Hampshire Water Transfer and Water Recycling Project

Framework Construction Traffic Management Plan

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Executive Summary

1. This Framework Construction Traffic Management Plan outlines the strategies for managing the traffic impacts during the construction phase of Southern Water's Hampshire Water Transfer and Water Recycling Project (the 'Project'). The primary objective of the Framework CTMP is to minimise disruption to the public highway network and local communities by limiting construction vehicle movements, ensuring safe and suitable vehicular access and provide a mechanism to monitor impacts associated with the construction phase of the Project.
2. The Project comprises several components, including the construction of a new Water Recycling Plant, a number of pipelines, Above Ground Plant, and Invasive Non-Native Species Treatment works. Construction is anticipated to span over an approximately five-year period, currently expected to commence in 2028.
3. Construction would primarily use open-cut trenching methods, supplemented by trenchless methods in sensitive locations. To facilitate these works, various temporary construction compounds would be established along the route, including sectional site compounds, trenchless crossing compounds, tunnelling compounds and water storage lagoons. Additionally, a temporary construction workers hub would provide office accommodation for approximately 60 construction office workers, whilst also serving as a hub for construction worker movements to and from constrained temporary construction compounds.
4. During the construction of the Project, varying levels of traffic demand are associated with each construction phase of each component of the Project. Construction trips would take place during the construction working hours. The standard working hours would be between 07:00 and 17:30 in winter (October-March) and 07:00 to 19:00 in summer (April-September) between Monday and Friday. Saturday standard working hours would be between 07:00 and 17:00. HGV movements will be specifically restricted during network peak hours, school pick-up/drop-off times and overnight periods to mitigate local disruption.
5. The Framework CTMP details a series of measures designed to mitigate the impacts of the construction phase of the Project. These measures include:
    a. Minibus use by construction workers
    b. Restricted travel to/from some construction compounds
    c. Temporal restrictions on travel to/from some construction compounds
    d. Strategic HGV routing
    e. A Framework Construction Worker Travel Plan
    f. A Traffic Management Strategy
    g. Engagement with local stakeholders and the production of a Stakeholder and Customer Communications Plan
    h. A Framework Rights of Way Management Plan
    i. Various safety interventions.
6. The Framework CTMP mandates rigorous oversight, including local parking monitoring surveys to prevent overspill construction worker parking as well as pre- and post-construction highway surveys to ensure any road damage is rectified.

Annual monitoring reports will be produced by the Contractor to evaluate compliance with the CTMP and address any community concerns. A Community Liaison Group will also be formed to engage with residents and stakeholders, providing early notifications of works and clear avenues for communication, including the appointment of a dedicated road safety officer and out-of-hours contact numbers.

1 Introduction

1.1 Background

1.1.1 This Framework Construction Traffic Management Plan (CTMP) has been prepared in support of the proposed Hampshire Water Transfer and Water Recycling Project (the 'Project').

1.1.2 The Project is being progressed by Southern Water Services Limited ('the Applicant'). The Applicant is responsible for supplying water and providing wastewater1 services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

1.1.3 The Project comprises a Strategic Resource Option (SRO). This Framework CTMP relates to the construction phase of the Project, setting out how the traffic impacts of construction will be managed. Detail concerning the Project and the components that construction activities will relate to is provided at section 2.

1.2 Definitions

1.2.1 Table 1-1 provides definitions of the technical terms and abbreviations used in this Framework CTMP.

Table 1-1 Glossary and abbreviations

Glossary term	Description
Abnormal Indivisible Load (AIL)	Loads that cannot be divided into two or more loads to be transported by road.
Average Annual Daily Traffic (AADT)	Average daily traffic (24 hours) for all days of the week during a period of one year.
Order Limits	The 'Order Limits' represent the extent of the area within which the Project, authorised by the Development Consent Order, may be carried out, including the permanent and temporary land needed for construction, operation and maintenance activities. The Order Limits are shown on the Works plans (Document reference 2.3, DCO Volume 2) and Land plans (Document reference 2.2, DCO Volume 2).
Construction Environmental Management Plan (CEMP)	A CEMP helps to ensure that construction work considers aspects of environmental protection within the context of compliance with local legislation and minimisation of the impacts on humans and the environment.
Development Consent Order (DCO)	A statutory order which provides consent for a project and means that a range of other consents, such as planning permission and listed building consent, will not be required. A DCO can also include powers authorising the compulsory acquisition and temporary possession of land and rights over land which is the subject of an application. A draft

[1] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

Glossary term	Description
	DCO (Document reference 3.1, DCO Volume 3) is submitted by the applicant as part of its application [1].
Haul roads	Temporary tracks or roads set aside to facilitate transport access to sections of Order Limits to facilitate the construction of the Project.
Heavy Goods Vehicle (HGV)	Vehicles that weigh more than 7.5 tonnes that are typically used to transport goods and materials.
Micro-Tunnelling	A trenchless construction method used to install pipelines between two shafts. This technique involves a Tunnel Boring Machine being lowered into the drive shaft before it excavates material as it moves forward. Concrete jacking pipes are then inserted into the tunnel shaft to create a host pipe for the new pipe to be installed within.
Project	This refers to the proposed Hampshire Water Transfer and Water Recycling Project, that is the Strategic Resource Option being delivered as part of the Water For Life Hampshire programme. A water supply scheme comprising a combination of both water transfer and water recycling technology that would play a major role in making up the shortfall in water supply across the Hampshire supply area, especially in a drought.
Trenchless crossings	Crossings where trenchless installation techniques will be used during construction of the Project.

1.3 Scope of the Framework Construction Traffic Management Plan

1.3.1 This Framework CTMP outlines the overarching scope of the individual CTMP documents which will be submitted post-consent. It details some key measures regarding temporary construction compounds, temporary accesses and HGV routing.

1.3.2 This Framework CTMP provides an overarching plan as to how the construction traffic will be managed. It outlines the framework for the detailed CTMPs to be approved, including the following elements:

1. Hours of traffic movements
2. Traffic routing and minimisation of traffic impacts
3. Safe vehicular access and manoeuvring
4. Management of mud and debris
5. Pre-condition surveys and highway reinstatement

1.3.3 Compliance with the measures set out in this Framework CTMP is secured through the DCO. The following management plans have also been appended to the Framework CTMP and would be secured through the DCO:

1. Framework Construction Worker Travel Plan (CWTP) (Appendix A including a package of potential measures that aim to encourage more sustainable travel behaviours among construction workers.

2. Framework Rights of Way Management Plan (RoWMP) (Appendix B summarising Public Rights of Way (PRoW) mitigation measures, such as temporary closures and diversions, that are required during the construction phase of the Project.

1.3.4 In addition to the management plans set out in paragraph 1.3.3, a Traffic Management Strategy (TMS) (Document reference 7.3, DCO Volume 7) has been prepared and submitted as part of the DCO application. The TMS provides a strategy as to what traffic management would be required and implemented, expected duration of the works, and any calendar and programme restrictions. It also sets out the notice periods for construction works and the responsive traffic management protocols.

1.4 Health and safety principles

1.4.1 It is important that diligent health and safety processes are implemented at all times. Specific risk assessments and supplementary method statements may need to be prepared by the Contractor, as appropriate, prior to the start of particular works. Occupational health and safety will be managed to enable safe construction methodologies and manage those risks associated with the construction works and the transporting of construction materials to and from the Project, and to ensure safe systems of work are adopted for all operations.

1.4.2 The workforce will be instructed with regards to health and safety procedures associated with the construction works and the safe delivery of construction materials to and from the Project.

1.5 Construction Traffic Management Plan objectives

1.5.1 This Framework CTMP and the detailed CTMPs have the primary objective of minimising impact and disruption to existing users of the public highway network, and to the surrounding communities during construction.

1.5.2 It is proposed for this overarching objective to be achieved by the following:

1. As far as reasonably practical, limit the number of vehicle movements associated with the movement of material and people.
2. Minimise the impacts of construction traffic on local communities and identified sensitive receptors.
3. Identify safe and appropriate construction traffic access routes.
4. Monitor the detailed CTMPs as necessary throughout the duration of the works.

1.5.3 Limitation of vehicle movements will also reduce associated vehicle traffic Greenhouse Gas (GHG) emissions and is therefore considered a GHG mitigation measure.

1.5.4 The remainder of the Framework CTMP is structured as follows:

1. Section 2 sets out the Project proposals.
2. Section 3 presents a description of the works, details how the Project would be constructed and where temporary construction compounds are proposed.
3. Section 4 provides an overview of the construction workforce for each phase.

4. Section 5 details the volume of construction traffic forecast and the proposed routing for HGVs between the Strategic Road Network (SRN) and the proposed temporary construction compounds.
5. Section 6 provides an overview of existing highway safety as well as the proposed management and engagement procedures.
6. Section 7 summarises the traffic management procedures set out in the TMS (Document reference 7.3, DCO Volume 7) and Framework RoWMP (Appendix B

2 The Project

2.1 Introduction

2.1.1 The Project comprises the construction, operation and maintenance of the following components:

1. Water Recycling Plant (WRP) (Work Number 1) and associated pumping stations.
2. Pipelines between Budds Farm Wastewater Treatment Works (WTW) and the WRP site (Work Number 2).
3. Pipelines between the WRP site and Bedhampton Springs (Work Number 3), connecting into pipelines being delivered by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir.
4. Underground pipeline between the WRP site and Otterbourne Water Supply Works (WSW) (Work Number 4).
5. Above Ground Plant (AGP) (Work Number 5) comprising Intermediate Pumping Stations (IPS) and Break Pressure Tanks (BPT) located along the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

2.1.2 The Project would also comprise the use of the following infrastructure:

1. Havant Thicket Reservoir (which has been consented separately by Portsmouth Water and is currently under construction) for the storage of recycled water.
2. The existing Eastney Long Sea Outfall, Eastney Pumping Station, and associated Eastney Transfer Tunnel for the release of reject water from the WRP site.
3. Pipelines and other related works (which have been consented separately by Portsmouth Water) for the transfer of recycled water and source water between Bedhampton Springs and Havant Thicket Reservoir.

2.1.3 The construction and operation of the Project would be supported by other temporary and permanent works.

2.1.4 The Project would require the demolition, disassembly and/or temporary relocation of a number of small structures.

2.1.5 A detailed description of the Project can be found in ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6).

2.2 Water Recycling Plant site

2.2.1 The WRP (Work Number 1) would be located at a site approximately 300m north-west of Budds Farm WTW, to the north of Harts Farm Way. It would consist of a main process building where the water recycling process would be undertaken, along with kiosks for control equipment, administrative buildings and parking facilities. In order to move water along the pipeline three pumping stations are required which would be located at the WRP site (Work Number 1).

2.3 Pipelines between Budds Farm Wastewater Treatment Works and the Water Recycling Plant site

2.3.1 Two pipelines would be constructed between Budds Farm WTW and the WRP site (Work Number 2): one to transfer treated wastewater from Budds Farm WTW to the WRP site and the other to transfer reject water from the WRP site to Budds Farm WTW. The Pipelines would connect to the existing treated wastewater release infrastructure and the reject water would be released via the existing Eastney Long Sea Outfall (LSO) using the existing Eastney Transfer Tunnel (TT) and Eastney Pumping Station (PS). Reject water from the WRP site (Work Number 1) does not require additional treatment at Budds Farm WTW prior to release via the existing Eastney LSO.

2.4 Pipelines between the Water Recycling Plant site and Bedhampton Springs

2.4.1 Pipelines would link the WRP site to Bedhampton Springs (Work Number 3). The Pipelines would transfer recycled water from the WRP site to Bedhampton Springs, and source water from Bedhampton Springs back to the WRP site (before transfer to Otterbourne WSW). The transfer between Bedhampton Springs and Havant Thicket Reservoir would utilise Portsmouth Water's pipelines between these sites which are subject to a separate planning consent and will not be constructed under this consent.

2.4.2 The transfer between Bedhampton Springs and Havant Thicket Reservoir would utilise Portsmouth Water's pipelines between these sites which are subject to a separate planning consent. The Pipelines would enable the transfer at maximum operation of approximately 60 megalitres per day (Ml/d) of recycled water from the WRP to Bedhampton Springs and approximately 90Ml/d of source water from Bedhampton Springs to the WRP site, for onward transfer to Otterbourne WSW.

2.4.3 The Pipelines between the WRP site and Bedhampton Springs (Work Number 3) would be approximately 750m in length. The Pipelines would commence at the WRP site (Work Number 1) and pass underneath the A27 and Mill Lane. East of Mill Lane the Pipelines would consist of a short section of above-ground pipelines within the boundary of the Bedhampton Springs site over a distance of approximately 200m.

2.5 Pipeline between the Water Recycling Plant site and Otterbourne Water Supply Works

2.5.1 The Pipeline between the WRP site and Otterbourne WSW (Work Number 4) would be approximately 35km long and transfer up to approximately 90 million litres per day of source water especially at the peak of a drought.

2.6 Above Ground Plant

2.6.1 Due to the length of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), additional AGP (in addition to the pumping station at the WRP site) would be required to support the transfer of source water to overcome the

topography of the Pipeline route. Along the Pipeline route there would be two IPSs, one BPT and one combined IPS and BPT.

2.7 Invasive Non-Native Species Treatment at Otterbourne Water Supply Works

2.7.1 Works are proposed at Otterbourne WSW as part of the Project to ensure the addition of source water transferred from Havant Thicket Reservoir would not introduce pathways for the spread of Invasive Non-Native Species (INNS).

2.7.2 The INNS Treatment would comprise the repurposing of an existing tank and development of a treatment plant. The existing tank can be repurposed as this area of the site will become redundant as part of the upgrades to Otterbourne WSW to address Drinking Water Inspectorate (DWI) requirements as described in section 3.3 of ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6). The treatment plant would either be located within an existing building, or a new building would be developed.

2.8 Use of Havant Thicket Reservoir for the storage of recycled water and use of pipelines between Bedhampton Springs and Havant Thicket Reservoir

2.8.1 The Havant Thicket Reservoir is a development proposed by Portsmouth Water that received planning permission in October 2021 (Havant Borough Council (HBC) planning application ref. APP/20/00990 and East Hampshire District Council (EHDC) planning application ref. 51680/001) and has subsequently been amended by a section 73 application (planning application reference HBC APP/24/00312 and EHDC 51680/0012). Following the transfer of recycled water from the WRP site (Work Number 1), the recycled water would be combined with water contained within the Havant Thicket Reservoir. The Project would use the Havant Thicket Reservoir for the storage of recycled water, before transfer to Otterbourne WSW.

2.8.2 The Project would also use pipelines that have been consented by Portsmouth Water (HBC planning application ref APP/24/00405) between Bedhampton Springs and Havant Thicket Reservoir. These pipelines would transfer recycled water from Bedhampton Springs to Havant Thicket Reservoir, and transfer source water from Havant Thicket Reservoir back to Bedhampton Springs.

2.9 Release from the Eastney Long Sea Outfall

2.9.1 Reject water (that is water containing impurities removed from the treated wastewater) produced by the WRP site (Work Number 1) would be returned to Budds Farm WTW using the Pipeline between Budds Farm WTW and the WRP site (Work Number 2). The reject water would then be transferred via a new connection to the existing Eastney TT, Eastney PS to the Eastney LSO. Works on the Eastney TT would include the connection at Budds Farm WTW for the reject water from the WRP site , which are included in the works for the Pipelines between Budds Farm WTW and the WRP site.

2.9.2 In the event of an emergency shut down of the WRP site, water within the WRP site would be returned to Budds Farm WTW by opening the run to waste valve. This water would then be released using the existing Eastney TT, Eastney PS and Eastney LSO.

2.10 Other works

2.10.1 The construction and operation of the key components of the Project would be supported by other works, which would include:

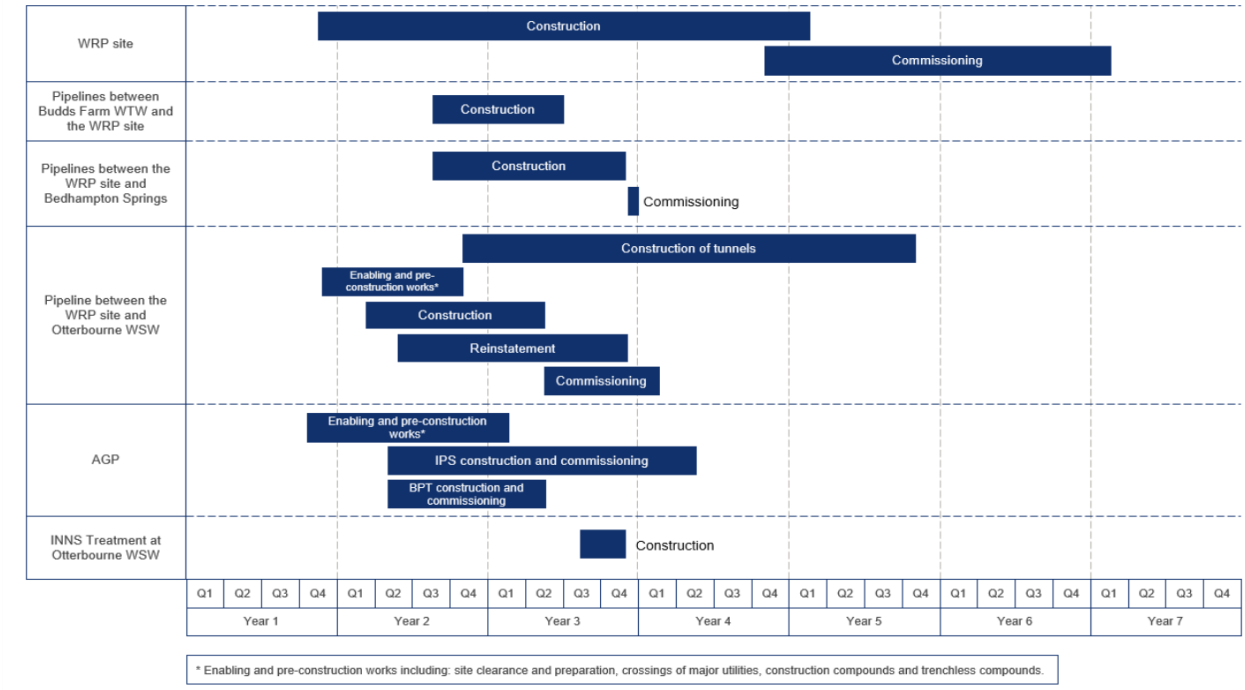
1. Temporary works to support construction including temporary construction compounds and water storage lagoons and temporary access to construction areas.
2. Permanent works to support operation and maintenance including permanent access to the AGP (Work Number 5).
3. Isolation, washout and air valves along the length of the pipelines.
4. Highway works and PRoW diversions and enhancements where required.
5. Landscaping and environmental mitigation, enhancement, and compensation measures.

3 Description of works

3.1 Indicative construction programme

3.1.1 The anticipated construction programme for the Project is set out in Graphic 3-1.

Graphic 3-1 Indicative construction programme



3.1.2 Graphic 3-1 sets out that the Project is anticipated to be constructed over a five-year period. It is currently expected that construction would commence in 2028 however this would be dependent on various elements including the DCO programme and post-consent design.

3.1.3 Given that the programme set out at Graphic 3-1 is indicative, and actual dates associated with construction activities are not yet known, it is not yet known whether local construction activities associated with other committed developments will be scheduled within the same areas during the same period. Detail will therefore be included within the detailed CTMP documents to ensure that the construction activities associated with the Project do not unreasonably conflict with other committed developments in the local area.

3.1.4 The ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6) contains an indicative programme which has been used to forecast traffic impacts at Annex Q.

3.2 Construction methodology

3.2.1 Several techniques are expected to be used to construct the key parts of the Project. Generally, an open-cut trench construction method would be used to install the underground sections of the pipelines. Other techniques including tunnelling would also be used where appropriate, for example, in environmentally

sensitive areas. The main methods of pipeline construction are described in paragraphs 3.2.2 to 3.2.6.

Trenched open-cut method

3.2.2 It is anticipated that most of the underground pipeline associated with the Project would be constructed using trenched open-cut excavation in open and unconstrained areas such as fields. The maximum working width would be 40m and this provides space for haul roads, construction working areas, storage areas, pipeline trench and soil storage areas.

Trenchless method

3.2.3 For some sections of the Pipeline there are crossings that are not generally suited to open-cut excavation. Examples of these are major roads, railways, waterways, sensitive environmental areas, and other areas where construction could be restricted.

3.2.4 Trenchless construction methods that could be used include horizontal directional drilling and microtunnelling/microboring.

Tunnelling

3.2.5 Tunnelling is to be utilised in areas where the Pipeline is required to pass through populated residential areas where the length is too long for trenchless construction.

3.2.6 Tunnel shafts would be sunk at each end of the tunnel section from where a Tunnel Boring Machine (TBM) would start and a reception shaft where the TBM would emerge and finish.

3.3 Temporary construction compounds

3.3.1 This section details the types of temporary construction compounds anticipated to be temporarily required to support construction.

3.3.2 The types of temporary construction compounds required to construct the Project are as follows:

1. Sectional site compounds: Located at intervals along the pipelines for storage, welfare and parking.
2. Temporary trenchless construction compounds: Required where trenchless construction will be undertaken.
3. Temporary tunnelling construction compounds: Required to accommodate tunnel launch, intermediate or reception shafts.
4. AGP and WRP site compounds: Land required to facilitate construction of the AGP (Work Number 5) and the WRP site (Work Number 1).
5. Water lagoon site compounds: To facilitate commissioning of the water transfer pipelines.

3.3.3 The Contractor would be responsible for setting up temporary construction compounds in line with the principles set out within this Framework CTMP. These principles include:

1. Maintaining the temporary construction compound in a safe, clean and tidy condition.
2. Providing welfare facilities for construction workers including toilets, kitchen and dining facilities and drying rooms.
3. Providing office space for site staff to work from.
4. Providing vehicle parking within the temporary construction compounds as required by the Construction (Design and Management) Regulations 2015. It should be noted that provision of parking spaces will not be possible for some temporary construction compounds that are accessed via haul road, with details for access and parking in relation to these temporary construction compounds provided at section 5.3.

Sectional site compounds

3.3.4 Sectional site compounds would comprise temporary/mobile office buildings for up to approximately 20 construction employees, welfare facilities, and storage areas. Parking will typically be provided for up to 50 vehicles, though this will be adjusted where required according to temporary construction compound-specific requirements. Where required, and depending on the pipeline construction methodology being used, the sectional site compounds may also house the launch or reception shafts required for tunnelling or trenchless construction activities.

3.3.5 Sectional site compounds would also be used as staging sites for construction workers to arrive from the construction workers hub (described at section 3.5) and travel to other temporary construction compounds and working areas along the haul road.

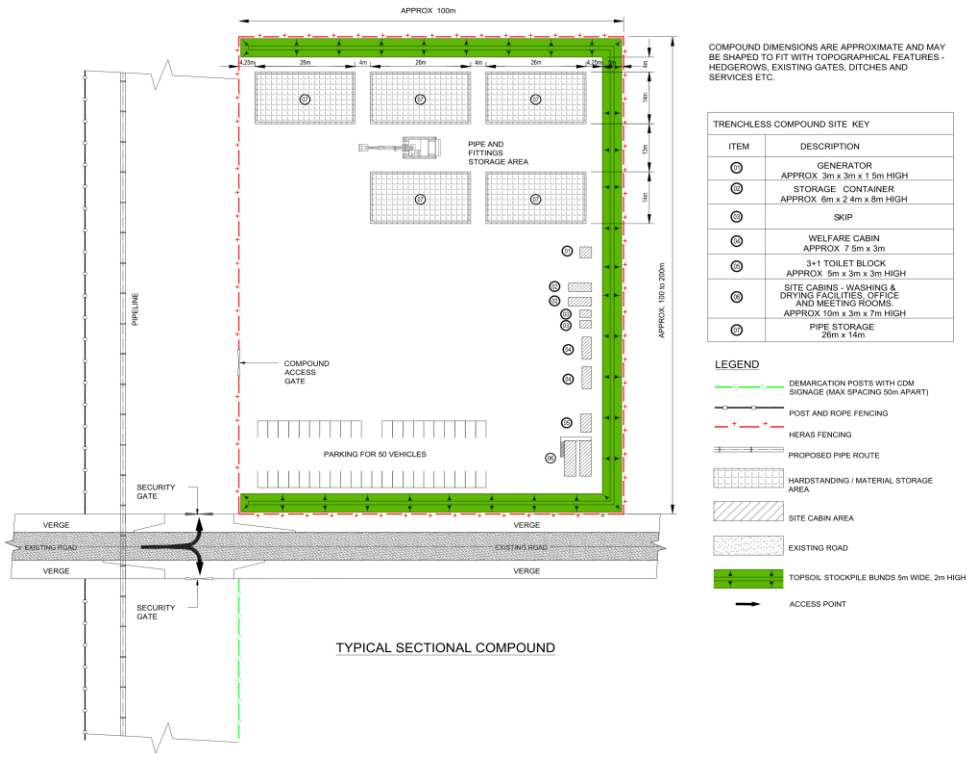
3.3.6 Sectional site compounds would be located adjacent to the road network where reasonably practicable. However, in some locations this may not be possible due to the rural nature of the pipeline. In these cases, the sectional site compounds would be accessed from the road network via the haul road within the working width for the pipelines.

3.3.7 The sectional site compounds would provide sufficient room for construction vehicles to turn and access the road network and haul road safely and efficiently, which would be undertaken in the available space remaining in the compound, as shown at Graphic 3-2.

3.3.8 The first 20.0m along any haul roads or access points (including haul road crossing locations) accessed from the local highway network would comprise of bound material to minimise the likelihood of any mud or debris being transferred onto the highway following use of the wheel wash facilities.

3.3.9 An indicative plan of a typical sectional site compound layout is provided at Graphic 3-2 for information only.

Graphic 3-2 Indicative plan of a typical sectional site compound layout



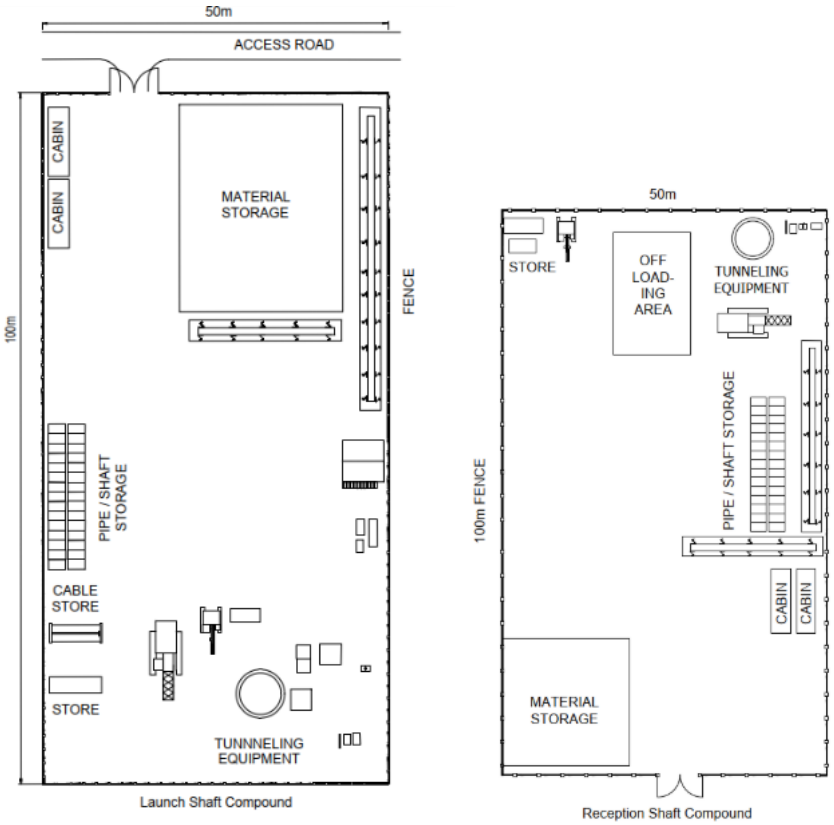
Temporary trenchless construction compounds

3.3.10 Temporary trenchless construction compounds would be utilised when trenchless construction is proposed. A launch compound and a reception compound would be required on either side of the feature that is being crossed by trenchless construction.

3.3.11 Construction worker car parking would not be provided at temporary trenchless construction compounds, with workers would be transported from sectional site compounds. A small number of car parking spaces may however be provided for other requirements.

3.3.12 An indicative plan of a typical temporary construction compound for trenchless construction is shown at Graphic 3-3.

Graphic 3-3 Indicative plan of typical trenchless launch and reception shaft construction compounds



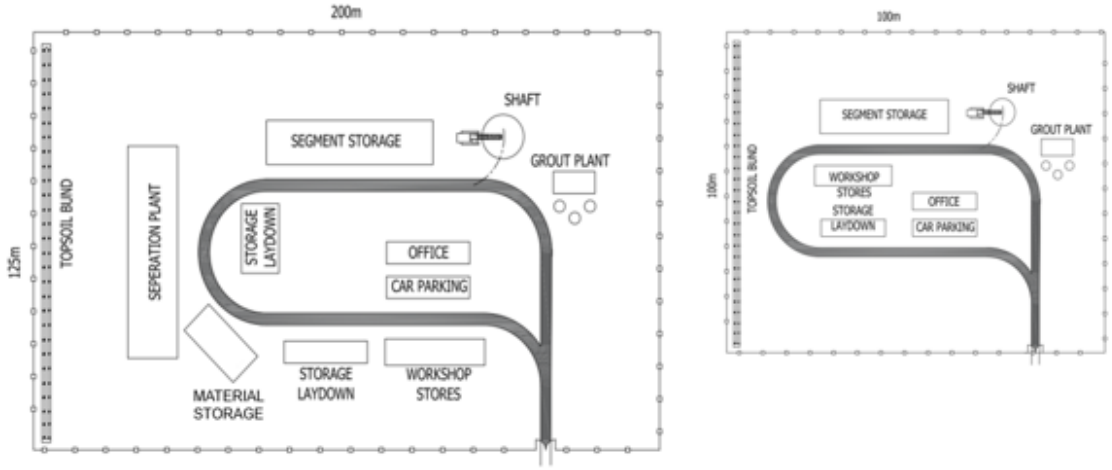
Temporary tunnelling construction compounds

3.3.13 Temporary tunnelling construction compounds would be located where tunnelling construction is utilised.

3.3.14 Construction worker car parking would not be provided at the temporary tunnelling construction compounds, with workers would be transported from sectional site compounds. A small number of car parking spaces may however be provided for other requirements.

3.3.15 An indicative plan of a temporary tunnelling construction compound is provided at Graphic 3-4.

Graphic 3-4 Indicative plan of a typical temporary tunnelling construction compound



Launch Shaft Compound

Reception Shaft Compound

Water storage lagoon construction compounds

3.3.16 During the testing of the installed Pipeline between the WRP site and Otterbourne WSW (Work Number 4), water storage lagoons would be required. Testing of the installed Pipeline involves filling and pressurising sections of the Pipeline to check for leaks or other operational issues prior to final commissioning of the section of pipeline. Water storage lagoons are not required for other pipeline components of the Project as the WRP site (Work Number 1) and Havant Thicket Reservoir can be used for this purpose. The water storage lagoons would be used to contain the potable water used for the testing of the Pipeline and the cleaning of this water using a silt buster. They would comprise a lined shallow bunded area of land with a volume that would vary depending on commissioning requirements.

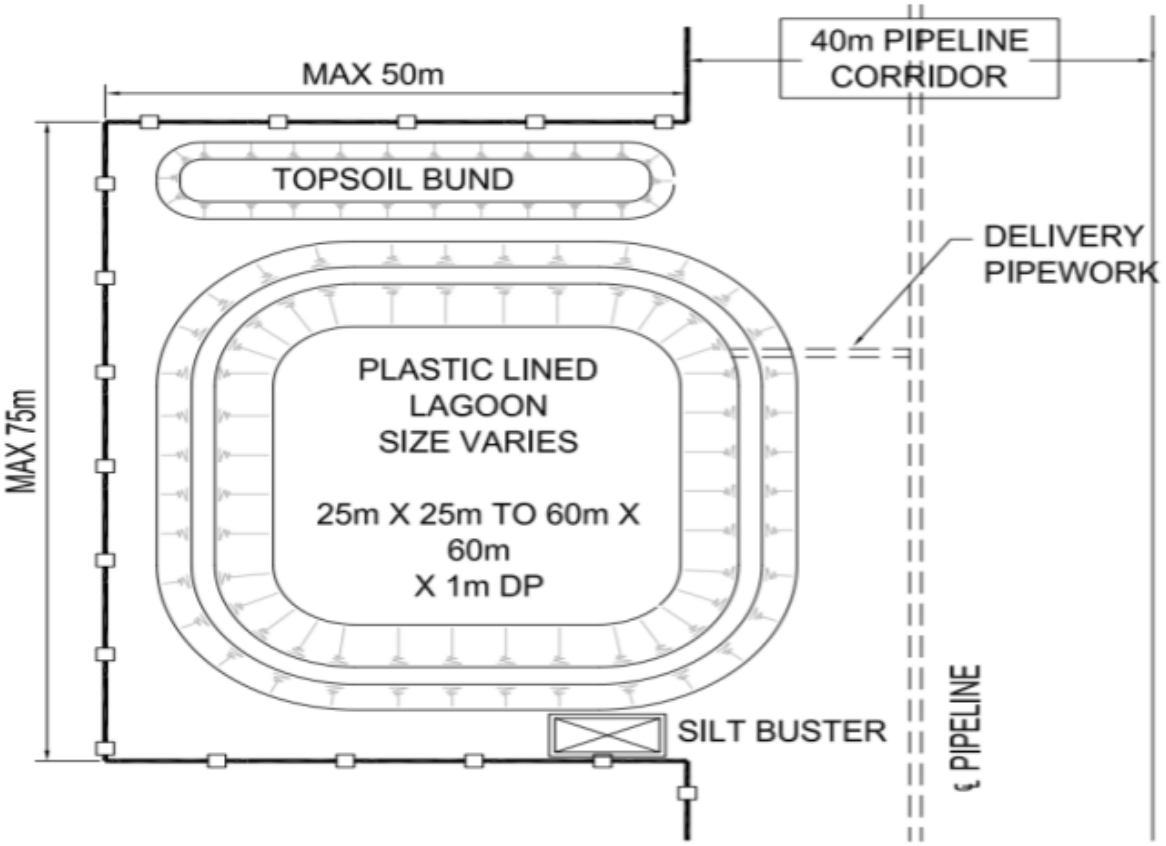
3.3.17 Table 3-1 sets out the maximum parameters of a water storage lagoon.

Table 3-1 Maximum water storage lagoon parameters

Element	Parameter
Maximum footprint of water storage lagoon	3,600m^2
Maximum dimensions of water storage lagoon	60m x 60m
Maximum depth of water storage lagoon	1m
Maximum volume of water storage lagoon	3,400m^3

3.3.18 An indicative plan of a water storage lagoon site compound is provided at Graphic 3-5.

Graphic 3-5 Indicative plan of a typical water storage lagoon site compound



3.3.19 Safe pedestrian walkways would be provided around temporary construction compounds to segregate workers from plant/vehicles. Turning space would be made available for HGVs/deliveries. Reversing onto the highways shall therefore be avoided.

3.3.20 Swept path analysis specific to each temporary construction compound which shows that vehicles can suitably manoeuvre to/from accesses will be provided within the detailed CTMP documents prepared by the Contractor post-consent.

3.4 Temporary construction compound locations

3.4.1 Temporary construction compounds would be located at intervals along the Project, where trenchless or tunnelling construction methods are proposed and for construction of the AGP (Work Number 5).

3.4.2 Opportunities to co-locate different types of temporary construction compounds have been sought in identifying the locations of temporary construction compounds. This reduces the third party land required for temporary construction compounds.

3.4.3 This section presents the location of the temporary construction compounds within a local context. Additional detail, including HGV access routes to these temporary construction compounds is provided at section 5.5.

Water Recycling Plant site

3.4.4 A temporary construction compound would be located at the site of the WRP site (Work Number 1). This would enable the construction of the WRP site and tunnel shafts associated with the pipelines.

3.4.5 Access to the temporary construction compound would be taken from Harts Farm Way via a priority controlled major/minor junction. It is anticipated that the proposed permanent access for the WRP site would also be used for construction access.

