

Hulbert Road, Havant

Construction Environmental Management Plan, and Construction Traffic Management Plan

Issue 8: July 2026



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1.0

INTRODUCTION

Issue 6 / 7

Issues 6&7 of this document is issued in response to Hampshire County Council's response dated 10th June reference 060656. Our responses are collated in this introduction for ease of reference.

HCC Comments in summary: *The following outstanding matters have not been provided within the CEMP/CTMP and should be included:*

- *Narrative on parking overspill*
- *Access alteration narrative*
- *Scheduling of deliveries*
- *Swept path tracking*
- *Banksman for reversing*
- *Presence of a road sweeper*
- *Details on pedestrian segregation arrangements*
- *Pre-commencement survey*

Narrative on parking overspill

The maximum anticipated workforce is approximately 50 operatives. Based on current construction workforce travel patterns, it is anticipated that approximately 20 private vehicles will attend site, with the remaining operatives arriving via shared transport, company vehicles, minibuses or other sustainable transport methods.

The site compounds and phased parking areas shown on the Construction Logistics Plan (page 18) provide sufficient capacity to accommodate the anticipated parking demand. Locations and periods of use will be selected to suit the actual construction sequence when known. No contractor or operative parking will be permitted on Hulbert Road or surrounding residential roads. This requirement will form part of the site induction and subcontractor management procedures.

Parking demand will be monitored throughout the construction period by the Site Management Team. Should parking demand exceed the anticipated provision, additional control measures will be implemented, including increased use of car sharing, minibus transport, staggered arrivals and, if required, the provision of a temporary overspill parking area within the site boundary.

Any contractor found parking outside designated site parking areas will be instructed to move immediately and repeated breaches may result in removal from site. The Site Manager will retain responsibility for ensuring sufficient on-site parking provision is maintained throughout the construction period and that overspill parking does not occur on the public highway.

Access alteration narrative

The site benefits from an existing bell mouth access from previous site uses and investigation works. This access will be utilised as the initial construction access immediately upon commencement of development.

As part of the early construction works, the access will be upgraded through the installation signage, road markings and visibility improvements to provide a safe and secure construction access.

Scheduling of deliveries

A Delivery Management System (DMS) will operate throughout the construction period.

The DMS will ensure that deliveries are appropriately spaced throughout the day to prevent vehicle waiting, stacking or queuing on Hulbert Road.

Deliveries will be restricted to the approved construction hours and will **not** be scheduled during peak traffic periods:

- Weekday AM Peak: 08:00–09:00
- Weekday PM Peak: 16:00–17:00
- Saturday Peak: 12:00–13:00

Should unforeseen circumstances arise, delivery vehicles will be brought onto the site and held within a designated holding area to prevent waiting or queuing on Hulbert Road. This arrangement will form part of the Delivery Management System (DMS) and will be managed by the Site Management Team to ensure the safe and efficient movement of construction traffic.

Swept path tracking

Two swept path analysis sheets are included in section 6.0 'Traffic Management'.

Banksman for reversing

Construction vehicles will enter and leave the site in forward gear wherever reasonably practicable.

Should exceptional circumstances arise where reversing is necessary, a trained traffic marshal/ banksman will be positioned to supervise the manoeuvre and ensure the safety of pedestrians, cyclists and other road users.

No reversing manoeuvres will be undertaken without the supervision of a competent banksman.

Presence of a road sweeper

Wheel cleaning facilities will be maintained at the site access throughout the construction period.

The Site Management Team will regularly inspect Hulbert Road and the surrounding highway network for any mud, debris from construction activities.

Should wheel washing and routine housekeeping measures prove insufficient, additional cleaning measures will be implemented as necessary, including the use of specialist road sweeping equipment where appropriate.

The developer will ensure that the public highway is maintained in a safe and clean condition throughout the construction period and any debris attributable to the development will be promptly removed.

Details on pedestrian segregation arrangements

Construction activities will be segregated from pedestrians through the use of secure fencing, barriers and controlled access points.

At the site entrance, compound areas and other active work zones, Heras fencing, pedestrian barriers and clearly defined pedestrian walkways will be utilised to separate pedestrians from construction traffic and site operations. Where necessary, temporary fencing and barriers will be adjusted to reflect the changing nature of the works and maintain safe pedestrian routes at all times.

Traffic marshals will be present during significant vehicle movements to assist in maintaining safe pedestrian access and managing interactions between pedestrians and construction traffic.

The existing public highway and footway network will remain operational throughout the works unless otherwise agreed with the Local Highway Authority. Any temporary restrictions or alterations will be appropriately signed, managed and communicated in advance

Pre-commencement survey (*Amended. Issue 8*)

Prior to commencement of development, a photographic condition survey of Hulbert Road and associated highway infrastructure will be undertaken. The survey will record the condition of the carriageway, footways, verges, drainage features, signage, road markings and other highway assets before and after the works. **The developer will rectify the any repairs at his own cost.**

Issue 5

Amendments and additions to the previous, Issue 5 of the document are printed in blue text for ease of reference.

This Construction Environmental Management Plan and Construction Traffic Management Plan (CEMP/CTMP) has been prepared by TCCL on behalf of The Trustees of The GHM Jackson 1972 Settlement for the discharge of the Havant Borough Council (HBC) Planning Conditions Nos.11, 19 and 20 under Outline Planning Permission Reference: APP/20/00441 for the development of up to 100 dwellings

and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.

This report identifies how the construction activities will be undertaken, and covers the environmental, public health, safety and traffic aspects of the proposed development in accordance with best practice principles and HBC's Core Strategy, March 2011.

Condition 11:

"Prior to the commencement of development activities a Construction Environment Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority. This shall include details of measures to avoid harm to the natural environment, including explicit avoidance and mitigation measures and the roles and responsibilities of those persons responsible for implementing the agreed CEMP."

Condition 19:

"No development or any related site clearance shall commence until a plan and particulars specifying the provision to be made within the site and/or on other land nearby for the parking (throughout the clearance and construction period) of construction vehicles and of other vehicles delivering/removing materials and other items to/from the development site have been submitted to and approved in writing by the Local Planning Authority. Thereafter, throughout such site clearance and implementation of the development hereby permitted, all such temporary parking provision shall be provided and used only as such."

Condition 20

"A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction access, construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction."

Contractor

The works will be undertaken by BRICS Developments, who will be responsible for implementing the necessary ecological protection measures during construction.

BRICS Development

Unit 5 Mill Court,
The Sawmills,
Durley, Hants
SO32 2EJ

Telephone: 01962 353270; Email: contact@brics.co.uk

Key Reference Documents

Contractors will be required to follow the procedures set out in this document and the Core Strategy.

There is a large body of environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. The Contractor will be responsible for identifying new legislation and regulation and complying with all prevailing legislation at the time of the works.

Licences

The Contractor will be responsible for obtaining licences from HBC before:

- erecting any scaffolding, hoardings, gantries, temporary crossings or fences on the highway;
- depositing a skip on the highway; and
- operating cranes, aerial platform, concrete pump lorry or any such equipment.

Hazel Dormice are present on site, and as such, a European Protected Species Licence (EPSL) will be required for any works impacting scrub, hedgerow, or woodland habitat on site.

2.0

NATURE OF THE PROJECT/ SCOPE OF WORKS

Scope of works

The proposed development is for development of up to 100 dwellings and associated improved site access, landscaping, footpaths and SuDS. The scope of works under this CEMP/CTMP comprises the full construction of the whole of the site, including access improvements, utilities and associated landscaping. Comprising:

- Site establishment, hoardings, and site accommodation.
- Highways works for access improvements.
- Utilities and infrastructure.
- Foundations.
- New construction of the residential units (circa 92No. 2 storey houses and 8No. single level apartments over car ports).
- Building envelopes including hand laid face brickwork, uPVC windows and pitched roofs.
- Full internal fitting out and building services to the residential units.
- Public realm, hard and soft landscaping.

