



Key

- Site Boundary
- Category A - Trees of High Quality and Value
- Category B - Trees of Moderate Quality and Value
- Category C - Trees of Low Quality and Value
- Category U - Trees Recommended for Removal
- Approximate Extent of BS5837 Calculated Root Protection Areas (RPAs)
- Veteran Tree and Ancient Woodland Buffer Zones
- BS 5837 Calculated Tree Shadow Constraints
- Approximate Locations of the Trees Covered by a TPO

*Overlaps trees and groups not identified on topographical. Coordinates approximated using measurements taken on site.

Rev D - updated tree survey data 19.02.21 BA
Rev C - update to survey data and RPAs added
Rev B - update data following October 2020 walkover 08.11.20 JP
Rev A - additional trees added 16.10.18 LB

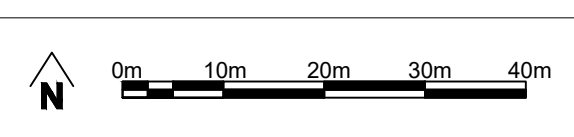
Project Name
Land at Horton Heath

Drawing Title
Tree Constraints Plan

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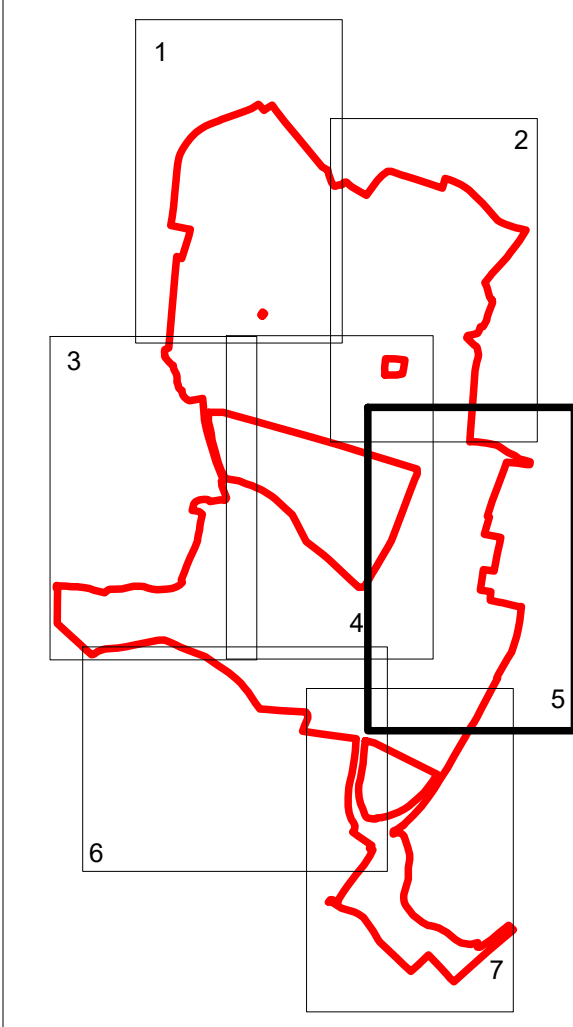




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Rev B - update data following October 2020 walkover 08.11.20 JP
Rev A - additional trees added 16.10.19 LB

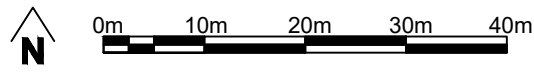
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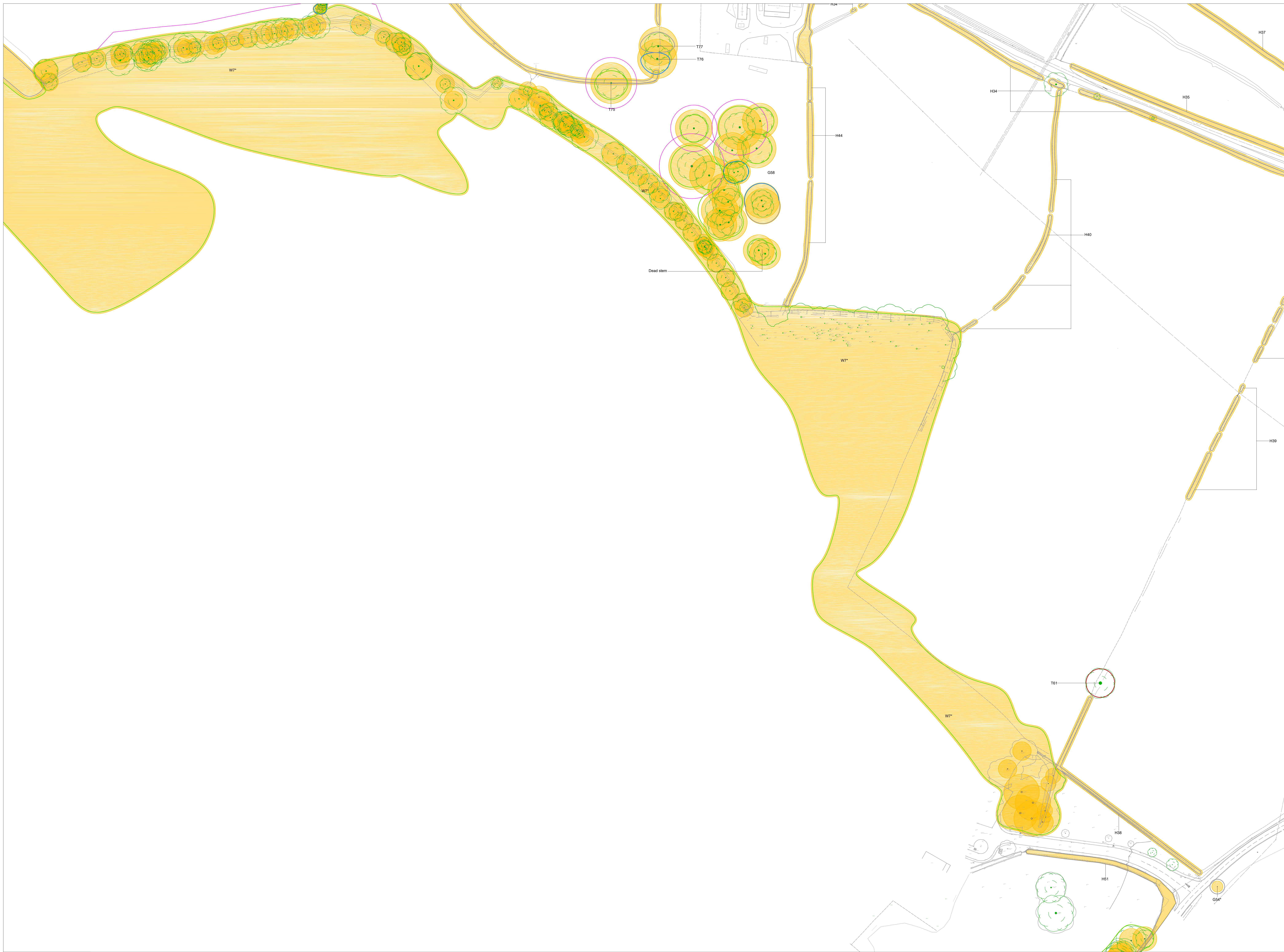
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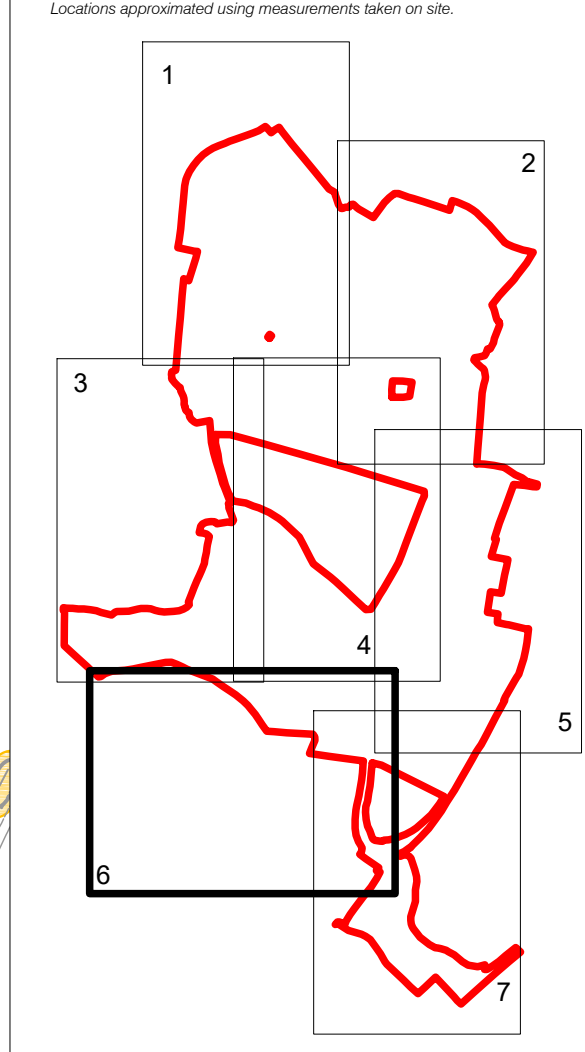




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Overlaid trees and groups not detailed on this plan. Locations approximately using measurements from site.



