



ONE HORTON HEATH, PHASE 1 LOWER ACRE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

June 2023

One Horton Heath (on behalf of Eastleigh Borough
Council)

**RESIDENTIAL DEVELOPMENT
ONE HORTON HEATH
PHASE 1**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Martha Woodley		April 2021
<i>Checked by:</i>	Jessica Lloyd		April 2021
<i>Approved by:</i>	Rob Hardyman		April 2021

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Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN



Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO18 8UT

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Table1

Table 1 – Indicative Construction Programme

1. INTRODUCTION

- 1.1 This Construction Traffic Management Plan has been prepared by Paul Basham Associates on behalf of One Horton Heath (on behalf of Eastleigh Borough Council (EBC)) to support a live planning application (App Ref: F/20/89500) for the *'erection of 393 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure'* on Land west of Burnetts Lane, Eastleigh. The approximate site location is shown in **Figure 1**.

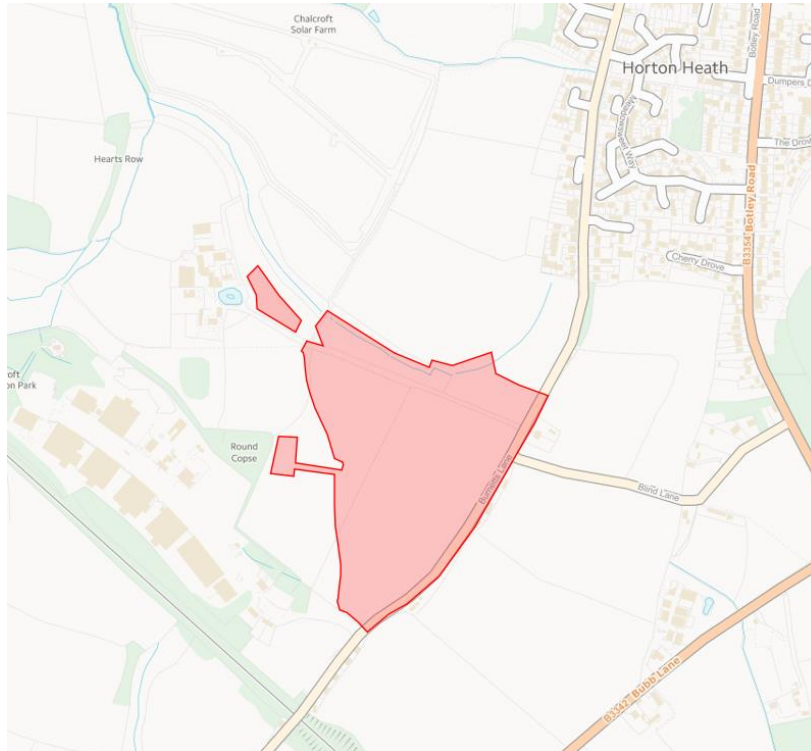


Figure 1: Approximate Site Location

- 1.2 The site subject to this CTMP sits within a wider development area which includes extant permissions which collectively secured 1,404 residential dwellings, a secondary school, primary school, local centre and commercial land uses as well as an A to B link road which provided a connection between Bubb Lane, Burnetts Lane and Allington Lane. The wider site in which the 393-dwelling scheme forms part of is also included within EBC's Emerging Local Plan (2016-2036).
- 1.3 In addition, a separate Outline Planning Application (OPA) has been submitted alongside this Full Planning Application for *'a phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses, office, commercial and industrial uses; a Primary School; public open space including formal sports facilities*

and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cyclepaths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works'. It is important to note that the 393 dwellings subject to this CTMP is part of the wider OPA and therefore would not be in addition to this development.

- 1.4 As part of the OPA, the principle of the A to B link road is also being re-established with an altered alignment to the extant consent which still connects between Bubb Lane, Burnetts Lane and Allington Lane. The full details of the link road has been subject to a separate full and detailed planning application which has now received planning consent.
- 1.5 The purpose of this document is to clarify how potential impacts from construction traffic would be minimised for local residents and businesses and explain how highways safety is to be maintained within the vicinity of the construction site. This CTMP therefore considers the site access, compound and layout, routing of construction vehicles and management of construction traffic. This CTMP is to act as a framework to establish these key principles which will be developed in more detail when further details associated with the contractor are available.