Indicative Construction Programme

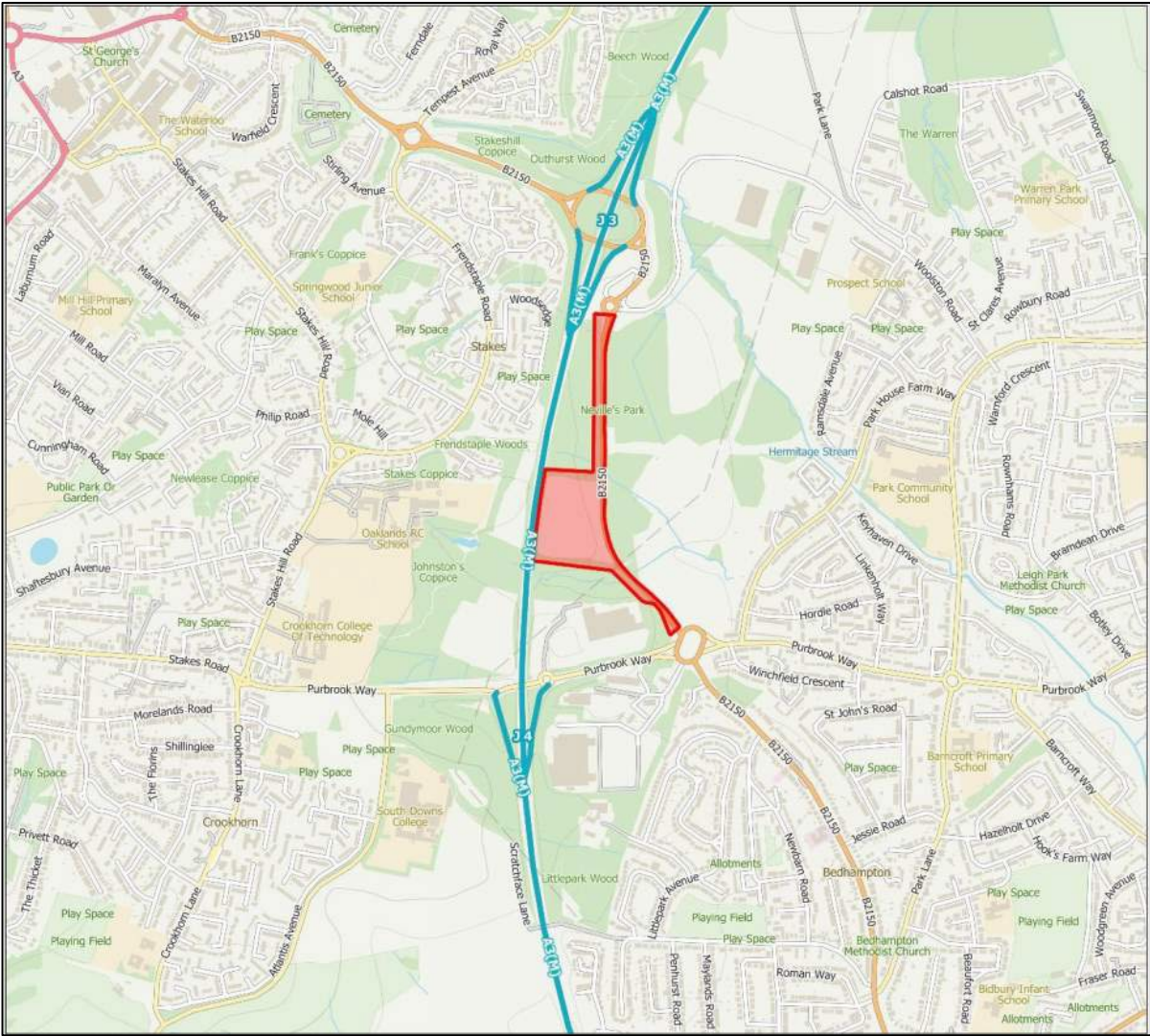
The works are expected to be carried out from Q2 2026 with Practical Completion in Q3 2028. Dates are provisional and subject to clearance of Planning Conditions, detailed design and procurement.

The Site

The site is located to the northwest of Havant and to the southeast of Waterloo. The site is bound to the east by Hulbert Road, to the north and south by woodland, designated Sites of Importance for Nature Conservation (SINC), and to the west by the A3(M).

The site is vacant and undeveloped, save for some evidence of minor test boring operations carried out historically. There is an existing vehicle bell mouth junction into the site on Hulbert Road at the North West corner of the site, approximately in the location of the proposed permanent entrance.

Location Plan



3.0

CONSTRUCTION METHODOLOGY

The construction of the Proposed Development will comprise the following key stages:

1. Pre-Construction Planning
2. Site establishment
3. Site clearance works
4. Highways & Infrastructure
5. Foundations
6. Superstructure
7. Envelope and cladding
8. Fit out and commissioning

Pre-construction Planning

Prior to commencement of works on site a period of pre-construction planning and activities are required to ensure works can commence, as follows:

- Further site investigations to inform the design.
- Condition surveys of boundaries.
- **Spatial and condition surveys of the existing highway.** A detailed survey of Hulbert Road will be undertaken and recorded with the Local Highway Authority and revisited on completion such that damage arising from construction can be repaired.
- Existing statutory services surveys.
- Ecological surveys to facilitate site clearance.
- Ground conditions surveys for structural capacity and potential contamination.
- Formulation of project Construction Phase Plan and risk assessments.
- Formulation of detailed Site Waste Management Plans and environmental plans.
- Development of project specific works method statements.
- Arboricultural Surveys and preparation of a protection plan for trees and habitats.
- Production of detailed works programmes and sequencing.

Site Establishment

The function of the site establishment works will be to prepare the site area to allow construction to start whilst safeguarding existing amenities. These works will include, but will not be limited to:

- The site will be secured. Existing fences will be inspected, extended and repaired as necessary to the full perimeter, with access gates for construction traffic from Hulbert Road using the existing crossover/ bell mouth;

- Live services to the site will be identified and made safe or terminated as required;
- Local alterations to utility supplies will be undertaken to allow temporary builders connections as early as possible in the programme and to prepare for future permanent installations;
- Site accommodation housing operative's welfare and offices will be established in temporary cabins; and
- Initial highway works and signage to facilitate safe construction access will be undertaken.

The construction site area will be made safe and secure prior to works commencing and the public will be separated from the works, with the use of solid and well maintained, 2.4m high hoardings (at the site entrance and frontage), and secure boundary fences to all remaining boundaries. Temporary protective fencing will be erected to delineate the working areas, site boundaries, and protect sensitive features from disturbance, including tree protection and preventing access into SINC's by construction operations.

Secure access with wheel cleaning facilities will be established at the site access gate. Pedestrian access points for operatives will be located close to the main vehicular access gates with separate pedestrian gate and fenced footpaths provided. In the future, public access to the first completed residential units will be safeguarded and will be separate from construction access with fenced segregation.

Contractors offices and welfare facilities will be established in temporary cabins.

Construction access routes, logistics and scaffolding will be designed to ensure safe, **segregated** access for both pedestrians and vehicles accessing the first completed residential, when required.

Site Clearance

Preparation of the site for construction activity will be subject to ecological and habitat surveys and resulting actions to protect wildlife and planting.

Protection of Retained Habitats

All existing trees, woodland, scrub, and other habitats that will be retained will be protected from damage during the works. All the site boundaries outside the area of impact will be fenced using Heras fencing or similar, Where large mature trees are present, they will be protected. Access will not be permitted behind this fencing by construction personnel. This will protect the SINC's and Dormouse habitat from direct damage/disturbance and dust.

Access into the SINC's will be created and maintained as a single access track, cut into the vegetation, to allow for SINC management and maintenance for the landowner, as well to provide enhancement and mitigation measures. The access track will be maintained as a dirt path /track and will be minimally intrusive in terms of infrastructure.