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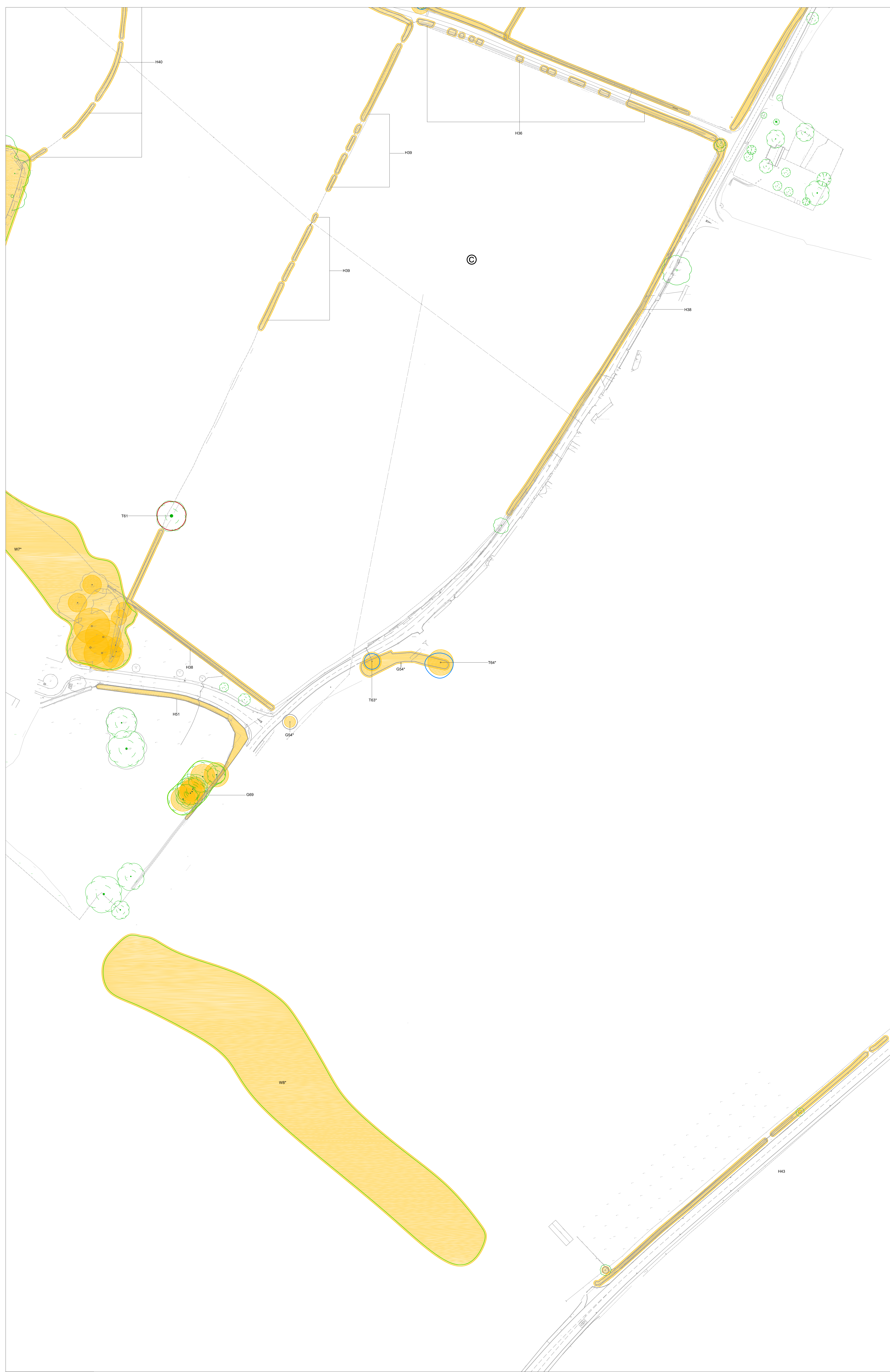
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Rev C - update to survey data and ARI buffer added.
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Appendix -Bird Hazard Management Plan

One Horton Heath

Bird Hazard Management Plan Final

J00532 V1.0

Client: Eastleigh Borough Council

Date: April 2021

DOCUMENT CONTROL

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Eastleigh Borough Council

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DOCUMENT REVISIONS

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1.0	Bird Hazard Management Plan - Draft	05/03/2021

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1 INTRODUCTION

1.1 BACKGROUND

Eastleigh Borough Council has commissioned Johns Associates to undertake work to support the preparation of a Bird Hazard Management Plan (BHMP) for the first residential development parcel as part of the One Horton Heath Project.

The development falls within the 13km radius of an aerodrome in which bird strike risk is considered a hazard. This 13km radius forms the safeguarding zone when aircraft are on approach to land or at take-off. Within this zone aircraft are at lower altitudes and at an increased risk of bird strikes. Within the safeguarding zone, consultation is required for potential bird attractant developments.

The First Residential Development parcel of the One Horton Heath Project (from here on referred to as the "Site") is at its closest point located 3.25km south-east from Southampton Airport, and falls within the inner Horizontal Surface (IHS) which is designed to protect approaching and departing aircraft at lower levels which are positioning to land or depart.

Pre-planning application advice has been sought from Southampton Airport due to the proximity of the development to the airport. The pre-planning advice from Southampton airport highlighted that a bird hazard management plan will be requested as part of the planning process and outlines measures to be included within the Bird Hazard Management Plan.

This BHMP aims to set out specific measures to be implemented during and after the construction phase of the project. As such, this Draft BHMP:

- Sets out the requirements for and principals of the BHMP;
- Considers potential bird hazard risks from the development that could impact Southampton Airport.
- Sets out general suitable principals for habitat management requirements to reduce the perceived potential risks to tolerable levels.

This report necessarily draws on and at times reproduces specific text/guidance from CAP772, regarding safeguarding aerodromes from wildlife hazards.

This BHMP forms part of the management documentation and site procedures for the proposed development.

This BHMP complies with advice note 3 <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>

The Bird Hazard Management Plan shall be implemented as approved, during construction and after completion of the first development parcel and shall remain in force for the life of the development. No subsequent alterations to the plan will take place unless first submitted to and approved in writing with Eastleigh Borough Council.

Figure 1: Site Location with Respect to the 13km Bird Safeguarding Area



2 BIRD HAZARD GUIDANCE

The design and management of the new features is informed by the following guidance, noting the existing baseline environment and populations of hazardous birds within the semi-natural and agricultural character of the site prior to development (i.e. agricultural pasture and arable habitats, woodland, hedgerows and trees).

2.1 AIRPORT OPERATORS AUTHORITY (AOA) SAFEGUARDING ADVICE NOTES (PREVIOUSLY BAA) - 2007

- Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design;
- Advice Note 6: Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS);
- Advice Note 8: Potential Bird Hazards from Building Design

2.2 CIVIL AVIATION AUTHORITY (CAA)

- Advice note 3 – Wildlife hazards around aerodromes - 2016

2.3 CAA CAP 772 WILDLIFE HAZARD MANAGEMENT AT AERODROMES

CAA CAP 772 sets out guidelines for the management of wildlife hazards in and around aerodromes. This document focuses on risks posed to aircraft by birds as they are the greatest wildlife risk. It refers to land or water within 13km of an aerodrome to which hazards are considered to represent a bird strike risk. The first residential development area of One Horton Heath is at its closest point located 3.25km from Southampton Airport.

The main threat in relation to bird strike relates to certain large, higher flying species such as Canada Geese *Branta canadensis*, and to a lesser extent Greylag Geese *Anser anser*, which is evident from the publication of the CAA Safety Regulation Group document "Large Flocking Birds – An International Conflict Between Conservation and Air Safety" that specifically addresses this threat. The objective of CAP 772 is to reduce the potential for roosting and to make sure that landscape areas are not attractive to such large flocking bird species, which also include gulls or corvids. Smaller birds that do not form dense flocks have a lower hazard potential.

3 BASELINE DATA

3.1 SITE LOCATION

The Site is approximately 13.5ha in size located in the borough of Eastleigh in Hampshire which lies approx. 3.25km east of Southampton International Airport. Between the Site and the airport lies Itchen Country Park, The River Itchen and tributaries which form part of the River Itchen SSSI and SAC, flow through the country park and then out into the Solent. The Country Park also has a series of large open waterbodies present and water meadows. Following the river Itchen upstream to the north there are several other large water bodies including Hampshire Carp Fisheries which has a series of ponds for breeding fish stock, grid reference - SU 47451 20315 and Fishers Pond grid reference - SU 49051 21131. This network of large waterbodies located along the river Itchen catchment is likely to form flight line running from north to south located between the Site and Southampton Airport to the west.

The network of wetland habitats along the River Itchen, open waterbodies and water meadows running north to south located to the east of the Site, and the relative absence of similar habitats within the Site means the Site is very unlikely to attract birds. Notably large wetland bird species which are likely to pose a bird strike risk to aircraft. This is supported by the limited bird species observed within the Site boundary see section 3.3.

3.2 SITE HABITATS

Pre-construction the habitat types present within the Site boundary are comprised of farmland, mainly improved grassland fields for cattle grazing and smaller areas of poor semi-improved grassland divided by hedgerows. The northern section of the site has a steep sided slow-moving stream heavily covered with scrub that runs from east to west and has areas of marshy grassland adjacent to it, see Figure 2 for a Phase 1 Habitat Map of the existing Site habitats.

