Coastal Partners

Langstone FCERM Scheme

Construction Traffic Management Plan

V0.3 November 2026

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1 Introduction and Site Location

The Langstone Flood Coastal Erosion Risk Management (FCERM) scheme will improve the standard of flood defences and coastal erosion protection over an approximately 1 km length of coastline to provide improved protection against tidal flooding to the A3023 road link to Hayling Island and the village of Langstone. **Figure 1-1** illustrates the scheme location. The scheme is split into five frontages:

- **Frontage 1A: Billy Line North.** The flood defence comprises of a raised earth embankment and follows the line of the existing Billy Line cycleway (a National Cycle Route 2 cycleway) and King Charles III England Coast Path. The existing cycle path is to be upgraded to a new 3-metre-wide shared path for pedestrians and cyclists which sits on top of the flood embankment.
- **Frontage 2: Billy Line South.** The design for Frontage 2 consists of a sheet-piled wall. Raised earth embankments are included where the defence alignment needs to cross existing utility pipes. The existing cycle path is to be upgraded to a new 3-metre-wide shared path for pedestrians and cyclists which sits adjacent to the sheet-piled wall. Frontage 2 ties in with Frontage 1A and the existing higher levels on the A3023 road.
- **Frontage 3: A3023 road to 9 Coastguard Cottages (The Look Out).** Frontage 3 consists of a continuous flood defence that largely comprises of four flood defence structures. These structures include the A3023 flood wall, Ship Inn car park raised earth bund, Ship Inn flood wall and Ship Inn Annex flood wall. A flood gate is also to be provided between the Ship Inn and the Ship Inn Annex flood walls.
- **Frontage 4: The Look Out to No. 24 Langstone High Street (the Winklemarket).** Frontage 4 consists of new reinforced concrete flood walls in front of the existing garden walls that run along the frontage. The existing footpath is to be upgraded to a new 1.5 metre wide footpath through the construction of a new quay wall. One flood gate (at Green Cottage) and one demountable flood barrier (at the pedestrian access adjacent to the Watch Tower) will be provided to ensure robust continuity of the defence.
- **Frontage 5: Langstone High Street to the field north of the Royal Oak.** Frontage 5 consists of a continuous flood defence that largely comprises of five structures. These structures include the High Street flood gates, the Royal Oak flood wall, the allotment flood wall, the Footpath flood wall that runs west of the Mill Pond, and an earth embankment in the field north of the Royal Oak. Demountable flood barriers will be provided between the section transitions and flood gates will be provided at No.21 High Street



Figure 1-1: Location of the Langstone FCERM Scheme and associated frontages

This Construction Traffic Management Plan (CTMP) provides details of the compounds, access, anticipated traffic movements and the mitigation and traffic controls that would be implemented during construction. All required highway consents and agreements will be sought prior to any works being undertaken, including s.278 agreements.

This CTMP is relevant to the following planning condition:

10. No development shall start on site until a full Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority, which shall include:

a. *A programme of and phasing of demolition (if any) and construction work and the methods for phasing such works*
b. *The arrangements for all deliveries associated with all construction works including swept path analysis for the Satellite Compounds for vehicles to manoeuvre, access and egress in forward gear*
c. *All vehicle movements including HGV numbers and movements associated with all compounds*
d. *The provision of long-term facilities for contractor parking including parking requirements for the Satellite Compounds*
e. *Scope of the pre-commencement survey*
f. *Measures to manage interaction between highway users and construction traffic at the main compound access*
g. *Protection of pedestrian/cycle routes during construction*

h. *Hours of operation and working which should include delivery time frames avoiding the network peak periods*
i. *Measures to control the emission of dust and dirt during construction which should details surrounding wheel washing facilities which should include provision of a drive through wheel wash facility at the main site compound and a road sweeper*
j. *Details of any traffic management requirements*
k. *Access and egress for plant and machinery*
l. *Location of temporary site buildings, compounds, construction material, and plant storage areas*

2 Construction Programme and Phasing

2.1 Programme Overview

Assuming all necessary approvals and funding are in place, the main construction works are due to commence in April 2027.

The main works programme is anticipated to last approximately six months between April – October 2027. Refer to **Section 11** for details of the outline programme.

2.2 Enabling Works

Some enabling works will be undertaken in August/September 2026 (reptile translocation and associated vegetation clearance) and January/February 2027 (new compound access and pedestrian crossing, main scheme vegetation clearance, utility diversions and compound set-up).

3 Construction Compounds

3.1 Overview of Compound Locations

One primary site compound and one satellite compound is proposed as illustrated on **Figure 3-1** (also found in **Appendix A**)

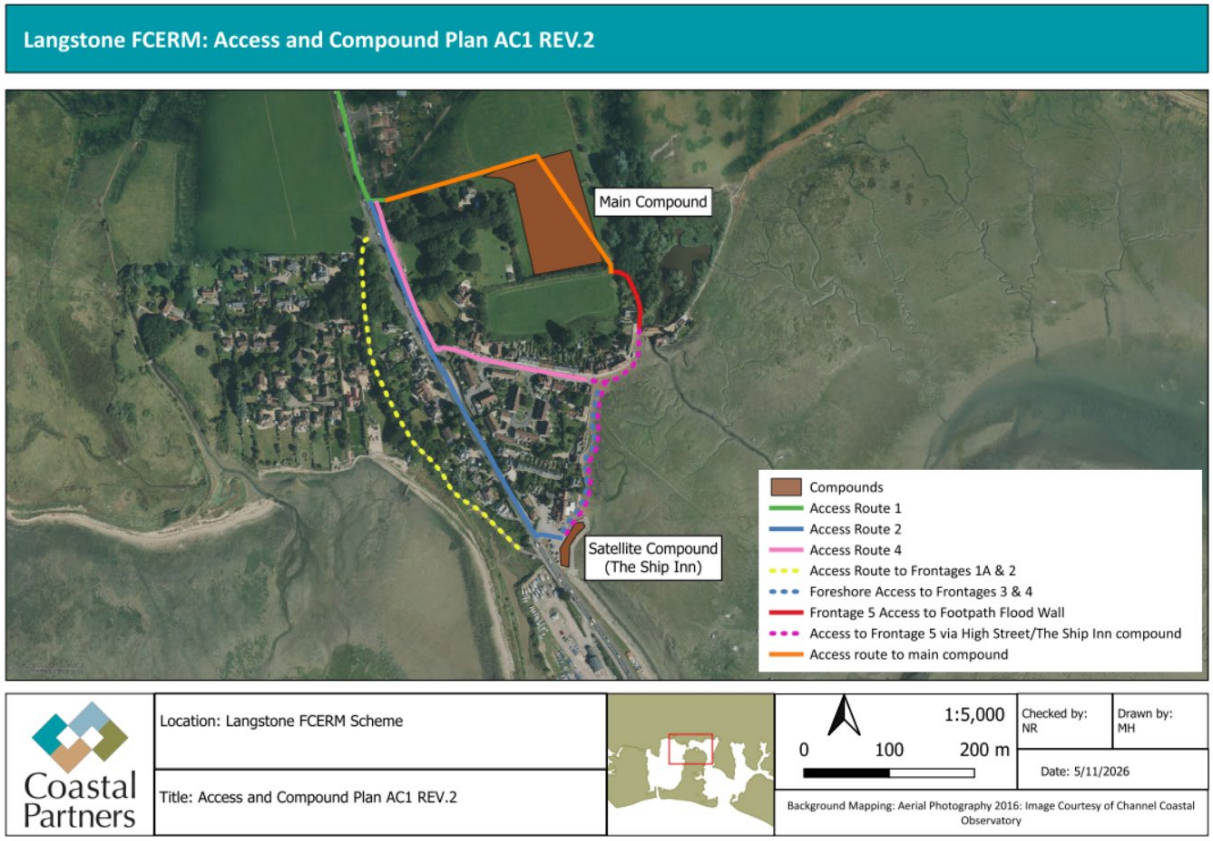


Figure 3-1 Overview of location of compounds and extent of main access routes

3.2 Main Compound

3.2.1 Location and Purpose

One primary site compound is proposed that would remain in situ throughout the construction of the Langstone FCERM scheme, located in the fields to the north of the Royal Oak (Langstone Meadows) as shown in **Figure 3-2** and **Figure 3-3.** The location has been selected to provide direct access from the A3023 whilst minimising disruption to local residents, by minimising construction traffic movements through Langstone village and along Langstone High Street.

3.2.2 Compound Layout

This main compound will be located in the middle field at Langstone Meadows and positioned as far as reasonably practicable from adjacent residential properties. The compound layout has been developed to provide safe vehicle manoeuvring, sufficient parking and welfare facilities, and adequate storage of plant and materials, whilst minimising impacts on neighbouring receptors.

The compound will include:

- Two-storey stacked modular site offices and meeting rooms
- Welfare facilities, including toilets, drying rooms and canteen facilities
- Fuel storage area
- Workforce and visitor parking
- Material storage areas
- Skip and waste management areas
- Designated loading and unloading areas
- Vehicle turning areas
- A prefabrication area for reinforcement cages and formwork.

The prefabrication area shall be used to construct the concrete shutter forms and the rebar cages; these shall then be transported out to site on a “just in time basis”. This approach reduces site storage requirements at the satellite compound, minimises the number of large deliveries to the satellite compound and allows works to continue during high tides when Frontages 3,4 and 5 are flooded out.

The compound perimeter will be secured with double clipped Heras fencing and supplemented by CCTV monitoring.

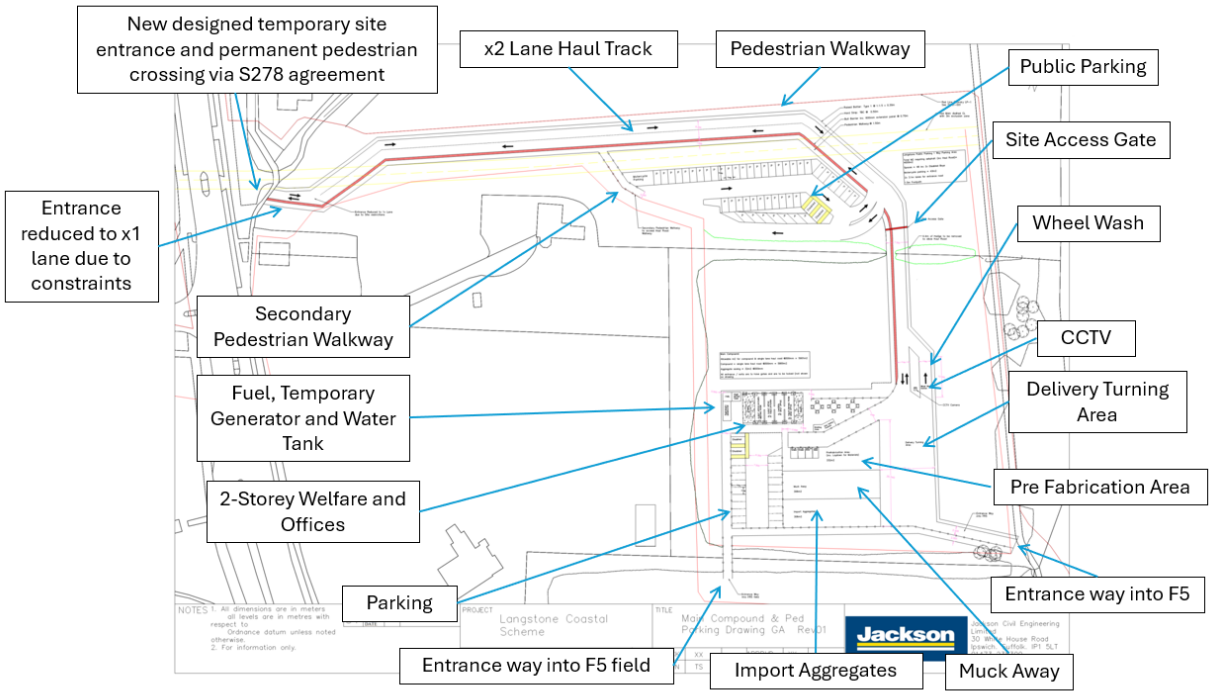


Figure 3-2 Primary site compound (main compound) overall layout

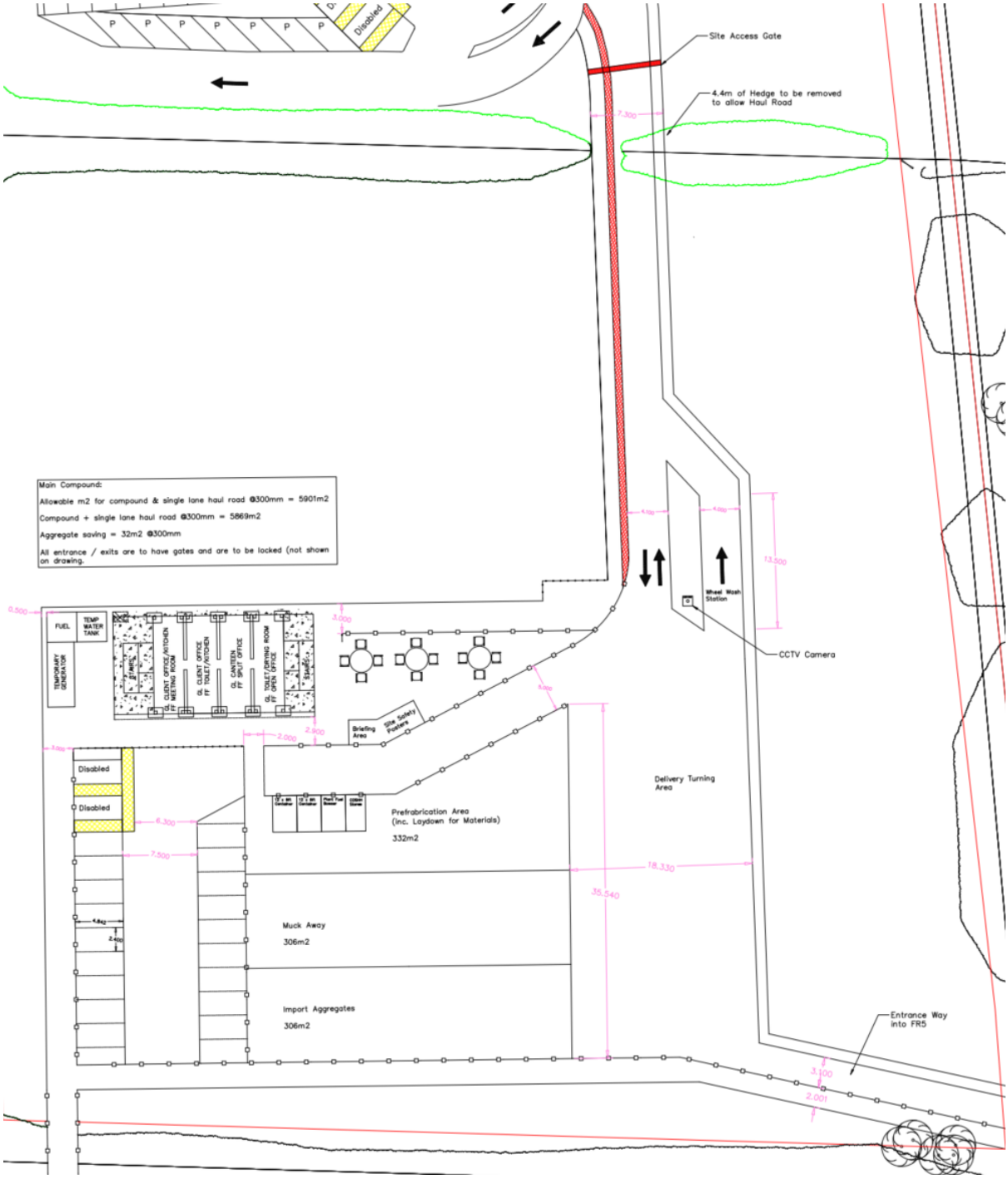


Figure 3-3 Primary site compound (main compound) layout

3.2.3 Parking and Workforce Management

The main compound will act as the central location for site personnel and construction deliveries throughout the project.