Utilities

The site will also be surveyed for any existing utilities and services that may exist. To eliminate the risks associated with live services, any existing services will be identified and terminated prior to commencing. Temporary services for builder's use will be installed in advance of these terminations where practical. Prior to connections the site will operate on silent run generators and tanked water and drainage during initial operations. All new, temporary cables and services will be clearly marked, located and identified.

Hard demolition is limited to the removal of hardstandings where previous test boring operations were carried out. These will be broken out and re-used in the formation of a site compound or as subbase to roads (subject to quality testing).

Highways & Infrastructure

The works to widen Hulbert Road to create the entrance right turn lane will be undertaken as early in the programme as practical.

Site wide earthworks will entail oversite strip and grading of the site in accordance with the masterplan design. It is intended that cut and fill earth movements will be balanced within the boundary with no considerable importing or exporting of material as far as possible, subject to further evaluation as surveys and grading proceeds.

Haul routes will be required for the main earthworks and construction operations. Areas will be certified as clear of ecological and archaeological features prior to the start of the main construction works, including the construction of haul routes.

Early works will include grading and levelling the site, installing utilities, constructing a new electrical substation, estate roads and construction of SuDS in a sequence to suit the planned progression of construction.

Permanent roads will initially be laid up to base course level to serve as temporary roads for construction. Black top surfacing will then be completed in phases immediately prior to each area occupation.

Foundations

The foundation designs remain subject to further site investigation and detailed design. House substructures are assumed to be simple and will likely comprise strip foundations or mini piles and ground beams. Volumes of excavated materials and arisings have therefore been assessed assuming shallow concrete footings.

Foundation construction will be serviced by 360° excavators. Concrete for mini piles, strip foundations, ground slabs and beams will be delivered by ready mix trucks and placed directly from the vehicle's placement chute where possible.

Excavations for foundations and drainage will be backfilled and not left open overnight where practical.

Superstructures and Envelopes

House construction will adopt traditional techniques of scaffolding for brickwork and timber framing, assisted by small self-erecting cranes for roof truss erection. The proposed building envelopes will mainly be traditional brickwork and punched windows.

Materials will be transported vertically by long reach forklift trucks or 'telehandlers'. Mortar will be delivered as dry ready mix and stored on-site in silos for daily preparation and use.

Fit-Out and External Works

Finishes and services fit out will commence once a level of temporary or permanent water tightness to each building has been achieved. The fit-out works will comprise the complete installation of finishes and services to the residential units.

As each parcel of construction nears completion the construction site area will be reduced, and the local hard and soft landscaping areas released. Finally, the temporary site facilities and hoardings will be cleared and the final landscaping completed to the public realm.

4.0

THE CONSTRUCTION SITE

This section outlines the requirements relating to site management practices, ranging from the location of accommodation and equipment to the operation of equipment on site. It outlines procedures that should be implemented during site operations. These relate to working hours, site layout & appearance, and good housekeeping.

Representatives from the Contractor and HBC should regularly inspect the construction site to ensure that these procedures are followed. The Contractor must follow a 'good housekeeping' policy at all times.

The specific measures to be implemented by the Contractor will include:

Working hours

Working Hours will be as directed by the HBC environmental department:

Monday to Friday 08:00 – 18:00

Saturday 08:00 – 13:00

No works on Sundays and Bank Holidays

Where unusual operations necessitate extended or weekend hours (highways works for example), the contractor will make prior application for approval to HBC [and the Local Highways Authority](#).

[Deliveries will be restricted to be within working hours of the site and will **not** be scheduled within the network peak periods. These being: Weekday AM \(08:00-09:00\); Weekday PM \(17:00-18:00\) and Saturday Peak \(12:00-13:00\).](#)

Good housekeeping

The Contractor will:

- ensure considerate site behaviour of the Contractor's staff.
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels.
- prohibit open fires.
- ensure that appropriate provisions for dust control and road cleanliness are implemented in accordance with the CEMP/CTMP.
- remove rubbish at frequent intervals, leaving the site clean and tidy.
- maintain toilet facilities and other welfare facilities for its staff.
- remove food waste.
- prevent vermin and other infestations.

- undertake all loading and unloading of vehicles inside the hoarded boundary.

Public information

The site hoarding will display all necessary health & safety material.

Security

The Contractor will ensure that the site areas are secure and will prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site presence. Access and egress will be via controlled security gates.

Hoardings, site layout and facilities

The site will be completely secure to deter public access. It is intended to provide protection from noise and dust at all times.

Site welfare arrangements will be established inside the site boundaries, together with a site office space.

Emergency planning and response

The Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response;
- Site Fire plan and management controls to prevent fires; and
- A plan to reduce fire risk and potential fire load during construction, operation and subsequently during maintenance or repair. The project will comply with any third-party requirements as may be appropriate.

Materials Handling

Materials handling will be by telehandlers, small mobile crane and external goods hoists.

All necessary permits and licenses will be secured, and risk assessments and safe working instructions prepared and approved, ready for implementation by the contractor prior to the use of this type of equipment on site.

5.0

SITE LOGISTICS

The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on site at the time and in the quantities that are required.

The Contractor will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the duration of the project.

- The overall logistics plan for the site will include the following key features:
- Site to be fully secure throughout the construction period;
- Safe segregated access to occupied properties maintained;
- All vehicle access via gates which will be kept closed between vehicle movements;
- All loading and unloading to be within the site boundary.
- Vehicles will enter and leave the site in forward gear with the assistance of traffic marshals at the site entrance.

Site Entrance

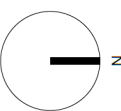
The site benefits from an existing bell-mouth from historical use and survey works. This access will be used for the earliest site access and will be improved for security and visibility with the addition of new gates and road markings in the first operations on site.



Pedestrian access Improvements

The project includes a requirement to improve pedestrian access along the B2150 Hulbert Road including the construction of footways. This work will be undertaken early in the construction period and will be in place (under planning condition) prior to first occupation. Its inclusion will improve operatives' accessibility in subsequent phases of construction.

Site Logistics Plan Follows Overleaf:



KEY

- Fencing & Gates
- Construction Access
- Egress
- Traffic Marshals during deliveries
- Wheel wash
- Compound*
- Site Office & Welfare*
- Operatives Car & Minibus Parking*

* Compounds, Welfare and Parking locations will be selected and phased to suit the construction sequence when details are known



6.0

TRAFFIC MANAGEMENT

This section highlights the measures by which the Contractor will avoid nuisance to the public that may arise from increases in traffic flows and temporary rearrangements of the road network associated with the construction works.

The Contractor will maintain existing public access routes and rights-of-way during construction. Any operations requiring vehicle manoeuvring or interruptions to the highway or footway will be planned, notified and controlled.

Access routes

The Contractor will use designated construction traffic routes for deliveries to the site and removal of waste etc.

All construction access and egress to the site will be directly from Hulbert Road to the east of the site.