The fields within the Site are not low lying and rarely collect standing water which could be an attractant to wintering wading bird species.

Prior to development the site there were no areas of permanent standing water present within the Site boundary. One water body was present off-site to the north-west, a pond located within the Chalcroft Farm complex. This waterbody is known to have small numbers of breeding mallards *Anas platyrhynchos* and moorhen *Gallinula chloropus* present.

Other water attractants to bird species include a wet ditch offsite between Chalcroft Business park to the west and the site boundary, however this is heavily shaded and only mallards have been observed within this area.

3.3 BIRD BASELINE DATA

3.3.1 Data Search

Results from a data search from HBIC in 2020 returned 1224 bird records within a 2km radius of the Site. Most of the records relate to specific sites such as Itchen valley country park, Allington Gravel Pit which now holds water and is located next to Itchen valley country park, Eastleigh sewage works which is 900m north-west of Southampton airport and Moorgreen farm which is south-west of the Site located south of the trainline. Many of the bird records in these locations relate to birds that are considered common hazardous bird species (see section 0)

3.3.2 Previous surveys

Ecologica Ltd conducted a wintering bird survey for the entire one Horton Heath site with incorporated the first residential development boundary. The survey was conducted over seven months from September 2013 to March 2014. Common species, not subject to special protection or under threat, were not recorded during the surveys. The species recorded comprised of species listed on Annex 1 of the Birds Directive, Schedule 1 of the Wildlife and Countryside Act, NERC species, UKBAP species and BoCC Red and Amber species.

A total of 28 species were recorded across the Site, no wintering species for which the Solent and Southampton water special protection area (SPA) is designated for were observed (Teal, Dark-bellied Brent geese, black tailed godwit and ringed plover. Of the species observed during the surveys the following hazardous bird species were observed;

- Herring gull, Black head gull, Common gull and Lesser black-backed gull were all observed flying high over the Site in low numbers, a single black headed gull was the only gull species observed onsite near Chalcroft Farm. Common gull was observed in the greatest number flying over the Site with a peak count of 41 in November.
- One group of six little egrets were observed in December resting in a field near Chalcroft farm.
- Mallards were observed across the site during most surveys, mainly around Chalcroft Farm pond with a peak count of 19 in March.
- On a single occasion in October a group of 38 Greylag geese were observed in a field south of Chalcroft Farm.
- A single lapwing was observed circling over a field east of the solar farm to the North of the Site in March. Two single snipes were observed rising from a watercourse in March.
- A single kestrel observed flying over the Site in April was the only bird of prey observed during the surveys.
- Starlings were observed on site during every survey with numbers ranging between 48 and 274 they were scattered around the site but there was a concentration observed around Chalcroft Farm.
- No other hazardous bird species were observed during the wintering bird surveys.

Ecologica also carried out a Breeding bird survey over three months in April, May and June 2014. Common species, not subject to special protection or under threat, were not recorded during the surveys. The species recorded comprised of species listed on Annex 1 of the Birds Directive, Schedule 1 of the Wildlife and Countryside Act, NERC species, UKBAP species and BoCC Red and Amber species.

A total of 20 species were recorded across the Site, no wintering species for which the Solent and Southampton water special protection area (SPA) is designated for were observed and no Annex 1 or Schedule 1 species were recorded. Of the species observed during the surveys the following hazardous bird species were observed;

- Herring gull, Common gull and Lesser black-backed gull were all observed flying high over the Site in small numbers <5, no evidence of any of these species breeding on Site.
- A single snipe was observed outside of the Site boundary within a rushy field west of Chalcroft Farm in April.
- Mallards were observed across the Site during every survey visit, clusters around Chalcroft Farm pond. Two broods were observed, one on Chalcroft farm and one on the southern watercourse.
- A single kestrel observed flying over the Site in June was the only bird of prey observed during the surveys. No evidence of breeding onsite.

- Starlings were observed on site during every survey with numbers ranging between 24 and 137 they were scattered around the site but there was a concentration observed around Chalcroft Farm.
- No other hazardous bird species were observed during the breeding bird surveys.

The historical bird surveys were carried out by Ecologica in 2013 and 2014 of the wider development Site, prior to submission of the previous planning applications, the surveys did not identify large conglomerations of larger bird species. The largest species observed was Greylag goose, which were only observed on one occasion in a group of 38. Gull species were observed in greater numbers during the wintering bird surveys, with common gull being the most frequently observed flying high over the site. The most frequently found hazardous birds onsite were mallards in small numbers and starlings in great numbers in larger concentrations around the Chalcroft Farm complex, which is located to the north-east of the Site boundary.

As these surveys omitted common species there is a lack of data on hazardous species such as corvids and pigeons. Existing woodlands adjacent to Site, waterbodies and grasslands do provide opportunities for these species to gather.

3.3.3 Breeding Bird Surveys 2020

Johns Associates undertook breeding bird surveys in 2020 across the wider Horton Heath Site, spaced evenly between the months of April and June. The surveys were carried out following the standard BBS methodology. Surveys were started within 2 hours of sunrise, in suitable weather conditions where possible. A transect covering all areas of suitable habitat within the Site was walked at a slow pace in an alternating direction between survey visits. Birds were identified visually using binoculars and identified through song. All singing and non-sing birds, and birds carrying food or nesting material, were recorded using standard BTO registrations. Records during each visit were marked upon separate maps, and then records for each species were combined upon a single map to allow identification of habitat areas used by individual bird species and to allow estimation of the number of bird territories.

25 bird species were observed within the wider Horton Heath Site across the survey period. The majority of the species recorded were not considered to be a hazardous bird species so are not included in this assessment. Detailed below are species that are listed as aviation hazards found within or adjacent to the first residential site boundary;

- Nine starling registrations were recorded on and adjacent to the Site in small numbers. Whilst this species has the potential to be hazardous in large aggregations, they are not considered to represent a bird strike risk as only low numbers were recorded on site with a maximum count of 20 in one post breeding flock. They would only pose an aviation hazard when murmuring in larger flocks, and no large murmurations or aggregations of this species have been recorded on site throughout the suite of 2018 - 2020 surveys. Numbers of this species are not considered likely to increase post-development.
- A rookery is present immediately north east of the Chalcroft Farm complex.
- A single pair of moorhens bred successfully on Chalcroft pond.
- A total of nine Wood Pidgeon registrations were recorded across the wider Site. The nearest observation to the Site was within the Chalcroft Farm complex to the west
- Mallards were observed on a single survey outside of the site boundary to the west, in a wet ditch.

No other birds considered to present a bird strike risk were identified within or adjacent to the Site boundary during any of the breeding bird surveys undertaken in 2020.