3.4.6 The location of the WRP site is shown in a local context at Graphic 3-6.

Graphic 3-6 Water Recycling Plant site location

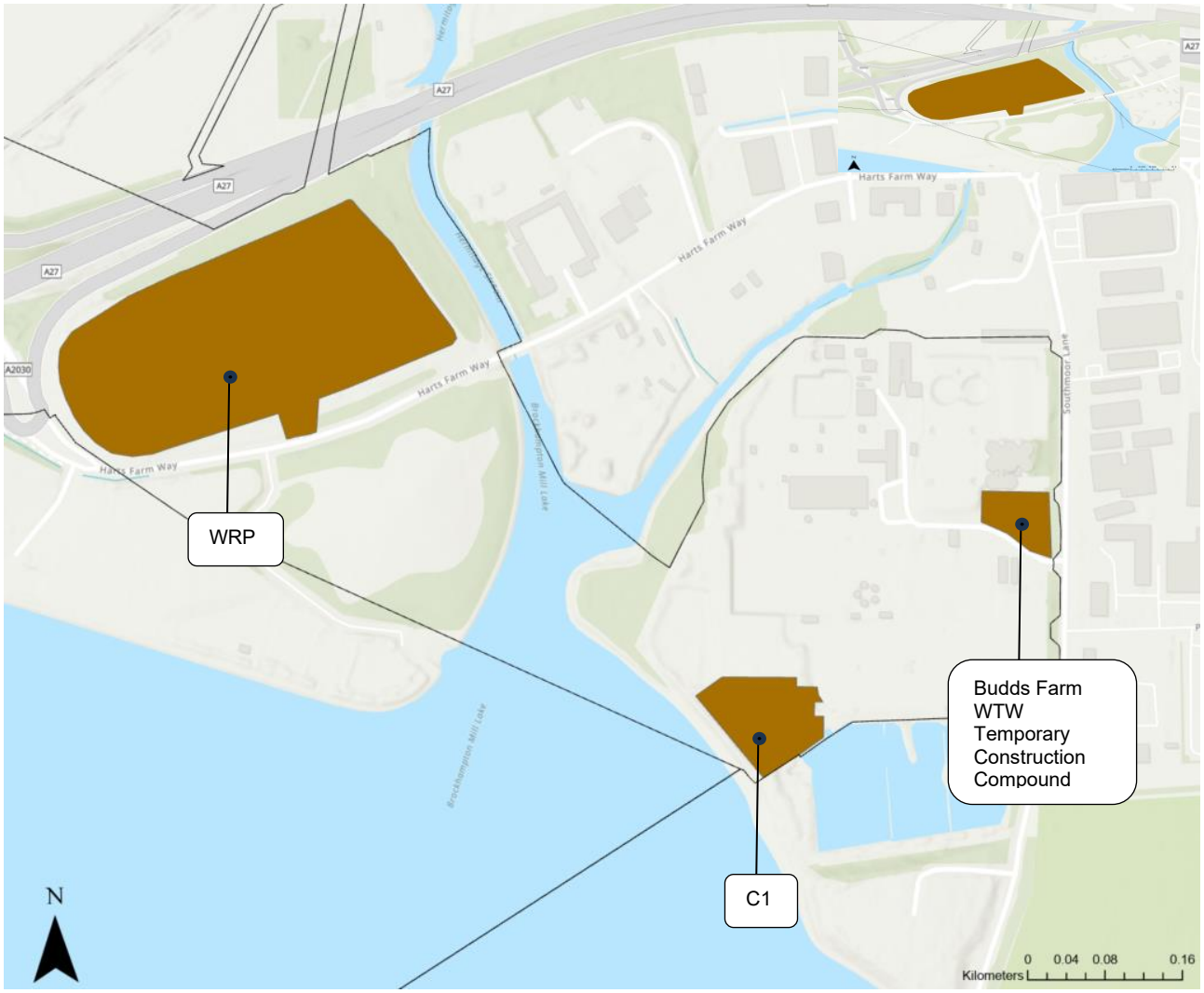


Pipelines between Budds Farm Wastewater Treatment Works and the Water Recycling Plant site

3.4.7 In addition to the WRP site temporary construction compound (detailed at paragraph 3.4.4), the Budds Farm WTW temporary construction compound, as well as temporary construction compound C-1 (which would be located within Budds Farm WTW) would be used to facilitate the construction of the Pipelines between Budds Farm WTW and the WRP site (Work Number 2).

3.4.8 These temporary construction compounds, which would be accessed from Southmoor Lane, are shown at Graphic 3-7.

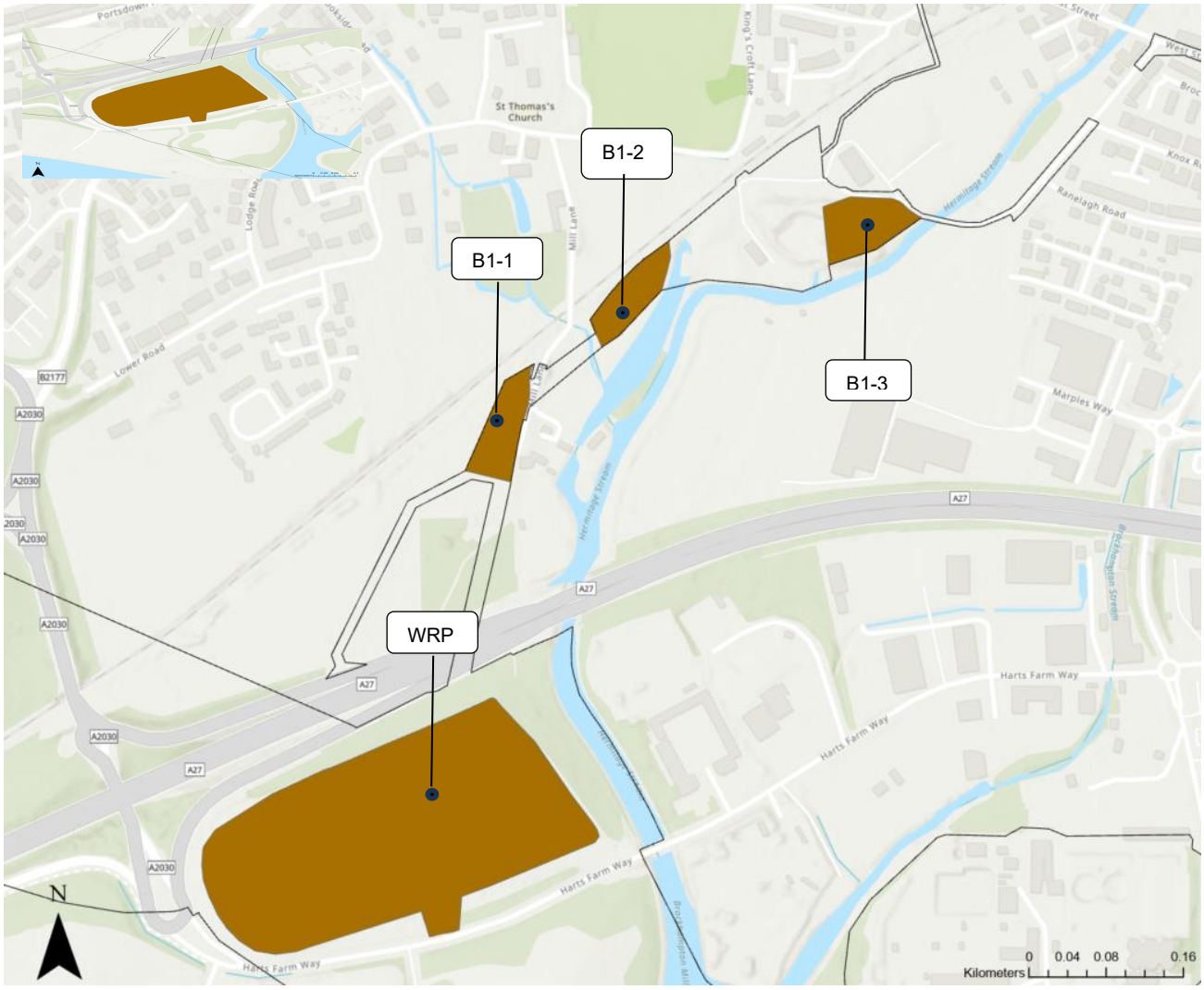
Graphic 3-7 Pipelines between Budds Farm Wastewater Treatment Works and the Water Recycling Plant site temporary construction compound locations



Pipelines between the Water Recycling Plant site and Bedhampton Springs

3.4.9 The Pipelines between the Water Recycling Plant site and Bedhampton Springs (Work Number 3) involves the connection of the WRP site (Work Number 1) to Bedhampton Springs. This section would feature two sections of trenchless construction to account for the change in direction of the Pipelines route, as shown in Graphic 3-8.

Graphic 3-8 Pipelines between the Water Recycling Plant site and Bedhampton Springs temporary construction compound locations



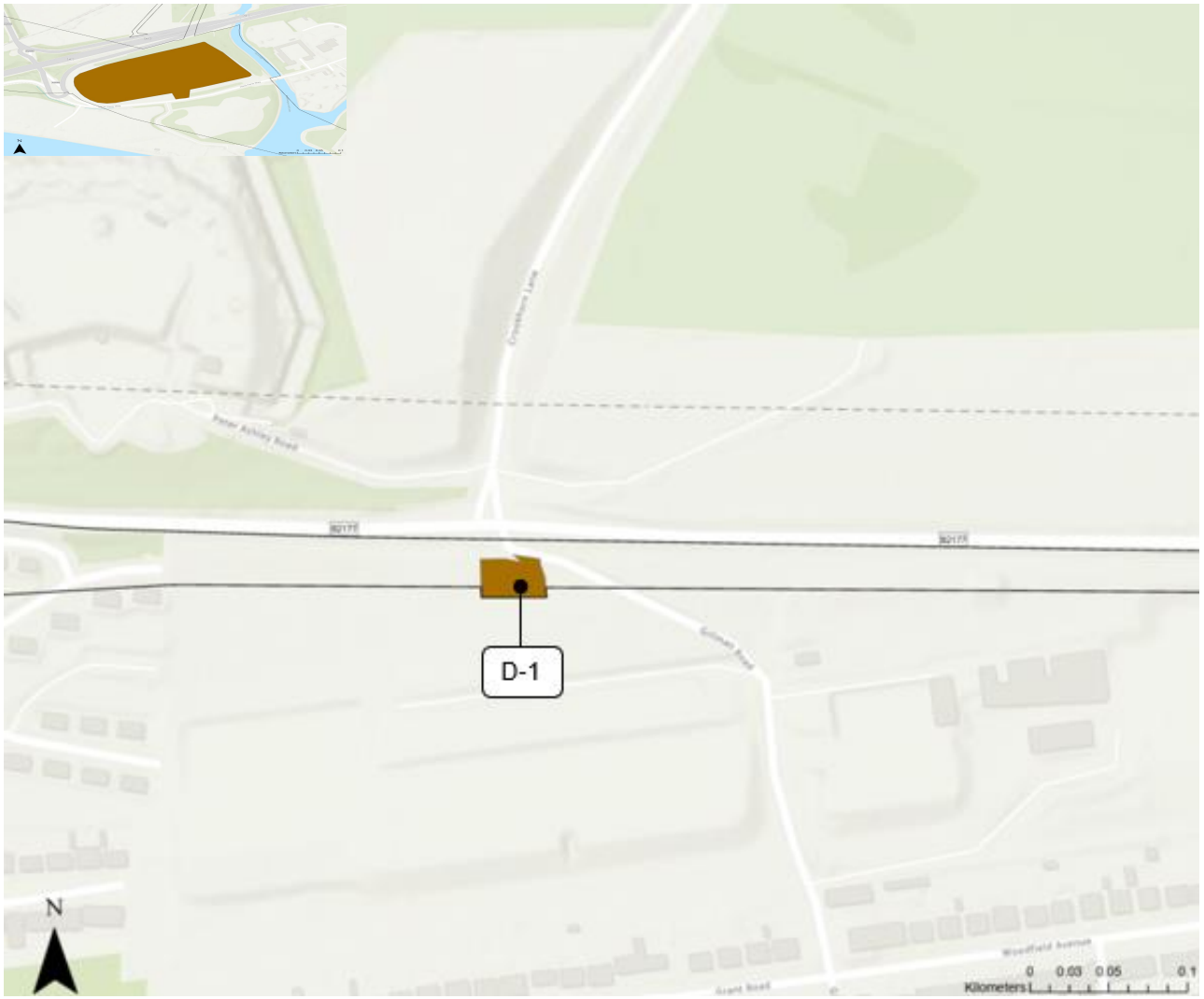
3.4.10 Temporary construction compound B1-1 would be accessed from Mill Lane (with abnormal loads associated with the movement of the TBM to be via the A27 on-slip). Temporary construction compounds B1-2 and B1-3 would be accessed from Meyrick Road.

Pipeline between the Water Recycling Plant site and Otterbourne Water Supply Works

Section D: Water Recycling Plant site to Portsdown Hill

3.4.11 Section D of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) would only include one temporary construction compound that would aid the tunnelling construction. This temporary construction compound D-1 is shown spatially in Graphic 3-9.

Graphic 3-9 Section D: Water Recycling Plant site to Portsdown Hill temporary construction compound location



3.4.12 An intermediate tunnel shaft would be located at temporary construction compound D-1, located south of B2177 Portsdown Hill Road and west of Gillman Road. The temporary construction compound would be accessed from Gillman Road. Whilst motor vehicles are prohibited from the northern section of Gillman Road, access is only restricted by a gate located approximately 20m south of this junction.

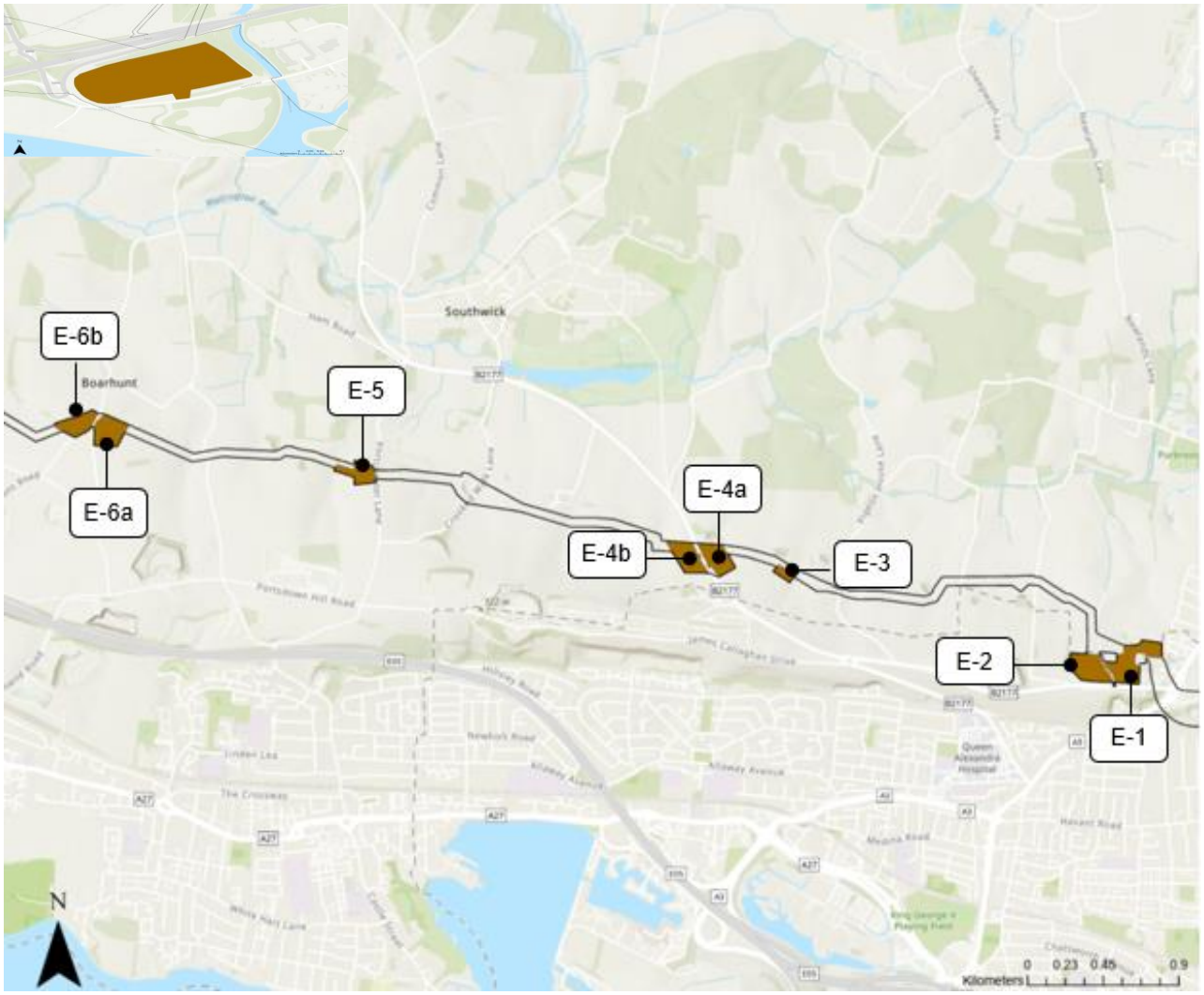
Section E: Portsdown Hill to Boarhunt

3.4.13 Section E of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) includes up to eight potential temporary construction compounds, including one temporary construction compound for the reception shaft of the tunnelled section described in Section D. These temporary construction compounds are shown spatially in Graphic 3-10 and described in Table 3-2.

Table 3-2 Section E: Portsdown Hill to Boarhunt temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound E-1	North of B2177 Portsdown Hill Road and east of New Down Lane	Temporary tunnelling construction compound for tunnel reception shaft	New Down Lane
		BPT/IPS-E temporary construction compound	
		Sectional site compound	
Temporary construction compound E-2	North of B2177 Portsdown Hill and west of New Down Lane	Sectional site compound	New Down Lane
Temporary construction compound E-3	West of Pigeon House Farm	Water storage lagoon	Haul road via Southwick Road (B2177)
Temporary construction compound E-4a	East of Southwick Road (B2177)	Sectional site compound	Southwick Road (B2177)
Temporary construction compound E-4b	West of Southwick Road (B2177)	Sectional site compound	Southwick Road (B2177)
Temporary construction compound E-5	West of Portchester Lane	Sectional site compound	Haul road via Southwick Road (B2177) or Boarhunt Road
		Water storage lagoon	
Temporary construction compound E-6a	East of Boarhunt Road	Sectional site compound	Boarhunt Road (via haul road crossing)
Temporary construction compound E-6b	West of Boarhunt Road	Sectional site compound	Boarhunt Road

Graphic 3-10 Section E: Portsdown Hill to Boarhunt temporary construction compound locations



3.4.14 Temporary construction compounds E-1 and E-2 would be located to the north of B2177 Portsdown Hill Road and west and east of New Down Lane respectively. Both temporary construction compounds would be accessed from New Down Lane. Given the constrained nature of New Down Lane, physical works to New Down Lane would be required to facilitate temporary access for larger vehicles as detailed in the context of AILs at Table 5-33.

3.4.15 Temporary construction compound E-3 would be located west of Pigeon House Farm. This temporary construction compound would be accessible from Southwick Road (B2177) via a haul road.

3.4.16 Temporary construction compounds E-4a and E-4b would be located west and east of Southwick Road (B2177) respectively, and both be accessed from the same road. Only one of these temporary construction compounds would be required, but access would.

3.4.17 Temporary construction compound E-5 would be located west of Portchester Lane and opposite Offwell Farm. This temporary construction compound would be accessed from the Project haul road connecting from either temporary construction compound E-6a/E-6b.

3.4.18 Temporary construction compounds E-6a and E-6b would be located east and west of Boarhunt Road respectively. E-6b would be accessed from Boarhunt Road, with a haul road crossing of Boarhunt Road from E-6b providing access to E-6a. Only one of these temporary construction compounds would be required, though a decision will not be made on which temporary construction compound comes forward until after the DCO application.

Section F: Boarhunt to Crockerhill

3.4.19 There would be one sectional site compound in Section F of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) and two trenchless crossing compounds for the crossing of the River Wallington. These temporary construction compounds are shown spatially in Graphic 3-11 and described in Table 3-3.

Table 3-3 Section F: Boarhunt to Crockerhill temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound F-1	East of the River Wallington and west of White Dell Lane	Temporary trenchless construction compound	Haul road via Boarhunt Road
		Water storage lagoon	
Temporary construction compound F-2	West of the River Wallington	Temporary trenchless construction compound	Haul road via Chalk Lane
Temporary construction compound F-3	East of Albany Farm	Sectional site compound	Chalk Lane
		IPS-F temporary construction compound	

Graphic 3-11 Section F: Boarhunt to Crockerhill temporary construction compound locations



3.4.20 Temporary construction compounds F-1 and F-2 would be located to the east and west of River Wallington respectively. Temporary construction compound F-1 would be accessed via haul road from Boarhunt Road.

3.4.21 Temporary construction compound F-3 is proposed to the east of the A32 Hoads Hill and is proposed to be accessed via Chalk Lane. It is also proposed for temporary construction compound F-2 to take access from Chalk Lane via the haul road.

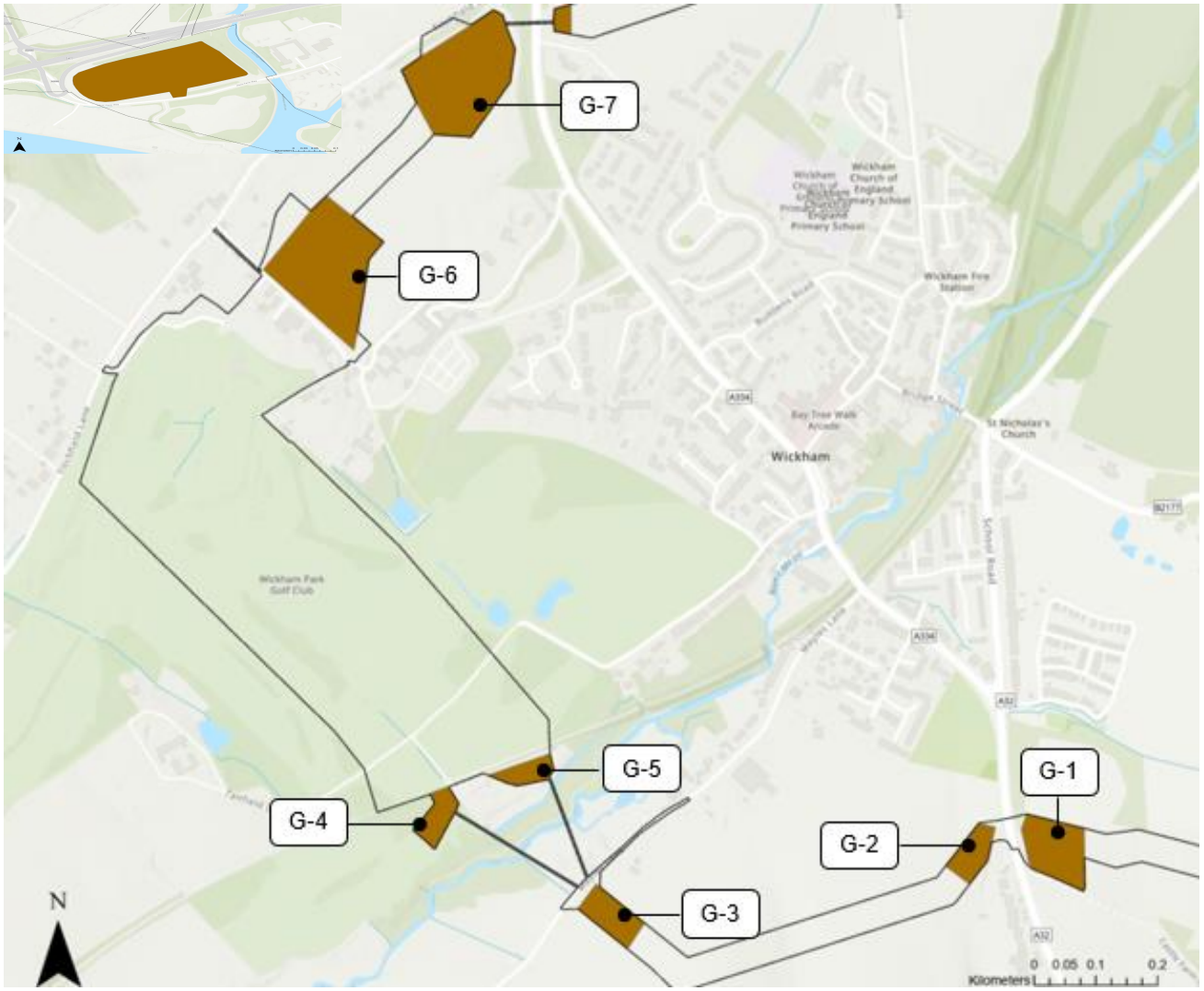
Section G: Crockerhill to Wickham

The temporary construction compounds that would be located along Section G of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) are shown spatially in Graphic 3-12 and described in Table 3-4.

Table 3-4 Section G: Crockerhill to Wickham temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound G-1	East of Hoad's Hill (A32)	Temporary trenchless construction compound	Hoad's Hill (A32)
Temporary construction compound G-2	West of Hoad's Hill (A32)	Temporary trenchless construction compound	Hoad's Hill (A32)
Temporary construction compound G-3	East of Mayles Lane	Temporary trenchless construction compound	Haul road via Hoads Hill (A32)
Temporary construction compound G-4	Wickham WTW	Temporary trenchless construction compound	Haul road via Titchfield Lane
Temporary construction compound G-5	Wickham WTW	Sectional site compound	Haul road via Titchfield Lane
		Temporary trenchless construction compound	
Temporary construction compound G-6	East of Titchfield Lane	Sectional site compound	Haul road via Titchfield Lane
		IPS-G temporary construction compound	
Temporary construction compound G-7	West of Winchester Road (A334) and south of Titchfield Lane	Sectional site compound	Titchfield Lane
		Water storage lagoon	
		Temporary trenchless construction compound	

Graphic 3-12 Section G: Crockerhill to Wickham temporary construction compound locations



3.4.22 Temporary construction compounds G-1 and G-2 would be located east and west of the A32 Hoad's Hill respectively. Both are proposed to be trenchless temporary construction compounds with access directly off the A32.

3.4.23 Temporary construction compound G-3 would be located east of Mayles Lane. This temporary construction compound would be accessed via haul road from G-2 (A32).

3.4.24 Temporary construction compounds G-4 and G-5 would be located in the vicinity of the Wickham WTW. Both temporary construction compounds are proposed to take access from the Project haul road which connects from Titchfield Lane. Flexibility pertaining to the location of the trenchless crossing has been maintained at this location, and therefore there is the possibility that G-5 rather than G-4 may be progressed as a trenchless crossing temporary construction compound. In this scenario, G-4 would revert to a sectional site compound.

3.4.25 Temporary construction compounds G-6 and G-7 will all be located to the south of Titchfield Lane. Access to these temporary construction compounds would be taken from a haul road connecting from Titchfield Lane.

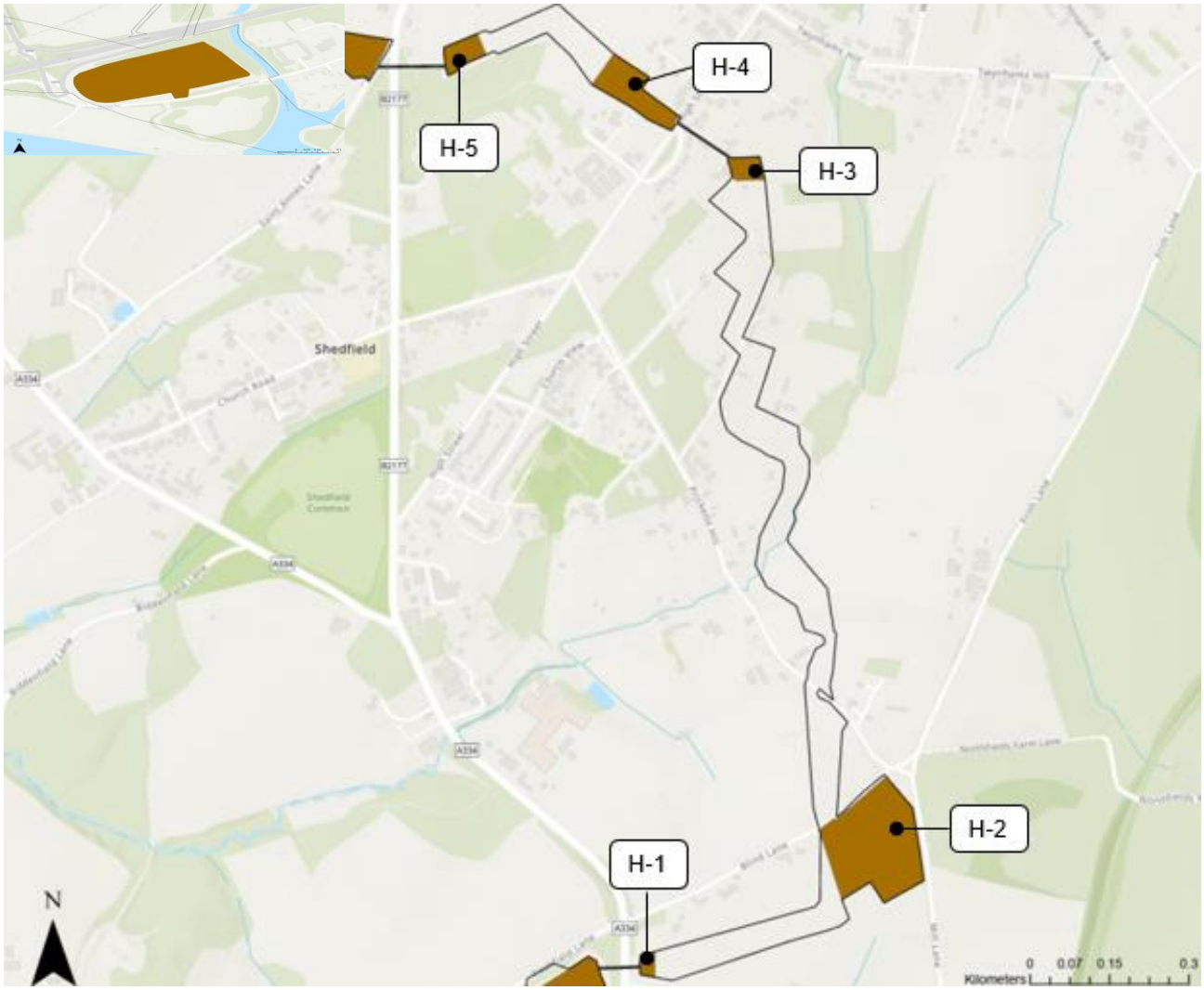
Section H: Wickham to Shedfield

3.4.26 There are five temporary construction compounds across Section H of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), shown spatially in Graphic 3-13 and described in Table 3-5.

Table 3-5 Section H: Wickham to Shedfield temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound H-1	East of Winchester Road (A334) and south of Blind Lane	Temporary trenchless construction compound	Haul road via Blind Lane
Temporary construction compound H-2	South of Blind Lane and east of Mill Lane	Sectional site compound	Blind Lane
Temporary construction compound H-3	East of High Street Shirrell Heath	Temporary trenchless construction compound	Haul road via Blind Lane
Temporary construction compound H-4	West of High Street Shirrell Heath	Temporary trenchless construction compound	Shirrell Heath High Street
		Sectional site compound	
Temporary construction compound H-5	East of Winchester Road (B2177)	Temporary trenchless construction compound	Haul road via Shirrell Heath High Street

Graphic 3-13 Section H: Wickham to Shedfield temporary construction compound locations



3.4.27 Temporary construction compound H-1 would be located east of Winchester Road (A334) and south of Blind Lane. This temporary construction compound would be accessed from Blind Lane via the haul road and temporary construction compound H-2.

3.4.28 Temporary construction compound H-2 would be located south of Blind Lane and west of Mill Lane. It is proposed that the temporary construction compound would be accessed from Blind Lane. Temporary construction compound H-3 would also be accessed via Blind Lane and the haul road.

3.4.29 Temporary construction compounds H-4 and H-5 would be located to the west of Shirrell Heath High Street and would both be accessed from High Street, with a direct access to H-4 provided from this road. A haul road would then go on to connect to H-5 to the west of this.

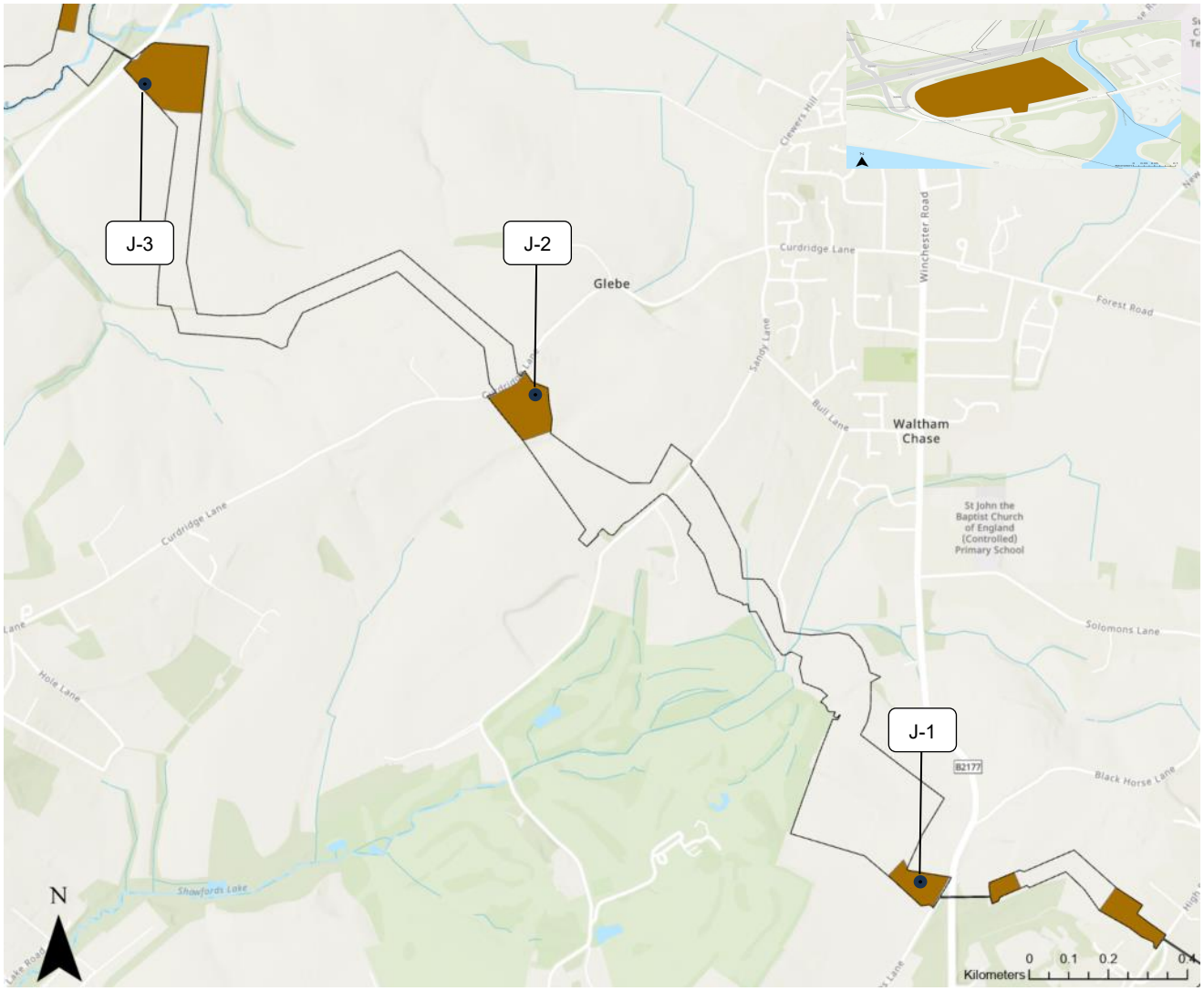
Section J: Shedfield to the River Hamble

3.4.30 There are three proposed temporary construction compounds to be located within Section J of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), as shown spatially in Graphic 3-14 and described in Table 3-6.

Table 3-6 Section J: Shedfield to the River Hamble temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound J-1	West of St Anne's Lane	Temporary trenchless construction compound Sectional site compound	Haul road via Curdridge Lane (HGVs) and St Annes Lane (LGVs)
Temporary construction compound J-2	South of Curdridge Lane	Sectional site compound	Curdridge Lane
Temporary construction compound J-3	South of Botley Road (B3035)	Temporary trenchless construction compound Sectional site compound	B3035 Botley Road

Graphic 3-14 Section J: Shedfield to the River Hamble temporary construction compound locations



3.4.31 Temporary construction compound J-1 is proposed to be located west of Winchester Road (A334) and would be located opposite temporary construction compound H-5. This temporary construction compound would be accessed from a haul road via Curdridge Lane.

