for capping of site, piling and crane mat via tipper truck.

Imported material will be obtained from existing stockpiles on the site

Foundations:

1. Excavators
2. Dumpers
3. Forklift

Deliveries of concreting accessories such as reinforcing mesh and holding down bolts via rigid flat bed.

Deliveries of concrete via concrete lorry.

Drainage:

1. Excavators
2. Dumpers

Deliveries of drainage materials via rigid flat bed.

Deliveries of bulk materials such as pipe bedding material via tipper truck.

Steel frame:

Deliveries via rigid flat bed

1. Cherry pickers
2. Scissor hoists
3. Forklift

Mobile Crane (crane stays on site for steelwork duration)

- Steel deliveries via artic wagon.
- Cladding via artic wagon.

Deliveries via low loader

1. Cherry pickers



2. Scissor hoists
3. Forklift

Internal ground slabs:

Deliveries via low loader

1. Power floating equipment
 2. Laser screed for concrete pours
- Concrete accessories including mesh, polythene, dowel bars, shutters via flat bed lorry.
 - Concrete via concrete lorry.

External Yard slabs, hard landscaping & internal fit out:

- Concrete accessories including mesh, formwork and dowel bars via flat bed.
- Concrete via concrete lorry.
- Tarmac via tipper truck.
- Deliveries of hard landscaping materials such as kerbs, block paving via flat bed.

Internal Works

- Deliveries of plant for internal works via rigid flat bed.
- Access equipment for high level works via rigid flat bed.
- Deliveries of internal materials via an assortment of delivery vehicles from white vans to artics.
- Plasterboard & metal partitioning via curtain sided rigid lorry.
- M&E materials via flat bed.

Mildren Construction will utilise local suppliers for materials where this is possible, this will be governed by availability and feasibility.

4.4 Construction site layout

A space will be provided on site to allow for turning manoeuvres. The site gates will be positioned to allow all construction vehicles to enter the site without obstructing the access road.

Below shows an indicative site compound area at the site location. The vehicle movements will be adjusted as the works progress once the new access becomes available for use. The arrangements in place will allow vehicles to leave site in a forward gear at all phases of the works and allowing for minimum manoeuvring requirements.



4.5 Location of compound for loading/unloading plant and materials

A compound will be set up during the enabling works phase for the unloading and storage plant and materials, away from the main pedestrian routes. All deliveries to site will be managed by a Banksman/vehicle marshal who will direct the driver to the unloading area, supervise the unloading of plant and materials, and see the delivery vehicle off site.

Deliveries will be subject to the following criteria:

- All deliveries will take place during weekdays and Saturday mornings only.
- HGV deliveries will be managed to avoid the weekday peak periods (07:00-09:00 & 16:00-19:00).
- Light vehicle movements will also be managed to avoid the weekday peak hours (08:00-09:00 & 16:30-18:00).
- Deliveries must be booked in advance of arrival to the site (24 hours' notice) to ensure an even distribution of deliveries throughout the day.
- Contractors / suppliers will not be permitted to wait on the public highway outside of the site. Vehicles will drive into the site and will be directed to the loading/unloading area.
- All HGV construction traffic will be instructed to access the site from the west via Harts Farm Way and Brookside Road. The use of Langstone Road is not permitted. (This is shown in Appendix C).
- All drivers must report to the gateman when arriving on site. Drivers must adhere to site signage and speed limits.
- Strictly no access is permitted onto unguarded trailers without a Method Statement & Risk assessment approved by the Contractor.
- All deliveries will be controlled by a trained banksman/vehicle marshal. There will be no reversing on site wherever possible.
- All drivers must wear full PPE when leaving their vehicle.
- Any lifting equipment (Hiab/Moffatt) must have relevant certificate prior to use on-site and documents must be witnessed by the site manager.
- All vehicles must ensure that their wheels are clean prior to entering the public highway.

During the project, Mildren Construction will make all reasonable efforts to coordinate deliveries with other construction being undertaken within the vicinity of the works in order to minimise the cumulative impact of construction traffic.

Delivery unloading and storage areas are indicated on the logistics plan as detail in the appendices

Any fuel & chemical containers will be stored in a bunded area and will not be stored adjacent to watercourses. It is noted that all surface water drainage leads to adjacent open water courses and balancing ponds. As such, mobile bowzers will be double skinned, static plant will be positioned away from watercourses, drips trays will be utilised, and no fuel or chemicals will be discharged into drains / gulley's etc.

4.6 Traffic & Pedestrian Management

Access for the emergency services will be planned for and maintained at all times.

The works will be undertaken in accordance with Chapter 8 of the Traffic Signs Manual (2009) and “Safety at Streetworks and Roadworks” a code of practice (2013), the Principal Contractors duties under CDM 2015. There will be provision of adequate signage which will be kept clean and in good repair.

Existing routes, footways and crossing points will be maintained for the duration of the project, wherever possible and where required. Where this is not possible diversions and temporary footways and crossing points will be installed in accordance with Chapter 8 of the Traffic Signs Manual.

Pedestrian diversions will be put in place as required with temporary ramps formed where required to ensure the safety and to maintain access for pedestrians, especially those visually and mobility impaired.

Provision of physical barriers (chapter 8) to maintain segregation between pedestrians, cyclists and vehicular routes on site, including designated walkways and crossing points.

When accessing and leaving the works, work vehicles and plant will be under the supervision of a Banksman/ vehicle marshal where necessary.

