

**Internal Distributor Road
Reserved Matters Application
One Horton Heath**

**Construction Traffic
Management Plan**

For
The One Horton Heath Team on behalf of
Eastleigh Borough Council

Project No.
13888

Date
November 2023

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DOCUMENT HISTORY AND STATUS

Revision	Date	Purpose/ Status	File Ref	Author	Check	Review
P1	July 2023	Draft Issue	13888-CRH-XX-TR-D-6050_P1 CTMP.docx	CDS	RG	RB
P2	July 2023	Planning Issue	13888-CRH-XX-TR-D-6050_P2 CTMP.docx	CDS	RG	RB
P3	November 2023	Draft Planning Issue	13888-CRH-XX-TR-D-6050_P3 CTMP.docx	CDS	RG	OW
F1	November 2023	Planning Issue	13888-CRH-XX-TR-D-6050_F1 CTMP.docx	CDS	RG	TH

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Document Details

Last Saved	22/11/2023 17:22
Author	Chris Stanyard
Project Partner	CDS
Project Number	13888
Project Name	Internal Distributor Road Reserved Matters Application One Horton Heath
Revision	F1
File Ref	13888-CRH-XX-TR-D-6050_F1 CTMP

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1.0 INTRODUCTION

- 1.1 CampbellReith has been appointed by the One Horton Heath team on behalf of Eastleigh Borough Council (EBC) to provide a Construction Traffic Management Plan (CTMP) for the implementation of the Internal Distributor Road and associated footpaths, cycleways and SUDS basins at One Horton Heath.
- 1.2 The One Horton Heath Team, in consultation with Hampshire County Council (as Highway Authority) will maintain overall responsibility for the monitoring the CTMP throughout planning, design and construction. CampbellReith has prepared this Outline CTMP for in support of full planning permission and will form the basis for subsequent detailed CTMP documents to be developed and evolved through any post planning detail design and upon appointment of a contractor.
- 1.3 The Internal Distributor Road Reserved Matters application site boundary is shown in Figure 1.1 below and included as Appendix 1 of this report:

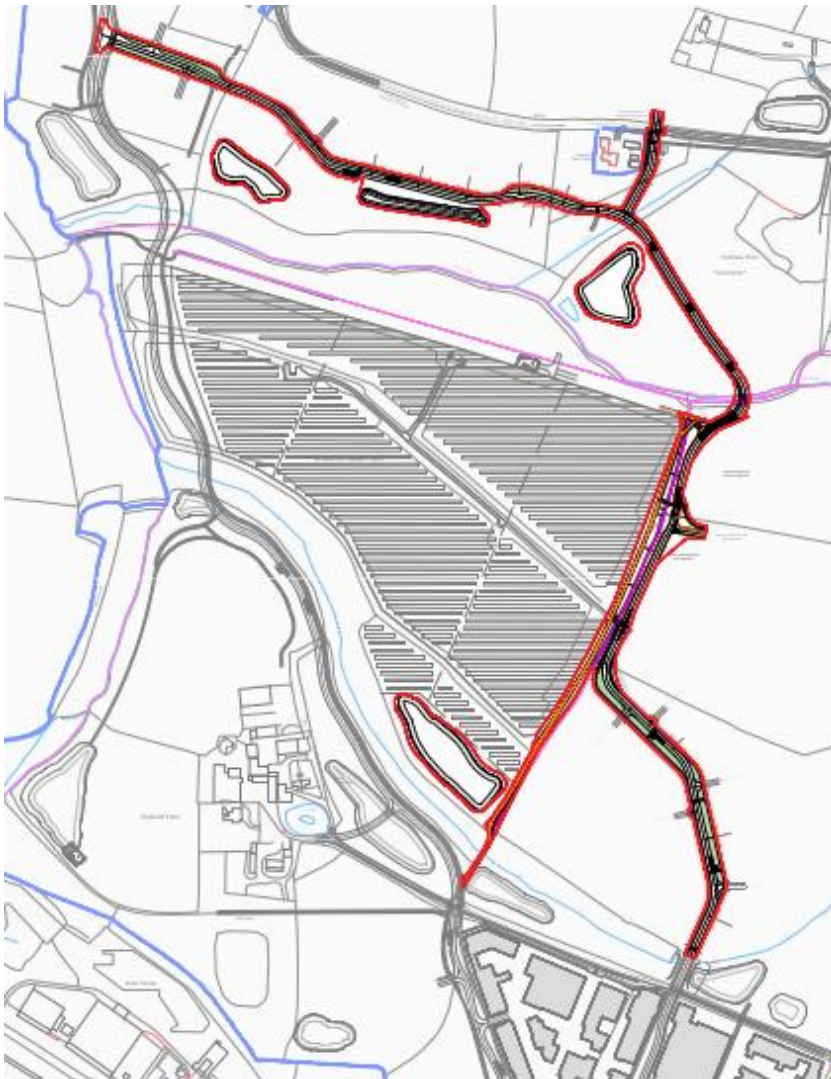


Figure 1.1: Application Site Boundary

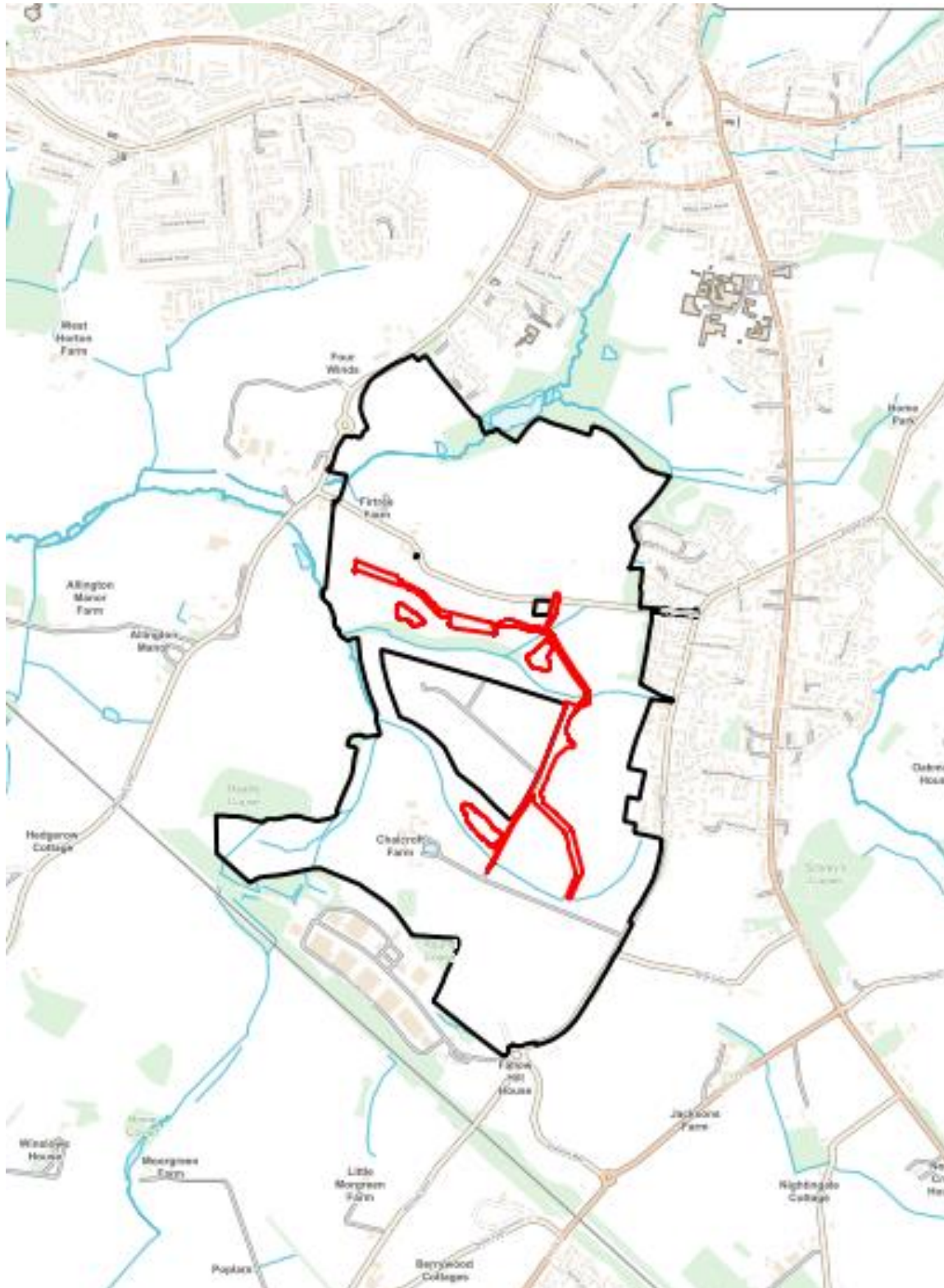
Construction Traffic Management Plan Objectives

- 1.4 The overall objectives of this Outline CTMP are to:
- Lower emissions;
 - Enhance safety - Improved vehicle and road user safety; and
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.5 To support the realisation of this objective, several sub-objectives will need to be planned and implemented. These include:
- Ensuring the safety and amenity of existing residents throughout the construction phase;
 - Encouraging construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encouraging the use of greener vehicles;
 - Managing the on-going development and delivery of the CTMP with construction contractors;
 - Communication of site delivery and servicing facilities to workers and suppliers; and
 - Encouraging the most efficient use of construction freight vehicles.
- 1.6 The purpose of this document is to clarify how potential impacts from construction traffic would be minimised for local residents of the wider and surrounding sites 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.

Site Context

- 1.7 The proposed Internal Distributor Road, which is subject to this CTMP, logically follows on from the primary infrastructure (referred to as 'The Avenue') which runs in a north-south alignment from the existing Allington Lane roundabout (to the north) and connects with the existing Burnetts Lane roundabout (to the south-east). For the purposes of this CTMP, The Avenue has been considered as committed development.
- 1.8 This internal distributor route has been designed to provide vehicular and non-vehicular connectivity with The Lower Acre (permitted residential scheme to the southwest of the site), through a number of residential parcels, provide access to the community sports pitches, School and Local Centre. As such the delivery of the Internal Distributor Road is key to how travel patterns will occur as part of delivery of the wider site. The Site location is shown below in Figure 1.2.

Figure 1.2 Site Location



2.0 SITE CONSIDERATIONS AND CHALLENGES

Access

- 2.1 Due to the nature of this application for the Internal Distributor Road, this Section will focus on how access to the route will be accessed. There will be a need to provide enabling access into the site to construct a haul road in the first instance and then subsequent construction of the road and associated infrastructure itself.
- 2.2 This is predominantly a green field site so further consideration will need to be given the potential for access in softer conditions and from multiple locations taking into consideration, existing residents, ecological constraints, ground conditions as well as the status of the primary infrastructure.
- 2.3 Once again, for the purposes of this CTMP, it is considered that access will be granted from The Avenue to both the northern and southern tie in points of this infrastructure application.
- 2.4 Primary vehicular access for construction traffic will occur from the south-east, via the Burnetts Lane roundabout. 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.
- 2.5 Secondary vehicular access, particularly to the northern connection, could be provided via the Allington Lane roundabout if required. While this
- 2.6 In terms of connections to the strategic road network, One Horton Heath 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 northwest. The M27 is accessed via Chalcroft way / Bubb Lane and Tollbar Way which leads directly to Junction 7.
- 2.7 An indicative map has been included below, in Figure 2.1 which shows the context of the site regarding potential compound areas and key transport routes as discussed above. The full plan is included as Appendix 2.