An area of hard standing will provide approximately 30 parking spaces for site personnel and visitors. Charging points for electric/hybrid cars and electric site equipment is planned provided DNO authorisation. Workforce parking will be accommodated entirely within the main compound – parking will not be permitted on surrounding residential roads.

Workforce inductions, daily briefings and visitor sign-in procedures will be undertaken within the main compound prior to site personnel travelling to the relevant work front of satellite compound. Walking and vehicle sharing shall be required for travel to and from work frontages and satellite compounds

3.2.4 Access

Vehicle access to the compound will be provided from the A3023 via a temporary access junction. During construction of the temporary access, traffic management measures will be implemented, as set out in **Section 6**. Once the access junction is operational, construction traffic will enter and exit the compound without the need for traffic management on the public highway.

The haul route between the A3023 and the main compound has been designed to accommodate two-way traffic movements. The compound entrance gate will be set back from the highway, beyond the public parking provision, to allow vehicles to wait clear of the highway prior to entering the site, preventing stacking of vehicles onto the highway.

The internal layout of the compound has been designed to enable construction vehicles, including HGVs and low-loaders, to manoeuvre safely within the site and exit in a forward motion.

Segregated pedestrian routes shall be provided throughout, with designated plant crossing places as required. A site speed limit of 15mph will apply within the compound and shall be signed to inform drivers of site requirements. Wheel wash facilities shall be positioned at the exit from the compound, within the middle field, prior to the public parking provision.

3.2.5 Dust Control

The compound shall be constructed from 6F5 and Type 1 MOT with topsoil having been stripped to sub soil levels and a geotextile being placed to prevent migration of compound materials into the subsoils. Frequently trafficked areas shall be sealed to prevent dust and debris from becoming airborne or being tracked out onto the highway network.

Wheel wash facilities shall be situated at the access egress points of the main compound and satellite compounds on an area of metalled surface to minimise nuisance dust and mud from being deposited on the public highways. The site access will be routinely inspected by the site foreman, and a road sweeper shall be available on call to clean the affected highways should any material be deposited.

Further dust control measures to compound and works areas are discussed within the **CEMP**.

3.2.6 Utility Constraints

A high-pressure gas main is located within the northern Langstone Meadows field, between the access track and the public parking area for which a 6m easement shall be maintained. Where the easement needs to be crossed by the access track a temporary works design shall be undertaken by DNV and passed to SGN for approval prior to any works being undertaken.

3.3 Satellite Compounds

3.3.1 The Ship Inn Satellite compound (Frontage 3)

A satellite compound is to be located on Hampshire County Council-owned land adjacent to The Ship Inn public house, as shown on **Figure 3-1** above. The location, known colloquially as The Ship Inn parking area, has all necessary landowner agreements are in place.

The satellite compound will support construction activities within the adjacent work areas and will remain operational for the duration of the works - see outline programme **Section 11**. It will provide local welfare facilities, plant and equipment storage, and temporary storage of non-bulk materials required for the adjacent construction works. The set up of the satellite compound is shown on **Figure 3-4**.

The main compound will remain the primary location for workforce management. Employees would be expected to return to the main compound at the start and end of shifts and for any significant briefings. Parking at the satellite compound shall be limited to essential vehicles only, with the majority of workforce vehicles to be parked at the main compound.

Access to the satellite compound will be managed to ensure that only authorised personnel are able to gain access to the site. A log of incoming and outgoing staff, plant and vehicles will be kept ensuring that during the construction phase, whereabouts of all personnel working on the project is known in the event of an emergency. Further details on specific access points proposed for the site are provided below.

A maximum speed limit of 10mph will apply within the satellite compound and associated working areas. This will be communicated through appropriate signage and will assist in maintaining site safety and for the control of dust. Fully segregated pedestrian access routes will be provided where possible.

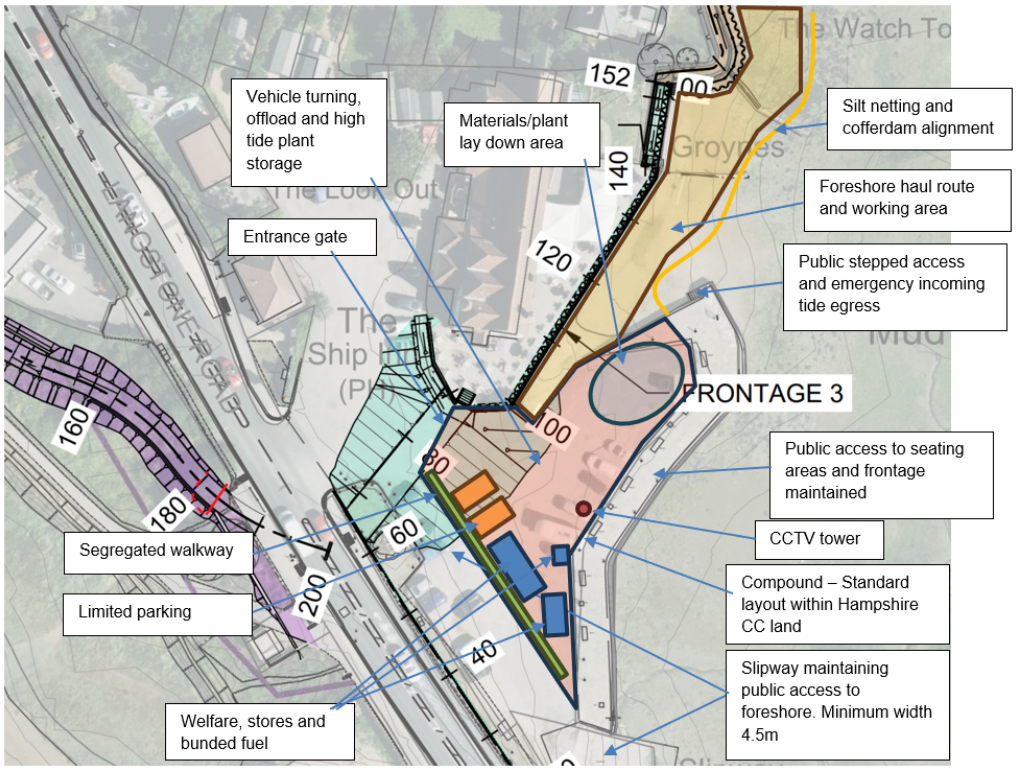


Figure 3-4: Ship Inn/Frontage 3 satellite compound standard set up

The compound will service the main Frontage 3, 4 & 5 works. It will remain operational for the duration of these works and will be used during the demobilisation of the main compound. The compound will be required from April 2027.

Due to tidal constraints affecting the foreshore work areas, the compound will also be used to store plant and equipment during periods of high tide where plant and equipment cannot be left within the work areas due to tidal flooding. As a result, the compound will be of substantial size and shall incorporate the majority of Hampshire-owned land within this area.

During construction of the flood defence bund, the compound footprint shall be temporarily increased to incorporate the extents of the works. The bund will be constructed in two parts to maintain slipway access.

Throughout the works, public access will be maintained to the southern slipway except for when the A3023 cut off wall is being constructed, which may require short duration closures. Any such closures will be managed by traffic marshals.

Access to the slipway and pedestrian seating area shall be segregated to the west of the compound allowing for silt curtains to be installed to the length of the Frontage 3 and 4 tidal haul route connecting to the eastern slipway.

To reduce overall visual impact of the works and ensure public safety, the compound shall be secured and segregated from the public using solid metal type hoarding. Further details are described within the CEMP.

Access gates shall be set back away from the highway boundary, along with deliveries first attending the main compound, prevent any stacking of vehicles out on the highway (further information see **Section 4.3**).

The satellite compound shall consist of:

- Two-storey stacked 24-foot welfare units incorporating a solar battery electrical system with backup diesel generator
- 15-foot storage container
- Bunded diesel bowser
- Tidal plant storage area
- Materials set down area
- Limited parking for essential site van and engineer vehicles
- A solar-powered CCTV tower provide site security and remote monitoring
- A temporary visitors project information board will be located adjacent to the compound in a publicly accessible location to provide information on the works and communicate project updates to stakeholders and interested parties.

Construction of the compound will result in the temporary loss of existing public parking spaces within the area. To minimise impacts on local parking provision, temporary public parking will be provided within the main compound. Approximately 48 parking spaces, including 2 disabled spaces, will be made available for public use for the duration of the works. A segregated pedestrian route, incorporating temporary lighting, will be provided between the public parking area and the A3023 to ensure safe pedestrian access at all times. Refer to **Figure 3-5** and **Figure 3-6.**



Figure 3-5: Location of Public Parking

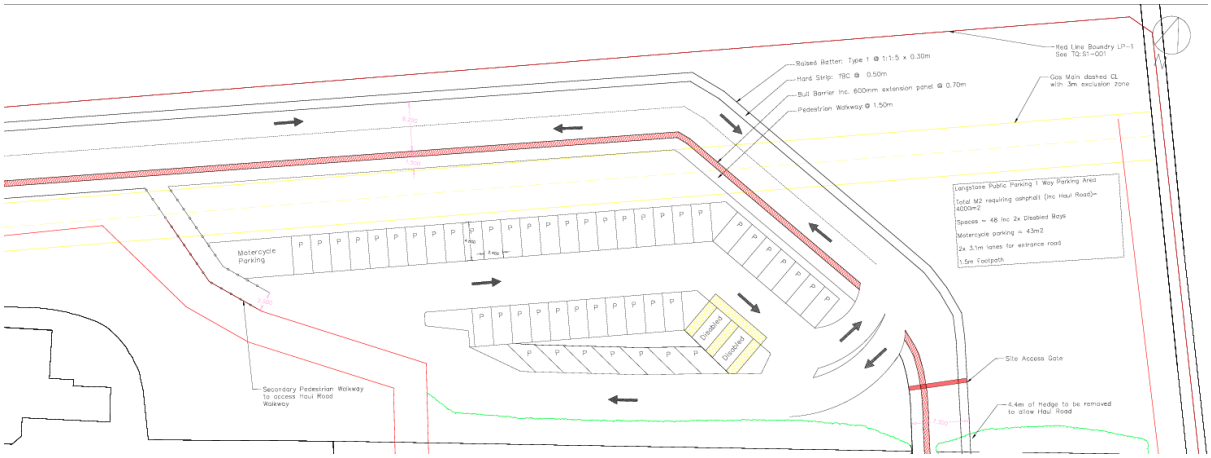


Figure 3-6: Public Parking Details

A small set-up will be required from January 2027 until April 2027 to service utility diversion works, junction works on the A3023 and main compound set-up – refer to **Figure 3-7.** This smaller set-up will allow for:

- Portable welfare unit
- Container stores
- Plant storage – 8t excavator & 5t dumper
- Material laydown area



Figure 3-7 Satellite Compound (small set-up)

3.3.2 Frontage 1A/2 Satellite Welfare

Frontage 1A/2 satellite welfare will be located within the active construction works area and relocated as construction progresses, commencing at the southern extent of Frontage 2 and moving northwards as required. It will be secured by the Frontage 1A and 2 site perimeter fencing, comprising Heras fencing and existing boundary 1.8m timber panel fencing. Access shall be via Mill Lane - see **Figure 3-1.**

The satellite welfare will be significantly smaller than the Frontage 3 satellite compound due to the nature of works. Facilities will comprise a small welfare trailer and limited materials storage. The majority of small tools, materials and road going plant will be stored in the main compound and delivered to the work area on an as-required basis.

The welfare will remain operational only for the duration of the works within Frontages 1A and 2 and will be relocated as construction activities progresses through the frontage.

No additional vegetation clearance is anticipated specifically for the welfare, as it will be located within the footprint of the proposed Frontage1A and 2 construction. Any vegetation clearance will be the same as that proposed for the constructions works on this frontage and has been included in the detailed design clearance plans.

4 Site Access Arrangements

4.1 General

All deliveries will initially be directed to the main compound, where materials, plant and equipment will be received, stored and managed before being distributed to the relevant work frontages. This approach will reduce the number of heavy goods vehicle movements within the local road network and minimise disruption to residents, businesses and road users, ensuring vehicles are only received at the various work frontages when space is available.

Access to the various work frontages will be controlled through a limited number of designated access points as shown on **Figure 4-1.** The routing of construction traffic has been carefully developed to utilise the most suitable routes for different vehicle types while minimising impacts on local roads, parking provision and sensitive receptors.



Figure 4-1: Traffic Management Plan

The following access points will be used throughout the works:

- **Mill Lane Access** - serving Frontages 1A and 2
- **The Ship Inn Satellite Compound Access** – serving Frontages 3, 4 & 5. Primarily for larger construction vehicles and plant, including excavators, piling equipment and other machinery delivered by low-loader

- **Langstone High Street Access** - serving Frontages 4 & 5. Smaller construction vehicles, including vehicles up to 3.5t (with or without trailers), 6-9t dual-view dumpers, 3t standard dumpers, 7.5t lorries and concrete wagons
- **Footpath Access (adjacent to No. 21 Langstone High Street)** – providing access for plant and equipment associated with the flood defence works adjacent to the footpath, including excavators, 6-9t dual view dumpers, 3t standard dumpers,

For Frontages 4 and 5, the access strategy has been designed to maximise the use of a dedicated foreshore haul route extending between The Ship Inn satellite compound and the eastern extents of Frontage 5. Construction traffic entering via either The Ship Inn satellite compound or Langstone High Street can utilise this route to distribute plant, materials and equipment along the frontage. This provides greater flexibility in servicing the various work areas across Frontages 4 and 5.

Further details of each access point, including permitted vehicle types, operational restrictions and traffic management arrangements, are provided in the following sections.

4.2 Main Compound Access

4.2.1 Temporary Junction

Access to the main compound will be via a newly created temporary junction from the A3023 and will utilise the existing gated entrance off the Langstone Avenue turning circle (see **Figure 4-2)**. The existing gated entrance into the field will need to be increased to accommodate the potential traffic. Trees and hedgerow would be carefully trimmed back to minimum 4.2m width and 5.5m crown raising so not to get damaged by delivery lorries. The temporary junction and reinstatement will be agreed via a S278 agreement.