Arrangements will be made to ensure that all equipment utilised in pedestrian, cycle & traffic management systems are inspected daily. Any faults or deficiencies will be recorded and promptly rectified. Records of daily inspections will be maintained on site.

A traffic safety officer will be appointed to carry out these checks who will be qualified to NRSWA supervisor level.

4.7 Operating hours

The normal site working hours will be between the following times:

Monday to Friday	08.00 to 18.00
Saturday	08.00 to 13.00
Sundays and Bank Holidays	Subject to Agreement with Client

Working outside of these hours is not anticipated, but if specifically required, must be requested and agreed to by the Client before commencing. This will only be for a specific procedure or due to a safety, or similar, requirement.

Out of hours contact will be the Project Manager, Matt Liggett, 07971 150568

HGV deliveries will be managed to avoid the weekday peak periods (07:00-09:00 & 16:00-19:00).

Light vehicle movements will also be managed to avoid the weekday peak hours (08:00-09:00 & 16:30-18:00).

4.8 Site Security & Signage

The existing perimeter fencing will be retained to act as the security fence to this part of the site. Where there is no existing security fence Mildren Construction Limited will erect double clipped Heras fencing to form the boundary, along with a secure entrance gate and pedestrian gate providing access to the site. This will be retained throughout the construction to ensure the area is safe from trespass by unauthorised persons.

Appropriate warning signage will be displayed at all access points and on approach to the site and work

areas.

Information boards will be provided to the hoarding as is required for health, safety and stakeholder engagement purposes, including but not limited to, out of hours contact details.

During the site working periods the Contractor will have full control of access to include gate man duties and patrol points.

The Contractor shall employ a gateman / vehicle marshal to supervise and control access into site and around the vicinity of the site access point.

Access from the new site compound / contractors parking into the construction area shall be controlled by a security gate on the site hoarding line.

The site shall be secured at all times and out of hours by Mildren Construction. CCTV and remotely monitored alarms will be utilised to maintain the security of the site.

4.9 General Housekeeping

Mildren Construction Ltd will follow a "good housekeeping" policy at all times. This shall include but not necessarily be limited to:

1. considerate site behaviour of contractor staff;
2. prohibition of open fires;
3. appropriate provisions for dust control and road cleanliness;
4. the frequent cleansing of wheel washing facilities;
5. frequent inspection of hoardings, their repair and re-painting, as necessary;
6. provision and maintenance of toilet and other welfare facilities;
7. the removal of food waste;
8. removal of rubbish at frequent intervals, leaving the site clean and tidy;
9. the prevention of vermin and other infestations; and
10. site lighting should not cause undue intrusion to residential properties.

The project will be carried out in compliance with the Considerate Constructors Scheme.

4.10 Wheel washing facilities

All vehicle routes used by construction traffic will be regularly inspected for any deposits of soil/debris deposited by construction traffic and if necessary, the road will be kept clean using a mechanical road sweeper. Mildren Construction Ltd will have a telehandler on site during the duration of the works and this will be fitted with a sweeper attachment to address any potential contamination on the road. A road sweeper will be arranged as and when required, during the full construction period.

All vehicles exiting the Site will be checked to ensure that loads are fully sheeted and secure and that no spoil is carried out to the public highway. Where required vehicles will have their wheels cleaned using a pressure washer before they leave the Site.

Early installation of temporary haul roads and hard standings will reduce the risk of mud being transported out onto the road. A road condition survey will be carried out prior to construction and post completion in line with the scope set out within Appendix F.

4.11 Measures to control dust and dirt

During potentially dusty operations suppression will be employed as necessary to control the dust created by excavation / cutting works.

Mitigation measures shall include, but are not limited to the following:

- Locating machinery and dust causing activities away from receptors, as far as is possible.
- Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Impose and signpost a maximum speed limit 10 mph on site.
- If applicable minimise drop heights from loading shovels, and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Where necessary use water-assisted dust sweepers on the access and local roads, to remove any material tracked out of the site.
- Undertake regular damping (using water) down during dust creating activities.
- Ensure vehicles and loads entering and leaving are covered to prevent escape of materials and dust during transport.
- Implement a wheel washing system to ensure mud does not leave the site and get onto the highway.

Monitoring

- Visual inspections of activities, dust emissions (both on and off site) and control measures shall be carried out every day during dry conditions. Visual inspections will be carried out across the works area by the Site Manager and Foreman who will walk the works on a regular basis. This will be a consideration of the task and its likelihood of producing dust, present weather conditions. Where there is a risk that dust could be produced by the works then controls will be put in place such as damping down.
- Any complaints from residents/other stakeholders will be investigated and appropriate measures put in place.

4.12 Measures to control air pollution

The following measures will be taken during the construction phase as a means of reducing effects upon air quality.

Mitigation measures shall include, but are not limited to the following:

- Ensure all vehicles and plant switch off engines when stationary – no idling vehicles.
- Ensure all plant is correctly adjusted and checked as being in good working order before being allowed on site.
- No bonfires or burning on site.
- On-road vehicles to comply with set emission standards.

4.13 Measures to control noise and vibration

Noise and vibration will be monitored and managed on site.

During the construction phase, there will be a number of activities that have the potential to alter the noise levels in the local area on a short term, temporary basis.

Typical noise generating activities likely to be carried out as part of the scheme include:

- Site establishment and general clearance – movement and operation of heavy plant and materials in/out of site via lorries.
- Groundworks - Drainage, establishment of levels and temporary mats which will include

use of excavators & rollers.

