



Oak Cottage, Winchester Road, Boorley Green

Draft Construction Traffic Management Plan

February 2026

McCarthy Stone



**RETIREMENT LIVING DEVELOPMENT
OAK COTTAGE, WINCHESTER ROAD
BOORLEY GREEN**

DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

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RETIREMENT LIVING DEVELOPMENT
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Figure 2: Site Context

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Appendix A: Proposed Site Layout

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Site Information

- 1.5 The exact details of the site foreman will be provided prior to construction commencing. The site foreman will be responsible for undertaking regular site inspections, recording deliveries to the site and will also ensure all construction activities are undertaken in line with this draft CTMP. They will also be responsible for conducting risk assessments, with regular updates and reviews and to ensure that all site personnel have the correct training relevant to their job.

Time of work and workdays

- 1.6 It is anticipated that works would be undertaken Monday to Saturday, with no works undertaken on a Sunday or Bank Holiday. The following construction times would be adhered to:
- Monday – Friday: 07:30 – 18:00
 - Saturday: 08:00 – 13:00
 - Sunday/Bank Holiday: No noisy activity on site at any time
- 1.7 If works are required outside these times, the local planning authority and highways authority will be informed, and the relevant permits will be obtained accordingly.

Local Considerations

- 1.8 The site is located within the village of Boorley Green, with the MacDonald Botley Park Hotel & Spa opposite the site, with further residential developments to the north and west. The site is accessed off the B3354 Winchester Road. There is a shared footway-cycleway on the opposite (eastern) side of Winchester Road to the site, with no footway present on the western side (site side) of the carriageway, however, footways are provided 50m to the north and 260m south of the site access. It should be noted that Public Right of Way (PRoW) footpath 026/1/1 runs east-west along the site's northern boundary but would remain outside the site boundary/hoarding. No sensitive receptors are located near to the site such as schools, doctors, or other facilities.

Report Structure

- 1.9 After this introduction, this draft CTMP will include the following structure:
- Chapter 2: Existing Conditions
 - Chapter 3: Construction Activities
 - Chapter 4: Site Compound and Set Up
 - Chapter 5: Construction Site Access and Logistics
 - Chapter 6: Summary and Conclusions

2. EXISTING CONDITIONS

- 2.1 The proposed site is situated to the west of the B3354 Winchester Road in the village of Boorley Green, c.2.3km northeast of Hedge End and c.1.7km northwest of Botley. As aforementioned, the site is bound by the B3354 to the east (and the MacDonald Botley Park Hotel & Spa beyond); under construction Miller Homes and Bellway Homes 'Boorley Gardens' residential developments to the north and west; whilst to the south are existing residential dwellings. As previously stated, along the northern boundary of the site is PRoW footpath 026/1/1 which leads to Shamblehurst Lane North near Hedge End Railway Station.
- 2.2 The site itself currently comprises two residential dwellings, Oak Cottage and Appletree Cottage, along with various small outbuildings and land totally c.1-hectare. The existing site and its surroundings can be seen in **Figure 2**.



Figure 2: Site Context

Proposed Access

- 2.3 The proposed access to the site will be taken from Winchester Road via a priority-controlled junction. The site benefits from an existing access in the form of a bellmouth junction, which is depicted in **Photograph 1**.



Photograph 1: Existing Access

- 2.4 The existing access measures 5m in width, and whilst the location of the access will remain in situ, the access will be widened to 6m with 6m radii to accommodate two-way vehicle movements and larger vehicles. Further details of the proposed widening to the access are outlined within the accompanying Transport Statement.

Local Road Network

- 2.5 The B3354, upon which the site fronts, is a local distributor road, linking Boorley Green to Junction 11 of the M3 to the north, albeit via several other settlements including Fair Oak, Colden Common and Twyford. To the south, the B3354, continues through Boorley Green to Botley, where it intersects the A334, which heads west to Hedge End and east towards Botley Railway Station.
- 2.6 The B3354 has been subject to recent improvements in association with the developments on land northeast of Boorley Green. These recent improvements include the reduction of speed limit to 30mph and traffic calming measures, as well as the provision of the Winchester Road/Fieldfare Avenue Roundabout located c.130m north of the site access.