Figure 4-2: Proposed access point to the main compound

4.2.1.1 Traffic Management

During the construction of the new main compound junction between the A3023 Langstone Road, Langstone Avenue and Langstone Meadows passive traffic (i.e. no active management using the likes of temporary traffic lights) management shall be utilised to provide sufficient and safe works area to the A3023. Following the removal of the existing pedestrian crossing island described in **Section 4.2.2.** the central hatched lane shall be used for southbound traffic as **Figure 4-3**, this will allow traffic to flow freely during the construction of the new access. The turning area will be available at all times out of working hours, and shall be made available as an on demand facility during times when works are ongoing. On completion of the temporary junction, this will be available to the users of Langstone Avenue.



Figure 4-3: Sketch passive traffic management entrance bell mouth working area

It is anticipated that the new junction will not impact the current street parking arrangements beyond the provision of the crossing build out within Langstone Avenue, with the turning area at the end of Langstone, see **Section 6.6.1**.

Some tree work will be required as detailed in the Arboricultural Method Statement for the new construction compound access provided separately (Bernine Harverson, 2025[1]).

On completion of the scheme works, the access to the main compound will be reinstated as set out in **Figure 4-4** (Full plan **2024_22_HBC_LRCA_DD_11002_REVA** can be found in **Appendix B).**

[1] Arboricultural Method Statement, Langstone Coastal Defence Scheme, New Construction Access from existing Highways, February 2025. Provided in Appendix L8 to the Environmental Statement

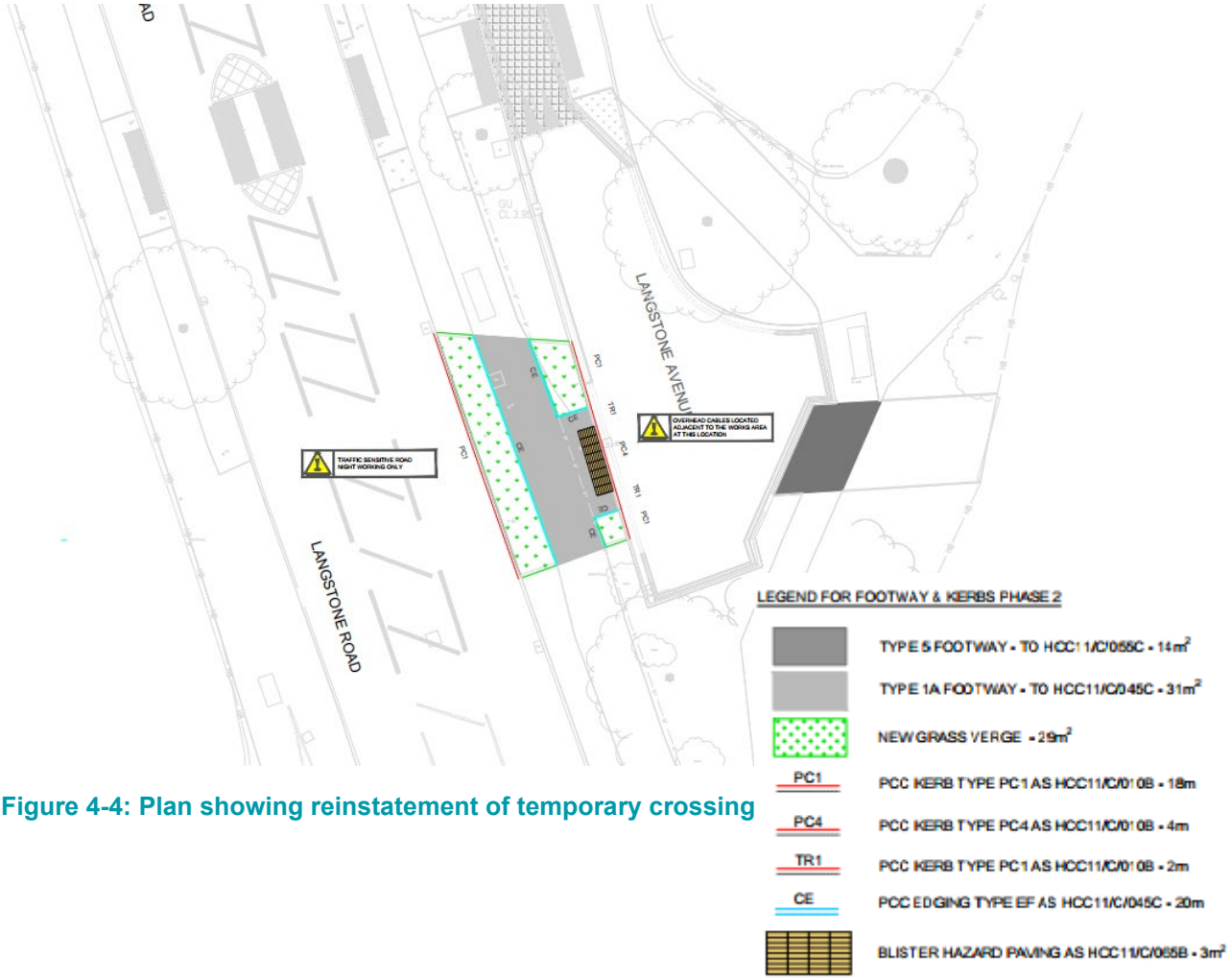


Figure 4-4: Plan showing reinstatement of temporary crossing

4.2.2 A3023 Crossing Works

The main compound entrance is in close proximity to an existing traffic island, and it is proposed to remove this existing crossing and provide a new permanent crossing slightly further north under a S278 agreement. These works will ensure minimal disruption to users of the Billy Line during the construction of the scheme whilst also providing longer-term benefits. Associated works, to be agreed and secured via the S278 process, will ensure a smooth and safe transition from the northern section of the Billy Line, crossing the A3023 and meeting up with the southern section. The new island arrangement and associated pedestrian routes are shown on **Figure 4-5.** The existing layout is shown in **Figure 4-6.**

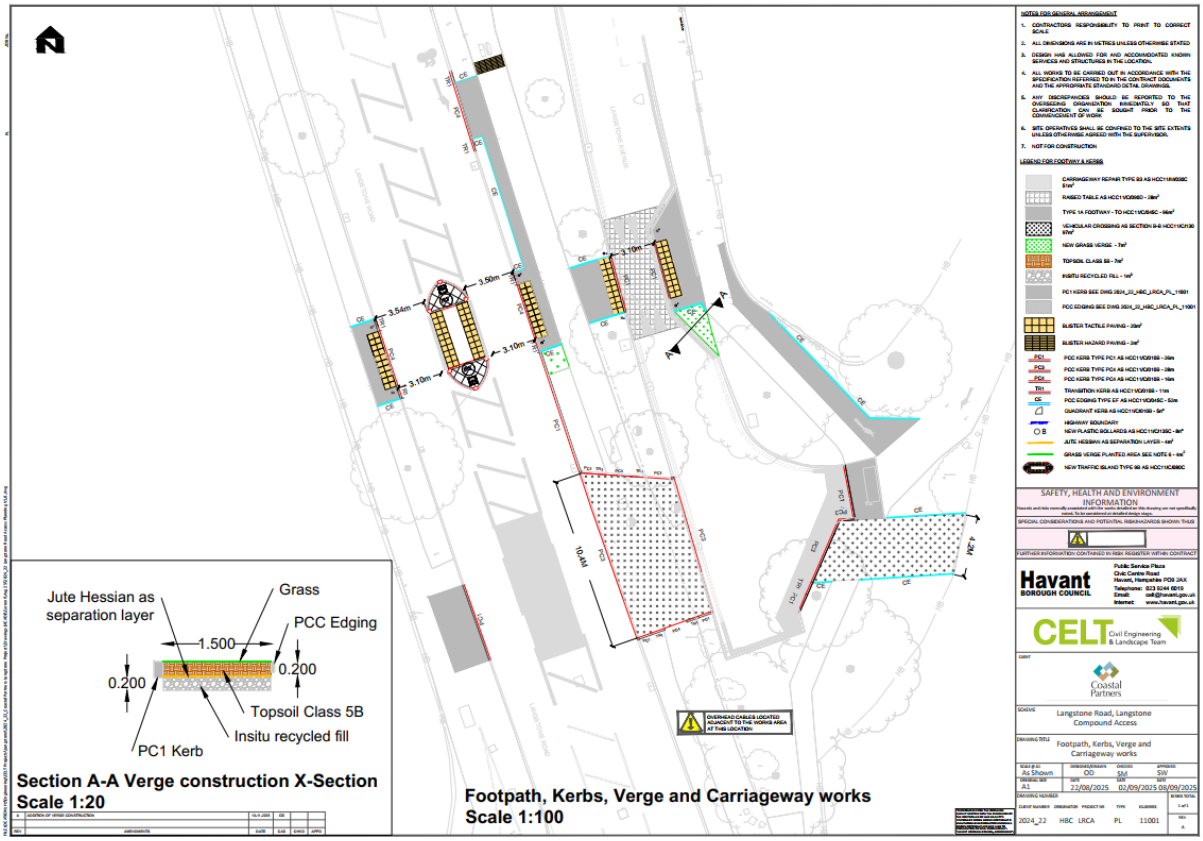


Figure 4-5: Proposed new access point and the new arrangement of the pedestrian island



Figure 4-6: Existing layout at proposed access point

The S278 works will include removal of the existing traffic island, decommissioning and capping of island signage (stay left illuminated sign – no.17), removing of crossing markings and decommission and cap of street lighting street lighting (Light pole no.31 and No.6). The new crossing (to HCC11/C/080C) would be dual purpose (foot and cycle).

A sept path analysis plan for the temporary access is shown in **Figure 4-7** .

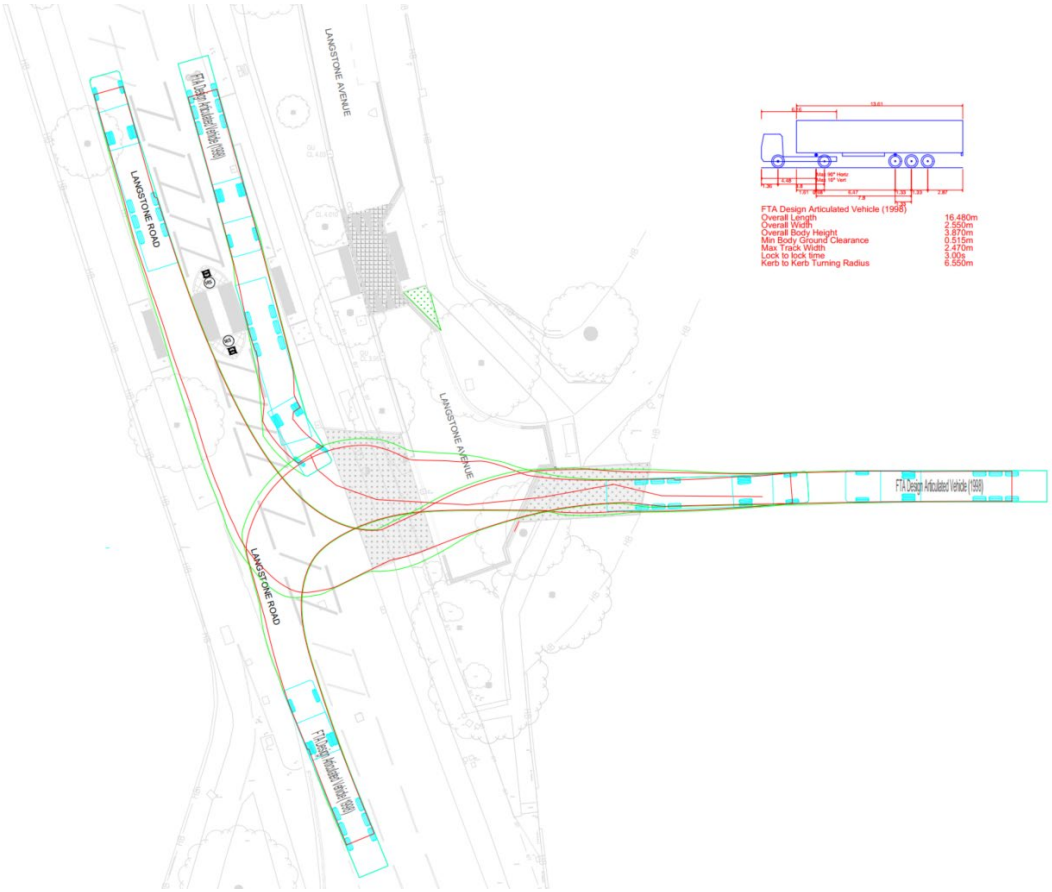


Figure 4-7: Swept path analysis - largest expected vehicle

4.2.2.1 Traffic Management

These highway works shall be undertaken during the site clearance works in the first quarter of 2027, once the necessary highway consents and legal agreements have been secured. The new island works will take place at night under 2-way lights to minimise disruption to the peak time A3023 and maintain access along the A3023 at all times, see **Figure 4-8**. All other works for the junction will be subject to the normal working hours restrictions using passive traffic management, i.e. no lane closures requiring active traffic management such as temporary traffic lights). A passive lane closure to the south end of Langstone Avenue shall be used for the new pedestrian crossing build out, see **Figure 4-9**.



Figure 4-8 Two way traffic lights for A3023 island works

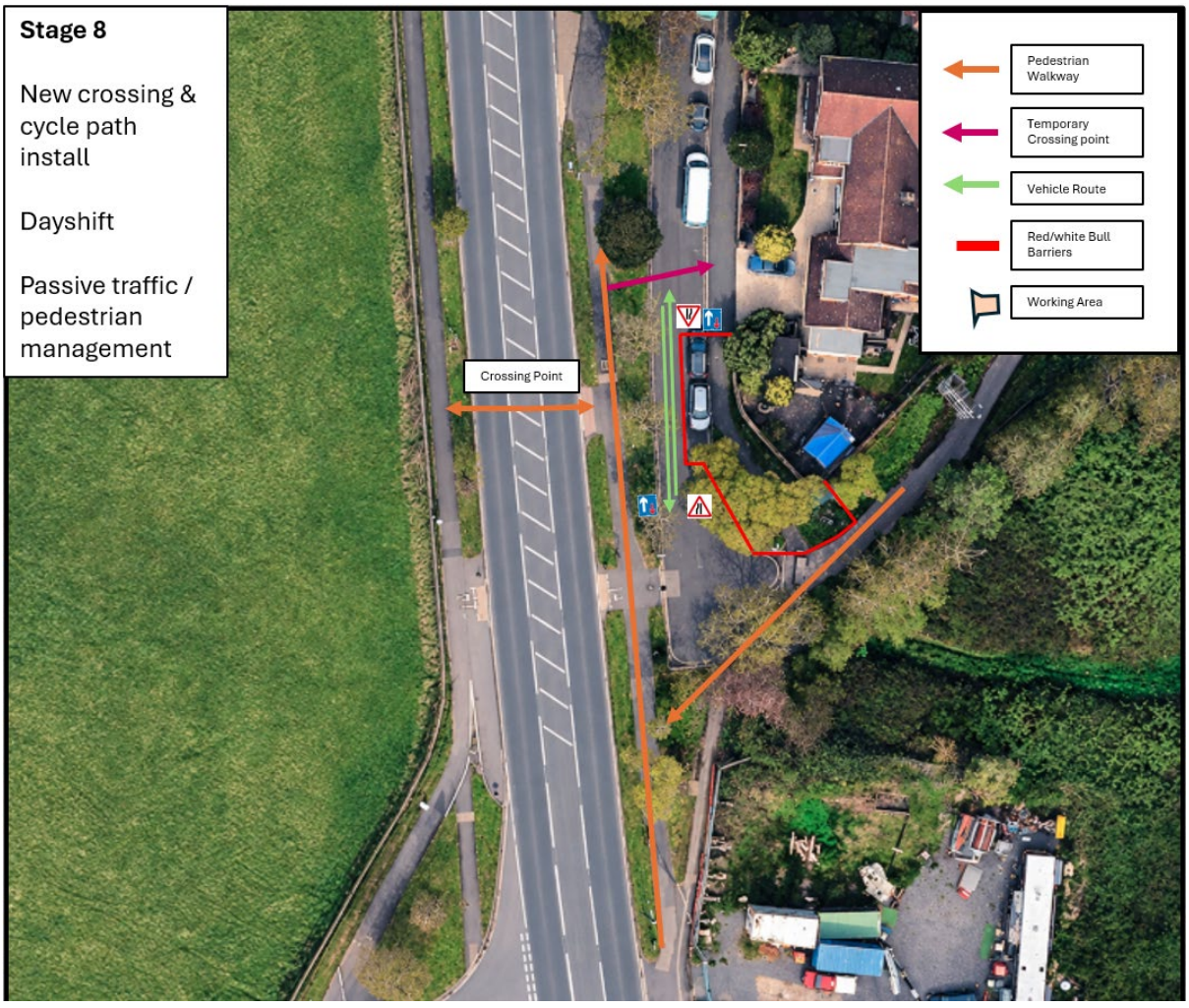


Figure 4-9 Passive lane closure for crossing build out Langstone Avenue

4.2.3 Main Compound Access Track

The access track will be formed from the field gate off Langstone Avenue to the main compound, via the public parking provision. It is envisaged the main compound will be in place for approximately one year and the access track will be formed from stone, topped with asphalt within publicly used sections. See **Figure 3-2** and **Figure 3-6.**