- Floor slabs - heavy plant and vehicles associated with the placement of external finishes – yard slabs and access roads.
- Hard landscaping – heavy plant and vehicles associated with the placement of external finishes – yard slabs and access roads.

Mildren Construction will implement Best Practical Means (BPMs) to reduce noise and vibration from the construction works to as low as reasonably practicable without unduly hampering works.

- The Contractor shall seek to avoid or reduce noise (including vibration) from construction activities as far as reasonably practical to minimise potential disturbance to local residents and sensitive receptors.
- Mildren Construction Limited will ensure that work activities on site are carried out in compliance with The Control of Noise Regulations 2005.
- All operations and tasks will be assessed for the possible generation of noise. Where it is reasonably practicable noise sources will be eliminated or reduced to the lowest levels by best practice.

Due to the location of the site to minimise the disruption to the public, the following will be undertaken:

- Noise levels will be monitored remotely to ensure that noise levels offsite are not exceeding restrictions placed on overwintering bird areas. Percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) shall be avoided during the bird overwintering period (i.e. October to March inclusive).
- Working hours to be adhered to at all times. Out of hours working to be carried out only for those activities where it cannot be avoided and with prior agreement with the Client.
- Mufflers will be fitted to plant where possible.
- Screen off areas if necessary with sound deadening material and acoustic screening.
- Plant and machinery that produces low levels of noise and vibration to be hired.
- Erect warning signage and screening.
- Move noisy operations away from public areas where possible & carry out noisy operations away from site where possible.
- Inform the public in advance of any planned works where noise levels may be high, or higher than normal outside of normal times.
- Careful selection of equipment, plant and construction techniques that are less noisy.
- Good maintenance of equipment and plant.
- Works will be undertaken in accordance with industry best practice and legislative requirements for the control of site generated noise and vibration.
- Construction trucks and lorries will use only those routes specified in the Construction Traffic Management Plan avoiding residential areas where possible.
- All operations and tasks will be assessed for the possibility of noise and vibration and how this could affect the environment. This will consider airborne, structural, ground-borne vibration and the risk of nuisance to local community and potential damage nearby structures from using plant, equipment and tools.
- Wherever possible vibration will be reduced to the lowest level by the selection of plant, methodology and techniques involving less noise and vibration. To hire low vibration producing plant and machinery that has been fitted with resilient mount.

4.14 Measures to control pollution of water

Mildren Construction will implement working methods to protect surface water and groundwater

resources from pollution and other adverse impacts including changes to water levels, flows and quality. Mitigation measures will include, but not be limited to:

- Mud on vehicles will be controlled at entry and exits to the site using wheel washes and / or road sweepers, where necessary.
- Debris and other material will be prevented from entering surface water receptors.
- Fuel will be stored and used in accordance with the Control of Substances Hazardous to Health Regulations 2002, and the Control of Pollution (Oil Storage) (England) Regulations 2001.
- Fuel and other potentially polluting chemicals will be stored in a secure impermeable and bunded area (minimum capacity 110%).
- Refuelling of plant will take place only in a designated area at the site compound at least 20m from watercourses.
- Any plant / machinery / vehicles will be regularly inspected and maintained to ensure they are in good working order and clean for use. This maintenance is to take place off site if possible or only at designated areas in the site compound.
- All fixed plant used on site will be self-bunded as a preference.
- Mobile plant will be in good working order, kept clean and fitted with drip trays where appropriate.
- An Emergency Response Plan will be prepared. Spill kits and oil absorbent material will be carried by mobile plant and located at vulnerable locations on the site. Construction workers will receive spill response training.
- The site will be secure to prevent vandalism that could lead to a pollution incident.
- Surface water drains on roads, other watercourse crossings will be identified and where there is a risk that silt laden runoff could enter them they will be protected (e.g. covers, silt socks or sand bags).
- Early capping of the site will be achieved and reduce the risk of contaminated runoff.

4.15 Recycling/disposal of waste resulting from construction works

Mildren Construction will implement and maintain a Site Waste Management Plan (SWMP), which will aim to minimise waste and where appropriate divert waste sent to landfill through reuse on site and recycling.

Waste will be placed in skips as produced. Waste will be removed from site as skips become full. Segregated skips will be provided where it is feasible to segregate waste streams. Where not, mixed skips will be provided and sent to material recycling facilities for segregation.

A SWMP will be produced by Mildren Construction on this site and will be regularly updated by the appointed Site Manager. The SWMP will set the framework for the management of wastes generated during construction. It will document the decisions taken to minimise waste and set objectives and targets for the main waste types. It is likely to identify the following:

- Responsibilities of individuals within the construction team for waste management.
- Types of waste and the quantities likely to be generated.
- Measures to be adopted during construction to minimise waste generated.
- Opportunities for recycling and/or reuse.
- Proposed Waste Carriers together with details of their Waste Carrier Licences.
- Proposed treatment and disposal sites together with details of their Environmental Permits.
- Proposed method for recording Waste Transfer Notes and maintaining the SWMP.
- Identification of any Hazardous Waste Streams shall be investigated and risk assessed to identify the material / ground condition and be disposed of separately under the specific method statement including recording Hazardous Waste Consignment Notes.