Existing Residents

- 2.8 As outlined above, this is an application to deliver the Internal Distributor Road in terms of vehicular routes through the wider One Horton Heath Site. While the phasing for the residential parcels will be an important factor for any final CTMP, there is a likelihood that southern access will need to pass through the Lower Acre development.
- 2.9 While the internal access roads are of a suitable geometry to cater for this, careful consideration should be given to any new residents as well as on-going maintenance of the internal access road in terms of debris, mud or defects.

Figure 2.1 Proposed Compound Locations



- 2.10 It is suggested that regular updates and a simple plan is produced prior to commencement of each significant phase works outlining wayfinding for pedestrians and cyclists who may previously have used the public right of way network or for residents of the site.

Local Schools

- 2.11 There are a number of Schools located to the north of the One Horton Heath site. Fair Oak Infants and Junior School is served via Botley Road while The King's School is served via Allington Lane (north of the roundabout). It is therefore considered that the impact will be minimal in terms of vehicular traffic and likely pedestrian conflict.
- 2.12 There is an aspiration for a new School to be located within the One Horton Heath site. While the future opening date is unknown, consideration will need to be given to this CTMP once there is certainty so that it can be reviewed accordingly and that safe routes to and from the school can be secured.

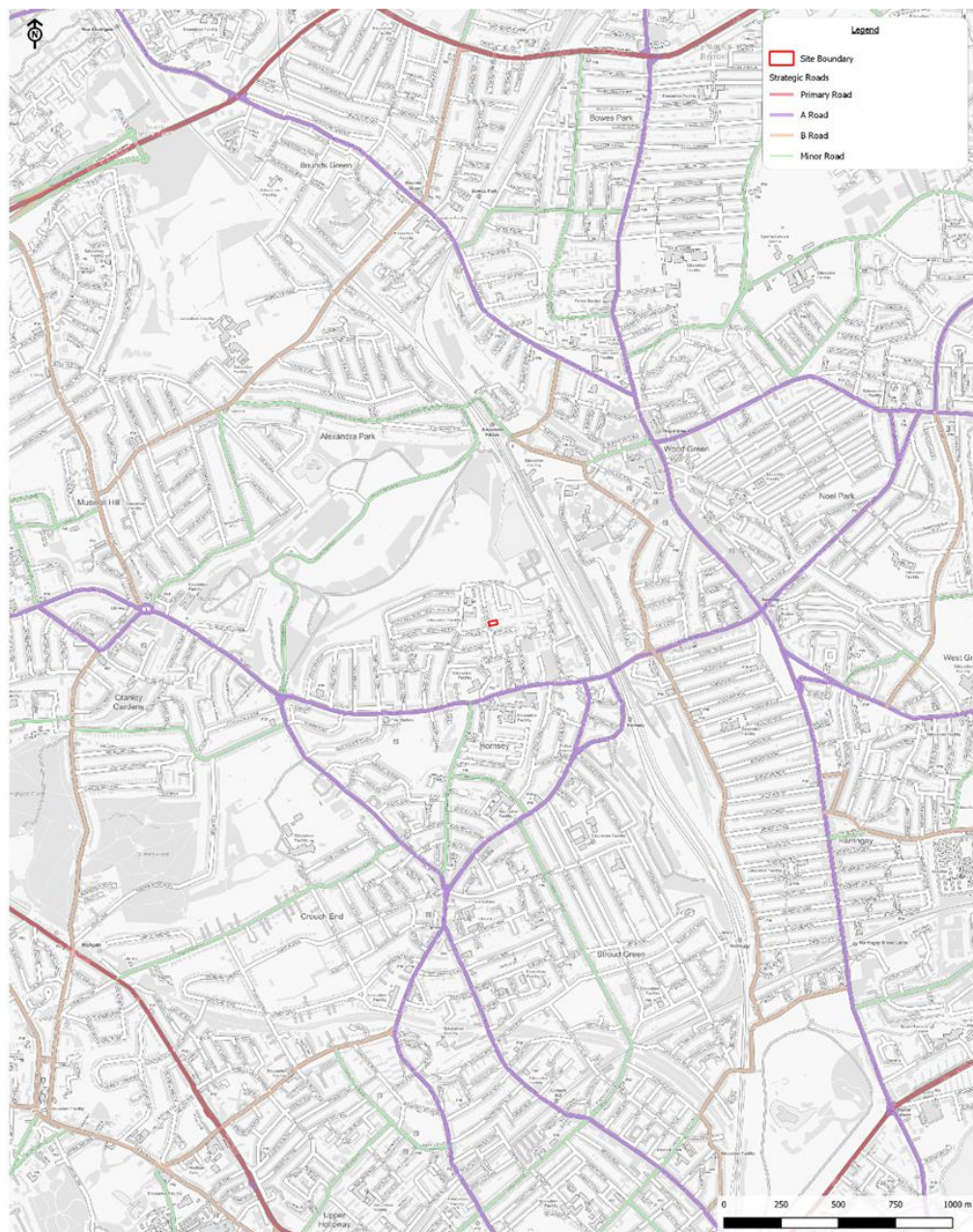
Public Relations

- 2.13 A community Liaison Officer will be appointed to minimise any potential issues within the local community. The CTMP has prepared a strategy for preventing potential issues, however any issues that do occur will be recorded in a logbook. A regular newsletter will deal with issues such as late-night works, site boundaries and general community disruption with on-going liaison with the Local Authority and affected Residents as appropriate.