Topsoil will be stripped and set aside in a bund for reinstatement on completion. Geotextile will be laid on the subsoil to separate imported material from native. Drainage swales shall be installed along the access track and around the compound to control field runoff and to control and treat compound runoff. Crushed concrete would then be laid followed by a running surface of graded stone such as MOT type 1. A similar construction will be required for the material storage areas, construction car park and office/welfare set up. Wheel wash shall be available between the site compound and public parking provision. The end of the haul road geometry shall be shaped locally to prevent rainwater runoff from entering the highway.

The existing field gate into the site shall be taken down and set aside for reinstatement. The site compound heras gates shall be located between the public parking provision and the construction site compound this is to ensure any vehicles turning in off the A3023 are able to clear the highway and not impede traffic flows.

The construction vehicle access from Langstone Avenue into the field will cross several underground services, including a 16 inch gas main, electric cable and virgin media cables. Temporary works design and trial holes are being undertaken for SGN gas approval. It is anticipated that a suitable protection mat or reinforced concrete slab will be required to span/spread the load over the services. This would be within the extents of the S278 works. In addition, protective plates will be placed over any services/covers.

Upon completion of the construction works, the Langstone Meadows fields shall be fully reinstated, imported geotextile and stone will be removed, subsoil compaction shall be made good by ripping before topsoil being reinstated and reseeded as per the landscaping specification.

4.3 The Ship Inn Satellite Compound Access

4.3.1 Access Arrangements

The Ship Inn satellite compound will be accessed directly from the A3023 Langstone Road via the existing Ship Inn car park access, see **Figure 3-4**. The compound will support construction activities associated with Frontages 3, 4 and 5 and will be used for the storage of plant, non-bulk materials, welfare facilities and equipment required for tidal working operations.

The compound layout has been designed to allow construction vehicles to enter and exit the site safely and efficiently without reversing onto the public highway. Vehicles arriving at the compound will enter directly from the A3023, leaving the A3023 clear prior to coming to a standstill within the compound. Sufficient internal manoeuvring will be provided to enable vehicles to turn within the compound and subsequently exit onto the A3023 in a forward egress. Manoeuvring shall be undertaken with attendant vehicle marshals within the compound and off highways land.

The access gates will be set back from the highway boundary to prevent delivery vehicles from obstructing traffic on the A3023.

4.3.2 Vehicle Types and Deliveries

The compound will accommodate a range of construction traffic including:

- Site vans
- Rigid HGVs
- Concrete wagons
- Low loaders delivering construction plant
- Specialist delivery vehicles associated with piling and flood defence works

Deliveries will be scheduled and coordinated through the main compound wherever practicable.

Large plant and equipment that cannot be transported via Langstone High Street will generally be delivered through The Ship Inn satellite compound and transferred to the work fronts from this location via the foreshore haul route.

4.3.3 Traffic Management

4.3.3.1 Existing Constraints

The existing access point to The Ship Inn public house is located on a busy main road with high traffic volumes, making it difficult for construction vehicles to safely exit the site and join the A3023.

The existing road alignment, traffic speeds and driver visibility mean that exiting vehicles may not be able to identify safe gaps in traffic consistently throughout the day. Temporary traffic management is therefore required to create controlled gaps in traffic, allowing plant and delivery vehicles to manoeuvre safely with sufficient space and without causing sudden braking or unsafe overtaking movements.

Construction vehicles waiting to exit from the junction may prevent traffic from turning into the junction causing network delays until the opposite direction is clear and construction traffic can proceed to exit and join the A3023. Queuing or waiting traffic on the southbound A3023 may inadvertently enter the required wheel track (**Figure 4-10**) of the exiting vehicle preventing either vehicle from being able to proceed, leading to further traffic conflict and delays. There is a risk that traffic queuing behind a vehicle waiting to turn into the Ship Inn junction may overtake presenting further hazard to exiting vehicles.

4.3.3.2 The Ship Inn Deliveries

A swept path assessment was carried out to demonstrate that deliveries accessing The Ship Inn can manoeuvre within the reduced car park area – see **Figure 4-11**.

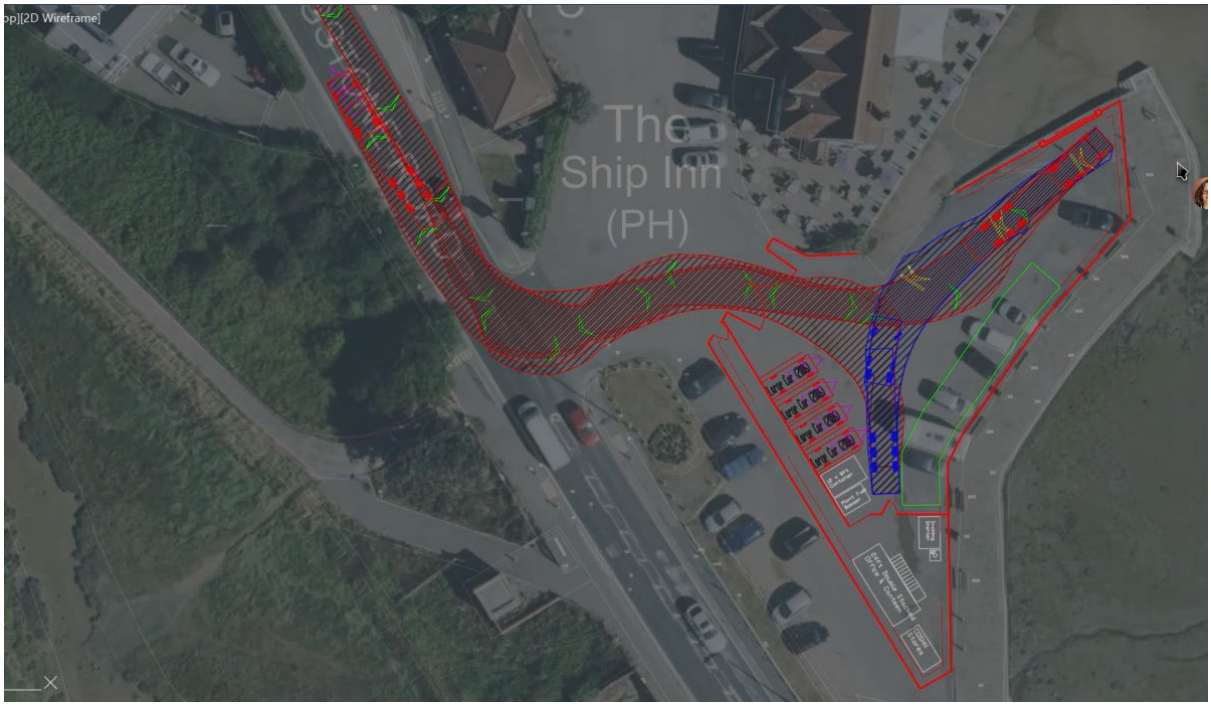


Figure 4-10 Ship Inn Junction - Articulated vehicle tracking

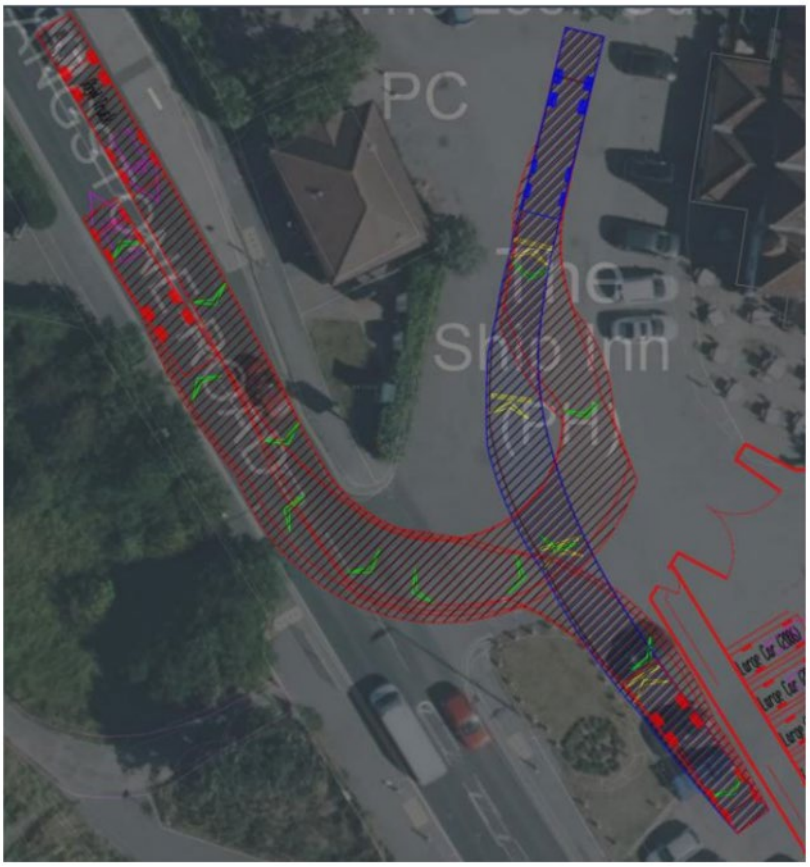


Figure 4-11: Swept analysis showing deliveries for The Ship Inn can manoeuvre within the reduced parking area

4.3.3.3 Vehicle Movements

Construction vehicles will include large HGVs, such as concrete lorries, abnormal-length deliveries, such as low loaders, and road legal dumpers that require additional time and road space to pull out onto the carriageway safely.

Numbers of low loaders or articulated lorries will be fairly limited throughout the works, such as during mobilisation of earthmoving equipment, sheet piling equipment and sheet pile deliveries. The main HGVs utilising the controlled junction to exit will be concrete wagons, these are expected to peak at 3no wagons a day during FRC works. Approx 6no dumper movements are expected per day. LGV vans with trailers are expected to number approx. 6no per day. These are expected to be spread throughout the shift. All HGV vehicle deliveries shall be held at the main compound prior to confirmation from the vehicle marshals (by phone or radio) that the compound at the Ship Inn is ready and available to accept the delivery. The marshal at the satellite compound can also monitor the build-up of traffic on the A3023 and feedback information to the site management. Table 4.1 shows the proposed construction traffic that will utilise the temporary traffic signals.

4.3.3.4 Temporary Traffic Signals

The proposed use of on demand temporary traffic lights (**Figure 4-12)**, with option to utilise as pedestrian crossing) to hold A3023 traffic, for approx. 15 seconds per demand, shall be for vehicles exiting the compound only and not used for entering. For the small number of articulated vehicles, A3023 north bound traffic shall be momentarily held by use of Stop Works to allow the vehicle to successfully enter the compound on a wide swing. See below wheel tracking for an articulated vehicle demonstrating the risk and the need for control on entering and exiting. All other vehicles shall be able to enter the compound unaided.

The proposed measures are temporary and will only remain in place for the duration necessary to safely undertake the construction works between start of April 2027 and end of September 2027.

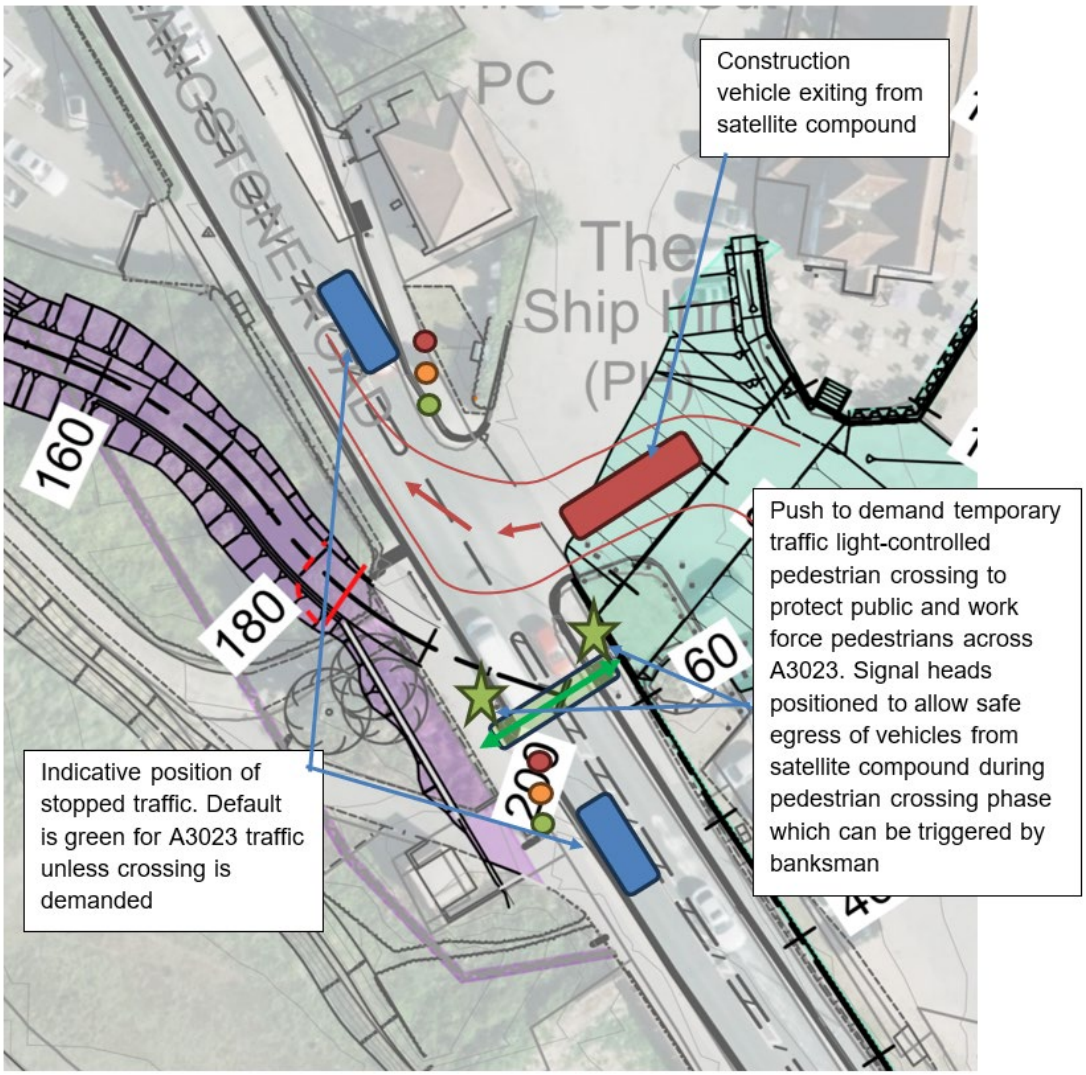


Figure 4-12 proposed layout - showing optional pedestrian crossing

Table 4.1 Construction traffic proposed to utilise the temporary traffic signals

Access Routes	Activity	Estimated Total movements	Average daily movements
Main compound to Ship Inn satellite compound	Dumper with option of trailer to move bulk or prefabricated elements. Material deliveries e.g. concrete and plant e.g. piling equipment and excavators	800 6-9t swivel cab dumper 150 HGV	6 swivel cab dumper (6-9t), with or without trailer, per day Infrequent large plant movement approximately once a month (low loader) Concentrated activity around specific activities (mobilisation/demobilisation 1 HGV movement daily April to September

Temporary traffic signals will reduce the risk of collisions such as between construction traffic and members of the public, including motorists, cyclists and pedestrians. The traffic management arrangement will improve safety for site operatives who may otherwise need to manage vehicle movements manually by entering live traffic. Peak construction periods will generate a higher frequency of vehicle movements, and often larger vehicles, than normally experienced at the access point, increasing the potential for traffic conflicts.