As Principal Contractor, we will undertake material resource management to minimise waste creation. All waste will be managed according to the Waste Hierarchy:



With respect to wastes produced on site these will be managed in accordance with the site-specific site waste management measures and materials management as follows:

- Waste produced on site will be managed in accordance with the Duty of Care under the Environmental Protection Act 1990.
- Waste will be minimised, reused or recycled wherever possible.
- Clearly labelled skips will be used to ensure that construction workers are clear about where to put each type of waste stream.
- Mixed skips of construction waste to be taken to materials recycling facilities for sorted and segregation into recyclable waste streams.
- Suitable landfills will be identified as early as possible for those soils that are known to require disposal. It is MCLs responsibility to ensure the landfill is licenced to accept the waste.
- Material that will be surplus to requirements/ contaminated/ unsuitable for re-use will be appropriately classified and disposed off-site in accordance with waste management regulations.
- All soils to be removed from site are to be tested and characterised in accordance with Waste Acceptance Criteria (WAC).
- Ensure that, if hazardous waste is identified the site is registered with the Environment Agency.
- Ensure that any contaminated soil is pre-treated and disposed of at a facility appropriately licensed to receive the waste as classified.
- Accurate records will be held of all waste classification, transfer, as well as a disposal log including information such as: Date, Waste Classification, Carrier's Registration Number, Transfer Note Number and Ultimate Destination.
- Submit full copies of those records for inclusion in validation/closure reports.
- Maintaining those records for potential future regulatory inspection.
- Utilisation of existing material on site (presently held in bunds and stockpiles within the works area and North of an adjacent unit) to help form levels on site and remove any required import of fill to form levels.

Construction waste will be segregated off-site. Canteen and office waste will be disposed using local waste collection services.

These measures will be advised to site operatives as part of site induction procedure.

5.0 COMMUNITY ENGAGEMENT

Our Communication Liaison Officer (Nicki Main) will be appointed to engage with the community, neighbouring properties and businesses to ensure that they are best informed on the development proposals, construction activities proposed (both in the long and short term) and the potential impacts on the community and how this will be mitigated to limit the impacts on them.

Information signs will be erected at the Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to Havant Borough Council. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to Havant Borough Council) detailing what action has been taken, if necessary.

The out of hours contact and during the working day will be – Matt Liggett, 07971 150568. Details for contact will be provided to surrounding stakeholders.

Mildren Construction will adopt the following measures in order that the community is informed on the above and good relationship is maintained with the community:

- Initial meeting with neighbouring stakeholders likely to be impacted by the works prior to commencement of the enabling works and the main works, considering the implications to them and adopting proposals and methods that could mitigate the impact of the development to them whilst not being detrimental to the delivery of the scheme.
- Monthly updates on the activities planned in the month via the information boards applied to the site hoardings and via regular newsletters hand delivered to the neighbouring properties & businesses.
- Quarterly meetings with the neighbouring properties to discuss the project, works planned in the period and taking onboard of any concerns.
- “Open Door” Policy, whereby the neighbouring properties / business can visit the Contracts Manager / Project Manager / Site Manager to query aspects of the development or raise any concerns that they may have.

Mildren Construction will comply with all Health, Safety and Environmental legislation, statute, policy and best practice as applicable. Mildren Construction will also adopt the measures above and together with the Client Team be aware of any impacts to the neighbouring properties to formulate a plan that mitigates the impacts to the neighbours without detrimentally impacting the delivery of the development.

The project will be registered with the Considerate Constructors Scheme and be subject to periodic audits as part of the scheme requirements, Nicki Main will be the Considerate Constructors Champion for this project.

The CTMP will be communicated to all suppliers, subcontractors and stakeholders by the following means.

1. Subcontract orders;
2. Pre-meetings;
3. Pre-start meetings;
4. Site Inductions;
5. Health and Safety Meetings; and,





6.0 APPENDICES

Appendix A – Emergency Contact Details

Appendix B – Roles and responsibilities

Appendix C – HGV Traffic Routing



Appendix A - Emergency Contact Details

During normal office hours the numbers for communication will be as follows: -

Mildren Construction Limited – Principal Contractor

Role	Name	Number
Site Manager		
Project Manager		
Contracts Manager		
Construction Director		
Communications Officer		
Other Mildren Contacts		

For out of hours emergency cover the contact numbers will be as follows:

Role	Name	Number
FIRST LINE CALL Site Manager		
SECOND LINE CALL Contracts Manager		
CLIENT		

If any alteration needs to be made to these arrangements formal notification will be provided to all interested parties in writing.

EMERGENCY NUMBERS IN THE EVENT OF DAMAGE /INJURY TO/FROM SERVICES:

ELECTRICITY	SSE	08000 72 72 82
WATER	Southern Water	0330 303 0368
TELEPHONE	BT	0800 9173993
GAS	Southern Gas Networks	0800 111 999
ENVIRONMENT	Environment Agency	0800 807060