3.0 ACCESS AND VEHICULAR ROUTES

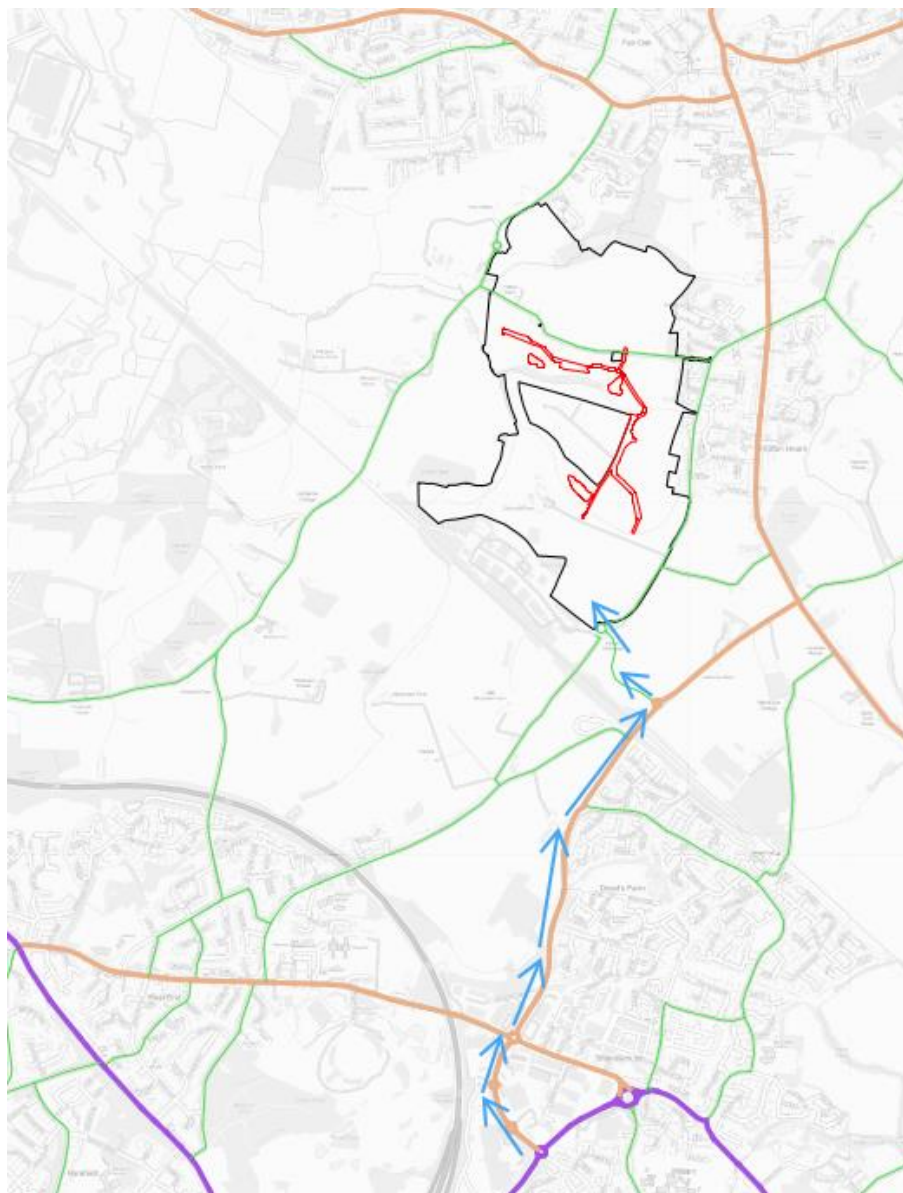
- 3.1 The following maps show the area around the development site and vehicle to and from the south-east corner of the site (via Burnetts Lane). Appendix 3 shows vehicle routes which follow the major road network until the final approach to the site.
- 3.2 The plans below take into account local area constraints and have only considered the routes that are suitable for HGV's and construction traffic. Routes such as Fir Tree Lane have been discarded:

Figure 3.1 Strategic Road Context



- 3.3 As mentioned in Section 2, at this stage, the primary route for vehicles travelling to and from the site will be via the existing Burnetts Lane roundabout. While this will depend on where materials are sourced from, it is the intention that the vast majority of deliveries will travel from the strategic road network and focus on motorways, A roads and B roads. In this case, the routes will travel via the M27, Charles Watts Way (A334) and then Tollbar Way (B3342) until it reaches Chalcroft Way and into the site.
- 3.4 Figure 3.2 below illustrates suggested routing to and from the Site that reduces the impact on local access roads within the wider One Horton Heath site, taking into account that some occupation may have occurred within The Lower Acre.

Figure 3.2 Local routing to / from the Site via Burnetts Roundabout



4.0 STRATEGIES TO REDUCE CONSTRUCTION TRAFFIC IMPACT

Chosen Contractor

4.1 Prior to commencement of works, the chosen Contractor will have an obligation to update any previously approved Construction Traffic Management Plan and provide details to the Local Authority with regard to:

- Programme including likely duration and key milestones;
- No. of workers required;
- Identification of significant deliveries in terms of abnormal loads; and
- Confirmation of the Contractor and Site will be registered with the Considerate Contractors Scheme.

4.2 The following planned measures have been identified to help the contractor and developer achieve the wider objectives of the CTMP and better manage the challenges identified in Section 1.

Table 4.1 Mitigation Strategies

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	*		
Adherence to designated routes	*		
Delivery Scheduling	*		
Re-timing for out of peak deliveries		*	
Re-timing for out of hours deliveries		*	
Use of holding areas and vehicle call off areas		*	
Use of logistics and consolidation centres		*	
Measures to encourage sustainable freight			
Locally sourced to minimise travel distance	*		
Material procurement measures			
DfMA and off-site manufacture		*	
Re-use of material on site		*	
Smart procurement	*		
Other measures			
Collaboration amongst other sites in the area	*		
Implement a staff travel plan	*		
Preventing HGV movements during school drop off and pickup	*		

Measures influencing construction vehicles and deliveries

- 4.3 All contractor and sub-contractor vehicles arriving at site must ensure to comply with sufficient safety measures and requirements relating to work related road risk; including construction logistics and community safety (CLOCS).
- 4.4 The standard for construction Logistics (CLOCS) is a single road risk standard implemented by developer to ensure construction companies follow safe practices in the management of their operations.