4.3.3.5 Other Considerations

Local Planning Authority Constraints

Due to predominantly being a residential area, the Local Planning Authority have placed standard permitted working hours onto the scheme of Monday - Friday (0700 - 1900). Typical hours shall be 07:30 – 17:30 with some adjustment to account for tidal working. This prevents deliveries being undertaken during off peak night hours.

Line of Sight

TG3 recommends a setback X-distance of 4.5 metres reducing to 2.4m for light use or in conjunction with a form of temporary traffic management. A target Y-distance visibility should be in the order of 90-120m which is currently not achieved at the junction when looking north.

Hazard Mitigation

To mitigate this risk to both public road users and construction traffic, and to overcome the X-distance and Y-distance constraints a push to demand temporary traffic light (with option to utilise as pedestrian crossing) shall be installed, see **Figure 4-13** for components and **Figure 4-12** above for layout, to provide safe egress and sufficient wheel track space. Manual control enables signals to be activated only when required for construction traffic, minimising unnecessary delays to the travelling public.

Temporary traffic lights provide a recognised and controlled method of managing traffic flows and maintaining highway safety during construction activities. The arrangement will enable efficient delivery of materials and removal of waste while minimising disruption and reducing the potential for vehicle queues within the site or on the network. Traffic lights are suitable for poor weather or visibility conditions and for during limited night works. By default, the temporary traffic lights will remain on green for A3023 traffic maintaining normal traffic flows except for when specifically demanded at the (pedestrian crossing) request buttons.

Due to the scheme requiring a number of footway, footpath and combined use path closures and diversions which may place users in unfamiliar locations the temporary traffic control type may also be considered for use as a pedestrian crossing to provide assistance to members of the public to utilise as a safe method to cross the A3023, which may be of further consideration due to reduction of parking adjacent to public amenities, such as the public toilets, and local businesses.

Should Hampshire Streetworks have concern over the use of the crossing by members of the public, the temporary traffic signals push to demand button may be located within the satellite compounds for use only by construction personnel/traffic management operatives to safely coordinate site egress for construction vehicle movements. This prevents members of

the public activating the red lights but prevents the benefit of providing controlled safe crossing location to the public.



Figure 4-13: Typical components of demand pedestrian crossing

Supplementary signs, as shown in **Figure 4-14**, shall be utilised within the traffic management setup to manage the risk from joining traffic and avoid the need for three-way lights. This ensures the default promotion of A3023 traffic flows.



Figure 4-14: Supplementary signs

4.3.3.6 Alternative Options Considered

A number of alternative traffic management options were considered and presented below, in order of reducing preference

Remote-Controlled Stop/go boards

Use of a pair of remote-controlled automated stop/go boards (**Figure 4-15**) for the north and south bound A3023 traffic lanes. These would be setup to show as go as standard. When a construction vehicle movement is required to exit onto the A3023 the marshal may remotely call for the stop/go boards to both rotate and display stop, allowing safe passage for the construction vehicle to proceed onto the A3023. A concern with selecting this setup is the traffic count to A3023 is above the limit set out within the Chapter 8 traffic manual. Use of this method would be at Hampshire Streetworks discretion. A benefit to A3023 traffic is that control of the stop/go boards would solely be for construction purposes, reducing the number of instances of use. A disbenefit is that no assistance can be made available for members of the public to utilise as a safe method to cross the A3023, which may be a consideration due to the closure of a number of pedestrian routes and reduction of parking adjacent to public amenities, such as the public toilets, and local businesses. Stop/go boards may also only be used in hours of daylight which reintroduces the risk of traffic movements during planned night working, see Figure 4-16(extract of red book traffic manual).



Figure 4-15: Automated stop/go boards

Traffic control by Stop/Go boards

Remotely controlled Stop/Go boards should be used where possible. When these boards are used, **all** the following conditions must be met:

- the distance between the 'Stop/Go' boards is no more than 200 metres;
- use of the boards is restricted to daylight hours;
- an unobstructed view of both approaches is maintained;
- the operative is less than 100 metres from both boards; and
- traffic flow is less than 850 veh/h.



Figure 4-16: Extract from Red Book traffic manual

Marshal-Controlled Stop Works Boards

Use of stop works signs (**Figure 4-17**) operated by marshals have been assessed and were considered to present a greater safety risk to both site personnel and highway users. The method is suitable for low-risk sites only and require the marshal to enter the traffic stream resulting in an unacceptable risk at this location. They are only suitable during good visibility

and are not suitable to be used outside of daylight hours which reintroduces the risk of traffic movements during planned night working.



Traffic control by 'Stop – works' sign

The 'Stop – works' sign can only be used to stop vehicular traffic for short periods during works on or near a road. Each period of use can last no more than 2 minutes in any 15 minutes. This sign must not be used as a substitute for other forms of traffic control and must only be used at sites where the risk is assessed as being low.

Figure 4-17: Stop-works sign

Unmanaged Access

Unmanaged vehicle access has been assessed as introducing unnecessary and preventable risk to both the public and construction work force which must be mitigated through practicable use of suitable traffic management

Reduction of Speed Limit

Use of TTRO to reduce speed limit to 30mph, this reduces the severity of an incident such as vehicle-to-vehicle collision or vehicle to operatives during use of Stop Works signs, however it does not abate the hazard and is considered that it would impact traffic flows more and condense traffic making turning opportunities less frequent.

4.4 Mill Lane Access

Access to Frontages 1A and 2 shall be via Mill Lane into site then down through the works. Construction traffic shall exit and enter the A3023 in a forwards direction using the site and site entrance to Mill Lane for any manoeuvres.

The site boundary and site pedestrian entrance shall be laid out as per sketch **Figure 4-18** the site boundary will be secured with heras fencing (red) and the site access gate (orange).

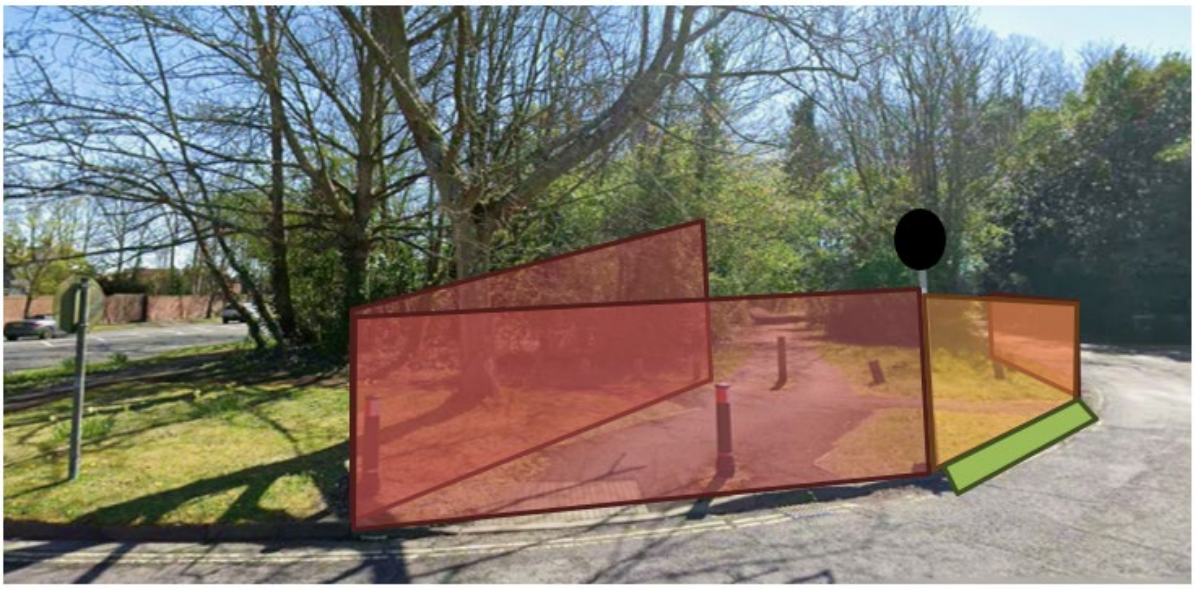


Figure 4-18: Frontage 1A and 2 north site extents and pedestrian entrance

Vehicle access shall be as per **Figure 4-19** which is the existing maintenance vehicle access point. Any damage as a result of the works to verge, path or kerbs etc. shall be made good. Footway/cycleway closure and diversion signage shall be erected to safely direct users.



Figure 4-19 Frontage 1A and 2 Site vehicle entrance

The vast majority of construction traffic shall be road legal dumpers. Any dumper with capacity of 6t or over shall be dual view rotating cab types to avoid the need to reversing and allow them to always travel in a forward's direction when entering and exiting site from Mill Lane

4.5 Langstone High Street Access

Any materials to be delivered to Frontages 4 or 5 via Langstone High Street will have a traffic marshal in attendance.

Any non-oversized deliveries down Langstone High Street onto the hard foreshore will drive down and turn around within site, ready to exit. Access will be maintained at all times for stakeholders located along Langstone High Street. Oversized or low loader type trailers, that may otherwise ground out at the Langstone High Street slipway, shall be directed to deliver via Frontage 3/The Ship Inn satellite compound as further described in **Section 4.3**.

4.6 Foreshore Access Track

A 20-metre-wide access corridor and working area along the foreshore linking Frontages 3, 4 and 5 will be used for construction machinery and works access. Temporary works expected to consist of installing geotextiles at 300-400mm below ground level which shall be removed at the end of the works and beach profile reestablished. Further details are included within the Construction Environmental Management Plan (CEMP).

5 Flood Defence Construction Traffic Management

5.1.1 Frontage 3 SGN Gas Main Diversion

The A3023 south bound carriageway lane shall be closed 24/7 utilising temporary traffic lights from the public toilets, adjacent to the Ship Inn junction, for a distance of 120m to the south for a period of approximately 8-10 weeks during a period between mid-January to end of April 2027. Two-way temporary traffic lights with uncontrolled joining traffic from Ship Inn junction or three-way lights shall be utilised in conjunction with Hampshire Streetworks consultations. Works shall be scheduled to commence south of the Ship Inn Junction utilising two-way traffic lights until works progress and require extending north to pass the Ship Inn junction. The closure is required for the safety of the public, including pedestrians and road users, and for the workforce to ensure appropriate separation and safety zones as per Chapter 8 Red book. The works involve diversion and safeguarding of the medium pressure gas main supplying Hayling Island prior to installation of the Frontage 3 A3032 flood wall. The gas main shall be diverted into the southbound traffic lane, where previously it was located in a complex arrangement of within the highway, verge, Ship Inn Junction, quay and revetment including a number of branches, valves, pressure reducers and redundant connections. The majority of installation works shall occur prior to the main flood defence works commencing 1st April. The gas main has a no work order for winter and cold months which affect the jointing and commissioning of the diverted length, which should be permitted to be undertaken during March-April dependant on prevailing weather.

5.1.2 Frontage 3 A3023 Flood Wall Construction

Construction of the Frontage 3 A3023 flood wall will require temporary traffic management.

Works include:

- Utility diversions
- Installation of trench sheets
- Construction of reinforced concrete flood wall elements
- Highway reinstatement works

The majority of planned works are off the highway and do not require traffic management to be installed on the road network. Areas where traffic management will be required are set out below.

The Frontage 3 A3032 flood wall consisting of concrete capping and trench sheet cutoff will require traffic management.

The A3023 east side footway shall be closed from the Ship Inn junction for a distance of 80m to the south for a period of approximately 6 weeks during summer 2027. The diversion route shall be via the A3023 west side footway using temporary and existing permanent crossing locations. The closure is required for the safety of the public, including pedestrians and road users, and for the workforce to ensure appropriate separation and safety zones as per Chapter 8 Red book. The works fencing shall be positioned at back of road kerb on the footway and shall either be Chapter 8 compliant or have road cones positioned to the road side of the fencing. There will be no carriageway incursion. The works involve removal of existing highway boundary fence, installation of trench sheets and concrete capping beam close behind the

highway boundary fence position, streetlight electrical diversions and reinstatement and alterations to existing highway boundary fence.

In addition to, and concurrent with, the footway closure the A3023 south bound carriageway lane shall be closed at night utilising two-way temporary traffic lights from the Ship Inn junction for a distance of 80m to the south for a period of approximately 2 weeks during summer 2027. Nighttime closures have been chosen to limit the impact on road users. Permitted working hours shall be agreed with Streetworks and through the Section 61 permit. The closure is required for the safety of the public, including pedestrians and road users, and for the workforce to ensure appropriate separation and safety zones as per Chapter 8 Red book. The works involve installation of limited areas of trench sheets to the northern and southern extents of the proposed flood defence that cannot safely or practicably be installed from outside of the highway. The constraint at the southern end is 20m of trench sheeting that cannot be installed from the revetment due to slope angle, loading to SGN medium pressure main and disturbance to existing asbestos containing materials. The constraint at the north end is the proximity of the works to the Ship Inn junction which would adversely affect the emerging traffic line of sight making it unsafe for road users.