Access to the Strategic Road Network

- 2.7 There are multiple options available for access to the Strategic Road Network (SRN). Traffic may travel north along the B3354 towards M3 Junction 11, which provides further access via the M3 to Basingstoke, London, the A34 and M25. Alternatively, traffic may head south towards the A334 and join the M27 at Junction 7. The M27 provides access to Fareham, Portsmouth, Southampton, and the M271, M275, A36 and A27 roads as well as providing an additional link to the M3.

Pedestrian Infrastructure

- 2.8 As aforementioned, the eastern side of the B3354 features a continuous 3m shared footway / cycleway running from the B3354 / Kingsman Drive Roundabout to a point c.120m north of Maddoxford Lane.
- 2.9 Although a formal footway is not present on the west side of Winchester Road in the immediate vicinity of the site access, approximately 50m northbound from the site access, a shared footway/cycleway is present, along with a footway circa 260m southbound from the site. The crossing points in the vicinity of the site are all equipped with dropped kerbs and tactile paving.
- 2.10 Additionally, as previously mentioned, the northern boundary of the site is bordered by PRow footway 026/1/1, which provides a link to Shamblehurst Lane North and Hedge End Railway Station.
- 2.11 There should be no requirement to temporarily close any footways/footpaths or divert pedestrians to accommodate the construction of the development site.

Cycle Infrastructure

- 2.12 The shared footway/cycleway present opposite the site provides an opportunity for cyclists to arrive and leave the site safely, and recent footway upgrades to the north in line with other nearby residential developments have further improved the opportunities for cyclists in the nearby area. Additionally, the gentle topography and wider carriageway nearby make the general area more conducive to cycling.

Public Transport Infrastructure

- 2.13 The site is well located in relation to public transport, with bus stops located c.360m south of the site access, served by a regular service on Bluestar 3, which provides links to Southampton and Eastleigh.
- 2.14 Hedge End Railway Station receives a regular service to Portsmouth, Fareham, Basingstoke and London Waterloo. Hedge End is located c.900m to the west of the site and is also accessible via the aforementioned footpath (026/1/1) that abuts the site to the north.

Personal Accident Injury Data

- 2.15 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from CrashMap for the latest available 5-year period. The data available covers the period 2020-2024, with **Figure 3** showing a summary of PIA incidences near to the site in this 5-year period.

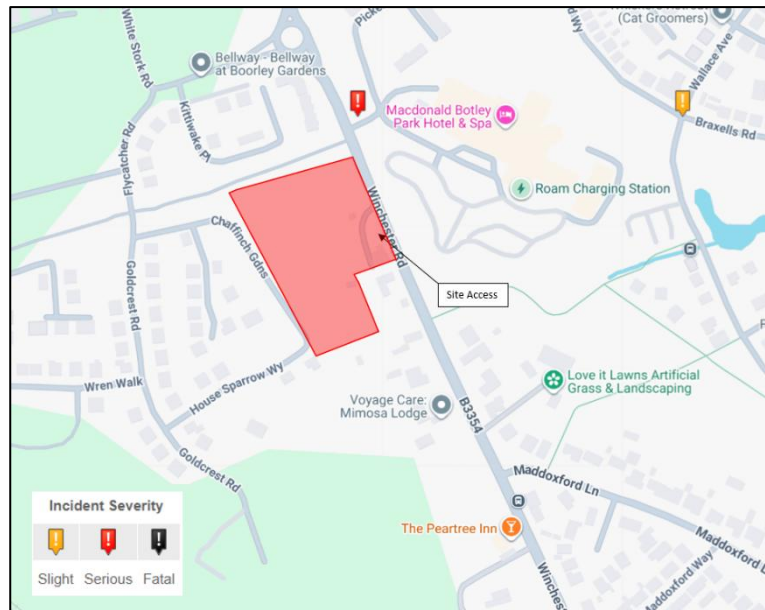


Figure 3: PIA data (CrashMap)

- 2.16 As shown in **Figure 3**, one incident has occurred in the vicinity of the site in the last 5 years. This incident was classed as 'serious' in nature occurred at the entrance to the Botley Park Hotel on 1st June 2022. The incident involved two vehicles, a car and a cyclist and resulted in 1 casualty.
- 2.17 Over the latest available period, only 1 incident has occurred in the vicinity of the site. Importantly no incidents have been recorded outside of the proposed site access. From the data presented above, and with substantial road works in the past two/three years to provide the new accesses to the local developments there are no concerns regarding the design of the existing highway network in terms of a highway safety concern, and this is not expected to change as a result of the proposed scheme.