2. SITE CONDITIONS AND ACCESSIBILITY

- 2.1 The proposed development is located to the south west of the existing Horton Heath settlement and north of the existing Chalcroft Business Park. Burnetts Lane adjoins the site's eastern boundary whilst the northern, southern and western boundary are currently bordered by fields, with Chalcroft Business Park located to the south.

Access Arrangement

- 2.2 A link road is proposed to route through the site northwest to south east which acts as an A to B distributor road with minimal delays en-route. The extant permissions proposed the link road had a minimum width of 6m with a continuous 2m footway flanking the western side of the link road and a 3m wide footway/cycleway flanking the eastern side of the link road.
- 2.3 The proposed development would be accessed from the eastern side of the link road which runs northwest to southeast through the wider OPA development. The link road section between Burnetts Lane and Bubb Lane along with the three new roundabouts; at Bubb Lane/Link Road, Burnetts Lane/Link Road/Chalcroft Business Park and Allington Lane/Link Road have all been fully constructed following competition in September 2021. During the initial phases of construction, it is anticipated the development would only be accessible from the southern end of the link road due to the proposed construction phasing of the link road and therefore this CTMP focuses on the southern section of the link road only.
- 2.4 The development site is to be served via three access points, all taken from the proposed link road. Two accesses would be in the form of bellmouth arrangements whilst the third central access would consist of a ghost island right turn lane to accommodate future vehicle movements associated with the wider OPA including the primary school and local centre.
- 2.5 The Burnetts Lane/Link Road Roundabout constitutes a four-arm roundabout with an ICD of 50m with a two lane approach on each arm of the roundabout. This roundabout provides access onto the link road to the east and west of Burnetts Lane and an access into Chalcroft Business Park, with the arm to the west of Burnetts Lane providing access into the proposed development. The Bubb Lane/Link Road roundabout is a three-arm roundabout with an ICD of 40m with two lanes on all approaches.

Local Road Network

- 2.6 Bubb Lane runs northeast to southwest and connects with infrastructure which leads into West End in the southwest, Hedge End in the south and Horton Heath to the north. The majority of Bubb Lane is subject to a 50mph speed limit with a circa 3m wide footway/cycleway along the eastern side of the

carriageway with a main carriageway width around 7m.

- 2.7 At the Bubb Lane/Bubb Lane/Tollbar Way Priority Junction, Bubb Lane continues west past Wessex Vale Crematorium and ends at the Burnetts Lane/Bubb Lane/Moorgreen Road Priority Junction. This section of Bubb Lane is more rural in nature with no footways present and instead the carriageway is flanked by vegetation. National speed limit restrictions are also in place for this section of Bubb Lane and the carriageway reduces in width to some 5.8m.
- 2.8 Between the Burnetts Lane/Bubb Lane/Moorgreen Road Priority Junction and the site, Burnett's Lane is a single lane carriageway subject to a 40mph speed limit. The carriageway measures approximately 5.2m in width and provides access to Chalcroft Business Park, situated to the south of the proposed development.
- 2.9 Tollbar Way has an approximate north-south alignment and extends between the Charles Watts Way/Tollbar Way/Turnpike Way Roundabout and the Bubb Lane /Bubb Lane/Tollbar Way Priority Junction via Hedge End Retail Park.
- 2.10 Between the Bubb Lane/Bubb Lane/Tollbar Way Priority Junction and Botley Road/Tollbar Way/Bradbeers Roundabout, Tollbar Way is single lane with large carriageway widths and a footway/cycleway on the eastern side of the carriageway. To the south of the Bradbeers roundabout Tollbar Way has two lanes in both directions to accommodate the flow of traffic and therefore becomes more strategic in nature. Tollbar Way is subject to a 40mph speed limit for its entirety.