3.4.32 Temporary construction compound J-2 is proposed to be located south of Curdridge Lane and would be accessible from the same route.

3.4.33 Temporary construction compound J-3 would be located south of Botley Road (B3035) and would also be accessed from Curdridge Lane.

Section K: The River Hamble to Lower Upham

3.4.34 There are six temporary construction compounds proposed for Section K of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), as shown spatially in Graphic 3-15 and described in Table 3-7.

Table 3-7 Section K: The River Hamble to Lower Upham temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound K-1	North of the River Hamble	Temporary trenchless construction compound	Haul road via Winters Hill
Temporary construction compound K-2	West of Brooklands Farm	Sectional site compound	Haul road via Winters Hill
Temporary construction compound K-3	South of Winters Hill	Sectional site compound	Winters Hill
Temporary construction compound K-4	South of Winters Hill	Temporary trenchless construction compound	Haul road via Winters Hill
Temporary construction compound K-5	North of Winters Hill	Temporary trenchless construction compound	Haul Road via B2177 Winchester Road
Temporary construction compound K-6	North of Winters Hill	BPT-K temporary construction compound	Haul Road via B2177 Winchester Road

Graphic 3-15 Section K: The River Hamble to Lower Upham temporary construction compound locations



3.4.35 Temporary construction compounds K-1 and K-2 are proposed to be located north of the River Hamble and could be accessed from a haul road via Winters Hill.

3.4.36 Temporary construction compounds K-3 and K-4 are both proposed to be located south of Winters Hill, and would both be accessed from one consolidated temporary access on Winters Hill, with a short stretch of haul road connecting the two temporary construction compounds.

3.4.37 Temporary construction compounds K-5 and K-6 would both be located north of Winters Hill, with access to these temporary construction compounds proposed to be via a haul road connecting north to the B2177 Winchester Road.

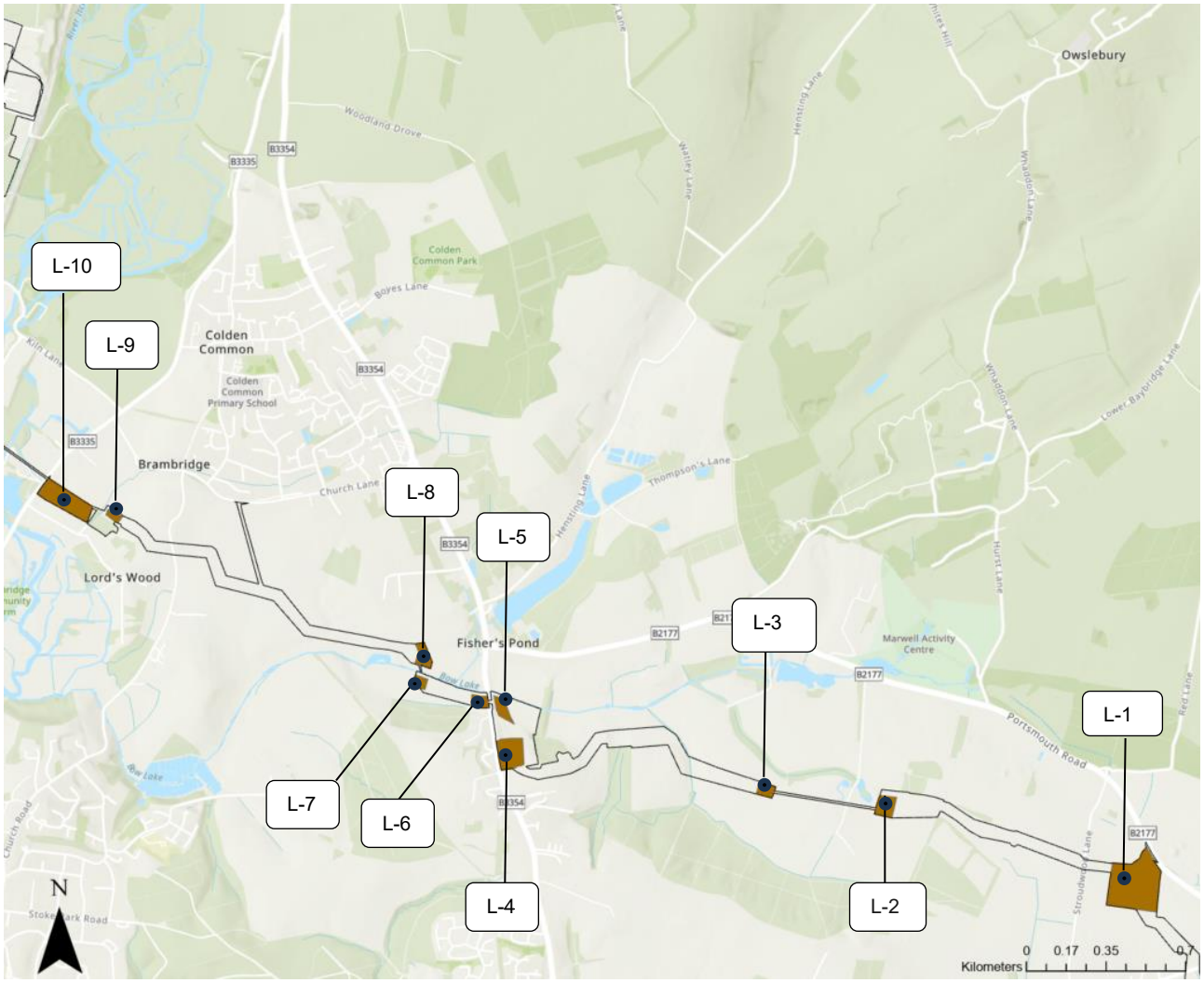
Section L: Lower Upham to Brambridge

3.4.38 There would be ten temporary construction compounds proposed within Section L of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), as shown spatially in Graphic 3-16 and described in Table 3-8.

Table 3-8 Section L: Lower Upham to Brambridge temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound L-1	South-west of Portsmouth Road (B2177)	Sectional site compound	Portsmouth Road (B2177)
Temporary construction compound L-2	North of Lowhill Farm	Temporary trenchless construction compound	Haul road via B2177 Portsmouth Road
		Water storage lagoon	
Temporary construction compound L-3	West of Lowhill Farm	Temporary trenchless construction compound	Haul road via Winchester Road (B3354)
Temporary construction compound L-4	East of Winchester Road (B3354)	Sectional site compound	Haul road via Winchester Road (B3354)
Temporary construction compound L-5	East of Winchester Road (B3354)	Temporary trenchless construction compound	Winchester Road (B3354)
Temporary construction compound L-6	West of Winchester Road (B3354)	Temporary trenchless construction compound	Winchester Road (B3354)
Temporary construction compound L-7	South of Bow Lake	Temporary trenchless construction compound	Haul road via Winchester Road (B3354)
Temporary construction compound L-8	North of Bow Lake	Temporary trenchless construction compound	Haul road via Church Lane
		Water storage lagoon	
Temporary construction compound L-9	East of upstream tributary of the River Itchen	Temporary trenchless construction compound	Haul road via Church Lane
Temporary construction compound L-10	East of Highbridge Road (B3335)	Temporary trenchless construction compound	Highbridge Road (B3335)
		Sectional site compound	

Graphic 3-16 Section L: Lower Upham to Brambridge temporary construction compound locations



3.4.39 Temporary construction compound L-1 would be located south-west of Portsmouth Road (B2177) and would also be accessed from this route.

3.4.40 Temporary construction compound L-2 would be located east of Lowhill Farm, and would be accessed via a haul road from Portsmouth Road (B2177).

3.4.41 Temporary construction compound L-3 would be located to the west of Lowhill Farm, and would be accessed via a haul road from Winchester Road (B3354).

3.4.42 Temporary construction compounds L-4 and L-5 would be located east of Winchester Road (B3354). These two temporary construction compounds would be accessed from one consolidated temporary access to L-5 from the B3354 Winchester Road. A short haul road would then connect the two temporary construction compounds and provide access to L-3 to the east.

3.4.43 Temporary construction compound L-6 would be located to the west of Winchester Road (B3354) opposite temporary construction compound L-5. L-6 would also be accessed via Winchester Road (B3354).

3.4.44 Temporary construction compound L-7 would be located south of Bow Lake and accessed from a haul road extending from L-6.

3.4.45 Temporary construction compound L-8 would be located north of Bow Lake and would be accessed from a haul road which would be accessed from Church Lane. Temporary construction compound L-9 to the west would also be accessed from this same haul road.

3.4.46 Temporary construction compound L-10 is proposed to be located east of Highbridge Road (B3335) and would be accessed from the B335 Highbridge Road itself.

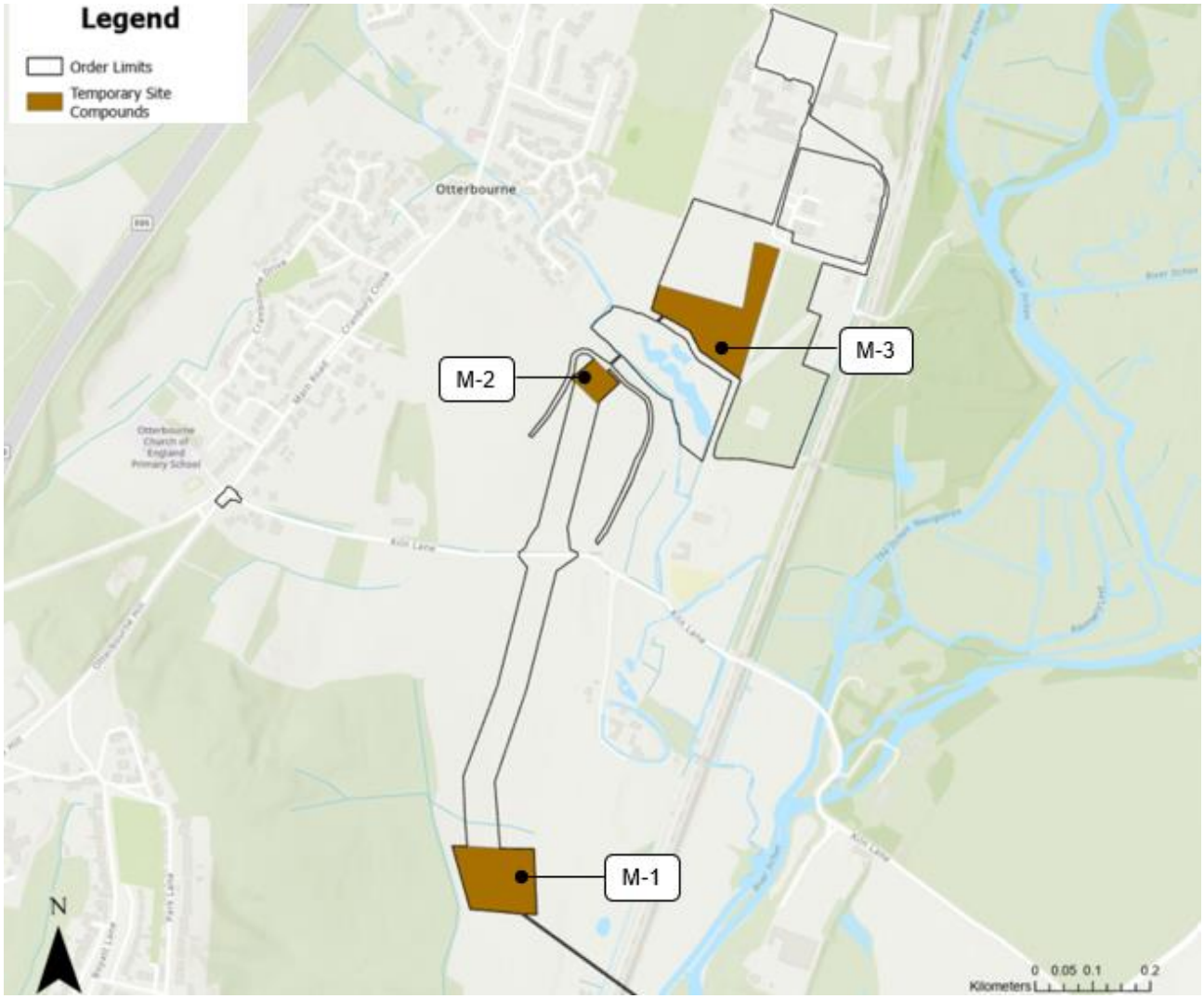
Section M: Brambridge to Otterbourne Water Supply Works

3.4.47 Section M of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) comprises the section from Highbridge Road (B3335) to Otterbourne WSW. There are three proposed temporary construction compounds, as shown spatially in Graphic 3-17 and described in Table 3-9.

Table 3-9 Section M: Brambridge to Otterbourne Water Supply Works temporary construction compound information

Temporary construction compound reference	Location	Temporary construction compound purpose	Indicative temporary access point
Temporary construction compound M-1	East of Otterbourne Park Wood	Temporary trenchless construction compound for trenchless reception shaft	Haul road via Kiln Lane
		Sectional site compound	
Temporary construction compound M-2	South of upstream tributary of the River Itchen	Temporary trenchless construction compound	Haul road via Kiln Lane
Temporary construction compound M-3	South of Otterbourne WSW	Sectional site compound	Otterbourne WSW
		Temporary trenchless construction compound	

Graphic 3-17 Section M: Brambridge to Otterbourne Water Supply Works temporary construction compound locations



3.4.48 Temporary construction compounds M-1 and M-2 are trenchless compounds that would both be accessed via haul road from Kiln Lane. Temporary construction compound M-3 would be both a trenchless and sectional site compound and would be accessed via the Otterbourne WSW.

3.4.49 The works associated with the INNS Treatment would utilise the same temporary construction compound access as temporary construction compound M-3, via the Otterbourne WSW.

3.5 Construction workers hub

3.5.1 A construction workers hub will be temporarily required during the construction phase to act as a main project hub. This construction workers hub would essentially serve as a main project hub. It would provide an office building accommodating approximately 60 construction office workers during construction working hours, with welfare, parking and security facilities. The construction workers hub would also provide a central point for construction workers to assemble prior to transportation to the temporary construction compounds. The

construction workers hub would not be used to store materials, plant or other equipment.

3.5.2 The area required for the construction workers hub would be approximately 15,000m^2 and it would be located within 10km of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4). It would be located in close proximity to the strategic road network to ensure adequate access. The construction workers hub would also require connection to utilities including power, water and sewerage. Due to uncertainty over timing and availability of potential temporary construction workers hub sites, the temporary construction workers hub would be identified by the Contractor, during the construction phase, and it is assumed that it will use an existing suitably consented site for the activities to be undertaken there. The construction workers hub is therefore not included in the Order Limits.

3.5.3 As detailed in ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6), to estimate the worst case vehicle trip generation for the Project overall, the following assumptions have been made:

5. 60 employees would be based at the construction workers hub, most of which would arrive by car.
6. Between 15 (average) and 60 (peak) construction workers would travel to the hub by car and be transported to temporary construction compounds whereby primary access is provided by haul road, by minibus.
7. The construction workers would be transported to these compounds by one to four minibuses.
8. Up to 40 additional vehicle movements throughout the day, including lunch and visitor trips.

3.5.4 The above assumptions are considered to reflect a worst case for the project overall. Subject to the measures in the detailed Construction Worker Travel Plan, allowance may also need to be made for additional construction workers to travel to the construction worker hub by car, and then be transported to other temporary construction compounds by minibus. With fewer construction workers traveling direct to construction compounds by car, this would contribute towards reducing the transport effects associated with the Project overall.

3.5.5 Based on the assumptions in paragraph 3.5.3, the construction workers hub would generate between 22 and 25 vehicle trips in the AM and PM peak periods (07:00-09:00 and 16:00-18:00), 40 vehicle trips between these periods, and the remaining trips before 07:00 and after 18:00. This equates to an average of 128 and a peak of 224 weekday vehicle trips and is reflective of the vehicle trips generated by an office of a similar size to that required at the construction workers hub.

3.5.6 As detailed in the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6), a sensitivity test has also been undertaken where additional construction workers would park at the construction worker hub, rather than drive directly to temporary construction compounds. This scenario would not impact the number of staff (60) working at the construction worker hub or the 40 additional vehicle movements throughout the day. Based on the findings of this sensitivity test, the construction worker hub would need a car park of 150-200 spaces. In this sensitivity test, there would also be no impact on the traffic demand

in the network peak periods given construction workers would arrive before 07:00 and depart after 18:00.

3.6 Construction working hours

3.6.1 The standard working hours for construction of the Project would be as follows:

1. **Monday to Friday (excluding bank holidays)**: 07:00 to 19:00 in summer (April-September) and 07:00 to 17:30 in winter (October-March).
2. **Saturday**: 07:00 to 17:00.

3.6.2 Works outside these standard working hours or overnight (including Sundays and bank holidays) may be required for construction of some aspects of the Project including, but not restricted to, trenchless crossings and tunnelling, construction works within or near highways and railways, tidal working and abnormal load deliveries. This may be as a result of ground conditions that require continuous working or for works within highways to minimise traffic disruption. These requirements for work outside of typical working hours will be set out on a case-by-case basis within the detailed CTMP document prepared by the Contractor post-consent and agreed with the Local highway Authority (LHA). Working hours for construction will be secured through the Construction Environmental Management Plan.

Timing of Heavy Goods Vehicle movements

3.6.3 HGV movements to and from the temporary construction compounds will be restricted, where appropriate, to reduce impacts on the local and strategic highway network. This includes minimising the impacts in the network peak hours.

3.6.4 At most locations, general HGV movements will take place between 09:00-16:00 wherever practicable, therefore avoiding the traditional AM and PM network and development peak periods, which typically occur between 07:00-09:00 and 16:00-18:00. These restrictions are secured through this Framework CTMP.

3.6.5 Additional restrictions on HGV movements may be included to mitigate potential impacts on sensitive receptors (such as schools) and these will be specified in the detailed CTMP(s) to be prepared by the Contractor.

3.6.6 These restrictions are likely to be required in the vicinity of the following schools:

1. Bidbury Infant and Junior School
2. St Thomas More's Primary School
3. Morelands Primary School
4. Crookhorn College
5. HSDC South Downs
6. Portsdown Primary School
7. Otterbourne C of E Primary School
8. Twyford School

3.6.7 Where 24-hour or overnight working is required, endeavours will be made to avoid HGV movements between the hours of 19:00-07:00 to avoid disturbance to nearby residential properties. However, in areas that are not in close proximity to

residential properties, or where continuous HGV movements are required for technical reasons, some HGV movements may occur within this timeframe.

3.6.8 Specific detail relating to construction movement restrictions will be set out in the detailed CTMP documents.

4 Construction traffic demand

4.1 Background

4.1.1 This section details the likely quantum of construction traffic that is forecast to be associated with each construction activity, including the movement of goods (HGVs) and construction workers.

4.1.2 Efficient packing practices would be in place to ensure that the number of HGV trips generated is minimised. Furthermore, the Framework CWTP (Appendix A) contains a series of measures aimed at reducing the number of single occupancy vehicle trips made by operatives to and from their place of work. These measures would help to minimise the number of trips associated with the Project.

4.1.3 Detail on assumptions pertaining to the movement of goods (HGVs) and construction workers is provided within the Indicative construction information at Annex Q of the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6).

4.2 Pipeline construction workers

4.2.1 Prior to the pipeline installation works, approximately six personnel would be required to construct the temporary construction compounds. This would happen at up to three separate sections of the pipeline simultaneously, requiring up to 18 personnel at any given time. Following this, a six-person team would be required to carry out the pipeline installation enabling works.

4.2.2 At each of the sections, the number of operatives is anticipated to reach approximately 45 personnel for the activities associated with the pipeline installation. The specialist environmental and fencing activities would require additional resource which could be constrained by seasonal requirements such that works would occur intermittently, numbers can be expected to increase by up to 20 additional personnel during the year.

4.2.3 A 45-person team would also be required to carry out micro-tunnelling/boring activities associated with each trenchless crossing. This team would be split across either side of the trenchless crossing.

4.2.4 As set out at section 3.4, some temporary construction compounds will have multiple purposes. For example, construction J-3 will be both a sectional site compound and a temporary trenchless construction compound. For temporary construction compounds like this, separate consideration has been given to both activities (pipeline installation at sectional site compounds, and trenchless crossing at the temporary trenchless construction compound) when assessing the transport impact of each temporary construction compound.

4.2.5 Local compound offices would be required at all sectional site compound locations identified along the pipeline route. It is envisaged that three typical Contractor supervisory teams of up to 12 personnel per team would be required for the simultaneous delivery of 10km sections of pipeline.

4.2.6 A six-person team would be required to carry out pipeline reinstatement works, including the disassembling of temporary construction compounds, following installation.

4.2.7 With works programmed to occur on three separate sections of the pipeline operational personnel numbers would typically peak at between 200 – 300 along the route.

4.2.8 An indicative programme has been provided as Annex P of the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6). This indicative programme sets out the type of works that might occur concurrently along separate sections of the pipeline.

Timing of construction worker (Light Goods Vehicle) movements

4.2.9 Construction worker movements to and from site locations would not be restricted in the same manner as HGV trips, though as detailed at section 6.7 and within the Framework CWTP (Appendix A Contractor movements to some locations would not be permitted. ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6) also provides details of temporal restrictions that may apply to some construction worker (LGV) movements.

4.2.10 As shown at Table 4-1, it is anticipated that the construction worker movements would occur within the 45-minute periods both preceding and following the shift start time of 07:00, avoiding the AM network peak period and elements of the PM peak period within sections of the study area. Similarly, it is anticipated that construction workers would depart the site up to half an hour prior to their shift finish time and up to an hour following this time.

4.2.11 Based on this, the typical construction worker arrival/departure profile is shown at Table 4-1. This profile was presented to stakeholders previously as part of pre-application consultation. It has been developed based on working knowledge, information supplied by the Applicant and information set out within other DCO applications that have a focus on construction.

4.2.12 Narrative is also provided within Table 4-1 which sets out the reasons why construction worker movements would occur during each 15-minute period.

Table 4-1 Typical construction worker arrival/departure profile (winter)

AM time period	% Construction worker arrivals	Workforce type	Activities on arrival	PM time period	% Construction worker departures	Workforce type	Activities on arrival
06:15 - 06:30	5%	Security, general operatives	Opening up site, fuelling generators, opening up welfare facilities etc.	17:00 – 17:15	15%	Office staff, cleaners etc.	Office work, cleaning
06:30 - 06:45	20%	Site supervisors, Foremen, plant operatives, general operatives	Prepare morning briefings, fuel plant	17:15 – 17:30	15%	Yard and general operatives	Clear yard, tidy storage areas
06:45 - 07:00	45%	Main pipe-laying gangs, general operatives	Attend morning briefings before works commence, collect tools and equipment	17:30 – 17:45	40%	Main pipe-laying gangs	Return tools and materials
07:00 - 07:15	10%	Yard operatives	Tool box talks, load up trailers with materials, organise yard for the day's deliveries	17:45 – 18:00	15%	Site supervisors, Foremen, plant operatives	Report writing, turn off plant, general maintenance
07:15 - 07:30	10%	Engineering staff	Review programme of works for the day, brief method statements etc.	18:00 – 18:15	10%	Engineering staff	Report writing, prepare method statements etc.
07:30 – 07:45	10%	Office staff, cleaners etc.	Office work, cleaning	18:15 – 18:30	5%	Security, general operatives	Close up site

4.2.13 Some specific construction activities such as tunnelling would require a unique construction worker arrival/departure profile that differs from the information within Table 4-1, with workers expected to work a 24-hour shift pattern, with the day shift working from 07:00-19:00 and the night shift working from 19:00-07:00.

4.2.14 During summer months where working hours would be extended, departures from the site may occur later in the day.

4.2.15 It is also anticipated that, in more rural locations, there would be a small number of construction worker movements during the lunchtime period as some workers travel to purchase lunch.

4.2.16 Light Goods Vehicle movements such as these lunchtime movements outside of the AM arrival and PM departure period will not be restricted and temporary site accesses would be operational between 06:00 – 18:30 (20:00 during summer months).

4.3 Water Recycling Plant site construction workers

4.3.1 It is proposed that a site office hub would be required for the WRP site (Work Number 1) in the vicinity of the new facility. A typical Contractor project team for the delivery of the WRP site (would consist of resources as identified in paragraphs 4.3.2 to 4.3.7. Contractor numbers would change as the Project advances from Early Works through to Main Works and Commissioning.

4.3.2 Civils works at the WRP site would require a team of 90 personnel. An additional team of 20 operatives would be required to supervise these works.

4.3.3 Civils works would be followed by Mechanical, Electrical, Instrumentation, Control and Automation (MEICA) works at the WRP site. MEICA works would also require a team of 90 personnel, with an additional team of 20 required to supervise.

4.3.4 The commissioning phase for the WRP site would require a team of ten operatives, with a team of 15 supervisors required to oversee this phase.

4.3.5 These works will not take place concurrently, and as such personnel levels for the construction of the WRP site are therefore likely to peak at approximately 110 operatives with substantial works required to be progressed to meet overall programme constraints.

4.3.6 Tunnelling and shaft construction works would also take place at the WRP site (Work Number 1), as detailed at section 4.4.

4.3.7 During the construction phase, up to 300 parking spaces will be provided for operatives at the WRP site. This quantum will be sufficient to cover the peak parking demand associated with activities at the WRP site such as tunnelling and shaft construction works, as well as parking associated with temporary construction compound B1-1. This is based on the successful implementation of the Framework CWTP measures as set out at Appendix A.

4.4 Tunnel and shaft construction workers

4.4.1 Dedicated temporary offices would be required at each launch and reception shaft site. The tunnelling workstream contains two primary phases; shaft sinking and the tunnelling works.

4.4.2 The shaft sinking works would involve a peak of up to 45 operatives at the WRP site (Work Number 1). These operatives would be involved in sinking a single shaft associated with the Pipeline between the WRP site and Otterbourne WSW (Work Number 4). Shaft sinking resource of up to 45 operatives would also be required at temporary construction compounds E-1, L-10 and M-1.

4.4.3 The tunnelling works would take place following the shaft sinking and would require 65 operatives tunnelling from the driver site on a 12-hour shift rotation between Monday and Friday. A tunnel maintenance shift using the same resource would also be required during the Saturday half-day session.

4.4.4 To facilitate the microtunnelling required between the WRP site and Bedhampton Springs, a team of up to 45 operatives would be required, split across the WRP site and temporary construction compounds B1-1, B1-2 and B1-3.

4.4.5 Resource teams would be required for shaft sinking at the three tunnel launch sites and the three reception shafts. For tunnelling activities, two distinct teams would be required: one at the WRP site and another at the temporary construction compound L-10.

4.4.6 Required resource across all sites is likely to reach a peak of 180 operatives during the shaft sinking phase. Following this, resource associated with the microtunnelling and tunnelling is expected to reach a peak of 175 operatives at any given time, or 350 operatives per day.

4.5 Break Pressure Tank and Intermediate Pumping Station construction workers

4.5.1 Construction of the BPT and IPS sites would take place concurrently alongside other works along the pipeline and is anticipated to take approximately 15 months for each respective AGP (Work Number 5).

4.5.2 Local site offices would be required at each of the BPT and IPS sites during construction and commissioning.

4.5.3 Personnel levels for these sites is likely to peak at approximately 50 operatives/site. With substantial works being progressed on four sites simultaneously to meet overall programme constraints, total resource levels would reach up to approximately 200 operatives for this section of the programme.

4.5.4 There are variations in required resource levels across the various phases of the AGP programme. This includes a 15-person team required for enabling works, followed by a 40-person team required for Fiber-reinforced concrete works (FRC). A 50-person team would then be required for the AGP MEICA works, prior to a drop in resource to a 40-person team for the external works phase.

4.6 Invasive Non-Native Species Treatment works

4.6.1 INNS Treatment works would also take place at the Otterbourne WSW. It is anticipated that these works would involve a programme of up to four months comprising of civils works, a build-out phase and a MEICA phase. Civils works are expected to take place concurrently whilst the build-out and MEICA phases take place.

4.6.2 A team of up to six operatives would be required for the civils works during weeks 1-8 of the civils phase, reducing to four operatives during weeks 9-16. A team of six operatives would also be required for the build-out phase. A team of six operatives would then be required for the MEICA phase from week 9-12, reducing to four operatives during weeks 13 and 14.

4.7 Construction traffic volumes

4.7.1 This section provides high-level information in relation to the likely construction traffic volumes associated with the Project, as detailed in the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6).

4.7.2 The volumes presented within this section build upon the construction workforce information set out at sections 4.2 to 4.5. They have been informed by the Applicant's construction buildability team based on their experience of similar projects and follow discussions with stakeholders including Hampshire County Council (HCC) and Portsmouth City Council (PCC).

4.7.3 During these discussions, HCC requested that the Applicant considers a worst case scenario of 100% of construction worker trips undertaken by single occupancy vehicle. This is despite the production of a Framework CWTP (Appendix A) which commits the Contractors to a series of sustainable travel interventions aimed at increasing the mode share of sustainable travel modes among construction workers. As such, the LGV traffic volumes presented within this section are robust, and in practice it is likely that traffic volumes would be lower.

4.7.4 The LGV and HGV construction traffic volumes set out within this section are therefore considered a worst case scenario. The detailed CTMP documents would contain a series of measures to reduce the impact of construction vehicle traffic shaped around the following principles:

1. Efficiently loading/packing vehicles to minimise the number of trips required.
2. Routing via the most efficient, appropriate route to and from the SRN.
3. Utilisation of the construction workers hub and local compound offices to minimise the. need to travel between sites along the pipeline.
4. Adherence to a CWTP.
5. Provide minibuses for travel to designated temporary construction compounds.

4.7.5 These measures also classify as GHG emission mitigation measures given that they would reduce the amount of GHG emitted by construction vehicles.

Water Recycling Plant site

4.7.6 There are a number of different construction activities that would generate traffic that would take place at the WRP site (Work Number 1) as a result of the Project. This includes:

1. Construction of the WRP site.
2. Microtunnelling between the WRP site and Budds Farm WTW.
3. Tunnelling works between the WRP site and temporary construction compound E-1 (Purbrook).

4. Microtunnelling works between the WRP site and Bedhampton Springs.
5. Serving as a base for minibus trips to temporary construction compounds where LGV trips are not permitted.

4.7.7 From a traffic and transport perspective, the construction of the WRP site would involve three primary stages which have differing trip generation profiles; civils, MEICA and commissioning.

4.7.8 It is anticipated that the WRP site would generate approximately 50 two-way daily HGV deliveries during the civils construction period, which represents the peak HGV trip generation period. During this period, it is also anticipated that 110 operatives would be present on site, which equates to a worst case scenario of 220 two-way daily LGV trips based on 100% of trips being undertaken by single occupancy vehicles.

4.7.9 During the MEICA works, the number of operatives on site would remain constant at 110 (220 two-way daily trips). The number of HGV trips would however halve to 25 two-way daily trips on average.

4.7.10 During the commissioning phase, the number of operatives on site would reduce significantly to 25, resulting in 50 two-way LGV trips. There would be just two daily two-way HGV trips during the commissioning phase.

4.7.11 The microtunnelling works between the WRP and Budds Farm WTW would require 50 two-way HGV trips to the drive site (WRP site) and the reception site (Budds Farm WTW) respectively across the phase, which is expected to last 13 months. As such, the microtunnelling works are not expected to generate a material number of HGV trips (up to four HGV trips to each site per month). The microtunnelling works would require a 45-person team split across the WRP site (Work Number 1) and Budds Farm WTW. This is expected to generate 90 two-way daily trips, with an average of 45 of these to the WRP site (Work Number 1) and Budds Farm WTW respectively.

4.7.12 For the shaft sinking works associated with the tunnelling at the WRP site, there would be approximately 50 two-way HGV trips per month. Worker numbers associated with the shaft sinking would involve approximately 45 operatives (90 two-way trips).

4.7.13 For the tunnelling works at the WRP site, it is anticipated that there would be up to approximately 125 two-way HGV trips a day. There would also be up to 130 tunnelling operatives (two teams of 65 across 12-hour intervals) working at the WRP site over a 24-hour period, resulting in 260 daily two-way LGV trips.

4.7.14 Construction associated with the proposed microtunnelling between the WRP site and Bedhampton Springs would generate 50 two-way HGV trips across the phase. These works would also require a 45-person team split across the WRP site and Bedhampton Springs, equating to 45 two-way trips to the WRP site.

4.7.15 The WRP site would also serve as a base for construction worker travel to temporary construction compound B1-1 given that construction worker travel is restricted to this temporary construction compound.

4.7.16 Table 4-2 provides a summary of the forecast number of trips associated with each element of the WRP site.

Table 4-2 Water Recycling Plant site forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
WRP site – Civils	220	50
WRP site – MEICA	220	25
WRP site – Commissioning	50	2
Microtunnelling WRP site to Budds Farm WTW (WRP site-only)	45	Less than 1
Shaft sinking (WRP site-only)	90	2.5
Tunnelling (WRP site-only)	260	125
Microtunnelling WRP site to Bedhampton Springs	45	Less than 1

Pipelines between Budds Farm Wastewater Treatment Works and the Water Recycling Plant site

4.7.17 The anticipated construction traffic volumes associated with the Pipelines between Budds Farm WTW and the WRP site (Work Number 2) are as set out at paragraph 4.7.11. The trips associated with this construction activity exclusive to Budds Farm WTW are summarised at Table 4-3.

Table 4-3 Budds Farm Wastewater Treatment Works forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips
Microtunnelling (Budds Farm WTW-only)	45	4 trips per month

Pipelines between the Water Recycling Plant site and Bedhampton Springs

4.7.18 A pipeline would link the WRP site to Bedhampton Springs, before linking from Bedhampton Springs to Havant Thicket Reservoir (utilising Portsmouth Water's pipelines which are subject to a separate planning consent).

4.7.19 Table 4-4 sets out the differentiation between the construction traffic generation at Bedhampton Springs.

Table 4-4 Pipelines between the Water Recycling Plant site and Bedhampton Springs forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
Microtunnelling (Bedhampton Springs)	45	Less than 1

Pipeline between the Water Recycling Plant site and Otterbourne Water Supply Works

4.7.20 There are five primary aspects of the construction activities associated with the Pipeline that are expected to generate trips. These are set out as follows:

1. Temporary construction compound creation
2. Enabling works
3. Microboring (temporary trenchless construction compounds only)
4. Pipeline installation (temporary construction compounds E-1 through M-3 only, excluding temporary trenchless construction compounds)
5. Pipeline reinstatement

4.7.21 It is anticipated that the creation of each temporary construction compound would require 40 two-way HGV trips per temporary construction compound across the duration of the creation period (typically two weeks to a month). This equates to an average of approximately two two-way daily HGV trips per temporary construction compound. A six-person team would be required to oversee these activities, resulting in 12 daily two-way LGV trips associated with the setup of each compound.

4.7.22 There would be no HGV trips associated with the Pipeline's enabling works. The enabling works would however also require a six-person team of operatives (12 two-way daily LGV trips).

4.7.23 To facilitate the microboring process, 50 two-way HGV trips would be required per compound across the duration of the phase to facilitate deliveries and the removal of excavated materials. The duration of microboring phases varies on a compound-by-compound basis. In many cases, the microboring phase is expected to last approximately four months. In these instances, this would average out at less than a single HGV trip each day. The microboring process would require a 45-person team split across launch and reception (either side of the trenchless crossing). This would require 90 daily two-way LGV trips split across the launch and reception temporary trenchless construction compounds.

4.7.24 The pipeline installation phases would require HGV trips associated with the following:

1. Plant deliveries – 72 two-way HGV trips per compound per pipeline installation phase
2. Pipe materials – 0.016 two-way HGV trips per one meter of pipeline per pipeline installation phase
3. Bedding and surround – 0.066 two-way HGV trips per one meter of pipeline per pipeline installation phase
4. Miscellaneous deliveries – 30 two-way HGV trips per compound per pipeline installation phase

Each phase concerns construction of each section of Pipeline spanning from one compound to another adjacent compound. The duration of each pipeline installation phase varies from compound to compound and is dependent upon the length of pipeline laid between each compound.