3. CONSTRUCTION ACTIVITIES

Construction Programme

- 3.1 The construction programme for the site is expected to last approximately 18 months and will consist of one phase. It is envisaged that work will begin in April 2027 subject to planning approval. A programme is not yet available but will be ready for review prior to construction.

Construction Staff

- 3.2 At this stage the number of onsite parking spaces have not been confirmed, however as much contractor parking will be provided on site as possible. If required, then further off-site parking options will be explored prior to starting works. Where possible, local staff would be encouraged to car share, walk, cycle or utilise local bus routes.
- 3.3 Banksman are operatives trained to direct vehicle movement on or around the site. Large construction vehicles may require some assistance whilst manoeuvring within the site and entering/exiting the site access. Banksman will be used to ensure these, and any other manoeuvres are conducted in a safe manner if required.

Communication Strategy

- 3.4 As aforementioned, the surrounding area is predominantly residential (albeit there is a hotel opposite the site). Therefore, relevant communication will be provided where necessary throughout the construction period to ensure that any queries or issues are appropriately addressed. The site manager will be the point of contact for any local residents who may have queries relating to the site's development.
- 3.5 Notice boards will be posted on the site frontage giving details of the relevant contacts in the case of emergencies and to allow local residents to contact the site manager where there are any concerns regarding the development construction works.
- 3.6 The site manager will seek to actively engage with all relevant stakeholders throughout the construction programme. It is anticipated that the site manager will issue advisory notes and leaflets to local households, businesses and community facilities to keep them informed of the upcoming and ongoing works and invite residents to an open forum to discuss any queries they may have,
- 3.7 All queries and complaints received will be directed to the site manager as the reliable point of contact and then distributed to any individual project managers as relevant. A register of any complaints received will be maintained and actioned appropriately.

Health and Safety

- 3.8 The site supervisor, or somebody appointed by them, will check the security of hoarding and scaffolding on a daily basis to ensure that safety standards are upheld. In addition to these checks, the appointed staff members will also be responsible for monitoring the directional signage for construction traffic. The reason for this is to ensure that these are located correctly and are not hazardous to road users.

Hoarding Arrangements

- 3.9 Hoarding will be erected along the site boundary, with gates utilised at the access point into the site from Winchester Road, to minimise any impact on existing users in the vicinity. This would be in place from the outset. The secure gates and the Heras panels hoarding will measure c.2m in height.

4. SITE COMPOUND AND SET UP

Site Compound

- 4.1 The site will comprise the proposed site access, a contractor compound and an area to store materials and waste. A site set up plan illustrating the construction site layout is currently being created and will be available prior to construction.
- 4.2 The welfare facilities within the contractors' compound would comprise the following:
- 32ft canteen with incorporated drying room
 - 32ft site office
 - 21ft canteen
 - 21ft meeting room
 - 16ft toilet block

Storage of Materials and Waste

- 4.3 All materials would be contained within the site boundary and would not impede on the highway. Exact details of the locations for specific waste and materials storage will be provided with the site set up planned prior to construction.

Loading and Unloading Arrangements

- 4.4 All loading and unloading activities will be undertaken within the site and not on the highway network. Swept path analysis has been undertaken for the largest vehicle expected, which is a 16.5m articulated vehicle, as well as a large mobile crane (12.5m). The drawing attached in **Appendix B** illustrates that these vehicles can turn on site during the construction period.

Wheel Washing Facilities

- 4.5 To ensure that mud and debris is not carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust and silt contaminate 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 will be filtered within the site prior to being positively drained. No water arising from wheel cleaning will discharge onto the public highway.
- 4.6 In the event that either the nature of the works or the weather conditions means that there is a likelihood of wheel washing not being sufficient, then a road sweeper will be employed at the developer's expense.

5. CONSTRUCTION SITE ACCESS AND LOGISTICS

Construction Traffic Routing

- 5.1 The local road network has been assessed in terms of its suitability for the movement of HGV vehicles to and from the site, associated with the recycling and disposing of waste and for the delivery of materials associated with construction work. The route has been development to minimise the distance vehicles are required to travel on local roads, before using classified and strategic routes.
- 5.2 As aforementioned, the site fronts onto the B3354. This road provides connections to the M3 Junction 11 (c.13km to the north), and to the M27 Junction 7 (c. 4.5km to the southwest). Therefore, construction traffic has two possible routes to the site that minimise the use of local unclassified roads, as shown in **Figure 4**.