6 Traffic Management Measures

6.1 General Principles

In order to ensure that any construction traffic does not hold up traffic on the A3023, various mitigation measures are being implemented:

- The small satellite compound set-up at The Ship Inn shall be installed to allow for resource parking, offices and storage away from the highway for utilities diversionary works.
- A small compound will be formed inside the field entrance to the main compound to allow for a welfare trailer and storage of non-road going plant (excavator) to be removed from the highway boundary outside of working hours
- The new pedestrian crossing and associated works to divert the footpath/cycleway northwards will be completed at night under two-way temporary traffic light control to minimise impact on traffic, or during the day under normal two-way traffic
- Two-way traffic shall be maintained during installation of the new entrance bell mouth to avoid impacting on southbound A3023 traffic flows
- Public routes will be separated from the construction accesses, and diversions will be put in place if necessary for safety reasons
- The main compound and access track will be laid out to ensure construction vehicles can enter on arrival, without causing congestion on the A3023. This includes sufficient off highway waiting area and set back gates between the public parking provision and construction site compound
- Deliveries shall be directed to attend the main compound during working hours before being either offloaded or briefed and directed to the relevant site compound only once the marshal is in place to receive and direct the delivery
- Deliveries will be scheduled to avoid the peak traffic times and within site working hours, taking into account daily patterns and seasonal patterns
- A yardman to receive and direct deliveries shall be on site at all times

- Workforce parking will be provided within the main compound

6.2 Vehicle Stacking and Marshalling

All deliveries to site will enter immediately upon arrival where possible and will not be kept on public highways. There is sufficient room within the site boundaries to stack up all vehicles expected throughout the works.

Vehicle Marshalls will be available at each satellite compound delivery entrance to control all planned vehicle movements.

General public and public vehicles will have priority over site traffic at all times as per the highway code, except where on demand temporary traffic lights are installed to control safe construction traffic access and egress, such as from the Ship Inn carpark satellite compound due to limited visibility splays and the crossing of pedestrian workforce.

The main compound gate is set well within the site boundary so that any vehicles arriving can pull in off the public highway whilst the necessary checks are carried out.

6.3 Speed Limits

All site vehicles will adhere to a 10mph speed limit whilst on site or in satellite compounds, the main compound access track shall be 15mph. The speed will be monitored by visual inspections. All drivers will be instructed to conform to the speed restrictions when they enter site. Warning signs will be erected along the haul routes. Any driver who fails to comply with speed limits will be banned from site and their employer informed.

6.4 Delivery Driver Briefings

All drivers delivering to the site will be briefed regarding site rules and sensitivities prior to their initial visit. This will include instructing HGVs to stay on A roads wherever possible. This information will be included with all orders from the Principal Contractor to their suppliers.

6.5 Vehicle Washing

A designated wash down area with a mobile jet wash will be provided to clean site vehicles before leaving site and going on the highway. Wheel wash facilities shall be situated at the access egress points of the main compound and satellite compounds on an area of metalled surface to minimise nuisance dust and mud from being deposited on the public highways. A road sweeper shall be available on call off to clean the affected highways should any material be deposited, this will be monitored and arranged by the site foreman.

6.6 Parking Management

6.6.1 Langstone Avenue

Two parking bays south of property 57A shall be removed as part of the S278 and Traffic Restriction Order for the provision of the new cycle crossing build out, see **Figure 6-1**. Existing parking restrictions at the south end of Langstone Avenue shall be reinforced with no stopping cones and shall be sufficient to enable construction of the main compound access and S278 works.

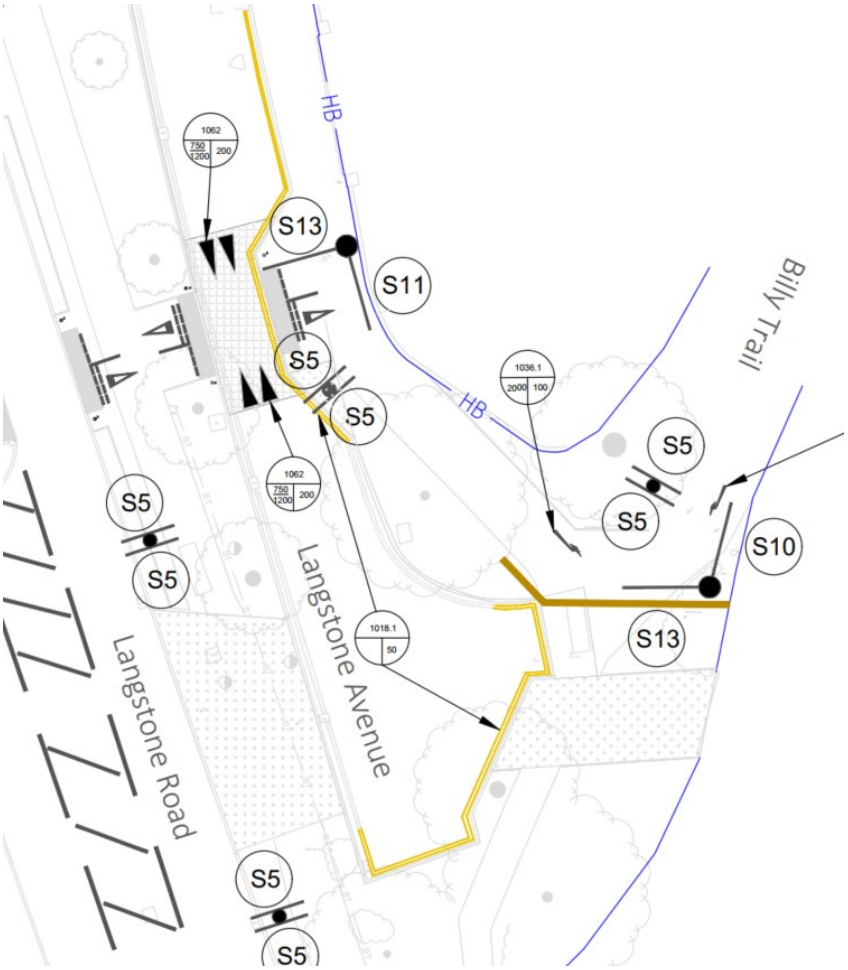


Figure 6-1 Langstone Ave parking measures

6.6.2 Langstone High Street

Works have been planned to avoid the need for additional parking restrictions (**Figure 6-2**) to Langstone Highstreet. The existing parking restrictions at the east end, consisting of double yellow lines, may need to be reinforced with no stopping cones to assist in keeping the area clear. Wherever possible large deliveries to the foreshore shall be via the Frontage 3/Ship Inn compound as described in **Sections 4.3 & 4.5**.

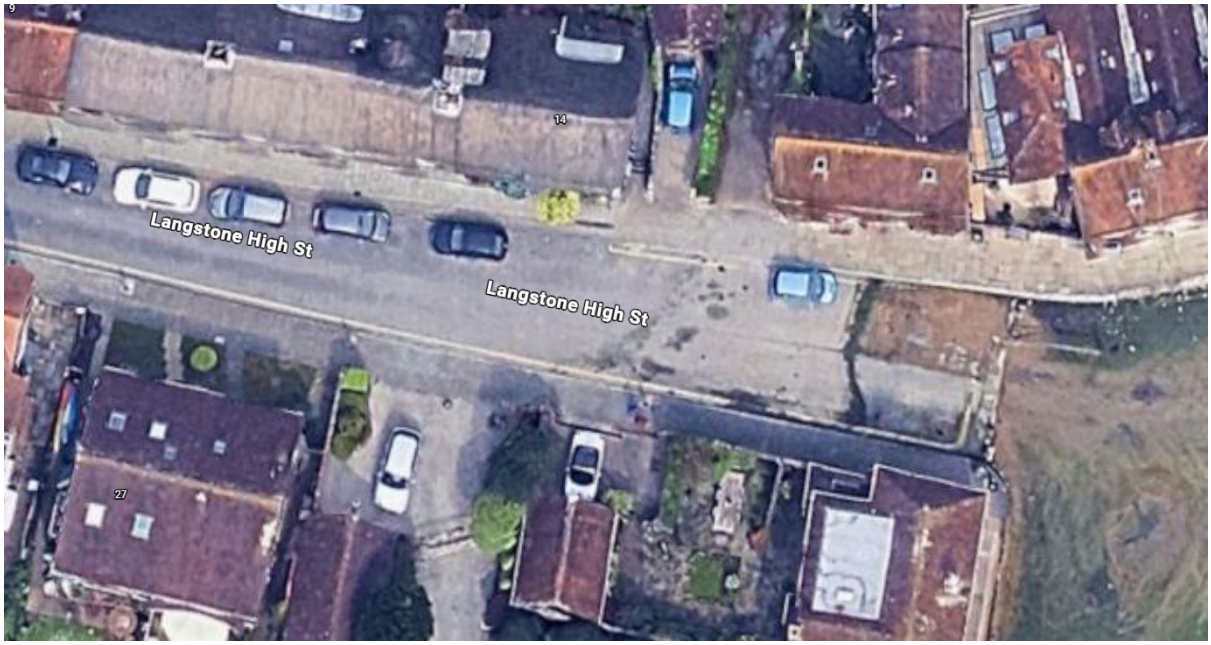


Figure 6-2 - Langstone High Street parking measures

6.6.3 Ship Inn Compound

See **Section 3.3.1** for details of available parking reduction and compensatory measures

6.6.4 Additional measures

The removal of parking restrictions in the layby on the western side of Langstone Road south of Mill Lane is currently in discussion with the Highways Authority. This would be to provide parking for residents whose normal parking will be displaced by construction. The existing bays within the layby are currently restricted to 3 hours stay 9-5 Mon-Sat.

6.7 Residential and Business Access

The following access requirements are to be adhered to for the residential properties and businesses along the work frontages:

- Frontage 3: Access to The Ship Inn pub and residential properties to the north of the carpark is to be maintained throughout the works. A swept path assessment was carried out to demonstrate that deliveries accessing The Ship Inn can manoeuvre within the reduced car park area (see **Figure 4-10** above.)
- Frontage 4: Access to the properties along the frontage shall be maintained throughout the works.
- Frontage 5:
    - Access to the properties along the frontage shall be maintained throughout the works, including vehicular and pedestrian access to properties 21 and 21A and 22 Langstone High Street
    - Access to the Royal Oak shall be maintained throughout the works.
    - The Royal Oak has deliveries made via the quay / foreshore. The Contractor shall maintain access for delivery lorries to turn around throughout the works

- The Contractor may propose suitable and agreeable alternatives if necessary to allow the works to be safely undertaken. The Contractor shall agree alternative proposals with the impacted residents and/or Public Houses prior to implementation.
- Emergency access to the foreshore is to be maintained throughout the works.

7 Delivery and Vehicle Management

7.1 Delivery Restrictions

The delivery of plant and materials will be managed and scheduled to avoid peak times, taking into account seasonal variations e.g. Peak times differ during the hotter summer months. Drivers will be given specific delivery times and/or advised of site working times and advised to park up somewhere nearby off the public highway if they arrive outside of this delivery window. Details of site hours and constraints shall be given to suppliers to minimise queuing of delivery vehicles on the public highway. Deliveries shall report to the main compound where the majority shall be offloaded, where this is not suitable (such as concrete) they will be directed to the appropriate satellite compound once the site team and driver have been briefed and made ready for the delivery.

All drivers delivering to the site will be briefed regarding site rules and sensitivities prior to their initial visit.

Large non-road-going plant, such as excavators and piling equipment, shall have deliveries and collections planned to minimise impact on the local highways. These shall be arranged to attend the main compound and shall be accessed in a forwards direction. A briefing shall be held with the driver and marshals before traffic marshals setting up as required at the destination frontage, on confirmation the driver shall proceed to the designated frontage for offload. When leaving the various frontages and entering back onto the A3023 this shall be in a forwards direction, where necessary marshals shall control traffic with Stop Works signs

7.2 Working Hours

Normal Working Hours: Standard permitted working hours shall be Monday - Friday (0700 - 1900) as per CEMP. Typical non-tidal hours shall be 07:30 – 17:30

Due to the tidal nature of the works within Frontages 3, 4 and 5 and the traffic management constraints when forming or removing the main compound S278 access works, it will be necessary for some works to be undertaken outside of these hours e.g. during evening/nighttime periods or over a weekend. The CTMP, CEMP and Section 61 application will be submitted to the Local Planning Authority (LPA) for approval, which will include a communication strategy for residents, the planned works and methods, the phasing and working hours of the site, and measures to mitigate the potential noise and vibration impact by best practical means. This will be inclusive of a percussive piling method statement should the need for percussive piling arise due to piles refusing during the planned vibration installation method. Residents would be kept fully informed.

7.2.1 Foreshore working

Site safety fencing and signage will be erected at site access points and to closed footpaths and private accesses to prevent unauthorised access. Along the length of the frontage the

floating silt fencing shall demarcate the extents of site and form visual deterrent where heras fencing is unsuitable due to being inter-tidal.

More information can be found within Section 6.3 of the CEMP.

8 Estimated Traffic Movements

8.1 Vehicle movements

The proposed access routes associated with the works are shown in **Figure 3-1.** This image shows four main access routes and some supplementary access routes along the foreshore. These supplementary routes will not affect traffic on the highways, so they are shown for information only.

Estimated traffic movements have been calculated based on the anticipated materials and plant being brought to site and the materials from demolished structures to be taken off site. One vehicle arriving and departing the main site compound is considered 2 traffic movements for the purpose of the presented numbers. A vehicle attending a sub compound from initial arrival at the main site compound is considered as 1 traffic movement if it is HGV, as the return journey traffic movement is already recorded in the main compound activity, cars or dumpers are assumed to return to the compound and are counted as 2 movements. In total, it is expected that approximately 24,800 traffic movements will occur as part of the works of which 16,200 utilise the wider road network and 8,600 are short local network journeys between the working areas.

Of the 16,200 vehicle movements using the wider network 14,850 would be cars or LGV, and 1,350 HGV.

Of the 8,600 short local network journeys between the working areas 3,000 would be cars or LGV, 5,200 would be road legal swivel cab dumpers, and 400 HGVs.

Table 8.1 indicates the number of traffic movements anticipated to use the four main access routes as in **Figure 3-1.** On average, based on a peak construction period of 9 months it is estimated that the proposed works would result in a daily average of approximately 8 HGV movements and 85 car or LGV vehicle movements to the wider network and a daily average of 50 local traffic movements. However, as illustrated **Table 8.1**, the average number per day will range depending on the activities undertaken at each compound and these numbers are based on a worst case scenario including a longer durations of some activities.