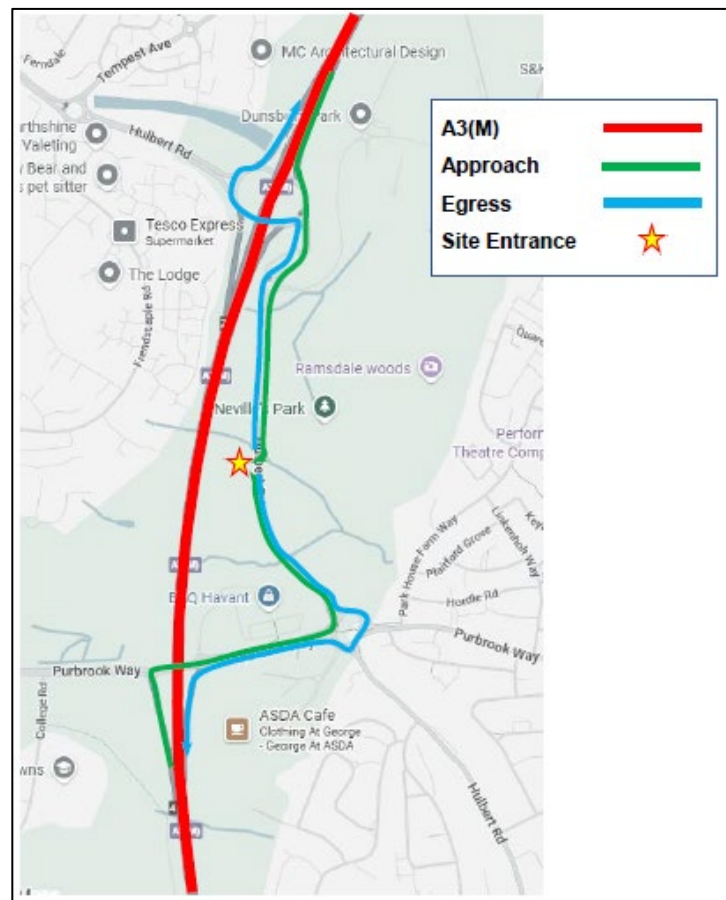
Materials will be sourced via existing supply chain routes currently in operation in the local area where possible. Bulk materials including ready mixed concrete, masonry supplies and timber will be delivered from local merchants and suppliers.

The proposed routing is presented overleaf.

Vehicles will be directed to approach site via the A3M, entering Hulbert Road from junctions 3 and 4; returning in the opposite direction.

As the construction programme progresses, construction haul roads within the site boundary will be relocated around the site to serve efficiently the parts of the sites 'under construction' and to minimise disturbance to incoming occupants and existing surrounding sensitive receptors.

Construction Vehicle Routing



Delivery Management

Delivery vehicles will be loaded and unloaded inside the site boundary. There will be no loading or unloading on Hulbert Road. Vehicles will enter site from Hulbert Road, turn within the site and exit in forward gear. There will be no reversing onto or from Hulbert Road

To minimise the likelihood of congestion during the construction period, strict monitoring and control of vehicles entering and egressing the site will be implemented. A delivery management system (DMS) will be imposed on all suppliers and subcontractors, requiring booking of delivery slots to ensure timely arrival and offloading of vehicles.

Wheel cleaning facilities will be in place for all vehicles at the site exit throughout the works. This will include drive through “rumble strip” washing during early earth works.

Pedestrian access points for construction workers will be located close to the main vehicular access gate with separate pedestrian gates and fenced segregation routes provided.

Construction Traffic Forecast

The anticipated number of construction vehicles serving the site has been reviewed over the duration of the construction programme. The table below identifies the anticipated average number of vehicles per day over the duration of the construction programme. HGV's and LGV's have been estimated. The anticipated average number of HGV's is expected to average 3 to 7 deliveries per day over the duration of the project with a potential peak of 8 HGVs/ LGVs per day, or 16 two-way daily movements.

Parking will be available on-site for operatives cars by allocation of permits. Subcontractors will be encouraged to bring operatives and staff to site by minibus where practical. [Currently it is estimated that the maximum workforce will be around 50 operatives, of whom 40 will be expected to use private cars or vans.](#) Car sharing is prevalent in construction workforces so those who will arrive by private car or van will equate to 20 cars with the remainder arriving by mini-bus or other means.

[The use of public transport will be encouraged, particularly during later phases when pedestrian access improvements to Hulbert Road are complete.](#) Local buses 20, 37, and 39 serve Purbrook Way within half a mile of the site. Cycling to work will also be encouraged, with lockable storage facilities on site.