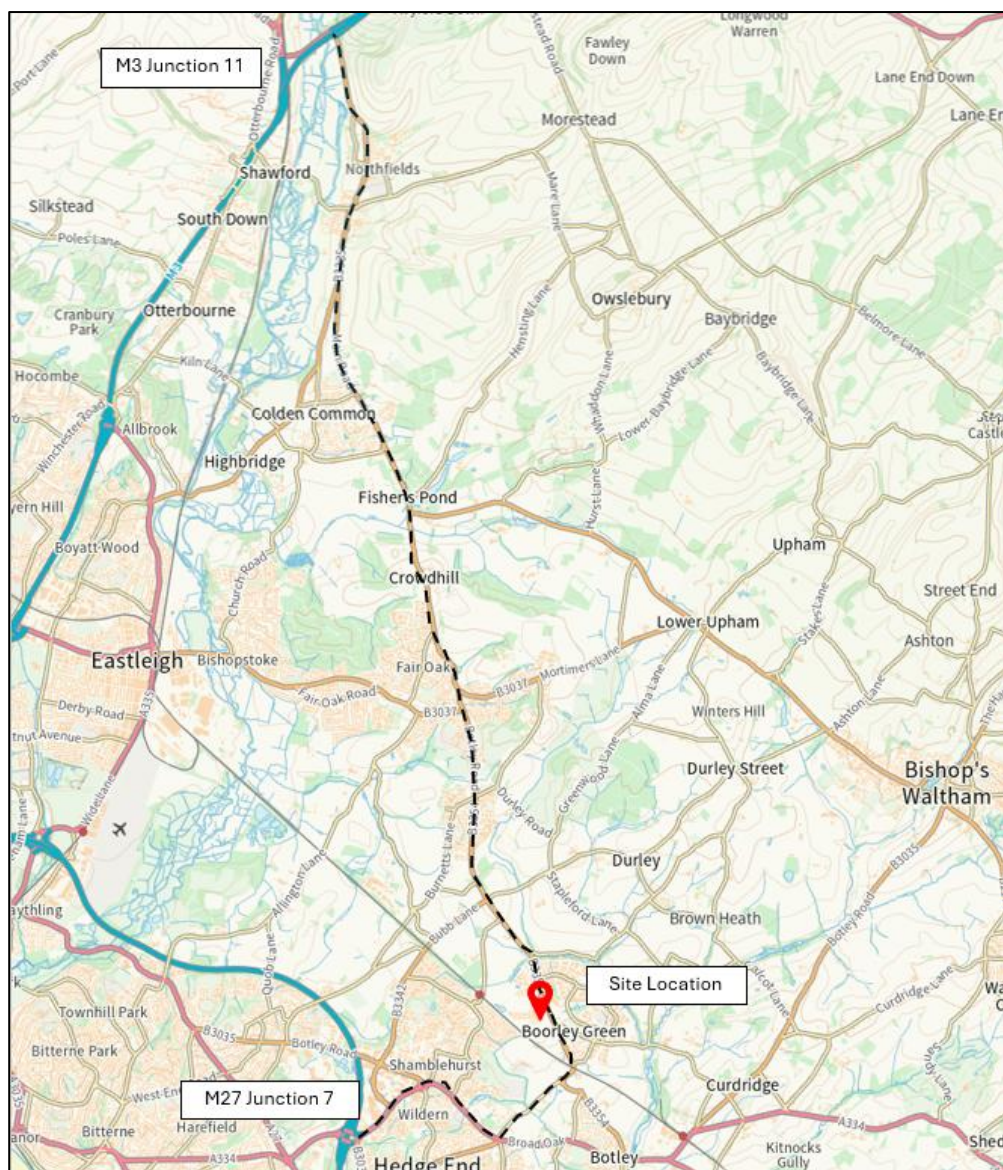


Figure 4: Construction Vehicle Routing

- 5.3 Both routes are considered appropriate given that both incorporate primarily classified roads and avoids any constrained routing or routes not suitable for HGVs. The route to the M3 consists of the B3354 and then the B3355, whilst the route to the M27 consists of travelling south along the B3354, Woodhouse Lane, and then the A334 towards the M27. Options of routes to the north and the south of the site give construction vehicles the opportunity to access the site from all directions.
- 5.4 Construction traffic will be asked to follow the routes outlined within this draft CTMP, with details sent to all subcontractors and delivery companies informing them of the access arrangements and permitted working hours. Temporary directional signage will be installed to assist the drivers. Therefore, construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network.
- 5.5 Construction vehicle drivers will be issued with routing instructions to assist with route adherence, with letters sent and emailed to all subcontractors and delivery companies informing them of the access arrangements and permitted working hours identified in this report.