Strategic Road Network

- 2.11 The proposed development is well located to access the Strategic Road Network with the M27 motorway located to the south of the development and the M3 motorway located to the north west. The M27 runs between Cadnam in the west and Portsmouth in the east with primary destinations along the route including Southampton, Fareham, Whiteley and Portsmouth. From the proposed development site the M27 can be accessed via Junction 7.
- 2.12 The M3 motorway runs north east to south west from Sunbury-on-Thames in Surrey to Eastleigh in Hampshire with key destinations along the route including Basingstoke, Winchester and Aldershot. From the site, the M3 can be accessed via Junction 13 at Eastleigh or via Junction 11 in Twyford at the Hockley Link.

3. SITE ACCESS, COMPOUND AND LAYOUT

- 3.1 The compound area will be located at the former Chalcroft Farm, accessed from both the new link road and Burnetts Lane. It is confirmed through this CTMP that Luddon Construction Ltd will be the contractors.
- 3.2 The compound area would provide ample space for large articulated vehicles to turn on-site, material storage and a material drop off zone. Wheel washing facilities would be provided at the exit of the site to avoid mud being deposited onto the highway and toilet facilities would also be provided within the compound. A compound plan, prepared by Luddon Construction Ltd, is provided in **Figure 2**.

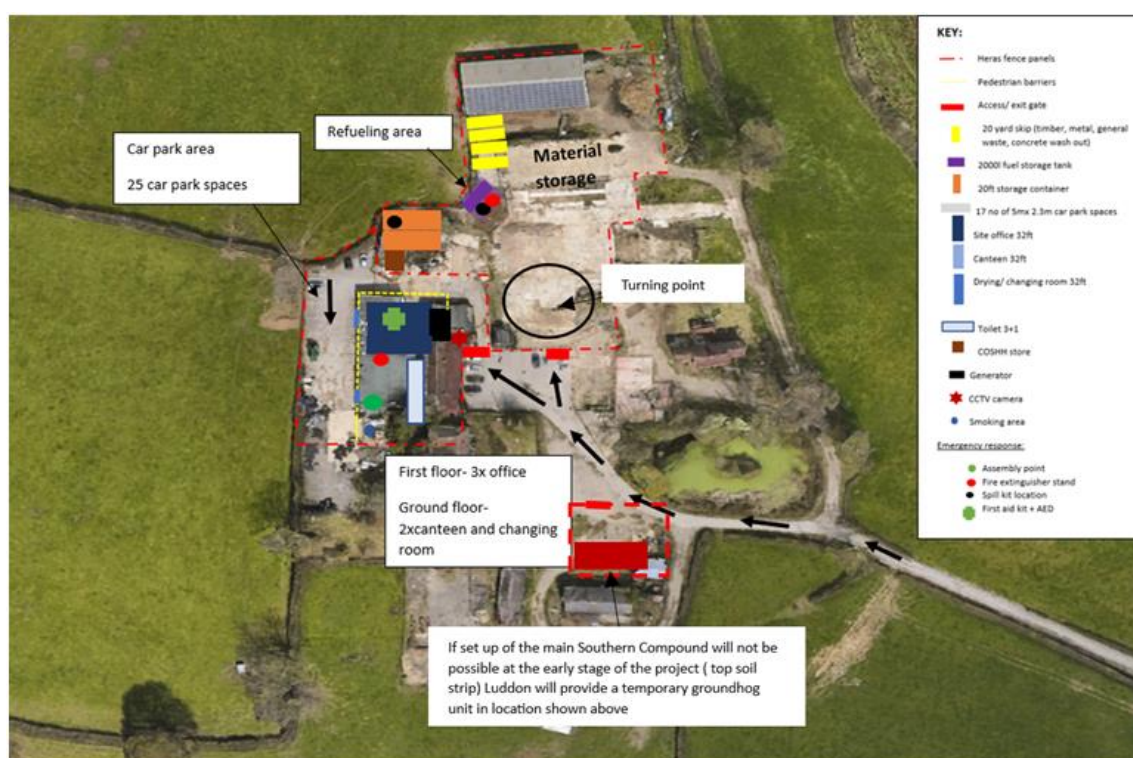


Figure 2: Luddon Construction Compound Plan

- 3.3 The position of the compound is sensitively placed to minimise impact and disturbance to local residents and businesses and thus is placed away from existing residents.