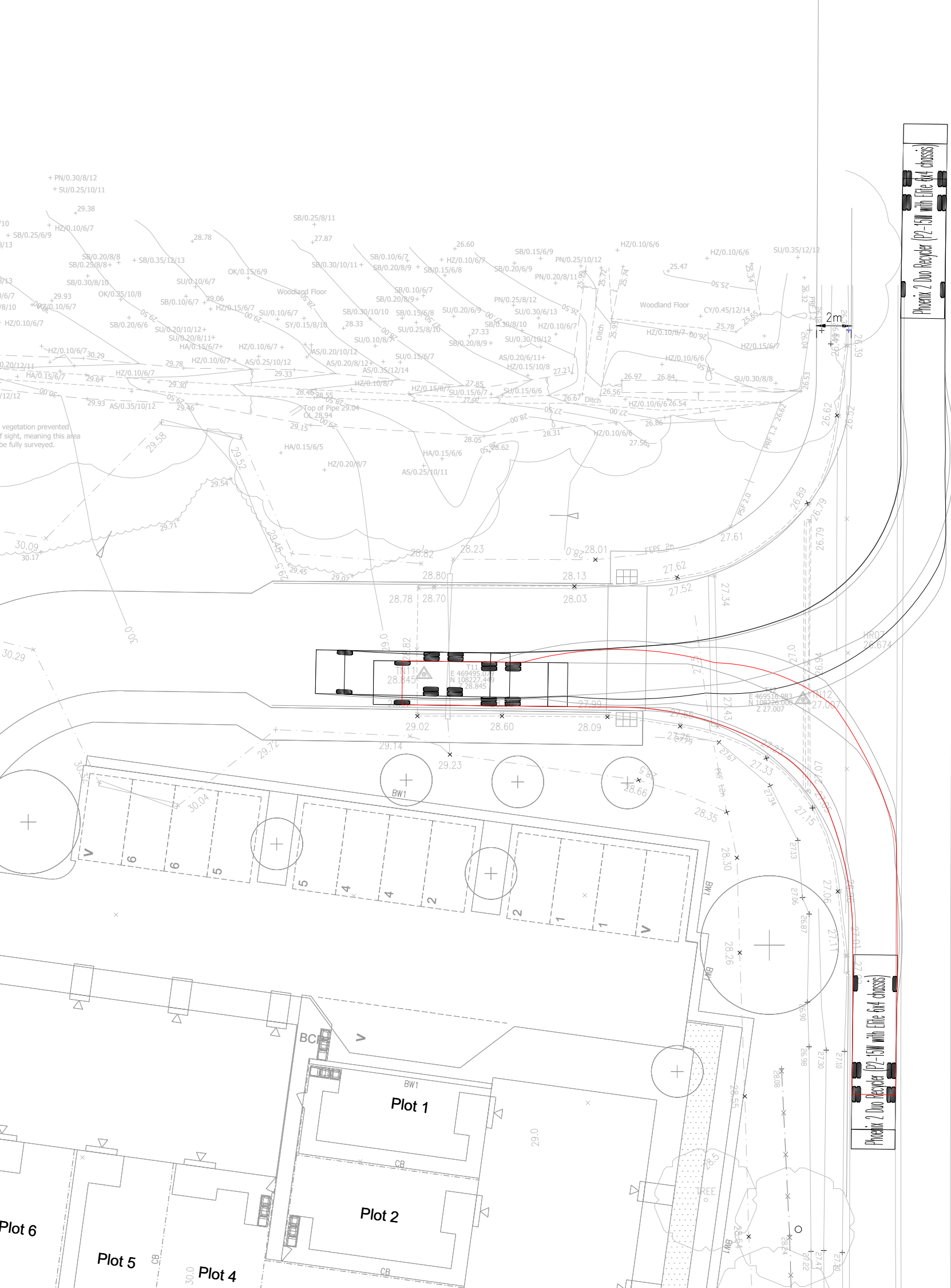
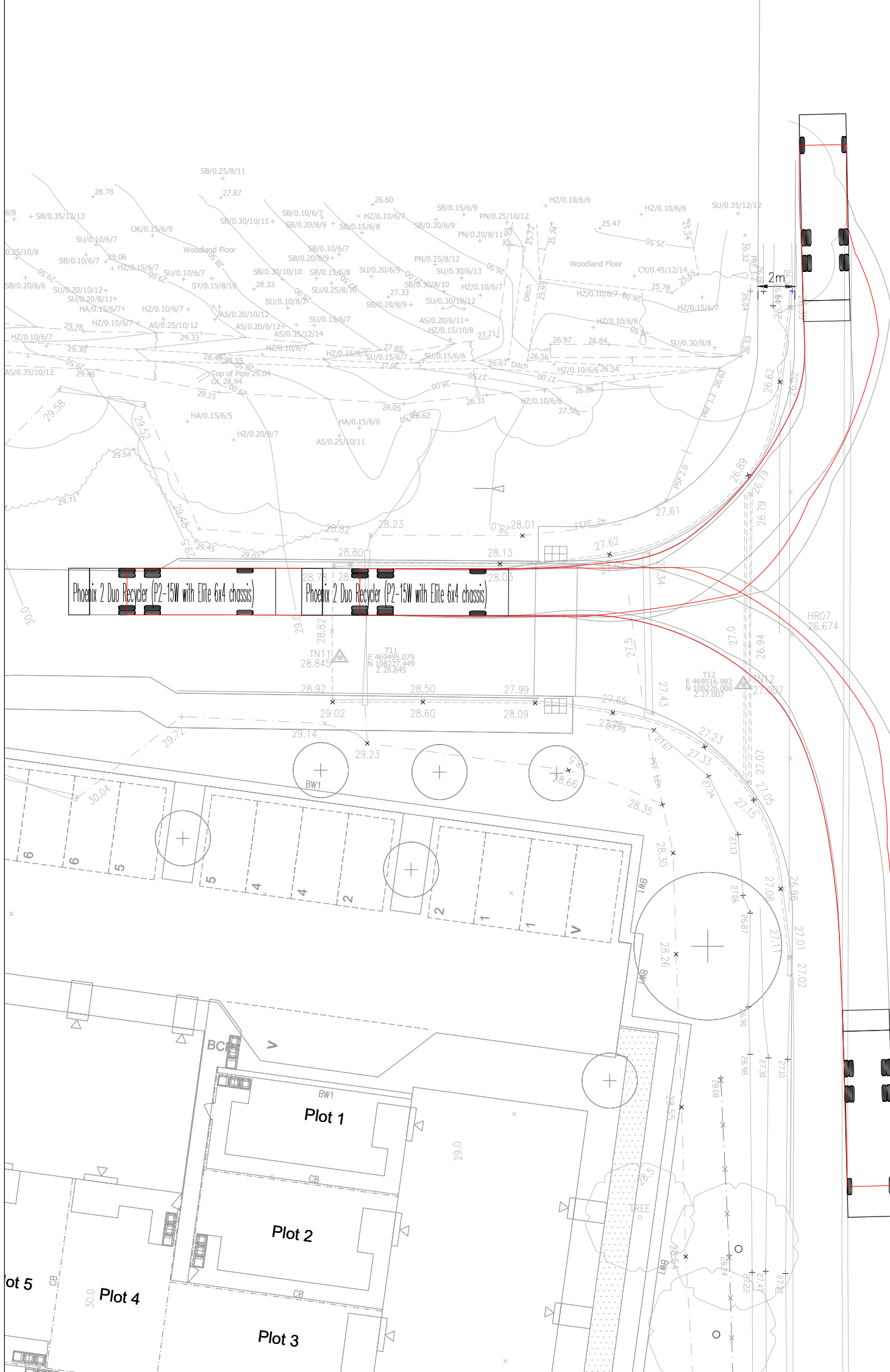
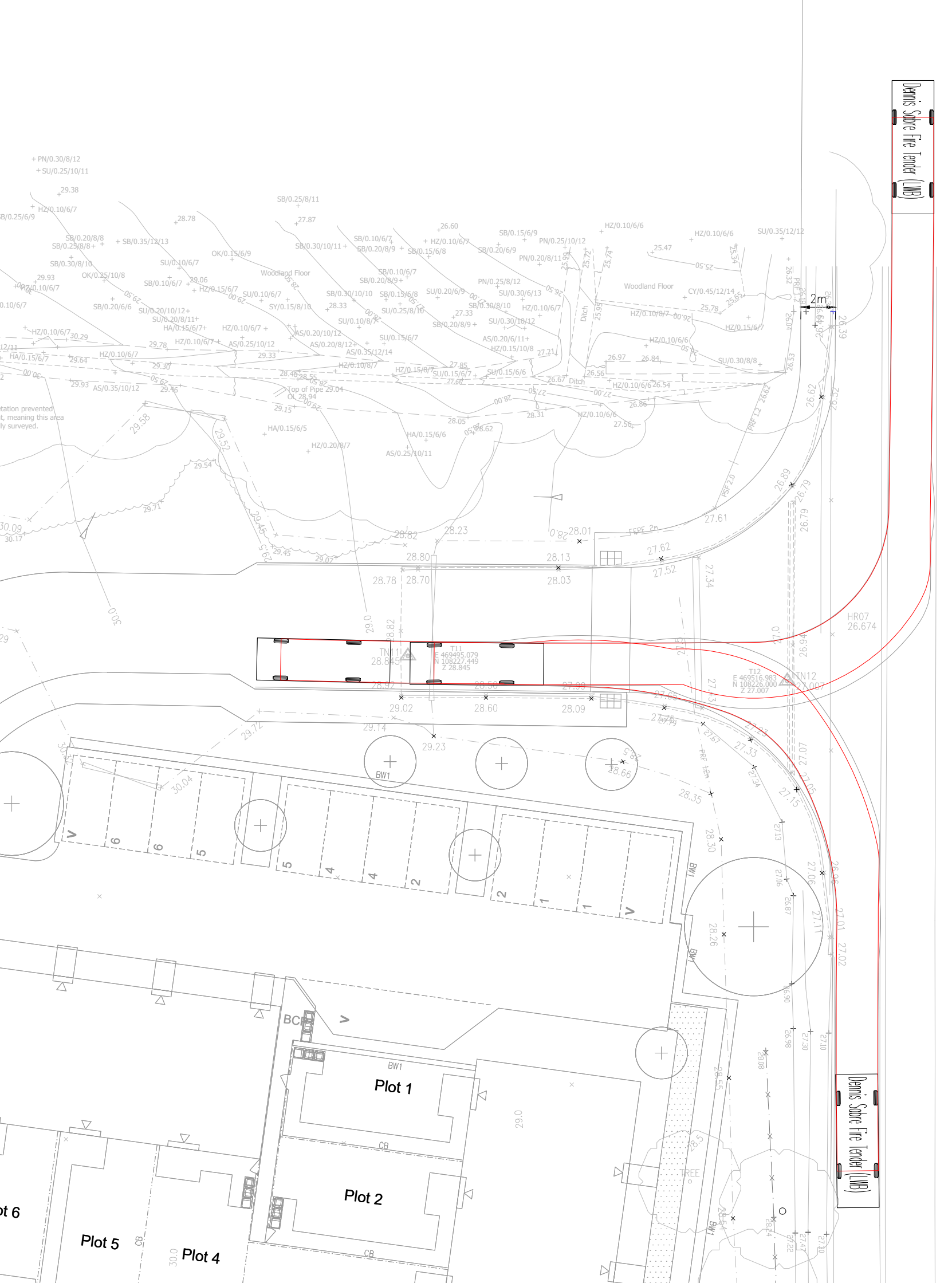
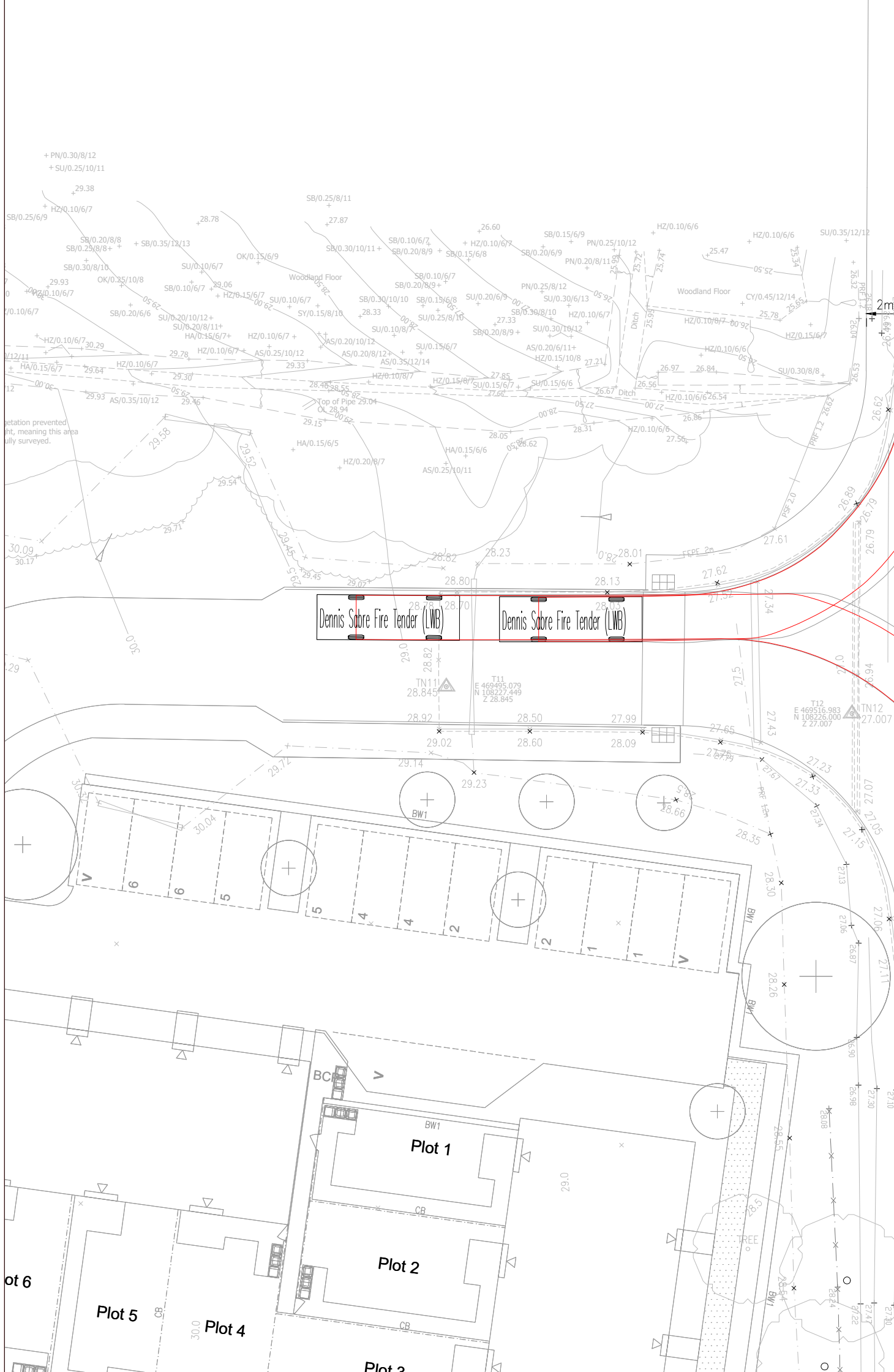
[There will be no daytime or overnight parking of lorries within the vicinity of the construction site, and no parking of cars on Hulbert Road at any time.](#)