Collision reporting

- 4.5 A collision reporting system will be required to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the project manager and any relevant parties. The FORS Manager reporting tool will be used.

Adherence to designated routes

- 4.6 Details of routes to be used for journeys to and from site for road operations are provided in section 4 and Appendix 3. The routes to/from the road network and strategic road network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Any Junctions and parts of the routes of particular potential concern have been identified.
- 4.7 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

- 4.8 A delivery management system will be used to control the volume of deliveries to site through service intervals and assessing the number of 'resources' the site has to ensure safe usage of loading and unloading areas. Based on the assessment generated for the site, the management system can limit the number of delivery bookings as per the sites capacity.
- 4.9 Deliveries and collections made outside of peak traffic times are more likely to arrive on time which may in turn reduce on-site delays. They also have the potential to reduce congestion in the vicinity of the development with all of the associated safety, environmental and efficiency improvements this may entail. Consequently, where possible, off-peak movements are encouraged.
- 4.10 Re-timing of deliveries outside peak hour will assist in increasing construction efficiency and the local area. Advance permission must be sought for out-of-hours deliveries.

Use of holding and vehicle call off areas

- 4.11 It is currently unknown as to how much storage capacity is available on site; however, if the site is congested a local holding point must be allocated to increase logistical efficiency and minimise disturbance.

Use of logistics and consolidation centres

- 4.12 The use of a consolidation centre can help reduce and control the number of deliveries to site and can also be used for off-site 'assembly' of materials and quality control purposes therefore it is strongly encouraged if there is adequate space available within the site.

Design for manufacture and assembly and off-site manufacture

- 4.13 Reducing delivery numbers and effective delivery management is a core value for this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Keeping adjacent roads clean

- 4.14 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.
- 4.15 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.

Re-use of material on site

- 4.16 Several measures will be explored to reuse the material on site given the number of residential parcels and potential to set appropriate finish levels. These will be decided upon in agreement with the contractor and pursuant to any planning permission.

Smart procurement

- 4.17 The One Horton Heath team and Eastleigh Borough Council will explore suppliers in the procurement stage and will source local suppliers to contribute to the local economy. In addition to this an attempt will be made to source materials from the same suppliers in close proximity to the site, where practical.

Other Measures

- 4.18 It is considered likely at this stage that there will be an appropriate area for on-site parking available for construction workers vehicles. During the construction process the workforce will make a number of journeys to and from site. Given the size of the development, sustainable travel (such as a minibus shuttle, car share and travel by public transport) will strongly be encouraged with all staff informed of travel options.

Preventing HGV movements during school drop off and pickup

- 4.19 All HGV deliveries will be scheduled in advance and will be limited by planning permission, where necessary to increase safety of school children in the local area.

5.0 IMPLEMENTATION, MONITORING AND UPDATING

- 5.1 Without an appointed Contractor on-board it is difficult to anticipate staffing numbers, programme of works and estimate the likely volume of deliveries to and from the site during construction. As such, it is not possible, at this stage for the Outline CTMP to include detailed and definite description of how its implementation and monitoring.
- 5.2 The volumes of traffic will vary over the course of the construction period and will be dependent on the contractor's methodology.
- 5.3 The indicative construction timetable is suggested below, in paragraph 5.6, along with the likely start date anticipated. It is considered necessary that the chosen contractor liaises regular with the One Horton Heath Team and Eastleigh Borough Council, with a programme of works is included in the final CTMP.
- 5.4 A Construction Traffic Manager must be appointed to implement the detailed CTMP on behalf of the contractor. Their job description will include collecting data on:
- Vehicle Movements to and from the site;
 - Any Breaches and/or Complaints;
 - Health and Safety.
- 5.5 Given the nature of the site, and with particular regard to the residential parcels that will be built out in a phased manner, it may be considered necessary to have banksmen available at the vehicular access points from the public highway to coordinate site deliveries as well as resident and visitor trips.
- 5.6 At this stage, the start date for construction is anticipated to be towards the summer of 2024, with completion estimated by Spring 2026.

Vehicular Movements

- 5.7 The following information will be collated through a delivery booking system and a record will be kept, including the following:
- Vehicle type and purpose (including vehicle type, size and age);
 - Time spent on-site (including time of arrival and departure);
 - Schedule comparison.

Breaches and Complaints

5.8 It is also necessary for the appointed Construction Traffic Manager to keep an up-to-date record of any breaches and complaints raised to them. These may include the following:

- Vehicle routing;
- Queuing that has occurred directly or indirectly;
- Parking issues or blocking of spaces;
- Diversions routes if necessary;
- Accreditation complaints.