Parking

- 3.4 The compound area would also be large enough to accommodate parking for 25 vehicles, associated with contractors (as shown in **Figure 2**). If any of the workforce are unable to park on-site (although this is unlikely), they will be encouraged to travel to the site using sustainable modes such as car sharing.

- 3.5 Should any unlawful parking occur, the site manager will retain a log of inconsiderate parking and take appropriate action.

4. CONSTRUCTION TRAFFIC ROUTING

- 4.1 The local highway network has been assessed in terms of its' suitability for the movement of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work.

Route from Strategic Road Network

- 4.2 Having reviewed the available routes it is proposed that the majority of construction traffic would access the site from the south via the M27. The only occasion in which vehicles may route via Eastleigh is if goods are arriving by train.
- 4.3 **Figure 2** displays the proposed HGV routes from the Strategic Road Network (SRN) to the proposed development site. The red route demonstrates the main construction route to the site and follows the M27 at Junction 7, Charles Watts Way, Tollbar Way and Bubb Lane. This route is considered to be the most suitable, avoiding constrained roads where possible. To access the site from the north (if required, and primarily associated with materials arriving by rail) vehicles would use Tower Lane, Chickenhall Lane, Bishopstoke Road, B3037, Botley Road, Bubb Lane and the new link road. All routes avoid the use of the Burnetts Lane and should instead utilise the new section of link road currently under construction between Bubb Lane and Burnetts Lane (demonstrated in yellow within **Figure 3**).