Figure 2: Phase 1 Habitats Pre-Development

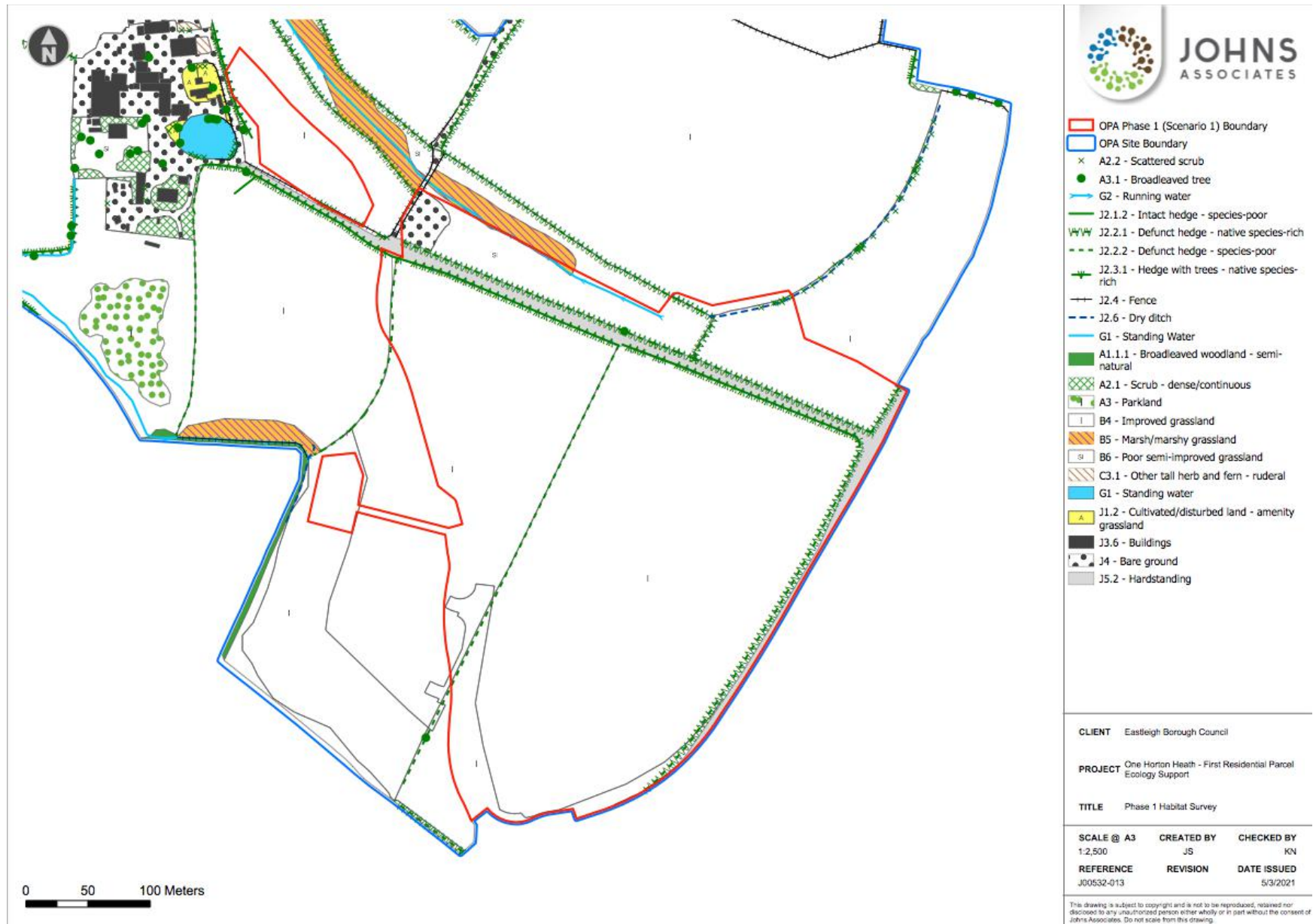
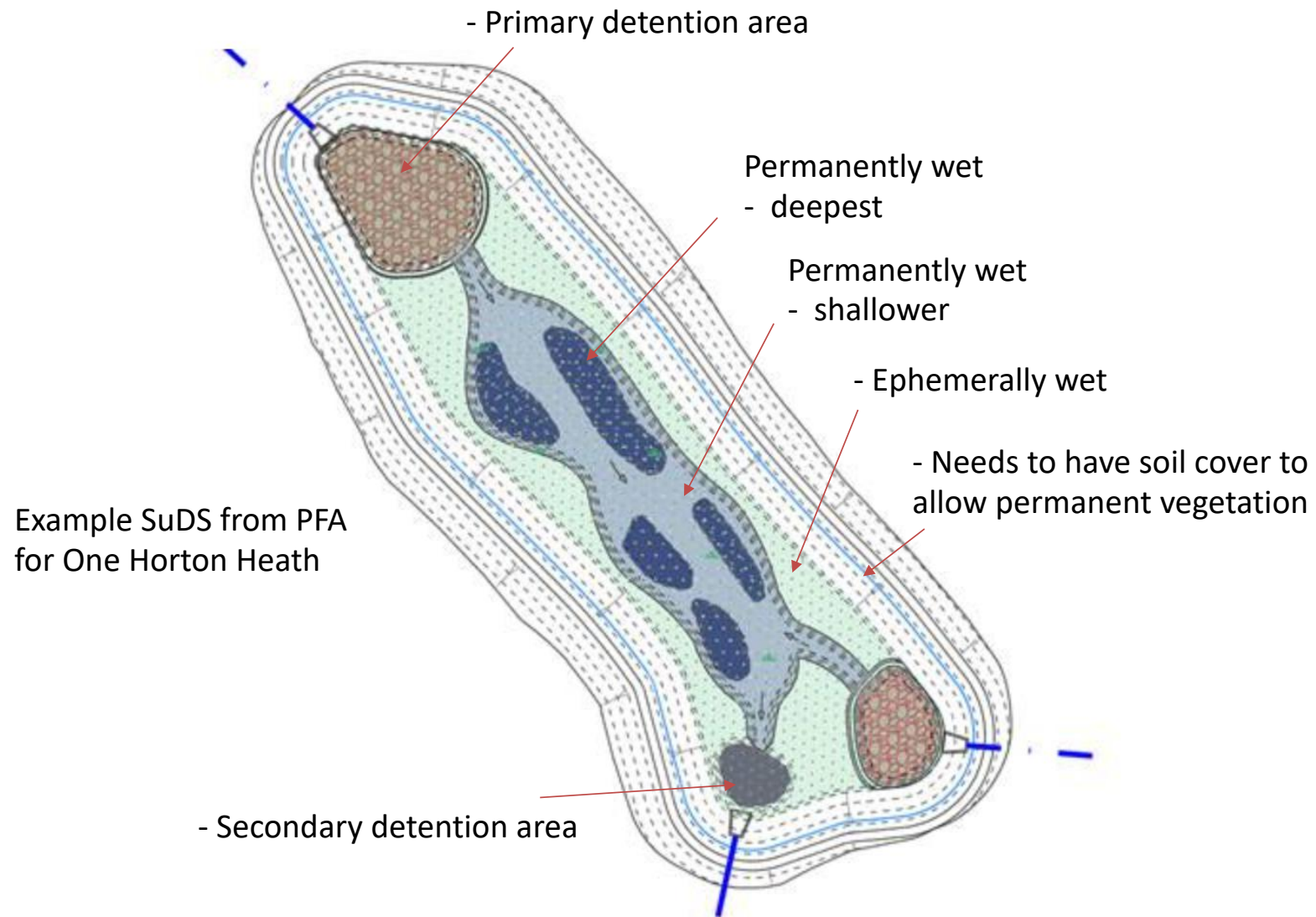


Figure 3 Post Construction Habitat Plan



Figure 4 SuDs Basin Concept Plan



4 BIRD HAZARD ASSESSMENT

In the UK, airfield safeguarding areas (ASAs) are designated for areas that fall within 13km of an airfield. ASAs ensure that the operation and development of both civil and military airfields is not inhibited by developments, including those which have the potential to increase the number of birds and the 'bird strike' risk. ASAs are based on a statistic that 95% of bird strikes occur below 2,000ft, and that an aircraft approaching an aerodrome on a normal approach would descend below 2,000ft approximately 13km from the runway, reflecting historic angles of take-off and approach.

The Site lies wholly within the 13km ASA and will need to consider bird strike risk and how it can be mitigated.

4.1 BIRDS THAT POSE RISK

Listed below are some common hazardous birds' species as highlighted in Advice note 3 - Wildlife Hazards around Aerodromes. In general, large birds and flocking species present the greatest hazard, although other species may also have the potential to increase the hazard equally.

Common Hazardous Birds include:

- All wildfowl (Ducks, Geese and Swans)
- All large waterfowl (Herons, Egrets, Cormorants)
- Gamebirds (Pheasants & Partridges)
- Birds of prey
- Large waders (Lapwing, Curlew and Golden Plover)
- All Gull species
- All Pigeon species
- All Corvid species (crow family)
- Starlings

4.2 RISK ASSESSMENT

Table 1 Bird Hazard Assessment

Summary of Likely Bird Populations Pre and Post Development				
Hazardous Species/genus/group	Pre-Development	Post-development	Forecast change	Comments
Game Birds	Low population of game birds present on site.	Very low population of game birds present on site.	Negligible	

Waterfowl	Absent	SuDs features created. Whilst these will be designed to provide ecological and biodiversity benefits, the suitability of these features for waterfowl is expected to be limited by the small extent of semi-permanent standing water.	Negligible	Due to the absence of breeding or wintering waterfowl on site, there is likely to be a small increase but this is expected to be a maximum of 2 pairs of mallard, moorhen or coot given the urban nature of these features.
Large Waders	Absent	Absent	Negligible	The site is currently unsuitable for wading birds and will become less suitable as a result of the development despite the inclusion of ecologically beneficial SuDS.
Birds of Prey	One pair of breeding barn owl. No records of breeding buzzard or red kite.	Breeding barn owl retained.	Negligible	The site has some suitability for large, high flying raptors (buzzard, red Kite) but no nest recorded. The site will become less suitable as a result of the development despite the small extension of the parkland present on site due to the increased levels

				of recreational disturbance.
Gulls	No records associated with the site despite meat processing facility present adjacent to the site in Chalcroft Farm	Designs follow AOA guidance to avoid opportunities for gulls in the build environment. No commercial units included within this phase. Meat processing facility to be relocated off site as part of wider scheme.	Negligible	No additional nesting opportunities provided by scheme. Waste tightly controlled and contained within specific bin storage.
Pigeons	There are no records any pigeon species within the site boundary	Designs follow AOA guidance to avoid opportunities for nesting pigeons in the build environment. No ledges or similar architectural features will be included within the scheme.	Negligible	Over the lifespan of the project, a very small increase in suitable nesting habitat will be delivered by extending the parkland and ancient woodland habitats. Given the very limited extent of this area of new habitat, this is only expected to provide suitable nesting habitat for 1-2 breeding pairs.
Corvids	There are no records of breeding corvid species within the site boundary	Designs follow AOA guidance to avoid opportunities for nesting pigeons in the build environment. No ledges or similar architectural	Negligible	No additional nesting opportunities provided by scheme. Waste tightly controlled and contained within specific bin

		features that would provide potential nest locations will be included within the scheme.		storage.
Starlings	There are no records of breeding or wintering/flocking starling within the site boundary although the site is likely to provide foraging resource for starling breeding within the wider area.	Given the established severe declines in this species and its status as a NERC s41 priority species, it is the intention of the development to include provision for this species in order to compensate for the loss of foraging habitat.	Negligible	The scheme will include provision of nest boxes for starling, swift and house sparrow (10 no. each species) on units around the periphery of the development. The inclusion of these features in the scheme is considered appropriate given the conservation status of these species and the very limited hazard presented by low numbers of these species.