Programme Stage	Typical Daily Movements	Peak Daily Movements
Site Establishment	2-3 Vehicles delivering hoarding materials, scaffolding etc. Maximum size: 10/12m rigid vehicles.	5 vehicles. Occasional full artics or low loaders (for plant).
Highways & Infrastructure	2-3 Muck away vehicles plus general materials. Tipper/ grab lorries.	5 vehicles.
Substructure	2-3 Ready Mixed Concrete wagons plus general materials. Concrete lorries and 10/12m rigid vehicles.	5 vehicles.
Structure, Envelope	3-4 Vehicles. Concrete, bricks, steel, timber and components. 10/12m rigid vehicles.	6 lorries
Fit Out	5-7 vehicles. Rigid vehicles, box vans/ transits delivering components and finishing materials	8 vehicles possible at peak
Operatives cars	Private Cars, Vans, minibuses.	50 operatives at peak. 20 private cars and 2-3 minibuses.

Swept Path Analysis

The largest delivery vehicles will therefore be rigid HGVs and multi axle tipper and concrete wagons. The SPA drawings overleaf include a full artic, the largest construction delivery vehicle that will attend site. All construction vehicles will enter and leave in forward gear with the assistance of traffic marshals at the site entrance.

Swept Path Analysis Follows Overleaf:



NOTES:

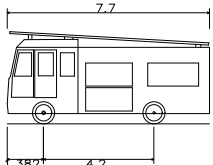
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Construction Design and Management (CDM)

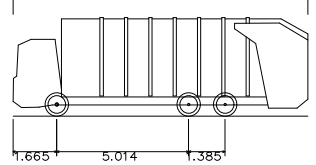
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- Overhead and underground services
- Street Lighting Cables
- Working adjacent to water courses and flood plain
- Soft ground conditions
- Working adjacent to live highways
- Uncharted services



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.400m
Overall Body Height 3.400m
Min Body Ground Clearance 0.900m
Track Width 2.400m
Lock to Lock Time 4.000m
Kerb to Kerb turning Radius 7.400m



Phoenix 2 Duo Recycler (P2-15W with fire-red chassis)
Overall Length 11.220m
Overall Width 2.500m
Overall Body Height 3.400m
Min Body Ground Clearance 0.900m
Track Width 2.500m
Lock to Lock Time 4.000m
Kerb to Kerb turning Radius 11.550m



W: www.brookbanks.com E: hello@brookbanks.com



Hulbert Road
Havant

S278 Swept Path Analysis
Sheet 1 of 2

Status		Status Date
Preliminary		June 2026
Drawn	Checked	Date
BH	MB	26.06.2026
Scale	Number	Rev
1:250	13152-380	P1
0 5 10 15 20 25		
METRES		



ARTICULATED LORRY INTO THE SITE

ARTICULATED LORRY OUT OF THE SITE

P1 First Issue BH DC MB 26.06.26



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Hulbert Road
Havant

S278 Swept Path Analysis
Sheet 2 of 2

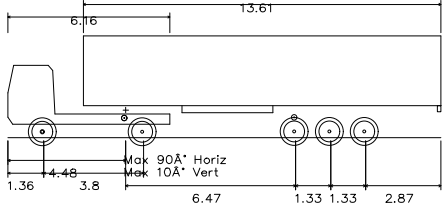
Status		Status Date
Preliminary		June 2026
Drawn	Checked	Date
BH	MB	26.06.2026
Scale	Number	Rev
1:250	13152-381	P1
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METRES		

- NOTES:**
- Do not scale from this drawing.
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Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- Overhead and underground services
- Street Lighting Cables
- Working adjacent to water courses and flood plain
- Soft ground conditions
- Working adjacent to live highways
- Unchartered services



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.450m
Overall Body Height 3.850m
Min Body Ground Clearance 0.910m
Max Track Width 2.470m
Lock to Lock Time 9.00s
Kerb to Kerb Turning Radius 6.550m

Wheel Outline
Body Outline

7.0

SITE WASTE MANAGEMENT

The Contractor will use working methods that minimise waste. Any waste arising from the site will be properly categorised and dealt with in accordance with appropriate legislation. Opportunities for re-using or recycling construction or demolition waste should be explored and implemented.

The Contractor will carry out the works in such a way that, as far as is reasonably practicable, the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised.

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2011.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010' a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the Development site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. All relevant Contractors, sub-contractors and suppliers will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials.
- Re-use of materials wherever feasible (e.g. re-use of components from dismantled farm buildings in temporary works; re-use of excavated soil for landscaping elsewhere).
- Segregation of waste at source.
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing).