4.7.25 Pipeline installation would also require a 45-person team split across the start and end temporary construction compound as well as 12 supervisors. An additional 20-person team would also be intermittently required to assist at areas where installation is challenging (such as sharp bends). These operatives have been considered as a constant requirement to provide a robust assessment, resulting in a total of 77 operatives split across the start and end temporary construction compounds. This equates to 154 daily two-way LGV trips split across each pair of temporary construction compounds that the Pipeline connects.

4.7.26 Construction of each section of the Pipeline would be staggered. It is likely that construction of up to three sections would take place at any one time.

4.7.27 Pipeline reinstatement would require 40 two-way HGV trips per compound per phase (typically lasting between one and three months). Reinstatement would also require a six-person team, resulting in 12 daily two-way LGV trips.

4.7.28 In addition to the pipeline reinstatement HGV requirements (paragraph 4.7.27), there would be a single tunnel between temporary construction compound L-10 and M-1. The construction of this tunnel would require two daily two-way HGV trips to temporary construction compounds L-10 and M-1 during the shaft sinking phase, and 75 daily two-way HGV trips to temporary construction compound L-10 associated with the tunnelling activities. Both L-10 and M-1 would require up to 45 operatives on site at any given time during the shaft sinking phase, resulting in up to 90 two-way LGV trips generated. As the drive site, L-10 would require a 65-person team on site during each shift to construct the proposed tunnel. This team of 65 would be required to work across two 12-hour shifts, generating up to 260 daily two-way LGV trips.

4.7.29 The construction traffic volumes associated with the Pipeline are summarised at Table 4-5.

Table 4-5 Pipeline between Water Recycling Plant site and Otterbourne Water Supply Works forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
Temporary construction compound construction (per compound)	12	2
Enabling works (per compound)	12	0
Microboring (trenchless crossing compounds only) (per trenchless crossing)	90	Less than 1
Pipeline installation (per compound)	77	1-12
Pipeline route reinstatement (per compound)	12	1-4
Shaft sinking (L-10 and M-1 only)	90	2
Tunnelling (L-10 only)	260	75

Above Ground Plant

4.7.30 The construction of the IPSs and the BPTs would comprise of four primary traffic generating phases. These phases are as follows:

1. Enabling works

2. Fibre reinforced concrete (FRC) works
3. Mechanical, Electrical, Instrumentation, Control and Automation
4. External works

4.7.31 The enabling works for the AGP (Work Number 5) would require ten daily two-way HGV trips as well as a 15-person team of operatives (30 daily two-way LGV trips).

4.7.32 The construction vehicle requirements associated with the FRC works would vary between the IPS and the BPT. The IPS would generate approximately two daily two-way HGV trips whilst the BPT would generate approximately five daily two-way HGV trips. Both the IPS and BPT would require a 40-person team of operatives, resulting in 80 daily two-way LGV trips.

4.7.33 MEICA works associated with the AGP would require a team of 50 operatives, generating up to 100 daily two-way LGV trips. As with the FRC works, the requirements associated with the MEICA works would also differ between the IPS and BPT. The IPS is expected to generate approximately two daily two-way HGV trips whilst the BPT is expected to generate approximately three daily two-way HGV trips.

4.7.34 The external works associated with the AGP would result in an average of one daily two-way HGV trip. The external works would require a 40-person team, resulting in the generation of 80 daily two-way LGV trips.

4.7.35 The construction traffic volumes associated with the AGP are summarised in Table 4-6.

Table 4-6 Above Ground Plant forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
Enabling works	30	10
FRC works (BPT)	80	5
FRC works (IPS)	80	2
MEICA (BPT)	100	3
MEICA (IPS)	100	2
External works	80	1

Invasive Non-Native Species Treatment works

4.7.36 As referenced at section 4.6, the INNS Treatment works would comprise of three phases:

1. Civils
2. Build-out
3. Mechanical, Electrical, Instrumentation, Control and Automation

4.7.37 The construction traffic volumes associated with the INNS Treatment works are summarised at Table 4-7.

Table 4-7 INNS Treatment works forecast trip generation by construction activity

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
Civils	8-12	0-2

Construction element:	LGV trips (daily two-way)	HGV trips (daily two-way)
Build-out	12	6
MEICA	8-12	2

4.8 Haul road general construction traffic demand

4.8.1 A number of haul roads are proposed along the Pipeline. Though some haul roads will be used to provide access to temporary construction compounds that cannot be accessed directly from the local highway network (as detailed at section 5.7), the haul roads will have the primary purpose of being used to facilitate the construction of the Pipeline.

4.8.2 Haul roads will be used to transfer materials and plant from temporary construction compounds to the working area. These activities will generate trips across the haul roads – the majority of which will be associated with pipes and material being strung out along the haul road.

4.8.3 It is anticipated that there will be a maximum of 30 two-way daily trips associated with these activities along the haul road. Construction is expected to progress at a rate of 500m of Pipeline per week, during which period these 30 two-way daily trips would take place.

4.8.4 The information in paragraphs 4.8.1 to 4.8.3 has been used to calculate the number of general background trips associated with each haul road, as detailed at section 5.7.

4.9 Framework Construction Worker Travel Plan

4.9.1 A Framework CWTP (Appendix A) details the tasks involved in developing initiatives, including management and co-ordination, which are set in the context of clear objectives to increase use of sustainable travel options and reduce single occupancy car trips to and from the Project.

4.9.2 The key objectives of the Framework CWTP (Appendix A) are as follows:

1. To manage the volume of single-occupancy car travel and the impact on local roads and communities.
2. To ensure the site is accessible by sustainable transport options, where practicable.
3. To facilitate informed travel choices, by ensuring employees have access to real-time on demands travel information.

4.9.3 The Framework CWTP (Appendix A) also sets out how car and cycle parking would be controlled and managed at the construction workers hub, WRP site, Otterbourne WSW and temporary construction compounds.

4.9.4 The Framework CWTP (Appendix A) would represent an overarching plan which would be developed into individual CWTP(s) by the Contractor.

5 Construction traffic management

5.1 Introduction

5.1.1 This section of the Framework CTMP sets out the anticipated volume of different vehicle types that would be required for the construction of the Project, including any potential AILs.

5.1.2 This section includes data concerning the LGV and HGV vehicle demand that is expected to be generated by each temporary construction compound, as well as each access point. This includes information regarding the duration that each temporary construction compound will be in use.

5.1.3 The average number of LGV and HGV trips associated with each compound has been calculated by summing up the total number of trips associated with each individual temporary construction compound and dividing this by the number of months that each access will be operational.

5.1.4 This section also provides detail of temporary construction compound access, anticipated management measures and proposed routing strategy for HGVs. The proposed construction traffic routes associated with the Project are based on the temporary construction compound locations set out at section 3.4. The access arrangements and routing strategy have been refined following consultation responses from HCC as set out in detail at section 3.4.

5.1.5 Access to temporary construction compounds will comprise of one-way access for HGVs. These will be managed accordingly, with deliveries and HGV movements scheduled to avoid movements to/from temporary construction compounds coinciding as far as practicable.

5.1.6 Full HGV access route plans are provided at Appendix G .

Visibility splays

5.1.7 To facilitate access to the various temporary construction compounds, visibility splays have been considered in line with the relevant guidance.

5.1.8 At each temporary construction compound access location, Automatic Traffic Count (ATC) survey data (if available) or the posted speed limit has been used to calculate an appropriate visibility requirement based on HCC Technical Guidance Note 3 *"Stopping Sight Distances and Visibility Splays"*.

5.1.9 Where the visibility splays shown for the temporary accesses require vegetation trimming/clearance to be achieved, the Contactor should make sure this requirement is being met upon completion of construction of the temporary access. Should the provision of visibility splays have an unacceptable impact on irreplaceable habitat including Category A and veteran trees and ancient woodland, alternative traffic management has been explored, as detailed at sections 5.4, 5.5 and 5.6.

5.2 Strategic road network access points

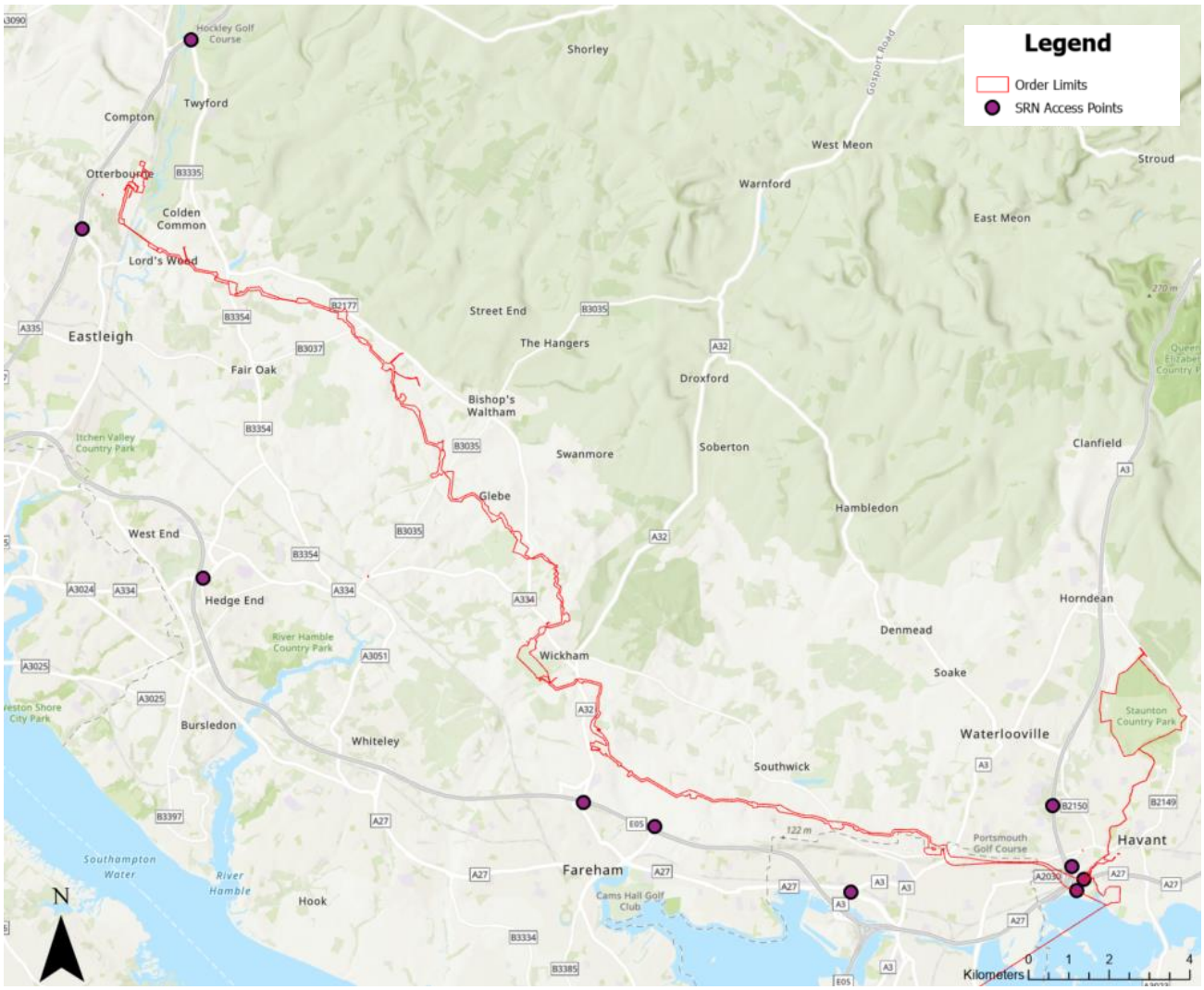
5.2.1 Construction traffic routes have been optimised where practicable so that HGVs route along the most efficient, appropriate route to and from the SRN.

5.2.2 This section contains details of construction traffic routes between the various temporary construction compounds and the SRN. It is expected that construction vehicles routing from the SRN would use the following SRN junctions to access the local highway network:

1. M3 Junction 11 Hockley Cross
2. M3 Junction 12 Allbrook
3. M27 Junction 7 Hedge End
4. M27 Junction 10 North Hill
5. M27 Junction 11 Wallington
6. M27 Junction 12 Hilsea/Paulsgrove
7. A3(M) Junction 4 Purbrook
8. A3(M)/A27/A2030 Junction 5 Broadmarsh (including eastbound entry slip).

5.2.3 These junctions are illustrated in the context of the Project in Graphic 5-1.

Graphic 5-1 Construction vehicle Strategic Road Network access locations



5.3 Construction traffic mitigation measures

Minibuses

5.3.1 A number of temporary construction compounds would only be accessed via haul road and would therefore contain limited parking provision. As set out within the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6), it is proposed for a proportion of construction workers working at these temporary construction compounds to either travel to the WRP site (Work Number 1), the construction workers hub or Otterbourne WSW prior to onward transportation to the temporary construction compound by minibus.

5.3.2 Similarly, following engagement with HCC, some areas that would be subject to construction traffic associated with the Project that are currently constrained in terms of their network capacity were identified. In order to mitigate the impact of the Project, it was agreed that a proportion of construction workers travelling to these temporary construction compounds would instead route to either the WRP site, the construction workers hub or Otterbourne WSW prior to onward travel to the temporary construction compound by minibus.

5.3.3 The temporary construction compounds that these mitigation measures apply to are set out at Table 5-1. The traffic demand figures for the WRP site and Otterbourne WSW contained at sections 5.4, 5.5 and 5.6 respectively take this approach into account.

Table 5-1 Restricted temporary construction compounds and alternative travel locations

Restricted temporary construction compound	Full/partial travel restriction	Central location for workers to travel to instead
B1-1	Partial	WRP site
G-4	Partial	Construction workers hub
G-5	Partial	Construction workers hub
K-1	Partial	Construction workers hub
K-2	Partial	Construction workers hub
K-3	Partial	Construction workers hub
K-4	Partial	Construction workers hub
K-5	Full	Construction workers hub
L-7	Full	Otterbourne WSW
L-8	Full	Otterbourne WSW
L-9	Full	Otterbourne WSW

5.3.4 It has been assumed that each minibus would accommodate up to 15 construction workers.

5.3.5 At sections 5.4, 5.5 and 5.6, minibuses have been categorised as Passenger Carrying Vehicles (PCVs), and their impact is set out separately from LGVs and HGVs.

5.3.6 Worst case scenarios have been made regarding minibus occupancy at each access at sections 5.4 and 5.5. For example, if a particular construction access requires a minibus to transport eight construction workers, and another construction access requires seven construction workers to be transported, these have been counted as separate minibus trips for each construction access. In reality, the Contractor would co-ordinate trips between construction accesses to ensure that each minibus is as full as possible, which would reduce the number of minibus trips required as set out at sections 5.4 and 5.5.

Temporal restrictions

5.3.7 Some temporary construction compounds would be located in the vicinity of junctions that are considered to be traffic-sensitive, as identified during engagement with HCC. As such it is necessary to mitigate the impacts of the Project on these junctions.

5.3.8 As explained within the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6), temporal restrictions have been

developed that focus on reducing the Project's impact during the PM peak period (network and development).

5.3.9 The AM development peak period associated with the Project would take place prior to the AM network peak period in most locations, during a time period where baseline flows on the local highway network would typically be much lower than the network peak period. As such, it is not considered necessary to mitigate the Project's impact during the AM development peak.

5.3.10 These temporal restrictions involve preventing departures for all vehicles except for minibuses, where practicable, from certain temporary construction compounds and AGP between the hours of 16:00 and 18:00.

5.3.11 These temporal restrictions would be implemented for the temporary construction compounds and AGP set out in Table 5-2.

Table 5-2 Temporally restricted compounds and optional alternative travel locations

Temporally restricted temporary construction compound:	Optional central location for workers to travel to instead:
IPS-G	Construction workers hub
H-1	Construction workers hub
H-2	Construction workers hub
H-3	Construction workers hub
J-2	Construction workers hub
J-3	Construction workers hub
K-6/BPT-K	Construction workers hub
L-1	Otterbourne WSW
L-2	Otterbourne WSW
L-3	Otterbourne WSW
L-4	Otterbourne WSW
L-5	Otterbourne WSW
L-6	Otterbourne WSW

5.3.12 As such, construction worker trips to certain temporary construction compounds (to be agreed with HCC) will be restricted between 16:00 and 18:00. During summer months, these restrictions are not anticipated to alter construction worker travel behaviour and no additional measures are required, given that summer-time construction working hours include a finish time of 19:00 (as set out in detail at section 3.6).

5.3.13 In winter months, the Contractor would have the flexibility to finish construction works earlier than the end time outlined at section 3.6, with a pre-15:30 finish time able to minimise PM traffic impacts. Alternatively, minibuses would be used to

transport construction workers from a central location to and from the temporary construction compounds.

5.3.14 The Contractor's preferred approach will be set out within the detailed CTMP(s) post-consent.

5.3.15 The figures contained within the various tables at section 5.4, 5.5 and 5.6 are based on the worst case scenario, which includes single occupancy construction worker LGV trips, rather than minibus trips, continuing to take place to/from these temporary construction compounds subject to temporal restrictions.

Mode share

5.3.16 During engagement with HCC, it was requested that a 100% 'Car Driver' mode share is assumed within the traffic impact assessment. Though HCC acknowledged that this mode share is unlikely to materialise in practice, they requested this amendment to the methodology to ensure that the assessment is robust.

5.3.17 The Framework CWTP (Appendix A outlines a series of measures intended to reduce the proportion of single occupancy vehicle trips associated with the Project. The Framework CWTP (Appendix A includes a target for single occupancy vehicle trips associated with the Project which the Applicant is committed to achieving. It is expected that the overall target would be met through different localised targets throughout the Project study area. Detail of how these targets would be achieved across the study area would follow within the detailed CWTP document(s) to be prepared by the Contractor post-consent.

5.3.18 The ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6) provides an assessment of construction traffic both without the temporal restriction and mode share interventions (i.e. scenario only includes the minibus measures associated with temporary construction compounds only accessible via haul road) and with all of the measures outlined in paragraph 5.3.17. The LGV figures contained at section 5.4, 5.5 and 5.6 only take account of the minibus measures associated with temporary construction compounds only accessible via haul road (without temporal restrictions and mode share interventions).

5.4 Water Recycling Plant site

5.4.1 The WRP site (Work Number 1) would be located immediately south-east of the A3(M)/A27/A2030 Broadmarsh junction (Junction 5).

5.4.2 Access to the WRP site would be provided from Harts Farm Way, with a primary permanent access proposed. The location of this access would remain as per the proposed access location detailed within the site's extant planning consent. A drawing showing the proposed indicative design for this permanent access is provided in Appendix D (drawing reference: 710166-STA-GEN-WR-DR-CH-00001). This drawing also shows swept path analysis which demonstrates that a 15.4m oil tanker can access and egress via this access.

5.4.3 Recorded 85th percentile speeds at the location of this access were 37.41mph (eastbound) and 35.51mph (westbound), despite the speed limit of the road being 30mph. As such, to demonstrate that visibility is achievable, a visibility splay Y-

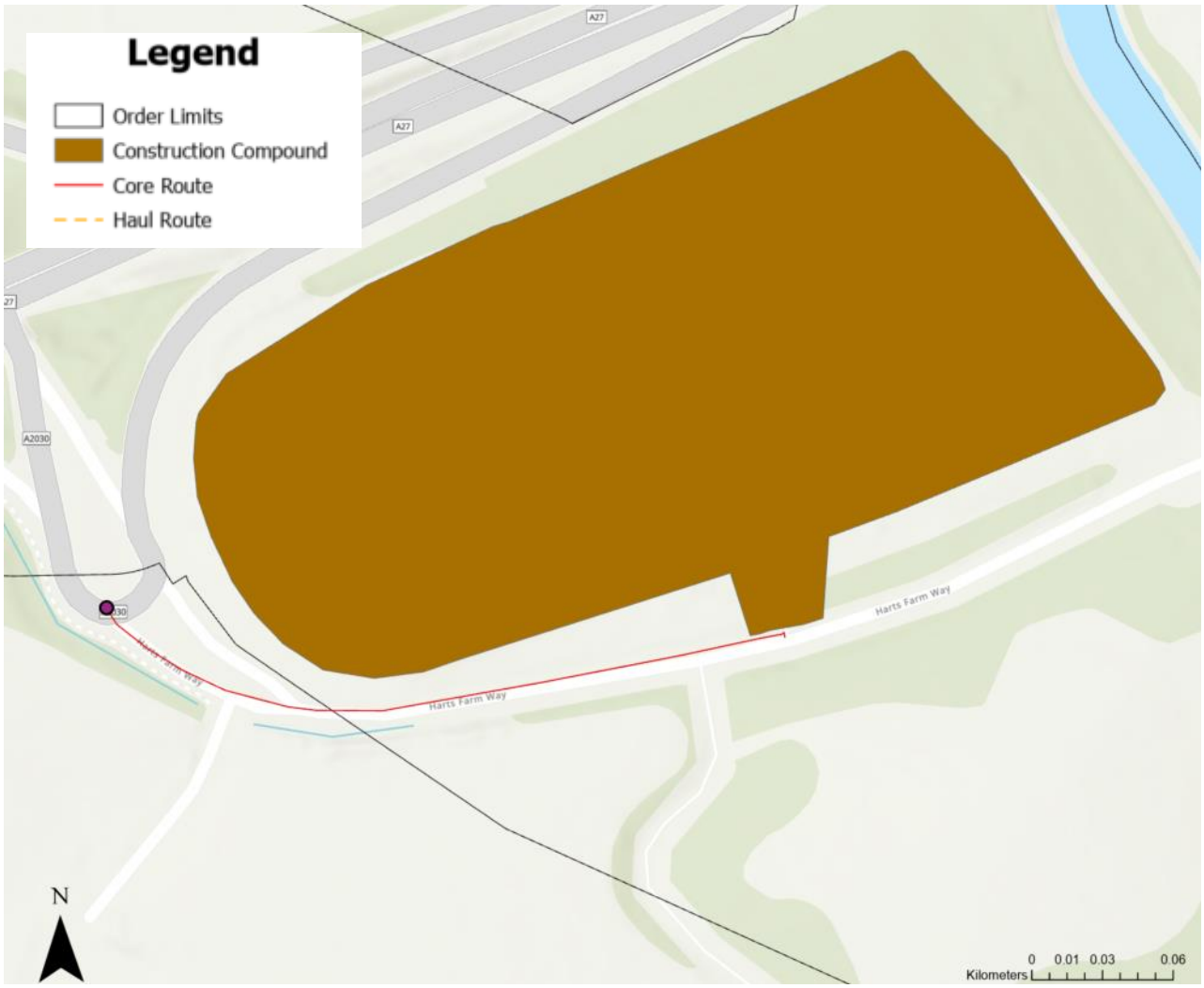
distance of 120m has been used which is the desirable minimum visibility for a design speed of 70kph (44mph).

5.4.4 The permanent primary access to the WRP site would be manned by a traffic marshal during the construction phase. This traffic marshal would manage access to the site, ensure there is no queuing outside the site and minimise any disruption on the local highway network.

5.4.5 Space would be provided internally within the site for HGVs to manoeuvre and egress in a forward gear.

5.4.6 Vehicles would route from Junction 5 of the A3(M) to the WRP site (Work Number 1) via Harts Farm Way. This route is illustrated at Graphic 5-2.

Graphic 5-2 Water Recycling Plant site Heavy Goods Vehicle indicative access route



5.4.7 Table 5-3 provides details of construction traffic volumes associated with the WRP site which would utilise this route. It also provides details of the average and peak number of LGV construction trips to and from the WRP site, though some of these trips may distribute differently to the HGV route outlined at Graphic 5-2 given that construction worker trips would not be managed in the same way as HGV trips.

5.4.8 It should be noted that the LGV and HGV volumes would not necessarily take place concurrently, and the values contained at Table 5-3 represent the respective peak values for each vehicle type.

Table 5-3 Water Recycling Plant site construction traffic demand

Temporary construction compound/works	Duration of works	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
WRP site (WRP construction)	23	438	490 (18 months)	68	77 (18 months)
WRP site (tunnelling)	36	206	260 (20 months)	71	125 (20 months)
WRP site (microtunnelling to Budds Farm WTW)	14	45	45 (14 months)	1	1 (14 months)
WRP site (microtunnelling to Bedhampton Springs)	8	45	45 (8 months)	1	1 (8 months)
Construction worker parking (B1-1)	14	26	36	-	-
WRP site access total (Harts Farm Way)	42	451	750- 762 (17 months)	99	202 (17 months)

5.4.9 In summary, access to the WRP site would be provided via the proposed permanent access from Harts Farm Way (as shown at Appendix D). This access would be manned by a traffic marshal and space would be provided within the site to ensure that any disruption associated with these movements is minimised. There would be an average of 99 and a peak of 202 daily two-way HGV movements along Harts Farm Way between the Broadmarsh junction and the WRP site (Work Number 1) throughout the duration of the construction phase (42 months) given the various works that would take place at the WRP site (Work Number 1). There would also be an average of 451 and a peak of 762 daily two-way LGV movements routing to and from the WRP site during this period.

5.4.10 It is anticipated that, due to the close proximity of the WRP site and temporary construction compound B1-1, construction workers would walk between the car parking facilities at the WRP site and temporary construction compound B1-1, or travel by minibus. It is envisaged that any tools would be transported by minibus and/or LGVs that are permitted to travel to B1-1, as detailed at Table 5-5.

Pipelines between Budds Farm Wastewater Treatment Works and the Water Recycling Plant site

5.4.11 The route for construction traffic associated with the Pipelines includes construction traffic associated with the WRP site to Budds Farm WTW microtunnelling works routeing to the WRP site (Work Number 1) as set out at Table 5-3. This construction traffic would route to the Budds Farm WTW temporary

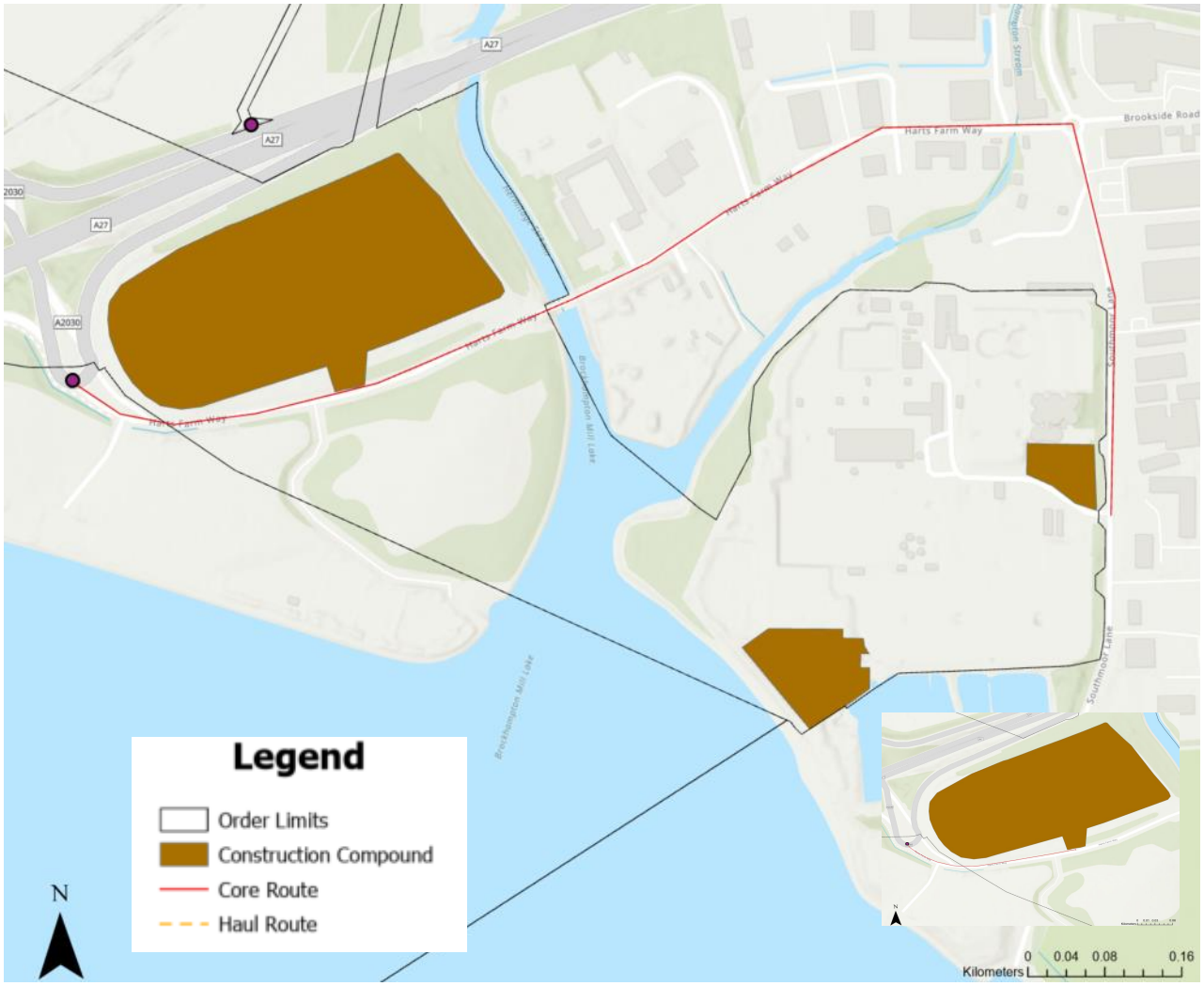
construction compound as well as temporary construction compound C-1, which is located within the Budds Farm WTW.

5.4.12 Additionally, some traffic would also route to the Budds Warm WTW, which would be accessed via the existing Budds Farm WTW access on Southmoor Lane. As the Budds Farm WTW access is an existing operational access and would be subject to a relatively low number of additional construction traffic trips, no additional management measures are proposed to manage movements in the vicinity of this access.

5.4.13 The route from the SRN to the Budds Farm WTW involves an extension of the route to the WRP site along Harts Farm Way before vehicles route south along Southmoor Road to access Budds Farm WTW.

5.4.14 The route to Budds Farm WTW is shown at Graphic 5-3.

Graphic 5-3 Budds Farm Wastewater Treatment Works Heavy Goods Vehicle indicative access route



5.4.15 Table 5-4 presents construction traffic trips associated with Budds Farm WTW.

Table 5-4 Budds Farm Wastewater Treatment Works construction traffic demand

Temporary construction compound/works	Duration of works	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Budds Farm WTW (microtunnelling)	15	45	45 (15 months)	1	1 (15 months)

5.4.16 Access to Budds Farm WTW would be provided via the existing operational Budds Farm WTW access. No additional management measures have been identified given it is an existing access which would only be subject to a small uplift in traffic as a result of the Project. These movements would take place over a period of 15 months, and would route to/from the nearby Broadmarsh SRN junction.

5.5 Pipelines between the Water Recycling Plant site and Bedhampton Springs

Temporary construction compound B1-1 accessed from Mill Lane

5.5.1 Most Heavy Goods Vehicles would predominately access the temporary construction compound via Mill Lane to the north. Any HGV use of this access route would be restricted to evening hours (18:00-20:00) (following the PM network peak) to minimise the potential for conflict with pedestrians travelling along Mill Lane and the Havant 30 PRoW. HGVs would also be escorted between an existing layby on Brookside Road (shown at Graphic 5-4) and the access to temporary construction compound B1-1.

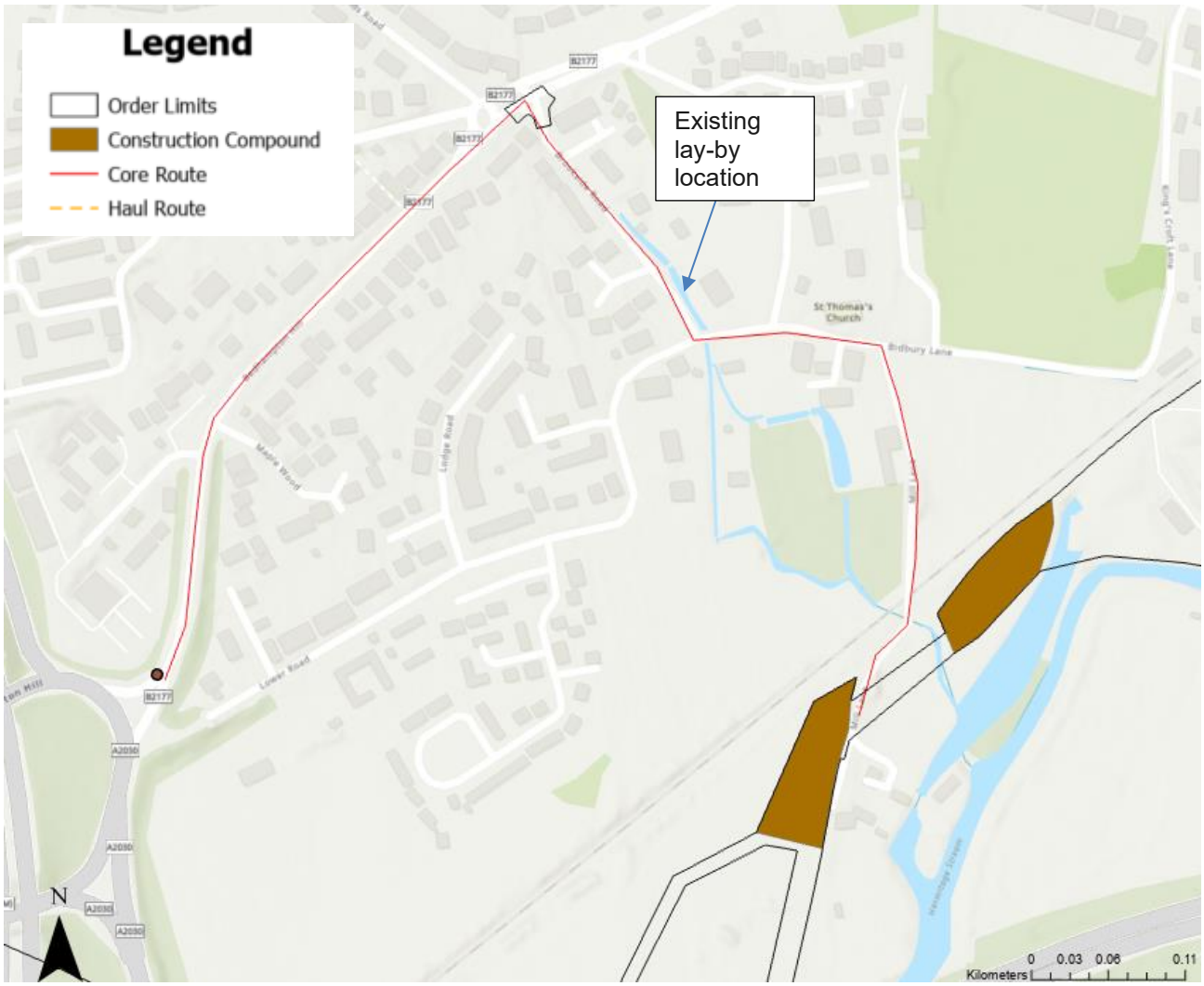
5.5.2 Most construction workers would travel to temporary construction compound B1-1 via the WRP site (Work Number 1), where operatives would park prior to walking or travelling by minibus to the temporary construction compound. Minibuses and some other small vehicles such as vans would route to the temporary construction compound via the access with Mill Lane, as shown indicatively in drawing reference: 710166-STA-GEN-XX-DR-CH-0003 contained at Appendix D .

5.5.3 Mill Lane is a narrow street that provides access to a small number of properties but is predominantly used by pedestrians and cycles. Site operatives would be made aware of the constrained nature of Mill Lane and be advised to drive at appropriate speeds. A traffic marshal would also be stationed at the temporary construction compound access to manage any potential conflicts between vehicles accessing the site and pedestrians and cyclists travelling on Mill Lane.

5.5.4 The access route to/from temporary construction compound B1-1 is illustrated in Graphic 5-4.

5.5.5 Potential works may be required at the Bedhampton Road/Brookside Road junction as shown in Appendix C (drawing reference: 710166-STA-GEN-XX-SK-CH-00005, 710166-STA-GEN-XX-SK-CH-00006 and 710166-STA-GEN-XX-SK-CH-00302). The requirement for these potential works would be subject to the maximum size of the vehicle that would need to access temporary construction compound B1-1 via Mill Lane. This would be confirmed in the detailed CTMP by the Contractor, however these works should be avoided if practicable.