4.2.1 Waterbodies

Whilst the proposed drainage attenuation ponds will be planted to provide some ecological interest, they have been designed solely for drainage attenuation purposes and will hold low levels of water all year round, although their levels are expected to fluctuate considerably as a result of weather conditions. Planting schemes around these SuDS features should encourage tall marginal vegetation which will deter large flocks of species such as gull, geese and wading species. Rather than one large feature, 5 ponds have been designed in order to limit the extent of open water and thus reduce the attractiveness to flocking birds, thereby avoiding potential congregation activity. As such, it is not considered that they would act as a significant attractant for additional water birds such as Ducks, Geese, Swans, Herons, Coots and Cormorants and will not be of a size considered suitable for roosting Gull populations.

Creation of new SuDS scheme is not considered likely to attract large number of bird species. Site lies between Southampton airport and the Site is which has a large series of waterbodies as well as the river Itchen running through the area, so creation of a new flight path is not expected as a results of the creation of the SUDs features, the design and planting of the attenuation basins will be created as to deter waterfowl and wading bird species.

5 BIRD HAZARD MANAGEMENT PLAN

Based on the baseline data and the site risk assessment bird numbers are not expected to significantly change as a result of the development, and therefore it is not considered that the development will cause a significant bird hazard risk. However, the measures described in the Bird Hazard Management Plan (BHMP) below will be implemented into the site design and management to ensure that bird hazard risk is kept to a minimum at the site, and that any bird hazards would be detected and dealt with swiftly if it was to occur.

Eastleigh Borough Council are developing the Site and are currently responsible for the ongoing implementation of the BHMP. Responsibility will be passed to site management companies and/or any other relevant parties.

The duration of this BHMP is linked to the Site and not the site owner or operator.

5.1 DESIGN

Whilst the proposed development is not considered to result in an overall increase in bird populations, both during the construction phase and post construction, which would present a likely bird strike risk. As a precaution, a number of measures should be incorporated into the BHMP to ensure that hazardous birds and congregations of birds are not attracted to the Site as a result of the proposed development. Details of these measures are discussed below.

5.1.1 Landscape planting

The Pre-Application Planning Advice Received from Southampton Airport in relation to the full outline planning application states:

"The Inner Horizontal Surface has a maximum height AMSL of 54.34m and therefore, taking a worst-case scenario, in the SE of the site with a ground height of 38 metres to avoid penetration of this surface buildings should not exceed 16.4m AGL."

"As the site sits within the boundary of the Inner Horizontal Surface, tree planting at centers of 4 meters or greater is acceptable, but the following species must be excluded; Scots Pine Pinus Sylvestris, Oak Quercus sp. and Beech Fagus Sylvatica."

It is the aspiration of the scheme to include oak in the landscape planting in specific areas where it provides and extension to the existing oak woodland and parkland on site on the following basis:

- The parkland habitat is a UK BAP habitat and there is a rare opportunity associated with this development to provide an extension to the existing veteran oak parkland. The proposed extension is 0.72 ha of oak parkland with oaks planted at 4m centers with the intention to thin to existing density (~15m centers) as the trees mature. The existing area of this habitat is estimated as 3ha across Eastleigh Borough¹ so this opportunity presents a significant (~25%) increase in this priority habitat at a strategic level in an area of existing habitat with excellent connectivity to a designated woodland.
- The site is located within the Chalcroft Priority Biodiversity Link as identified in the Eastleigh Biodiversity Action Plan and woodland/parkland planting seeks to enhance this corridor and effectively extend the Chalcroft Business park woodland SINC.
- Significant areas of designated Lowland mixed Deciduous Woodland (UKBAP priority habitat, SINC and

¹ Eastleigh Borough Council – Biodiversity Action Plan 2012-2022 (EBC, 2012)

ancient woodland) comprising significant oak trees exist both on site and immediately adjacent to this phase and the proposed planting follows the species mix present in the existing valuable habitats. The proposed planting is not considered to present a visual feature or trees that will penetrate the Inner Horizontal Surface

- The increase in hazardous birds is expected to be very low on the basis that these areas will be adjacent to a high-density residential development and, as such, the suitability of the new habitats for nesting large raptors is very low due to disturbance effects.
- LIDAR (2019 1m DTM) shows that the ground level in the area proposed for parkland oak planting is 19-20m AMSL ground level. This leaves a clearance of 34.34m between the ground level and the Inner Horizontal Surface. *Q. robur* has a maximal height of 30m implying that oak planting in this area would not compromise the Inner Horizontal Surface. Mitigation is proposed to manage the potential height of these oak trees to a maximum height of 20m (e.g. leader removal and vertical stem management) to ensure that the inner horizontal surface is not compromised by these trees and there is a negligible change in terms of the appearance of this area over time given the presence of large, mature oak trees in the immediate vicinity of the new planting.

Berry/fruit bearing planting (trees and shrubs) dispersed throughout the scheme, will be subject to a maximum of 15% of the total planting.

5.1.2 Sustainable Urban Drain Schemes (SuDS)

Basins

A Drainage Strategy has been developed for the Site, which includes a sustainable urban drainage system (see a concept plan of the SUDs basins in Figure 4), in the first residential parcel there will be five drainage basins, swales and permeable paving will be used throughout.

The SuDs design has not been finalized however, some of the SuDs ponds will be planted for biodiversity and wildlife interest and will retain water throughout the year. The concept designs for the SuDs features (see fig XX) show small areas will be deep permanent water, larger areas permanent shallow water, edges of ephemeral wet land and planted with permanent vegetation cover around the feature, planting will include tall marginal species and ensure the water levels are maintained at a low level to deter larger bird species.

One SuDs basin will be positioned on the western boundary of the Site adjacent to Round copse wood. Due to the location of this SUDs basins on the edge of woodland, the basin will be overshadowed by trees making it less attractive to waterfowl.

The other four SuDs ponds will be located to the North of the development boundary along and next to the existing stream that flows east to west, additional scrub planting in these areas is recommended to further deter larger flocking bird species.

Swales

Swales are being designed within the main developed area, where these features will be highly disturbed, grassed over and maintained at a short amenity length to deter use by birds.

5.1.3 Building design

Flat and shallow-pitched roofs have the potential to present a hazard for multiple species.

The building designs for the Site have avoided incorporating any buildings that have flats or shallow pitched roofs to avoid creating potential bird attractants. Protruding ledges have been specifically excluded from this scheme.

The following practical options will be integrated into the building designs to avoid attracting nesting, loafing and roosting birds.

- Roofs should be of a steep pitch to deter loafing and nesting birds, choice of roof material, tiles that have smooth surfaces and limited vents will reduce breeding opportunities.
- Roof overhangs will be kept to a minimum, with ledges beneath overhangs and external protrusions being avoided where possible.
- Any exposed ledges will be fitted with bird spikes at a density suitable to exclude feral pigeons and larger birds.
- If necessary netting will be used to proof roofs and exclude hazardous species.
- Any flat or shallow pitched roofs that cannot be bird proofed must be accessible to monitor and manage birds if considered necessary.
- Lighting structures designed or proofed to deter roosting birds

5.2 MANAGEMENT

5.2.1 Construction Phase

Control of construction drainage and earth works during the construction phase should ensure that wide areas of permanent open water do not develop which can attract geese, gulls and wading species.

If necessary, bare loose soil should be compacted to reduce its suitability for bird species.

The timing of all significant earthworks, particularly topsoil spreading and grading, shall be notified to the airport (Airfield Operations) in advance and scheduled, where possible, at times of lower flying activity.

Grass seeding should be done in phased sections if the area to be seeded is larger than 150m² rather than all at once. Intervals between discrete blocks should ideally be in the order of 3 days. This will produce staggered germination, reducing the amount of seed available to pigeons, reducing the area affected at any one time and allowing better deployment of passive deterrent measures.

Blocks of ground where construction work has been completed shall be reinstated or covered and re-seeded (where applicable) at the earliest opportunity.

Waste control and disposal for the Site, including food waste, should be controlled to avoid the build-up of scavenging bird species such as gulls and corvids. Waste should be placed in covered skips and bins to reduce risk.

5.2.2 Post-construction

Trees/Shrubs

Existing and newly created hedgerows within and surrounding the development that contain fruiting species such as Hawthorn *Crataegus monogyna* and Blackthorn *prunus spinosa* will be trimmed yearly to limit berry production.

Grassland Management

Grassland in amenity areas throughout the Site will be maintained as a short sward.

Areas of existing diverse grassland habitats within the Site will have a reduced cutting regime. Arisings from these areas should be removed for the benefit of biodiversity and to remove seeds which may attract flocking birds.

SUDS

Swales used within the Site as part of the SUDS scheme will be monitored to ensure that they are quick draining. Grass within the swales will be regularly cut to ensure it is maintained as a short sward, to ensure they are kept as unattractive features for hazardous bird species.

SuDS basins that hold water on a non-permanent basis are to be managed to control any bird hazard as appropriate.

SuDs basins that are designed to hold water at a low level on a permanent basis will be planted with tall marginal species such as common reed *Phragmites australis* and reedmace *Typha latifolia* or *Typha angustifolia* which will limit the amount of open water which will naturally reduce the appeal of the water body to species such as gulls, geese and cormorants. Additional scrub and hedgerow planting around SuDs will be allowed to grow with minimal management.