In addition, where possible, waste material will be recycled on site or returned to suppliers via take-back schemes.

8.0

NOISE AND VIBRATION

Best Practicable Means

Best Practicable Means (BPM) of noise control will be applied during construction works to minimise noise and vibration at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of noise management are given below:

Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

Control across site by:

- Administrative and legislative control.
- Control of working hours.
- Control of delivery areas and times.
- Careful choice of compound location.
- Physically screening site.
- Control of noise via Contract specification of limits.
- Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by toolbox talks and site inductions.

Noise Control Measures

The Contractor shall comply with the recommendations set out in BS5228:2009 and in particular with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements.
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use.
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid unnecessary noise.
- Restrict the number of plant items in use at any one time.
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors.

- Reduce the speed of vehicle movements.
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors.
- When replacing older plant, ensure that the quietest plant available is considered.
- Drop heights will be minimised when loading vehicles with rubble.
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors.
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities.
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors.
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.
- Piling will be carried out with the method that minimises both noise and the transmission of vibration to sensitive receptors.
- Vehicles, plant and equipment will undergo regular servicing and maintenance to prevent irregular noise levels.
- The location of stationary plant in areas which will have a minimized impact on occupied residential and commercial properties, where feasible.
- Implementation of Best Practice Means (as defined in Section 72 of the COPA) by trade contractors at all times and are to carry out all work in such a manner as to reduce disturbances from noise and vibration.
- Preference for electrically powered plant, to mechanically powered alternatives, where practical.

Construction Traffic

The Contractor will incorporate the following measures into the scheme to avoid noise related impacts from construction traffic:

- Vehicles will not wait or queue up with engines running on the site or the public highway.
- Vehicles will be properly maintained to comply with noise emissions standards.
- Deliveries will be restricted to be within working hours of the site and will not be scheduled within the network peak periods. These being: Weekday AM (08:00-09:00); Weekday PM (17:00-18:00) and Saturday Peak (12:00-13:00).

9.0

AIR QUALITY

The Contractor will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on site and dust from construction activities.

Throughout the project, the Contractor will ensure the following:

- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site hoarding, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- Avoid bonfires and burning of waste materials.
- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable

emission control systems to prevent escape of material and overfilling during delivery.

- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
- Use water-assisted dust sweeper(s) on the access and local roads, if required.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.

10.0

ECOLOGY

The following measures will be implemented:

Birds

- Enabling works are to be undertaken outside of the bird breeding season, which runs from February to September (inclusive).
- Where this is not possible, bird nest checks will be undertaken no more than 48 hours in advance of clearing by a CIEEM accredited ecologist.
- Should any active bird nests be identified within the construction works area, all works on site are to cease immediately and the area around the nest is to be protected from disturbance. A suitably qualified ecologist is to be contacted immediately.
- In accordance with the requirements of the Wildlife and Countryside Act 1981, active nests are not to be disturbed and cannot be relocated.
- A cordon of an appropriate size is to be established to avoid disturbance to the nest, for the duration it is active.
- Further surveys will take place in advance of clearance to confirm absence of nesting birds (with the associated risk of having to retain areas supporting nests until the chicks have fledged).
- All groundworks will be carried out in accordance with 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (2009).

Bats

Lighting – Durning Construction

In order to avoid any disturbance to bats (and other potential nocturnal wildlife) construction works should be limited to daylight hours and should not be undertaken 30 minutes prior to dusk through to dawn. All lighting should be sensitive to the use of the site by nocturnal wildlife, for example by including low-level downward-facing / hooded lights that are sensor-operated where possible.

No lighting will be facing the boundaries of the site (particularly the northern and southern woodland SINCs).

Trees

A number of trees were identified as supporting several potential roost features on site within the woodland. Should any further trees require removal or remedial works, an updated Ground Level Tree Assessment will be undertaken on the subjected trees.

Badgers & Other Terrestrial Mammals

A walkover of the site will be undertaken by a suitably qualified ecologist in search of any recent or new Badger activity within 4 weeks of works commencing. In the case evidence of potential Badger

setts are identified, further survey works may be required to assess the status of any potential Badger setts on site.

During the construction phase, any open excavations left overnight will either be covered to prevent commuting Badgers and other terrestrial mammals falling in or escape ladders will be used to prevent them from becoming trapped. Any open pipework will be checked and then capped nightly.

Reptiles & Great Crested Newts

It is considered that the most appropriate form of mitigation would be to adopt a precautionary approach. The following methods will be undertaken to ensure that no reptiles or Great Crested Newts are harmed during the works in the unlikely case that individuals are present on site.

The days prior to ground works commencing:

- Stage 1: During the first stage, the vegetation will be cut down to a height no lower than 20cm. Cutting will occur directionally, working towards suitable habitat to be retained along the northern and southern scrub SINC boundaries to encourage reptiles to these areas. This will be done under the supervision of a suitably qualified ecologist holding a Natural England Licence for Great Crested Newts.
 - Stage 2: A second cut (the following day) will take it down to ground level. At this time, the supervising ecologist will do a fingertip search of any tussocky areas. Any potential refugia (i.e., deadwood, rubble, earth banks) will also be searched and removed. Any potential reptiles encountered will be captured and relocated to areas of retained habitat on the margins of the site. This will be done under the supervision of a suitably qualified ecologist.
 - The ecologist on site will then hand search any denser areas of cover such as leaf litter where these areas are to be directly impacted upon.
- All vegetation on site must be kept managed during the development to ensure that reptiles don't establish whilst works take place.
- Materials must not be stored along the boundary vegetation on site and must be kept raised off of the ground (i.e., stored on pallets).
- Depending on the habitat type present, a destructive search may also be required, as detailed below, under supervision of an ECoW

Hazel Dormice

Licence

Hazel Dormice are present on site, and as such, a European Protected Species Licence (EPSL) will be required for any works impacting scrub, hedgerow, or woodland habitat on site. This licence must be in place

prior to vegetation clearance works to these habitats. It is expected that mixed and Bramble scrub will be cleared under a single / two stage methodology. Furthermore, works will take place adjacent to retained suitable habitat. All works will be undertaken under supervision of a licenced ecologist. Any Dormice discovered during the works will either be left undisturbed in place (if deemed safe by the ecologist) or will be relocated to a retained habitat in a similar location to where they were found (e.g. if the animal is found within leaf litter, then the animal will be placed in leaf litter). 20 No. Dormouse nest boxes will be placed into the retained scrub / woodland to act as receptors in the unlikely event of any Dormice being found.

Protection of Retained Habitat

Prior to construction works commencing the retained scrub / treelines and the adjacent woodland will be protected from damage during the works. They will be fenced using Heras fencing or similar with a tarpaulin screen to prevent the spread of dust and access by machinery. Where large mature trees are present, they will be protected using standard arboricultural tree protection measures which include protection of the canopy and prevention of root compaction. Access will not be permitted behind this fencing by construction personnel. This will protect Dormouse habitat from direct damage/disturbance and dust. Signage will also be added (on top of the usual warnings for tree protective fencing) stating things such as:

Protected Dormouse Habitat

It is an Offence to Damage / Disturb this Habitat

This will also provide protection for wildlife species, including Badgers, that may be using the margins of the site as well as bats, invertebrates and other mammals. No vehicles will enter the protective ring fencing and no materials will be stored within their circumference. All protective fencing must be in place prior to any construction machinery arriving on site, before any works on site get underway, and will remain in place until all work is completed. This will minimise the level of disturbance within the boundary habitat / buffer areas during the works and ensure the habitats and any wildlife species that may be using them are protected.