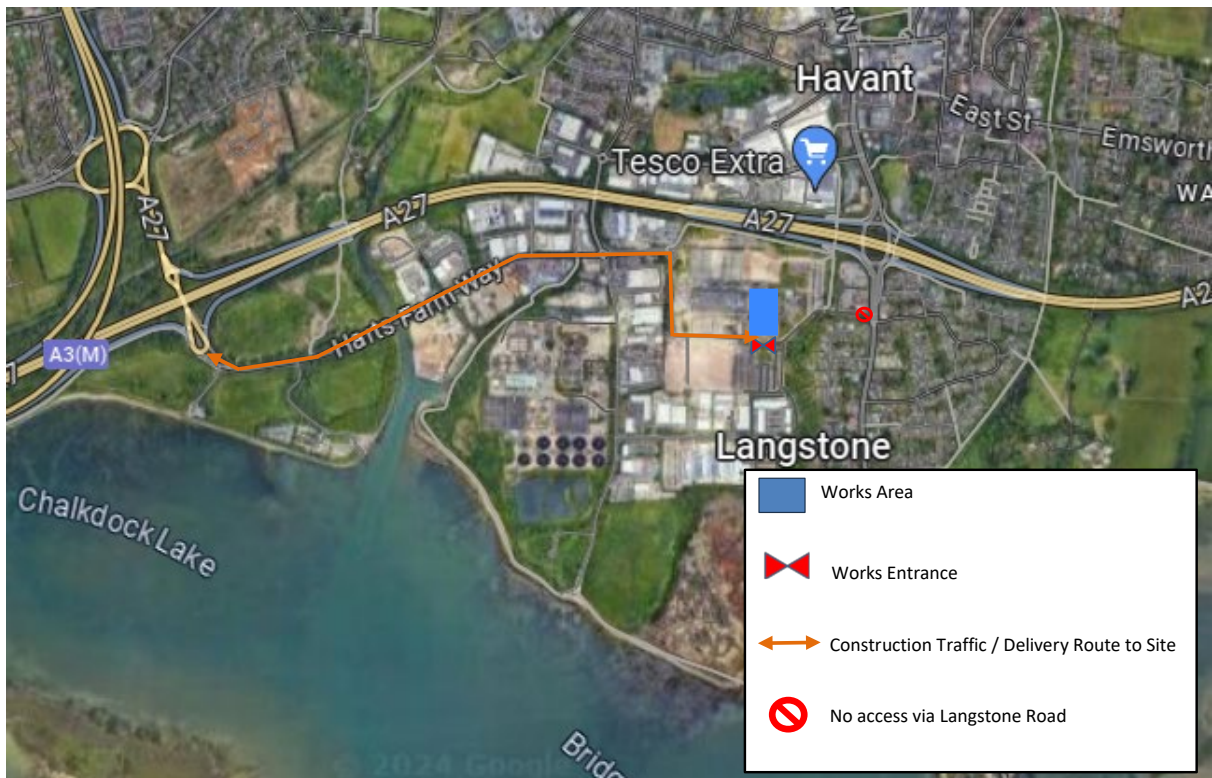
Appendix B – Roles & Responsibilities

Role	Responsibilities
Contracts Manager	<ul style="list-style-type: none"> • Be familiar with the requirements of the CTMP and ensure their implementation by all Employees, Contractors and Suppliers. • Ensure that all Project activities under their control are subject to risk assessments, by competent personnel, for each stage of the project development. • Assume a leadership role in critical incident investigations and ensure the Clients representative and statutory organisations are fully briefed on the report and outcomes. • Participate when required in scheduled site HSE Audits and inspections. • Provide leadership for all HSE initiatives.
Site Manager	<ul style="list-style-type: none"> • Enforcing the Company HSE Policy. • Championing the CTMP on site. • Including the traffic management arrangements within the site induction. • Ensuring that RAMS and appropriate types of hazard assessments are conducted for non-standard work. • Assuming a leadership role in critical incident investigations and ensure the clients representative and statutory organisations are fully briefed on the report and outcomes. • Providing leadership and management support to HSE personnel for the project. • Providing direction in the event of significant Contractor non-compliance with minimum Project HSE requirements. • Being aware of Project legal and Contractual requirements, and for their compliance on the project.
Site Traffic Management Officer	<ul style="list-style-type: none"> • Monitor construction activities to ensure that identified and appropriate control measures are effective and in compliance with the CTMP. • Undertake weekly site inspections, initiate actions, complete a weekly Traffic Management inspection report via the Deltek app. • Provide advice and assistance to site personnel on Traffic Safety matters • investigating and resolving complaints • Undertake monitoring when required • Ensure correct procedures are followed in

