



Kings Copse Avenue, Hedge End
Framework Construction Traffic Management Plan
Client: Eastleigh Borough Council

i-Transport Ref: OT/SGe/ITS19785-011

Date: 25 September 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
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SECTION 1 Introduction

1.1 Background

- 1.1.1 Eastleigh Borough Council (EBC) have appointed i-Transport LLP to provide highways and transport advice in relation to the proposed residential development of 192 dwellings on Land at Kings Copse Avenue, Hedge End. The site is located within the administrative boundary of EBC, who are the local planning authority and Hampshire County Council (HCC) are the highway authority.
- 1.1.2 This document is a Framework Construction Traffic Management Plan (FCTMP) for the development of the site. This FCTMP sets the framework plan for the management of construction vehicle movements and site operations which are likely to be required as the development progresses to the construction stage.

1.2 Aims and Objectives

- 1.2.1 This FCTMP aims to provide HCC with sufficient information to provide assurance that construction related activities can be undertaken safely, without compromising the safety or operation of the surrounding road network.
- 1.2.2 In order to meet this aim, the FCTMP has the following objectives:
- Provide appropriate management of construction related vehicle movements;
 - Minimise as so far is practicably possible the impact of construction related activities on the surrounding highway network; and
 - To demonstrate a commitment to the safety of both construction workers and the general public through-out the construction period.

1.3 Site Location

- 1.3.1 The site is located on the eastern boundary of Kings Copse Avenue, approximately 1km to the east of Hedge End as illustrated in **Figure 1** and extracted below in **Image 1.1**.

Image 1.1: Site Location Plan



Source: i-Transport LLP

1.4 Scope

1.4.1 The scope of the FCTMP is as follows:

- Construction Traffic Routing Strategy and Access
 - Provision of a construction traffic routing strategy;
 - Provide indicative access and egress arrangements for construction vehicles;
- Working Practices
 - Provide a high-level overview of working practices, including working hours for staff at the site;
 - Providing a high-level overview of the possible construction vehicle movements that will be generated by the site;
- Site Layout:
 - Identification of potential compound locations within the site;
 - Identification of potential arrangements for construction worker parking;
- Liaison and monitoring:

- Set out a framework for liaison and monitoring at the construction site; and
- Identification of potential further mitigation measures.

1.4.2 As this is a "framework" document rather than a full CTMP, its contents should be considered indicative at this stage. The FCTMP should be taken as a live document, which should be updated and expanded as the project progresses up to the end of the construction period. This document will be developed further by Eastleigh Borough Council with input as needed from HCC and other appropriate stakeholders.

SECTION 2 Construction Traffic Routing Strategy and Access

2.1 Routing Strategy

2.1.1 All construction vehicles travelling to and from the site will originate and travel to/from the Strategic Road Network (SRN). This includes the route to the site from Junction 8 on the M27, with an overview of this provided below.

2.2 Route from the M27

2.2.1 The closest SRN link to the site is the M27, which runs from Southampton to Portsmouth. The proposed route from the M27 is for construction vehicles to enter the local highway network on approach to the site from Junction 8.

2.2.2 From Junction 8, the route to the site is as follows:

- Windhover Interchange Roundabout;
- Dodwell Lane;
- Barnfield Way;
- Heath House Lane; and
- Kings Copse Avenue.

2.2.3 The proposed construction routing is set illustrated in **Image 2.1**.

Image 2.1: Construction Traffic Route



2.3 Information provision

- 2.3.1 The above vehicle route will be provided to all contractors, sub-contractors and delivery firms prior to arrival and relayed to site personnel via tool box talks.

2.4 Weight restrictions

- 2.4.1 Dodwell Lane itself is subject to a 7.5 tonnes weight restriction (with the exception of loading), this restriction is shown in **Image 2.2**. There are no other vehicle weight or dimension restrictions on the proposed construction traffic route.

Image 2.2: Weight restrictions on Dodwell Lane



Source: Google Maps 2025

2.5 Access and Egress Arrangements

2.5.1 The first stage of construction to take place will be the construction of the site access on Kings Copse Avenue. All construction traffic (including private vehicles of construction workers) will gain access via the main site access.

2.5.2 Where required the use of banksmen / traffic marshals to support the access / egress of larger construction vehicles will be considered. The erection of temporary signage warning the public of the presence of emerging construction vehicles will also be considered. These measures will ensure that the safety of the public travelling on Kings Copse Avenue is maintained as a priority.

2.6 Abnormal Loads

2.6.1 During the construction period, there may be an occasional requirement for abnormal loads associated with delivery of specific plant or pre-fabricated structures. The management of these loads would be co-ordinated with HCC with appropriate notification to the Police as needed.