Access Arrangements

- 5.6 As demonstrated in the site layout attached in **Appendix A**, vehicles for the purpose of construction would access the site via the existing access from the B3354 Winchester Road.
- 5.7 As set out in the accompanying TS, the existing access measures 5m in width and thus would be widened to 6m in width with 6m radii to accommodate two-way vehicle movements and larger vehicles. As demonstrated within **Appendix B**, the proposed dimensions of the access can accommodate HGVs.
- 5.8 A turning head will also be kept clear to facilitate construction vehicles turning on site, with the approximate location of this turning head and vehicles utilising this turning head shown in **Appendix B**.

Pedestrian Access

- 5.9 As aforementioned, there are no footways on the western side of the B3354 in the immediate vicinity of the site. However, the site is fringed to the north by a PRoW footpath (026/1/1) and there is a shared footway cycleway provided opposite the site and 50m to the north. To support staff access to the site on foot, by bicycle or by bus, appropriate provision would be provided for pedestrians to access the site via a connection from the site to existing pedestrian infrastructure, details of which are shown in **Appendix A**.

Parking Arrangements

- 5.10 Parking spaces will be provided on-site for staff, contractors and visitors to the site. As aforementioned, promotion will be undertaken to promote car sharing to reduce the amount of vehicle trips to the site. As the development progresses, contractors and visitors will be able to park in the permanent car parking spaces on site, with the number of parking spaces available increasing inline with the development progress. It should be noted that the total number of parking spaces planned for the site is 39, although not all of these may be available for all of the construction period. If required, further offsite parking options will be explored as necessary prior to starting works.
- 5.11 Cycle parking will also be provided within the site to encourage staff, contractors and visitors to cycle to work during the construction period.
- 5.12 The site manager will advise workers of the parking on site, and if required the location of any offsite parking once any agreement have been made between the client and any relevant parties. The site manager will also advise workers and visitors of the fact that parking will be prohibited on Winchester Road. The site manager will keep a log of any inconsiderate parking, removing repeat offenders from the job.
- 5.13 Furthermore, parking would not be permitted in close proximity to the construction access to ensure turning movements for larger vehicles to enter and egress the site are maintained, and this will be managed and monitored by the site staff. Similarly, parking will also be prohibited in the turning area to allow construction vehicles to turn on site. This will be managed and monitored by the site staff.

6. SUMMARY AND CONCLUSIONS

- 6.1 This draft Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for 50no. Retirement Living Affordable (RLA) apartments and 2 dwellings at Oak Cottage, Winchester Road, Boorley Green.
- 6.2 The site is located within the village of Boorley Green, in a primarily residential area and comprises two residential dwellings, along with a range of outbuildings and land totalling c.1ha. The site fronts onto the B3354/Winchester Road, and a hotel and spa is opposite the site. To the north and west of the of the site are newly built residential developments.
- 6.3 The construction site will comprise of waste and material storage area, a contractor compound. Access to the site will be taken from the existing access location (which will also act as the vehicular access to the site post-construction). The existing access will be widened to support larger vehicles, in line with the proposed development.
- 6.4 Workers will be encouraged to reach the site using sustainable modes of travel such as walking, cycling and public transport. However, practicalities dictate that some construction workers will require use of a car/van to reach the site, for example those that live further away in areas with poor public transport connections or those bringing a large/heavy amount of equipment. In this scenario, car sharing between construction workers will be encouraged. It is anticipated that a small number of car parking spaces would be provided for construction staff, and the client aims to obtain further offsite parking options as required prior to starting works. To encourage staff to cycle to work, it is anticipated that cycle parking will be considered as part of the site compound.
- 6.5 Numerous measures will be applied throughout the construction phase to ensure that safety is maintained and reduce the impact on the local road network by construction traffic. These include:
- Working 07:30 – 18:00 on weekdays, 08:00 – 13:00 on Saturdays and no working on Sundays and bank holidays.
 - Wheel washing facilities and use of banksman for vehicle movements.
 - Construction vehicle routing to the strategic road network.
 - Regular inspection of safety hoarding, scaffolding and signs.
 - Consultation of local residents.
 - Delivery vehicle time slots.
- 6.6 Whilst disruption during construction is inevitable, the measures outlined within this draft CTMP aim to reduce the impact of construction where possible. We therefore encourage HCC to look favourably upon this draft CTMP.