	<p>the event of an incident</p> <ul style="list-style-type: none">• Report any activity that has resulted, or has the potential to result, in a Traffic Safety incident immediately to the site Manager.
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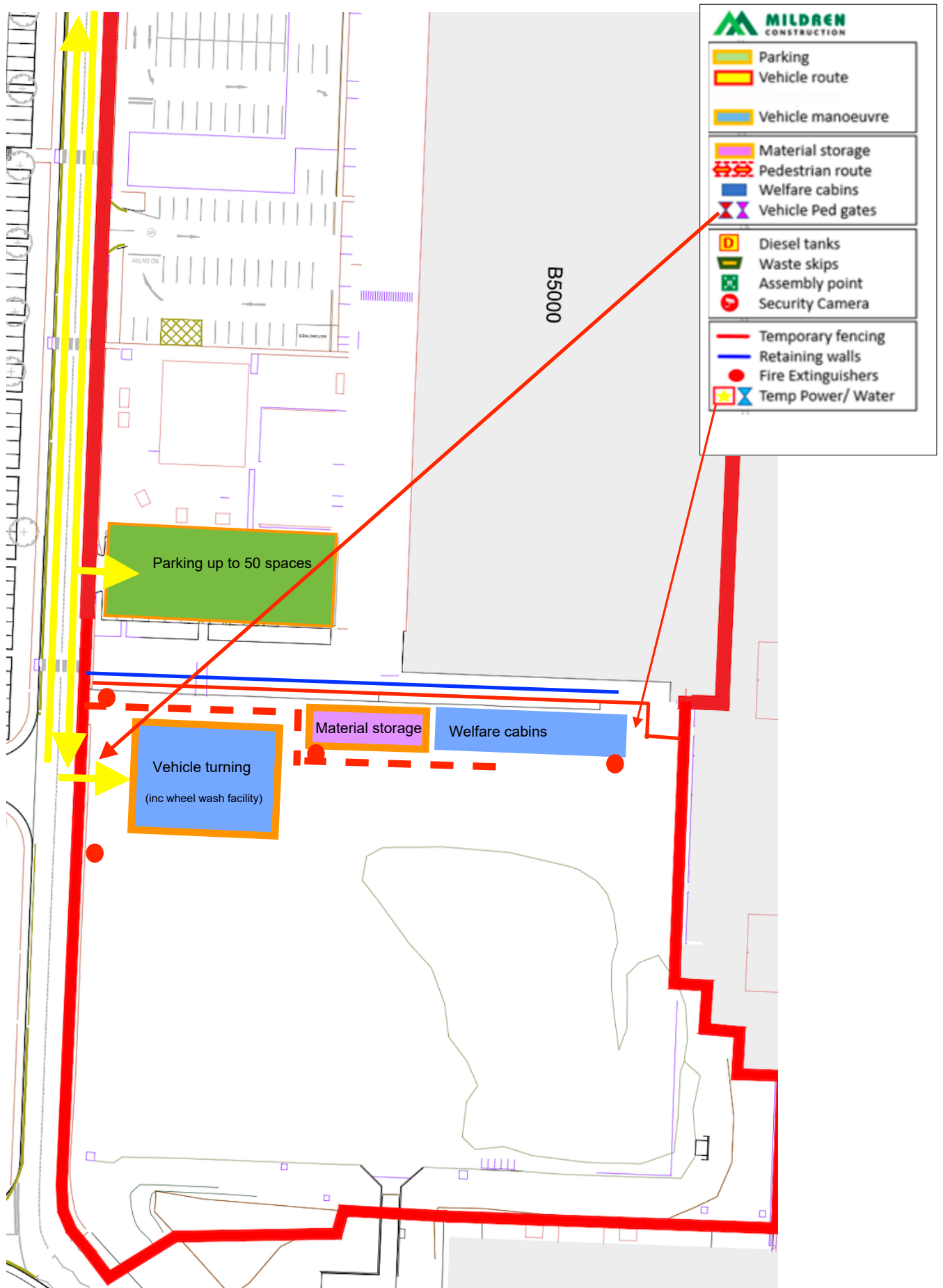
Appendix C – HGV Traffic Routing