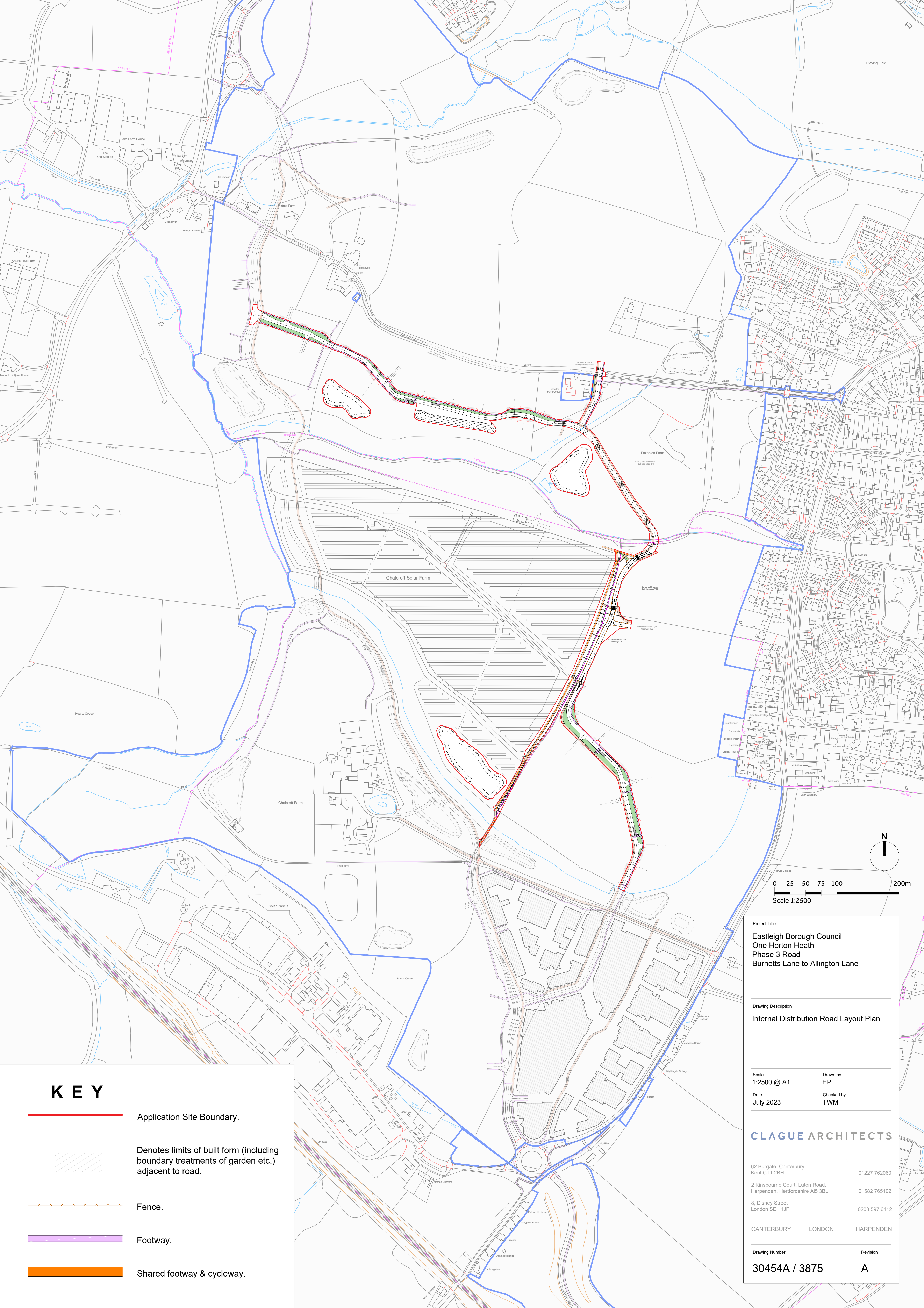
Site Safety

5.9 An important element of the CTMP is to ensure that safety of road users are carefully considered and assessed in risk terms prior to construction works from taking in place. This should be linked to the wider Health and Safety Plan, that will be the responsibility of the Contractor, but should cross reference the following in relation to Construction Traffic Management:

- Logistics related accidents;
- Record of serious incidents, injuries or fatalities;
- Methods of staff travel to site;
- Any vehicles or operations that don't meet the necessary safety requirements.

Appendix 1

Application Site Boundary



KEY

-  Application Site Boundary.
-  Denotes limits of built form (including boundary treatments of garden etc.) adjacent to road.
-  Fence.
-  Footway.
-  Shared footway & cycleway.

Project Title

Eastleigh Borough Council
One Horton Heath
Phase 3 Road
Burnetts Lane to Allington Lane