2.6.2 The need for and or the exact nature of any abnormal loads is not known at this stage. However, swept path analysis will be undertaken and included within the final CTMP for the construction route which would confirm the suitability of the route for these vehicles. The timing of any such loads will be programmed to ensure it does not coincide with the busiest periods on the road network.

SECTION 3 Working Practices

3.1 Contact details

3.1.1 Prior to work commencing on the site, details will be provided of key contact details for site staff, this will include:

- Site Manager
- Principal Contractor Contact
- 24-hour Emergency Contact

3.1.2 The details of the above contacts will also be provided on site at the site access and displayed prominently for the duration of the construction process.

3.2 Working Hours

3.2.1 Working hours will be determined by contractors as the construction programme progresses. Construction times are likely to be restricted to daytimes / weekday and in conjunction with any related planning condition requirements.

3.2.2 Any undertaking of construction activities in the evening, night or on weekends would be agreed with the Local Highway Authority and Local Planning Authority prior to being undertaken.

3.3 Construction Vehicle Movements

3.3.1 During the construction period, traffic movements will principally be associated with the following sources:

- The delivery and/or collection of plant;
- The delivery of construction materials and/or removal of waste materials; and
- The construction workforce.

3.3.2 The FCTMP is a live document and will be updated as the project progresses with further details provided regarding the number of construction vehicle movements required daily, the timing of these movements and the type of vehicles that will be required to serve the site.

3.3.3 Construction vehicles will be required to follow the prescribed routing as set out in Section 2.2.

SECTION 4 Site Layout

4.1 Potential Compound Locations

- 4.1.1 At this stage it envisaged that all compound locations required will be able to be accommodated within the boundary of the site. The specific site layout and compound locations will be identified as the project progresses. The CTMP will be updated with these details accordingly.

4.2 Construction Worker Parking

- 4.2.1 At this stage it envisaged that all construction worker parking will be able to be accommodated within the boundary of the site. The specific site layout and parking locations will be identified as the project progresses. The CTMP will be updated with these details accordingly.
- 4.2.2 All construction workers will be prohibited from parking outside of designated parking areas to prevent any unauthorised parking of construction workers on surrounding roads and residential streets. This will minimise the impact of the proposals on the surrounding local highway network.

SECTION 5 Monitoring and Liaison

5.1 Monitoring and Liaison

- 5.1.1 Continual monitoring of any safety concerns relating to the movement of construction related vehicles will be undertaken throughout the construction period. This will include the recording of any 'near-miss' incidents, or incidents resulting in queuing or inconvenience on the public highway. By recording such incidents any patterns can be identified, and potential further mitigation measures introduced to prevent similar incidents occurring in the future.
- 5.1.2 Sufficient signage will be provided on Kings Copse Avenue to inform members of the public that there are construction vehicles operating in the area.
- 5.1.3 Contact details for the site manager would be provided on the fencing of the construction site, visible to the public. This will allow members of the public to report any concerns or observations that they have regarding the operation of the site. The site manager will remain in contact with HCC and EBC through-out the construction period.