Table 8.1: Estimated traffic movements

Access Routes	Activity	Estimated Total movements	Average daily movements
1- To main compound via Langstone Road parking	Site mobilization	80 HGV 15 Hiab rigid bed HGVs 6 low loaders to deliver excavators	4-6 HGV movement over four weeks

Access Routes	Activity	Estimated Total movements	Average daily movements
	Site demobilization	80 HGV 15 Hiab rigid bed HGVs 6 low loaders to deliver excavators	4-6 HGV movement over four weeks
	General access during construction	1100 Haulage General workforce vans and cars. 2000 January to March. 11,900 April to September. 900 October	10-12 HGV peak movements over duration of works, typically 6-8 movements per day during the main 6 months 20-40 during January – March. 80-100 vehicles during April to September. 20-40 during October
2. Main compound to Ship Inn satellite compound	General access by workforce following site induction and sign in at main compound. Supervisor vehicles, site van and/or dumper with option of trailer to move bulk or prefabricated elements. Material deliveries e.g. concrete and plant e.g. piling equipment and excavators	1400 Vans/cars moving personnel 800 6-9t swivel cab dumper 150 HGV	10 cars/vans April to September 6 swivel cab dumper (6-9t), with or without trailer, per day Infrequent large plant movement approximately once a month (low loader) 1 HGV movement daily April to September
3. Main compound to Frontage 2 satellite compound	General access by workforce following site induction at main compound. Supervisor vehicles site van and/or dumper with option of trailer to move bulk (e.g. soil arisings and fill materials) or	1000 Vans/cars moving personnel 3000 6-9t swivel cab dumper	6 cars/vans daily February. 6 cars/vans daily April to September 20 dumper (6-9t), with or without trailer, per day April to September

Access Routes	Activity	Estimated Total movements	Average daily movements
	prefabricated elements. Material deliveries e.g. concrete and plant e.g. piling equipment and excavators	150 HGV	Infrequent heavy plant movement approximately once a month 1 HGV movement April to September
4. Main compound to foreshore/frontages 4/5 using High Street	General access by workforce following site induction at main compound. Supervisor vehicles site van and/or dumper with option of trailer to move bulk (e.g. soil arisings and fill materials) or prefabricated elements. Material deliveries e.g. concrete and plant e.g. piling equipment and excavators	550 Cars/Vans 1400 6-9t swivel cab dumper 100 HGV	4 cars/vans April to September 10 dumper (6-9t), with or without trailer, per day 1 HGV

9 Pedestrian, Cycle and Public Rights of Way Management

9.1 Closure and Diversion Routes

Cycleway and footpath closures will be required throughout the construction phases. The proposed works are located within a popular amenity area for local people and tourists, including paths overlapping and immediately adjacent to the works. For health and safety reasons, it will be necessary to close and divert some of the existing footpaths, cycleways and general Public Rights of Way during construction within the site boundary. Where possible, these will remain open unless working directly in that area, for instance where feasible footpaths shall be reopened following vegetation clearance works then closed again when the main works commence. This will only be done if absolutely necessary and any footpaths/PRoWs will be opened as soon as it is possible to do so. All necessary formal consents will be sought and agreed diversions put in place. All footpath closures will be suitably signed with a diversion route plan at the start and end of the diversion along with intermediate joining points, to warn the public of construction works.

An overview of the anticipated closures and diversions is set out in **Figure 9-1.** All other footways and cycle ways shall remain unaffected by the works**. Figure 9-1** can also be found within Appendix C.

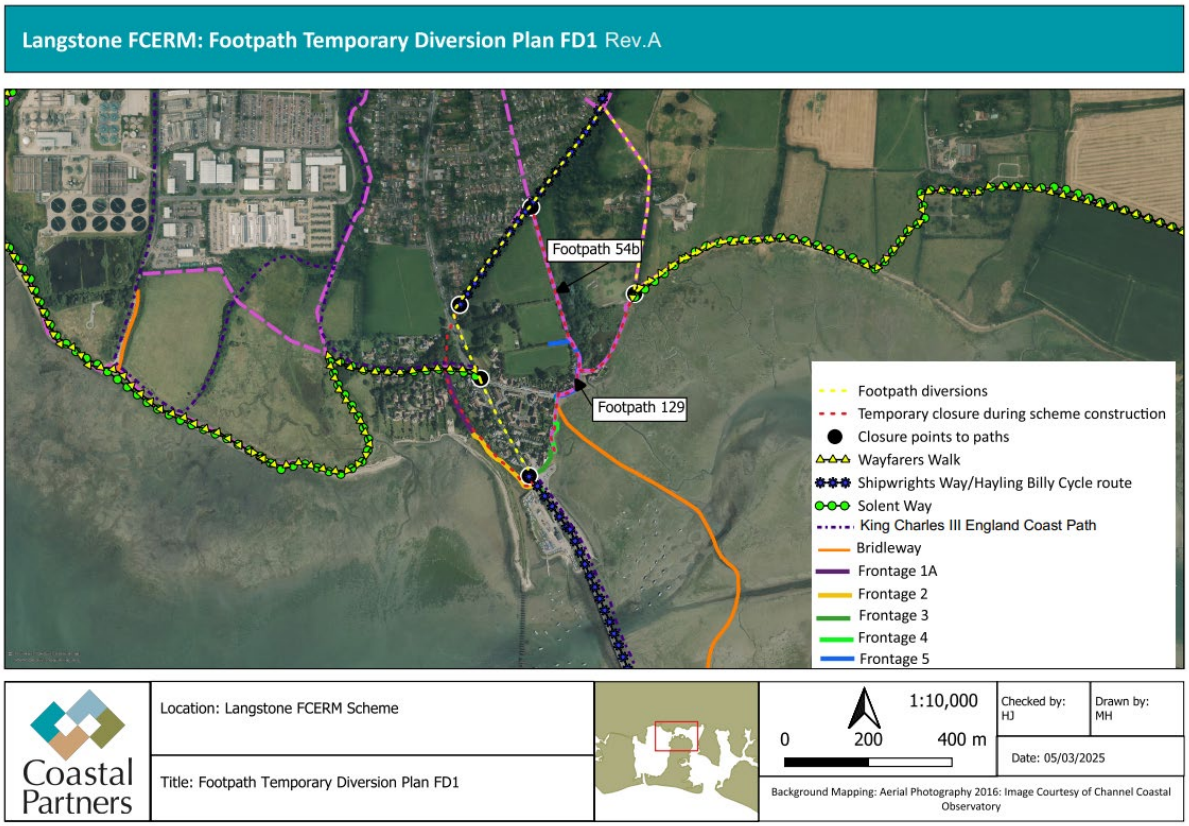


Figure 9-1: Footpath Temporary Diversion Plan

Path closures: (see **Figure 9-2** for Path IDs) and closure durations:

- 108/56/2 – for the duration of Frontage 5 works
- 108/56/1 – for the duration of Frontage 5 works
- 108/54b/1 – for the duration of the scheme
- 108/129/2 – for the duration of Frontage 3 and 4 works
- 108/121/1 – for the duration of Frontage 1A and 2 works
- Permissive King Charles III England Coast Path/Billy trail west of A3023 – for the duration of Frontage 1A and 2 works
- Permissive King Charles III England Coast Path/Billy trail east of A3023 – for the duration of forming then removing the main compound temporary entrance S278 works

Footway to east side of A3023 from the bus stop near Ship Inn to approximately 25m north of the sailing club entrance shall be closed and pedestrians diverted to the western side of the A3023 during construction of the A3023 trench sheet cut off wall (approx. 3 weeks), SGN gas diversion (approx. 8 weeks) and SSEN electrical diversions (approx. 2 weeks). Footway closures shall only be where absolutely necessary and shall maintain safe access routes to all properties at any one time.

Figure 9-1 above sets out the indicative closure points and diversion routes per sub-frontage. Closures will be in place for the full duration of the construction works within each frontage as per the high-level programme in **Section 11**. Diversion maps shall be shown at the closure locations and within safe locations by Site Entrances. Business open as usual

signs shall be erected along with pedestrian signage to the Royal Oak due to the sea front path closure.

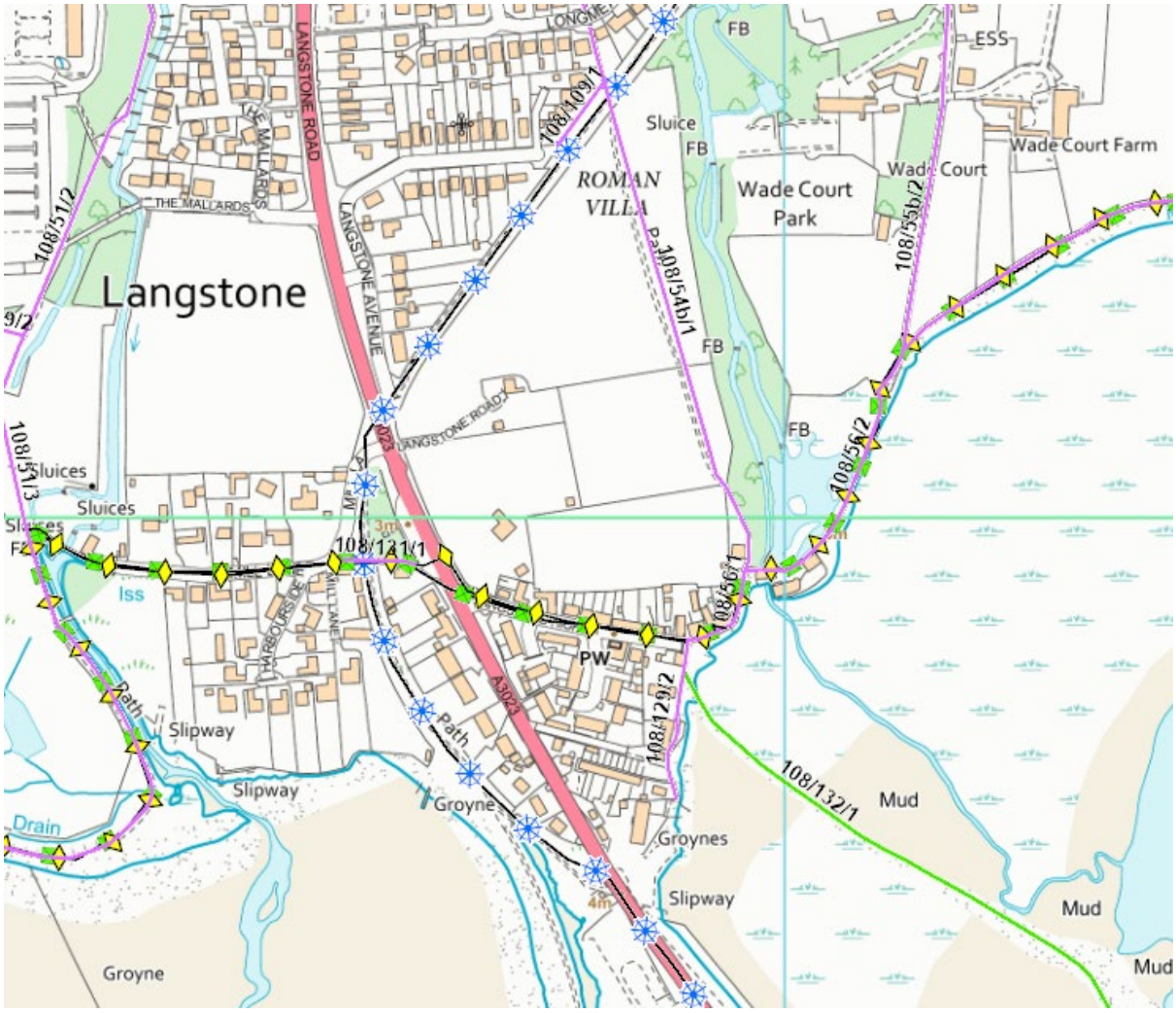


Figure 9-2: Plan showing path IDs

9.1.1 Segregation Measures

Segregation will be maintained at all times between site traffic and the public via site fencing and gatemen at all access points on to the site. All site roads will be fenced Heras panels to segregate site from general public. Pedestrian fences will be erected within compound areas to separate site operatives from site vehicles wherever possible to maintain public safety. Frontage 3/Ship Inn compound shall be fenced with solid metal panel type fencing to reduce visual impact of the compound, all other areas shall be secured by heras fencing, existing boundary wooden panel fencing or floating silt curtain along the tidal foreshore.

10 Monitoring, Surveys and Reinstatement

10.1 Pre and Post-Condition Surveys

1) Prior to entry to the *Site,* pre-condition surveys of the existing properties, assets, services and drainage outfalls which interface with the works will be undertaken. The condition surveys shall include taking photographic and video records of the existing highways, properties and lands including trees, boundaries, and other features which may be affected by the *works* to determine their existing condition. This shall include the following:

    a) The Site
    b) Access roads
    c) Site entry points
    d) Compound/Storage Areas
    e) Fencing
    f) Grassed areas
    g) Surrounding areas
    h) Structures within and adjacent to the Site.
    i) Full RICS Schedule of Conditions Survey for 18no. properties identified within the Noise and Vibration Management Plan
    j) Existing Utilities within and adjacent to the Site
    k) Existing Drainage Outfalls within and adjacent to the Site

2) Existing street furniture that is to be removed and stowed for the duration of the works, refer to the Site Clearance Plans.

3) On Completion of the *works* a second survey will be undertaken which shall include the taking of photographic and video records of the areas listed above within 10.1(1). These records shall be compared to determine whether any recorded damage was caused or not caused as a result of the *Contractor's* operations. Particular attention shall be paid to the access routes to the Site.

4) The Pre-condition and post-condition surveys shall follow a standard methodology and format and consist of the following:

    a. Visual inspection of the external fabric of the building.
    b. A written and photographic inventory of all items surveyed.
    c. A description, based on the visual inspection, of the condition of the items surveyed.
    d. A record of any existing damage that may be affected by the works and in requirement for monitoring throughout the works.
    e. A record of the precise location and condition of any property boundaries that are to be removed during the works (to facilitate temporary works).
    f. CCTV surveys for existing drainage outfalls.

Utility service providers will be contacted to locate their services, suitable protection will be agreed.

10.2 Road Surface Condition

A pre-condition photo/video survey of the highways and works areas will be carried out prior to works commencing. The survey will be jointly undertaken by the Contractor, Coastal Partners and the Employer. Should any damage within the traffic management or site access frontages become apparent during or as a result of the works, repairs will be undertaken. The Contractor shall proactively notify the responsible highway authority of any issues noted on the wider network. Any Permanent repairs will be either as per Contract Scope, Manual of Contract Documents for Highway Works, Specification for the Reinstatement of Openings in Highways Forth edition or as agreed with the Highway Authority.