Drawing Description

Internal Distribution Road Layout Plan

Scale	1:2500 @ A1	Drawn by	HP
Date	July 2023	Checked by	TWM

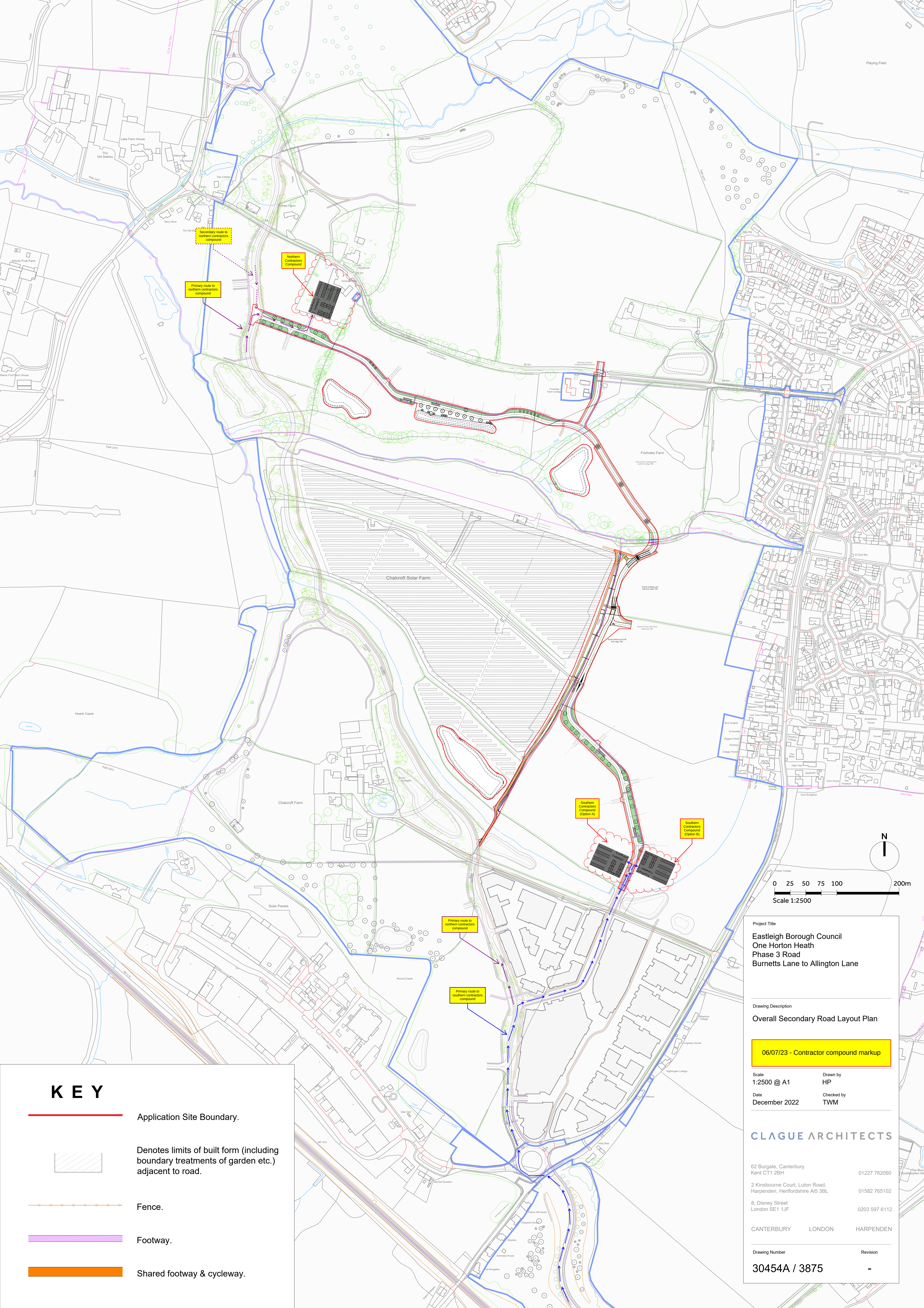
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8, Disney Street London SE1 1JF	0203 597 6112	
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Drawing Number	Revision
30454A / 3875	A

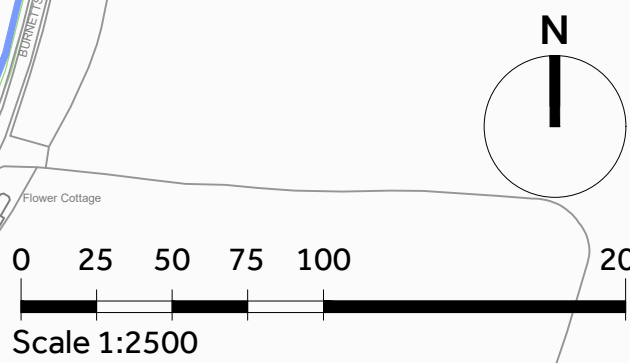
Appendix 2

Site Compound Plan



KEY

-  Application Site Boundary.
-  Denotes limits of built form (including boundary treatments of garden etc.) adjacent to road.
-  Fence.
-  Footway.
-  Shared footway & cycleway.



Project Title
Eastleigh Borough Council
One Horton Heath
Phase 3 Road
Burnetts Lane to Allington Lane

Drawing Description
Overall Secondary Road Layout Plan

06/07/23 - Contractor compound markup

Scale
1:2500 @ A1
Date
December 2022

Drawn by
HP
Checked by
TWM

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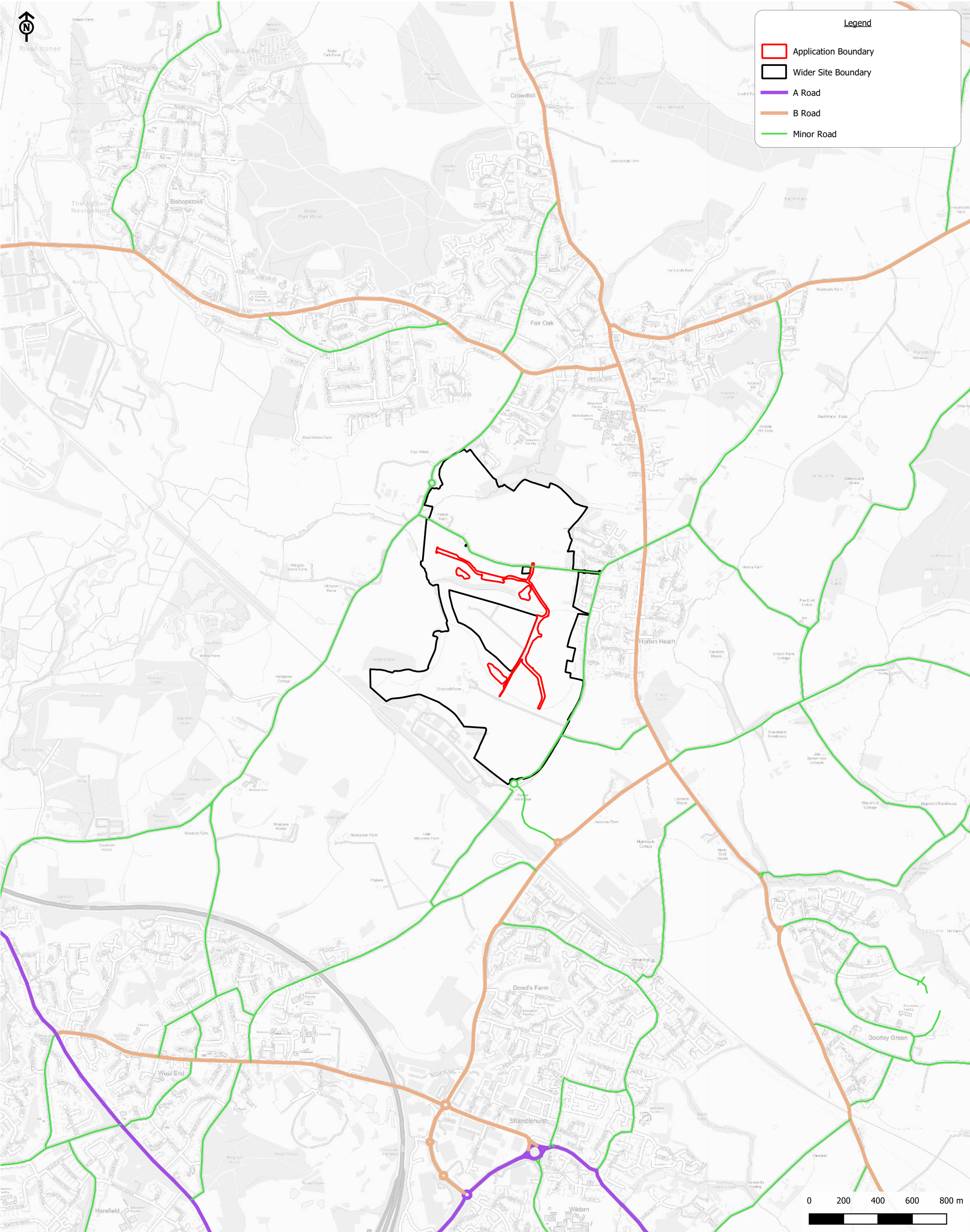
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Drawing Number
30454A / 3875