Neville's Park West Wood & Hulbert Road Meadow SINC's (Priority Habitat)

During site preparation and construction, both SINC's will be fenced off from works using the methodology outlined above. Both SINC's (and other suitable Dormouse habitat) will be fenced off using Heras fencing or similar with a tarpaulin screen to prevent the spread of dust and access by machinery, following standard arboricultural tree protection measures. Access will not be permitted beyond this fencing by construction personnel. Access however will be permitted for appropriate management of the scrub / woodland and enhancements measures, upon agreement with the Local Planning Authority.

11.0

SURFACE WATER MANAGEMENT

This section sets out the requirements on the Contractor for managing the environmental impacts of constructing the development, associated with surface water management.

The Contractor will minimise discharge of potentially polluted site water to nearby drains and overland flow routes.

- No polluted water is to be discharged from the site.
- Sediment and erosion controls are to be regularly inspected to ensure sufficient capacity.
- Wheel washes are to be implemented on site.
- Drainage of surface runoff and de-watering effluents to settling tanks to remove suspended solids prior to discharge to sewer or removal by a suitably licenced waste operator
- Storage of chemicals and hazardous materials within bunded areas, with adequate capacity (of 110%). Bunded areas are to be regularly inspected to ensure that sufficient capacity is available.
- Prevention of spills and leaks.

Table : Site Water Use

Key Site Activities Using Water		
Activity	Water Use	Source: Potable or Non-Potable
Site Cabins	Drinking, Kitchen, Canteen	Potable
	Toilets and urinals, showers and hand washing	Non-potable
Drainage	Flushing	Both
General Cleaning	Tool rinsing, boot washing, plant & equipment washing	Non-Potable
Site Dust Suppression	Dampening (bowzers) and misting	Non-Potable
Concrete Production	Mixing plant	Both
Masonry	Mortar mixing	Both
Screeds	Laying	Both
Concrete wash out	Plant wash out	Non-Potable
Commissioning	M&E pipe and plant testing	Both (as appropriate to system)

Table : Water Sustainability

Key Options for Water Sustainability	
Activity	Options to Reduce Potable Water Demand
Site Cabins	Efficient showers, taps, toilets and urinal controls. Trigger controls on catering taps and use of vessels for washing rather than under running taps. Rainwater capture for toilet flushing. Waterless urinals
Drainage	Reuse water collected from dewatering, e.g. dewatering Use water from attenuation tanks or rainwater harvest tanks
General cleaning	Fill containers rather than use running taps or open hoses Trigger operated spray guns Use of a closed water recycling system for wheel washing.
Site Dust Suppression	Use of control systems to allow damping activities to be altered for different applications. Use of water efficient road sweepers. Use water collected from elsewhere for dust suppression (e.g. from attenuation tanks).
Masonry	Use water butts as opposed to long hose runs when mixing mortar in remote areas of the site
Screed	Apply in early morning/ late afternoon for natural cooling (reduced need for damping) Use ready mix
Concrete Production	Consider water storage where water for cleaning could be blended with potable for production.
Concrete Wash out	Consider collecting waste water filtering and reusing

REFERENCES

The contractors shall comply with all relevant legislation, standards, codes of practice, and guidance for the works being carried out including (but not exclusive to) those listed in this section.

Legislation

- The Explosives Regulations 2014
- Clean Air Act 1993
- Public Health Act 1961
- Health and Safety at Work, etc. Act 1974
- Control of Pollution Act 1974
- Control of Pollution (Amendment) Act 1989
- Environmental Protection Act 1990
- New Roads and Street Works Act 1991
- Lifting Operations and Lifting Equipment Regulations 1998
- Special Waste Regulations 1996
- Control of Lead at Work Regulations 2002
- Control of Asbestos Regulations 2012
- Ionising Radiations Regulations 2017
- Electricity at Work Regulations 1989
- Control of Noise at Work Regulations 2005
- Controlled Waste (Registration of Carriers & Seizure of Vehicles) Regulations 1991
- Environmental Protection (Duty of Care) Regulations 1991
- Management of Health & Safety at Work Regulations 1999
- Provision & Use of Work Equipment Regulations 1998
- Personal Protective Equipment at Work Regulations 1992
- Construction (Design & Management) Regulations 2015
- Control of Substances Hazardous to Health Regulations 2002
- Work at Height Regulations 2005
- Dangerous Substances and Explosive Atmosphere Regulations 2002
- Manufacture and Storage of Explosives Regulations 2005

British Standards

- BS 5228 Code of Practice for noise control on construction and open sites
- BS 5607 Code of Practice for safe use of explosives in the construction industry
- BS 6187 Code of Practice for demolition
- BS 7121 Safe use of cranes

Guidance

- HSE Guidance booklets:
- HSG 47 Avoiding danger from underground services
- L21 Management of health and safety at work
- L101 Safe work in confined spaces

HSE Guidance Notes

- GS 6 Avoidance of danger from overhead electric lines
- CS 15 The cleaning and gas freeing of tanks containing flammable residues
- EH 40 Occupational exposure limits (revised annually)

HSE Construction Information Sheet

- No.45 Establishing exclusion zones when using explosives in demolition.

Asbestos Removal

Legislation

- The Health and Safety at Work etc. Act 1974
- The Control of Pollution Act 1974
- The Special Waste Regulations 1996
- The Personal Protective Equipment at Work Regulations 1992 (as amended)
- The Control of Asbestos Regulations 2012
- Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009
- The Construction (Design and Management) Regulations 2015

Approved Codes of Practice

- L21 Management of health and safety at work: Management of Health and Safety at Work Regulations 1999 (second edition)
- L24 Workplace health, safety and welfare. Workplace (Health, Safety and Welfare) Regulations 1992
- L25 Personal protective equipment at work (Second edition). Personal Protective Equipment at Work Regulations 1992 (as amended). Guidance on Regulations
- L64 Safety signs and signals. The Health and Safety (Safety Signs and Signals) Regulations 1996
- L87 Safety representatives and safety committees (third edition)
- L95 A guide to the Health and Safety (Consultation with Employees) Regulations 1996
- L127 The management of asbestos in non-domestic premises (second edition)
- L143 Work with materials containing asbestos. Control of Asbestos Regulations 2012
- L144 Managing health and safety in construction: Construction (Design and Management) Regulations 2015

British Standards

- BS 8520-1:2009 Equipment used in the controlled removal of asbestos-containing materials. Controlled wetting equipment. Specification
- BS 8520-2:2009 Equipment used in the controlled removal of asbestos-containing materials. Negative Pressure Units
- BS 8520-3:2009 Equipment used in the controlled removal of asbestos-containing materials. Operation, cleaning and maintenance of class H vacuum cleaners
- BS EN ISO 13982-1:2004+A1:2010 Protective clothing for use against solid particulates. Performance requirements for chemical protective clothing providing protection to the full body against airborne solid particulates (type 5 clothing)
- BS EN ISO/IEC 17020:2012 General criteria for the operation of various types of bodies performing inspection
- BS EN ISO/IEC 17024:2012 Conformity assessment. General requirements for bodies operating certification of persons

- BS EN ISO/IEC 17025:2005 General requirements for the competence of testing and calibration laboratories

HSE Guidance Booklets & Leaflets

- HSG189/2 Working with asbestos cement
- HSG210 Asbestos essentials task manual. Task guidance sheets for the building, maintenance and allied trades
- HSG213 Introduction to asbestos essentials. Comprehensive guidance on working with asbestos for the building, maintenance and allied trades
- HSG227 A comprehensive guide to Managing Asbestos in Premises
- HSG247 Asbestos: The licensed contractor's guide
- HSG248 Asbestos: The analyst's guide for sampling, analysis and clearance procedures
- HSG264 Asbestos: The survey guide
- INDG188 Asbestos alert (pocket card) for building maintenance, repair and refurbishment workers
- INDG223 A short guide to managing asbestos in premises. (Rev 3)
- INDG255 Asbestos dust kills – keep your mask on (Rev 1)
- INDG289 Working with Asbestos in Buildings
- OC 282/28 Fit testing of respiratory protective equipment face pieces.