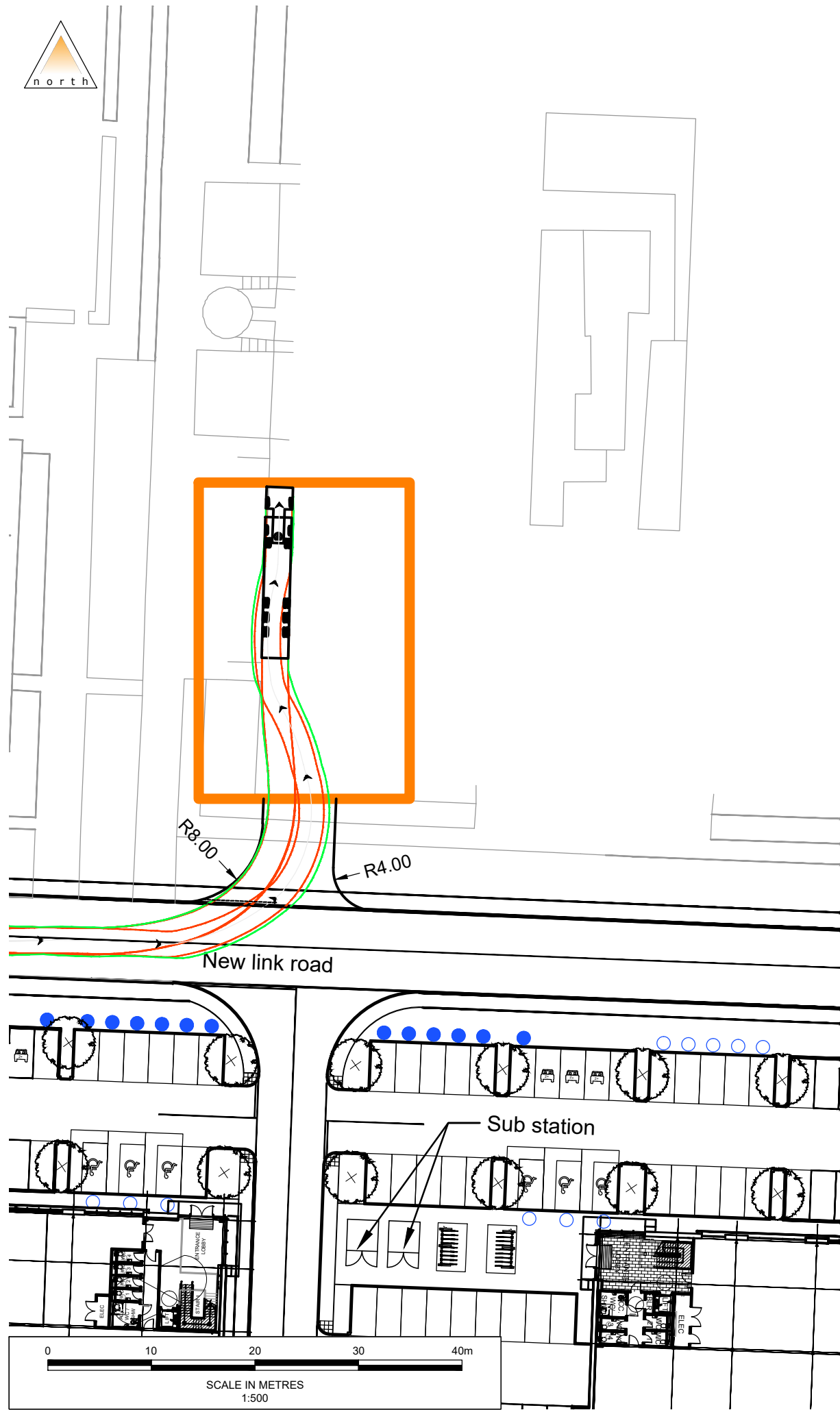
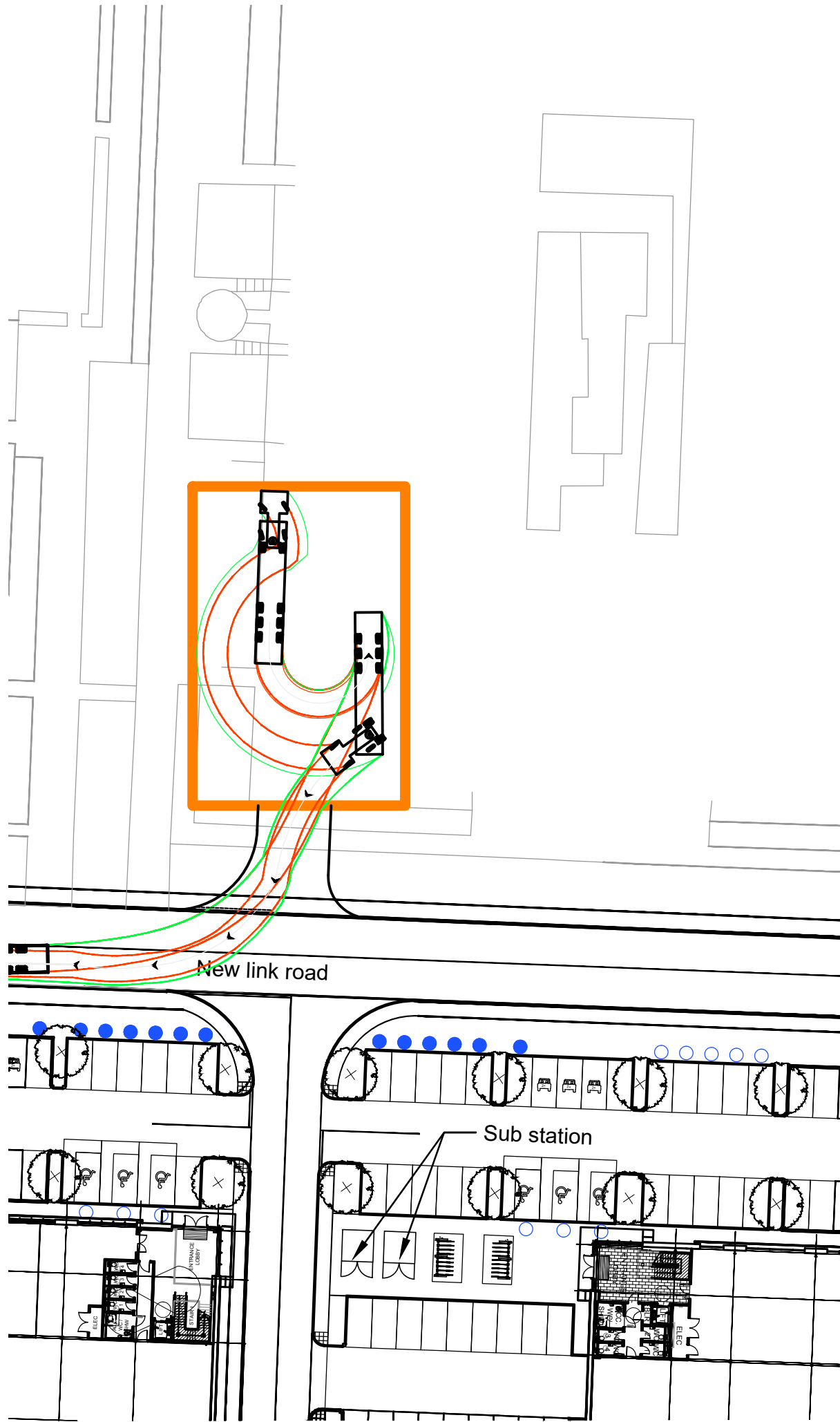
Appendix D – Site Set Up & Logistics Plan





Access and Logistics Plan

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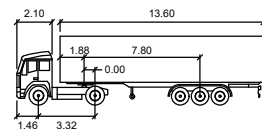


Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on information supplied by PRC Group, and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.