Putrescible Waste

This development phase will include residential properties only. The following precautions will be implemented during construction and operation to minimise bird attraction;

- All waste will be stored in private bins and bin storage facilities on site.
- Signs will be erected in public places informing the public that they should not feed the birds, in places birds are likely to cause an issue, e.g. SuDs pond. This situation will be monitored quarterly as part of the BHMP (or outside these checks if concerns are raised by a residents) and if it is considered to be an issue, then further steps will be taken to inform the public, for example by distributing informative leaflets. Residential bird feeders are not covered under this as they are not expected to pose a risk. Public feeding of flocking birds such as feral pigeons and gulls is to be discouraged through information pack issued to residents.

5.3 MONITORING AND DISPERSAL

Regular monitoring and reporting will be undertaken by an agent appointed by Eastleigh Borough Council. Annual reviews of the records of bird and potential bird hazards will be undertaken by the project ecologist and reported back to Eastleigh Borough Council. Any emerging hazards will be reported to National Air Traffic System (NATS) based at Southampton Airport. Should unacceptable potential risks be encountered, management intervention will occur to reduce the potential risk to an agreed acceptable level in consultation with NATS.

5.3.1 Monitoring

Construction phase monitoring will specifically include:

- A log book will be kept providing an auditable record of all BHMP information to be maintained detailing: dates, times and description of monitoring carried out, species and number of birds recorded, control effort provided and the results of any control.
- Numbers and species of bird present across the Site to be recorded in a log book. The frequency of the monitoring will be undertaken under the direction of the bird management consultant and will be

dictated by the level of bird activity and time of year. If required advice would be sought from a bird control specialist if levels are seen to increase.

- The general attractiveness of the site for birds will also be monitored on an ongoing basis with any measures (such as landscape/habitat management, surveillance/dispersal strategies) adopted where required to render the site unattractive for birds.
- SUDS features will be checked quarterly to monitor bird populations and identify if management will be required to reduce the numbers of birds if this is observed to increase.
- Southampton International Airport will also be able to independently verify that the objectives of the BHMP are being met, and an inspection of the records and Site can be made without notice to Eastleigh Borough Council, access to all areas of the Site will be made available to ensure that inspections can be carried out.
- Contact would be made with the Southampton Airport Air Traffic Control team should any bird issues arise.
-

5.3.2 Remedial Management Options

- If bird activity of larger flocking species (such as gulls, wildfowl or corvids) is recorded during on-going monitoring of the proposed SUDs attenuation ponds, a bird control specialist will be contacted, and appropriate control measures would be undertaken if deemed appropriate.
- Consideration will be given to the use of wider bird deterrent measures to encourage dispersal, e.g. distress calls, gas cannons.
- Following monitoring and any recommendations from consultation with the retained ecological consultants, habitat management (targeted landscape management) and surveillance/dispersal strategies would be adopted if deemed necessary.
- Any control measures considered necessary, after site monitoring and consultation with the project ecologists, must be to be carried out under an appropriate licence as necessary.
- Existing and newly planted hedgerows, trees and shrubs throughout the Site in community open spaces will be managed yearly.

Should the Site manager have concerns about bird numbers and activity due to unexpected or seasonal bird activity following adoption of aforementioned measures, the activity shall be recorded in the logbook and contact shall be made with the project ecologists and Southampton Airport for advice.

The project ecologist will undertake audits across the development site and the wider One Horton Heath Site, once per month during the construction phase and yearly thereafter subject to satisfactory performance.

Figure 5: Site Design



6 CONCLUSIONS

This BHMP concludes that there is no significant increase in bird strike risk associated with the first residential parcel of one Horton Heath on Southampton International Airport, should the measures included herein be delivered as required.

Southampton Airport lies in close proximity to an identified bird fly way to the east of the airport which runs north to south along the River Itchen corridor. The Site lies to the east of the river Itchen, the development is not expected to attract common hazardous bird species to the Site or alter the pre-existing bird fly ways identified if measures laid out within the BHMP are followed.

Recommendations have been made to design out potential attractant habitat for birds within the development design. Also, management measures during and post-construction have been made to further lower risk of bird strike hazards.

The high level of human occupancy across the site post construction has been considered to be a deterrent to larger wading birds such as geese, herons, egrets, cormorants, lapwing, curlew and golden plover. Despite the increase of wetland SuDs features, human disturbance is likely to deter these species in larger numbers that are considered to be an aviation hazard.

The proposed measures will be continually reviewed in line with the BHMP, through site monitoring and reporting to Southampton International Airport, thereby ensuring that a robust and pro-active approach to any risks of increased bird strike. The Site management and monitoring will be ongoing throughout the life of the development or as long as there is an operational aerodrome within 13km of the Site.

Overall it is considered that in accordance with best practice the mitigation measures detailed in this document are sufficient to ensure that any risks of bird strike associated with the development of the first residential parcel of the One Horton Heath development have been reduced as low as reasonably practicable.

Appendix – Site specific CEMP Controls. TEMPLATE

Project/Task title: SID – Green Infrastructure

Principal Contractor: TBC

Start date: TBC

Duration: TBC

Site Manager: NAME AND CONTACT DETAILS TBC

Site Environmental Representative: NAME AND CONTACT DETAILS TBC

Environmental / Ecological issues	Best Practicable Means control measures to be implemented – EXAMPLES NOT LIMITED TO:	Location of control measures	Comments
Noise and vibration	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Noise assessment & identification of noisy plant/works to be undertaken. Use of low noise/vibration equipment (procurement strategy). Separation of noisy & vibrating equipment (prevention at source)- acoustic barriers. Location of equipment away from sensitive receptors. Maintenance of equipment. Avoid machinery idling. Traffic management plan – hours of work. Noise awareness campaign and toolbox talks.	TBC	
Lighting	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Lighting faces downwards and into site to avoid spilling onto adjacent habitats. No lighting on boundary of sensitive areas (TBC). Lights turned off at night.	TBC	
Dust / air quality	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Avoid unprotected spoil heaps – seeding/cover if long term storage required. Dust suppression to be used where necessary (run off to be captured and treated/settled	TBC	

	prior to discharge) – any discharge to be in accordance with EA permit.		
Bird hazard management	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR See bird hazard management plan (BHMP). Construction of SuDS basins to prevent attracting wading and water birds. Notification of grass seeding to the airport authorities – See section 5.2 of the BHMP Full details of arrangements to be added.	TBC	
Use of chemicals / fuel on site.	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR All fuel and chemicals to be stored in a secured container on an impervious base with sufficient bunding capacity to prevent ground contamination in the event of failure. All chemicals must be properly labelled. All fueling in designated area away from water courses. Drip trays must be used for all fueling operations. All hoses and valves to be checked regularly for damage/wear and tear. Spill kits must be available AND all operatives trained in their use. Emergency procedures must be in place and all operatives trained in them. All spillages must be reported to the site manager AND the site Environmental Representative as soon as possible. A record of all incidents must be kept and reported to the Client as soon as possible.	TBC	
Water quality – dewatering / discharge (sediment control)	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Control of sediment and runoff will be managed in accordance with the principles set out in the CIRIA SuDs Manual. The use of methods including, retaining grass and vegetation for as long as possible, in disturbed areas, controlling erosion via the use of straw bale barriers, geotextile silt fences and sediment basins (with regular clearing out of excess sediment off-site) and ensuring that the runoff from the disturbed area passes	TBC	

	through sediment control systems before discharge. Any discharge to be in accordance with EA permit.		
Water quality/mud transfer – wheel wash and cement washout.	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Wheel wash and cement slurry to be in purpose-built system to ensure water is reused, silt, sediment and invasive species are prevented from transfer or contamination or water courses. Cement wash-out to be retained and returned to supplier – or contained for treatment - TBC.	TBC	
Tree removal and tree root protection	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Tree route protection requirements set out in the relevant arboricultural reports will be implemented.	Detail specific root protection zones on plan.	
Waste management	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Waste management strategy to be prepared and implemented following the waste hierarchy – prevention, reuse, recycling, energy recovery, disposal. Soil from the Phase 3 Road is to be used on the First residential parcel to avoid the requirement for importing soil.	To be prepared	
Prevention of run-off (spoil storage)	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Location of spoil heaps to be furthest from watercourses and bunded/water capture used to prevent silt run off.	TBC	
Great Crested newts	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR GCN licenses are in place for the northern area and Chalcroft (to be submitted/approved). All works must comply with the license requirements.	TBC	
Owls	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Nesting barn owls are present in Chalcroft farm and there are two active nest boxes present on site to the south of Chalcroft and in the center of Foxwood.	TBC	
Nesting birds	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR	TBC	