Appendix A



Floor	1B	2B	Total
GF	12	8	20
1F	13	9	22
2F	5	3	8
Total	30 (60%)	20 (40%)	50
Parking			
@ 1 per 2B			= 20
@ 0.5 per 1B			= 15
Total			= 35 required (35 shown)

Outline of RL Block
from previous
planning submission

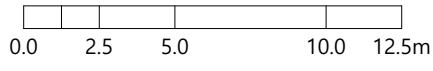
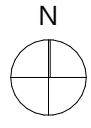
Oak
Cottage

Appletree
Cottage

Myrtle
Cottage

rev.	date	changes description
P04	18/12/2025	minor landscape revisions
P03	10/12/2025	bin store proportions revised
P02	08/12/2025	Layout arrangement, bin store, MSS store, RLA block changes

status	issued by
S3	KM
S3	KM
S3	KM



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document title
Proposed Site Plan

region	project no.	stage no.	discipline	number
SO	- 2977	- 03	- AC	- 0120
status	S3	suitability description Suitable for Review and Comment	revision P04	

Appendix B

12.3M LARGE CRANE
RIGHT IN & LEFT OUT

The diagram illustrates a site plan for a construction project. A large building complex is the central feature. To its right is a parking lot. The plan shows two main routes for a 12.3M large crane: a red line for 'RIGHT IN' and a green line for 'LEFT OUT'. The red line enters from the right, loops around the building, and exits to the left. The green line enters from the left, loops around the building, and exits to the right. The plan also shows various other features like trees, a playground, and a bus stop.

12.3M LARGE CRANE
LEFT IN & RIGHT OUT

The diagram illustrates the movement of a 12.3M large crane on a construction site. The crane enters from the top left, moves right, then curves around the building complex, and exits to the right. The paths are color-coded: red for the main path, green for an alternative path, and blue for a third path. The site includes a large building complex, a parking lot, and surrounding streets.

16.5M ARTICULATED VEHICLE
RIGHT IN & LEFT OUT

This diagram illustrates the maneuvering path for a 16.5M articulated vehicle, labeled 'RIGHT IN & LEFT OUT'. The vehicle is shown in two positions: one at the top of the frame, oriented vertically, and another at the bottom, oriented horizontally. Three colored lines (red, green, and blue) trace the path of the vehicle's front, middle, and rear sections as it moves from the top position to the bottom position. The maneuver takes place in a narrow area between 'Oak Cottage' and 'Appleton Cottage'. The diagram also shows the layout of the cottages, a parking lot with several spaces, and surrounding trees and landscaping.

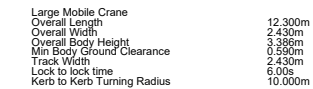
16.5M ARTICULATED VEHICLE
LEFT IN & RIGHT OUT

This diagram illustrates the path of a 16.5M articulated vehicle as it maneuvers around a building complex. The vehicle's path is shown as a series of connected colored lines (red, green, blue, and yellow) originating from a starting point on the left and ending at a destination on the right. The path starts by turning left around a building, then turns right around another building, and finally turns left again to reach the destination. The diagram includes labels for various buildings and areas, such as 'Oak Cottage', 'Apples Cottage', 'The Barn', and 'The Workshop'. It also shows parking spaces, trees, and other landscape features.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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6. CONSTRUCTION VEHICLE TRACKING WORKS WHEN VEHICLE ENTERS FROM NORTH AND SERVICES THE SOUTHERN PART OF THE SITE BEFORE THE NORTHERN AND THEN TURNS RIGHT OUT OF THE SITE, OR LIKEWISE, VEHICLE ENTERS FROM THE SOUTH AND SERVICES THE NORTHERN PART FIRST BEFORE THE SOUTHERN AND THEN TURNS LEFT OUT.
7. VEHICLE TRACKING HAS BEEN CARRIED OUT AT 10MPH IN LINE WITH HCC STANDARDS.

VEHICLE PROFILE



DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	27.02.24	TNP	MDS	-
	PBA Project Number	Scale		
	034.0171	1:1000	(AT A3)	
PBA Drawing No:				Revision
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Client

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