Legend

Vehicle Maneuvering Area



Articulated Vehicle with Twin Steered Tractor

	metres	
Tractor Width	: 2.55	Lock to Lock Time
Tractor Track	: 2.55	Steering Angle
Trailer Track	: 2.49	Articulating Angle
	: 2.55	

-	First Issue	AC	CM	CM	20/07/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

XLB

Project:

Langstone Technology Park

Title:

Swept Path Analysis
HGV Turning

Scale: 1:500 (@ A3)

Drawing:

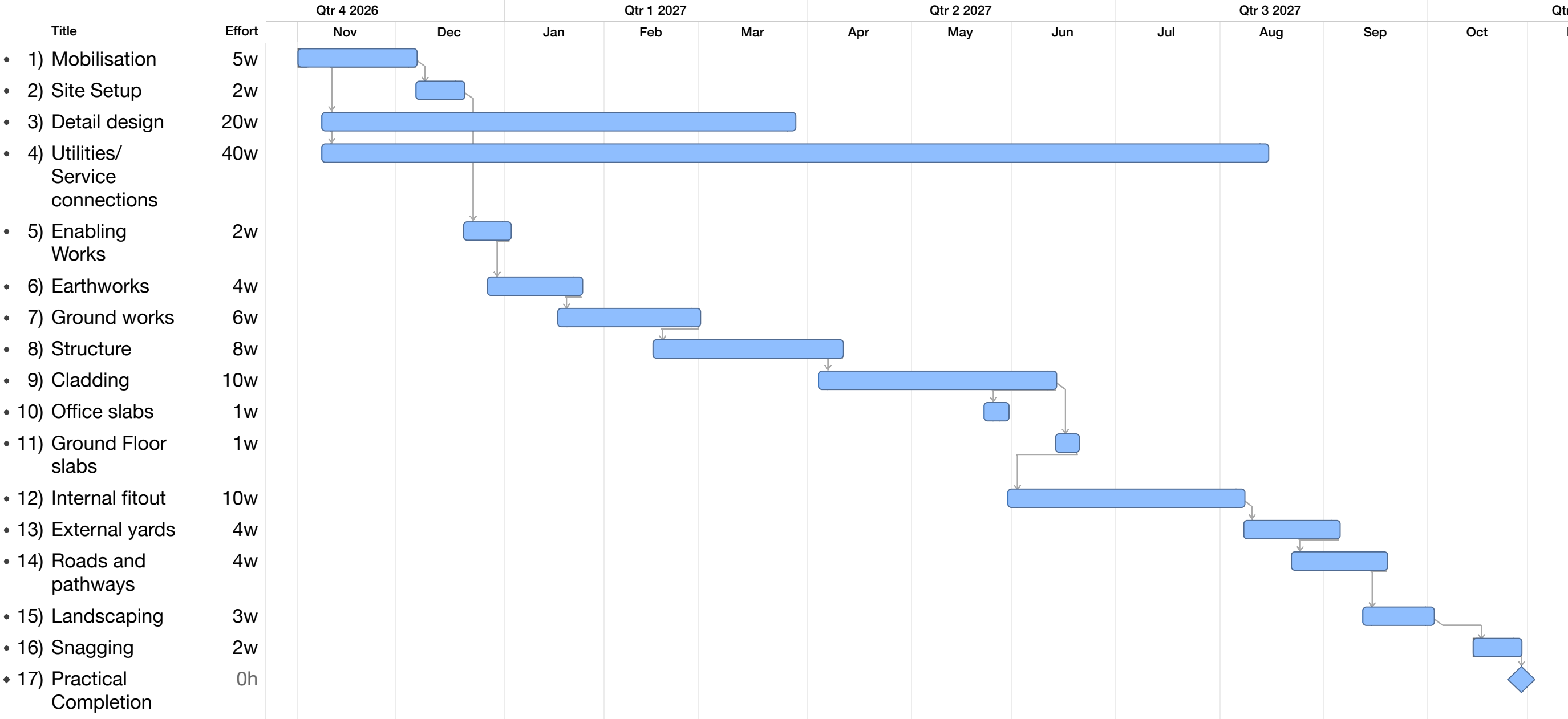
2305009-TK05

Revision:

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LANGSTONE PARK PHASE 3a



Appendix F – Scope of Pre-commencement Survey

Under Section 59 of the Highways Act (1980) Highway Authorities have the power to recover payment for maintaining the highway when damage has been caused by ‘excessive weight passing along the highway, or other extraordinary traffic thereon’.

The permitted construction access route approaches the Site from the A27 to the west via Harts Farm Way and Brookside Road, both of which are adopted highway. There are no other HGV restrictions on the route identified for construction traffic and both roads serve existing commercial premises which attract HGV traffic.

Harts Farm Way in particular serves a wide range of existing commercial uses that attract HGV movements, including several that are concerned with construction and civil engineering activities. These include:

- A concrete batching site;
- An HC highways depot;
- A large water treatment works; and
- A building materials supplier.

On this basis, it is not considered that construction traffic would be ‘extraordinary’ in the context of Harts Farm Way, nor would it reasonably be possible to distinguish between damage caused by construction activities and other existing users in this area. Harts Farm Way has therefore been excluded from the survey scope as a result.

While Brookside Road also accommodates existing HGV movement, it is accepted that the volumes are significantly lower and Brookside Road is therefore included in the survey scope.

A plan indicating the extent of the survey area (outlined in red) is provided below for reference.