	Nesting birds must not be disturbed. Where possible, removal of trees and hedgerows should not be undertaken during the nesting season. If works must be undertaken during this time, then a pre-works check by a competent ecologist must be made to ensure that no nesting birds are present.		
Bats	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR A number of tree roosts are present across the site. The location of which will be made available to the Principal Contractor, and these will be updated/reassessed as required.	TBC	
Dormice	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR Foxwood supports hazel dormice. All works around Foxwood Stream will be undertaken in accordance with the dormouse license is being prepared (and will be attached to this CEMP	TBC	
Invasive species - Japanese knotweed (<i>Fallopia japonica</i>) and Himalayan balsam (<i>Impatiens glandulifera</i>).	TO BE COMPLETED BY THE PRINCIPAL CONTRACTOR There are areas of Himalayan balsam (adjacent to Quobleigh stream) which must not be spread across the site or downstream. A method statement for removal or treatment to be agreed in writing by the local planning authority PRIOR to any works in this or adjacent areas. Biosecurity measures including: Timing of removal. Vehicle and personal decontamination (wheel wash and footwear washing). Cleaning and disinfecting tools. Signage and training for all operative.	TBC	

Appendix – CEMP weekly inspection/monitoring form

Project/Task title: SID – Green Infrastructure

Date of inspection: TBC

Time of inspection: TBC

Details of person undertaking inspection: TBC

Principal Contractor: TBC

Site Manager: NAME AND CONTACT DETAILS TBC

Site Environmental Representative: NAME AND CONTACT DETAILS TBC

Licenses and permits;

License/Permit	Number	Issue date	Issued by
Great Crested Newt License	TBC	TBC	Natural England
Bat License	TBC	TBC	Natural England
Dormouse License	TBC	TBC	Natural England
Ordinary water course consents	TBC	TBC	Hampshire County Council
Tree removal (Quobleigh Stream)	TBC	TBC	Environment Agency
OTHERS			

Environmental / Ecological issues	Control measures checked AND adequate YES/NO	Signed / dated	Actions required / Comments
Noise and vibration			
Lighting			
Dust / air quality			
Bird hazard management			
Soil stabilization – use of cement / lime			
Use of chemicals /			

fuel on site.			
Water quality – dewatering / discharge (sediment control)			
Water quality/mud transfer – wheel wash and cement washout.			
Stream / watercourse diversions.			
Tree removal and tree root protection			
Waste management			
Prevention of run-off (spoil storage)			
Great Crested newts			
Owls			
Nesting birds			
Bats			
Dormice			
Biosecurity - Invasive species - Japanese knotweed (<i>Fallopia japonica</i>) and Himalayan balsam (<i>Impatiens glandulifera</i>).			
OTHERS			

Incidents/accidents/near misses reported this week:	
Toolbox talks undertaken this week:	
Actions required from this inspection:	
Inspection findings reported to:	<i>Name, role and date.</i>
Additional Comments:	
Signature:	

NOTE: This form must be completed WEEKLY and submitted via iAuditor OR via ohh_hsereports@eastleigh.gov.uk

Appendix – Further relevant documents

Document	Author	Reference/Date/Version
Bird Hazard Management plan	John's Associates	
Tree Constraints Plan	Tyler Grange	Assessment reference 11705_R05a_JP_HM dated 15 December 2020
Construction Traffic Management Plan	PBA	TBC
Green Infrastructure - Habitat Regulations Assessment	John's Associates	J00947a Feb 2024
Green Infrastructure – Ecological Appraisal Report	John's Associates	J00947 Feb 2024

Appendix – Construction Traffic Management Plan.



ONE HORTON HEATH, PHASE 3 ROAD

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

August 2021

One Horton Heath (on behalf of Eastleigh Borough Council)

**INFRASTRUCTURE
ONE HORTON HEATH
PHASE 3 ROAD**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

<i>Document No:</i>		131.0008/CTMP/2	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Jessica Lloyd		August 2021
<i>Checked by:</i>	Mark Smith		August 2021
<i>Approved by:</i>	Mark Smith		August 2021

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	20.08.21	JL	Client Comments	MS	MS

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INFRASTRUCTURE
ONE HORTON HEATH
PHASE 3 ROAD

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Contents

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Figure 1 – Approximate Site Location

Figure 2 – Proposed Construction Routes

Appendices

Appendix A – Proposed Site Compound Layout

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/21/91185) for the *'construction of road between Allington Lane and Burnetts Lane with associated footway, cycle paths, water crossings, drainage and landscaping'* on Land between Burnetts Lane and Allington Lane, Eastleigh. The approximate site location is shown in **Figure 1**.

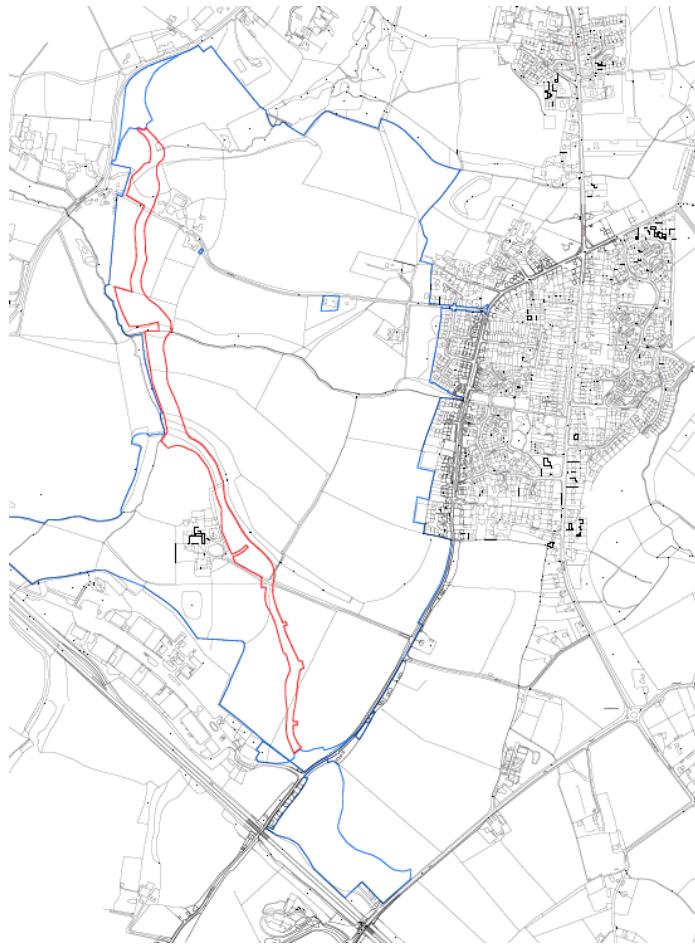


Figure 1: Approximate Site Location

- 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 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’.

- 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 can be found under application reference F/21/91185.
- 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 Phase 3 of the proposed link road runs through the proposed One Horton Heath development north west to south east between Allington Lane and Burnetts Lane. At the north western end, the link road would connect onto the new Allington Lane roundabout which then allows travel north towards Fair Oak and south towards Southampton. At the south eastern end, Phase 3 of the link road connects onto the new Burnetts Lane roundabout which also then connects onto a new section of the link road between Burnetts Lane and Bubb Lane, with a new roundabout in place at Bubb Lane.

Access Arrangement

- 2.2 The proposed link road would route through the site northwest to southeast to act 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 link road would be accessed from the two newly constructed roundabouts to the north (Allington Lane) and south (Burnetts Lane) which would form the access to the construction of the link road.
- 2.4 The Burnetts Lane/Link Road Roundabout constitutes a four-arm roundabout with an Inscribed Circle Diameter (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.
- 2.5 The Allington Lane/Link Road roundabout is a three-arm roundabout with all arms including a two-lane approach and has an ICD of 44m.

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.
- 2.11 Allington Lane runs north to south from the Allington Lane/Fair Oak Road Priority Junction in the north to the Allington Lane/Swaythling Road (A27)/Townhill Way Roundabout in the south. Allington Lane is subject to a 40mph speed limit for the majority (except the northern 450m section which is subject to a 30mph speed limit upon approach to the urban/residential area) as well as a 6'-6" width restriction (except for access). Allington Lane may be used for those wishing to access Southampton to the south, Eastleigh to the north west and Fair Oak to the north east.

Strategic Road Network

- 2.12 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 most readily via Junction 7.
- 2.13 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 Two compound areas are proposed with one to the east and one to the west of the new link road through the site, which are demonstrated in **Appendix A**. The link road is proposed to have a minimum width of 6.5m, and the construction access will be of sufficient width to allow for two-way vehicle movements in and out of the site.
- 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.
- 3.3 The exact location of the compound is to be determined once the contractor has been appointed, however, the position will be sensitively placed to minimise impact and disturbance to local residents and businesses and thus will be placed away from existing residents.
- 3.4 It is confirmed that the Burnetts Lane/Link Road roundabout, Allington Lane/Link Road roundabout, Bubb Lane/Link Road and the section of Link Road between Burnetts Lane and Bubb Lane would be fully constructed and operational before works begin on construction of phase 3 of the link road. It is the intention that the section of link road between Burnetts Lane and Bubb Lane in its current state is to be primarily used as access to the Chalcroft Business Park and residents of Burnetts Lane to the north of the roundabout.

Parking

- 3.5 The compound area would also be large enough to accommodate vehicle parking associated with contractors. 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.
- 3.6 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, either from Junction 5 at Eastleigh or Junction 7 at Hedge End. 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 south of the site and follows the M27 at Junction 7, Charles Watts Way, Tollbar Way, Bubb Lane and the new link road. This route is considered to be the most suitable, avoiding constrained roads where possible. To access the northern parcel of the site it is likely the green route would be used which involves Junction 5 of the M27, A335, Wide Lane, the A27/Mansbridge Road and Allington Lane. Both routes were proposed and used as part of previous CTMPs prepared by Paul Basham Associates to support the Allington Lane/Link Road roundabout and Bubb Lane/Link Road/Burnetts Lane roundabouts construction and are therefore considered acceptable routes.
- 4.4 In addition, for materials arriving by rail (if required) 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 2**).