Graphic 5-4 Proposed Mill Lane Heavy Goods Vehicle indicative access route



5.5.6 The LGV and HGV traffic volumes associated with temporary construction compound B1-1 are set out in Table 5-5.

Table 5-5 B1-1 construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Mill Lane access (B1-1)	14	6	9 (8 months)	1	4 (2 months)

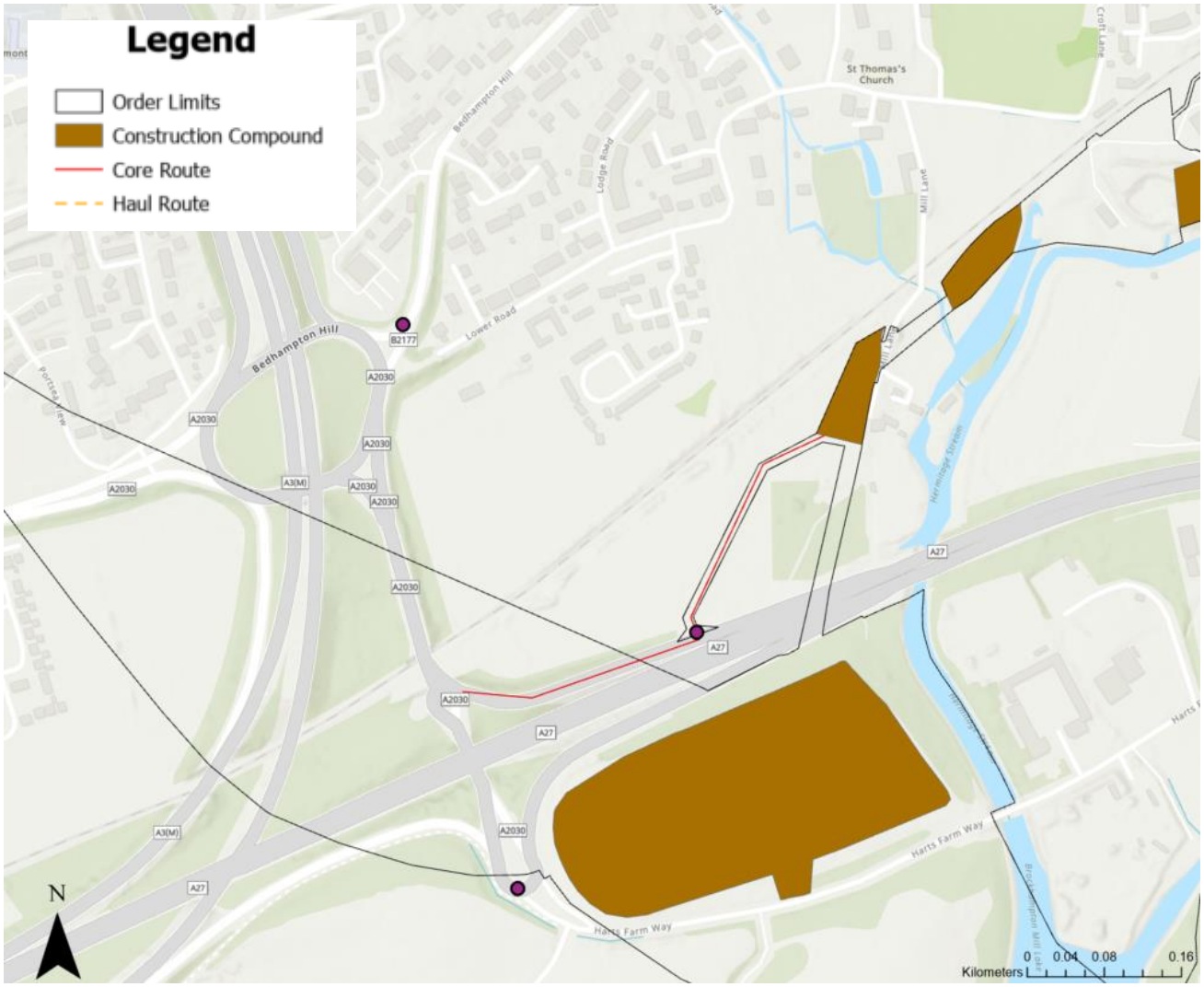
5.5.7 As summarised in Table 5-5, temporary construction compound B1-1 is forecast to generate an average of six LGV and one HGV trips per day over a period of 14 months. These vehicles would access the site via the proposed temporary access with Mill Lane. Additional LGVs would park at the WRP site as considered at section 5.4.

5.5.8 Separate to the construction traffic demand detailed in Table 5-5, there is potential for a crane and a small number of articulated lorries, including the TBM delivery

vehicle, to be transported to/from the temporary construction compound B1-1 via the existing agricultural access from the A27 on-slip. It is likely that overnight working would be required to accommodate these movements. This access arrangement is subject to additional discussions with National Highways. The use of this existing access from the A27 slip road for the largest HGV movements would remove the need for physical works at the Bedhampton Road/Brookside Road junction. This would only relate to a small number of movements that would need temporary traffic management to enable safe movements in and out of the access.

5.5.9 This route is shown at Graphic 5-5.

Graphic 5-5 Proposed A27 Heavy Goods Vehicle indicative access route



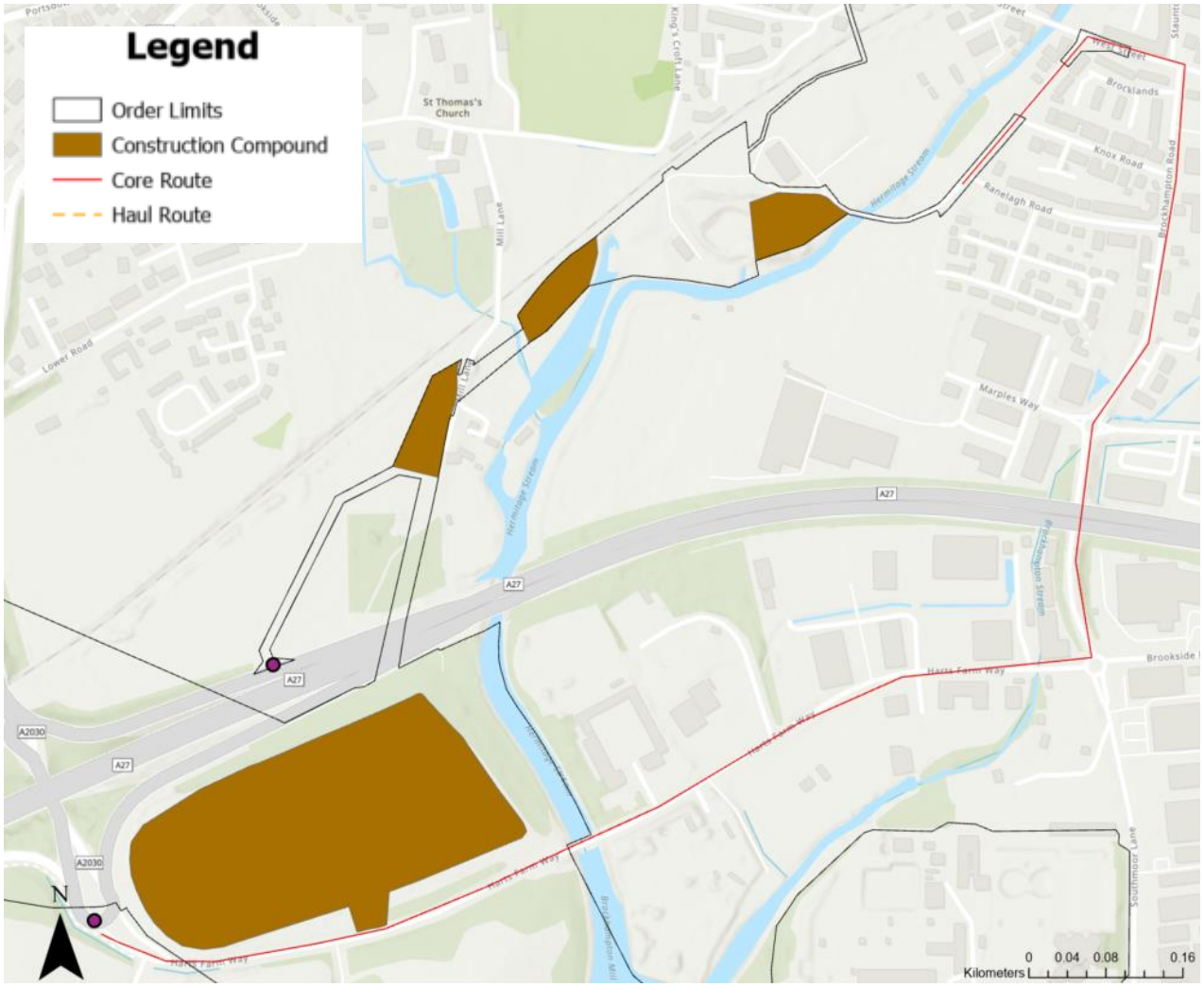
Temporary construction compound B1-2 and B1-3 accessed from Meyrick Road

5.5.10 Vehicles would access the temporary construction compounds B1-2 and B1-3 from the east via Meyrick Road. Beyond Meyrick Road, HGVs would access the temporary construction compound via a combination of Meyrick Road, West Street, Brockhampton Road and Harts Farm Way, as illustrated in Graphic 5-6.

5.5.11 The access route to the temporary construction compounds B1-2 and B1-3 has been assessed using vehicle tracking software with an articulated lorry as shown

at Appendix C (drawing reference: 710166-STA-GEN-XX-SK-CH-00301). It is proposed to temporarily remove some on-street car parking on Meyrick Road and West Street, the extent of which is indicated at Appendix C .

Graphic 5-6 Proposed Meyrick Road Heavy Goods Vehicle indicative access route



5.5.12 The volume of construction trips associated with B1-2 and B1-3 are summarised at Table 5-6.

Table 5-6 Meyrick Road construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Meyrick Road access (B1-2 and B1-3)	18	52	122 (4 months)	1	4 (2 months)

5.5.13 As summarised in Table 5-6, temporary construction compound B1-2 and B1-3 are forecast to generate an average of 52 LGVs and one HGV per day over a period of 18 months. As detailed in paragraph 5.5.11, during this period, on-street parking would be restricted along parts of Meyrick Road and West Street.

5.6 Pipeline between the Water Recycling Plant site and Otterbourne Water Supply Works

Section D: The Water Recycling Plant site to Portsdown Hill

Temporary construction compound D-1 accessed from Gillman Road

5.6.1 Temporary construction compound D-1 is required to facilitate the construction of an intermediate tunnel shaft. An indicative design (drawing ref: 710166-STA-GEN-XX-DR-CH-00004) showing the proposed access with Gillman Road is provided at Appendix D . Given the site constraints, including the size and topography of the temporary construction compound, it is proposed for HGVs to reverse from Gillman Road into the access. This would be managed by a traffic marshal. Vehicle tracking has also been undertaken to demonstrate an HGV could access the temporary construction compound via Crookhorn Lane to the north.

5.6.2 Motor vehicles are prohibited on Gillman Road to the east of the compound access, and this is enforced with a barrier. This barrier would need to be stored off-site and replaced with a smaller barrier further south-east on Gillman Road.

5.6.3 Given Gillman Road is a traffic free route for pedestrians and cycles, movements to and from the Gillman Road access would be managed by a traffic marshal to manage potential conflicts between HGVs and pedestrians and cyclists. This is in addition to segregation which will be provided between the construction works and the walking/cycling route as set out in the TMS (Document reference 7.3, DCO Volume 7). Site operatives would also be made aware of the potential for pedestrians and cyclists to be using Gillman Road and to drive with caution.

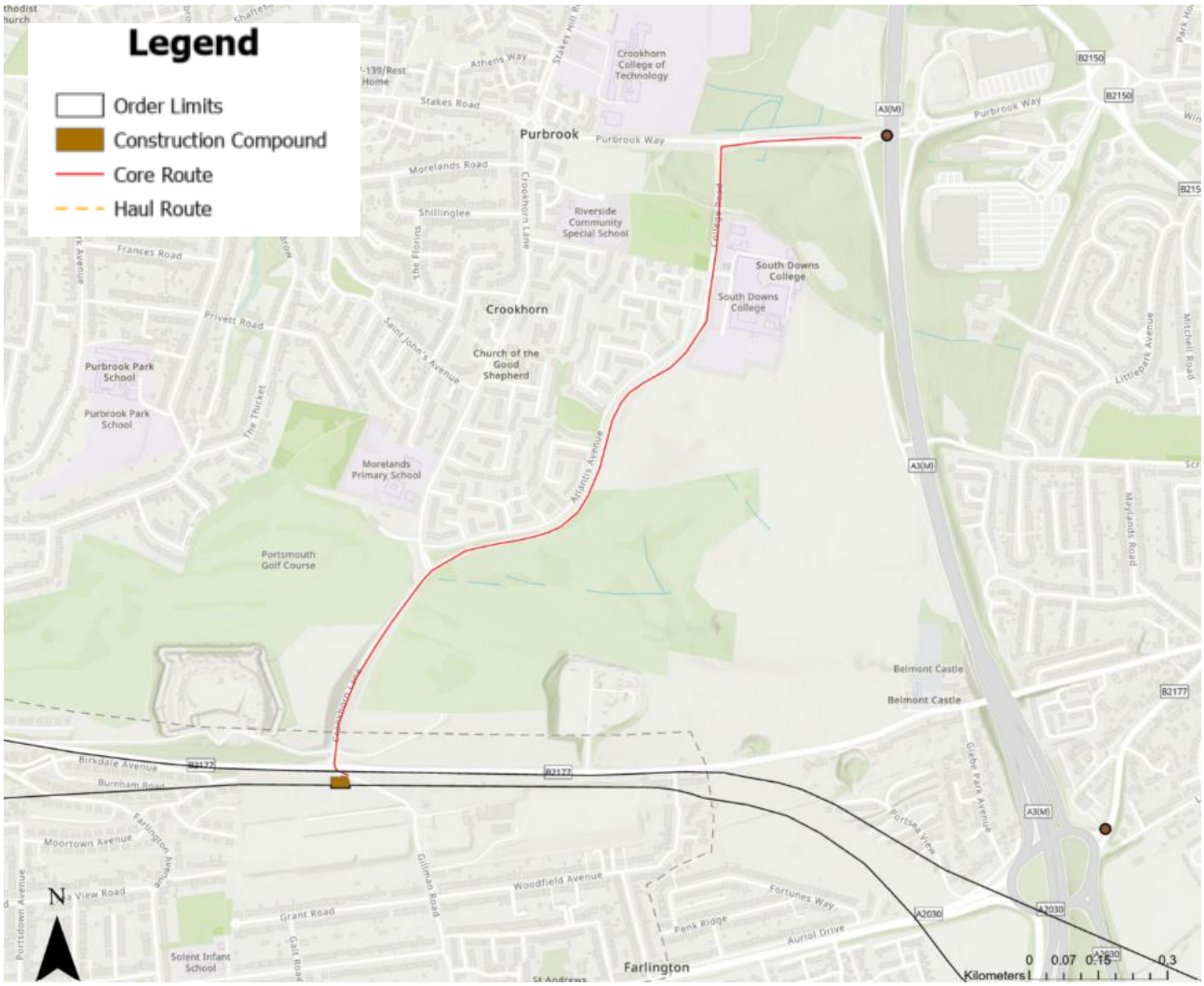
5.6.4 Given the restricted width of Gillman Road, HGV arrivals and departures would need to be co-ordinated appropriately to avoid arrivals and departures at the same time.

5.6.5 There is an emerging junction improvement scheme at the Crookhorn Lane/B2177 Portsdown Hill Road/Gillman Road including traffic signals associated with the College Road, Campdown development proposals. The proposed junction arrangement can be found in Appendix E which shows that there would be limited changes to the physical arrangement of the junction. Should works associated with this junction arrangement commence or be completed in advance of the works at temporary construction compound D-1, the detailed CTMP would set out how this junction would be managed.

5.6.6 Temporary construction compound D-1 would be accessed from the SRN via Junction 4 of the A3 (M). From here, construction vehicles would route west along Purbrook Way before heading south on College Road and Crookhorn Lane. Construction vehicles would then access the temporary construction compound by turning onto Gillman Road from the north at the Crookhorn Lane/B2177 Portsdown Hill Road/Gillman Road priority junction.

5.6.7 An illustration of this route is provided at Graphic 5-7.

Graphic 5-7 Proposed Gillman Road Heavy Goods Vehicle indicative access route



5.6.8 The respective LGV and HGV peak and average construction trip generation totals associated with temporary construction compound D-1 are set out at Table 5-7.

Table 5-7 Gillman Road construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Gillman Road temporary access (D-1)	3*	12	12 (3 months)	3	4 (1 month)

*A small number of maintenance trips may be required in addition to this

5.6.9 Regular trips to this temporary construction compound would be required for three months, with the potential for a small number of additional maintenance trips likely to be generated outside of this period. During this 3-month period, the temporary construction compound is forecast to generate an average of 12 LGV and three HGV daily trips, and a peak of 12 LGV and four HGV daily trips.

Section E: Portsdown Hill to Boarhunt

5.6.10 There are eight temporary construction compounds proposed along Section E (Work Number 4) of the Project. In addition to this, Section Econtains two AGPs, located adjacent to temporary construction compound E-1.

Temporary construction compounds E-1, E-2 and Intermediate Pumping Station E and Break Pressure Tank E accessed from New Down Lane

5.6.11 Access to temporary construction compounds E-1 and E-2 as well as BPT/IPS-E (Work Number 5C) would be taken from New Down Lane. A permanent access would also be installed to the east of New Down Lane to provide access to BPT/IPS-E (Work Number 5C) at this location. A drawing showing the indicative design of the temporary construction accesses is provided at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00005).

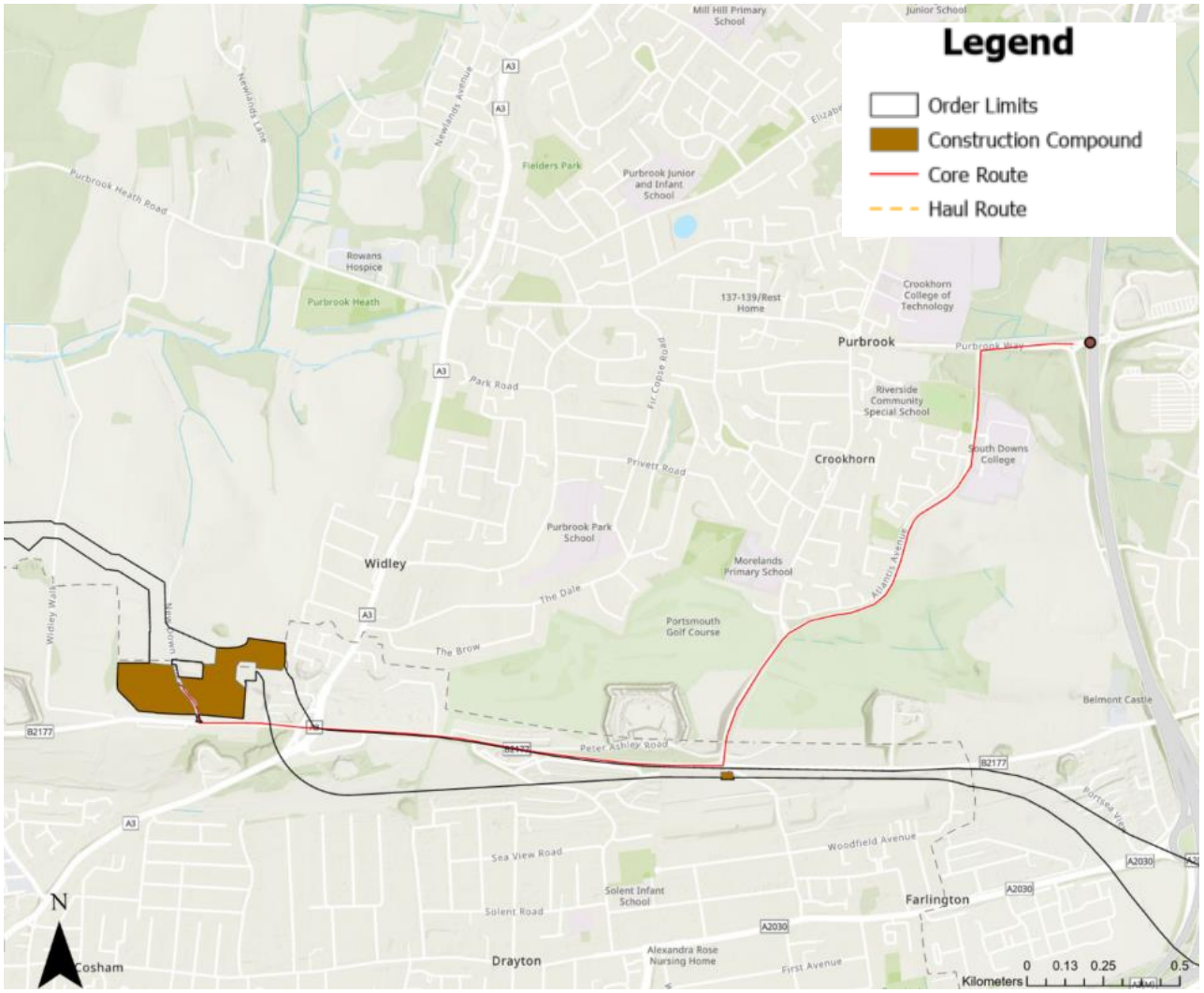
5.6.12 This permanent access would also be used to temporarily provide access to the temporary construction compound E-1. A second temporary access would also be provided to the west of New Down Lane to provide access to E-2. Drawings showing the temporary access general arrangement for these two temporary construction compounds is also provided at Appendix D . There would also be an AIL movement associated with this temporary construction compound, as detailed at section 5.8.

5.6.13 Given the width of New Down Lane is not sufficient to accommodate two-way HGV movements, arrivals and departures would be scheduled and co-ordinated appropriately so are not waiting on B2177 Portsdown Hill Road. Other vehicle movements on New Down Lane, including those associated with the existing farm and employment site, would also be managed by the Contractor where practicable. In addition, it is proposed to widen the New Down Lane at the junction with B2177 Portsdown Hill Road, enabling a car and HGV to pass at the give way line. This is shown in Appendix C (drawing ref: 710166-STA-GEN-XX-DR-CH-00318).

5.6.14 The width of New Down Lane is also not sufficient to safely accommodate pedestrians walking between B2177 Portsdown Hill Road and PRoW Southwick and Widley 28. As detailed in Framework RoWMP (Appendix B), a temporary closure is proposed on Southwick and Widley 28 for the duration construction activities are planned on New Down Lane (approximately 18 months) and an alternative safe route would be provided via Widley Walk.

5.6.15 The access route to New Down Lane for HGVs would be via Junction 4 of the A3 (M). HGVs would route west from the A3 Junction 4 via Purbrook Way, College Road, Crookhorn Lane and the B2177 Portsdown Hill Road to New Down Lane. An illustration of this route is illustrated in Graphic 5-8.

Graphic 5-8 Proposed New Down Lane Heavy Goods Vehicle indicative access route



5.6.16 Table 5-8 provides detail regarding the volume of HGVs that would utilise this route, as well as detail of LGV trips associated with these temporary construction compounds and AGP (Work Number 5). Table 5-8 also provides detail regarding the duration of the various works that take place across temporary construction compounds E-1, E-2 and BPT/IPS-E (Work Number 5C).

Table 5-8 New Down Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
E-1 (Pipeline works)	7	45	89 (1 month)	3	5 (3 months)
E-1 (Tunnelling works)	18	90	90 (1 month)	2	2 (3 months)

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
New Down Lane eastern temporary access (E-1)	24	81	102 (1 month)	3	5 (3 months)
New Down Lane western temporary access (E-2)	6	16	24 (2 months)	1	2 (2 months)
IPS-E	18	91	180 (2 months)	3	10 (1 month)
BPT-E	13	95	180 (3 months)	5	10 (2 months)
New Down Lane permanent access (IPS-E and BPT-E)	18	160	260 (1 month)	6	20 (1 month)

5.6.17 As summarised in Table 5-8, there would be several different workstreams based on New Down Lane during the construction phase. Works associated with the tunnelling at E-1 would peak at 90 daily LGV and two HGV trips. Works associated with the two AGP facilities would average 160 LGV trips per day, with a peak of 260. These works would also result in an average of six daily HGV trips and a peak of 20 daily HGV trips.

5.6.18 The most trip-intensive works associated with temporary construction compound E-1 (tunnelling works) would be largely programmed to avoid coinciding with the works associated with BPT/IPS-E (Work Number 5C), though some overlap may occur towards the end of the construction programme for the AGP (Work Number 5).

Temporary construction compounds E-3, E-4a and E-4b accessed from Southwick Road

5.6.19 Temporary construction compounds E-3, E-4a and E-4b would be accessed via temporary site accesses with the B2177 Southwick Road. Accesses at this location would be provided with adequate visibility based on a 50mph design speed, with accesses on either side of the B2177 likely to be staggered. Access on the eastern side of the road would provide access to E-4a and E-3 via haul road, whilst the access on the western side of the road would provide access to E-4b and haul road. The proposed temporary access indicative designs are shown at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00006).

5.6.20 Only one of these accesses is likely to be required with either temporary construction compound E-4a or E-4b being required. A haul road crossing would however be required to enable access on both sides of Southwick Road. Vehicle tracking has been provided to show this movement across Southwick Road could be made safely. Additional measures may also be required and this would need to be confirmed as part of the detailed CTMP.

5.6.21 Given there would be slow moving vehicles turning in and out of the temporary site accesses on a high speed road, appropriate warning signage would be provided, the details of which would be agreed as part of the detailed CTMP. The potential for a reduction in the speed limit could also be considered and this would be confirmed by the Contractor in the detailed CTMP.

5.6.22 Traffic marshals would manage vehicle movements in and out of the temporary site accesses on the B2177 Southwick Road. They would also manage potential conflict between vehicles accessing the compounds and cycle movements on the B2177. Site operatives would also be made aware of the cycleways on the B2177 and would be advised to drive with caution.

5.6.23 Sufficient turning area would be provided internally within each of the temporary construction compounds so that HGVs are able to ingress and egress in a forward gear. HGVs would also not be permitted to access these temporary construction compounds during road network peak periods.

5.6.24 Beyond the temporary accesses, traffic marshals would also manage haul road crossings of Crooked Walk Lane and Portchester Lane when required.

5.6.25 HGVs would route from Junction 12 of the M27. Vehicles would route along the A3 Southampton Road before heading north on the A3 Northern Road. They would then turn left onto the B2177 Southwick Hill Road and follow this to access E-4a/E-4b. From here E-3 would be accessed via a haul road. This route is illustrated in Graphic 5-9.

Graphic 5-9 Proposed B2177 Southwick Road Heavy Goods Vehicle indicative access route



5.6.26 Table 5-9 provides detail of the forecast number of construction trips associated with the individual compounds and the combined construction traffic at the eastern temporary site access with the B2177. The table also provides detail regarding the duration of the works associated with these temporary construction compounds.

Table 5-9 B2177 eastern access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
E-3	6	16	24 (2 months)	3	4 (4 months)
E-4a	8	70	101 (1 month)	10	14 (1 month)
Southwick Road Eastern Access (E-3 and E-4a)	8	82	125 (1 month)	13	17 (1 month)

5.6.27 As summarised in Table 5-9, the temporary eastern access on to B2177 Southwick Road is forecast to generate an average of 82 LGVs and 13 HGVs daily trips for a duration of eight months, with a peak of 125 LGVs and 17 HGVs.

5.6.28 Table 5-10 provides the forecast number of construction trips associated with the western temporary site access with the B2177 Southwick Road.

Table 5-10 B2177 western access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Southwick Road Western Access (E-4b)	6	16	24 (2 months)	2	2 (2 months)

5.6.29 Construction traffic demand for the western access is forecast to be 16 LGVs and two HGVs average daily trips for a duration of six months, with a peak of 24 LGVs and two HGVs.

Temporary construction compounds E-5, E-6a, E-6b and F-1 accessed from Boarhunt Road

5.6.30 Access to temporary construction compounds E-5, E-6a, E-6b and F-1 would be provided via a temporary access on the western side of Boarhunt Road. The temporary access would provide direct access to temporary construction compounds E-6b. An easterly haul road connection across Boarhunt Road could then provide an onward connection to E-6a and E-5 to the east, and a western stretch of haul road would provide a connection between E-6b and F-1.

5.6.31 The temporary indicative design can be found in Appendix D (drawing reference: 710166-STA-GEN-XX-DR-CH-00007). There is insufficient visibility at this access to the east and therefore Traffic Management would be required.

5.6.32 As shown in the sketch (710166-STA-GEN-XX-SK-CH-00004) in Appendix D there is insufficient visibility at the haul road crossing between temporary construction compounds E-6a and E-6b for construction traffic. As such, this temporary haul road crossing would require either a reduction in the posted speed limit (30mph) or active traffic management (temporary traffic signals). Both options have been discussed with HCC as the local highway authority, and it is proposed for the preferred option to be confirmed in the detailed CTMP.

5.6.33 It is possible that both temporary construction compounds E-6a and E-6b would not be required. If the Contractor decided only one temporary construction compound was required, this would not impact the need for access from both sides of Boarhunt Road.

5.6.34 The HGV access route to Boarhunt Road would be via Junction 11 of the M27. From here, construction vehicles would route north on Boarhunt Road, which provides direct access to the temporary construction compounds. An illustration of this HGV construction route is shown in Graphic 5-10.

Graphic 5-10 Proposed Boarhunt Road Heavy Goods Vehicle indicative access route



5.6.35 The respective LGV and HGV average and peak construction traffic demand associated with the temporary Boarhunt Road eastern access can be found in Table 5-11.

Table 5-11 Boarhunt Road eastern access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
E-5	12	43	89 (2 months)	6	12 (2 months)
E-6a	14	60	89 (5 months)	3	4 (5 months)
Boarhunt Road Eastern Access	15	94	166 (2 months)	7	15 (2 months)

5.6.36 Construction traffic demand for the eastern access is forecast to be 94 LGV and seven HGV average daily trips for a duration of 15 months, with a peak of 101 LGVs and 15 HGVs.

5.6.37 The respective LGV and HGV average and peak construction trip generation totals associated with the western access are presented in Table 5-12.

Table 5-12 Boarhunt Road western access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
E-6b	10	13	24 (1 month)	1	2 (2 months)
F-1	5	45	45 (5 months)	1	1 (5 months)
Boarhunt Road Western Access	14	25	57 (1 month)	1	2 (2 months)

5.6.38 Movements associated with this temporary site access are expected to occur over a period of 14 months, with a peak of 57 LGV and two HGV daily movements expected during this period. On average, there would be 25 LGV and one HGV movements associated with this temporary site access.

Section F: Boarhunt to Crockerhill

5.6.39 Section F of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) would require three temporary construction compounds to facilitate construction along this stretch of the Project, including F-1 which would be accessed from E-6b as set out at paragraph 5.6.30. One AGP, IPS-F (Work Number 5A), is proposed in Section Fof the Pipeline adjacent to temporary construction compound F-3.

Temporary construction compounds F-2, F-3 and Intermediate Pumping Station F accessed from Chalk Lane

5.6.40 Access to IPS-F (Work Number 5A) and temporary construction compound F-3 would be taken from Chalk Lane. A permanent access would be constructed to serve IPS-F in the operation stage; however a separate temporary access is proposed for the construction stage to temporary construction compound F-3. Temporary construction compound F-2 would also be accessed from Chalk Lane via temporary construction compound F-3 and the haul road.

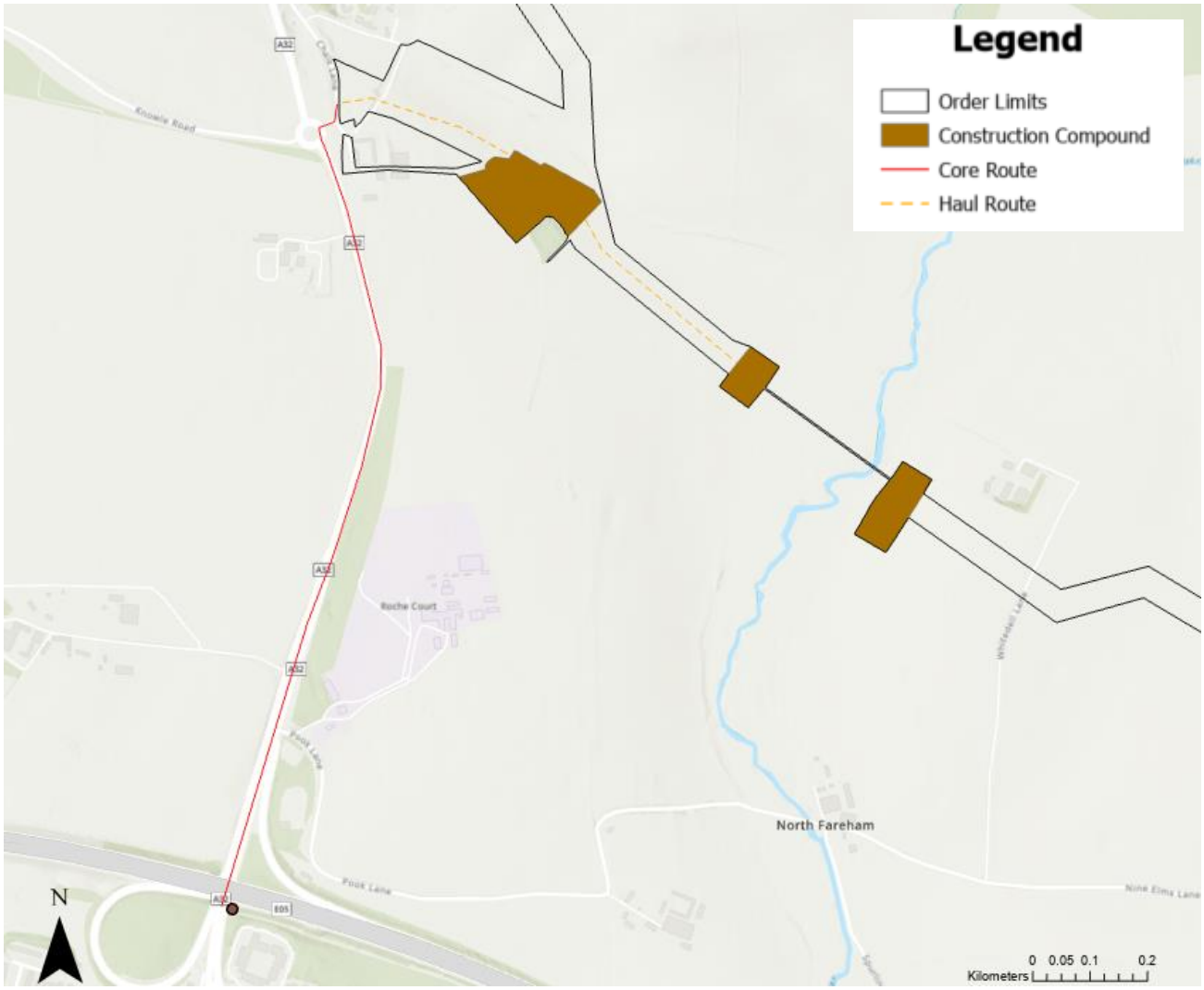
5.6.41 The temporary construction access is proposed from Chalk Lane via a major/minor priority junction. The indicative design can be found in Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00010). Visibility splays of 2.4m x 90m are shown, suitable for a design speed of 30mph. In the absence of a posted speed limit or speed survey data for this road and given that Chalk Lane is a no-through road which does not provide through access, visibility splays in line with a 30mph design speed are considered to be appropriate. The temporary site access with Chalk Lane would also be manged by a traffic marshal.

5.6.42 Additional management measures associated with the PRoW which intersects the IPS-F site are proposed, including temporary and permanent diversions, as detailed within the Framework RoWMP (Appendix B

5.6.43 The access route to Chalk Lane for HGVs is proposed via Junction 10 of the M27, heading north from here along the A32 Wickham Road. At the A32 Wickham Road/Knowle Road/Chalk Lane roundabout junction, vehicles would turn right and head east onto Chalk Lane where access to the temporary construction compound F-3 and IPS-F would be provided. A haul road from here would connect vehicles to temporary construction compound F-2 to the east.