11 Outline Programme

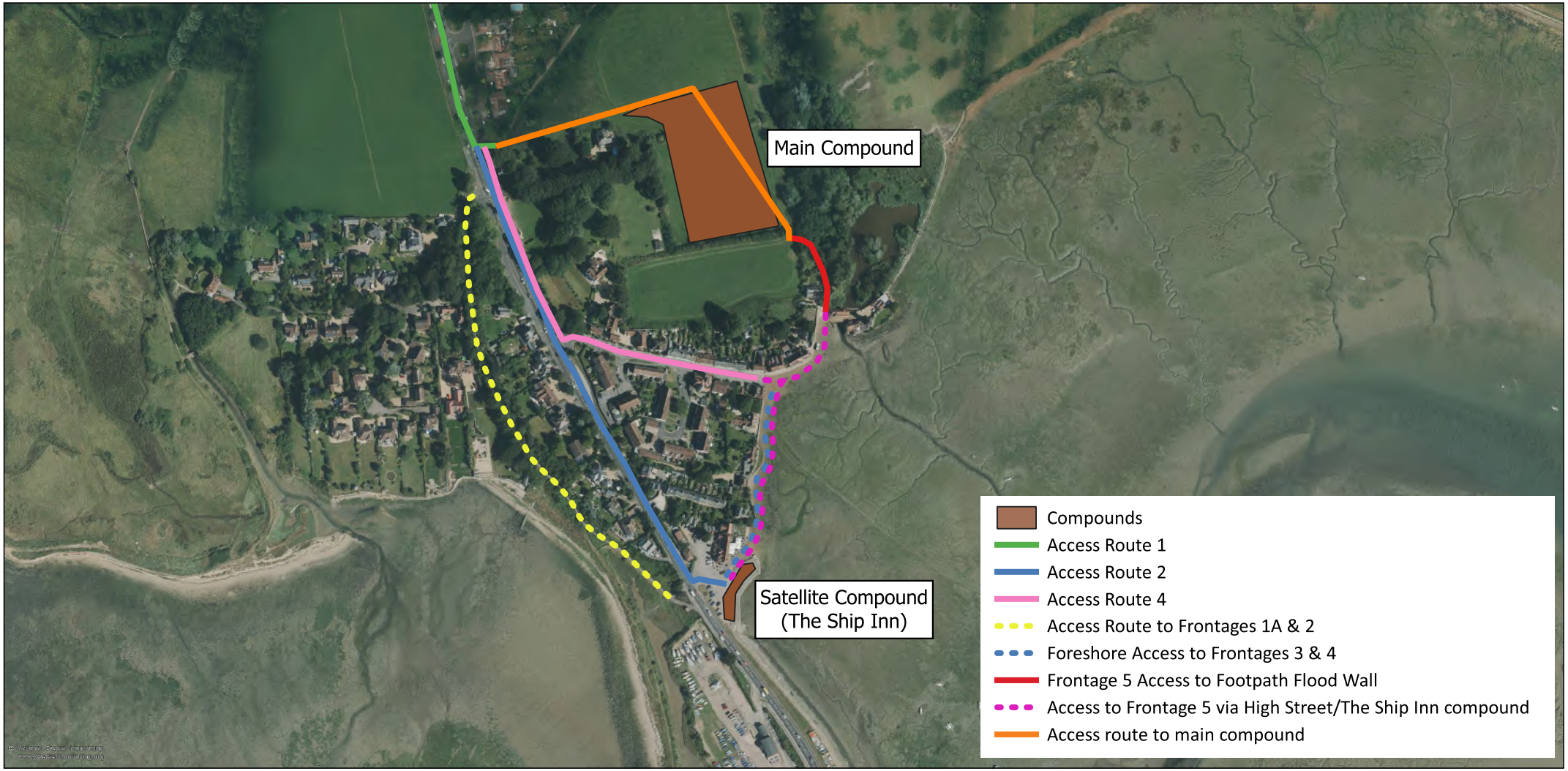
Tasks	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Reptile clearance and mitigation (initial limited vegetation clearance requiring Billy Path closure)																	
Short duration ground investigation works for Permanent and Temporary works design																	
Compound establishment including A3023 entrance and vegetation clearance																	
Frontage 1A																	
Vegetation clearance																	
Construction of raised path																	
Frontage 2																	
Vegetation clearance																	
Construction of raised path and sheet pile cut off																	
Frontage3																	
Stats diversions																	
Ship Inn foreshore wall																	
Flood walls cladding works																	

Ship Inn car park raising																	
A3023 flood wall																	
Stats diversion works – A3023																	
Frontage 4																	
Stats diversions																	
Flood walls civils works																	
Flood walls cladding works																	
Frontage 5																	
Stats diversions																	
Royal Oak foreshore wall																	
Allotment wall																	
Flood gates																	
Footpath wall																	
Frontage 5 bund																	
Flood walls cladding works																	
Landscaping																	
Compound and A3023 removal																	

Appendix A:

Access and Compound Plan AC1 Rev.2

Langstone FCERM: Access and Compound Plan AC1 REV.2



Coastal Partners

Location: Langstone FCERM Scheme

Title: Access and Compound Plan AC1 REV.2



1:5,000

0 100 200 m

Checked by: NR

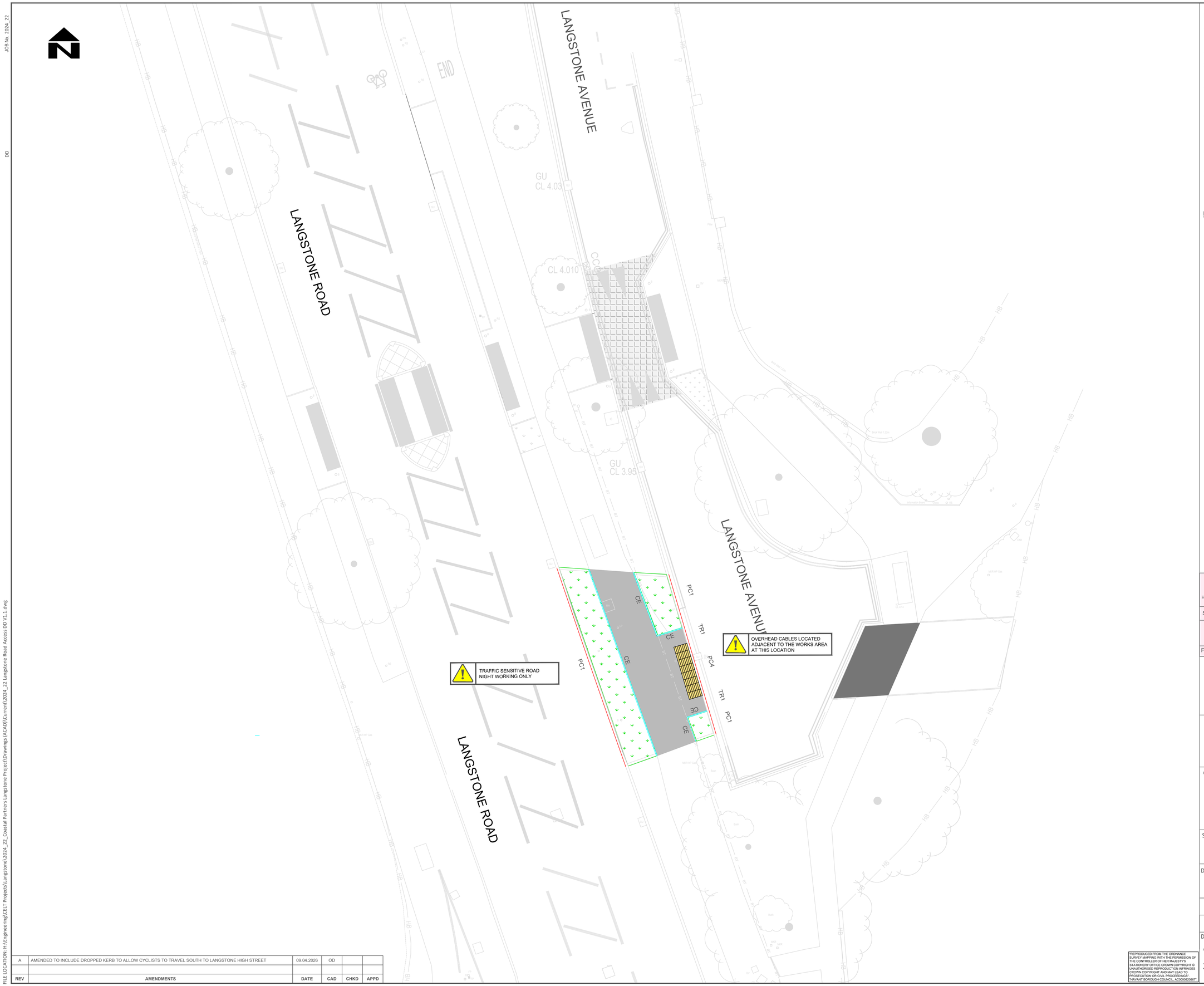
Drawn by: MH

Date: 5/11/2026

Background Mapping: Aerial Photography 2016: Image Courtesy of Channel Coastal Observatory

Appendix B:

Reinstatement of temporary access 2024_22_HBC_LRCA_DD_11002_REVA



NOTES FOR FOOTWAY & KERBS PHASE 2

1. CONTRACTORS RESPONSIBILITY TO PRINT TO CORRECT SCALE
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
3. DESIGN HAS ALLOWED FOR AND ACCOMMODATED KNOWN SERVICES AND STRUCTURES IN THE LOCATION.
4. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION REFERRED TO IN THE CONTRACT DOCUMENTS AND THE APPROPRIATE STANDARD DETAIL DRAWINGS.
5. ANY DISCREPANCIES SHOULD BE REPORTED TO THE OVERSEEING ORGANIZATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK
6. SITE OPERATIVES SHALL BE CONFINED TO THE SITE EXTENTS UNLESS OTHERWISE AGREED WITH THE SUPERVISOR.
7. NOT FOR CONSTRUCTION

LEGEND FOR FOOTWAY & KERBS PHASE 2

- TYPE 5 FOOTWAY - TO HCC11/C/055C - 14m^2
- TYPE 1A FOOTWAY - TO HCC11/C/045C - 31m^2
- NEW GRASS VERGE - 29m^2
- PC1 — PCC KERB TYPE PC1 AS HCC11/C/010B - 18m
- PC4 — PCC KERB TYPE PC4 AS HCC11/C/010B - 4m
- TR1 — PCC KERB TYPE PC1 AS HCC11/C/010B - 2m
- CE — PCC EDGING TYPE EF AS HCC11/C/045C - 20m
- BLISTER HAZARD PAVING AS HCC11/C/065B - 3m^2

SAFETY, HEALTH AND ENVIRONMENT INFORMATION

Hazards and risks normally associated with the works detailed on this drawing are not specifically noted. To be considered at detailed design stage.

SPECIAL CONSIDERATIONS AND POTENTIAL RISK/HAZARDS SHOWN THUS

FURTHER INFORMATION CONTAINED IN RISK REGISTER WITHIN CONTRACT

Havant BOROUGH COUNCIL

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Civic Centre Road
Havant, Hampshire PO9 2AX
Telephone: 023 9244 6019
Email: celt@havant.gov.uk
Internet: www.havant.gov.uk

CELT Civil Engineering & Landscape Team

CLIENT

Coastal Partners

SCHEME

Langstone Road, Langstone
Compound access

DRAWING TITLE

Footway & Kerb works - Phase 2

SCALE @ A1	DESIGNED/DRAWN	CHECKED	APPROVED
1:100	OD	DMW	SW
ORIGINAL SIZE	DATE	DATE	DATE
A1	17/11/2025	14/07/2026	21/07/2026

DRAWING NUMBER

CLIENT NUMBER	ORIGINATOR	PROJECT NR	TYPE	ID.SERIES
2024_22	HBC	LRCA	DD	11002

SERIES TOTAL: 1 of 1

REV: A

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD
A	AMENDED TO INCLUDE DROPPED KERB TO ALLOW CYCLISTS TO TRAVEL SOUTH TO LANGSTONE HIGH STREET	09.04.2026	OD		

JOB No. 2024_22

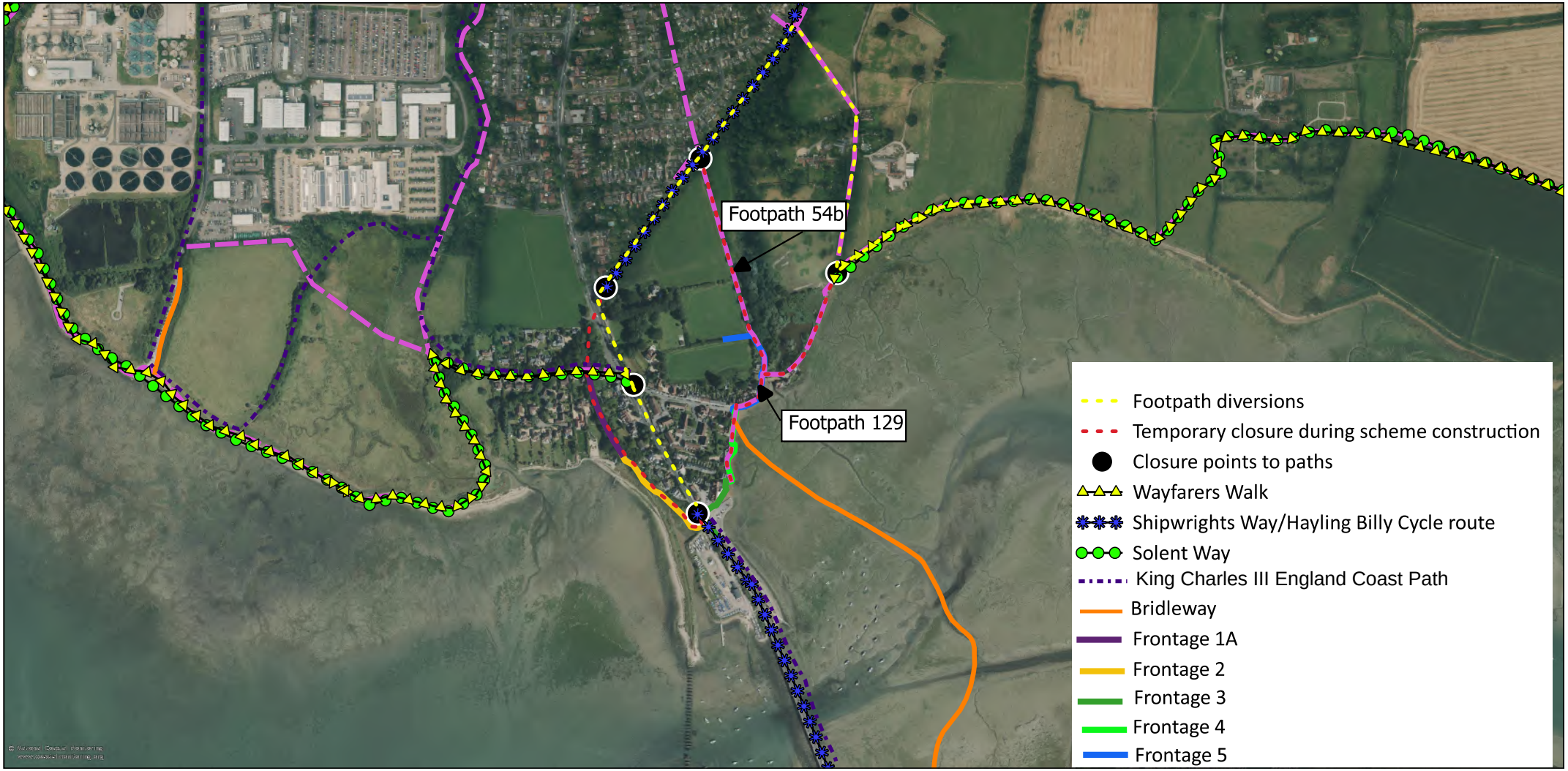
DD

FILE LOCATION: H:\Engineering\CELT Projects\Langstone\2024_22_Coastal Partners Langstone Project\Drawings (ACAD)\Current\2024_22 Langstone Road Access DD V1.1.dwg

Appendix C:

Footpath Temporary Diversion Plan FD1 RevA

Langstone FCERM: Footpath Temporary Diversion Plan FD1 Rev.A



Coastal Partners

Location: Langstone FCERM Scheme

Title: Footpath Temporary Diversion Plan FD1



1:10,000

0 200 400 m

Checked by: HJ

Drawn by: MH

Date: 05/03/2025

Background Mapping: Aerial Photography 2016: Image Courtesy of Channel Coastal Observatory