Figure 2: Proposed Construction Routes

- 4.5 Construction traffic will be asked to follow the routes 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.

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

5.1 For the purpose of this CTMP, the following assumptions have been made:

- The Phase 3 link road consists of 1.8km in length
- The link road would take around 12 months of construction
- An average of 40 daily workers would visit the site
- An average of 20 daily deliveries/tipper lorries would visit the site

Working Practice On-Site

5.2 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

5.3 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

5.4 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.

5.5 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. This is likely to be secured via a condition survey prior to commencement.

Wheel Wash Facilities

- 5.6 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.
- 5.7 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.

Mitigation of Dust

- 5.8 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 Banksmen

- 5.9 Banksmen 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. Banksmen would be used to ensure these, and other manoeuvres are conducted in a safe manner if required.

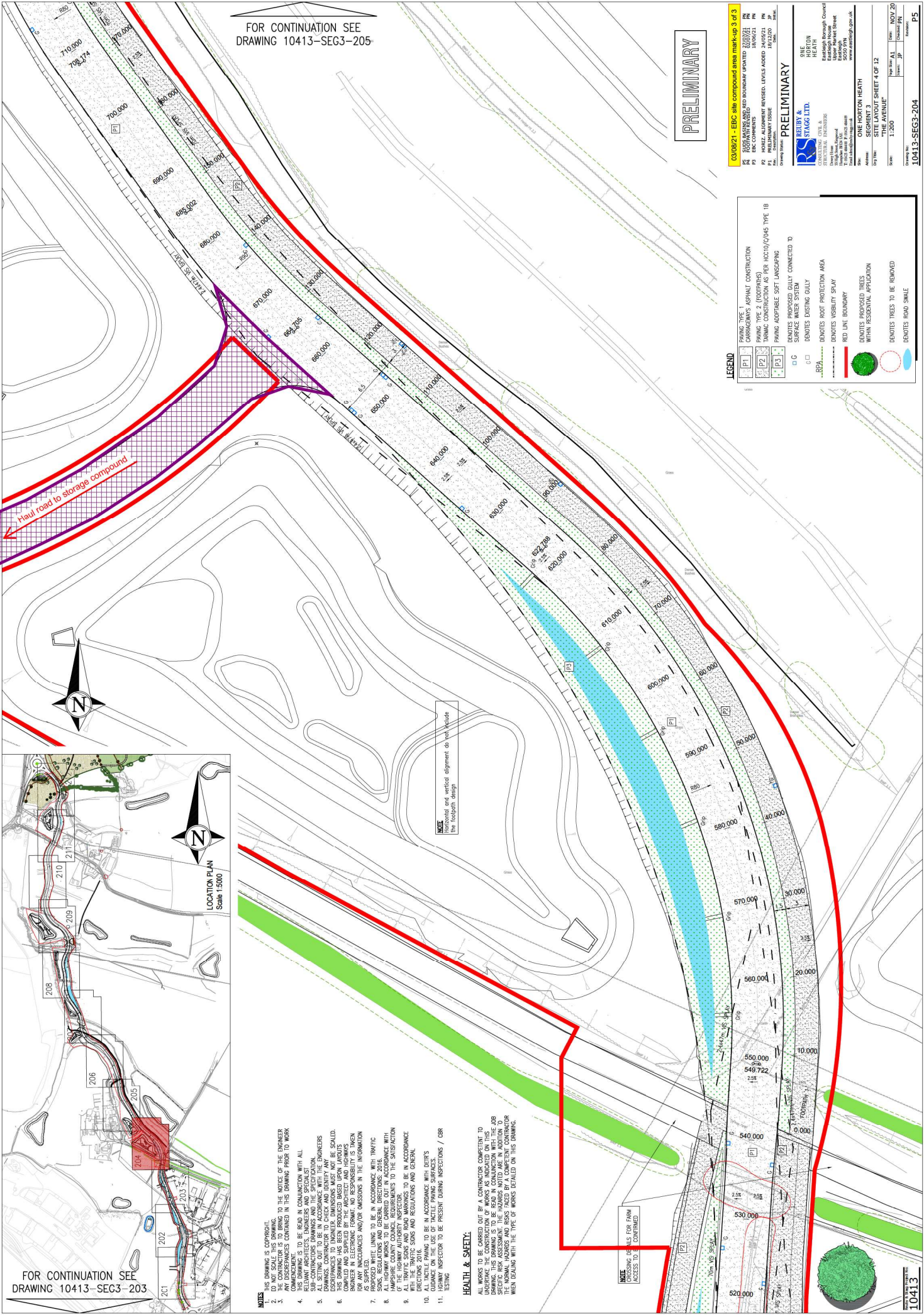
Consultation with Local Residents

- 5.10 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. SUMMARY AND CONCLUSIONS

- 6.1 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/21/91185) for the *'construction of road between Allington Lane and Burnetts Lane with associated footway, cycle paths, water crossings, drainage and landscaping* on Land between Burnetts Lane and Allington Lane, Eastleigh.
- 6.2 The site compound would be accessed via the new section of 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.
- 6.3 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.
- 6.4 A number of other measures would be implemented to ensure safety and reduce disturbance from demolition and construction traffic. These include:
- 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.
- 6.5 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.

Appendix A



FOR CONTINUATION SEE
DRAWING 10413-SEG3-205

PRELIMINARY

CD0021 - EBC site compound area mark-up 3 of 3

REVISION	DATE	BY	APP'D
P1	20/09/21	PM	PM
P2	24/09/21	PM	PM
P3	18/12/20	JP	JP

CD0021 - EBC site compound area mark-up 3 of 3

REVISION DATE | BY | APP'D || P1 | 20/09/21 | PM | PM |
| P2 | 24/09/21 | PM | PM |
| P3 | 18/12/20 | JP | JP |

ONE HORTON HEATH

SEGMENT 3

THE AVENUE

Sheet No. 10413-SEG3-204

Scale 1:200

Drawn by AL

Checked by PM

Date 20/09/21

Project No. 10413-SEG3-204

PS

LEGEND

P1	PAVING TYPE 1
P2	CARRIAGEWAYS ASPHALT CONSTRUCTION
P3	PAVING TYPE 2 (FOOTPATHS)
P4	TARMAC CONSTRUCTION AS PER HIC10/2/MS TYPE 1B
P5	PAVING ADAPTABLE SOFT LANDSCAPING
P6	DENOTES PROPOSED GULLY CONNECTED TO SURFACE WATER SYSTEM
P7	DENOTES EXISTING GULLY
P8	DENOTES ROOT PROTECTION AREA
P9	DENOTES VISIBILITY SPRAY
P10	RED LINE BOUNDARY
P11	DENOTES PROPOSED TREES WITHIN RESIDENTIAL APPLICATION
P12	DENOTES TREES TO BE REMOVED
P13	DENOTES ROAD SINK

- NOTES
1. THIS DRAWING IS COPYRIGHT.
 2. NO SCALE THIS DRAWING.
 3. ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS.
 5. ALL SETTING OUT TO BE IN ACCORDANCE WITH THE ENGINEERS DRAWINGS. CONTRACTOR TO CHECK AND IDENTIFY ANY SETTING OUT.
 6. THIS DRAWING HAS BEEN PRODUCED BASED UPON LEVELS AS SUPPLIED.
 7. ALL BUILDINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNALS, REGULATIONS AND GENERAL DIRECTIONS 2016.
 8. ALL HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE TRAFFIC SIGNALS, REGULATIONS AND GENERAL DIRECTIONS 2016.
 9. ALL TRAFFIC SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNALS, REGULATIONS AND GENERAL DIRECTIONS 2016.
 10. ALL TRAFFIC PAVING TO BE IN ACCORDANCE WITH DEF'S SPECIFICATIONS FOR TRAFFIC PAVING.
 11. HIGHWAY INSPECTOR TO BE PRESENT DURING INSPECTIONS / SURVEYING.

HEALTH & SAFETY:

ALL WORKS TO BE CARRIED OUT BY A CONTRACTOR COMPETENT TO UNDERTAKE THE CONSTRUCTION OF WORKS AS INDICATED ON THIS DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE JOB SPECIFIC RISK ASSESSMENT. THE HAZARDS NOTED ARE IN ADDITION TO THE NORMAL HAZARDS AND RISKS FACED BY A COMPETENT CONTRACTOR WHEN DEALING WITH THE TYPE OF WORKS DEPICTED ON THIS DRAWING.

NOTE
CHECKING DETAILS FOR FARM ACCESS TO BE CONTINUED

Appendix – Permits and licences.

Hampshire County Council Permits

- Ordinary water course consents – to be applied for.

Eastleigh Borough Council

The Control of Pollution Act 1974 (CoPA) gives the Council powers to control noise and vibration from construction sites and other works. Section 61 allows contractors to apply for Prior Consent and agree working hours, site noise levels and other measures prior to work starting.

Appendix – Code of Conduct for Construction - Ciria guidance document C741: Environmental Good Practice on Site