5.6.44 The construction access route for HGVs is illustrated in Graphic 5-11.

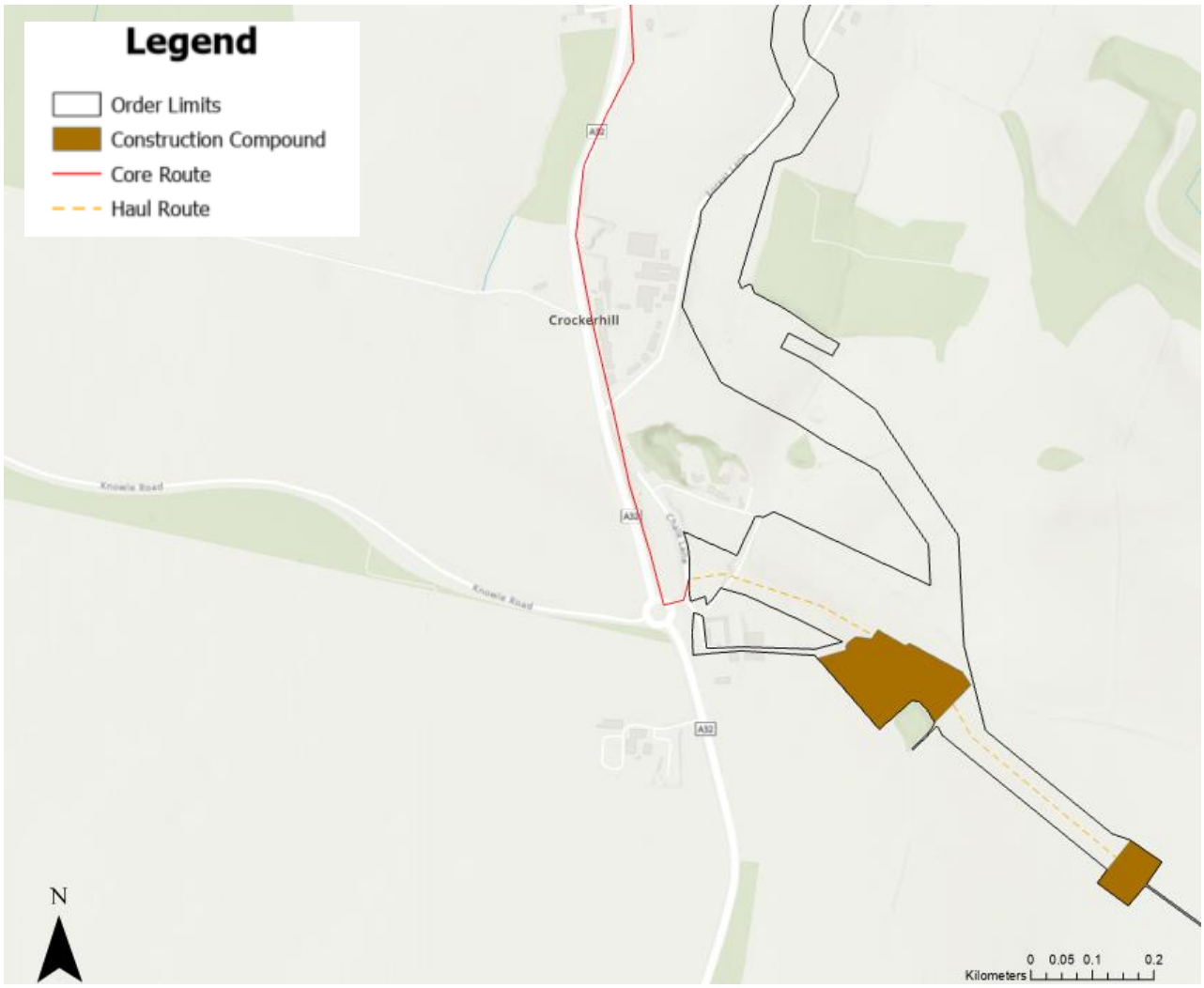
Graphic 5-11 Proposed Chalk Lane Heavy Goods Vehicle indicative access route



5.6.45 Major works are planned at Junction 10 of the M27 as part of the consented Welborne Garden Village. Should these works coincide with the construction of the Project, alternative routing or alterations to the construction programme may need to be explored. However, based on an initial review of the junction works, it is likely any road closures would be limited to overnight and weekend, and would therefore have limited impact on construction traffic access.

5.6.46 Should alternative routing be required, this would involve HGVs accessing the Chalk Lane from the north, routing from the SRN to the west prior to travelling via the A334 Kitnocks Hill, the A334 Winchester Road and the A32 Hoads Hill. This alternative route is set out at Graphic 5-12.

Graphic 5-12 Alternative Chalk Lane indicative access route



5.6.47 The respective LGV and HGV average and peak construction trip generation totals associated with the individual temporary construction compounds and AGP (Work Number 5) are set out at Table 5-13.

Table 5-13 Chalk Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
F-2	5	45	45 (5 months	1	1 (5 months)
F-3	12	48	89 (1 month)	3	5 (1 month)
IPS-F	17	92	180 (2 months)	3	10 (1 month)

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Chalk Lane temporary access (F-2, F-3 and IPS-F)	17	139	257 (1 month)	5	12 (1 month)

5.6.48 The duration of the various works associated with the Chalk Lane temporary access would take place over 17 months, with an average of 5 daily HGVs is expected, with a peak of 12 HGVs. An average of 139 daily LGV movements are forecast, with a peak of 257.

Section G: Crockerhill to Wickham

5.6.49 A total of eight temporary construction compounds are proposed to facilitate construction of Section G of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4). Additionally, the IPS-G (Work Number 5B) is proposed to be located to the south of Titchfield Lane in the immediate vicinity of temporary construction compounds G-6, G-7 and G-8.

Temporary construction compounds G-1, G-2 and G-3 accessed from A32 Hoads Hill

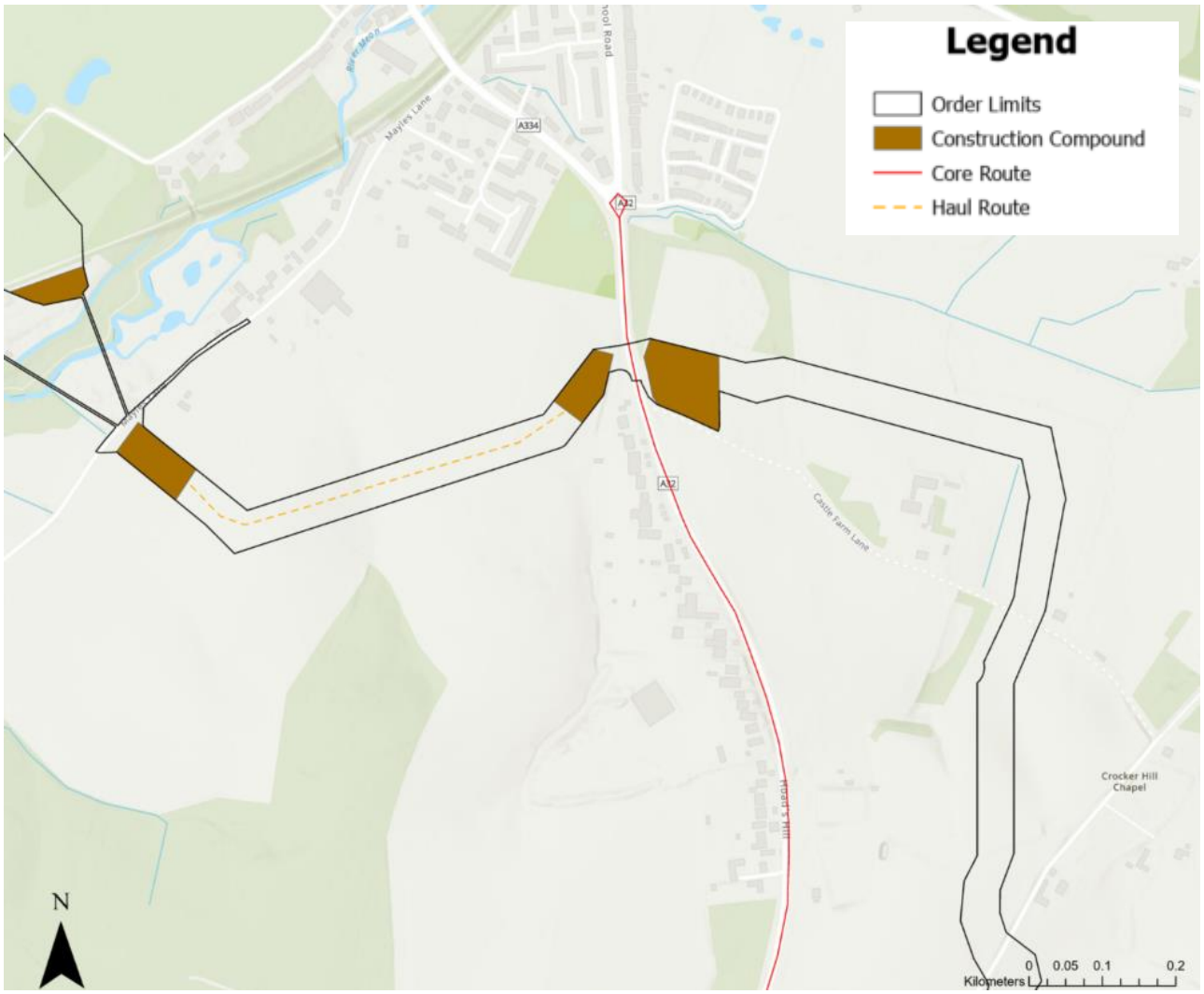
5.6.50 Temporary construction compounds G-1 and G-2 would be accessed directly via temporary accesses located on the east and west side of the A32 Hoads Hill. G-3 would then be accessed via haul road to the west of G-2. The temporary accesses on the A32 Hoads Hill are proposed to be left-in/left-out, with vehicles turning at the A32/A334/School Road roundabout. The temporary access indicative designs are shown at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00008) along with vehicle tracking of the A32/A334/School Road roundabout with a 16.5m articulated lorry.

5.6.51 A traffic marshal would be stationed at each of these accesses onto the A32 Hoads Hill to manage with HGV movements to and from the temporary construction compounds and enforce the left-in/left-out arrangement. Adequate turning space would also be provided within the temporary construction compounds to facilitate HGV manoeuvres and ensure that all vehicles can ingress and egress in a forward gear.

5.6.52 Major works are planned along the A32 as part of the consented Welborne Garden Village development, including the removal of the centre lane and the construction of a footway and cycleway. There is limited information available as to when these works would come forward. The Contractor is required to engage with both HCC and Welborne Garden Village developers when preparing the detailed CTMP and give suitable consideration to these works to minimise disruption for the public as much as reasonably practicable.

5.6.53 HGVs would route to the A32 Hoads Hill access directly from Junction 10 of the M27 to the south. An illustration of this route is shown at Graphic 5-13.

Graphic 5-13 Proposed A32 Hoads Hill Heavy Goods Vehicle indicative access route



5.6.54 As previously noted, major works are planned at Junction 10 of the M27 as part of the consented Welborne Garden Village. Should these works coincide with the construction of the Project, alternative routing or alternations to the construction programme would need to be explored. This would be reviewed and confirmed in the full CTMP and agreed post-consent.

5.6.55 The respective LGV and HGV average and peak construction trip generation totals associated with the eastern access are set out at Table 5-14.

Table 5-14 A32 Hoads Hill eastern access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
A32 Hoads Hill Eastern Access (G-1)	16	42	122 (1 month)	2	4 (1 month)

5.6.56 Construction traffic demand for the eastern access is forecast to be 42 LGV and two HGV average daily trips for a duration of 16 months, with a peak of 122 LGVs and four HGVs daily trips.

5.6.57 The respective LGV and HGV average and peak construction trip generation totals associated with the western access are presented in Table 5-15.

Table 5-15 A32 Hoads Hill western access construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
G-2	5	45	45 (5 months)	1	1 (5 months)
G-3	4	45	45 (4 months)	1	1 (4 months)
A32 Hoads Hill Western Access (G-2 and G-3)	7	58	90 (2 months)	1	2 (2 months)

5.6.58 Movements associated with this temporary site access are expected to occur over a period of seven months, with a peak of 90 LGV and one HGV daily movements expected during this period. On average, there would be 58 LGV and one HGV movements associated with this temporary site access.

5.6.59 Given both accesses would be left-in/left-out junctions, they would increase the number of U-turn movements at the A32 roundabout with the A334. In the AM peak period, there would be an average of 21 LGVs and a peak of 61 LGVs forecast to undertake a U-turn at the roundabout. In the PM peak period, there would be an average of 29 LGVs and a peak of 45 LGVs forecast to undertake a U-turn at the roundabout. In the interpeak period, there would be an average of three HGVs and a peak of six HGVs forecast to undertake a U-turn at the roundabout. It is considered that this U-turn manoeuvre is safer than any right-turn manoeuvre to/from these accesses.

5.6.60 A minor access may also be created with Mayles Lane from temporary construction compound G-3. Given the constraints along Mayles Lane, this access would be restricted to a limited number of daily car/van movements to provide some flexibility for the Contractor, whilst the remaining construction workers travelling by car would access the construction compound via the haul road and the temporary access proposed from the A32. No HGVs would be permitted to use the access from Mayles Lane and would take access from the temporary haul road instead.

Temporary construction compounds G-4, G-5, G-6, G-7 and Intermediate Pumping Station G access from Titchfield Lane

5.6.61 A temporary site access is proposed on Titchfield Lane that would provide access to temporary construction compounds G-4, G-5, G-6 and G-7 as well as IPS-G (Work Number 5B). The indicative design for the temporary site access is shown in Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00026). Vehicle

tracking has also been provided for Titchfield Lane and the junction with the A334. This demonstrates two HGVs can safely pass along Titchfield Lane between the junction and the compound access.

5.6.62 HGV movements to these temporary construction compounds and the AGP (Work Number 5) would be restricted to avoid the AM and PM peak periods.

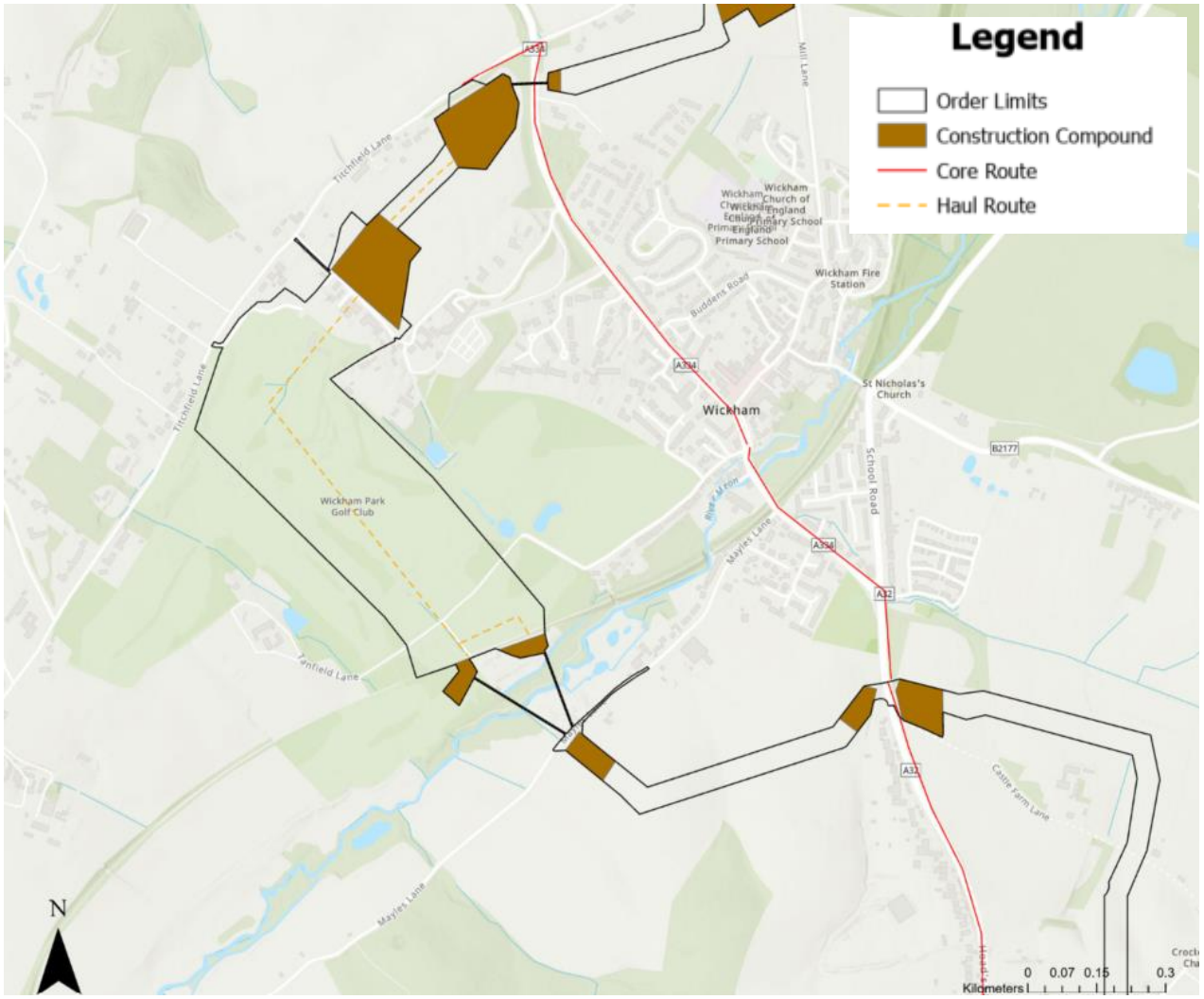
5.6.63 Achievable visibility to the south-west of the temporary construction compound access is approximately 63m. The desirable visibility at this location is 127m based on the 85th percentile speed of 41.2mph as captured by an ATC survey. As such, a temporary reduction in the speed limit (30mph) is proposed in the vicinity of the temporary site access. Additional traffic management may also be required and would be confirmed in the detailed CTMP.

5.6.64 Restrictions would apply to construction worker trips to temporary construction compounds G-4, G-5, G-6 and G-7, with 50% of workers required to travel to the proposed construction workers hub instead. From here they would be transported to the temporary construction compounds via a staff minibus. This measure is designed to reduce the number of construction workers needing to travel along the haul road.

5.6.65 The HGV access route to Titchfield Lane would be via Junction 10 of the M27. From this junction, HGVs would route north on the A32 and the A334 Winchester Road to the signalised crossroads junction with Titchfield Lane and Blind Lane. From this junction, HGVs would route west on Titchfield Lane to the temporary site access. As noted in paragraph 5.6.61, this temporary site access would provide access to temporary construction compounds G-4, G-5, G-6 and G-7 via the haul road. This approach results in all construction traffic avoiding constrained roads such as Tanfield Road.

5.6.66 The HGV access route to Titchfield Lane is illustrated in Graphic 5-14.

Graphic 5-14 Proposed Titchfield Lane Heavy Goods Vehicle indicative access route



5.6.67 Table 5-16 presents the average and peak volumes of construction vehicle traffic alongside the anticipated duration of the works in this area.

Table 5-16 Titchfield Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Average minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
G-4	4	23	23 (4 months)	1	1 (4 months)	-	-
G-5	7	8	12 (2 months)	2	2 (2 months)	-	-
G-6	8	42	89 (2 months)	6	12 (3 months)	-	-
G-7	10	34	45 (2 months)	2	4 (2 months)	-	-
IPS-G	18	88	180 (2 months)	3	10 (3 months)	-	-
Titchfield Lane temporary access	28	86	180 (2 months)	5	15 (1 month)	1	3

5.6.68 As summarised in Table 5-16, construction works that utilise the temporary access from Titchfield Lane would take place for a period of 28 months, with an average of 86 LGV and 5 HGV two-way daily trips forecast for this period. A small number of minibus trips would also be required at this temporary access for a limited period of time.

5.6.69 In addition, HGVs travelling to temporary construction compounds H-1, H-2 and H-3 would route via the Titchfield Lane access to avoid the right-turn into Blind Lane. The figures associated with this option are contained at Table 5-18.

5.6.70 The Order Limits also include the existing access to the golf course car park via Titchfield Lane. This access would provide some flexibility for the Contractor, but its use would be restricted to a small number of car/van movements per day. The remaining construction workers travelling to this construction compound by car would route via the temporary haul road. No HGVs would be permitted to use the existing golf course access.

Section H: Wickham to Shedfield

5.6.71 There would be five temporary construction compounds to facilitate construction of Section H of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) of the Project.

Temporary construction compounds H-1, H-2 and H-3 accessed via Blind Lane

5.6.72 A temporary site access is proposed on Blind Lane to provide access to temporary construction compounds H-1, H-2 and H-3. The access general arrangement is shown at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00009).

5.6.73 HGVs would access the temporary construction compounds from the south, routing from Junction 10 of the M27 via the A32.

5.6.74 Vehicle tracking with a 16.5m HGV has also been undertaken for the site access and the junction with Titchfield Lane and the A334. The results of the vehicle tracking exercise indicate that an HGV would not be able to turn either right or left onto Blind Lane from the A334 Winchester Road without an incursion into the entry-arm carriageway.

5.6.75 Given that HGV access to this temporary construction compound would be essential to facilitate construction of this section of the Pipeline, two potential options have been presented to facilitate access to the Blind Lane temporary construction compound. These are summarised as follows:

1. Option A: Temporarily set back the stop line on Blind Lane by 6.0m to allow HGVs to pass opposing traffic. HGVs would then use G-7 and the Titchfield Lane access/haul road to turn and approach Blind Lane from Titchfield Lane in a straight-ahead movement which would allow them to pass opposing traffic queuing at the set-back stop line on Blind Lane (drawing reference: 710166-STA-GEN-XX-SK-CH-00307, Appendix C).
2. Option B: widen Blind Lane at the stop line so an HGV could pass a vehicle. This could result in the loss of two mature trees, although this is subject to post-consent design (drawing reference: 710166-STA-GEN-XX-SK-CH-00308, Appendix C).

5.6.76 On review of the options, HCC have stated Option B is their strong preference. HCC note that whilst there are existing issues regarding intervisibility at the junction, setting the stop line back (Option A) would further impact this issue.

5.6.77 The haul road would then provide a connection from the Blind Lane access to temporary construction compounds H-1 and H-3.

5.6.78 A traffic marshal would manage HGVs accessing the site from Blind Lane. HGV movements would also be restricted to inter-peak periods at this location.

5.6.79 Blind Lane is also narrow and not wide enough for a car and HGV to pass in places. Vehicle tracking. As shown in sketch 710166-STA-GEN-XX-SK-CH-00310 included in Appendix C there are a number of locations where a HGV could pass a car. Potential signage will be explored as part of the detailed CTMP to formalise the locations where two vehicles can pass. Given the width restriction, the arrivals and departures of HGVs associated with construction will be co-ordinated, so they do not pass on Blind Lane.

5.6.80 The HGV access route to Blind Lane is proposed to be via Junction 7 of the M27 to the west. This route would comprise a combination of the A334 and the Botley Bypass, as shown for Option A in Graphic 5-15 and Options B and C in Graphic 5-16.

Graphic 5-15 Proposed Blind Lane Heavy Goods Vehicle indicative access route Option A



Graphic 5-16 Proposed Blind Lane Heavy Goods Vehicle indicative access route Options B and C



5.6.81 The respective LGV and HGV average and peak construction travel demand associated with the Blind Lane temporary site access can be found in Table 5-17.

Table 5-17 Blind Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
H-1	6	45	45 (6 months)	1	1 (6 months)
H-2	10	43	89 (2 months)	3	4 (2 months)
H-3	6	45	45 (6 months)	0	0
Blind Lane temporary access (H-1 to H-3)	17	57	122 (1 month)	2	5 (1 month)

5.6.82 As set out in Table 5-17, construction works that would be accessed via Blind Lane are anticipated to take place over a period of 17 months. HGV movements would be expected to peak at 5 movements per day, with an average of two per day for the duration of works at this location, whilst there would be a peak of 122 LGV trips and an average of 57 LGV trips.

5.6.83 Options A and B set out in Graphic 5-15 and Graphic 5-16 involve HGVs travelling to temporary construction compound G-7 and using the Titchfield Lane temporary access to turn prior to onward travel to Blind Lane. The impacts of this option on Titchfield Lane construction traffic demand is shown at Table 5-18.

Table 5-18 Blind Lane impact on Titchfield Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Titchfield Lane temporary access (G-4 to G-7 and IPS-G)	28	86	180 (1 month)	5	15 (1 month)
Blind Lane temporary access (HGV-demand only)	14	-	-	2	5 (1 month)
Total (Titchfield Lane with Blind Lane HGV demand)	28	86	180 (1 month)	6	19 (1 month)

5.6.84 Table 5-18 shows that, with the additional trips associated with Option A and B, the Titchfield Lane temporary access would be subject to an average of 6 and a peak of 19 two-way daily HGV trips. There would be five additional daily HGV trips on average associated with these options on top of those set out at Table 5-16. The peak associated with HGV trips to this access would increase by 14 to a total of 19 two-way daily trips as a result of Option A coming forward.

H-4 and H-5 accessed via Shirrel Heath High Street

5.6.85 Temporary construction compounds H-4 and H-5 would be accessed via a temporary access on Shirrell Heath High Street. A haul road would provide access between temporary construction compounds H-4 and H-5. The temporary access general arrangement on Shirell Heath High Street is shown at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00011).

5.6.86 Sufficient turning space would be provided within the temporary construction compound to enable HGVs to ingress and egress in a forward gear. HGV movements would also be prohibited during the network peak hours. Given the constrained width of Shirrell Heath High Street, HGVs accessing the site would be scheduled to avoid construction vehicles passing along this street. A road width of 5-5.5m is however sufficiently wide enough for an HGV and car to pass. The Contractor will also need to review the tree canopy height and confirm whether this would need to be raised in the detailed CTMP.

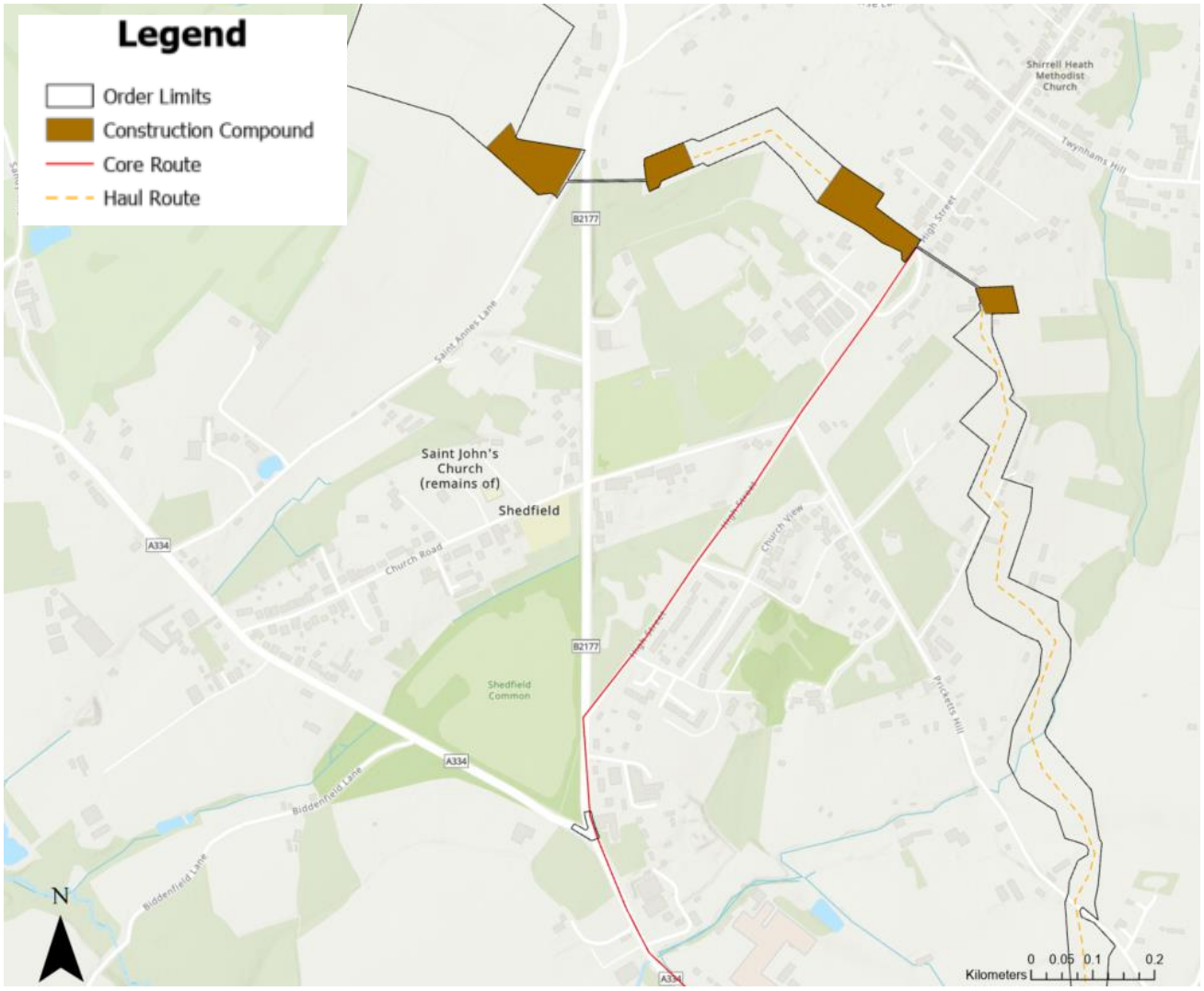
5.6.87 A traffic marshal would manage HGV movements to and from the site to minimise the potential conflict with pedestrians and cyclists on Shirrell Heath High Street. Site operatives would also be made aware of the constrained nature of Shirrell Heath High Street and would be advised to drive with appropriate caution.

5.6.88 Communication with local residents will take place to ensure that they are aware of dates and hours of when HGV movements will utilise Shirrell Heath High Street. Detail on the Stakeholder and Customer Communications Plan is provided at section 6.4.

5.6.89 At the request of HCC, vehicle tracking has been provided for the B2177 Winchester Road/Heathlands junction with a HGV, included in Appendix C (drawing reference: 710166-STA-GEN-XX-SK-CH-00316). This tracking demonstrates a HGV can turn in and out of this junction.

5.6.90 The HGV access route to this access with Shirrell Heath High Street is proposed from Junction 10 of the M27 to the south. From this junction, HGVs, would follow the A32 to the north before using the A334 Winchester Road and navigating onto Shirrell Heath High Street from the south, as illustrated in Graphic 5-17.

Graphic 5-17 Proposed Shirrell Heath High Street Heavy Goods Vehicle indicative access route



5.6.91 The anticipated construction traffic demand associated with the Shirrell Heath High Street alongside the timescales for the works are outlined in Table 5-19.

Table 5-19 Shirrell Heath High Street construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
H-4	13	47	77 (4 months)	2	4 (3 months)
H-5	4	45	45 (4 months)	1	1 (4 months)
Shirrell Heath High Street temporary access (H-4 and H-5)	13	61	90 (6 months)	3	4 (3 months)

5.6.92 As set out in Table 5-19, construction activities that would be accessed via Shirrell Heath High Street are anticipated to take place over a period of 13 months. HGV movements would be expected to peak at four movements per day, with an average of three per day for the duration of works at this location, whilst there would be a peak of 90 LGV trips and an average of 61 LGV trips.

Section J: Shedfield to the River Hamble

5.6.93 Three temporary construction compounds have been planned to complete construction work along Section J of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4). Construction vehicles looking to access the three temporary construction compounds across this section would use Junction 7 of the M27 and travel east along the proposed Botley Bypass and the A334.

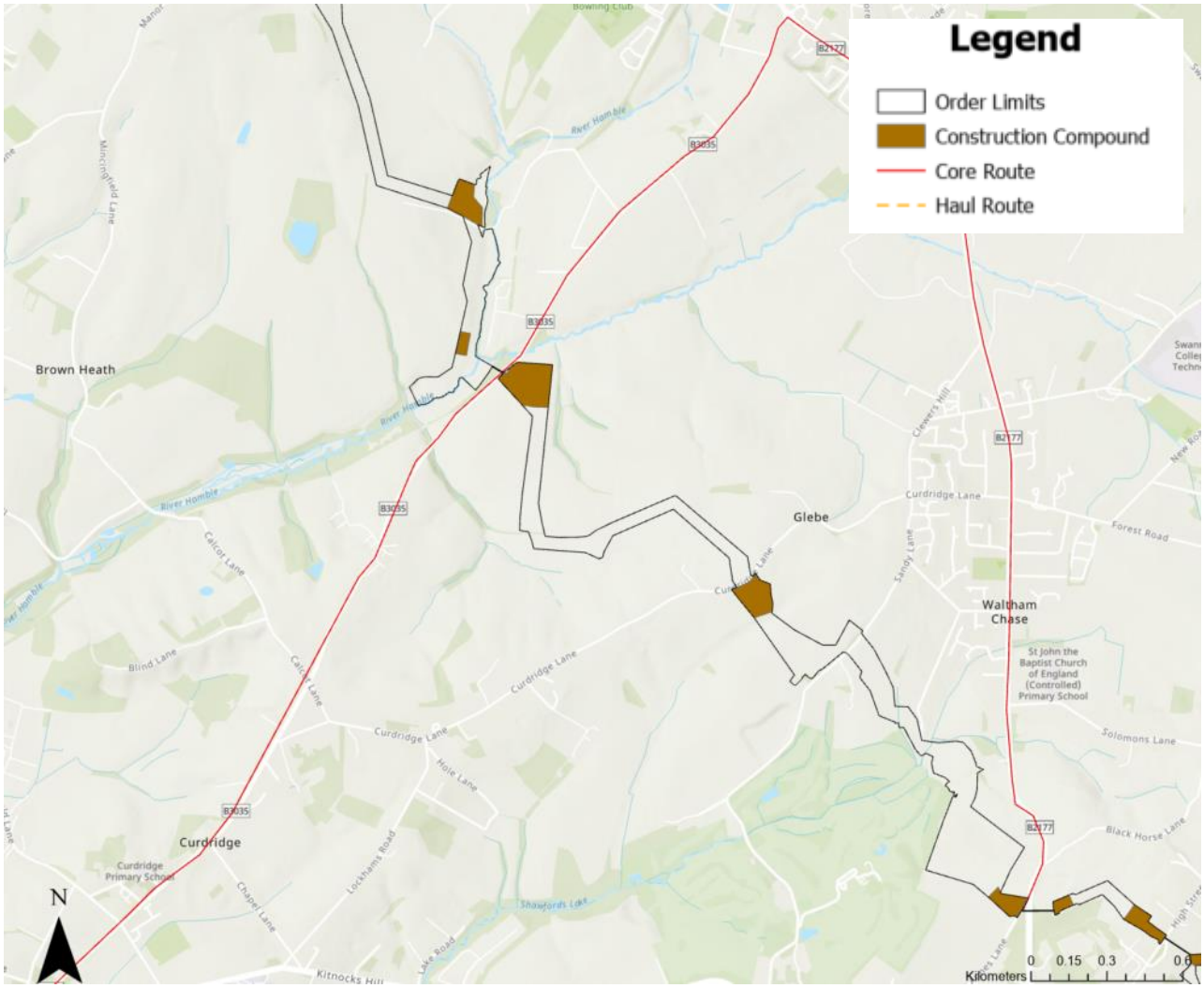
Temporary construction compound J-1 accessed via St Annes Lane

5.6.94 The temporary construction compound J-1 would have a vehicular access from St Annes Lane. The indicative design can be found in Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00012). Due to constraints at the St Annes Lane/Winchester Road junction, HGVs would need to access temporary construction compound J-1 via the haul road and the access with Curdridge Lane, as described in the following section.

5.6.95 The temporary site access with St Annes Lane would therefore only be used by LGVs. Vehicle tracking shown on the general arrangement drawing indicates parts of St Annes Lane and the construction access would not be wide enough for two LGVs to pass. Whilst LGV movements would predominately be associated with construction workers and would therefore be very tidal (arrivals in the AM, departures in the PM), a traffic marshal is proposed to manage movements at the compound access and any general traffic that may conflict with these tidal construction worker movements on St Annes Lane.

5.6.96 In addition, there may be a single HGV trip to this compound via St Annes Lane to deliver the plant associated with the trenchless crossing. This HGV movement would route to/from the north on Winchester Road and via Waltham Chase (Graphic 5-18). All other HGV movements associated with temporary construction compound J-1 would access J-1 via haul road from temporary construction compound J-2.

Graphic 5-18 Proposed St Annes Lane Heavy Goods Vehicle indicative access route



5.6.97 The LGV average and peak construction traffic demand associated with the St Annes Lane temporary access can be found in Table 5-21.

Table 5-20 St Annes Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
St Annes Lane temporary access (J-1)	15	36	89 (2 months)	-	-*

*A single, one-off HGV movement will be required to/from this temporary construction compound

5.6.98 As summarised in Table 5-20, construction activities associated with temporary construction compound J-1 would take place over a period of 15 months. LGV movements are forecast to peak at 89 movements per day, with an average of 36 movements per day for the duration of works at this location. As noted in paragraph 5.6.96, all HGVs (bar one) would access the temporary construction compound via Curdridge Lane and the haul road.