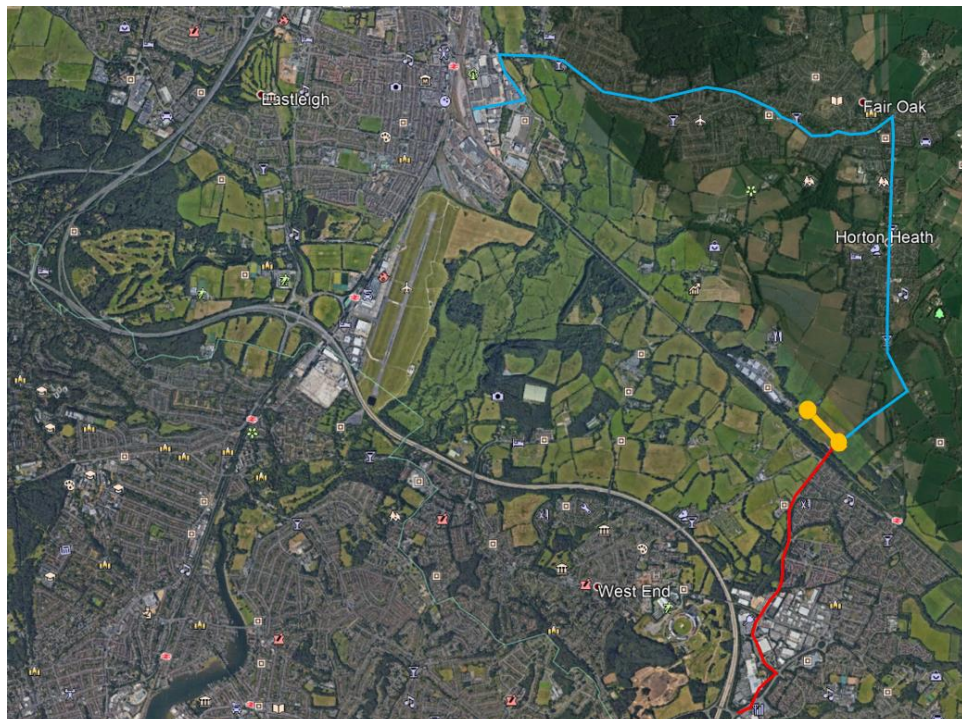


Figure 3: Proposed Construction Routes

- 4.4 Upon completion of the link road between Burnetts Lane and Allington Lane, it is confirmed that all construction traffic from Eastleigh will be rerouted via Allington Lane and the link road (i.e. avoiding construction traffic travelling through the centre of Horton Heath).
- 4.5 Construction traffic will be asked to follow the route outlined within this CTMP, with details sent with any orders and directional signage installed to assist drivers. Construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network and it is not anticipated that any road closures or diversions will be required for the construction process, however this would be discussed at a later stage.
- 4.6 It is confirmed through this CTMP that the proposed construction route does not include Blind Lane. All delivery/construction vehicles associated with the development would be routed away from Blind Lane.

Internal Site Routes

- 4.7 The internal route through the site, as decided by Luddon Construction, is demonstrated in **Figure 4**, and also shows the location of the Wheel Wash.



Figure 4: Internal Site Traffic Management and Routes

- 4.8 It is confirmed that heavy vehicles wishing to access/egress the compound at Chalcroft Farm will do so via the proposed site and connect onto the Bubb Lane/Burnetts Lane roundabout as opposed to using Burnetts Lane. There will be no heavy vehicles using Burnetts Lane to access the Chalcroft Farm compound and instead the arrows shown in **Figure 4** would only be for occasional use by lighter vehicles, vans and cars.

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

Working Practice On-Site

- 5.1 All materials (earth) for removal would be contained in designated areas within the site and during the construction phase, all materials would be stored within the construction compound. All materials would be loaded and unloaded safely by trained personnel. Hard hats would be compulsory on-site, with signage provided within the compound to this regard. In addition, all site visitors would be required to sign in at the site office to ensure adequate safety measures are met.

Working / Delivery Hours

- 5.2 Whilst the exact construction timescales are not yet known, working hours will be considerate of local residents and businesses. In addition, and wherever possible, deliveries would be carried out during the week, outside of peak periods (8am-9am and 5pm-6pm), in the construction phase, but in some cases, it may be necessary to work outside these prescribed working hours.

Vehicle Movements

- 5.3 Any vehicles arriving to transport waste materials away from the site would be provided with an allocated timeslot to ensure no vehicles wait on the local road network. Vehicles wanting to deliver materials to the site during the construction phase would also be provided with an allocated timeslot to the same effect. Further detail on the exact number of daily trips and the types of vehicles anticipated to be used for the groundwork and construction works will be confirmed upon appointment of a contractor.
- 5.4 Any defects caused to the highway or associated grass verges as a result of the construction traffic and associated works shall be made good once the construction phase is completed.
- 5.5 A condition survey prior to commencement will be undertaken by the developer and provided to HCC to be agreed. This can then be reassessed once construction works are complete and any damages resulting from the construction traffic movements will be repaired.
- 5.6 Luddon Construction have provided specific details regarding the vehicles expected to visit the site along with timescales, which are as follows:
- Road Lorry x 25-20 vehicles – 2 weeks only for construction of haul roads
 - Deliveries x 5-10 vehicles daily access the site compound
 - 21t/35t tracked excavator x 3 vehicles (for top soil strip + construction of haul roads)
 - 25t Articulated dump truck x 3 vehicles (for top soil strip + construction of haul roads)

- CAT D6 Dozers x 2 vehicles (for top soil strip + construction of haul roads)
- Self-propelled compaction equipment x 2 vehicles (for top soil strip + construction of haul roads)

Wheel Wash Facilities

- 5.7 To ensure that mud and debris are not carried onto the surrounding highway network, wheel washing facilities would be provided on site. The wheel washing station would be located at the site egress point to reduce the spread of dust and dirt. A vehicle marshal would be used to inspect the wheels of all vehicles prior to leaving the site, and hose off mud, dust or silt contaminated prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel cleaning would be filtered within the site prior to being positively drained. No water arising from wheel cleaning should discharge onto the public highway.
- 5.8 In the event that either the nature of the works or weather conditions mean that there is a likelihood of wheel washing not being sufficient, or if formal complaints from Eastleigh Borough Council (EBC) are received, then a road sweeper will be employed. It is accepted that HCC could request the use of a road sweeper if required.