Revision
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Appendix 3

Strategic and Local Routes



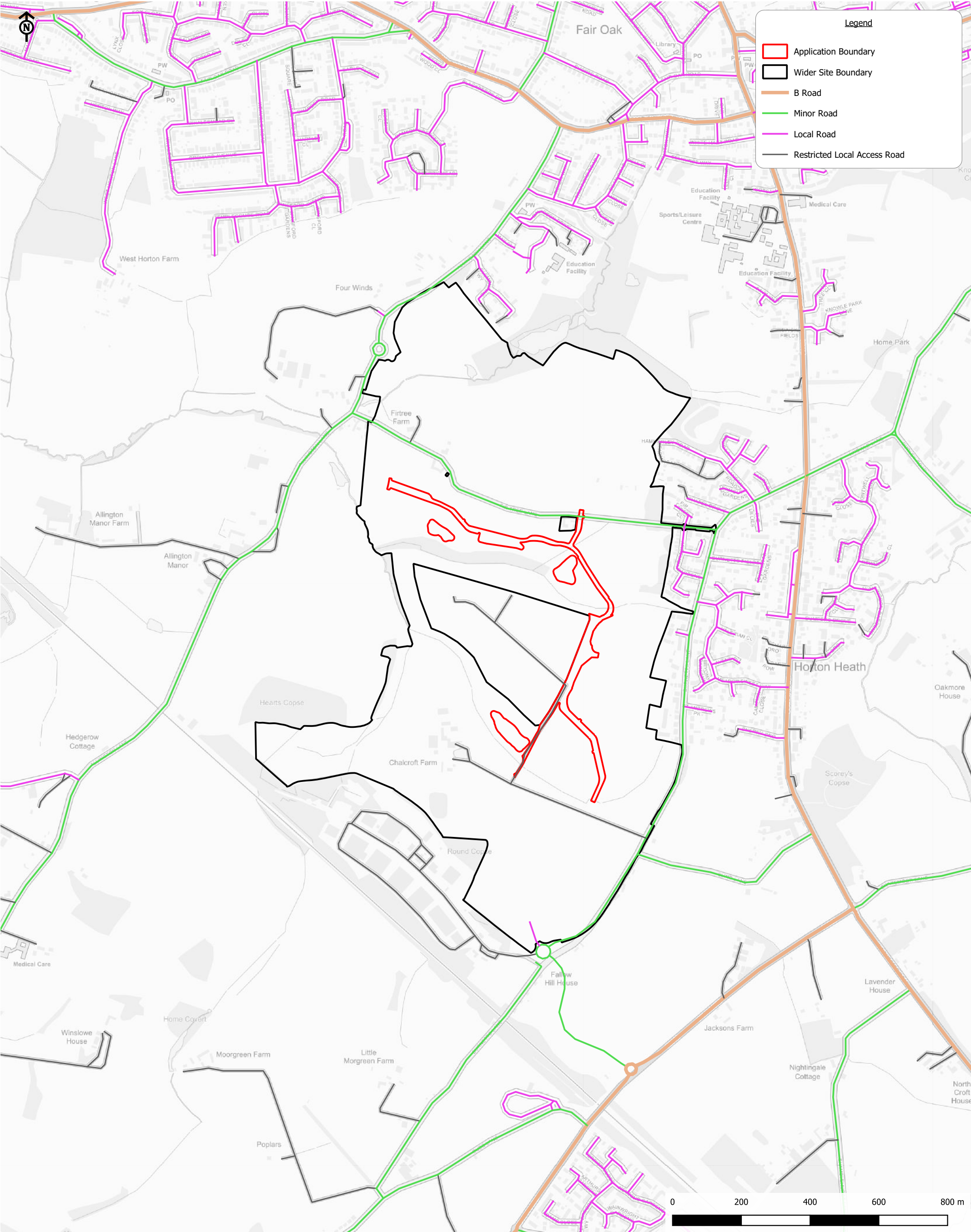
One Horton Heath

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Strategic Routes

Scale: 1:20000@A3
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Job Number: 13888
Drawn by - Checked by: RLF - CS
Drg No - Status/Revision: 13888-CRH-XX-XX-FG-G-7002 - P1
File location: N:\13750 - 13999\13888 R - One Horton Heath\Project_Workspaces (pdf in Outputs)
Date (Revision History): 10/07/2023 (P1, First Issue, 10/07/23, RLF)

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