Temporary construction compounds J-1 and J-2 access via Curdridge Lane

5.6.99 A temporary access is proposed for temporary construction compound J-2 from Curdridge Lane. The haul road would also provide access for HGVs to temporary construction compound J-1. The indicative design of the temporary access can be found in Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00013). The access would be designed to accommodate right-in and left-out movements for HGVs.

5.6.100 As shown in the drawing, sufficient visibility cannot be achieved based on the recorded road speeds. It is therefore proposed to reduce the posted speed limit in the vicinity of this junction. The supporting signage strategy will be confirmed by the Contractor in the detailed CTMP. Further traffic management may also be required and would be confirmed in the detailed CTMP.

5.6.101 A traffic marshal would manage HGV movements in and out of this access. Curdridge Lane is also used by school bus services, and a traffic marshal would endeavour to ensure construction activities do not impact journey times for these services.

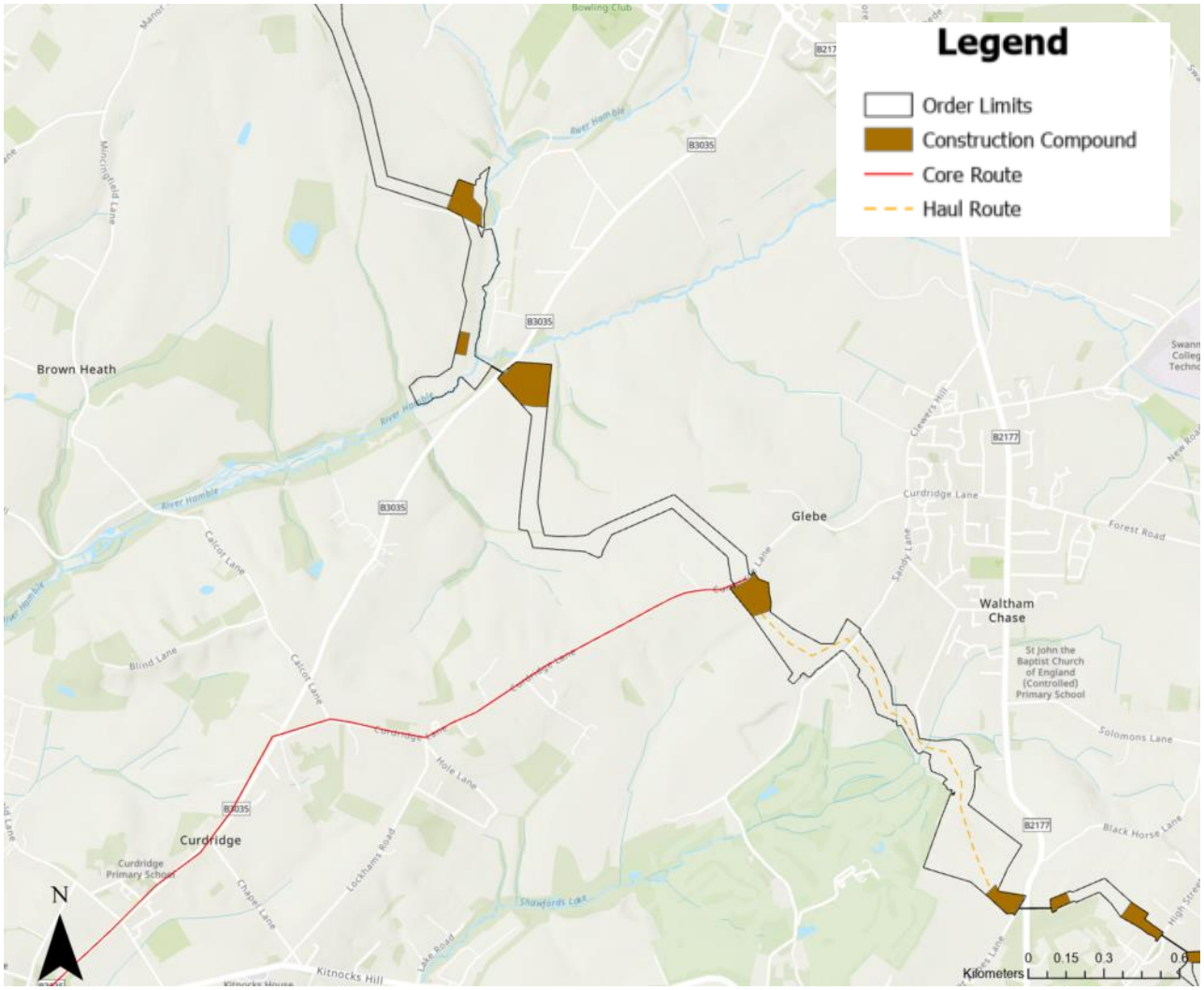
5.6.102 A traffic marshal would manage HGV movements at the haul road crossing points, including at Sandy Lane. Management measures would also be implemented at the Shedfield 3 and 4 PRoW to the south, in accordance with the suite of measures set out at section 2.5 of the Framework RoWMP (Appendix B

5.6.103 HGVs accessing temporary construction compounds J-1 and J-2 would route via Junction 7 of the M27, the A334 (and Botley Bypass), B3035 Botley Road and Curdridge Lane. Access to J-1 would be provided via haul road from this location.

5.6.104 A small number of larger HGVs that are not capable of manoeuvring on Curdridge Lane comfortably would be required to travel an alternative route to this temporary construction compound, as set out in detail at 5.6.104.

5.6.105 Graphic 5-19 provides an illustration of the proposed construction traffic routes associated with the J-1 and J-2 temporary construction compounds.

Graphic 5-19 Proposed Curdridge Lane Heavy Goods Vehicle indicative access route



5.6.106 The respective LGV and HGV average and peak construction trip generation totals associated with the J-1 and J-2 temporary construction compounds are set out at Table 5-21.

Table 5-21 Curdridge Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
J-1	15	-	-	2	3 (2 months)
J-2	17	36	77 (6 months)	2	3 (6 months)
Curdridge Lane temporary access (J-1 HGVs and J-2)	17	36	77 (1 month)	2	6 (1 month)

5.6.107 As summarised in Table 5-21, construction activities associated with the access on to Curdridge Lane would take place for 17 months. During this time, an average of 36 LGVs and two HGVs are forecast, with a peak of 77 LGVs and 6 HGVs anticipated.

Temporary construction compound J-3 access via B3035 Botley Road

5.6.108 Temporary construction compound J-3 would be accessed from a temporary access on the south side of the B3035 Botley Road. The indicative design of the temporary access can be found in Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00014).

5.6.109 The achievable visibility for this access to the north-east is approximately 130m, with a desirable Y-distance of 215m (based on recorded road speeds) which is unachievable at this location. It is therefore proposed to reduce the posted speed limit in the vicinity of this junction. The supporting signage strategy and potential enforcement measures will be confirmed by the Contractor in the detailed CTMP. A speed survey will also be undertaken to inform the detailed CTMP and associated strategy.

5.6.110 HGVs accessing J-3 would travel to the site from Junction 7 of the M27. From here, they would route east, using the A334 and the B3035 Botley Road to access J-3.

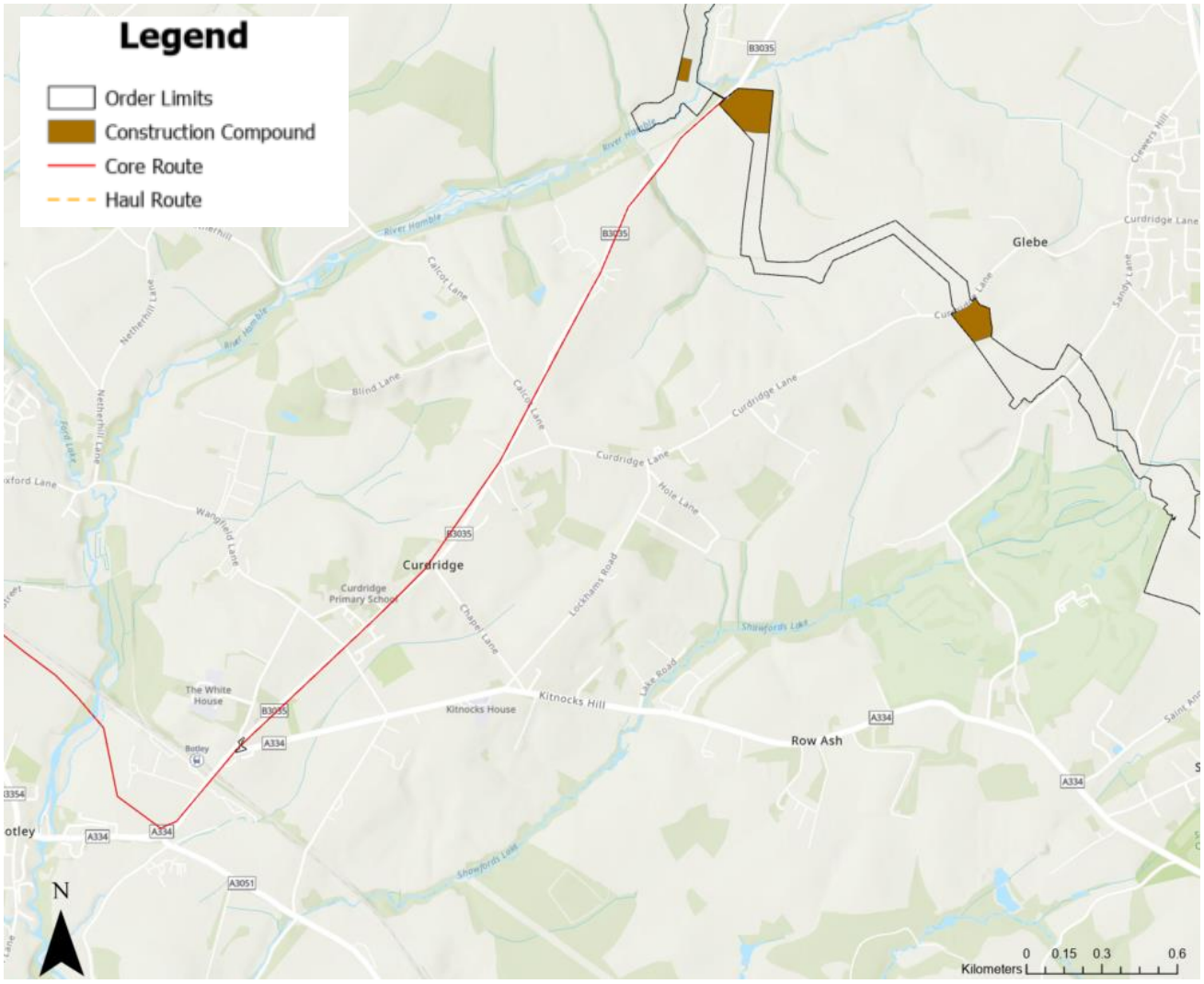
5.6.111 Land at the A334/B3035 Botley Road priority-controlled junction has been included in the Order Limits due to concerns that there is insufficient width for a 16.5m articulated HGV to turn right from the B3035 Botley Road without using both lanes on the B3035. Mitigation has been developed at this location to suitably address this issue within the extent of the Order Limits, and an indicative design can be found in Appendix C (drawing reference: 710166-STA-GEN-XX-SK-CH-00305).

5.6.112 Following engagement with HCC, it has been agreed that these works may not be required given that video evidence was provided which demonstrates that 16.5m articulated lorries are using currently this junction. This would be subject to whether the Project would, on average, generate less than one 16.5m articulated lorry movement per week. There is the potential that the Project may generate move 16.5m HGV movements in a single week and as such the area has been retained within the OL.

5.6.113 The Contractor will confirm these assumptions in the detailed CTMP. If a lower demand for 16.5m articulated lorries can be assumed at this junction, the need for physical works at this junction could potentially be avoided.

5.6.114 Graphic 5-20 provides an illustration of the HGV access route associated with J-3.

Graphic 5-20 Proposed B3035 Botley Road Heavy Goods Vehicle indicative access route



5.6.115 The forecast construction vehicle movements associated with the access on B3035 Botley Road can be found in Table 5-22.

Table 5-22 B3035 Botley Road construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
B3035 Botley Road access (J-3)	18	54	122 (5 months)	5	6 (6 months)

5.6.116 Movements associated with the B3035 Botley Road temporary site access are expected to occur over a period of 18 months, with a peak of 122 LGV and six HGV daily movements expected during this period. On average, there would be 54 LGV and five HGV daily movements associated with this temporary site access.

Section K: The River Hamble to Lower Upham

5.6.117 A total of six temporary construction compounds are proposed to facilitate construction across Section K of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

Temporary construction compounds K-1, K-2, K-3 and K-4 accessed via Winters Hill

5.6.118 A single temporary access is proposed on Winters Hill to provide access to temporary construction compound K-3. From this access, temporary construction compounds K-1, K-2 and K-4 would be accessed via the haul road. An indicative design of the temporary access is provided at Appendix D (drawing reference: 710166-STA-GEN-XX-DR-CH-00016). The access would be designed to accommodate left-in and right-out movements for HGVs. Site operatives would also be made aware of the constrained nature of the road to the west of the site and be required to access from the east via Winchester Road. This would be reinforced with signage at the site access.

5.6.119 Measures would be implemented to manage the interaction between the haul road and the PRoW within the local area. This would include the use of a traffic marshal at the haul road intersections with PRoW to minimise the potential for conflict between construction vehicles and pedestrians.

5.6.120 Restrictions would also be implemented for construction worker trips to/from the site, with only half of construction workers permitted to travel directly to these temporary construction compounds given they would be accessed via the haul road. These workers would instead be required to travel to the proposed construction workers hub where a staff minibus would take them to the temporary construction compounds.

5.6.121 The HGV access route to the Winters Hill access would route from Junction 7 of the M27, and use a combination of the Botley Bypass, the B3035 Botley Road, the B2177 Winchester Road prior to turning left onto Winters Hill where temporary access would be provided.

5.6.122 An overview of the construction traffic routes associated with K-1, K-2, K-3 and K-4 is provided at Graphic 5-21.

Graphic 5-21 Proposed Winters Hill Heavy Goods Vehicle indicative access route



5.6.123 The respective LGV and HGV average and peak construction traffic demand associated with the Winters Hill temporary access are set out at Table 5-23

Table 5-23 Winters Hill construction traffic demand

Temporary construction compound/ works	Duration of works (months)	Ave. LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Ave. HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Ave. minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
K-1	5	23	23 (5 months)	1	1 (5 months)	-	-
K-2	10	20	45 (1 month)	4	7 (4 months)	-	-
K-3	9	22	45 (1 month)	2	3 (4 months)	-	-
K-4	5	23	23 (5 months)	1	1 (5 months)	-	-

Temporary construction compound/ works	Duration of works (months)	Ave. LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Ave. HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Ave. minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
Winters Hill temporary access (K-1 to K-4)	17	36	83 (1 month)	4	10 (3 months)	2	6

5.6.124 Construction activities associated with the Winters Hill temporary site access are anticipated to last 17 months, during which period an average of 36 LGV trips and four HGV trips would be generated. In addition, an average of two and a peak of six minibus trips would be generated by the Winters Hill temporary access.

Temporary construction compounds K-5, K-6 and Break Pressure Tank K accessed via Winchester Road

5.6.125 A temporary site access is proposed with the B2177 Winchester Road, in the vicinity of the Winchester Road/Stakes Lane junction, to provide access to the temporary construction compounds K-5 and K-6, as well as the temporary access to BPT-K (Work Number 5D). This temporary access general arrangement is shown at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00025). From this access, a haul road would provide a route to temporary construction compound K-6.

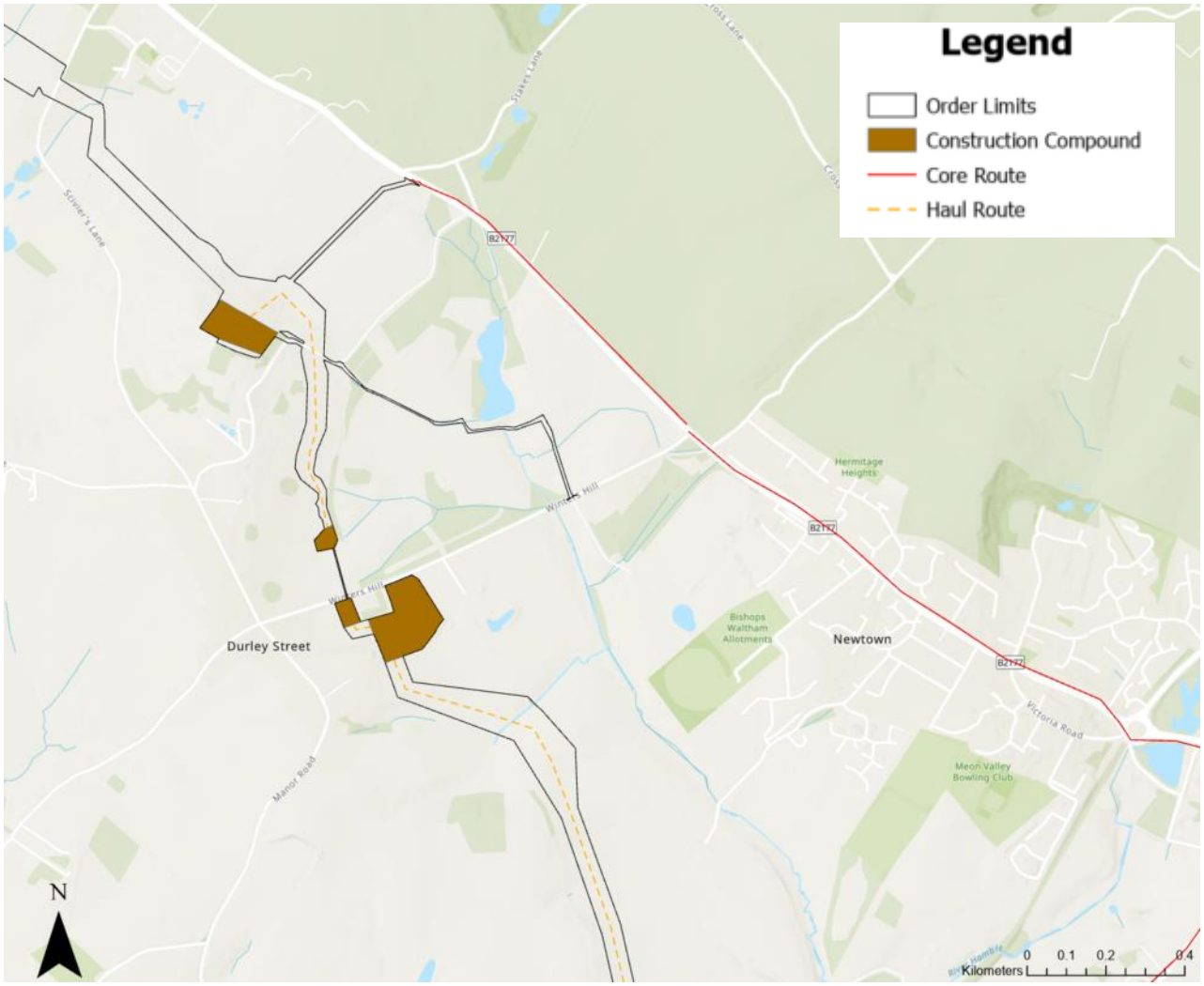
5.6.126 As shown in the drawing, visibility to the east is not sufficient based on the posted speed limit of 60mph. Traffic Management would therefore be required, including a temporary extension to the 40mph speed limit. This would need to be informed by speed survey data and confirmed in the detailed CTMP.

5.6.127 The temporary access does create a staggered priority controlled major/minor junction with Winchester Road/Stakes Lane. The approximate stagger distance between the temporary access and Stakes Lane is 35m. Whilst there should be no movements between the temporary access and Stakes Lane, the proximity of the junctions does pose a potential risk of conflict between construction vehicles and general traffic navigating between Stakes Lane and Winchester Road, and the Contractor should consider the need for additional measures as part of the detailed CTMP.

5.6.128 Restrictions on LGV movements to temporary construction compound K-5 would be implemented to reduce given access would be via the haul road. All construction workers associated with activities at K-5 would be required to travel to the proposed construction workers hub instead, where they would be provided with onward minibus transport to the temporary construction compounds.

5.6.129 The HGV access route to temporary construction compounds K-5 and K-6 is proposed via Junction 7 of the M27 and the A334 Winchester Road. An illustration of this route is shown in Graphic 5-22.

Graphic 5-22 Proposed B2177 Winchester Road Heavy Goods Vehicle indicative access route



5.6.130 The predicted construction traffic demand associated with this temporary access from Winchester Road is set out in Table 5-24.

Table 5-24 B2177 Winchester Road (south) construction traffic demand

Temporary construction compound /works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Average minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
K-5	5	0	0 (N/A)	1	1 (5 months)	-	-
K-6 and BPT-K	16	94	180 (3 months)	5	10 (5 months)	-	-
Winchester Road temporary access (K-5,	20	77	180 (3 months)	4	10 (3 months)	1	3

Temporary construction compound /works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Average minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
K-6 and BPT-K)							

5.6.131 As summarised in Table 5-24, the various construction activities at this location would last for up to 20 months, with an average of 77 and a peak of 180 average daily LGV movements. There would also be four HGV average daily movements and a peak of 10 HGV movements per day during this period, as well as average and peak of two minibus movements per day.

Section L: Lower Upham to Brambridge

5.6.132 There would be a total of ten temporary construction compounds across Section L of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) of the Project to facilitate construction work. To access the temporary construction compounds across this section of the Project, construction vehicles would use Junction 11 of the M3 before travelling southbound along the B3335.

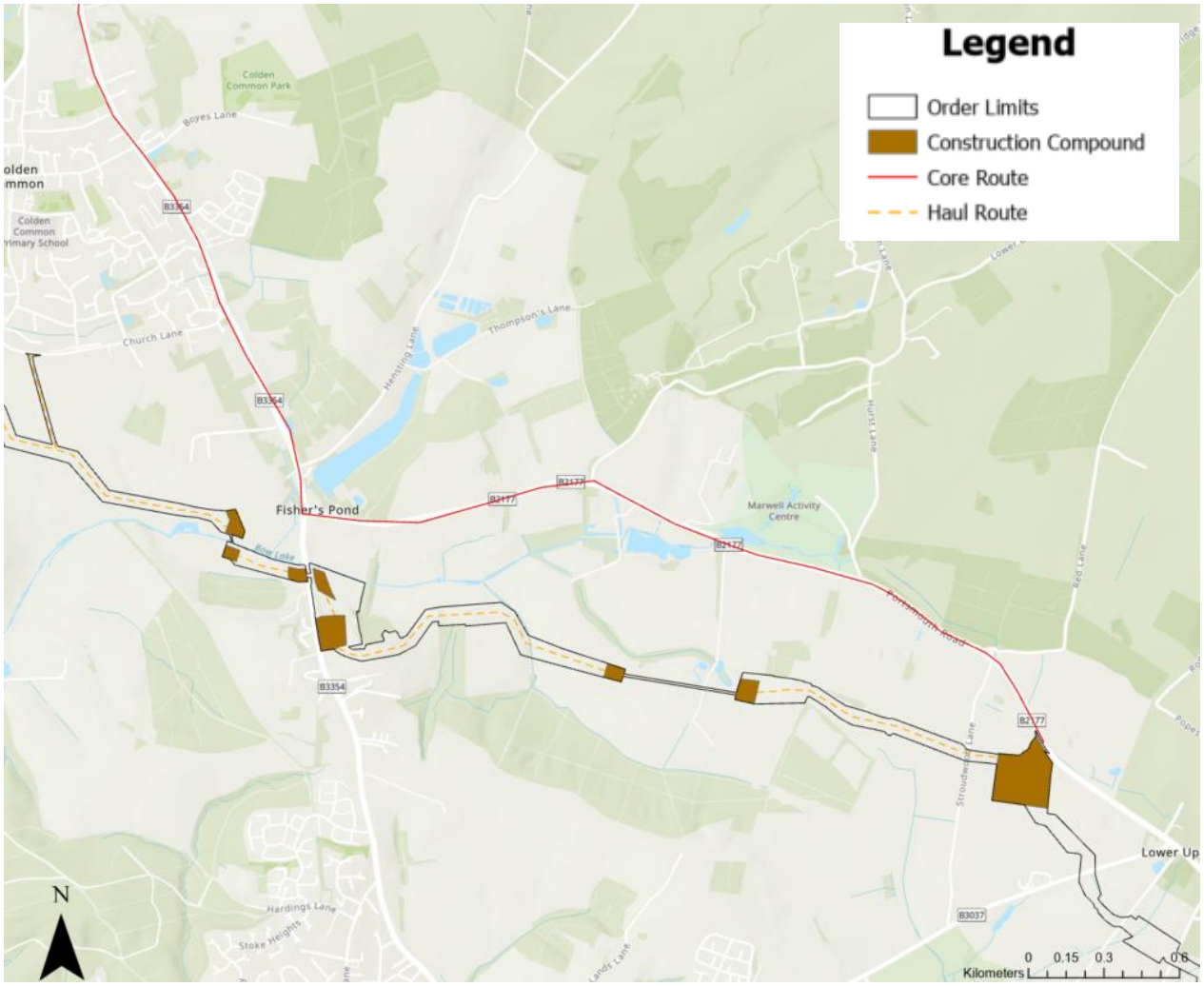
Temporary construction compounds L-1 and L-2 accessed via B2177 Portsmouth Road

5.6.133 Temporary construction compounds L-1 and L-2 would be accessed from the B2177 Portsmouth Road, south-east of the junction with Stroudwood Lane. An indicative design of the temporary access is provided at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00017).

5.6.134 A traffic marshal would manage HGV movements at this temporary access, as well as at the haul road's intersection with PRoW Fair Oak and Horton Heath 23. HGV movements to this access would also only be permitted outside of the road network peak periods to minimise disruption on the B2177.

5.6.135 Heavy Goods Vehicles would route from Junction 11 of the M3 to access temporary construction compounds L-1 and L-2, using a combination of the B3335, the B3354 and the B2177 Portsmouth Road. Temporary construction compound L-2 would be accessed via the temporary construction compound L-1 and the haul road, as shown in Graphic 5-23.

Graphic 5-23 Proposed B2177 Portsmouth Road Heavy Goods Vehicle indicative access route



5.6.136 The respective LGV and HGV average and peak construction trip generation totals associated with the L-1 and L-2 are set out at Table 5-25.

Table 5-25 B2177 Portsmouth Road construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
L-1	14	56	101 (1 month)	4	8 (1 month)
L-2	5	45	45 (5 months)	1	1 (5 months)
B2177 Portsmouth Road (L-1 and L-2)	16	63	101 (1 month)	4	8 (1 month)

5.6.137 As set out in Table 5-25, construction activities associated with this temporary access to last up to 16 months, with an average of 63 LGV and four HGV daily movements forecast, and with a peak of 101 LGV and eight HGV daily movements.

Temporary construction compounds L-3, L-4, L-5, L-6 and L-7 accessed via the B3354 Winchester Road

5.6.138 A temporary access would be provided to the east of the B3354 Winchester Road to provide access to temporary construction compounds L-3, L-4 and L-5. A second temporary access would be provided to the west of the B3354 Winchester Road to provide access to temporary construction compounds L-6 and L-7. The locations of these accesses would be staggered within the extent of the Order Limits. These temporary accesses would have the required visibility in line with a 40mph design speed. Drawings showing the indicative deigns are shown at Appendix D (drawing refs: 710166-STA-GEN-XX-DR-CH-00018 and 710166-STA-GEN-XX-DR-CH-00019).

5.6.139 Haul road connections would provide a link between L-3 and L-4, L-4 and L-5, and L-6 and L-7 respectively.

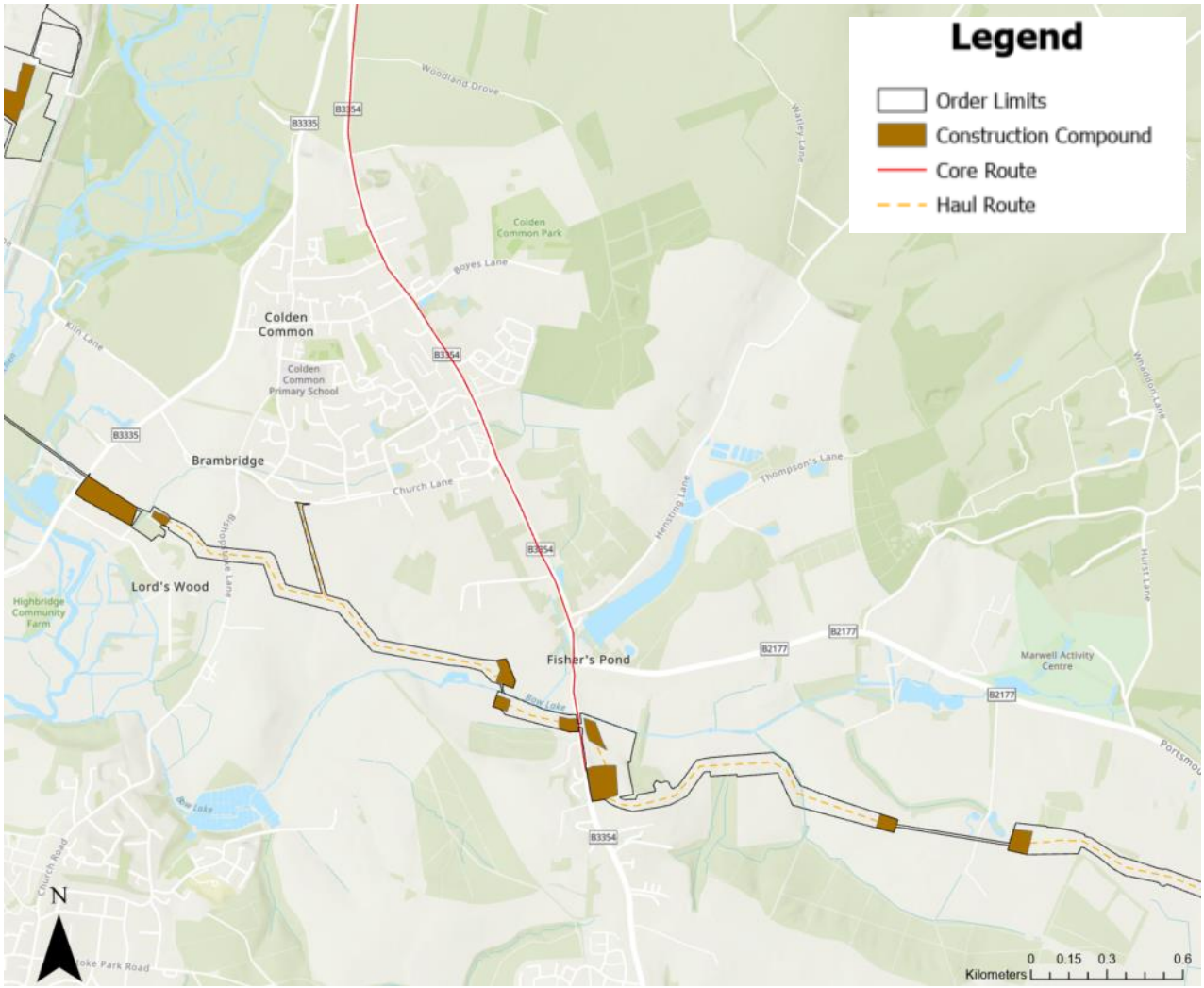
5.6.140 A traffic marshal would be positioned at each of the proposed temporary accesses to manage HGV movements. These traffic marshal would also be able to assist any haul road crossings required at this location. HGV movements to these temporary construction compounds would also only be permitted in the inter-peak periods to minimise disruption on the local highway network.

5.6.141 The traffic marshal would also manage pedestrians that are crossing the eastern temporary access whilst it is being used by construction vehicles (LGVs and HGVs). Given the limited traffic demand at this access, as detailed in Table 5-26, no additional control measures are deemed to be required to manage pedestrians. This access would be required for approximately 17 months.

5.6.142 LGV movements to L-7 would not be permitted, with construction workers instead required to travel to Otterbourne WSW prior to onward travel to L-7 by minibus.

5.6.143 The HGV access route for L-3, L-4, L-5, L-6 and L-7 is proposed from Junction 11 of the M3 to the north, using a combination of the B3335 and B3354, as illustrated in Graphic 5-24.

Graphic 5-24 Proposed B3354 Winchester Road Heavy Goods Vehicle indicative access route



5.6.144 The forecast construction traffic demand associated with the eastern temporary site access with the B3354 Winchester Road can be found in Table 5-26.

Table 5-26 B3354 Winchester Road (east) construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
L-3	5	45	45 (5 months)	1	1 (5 months)
L-4	13	43	89 (1 month)	3	4 (6 months)
L-5	5	45	45 (5 months)	1	1 (5 months)
B3354 Winchester Road eastern temporary access (L-3, L-4 and L-5)	15	67	102 (3 months)	3	4 (6 months)

5.6.145 Works at this location would be expected to take place for a period of 15 months, with an average of 67 LGV and 3 HGV trips during this period as well as a peak of 102 LGVs and four HGVs.

5.6.146 The forecast construction traffic demand associated with the western temporary site access with the B3354 Winchester Road can be found in Table 5-27.

Table 5-27 B3354 Winchester Road (west) construction traffic demand

Temporary construction compound /works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Average minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
L-6	17	51	89 (1 month)	2	5 (2 months)	-	-
L-7	4	0	0 (N/A)	1	1 (4 months)	-	-
B3354 Winchester Road western temporary access (L-6 and L-7)	17	51	89 (1 month)	2	6 (2 months)	1	3

5.6.147 Works at this location would be expected to take place for a period of 17 months, with an average of 51 LGV and 7 HGV trips during this period as well as a peak of 89 LGVs and 12 HGVs. In addition to this, there would also be an average of one and a peak of three minibus movements per day.

Temporary construction compounds L-8 and L-9 accessed via Church Lane

5.6.148 A temporary access is proposed with Church Lane to provide access to temporary construction compounds L-8 and L-9. A drawing showing the indicative design for this temporary access on Church Lane is provided at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00021).

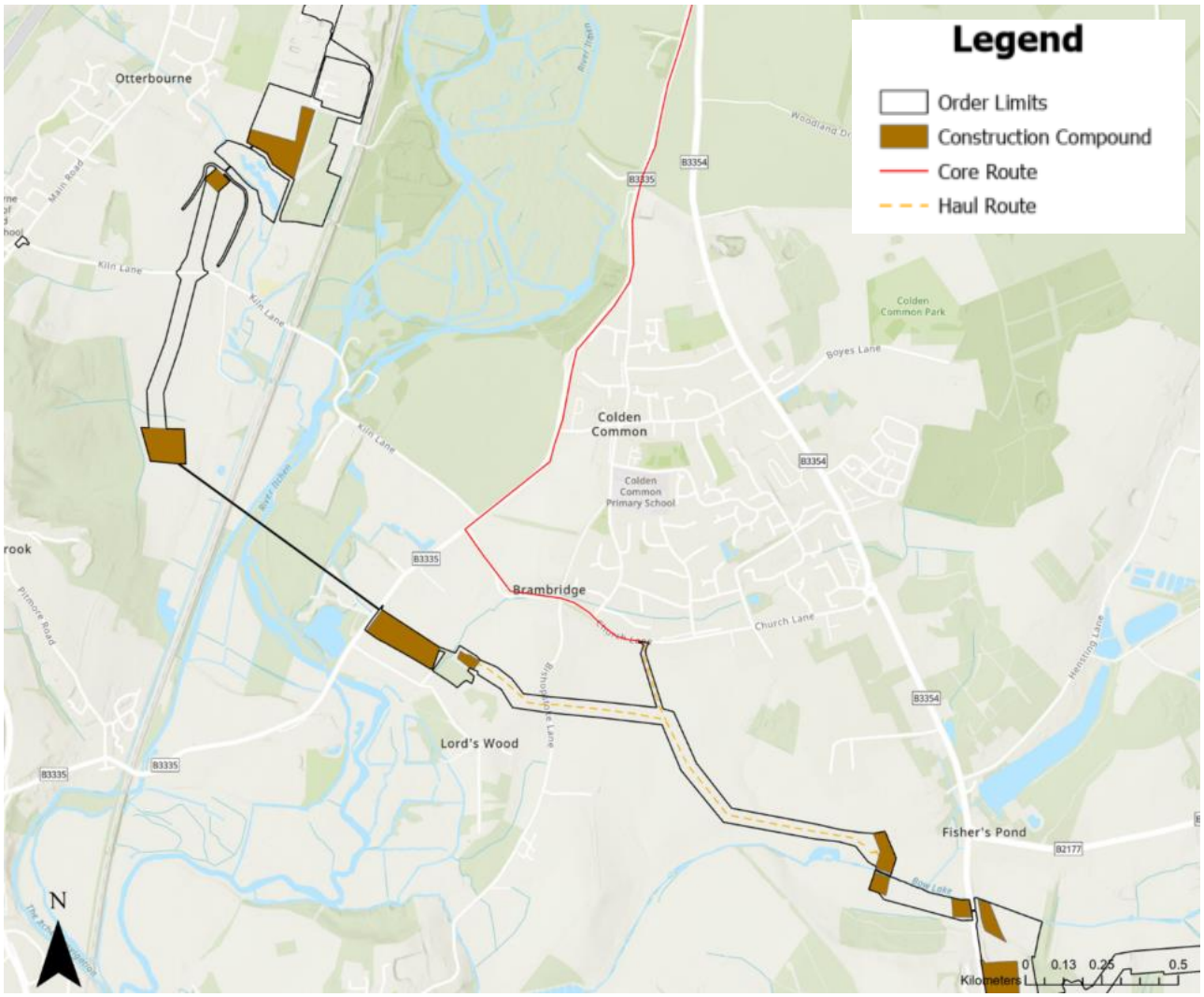
5.6.149 The traffic marshal would also manage pedestrians that are crossing at the temporary access with Church Road whilst being used by construction vehicles (LGVs and HGVs). Given the limited traffic demand at this access, as detailed in Table 5-28, no additional control measures are deemed to be required to manage pedestrians.