Mitigation of Dust

- 5.9 A water truck would be driven on-site as required spraying water over affected areas in order to prevent dust becoming airborne (if works are to be completed during dry/dusty months). The developer would ensure that there is no discharge of surface run-off arising from the water spray onto the public highway. Again, should formal complaints be received, a road sweeper will be employed.

Use of Banksman

- 5.10 Banksman are operatives trained to direct vehicle movements on or around the site. Large construction vehicles would require some assistance whilst manoeuvring within the site compound. Banksman would be used to ensure these, and other manoeuvres are conducted in a safe manner if required.

Consultation with Local Residents

- 5.11 The client recognises it is important to ensure residents are aware of the construction traffic and residents' comments regarding the construction are addressed. Local residents and stakeholders will therefore be informed of the works programme via a letter which will include further information on:
- A summary of the works being carried out;
 - When construction work will commence, as well as the expected duration; and
 - A contact number for queries and complaints.

6. PROGRAMME OF CONSTRUCTION

- 6.1 The programme of construction is still being finalised; however the current proposed construction timetable is outlined in **Table 1**.

Works	Start on Site	Approximate Duration
Earthworks (cut and fill)	22.05.2023	11 weeks
Ground source borehole drilling	10.07.2023	20 weeks
Tier 1 Infrastructure	24.07.23	60 weeks
Parcel 1.1a Housing	20.11.2023	108 weeks
Parcel 1.1b Housing	13.05.2024	60 weeks
Parcel 1.2 Housing	02.09.2024	60 weeks

Table 1: Indicative Construction Programme

- 6.2 The start dates and duration outlined in **Table 1** are still indicative at this stage and are therefore subject to change.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Construction Traffic Management Plan has been prepared by Paul Basham Associates on behalf of One Horton Heath (on behalf of Eastleigh Borough Council (EBC)) to support a live planning application (App Ref: F/20/89500) for the *'erection of 393 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDS and associated infrastructure'* on Land west of Burnetts Lane, Eastleigh.
- 7.2 The site compound would be accessed via the new link road. The compound would be large enough to accommodate large vehicles turning on site, material storage and drop off, and an area for contractor vehicle parking which is anticipated to accommodate all vehicles associated with this phase of development.
- 7.3 The proposed HGV route to the site primarily follows the M27 at Junction 7, Charles Watts Way, Tollbar Way, Bubb Lane, Burnetts Lane and the new link road. This route is considered to be the most suitable, avoiding constrained roads where possible. Where materials arrive by rail, vehicles may access the site from Bishopstoke Road, B3037, Botley Road, Bubb Lane and the new link road. To confirm the route does not include Blind Lane and delivery/construction vehicles associated with the development will be routed away from Blind Lane. Once vehicles reach the Bubb Lane/Burnetts Lane roundabout there will be a route to the Chalcroft Farm compound through the site, therefore no heavy vehicles will utilise Burnetts Lane.
- 7.4 A number of other measures would be implemented to ensure safety and reduce disturbance from demolition and construction traffic. These include:
- Restricting working hours to 08:00-18:00 Monday-Friday and 08:00-13:00 on Saturday;
 - Wheel wash facilities and use of banksmen for movements internally;
 - Management of deliveries using allocated timeslots;
 - Regular inspections of safety hoarding and signs; and
 - Consultation with local residents.
- 7.5 An indicative construction programme has been provided as part of this CTMP which identifies when works are likely to start and the duration of the works. The programme is still indicative at this stage and is therefore subject to change.
- 7.6 Whilst some disruption is inevitable, it is considered that the above measures would provide significant steps to ensure the effects of construction traffic on the local road network are minimised.