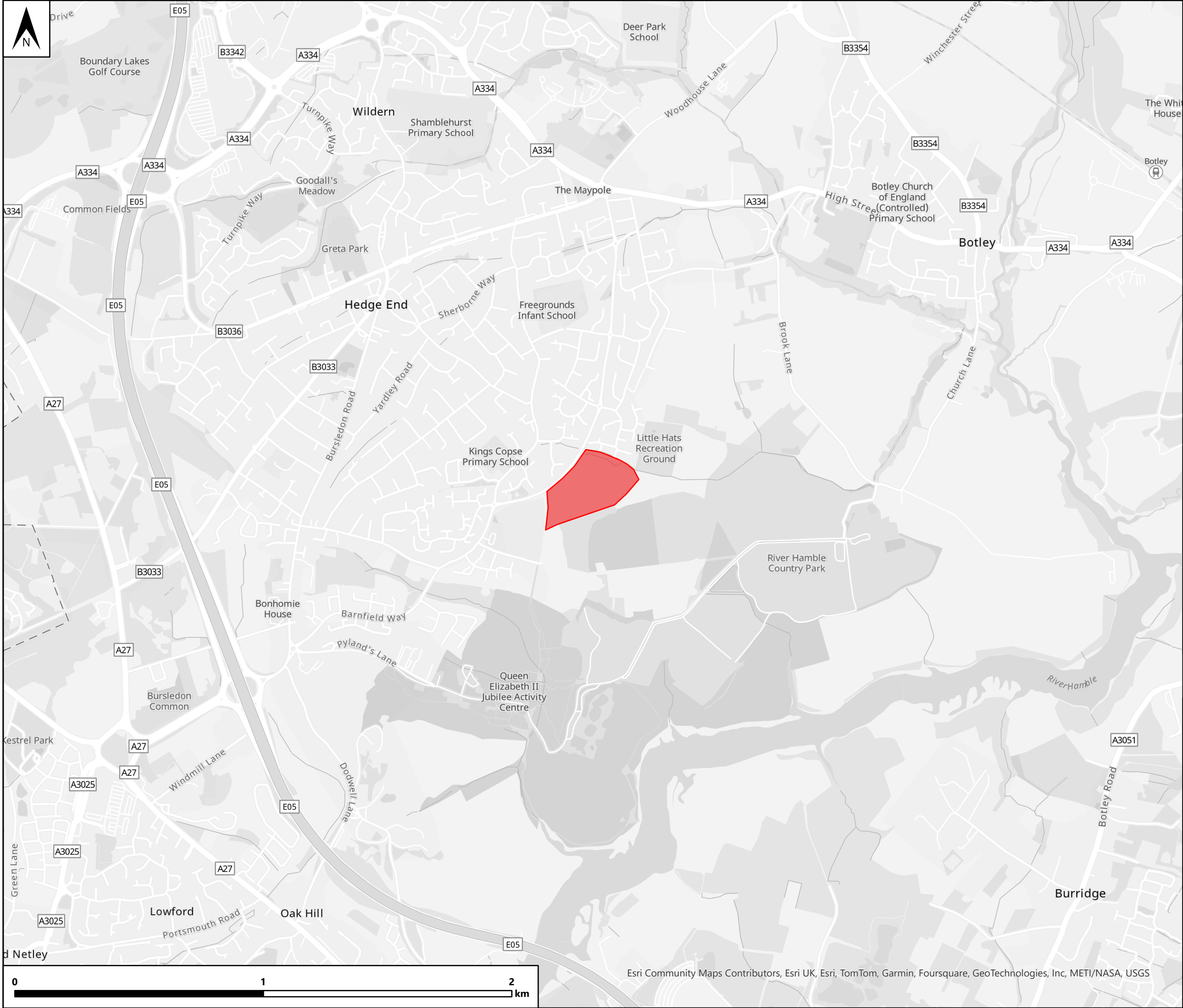
5.2 Potential Further Mitigation Measures

- **Wheel Washing:** Construction vehicles occasionally carry mud and debris from construction sites onto local highway networks, creating a hazard. Should this be identified as a specific issue for this site, there is potential for a wheel washing station to be implemented. This will ensure that all vehicles egressing the site will have clean wheels and therefore will not carry unwanted debris onto local roads. The requirement and location will be agreed as part of the full CTMP which can be secured in a suitably worded planning condition.
- **Vehicle Identification:** Should access of unauthorised vehicles to the site become a problem, there is the potential for a vehicle identification system to be implemented. This would involve construction vehicles associated with the site being required to carry identify documents, demonstrating their authorisation to enter the construction site.
- **Temporary Signage:** Should construction vehicles be found to be deviating from their prescribed routing, there is the potential to introduce temporary signage advising construction vehicles of the route to follow to and from the site. This would discourage the unauthorised use of surrounding roads by construction vehicles, some of which are unsuitable for the carriage of such vehicles.

SECTION 6 Summary

- 6.1.1 Eastleigh Borough Council have appointed i-Transport LLP to provide highways and transport advice in relation to the proposed residential development of up to 192 dwellings on Land at Kings Copse Avenue, Hedge End.
- 6.1.2 This document is a Framework Construction Traffic Management Plan (FCTMP) for the development of the site. This FCTMP sets the framework plan for the management of construction vehicle movements and site operations which are likely to be required should the development progress to the construction stage.
- 6.1.3 This FCTMP aims to provide HCC and EBC with sufficient information to provide assurance that construction related activities can be undertaken safely, without compromising on the safety or operation of the surrounding road network.
- 6.1.4 In order to meet this aim, the FCTMP has the following objectives:
- Provide appropriate management of construction related vehicle movements;
 - Minimise as so far is practicably possible the impact of construction related activities on the surrounding highway network; and
 - To demonstrate a commitment to the safety of both construction workers and the general public through-out the construction period.
- 6.1.5 In support of these objectives, the FCTMP contains a construction traffic routing strategy, information on access and egress arrangements and working practices. The FCTMP also contains an outline of how monitoring and liaison could work at the construction site, as well as suggesting potential further mitigation measures which could be implemented if needed.
- 6.1.6 As this is a Framework document rather than a full CTMP, its contents should be considered indicative at this stage. The FCTMP should be taken as a live document, which should be updated and expanded as the project progresses up to the end of the construction period. This document will be developed with input as needed by HCC and other appropriate stakeholders.
- 6.1.7 A full version of the CTMP will be secured by the Local Authority by way of a suitably worded planning condition which references this version or any later variation of it.

FIGURES



Key
 Site Boundary

Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 0204 531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:
Site Location Plan

Project:
Kings Copse Avenue, Hedge End

Project Number: ITS19785	Figure Number: Figure 1	Revision: -
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