5.6.150 As outlined at section 2.5 of the Framework RoWMP (Appendix B measures are proposed to manage the locations where the haul road crosses the various PRoW.

5.6.151 Given access to these temporary construction compounds would be via the haul road, Contractors would be required to park at Otterbourne WSW and transported to this location via a dedicated minibus service.

5.6.152 The HGV access route to Church Lane is proposed from Junction 11 of the M3 to the north via the B3335 and Church Lane, as illustrated in Graphic 5-25.

Graphic 5-25 Proposed Church Lane Heavy Goods Vehicle indicative access route



5.6.153 An outline of the volumes of construction trips associated with this access is provided at Table 5-28.

Table 5-28 Church Lane construction traffic demand

Temporary construction compound/ works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Ave. minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
L-8	16	0	0	3	5 (2 months)	-	-
L-9	17	0	0	3	5 (1 month)	-	-
Church Lane temporary access -(L-8 and -L-9)	19	0	0	5	10 (1 month)	6	10

5.6.154 To summarise, a single consolidated temporary access would be provided to the south of Church Lane to serve L-8 and L-9. Management measures including the use of traffic marshals would be implemented at this location to minimise disruption associated with construction works. Additionally, construction workers would be required to park at the Otterbourne WSW prior to onward travel to the haul road access on Church Lane. HGVs would be required to route from Junction 11 of the M3 to the north via the B3335 and B3354. Construction movements associated with these temporary construction compounds would be expected to take place for up to 19 months. There would be no LGV movements at this location, whilst movements associated with HGVs would peak at 10 HGVs per day, with an average of 5 HGVs forecast.

5.6.155 In addition to this, an average of 6 minibus trips and a peak of 10 trips are forecast.

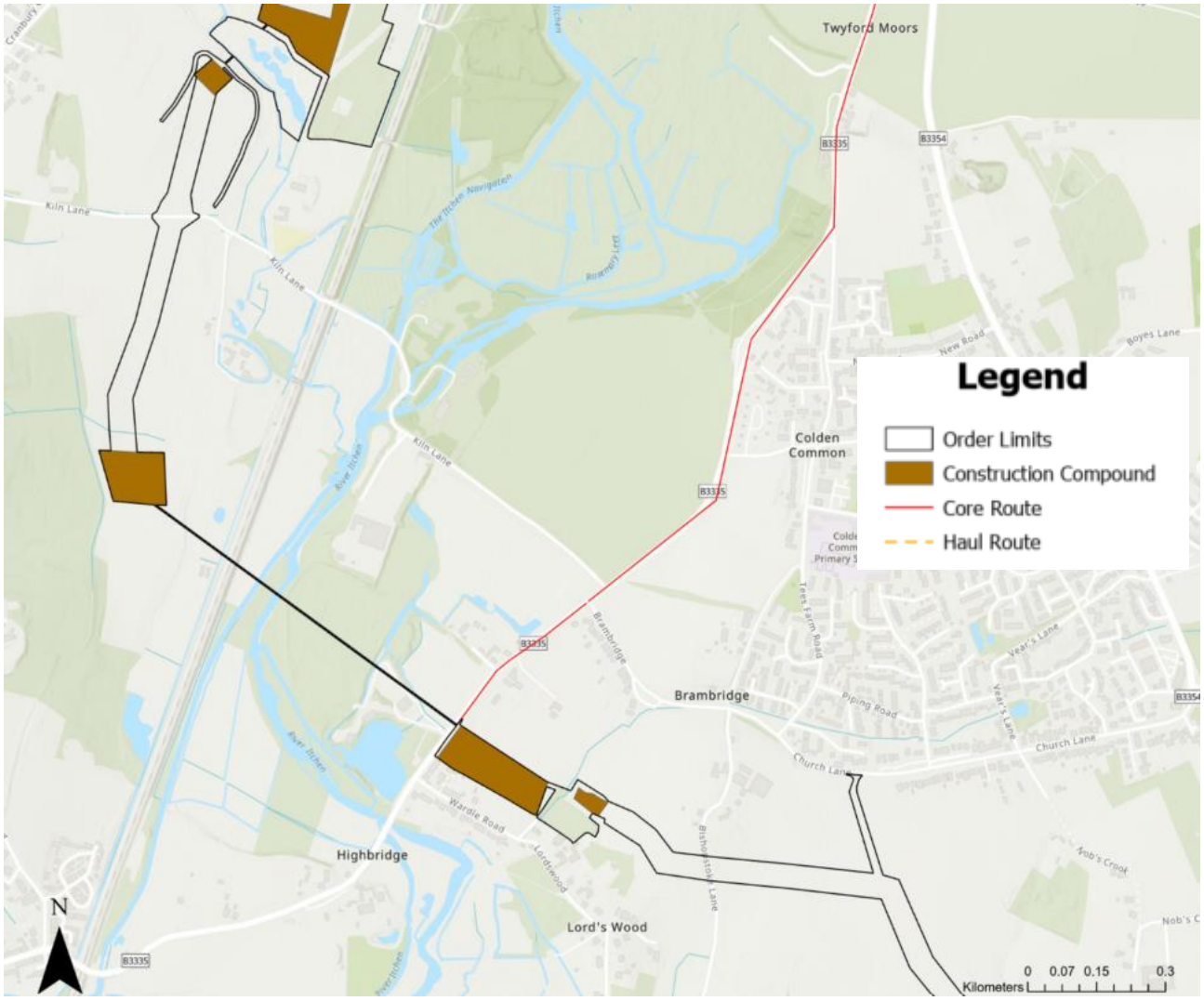
Temporary construction compound L-10 accessed via the B3335 Highbridge Road

5.6.156 The temporary site access to temporary construction compound L-10 is proposed from the B3335 Highbridge Road. An indicative design showing the proposed access general arrangement is provided at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00022). Given a higher volume of HGVs forecast to use this access compared to other temporary accesses, a wider access is shown.

5.6.157 A traffic marshal would manage construction vehicles accessing this temporary construction compound. The traffic marshal and site operatives would also be made aware of the footway and bus stop on the eastern side of Highbridge Road and manage the pedestrian crossing at the temporary access.

5.6.158 The HGV access route is proposed from Junction 11 of the M3. via the B3335 as shown in Graphic 5-26.

Graphic 5-26 Proposed Highbridge Road Heavy Goods Vehicle indicative access route



5.6.159 The average and peak volume of construction traffic associated with this temporary construction compound is set out at Table 5-29, with the duration of these works also provided.

Table 5-29 B3335 Highbridge Road construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
B3335 Highbridge Road temporary access (L-10)	17	119	260 (4 months)	19	75 (4 months)

5.6.160 As summarised at Table 5-29, there are anticipated to be 17 months of construction activities associated with this temporary site access. During this period, a daily average of 119 LGVs and 19 HGVs would route to/from the

temporary construction compound each day, with a daily peak of 260 LGVs and 75 HGVs forecast.

Section M: Brambridge to Otterbourne Water Supply Works

5.6.161 Three temporary construction compounds are proposed to facilitate the construction of Section M of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

Temporary construction compounds M-1 and M-2 accessed via Kiln Lane

5.6.162 Access to temporary construction compounds M-1 and M-2 would be provided via two temporary accesses directly north and south of Kiln Lane. The accesses on either side of the road would provide connections to the haul road, which would go on to connect to M-1 to the south and M-2 to the north. A drawing showing the indicative design is provided at Appendix D (drawing ref: 710166-STA-GEN-XX-DR-CH-00023). The accesses have been designed to prohibit HGVs routing east on Kiln Lane given the constrained nature of this route.

5.6.163 Given the constrained width of Kiln Lane, it is not possible for HGVs to pass LGVs in places. An initial review of the road width based on Ordnance Survey (OS) mapping and measurements taken on site demonstrates that there are some sections where a HGV and LGV could pass (see Appendix C 710166-STA-GEN-XX-SK-CH-00315). If following additional analysis by the Contractor it is decided Kiln Lane is too constrained, short-term temporary road closures (approximately 1-2 minutes) could be explored to enable HGV access to temporary construction compounds M-1 and M-2 without passing oncoming vehicles. Given these temporary closures would be for a very short period of time (1-2 minutes) and would only be required twice a day, there wouldn't be a material impact on the overall driver delay on Kiln Lane. HGVs may need to be directed to Otterbourne WSW first to support with the timing of the temporary road closures and this should be confirmed by the Contractor as part of the detailed CTMP.

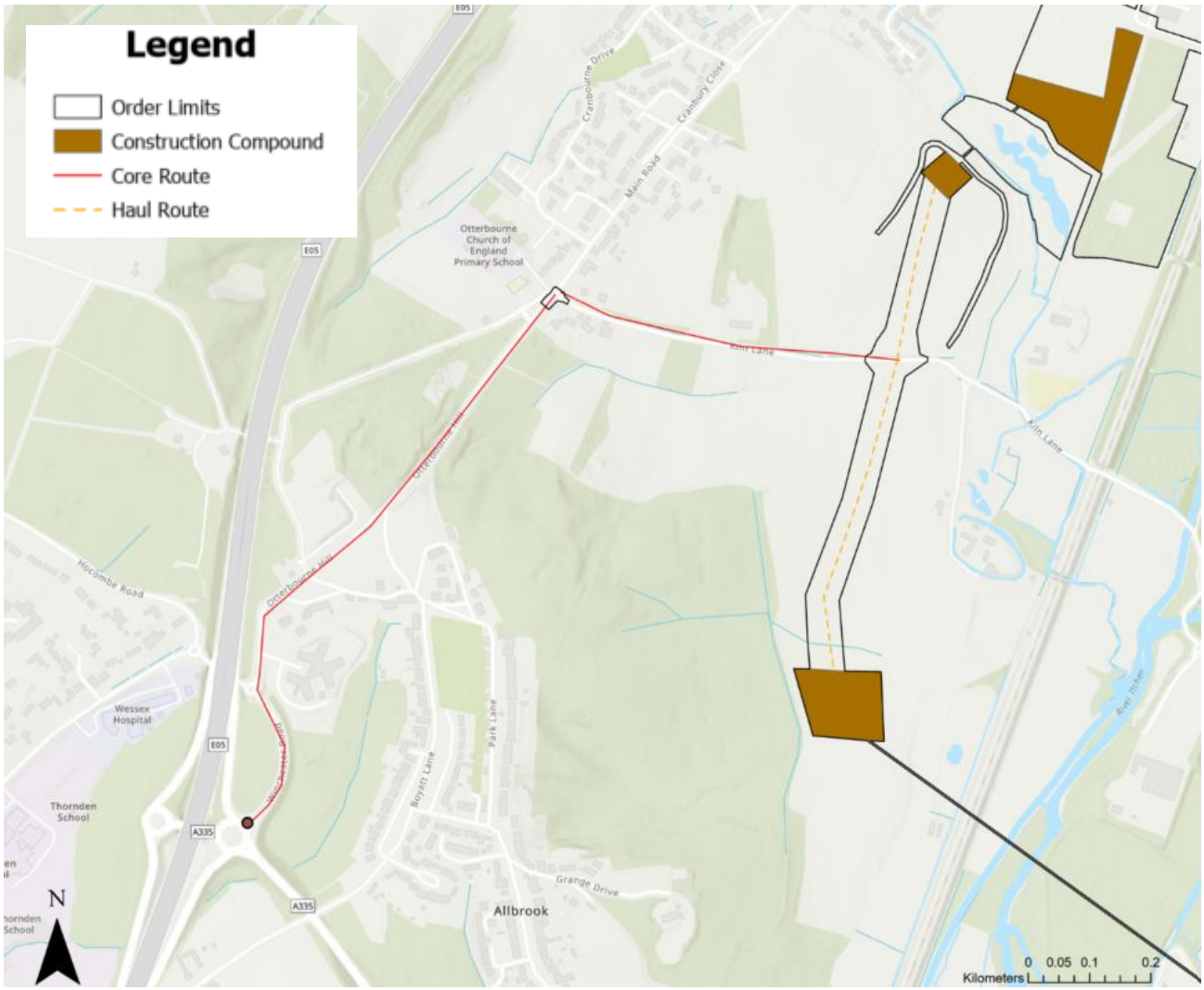
5.6.164 As outlined at section 2.5 of the Framework RoWMP (Appendix B a traffic marshal would manage locations where the haul road intersects the PRoW. Details on the management of these crossings would be provided in the detailed RoWMP.

5.6.165 Adequate turning space would also be provided within the temporary construction compounds for vehicles to ingress and egress in a forward gear.

5.6.166 Works are also required at the Kiln Lane mini-roundabout junction with Main Road to enable HGV access. The extent of these works are to be agreed with HCC post-consent as part of the detailed CTMP but are likely to involve minor works to the kerb to facilitate access with a 10m rigid lorry. For infrequent access with the larger 16.5m articulated lorry, signage would need to be removed from the central islands so these could be overrun. These 16.5m HGV movement would be limited to the start and end of the construction programme for temporary construction compound M-1 and M-2. Therefore, the signage would only need to be temporarily removed for a short period of time. An indicative design for the Kiln Lane mini-roundabout junction can be found in Appendix C (drawing reference: 710166-STA-GEN-XX-SK-CH-00008).

5.6.167 The proposed HGV access route would be via Junction 11 of the M3, Otterbourne Road and Kiln Lane, as illustrated in Graphic 5-27.

Graphic 5-27 Proposed Kiln Lane Heavy Goods Vehicle indicative access route



5.6.168 The forecast LGV and HGV construction traffic demand associated with temporary construction compounds M-1 and M-2 are set out at Table 5-30.

Table 5-30 Kiln Lane construction traffic demand

Temporary construction compound/works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)
Kiln Lane southern temporary access (M-1)	15	88	167 (4 months)	2	4 (2 months)
Kiln Lane northern temporary access (M-2)	4	45	45 (4 months)	1	1 (4 months)

5.6.169 It is anticipated that the works associated with the accessed from Kiln Lane would take place for up to 15 months. An average of 88 LGV and two HGV daily trips are forecast for the southern access on Kiln Lane for the duration of this period, with an average of 45 LGV trips and one HGV trip forecast at the northern access on Kiln Lane for a period of four months.

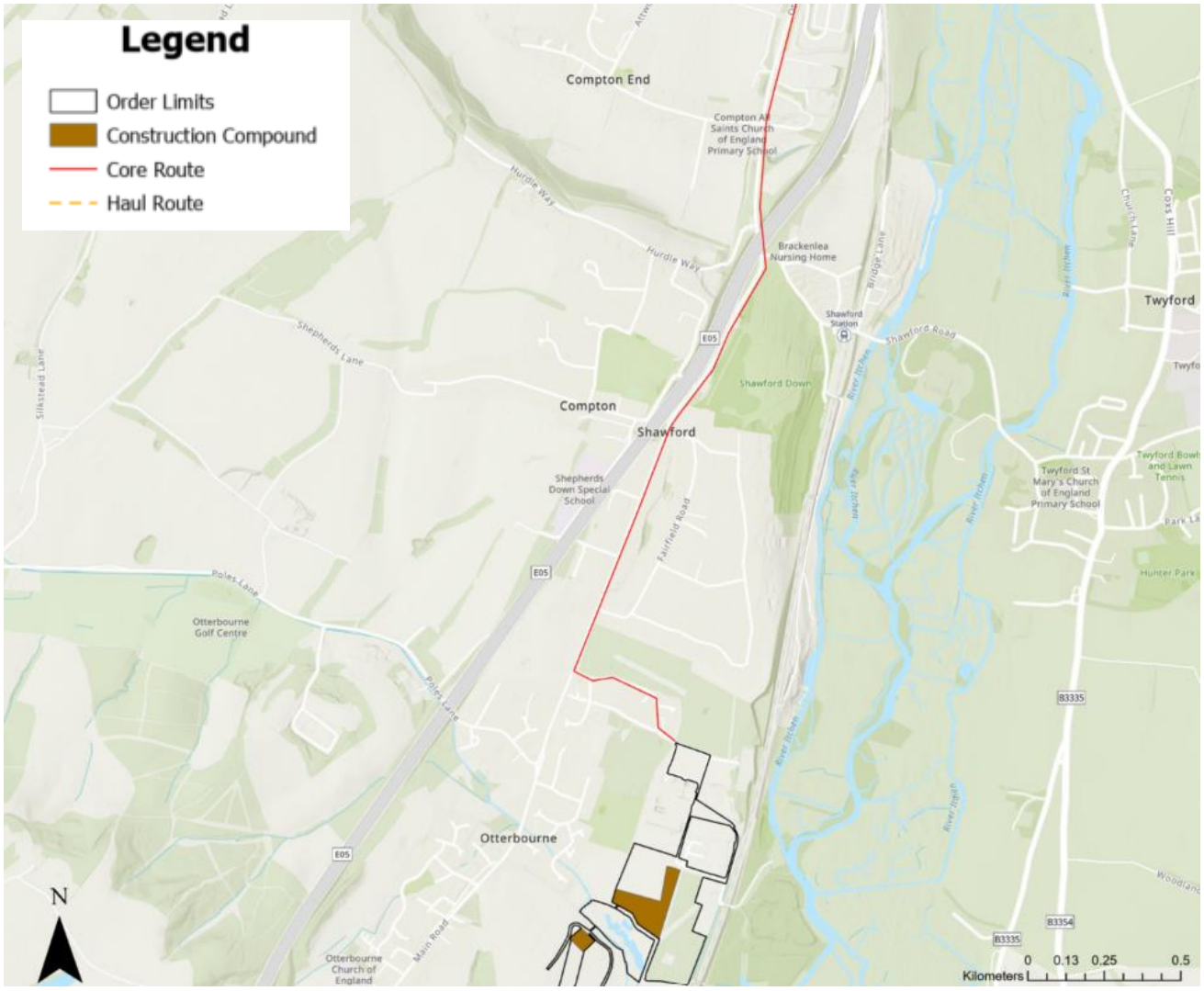
Temporary construction compound M-3 and INNS Treatment works accessed via Otterbourne Water Supply Works facility

5.6.170 Temporary construction compound M-3 and the INNS Treatment works are proposed to be accessed via the existing Otterbourne WSW facility. The Otterbourne WSW has an existing access provided from the local highway network, and it is proposed to utilise this in its existing condition to facilitate movements to/from M-3 and the INNS Treatment works. As the existing access already suitably accommodates LGV and HGV movements, no modifications to this access are proposed. Access to the temporary construction compound would then be provided within the existing Otterbourne WSW site.

5.6.171 Temporary construction compound M-3/Otterbourne WSW would also accommodate construction worker parking associated with temporary construction compounds within Section L of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) where access restrictions are imposed. These workers would park within temporary construction compound M-3 and Otterbourne WSW before being transported by minibus to the restricted temporary construction compound.

5.6.172 The proposed HGV access route to temporary construction compound M-3 and INNS Treatment works would be via Junction 11 of the M3, Otterbourne Road, Sparrowgrove and the Otterbourne WSW access as illustrated in Graphic 5-28.

Graphic 5-28 Proposed Otterbourne Water Supply Works Heavy Goods Vehicle indicative access route



5.6.173 Table 5-31 provides an overview of the forecast construction traffic demand associated with M-3 and the INNS Treatment works. This also includes traffic demand associated with Contractors parking at the Otterbourne WSW and being transported to other temporary construction compounds by minibus.

Table 5-31 Otterbourne Water Supply Works construction traffic demand

Temporary construction compound/ works	Duration of works (months)	Average LGV daily two-way trips	Peak LGV daily two-way trips (duration)	Average HGV daily two-way trips	Peak HGV daily two-way trips (duration)	Average minibus (PCV) daily two-way trips	Peak minibus (PCV) daily two-way trips
M-3	4	12	12(4 months)	4	4 (4 months)	-	-
INNS Treatment	4	18	24 (1 month)	4	8 (1 month)	-	-
Construction worker parking (L-7, L-8 and L-9)	19	83	159 (1 month)	-	-	-	-
Otterbourne WSW access (INNS Treatment, M-3, L-7, L-8 and L-9)	23	89	171 (1 month)	1	8 (1 month)	6	10

5.6.174 It is anticipated that construction activities would take place for up to four months at M-3, during which time an average of 12 LGV and four HGV trips are forecast on a daily basis. Works associated with the INNS Treatment would also take place for up to four months, with an average of 18 two-way LGV trips and four HGV trips during this time. Taking into account movements associated with restricted temporary construction compounds routing to M-3/Otterbourne WSW, this location would accommodate trips for 23 months, during which period there would be an average of 89 LGV trips per day. There would also be an average of size and a peak of 10 minibus trips to/from the Otterbourne WSW.

5.7 Haul road crossings

5.7.1 Some of the construction traffic routes set out in sections 5.3 to 5.6 involve the use of the haul road to access temporary construction compounds that would otherwise be inaccessible from the local highway network. Access to the haul road would be provided from temporary construction compounds or, in some locations, directly from the local highway network.

5.7.2 There would also be day-to-day construction traffic movement along the haul road for the general transportation of plant and materials associated with the construction of the Pipeline. The haul roads would be used to transfer materials from temporary construction compounds to the work front, whilst plant will be based at the work front and moved along the route as construction progresses. Generally, these movements would peak at 30 two-way movements per day by tractor and trailer (classed as HGV).

5.7.3 Table 5-32 sets out the locations where the haul road would cross the public highway and provides detail as to whether the crossing would be used to facilitate the movement of general construction traffic, or whether it would be used to provide access to a temporary construction compound. The latter would result in a higher traffic demand associated with the crossing, as detailed in Table 5-32.

5.7.4 As detailed at section 3.3 trenchless temporary construction compounds and tunnelling temporary construction compounds will not contain parking provision. As such, where trenchless and tunnelling temporary construction compounds are only accessed via haul road, parking will take place at the nearest sectional site or AGP temporary construction compound and traffic demand associated with these temporary construction compounds would not transfer to the haul road beyond this parking location. Please see Table 5-1 to understand where parking would otherwise be provided elsewhere, such as the construction workers hub.

Table 5-32 Haul road crossing locations

Haul road crossing location	Pipeline section	Crossing purpose	Peak daily LGV demand	Peak daily HGV demand	Indicative duration of peak (weeks)
Widley Walk	Section E	General construction traffic crossing	0	30	5
Mill Lane	Section E	General construction traffic crossing	0	30	5
Pigeon House Lane	Section E	General construction traffic crossing	0	30	5
Crooked Walk Lane	Section E	General construction traffic crossing	0	30	7
Portchester Lane	Section E	General construction traffic crossing	0	30	7
Monument Lane	Section E	Temporary construction compound access	89	42	8
Boarhunt Road[2]	Section E	Temporary construction compound access	166	15	8
Whitedell Lane	Section F	General construction traffic crossing	0	30	3
Forest Lane	Section F	General construction traffic crossing	0	30	4
Tanfield Lane	Section G	General construction traffic crossing	0	30	2
Blind Lane	Section H	General construction traffic crossing	0	30	3
Pricketts Hill	Section H	General construction traffic crossing	0	30	3

[2] Optionality exists pertaining to this option as set out at paragraph 5.7.5. The figures contained within Table 5-32 provide a worst case scenario.

Haul road crossing location	Pipeline section	Crossing purpose	Peak daily LGV demand	Peak daily HGV demand	Indicative duration of peak (weeks)
Sandy Lane	Section J	Temporary construction compound access	89	39	8
Curdridge Lane	Section J	General construction traffic crossing	0	30	3
Scivier's Lane	Section K	General construction traffic crossing	0	30	2
Alma Lane	Section K	General construction traffic crossing	0	30	2
B3037 Mortimers Lane	Section K	General construction traffic crossing	0	30	5
Stroudwood Lane	Section L	Temporary construction compound access	45	34	5
Bishopstoke Lane	Section L	Temporary construction compound access	0	55	8
Kiln Lane	Section M	Temporary construction compound access	46	34	4

5.7.5 Regarding Boarhunt Road, optionality exists regarding access arrangements to temporary construction compounds E-5 and E-6a due to substandard visibility. Two potential measures to manage access include reducing the speed limit or installing temporary signals. The preferred control measure could influence whether a haul road crossing would be created (temporary traffic signals) or whether a separate access is proposed direct from Boarhunt Road (temporary speed reduction).

5.7.6 Where the haul road crosses the public highway, appropriate management measures including active traffic management would be implemented to allow the safe movement of materials. Appropriate pedestrian visibility splays of 1.5m x 1.5m above a height of 600mm would be provided at each haul road crossing in line with HCCs TG3 guidance.

5.7.7 Y-distance visibility would vary from 82m to 160m based on traffic speed surveys and/or existing speed limits. This will be calculated for each haul road crossing in line with HCCs TG3 guidance.

5.7.8 Most of the haul road crossings referenced in Table 5-32 take place on minor, rural roads. Irrespective of construction traffic crossing demand at these links, it is proposed to manage these haul road crossings using a traffic marshal. Traffic marshals would be responsible for managing construction traffic crossings in the presence of pedestrian, equestrian, cycle and motor vehicle movements on these links.

5.7.9 Appendix H provides standard detail of the haul road crossings.

5.7.10 Detail of specific haul road crossing locations and supporting traffic management would be provided within the detailed CTMP document(s) prepared post-consent.

5.7.11 Vehicle speeds on the surfaced haul roads would be limited to a maximum of 15mph and 10mph on unsurfaced haul roads.

5.8 Abnormal indivisible loads

5.8.1 AILs are vehicles defined as:

1. Carrying more than 44 tonnes (44,000 kg)
2. Holding an axle load of more than 10 tonnes for a single non-driving axle and 11.5 tonnes for a single driving axle
3. Having a width of more than 2.9m
4. Having a length of more than 18.65m

5.8.2 A small number of AIL movements would be required to transport the TBM. There would be up to two AIL movements in total, associated with the delivery and collection of the TBM for Section D of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

5.8.3 There would be one movement to the WRP site (Work Number 1) and one movement from temporary construction compound E-1.

5.8.4 AILs would not be required to support the transportation of plant associated with the other tunnelling activities, including those between temporary construction compounds L-10 and M-1.

5.8.5 The strategy for these AILs follows 'Transporting Abnormal Loads' [2] guidance set out by HCC and would be compliant with National Highway's (NH) Electronic Service Delivery for Abnormal Loads (ESDAL). This would involve the relevant highway authorities and police being notified where appropriate and forms completed in line with LHA and NH's requirements as well as the Special Types General Order (STGO) regulations. Where necessary, other infrastructure owners would also be notified.

5.8.6 The AIL routing strategy has been developed in accordance with the guidance set out in paragraph 5.8.5. Initial vehicle tracking has been undertaken to identify where potential physical works may be required. This is an initial study that would need to be revised by the Contractor as part of the detailed CTMP once the dimensions of the vehicle transporting the TBM are confirmed.

5.8.7 The findings of the initial review of the AIL routes are summarised in Table 5-33 and the supporting drawings can be found in Appendix F .

Table 5-33 Abnormal indivisible load routing and mitigation

Temporary construction compound ref	Route (from SRN)	Road/Junction:	Potential mitigation subject to detailed assessment
E-1	Junction 4 A3 (M), Purbrook Way, College Road, Crookhorn Lane, B2177 Portsdown Hill Road, New Down Lane	Purbrook WayA3 (M) (Eastern Roundabout)	Protect verge and roundabout island from vehicle overrun. Temporarily remove signage and lighting columns.
		Purbrook WayA3 (M) (Western Roundabout)	Protect verge and roundabout island from vehicle overrun. Temporarily remove signage/virtual road sign.
		Purbrook Way	Temporarily remove signage on Purbrook Way.
		Purbrook Way/College Road	Temporarily remove traffic signals, detectors, pedestrian guardrails, bollards and signage on minor arm central island as well as traffic signals, detectors, post and rail fencing, lighting columns and signage on nearside of minor arm. Temporary works also potentially required at central island of major arm. Confirmation of any mitigation here to be provided in detailed CTMP.
		College Road/HSDC South Downs access	Temporarily remove bollards and lighting column.
		B2177/Crookhorn Lane	Temporarily remove signage and bollards.
		B2177/New Down Lane	Protect verge opposite junction and on nearside corner.
		New Down Lane	Road may need temporary widening, earthworks and fencing/vegetation clearance to be confirmed within the detailed CTMP.
WRP	Harts Farm Way, Junction 5 A27 (M)	Harts Farm Way	Protect verges and temporarily remove signage and lighting columns.

5.9 Routing strategy enforcement principles

5.9.1 Given the sensitivity of various receptors within the vicinity of the Project, the proposed routing for HGVs detailed at section 5.5 would need to be appropriately enforced by the Contractor.

5.9.2 Details regarding the enforcement of the routing strategy would be set out in the detailed CTMP document submitted for agreement post-consent. Any enforcement measures would be informed by the following principles:

1. Inductions for all staff involved in construction vehicle transport to increase awareness of routing strategy.
2. Install signage along designated routes to guide construction traffic.
3. Implement a monitoring system (e.g. Global Positioning System (GPS) tracking) to ensure compliance with the designated routing strategy.
4. Non-compliance to be investigated by the Contractor and documented on a Complaints Register with the potential for non-compliance penalties or correctional measures.
5. A Community Liaison Group (detail contained at section 6.4) would also hold meetings with the local highway authorities and relevant stakeholders and review/update the detailed CTMPs where it is considered necessary to implement additional mitigation measures.

5.9.3 As detailed in this document, many of the temporary site accesses have been designed to only allow HGV access from one direction. Alongside the adoption of the principles outlined in paragraph 5.9.2, a strong enforcement strategy can be developed and implemented.

6 Safety, engagement and procedures

6.1 Background

6.1.1 This section provides an overview of the recorded road traffic collisions along the construction traffic access routes between the temporary construction compounds and the SRN. It also outlines general proposed management and engagement procedures associated with the construction phase, including those that relate to any road safety concerns throughout the construction process.

6.2 Road traffic collisions

6.2.1 A detailed analysis of existing road traffic collisions has been undertaken and presented in the ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6). This analysis has provided a review of any potential existing issues within the public highway network, such as the layout or geometries.

6.2.2 The scope of this analysis includes all roads that form part of the local highway network and are proposed to be used by construction vehicles.

6.2.3 The highway safety review found that an elevated number of collisions have taken place during hours of darkness, particularly at the A334/B2177 Winchester Road junction, on the A334 and on the B2177 Portsdown Hill Road. As set out at section 3.6, HGV movements would only be permitted between 09:00 and 16:00 and would not take place during hours of darkness, with the exception of some night-time works. Most construction activities would take place during day-time hours and as such it is considered that most construction traffic movements would also take place during day-time hours.

6.2.4 The highway safety review also found that there were some areas subject to a higher number of incidents where surfaces were recorded as being wet or damp. As set out at section 6.6, wheel washing facilities will be provided at all temporary construction compounds to prevent debris being tracked on to the public highway, limiting any impacts on the road surfaces.

6.2.5 The review found that, on Boarhunt Road, all recorded collisions involved single vehicle loss of control, or road users entering the opposing lane. As detailed at section 5.5, temporary traffic signals or a temporary speed limit reduction is proposed at this location to facilitate temporary construction compound access.

6.3 Management of Heavy Goods Vehicle access movements

6.3.1 As set out at section 3.6, HGV movements would be restricted where appropriate and practicable to off-peak time periods to minimise impacts on the local highway network.

6.3.2 In addition to this, a traffic marshal would be sited at each of the accesses to the temporary construction compounds to manage HGVs entering and exiting the site. Each temporary construction compound would also provide sufficient turning

space for an HGV to enable HGVs to ingress and egress in a forward gear (with the exception of temporary construction compound D-1).

6.3.3 The traffic marshals would direct construction traffic/HGV movements at the temporary construction compound access points. They would be responsible for ensuring that any pedestrians, cyclists and horse riders are able to move safely in the vicinity of construction accesses whilst HGV movements are taking place.

6.3.4 With the exception of the temporary construction compound for the WRP, HGV movements to/from all temporary construction compounds will be scheduled to avoid arrivals/departures coinciding with one another. As set out at section 5.1, one-way accesses are proposed at temporary construction compounds and therefore this measure is needed to avoid the potential for queuing to occur on the local highway network. For the WRP site (Work Number 1), which will be subject to significantly higher volumes of HGV movements, a wider two-way access is proposed. This approach will be reviewed by the Contractor as part of the detailed CTMP.

6.3.5 The locations of the interactions between the PRoW network and the Project are set out alongside associated mitigation within the Framework RoWMP (Appendix B The specific measures to manage these interactions will be confirmed for each location by the Contactor and set out in the detailed RoWMP.

6.3.6 Vehicles associated with the Project would also be provided with stickers demarking their involvement. Where required, vehicles/deliveries would be provided with escorts.

6.4 Stakeholder and Customer Communications Plan

6.4.1 Given the Project spans a large area, impacting numerous highways and PRoW, a robust communication strategy would be required. A single, consolidated Stakeholder and Customer Communications Plan will be produced, encompassing the Project and is detailed within the Outline Construction Environmental Management Plan (Outline CEMP).

6.4.2 This plan will be confirmed by the Contractor in the detailed CEMP(s) post-consent. An overview of principles that this strategy would need to include from a Traffic and Transport perspective are as follows:

1. Early notification – relevant stakeholders (e.g. local residents and rambling groups) would be informed in advance of works, ideally 3-4 weeks prior to the closure. Methods of informing the relevant stakeholders may involve but not be limited to newspaper adverts, letters and posts on online platforms.
2. Special consideration should be given to sensitive receptors, such as local schools, who should be informed and liaised with well in advance of works.
3. Signage and accessible information.
4. Community engagement – provide representation at local community meetings to raise awareness of the proposed construction works and to explain the rationale behind the chosen management measures.
5. Coordination with local planning authorities – work closely with local planning authorities to co-ordinate communication efforts. The emergency services

should also be informed about any management measures so that emergency responders are aware.

6. Provide updates – should original timescales change; the relevant stakeholders should be informed in the same way that they were initially notified.

6.4.3 Specifically in relation to the Framework CTMP, the plan would include:

1. Creation of a Community Liaison Group, which would involve a liaison officer responsible for engagement with the public regarding potential concerns during the construction period. This single Community Liaison Group would provide consistency across the different Contractors involved across the project.
2. Appointment of a road safety officer that would be responsible for continuous monitoring of traffic management and signage.
3. The contact details of the road safety and liaison officer.
4. Communication with local residents to ensure that they are aware of dates and hours of when HGV movements would utilise Shirrell Heath High Street.
5. An out of hours phone number for residents to contact should access to their property be impacted by construction works.

6.5 Highway condition surveys

6.5.1 Construction traffic, particularly HGVs, can have a negative impact on the condition of the highway. It is therefore proposed for highway condition surveys to be undertaken before and after the construction period for any minor roads[3] that would be used as part of HGV construction traffic routes as set out at section 5.5, or used for haul road crossings as detailed at section 5.7. These roads are listed in full at paragraph 6.5.3. This will enable the Contractor to identify whether construction activities have negatively impacted highway conditions on any of these routes.

6.5.2 Given that Harts Farm Way will be subject to significant construction traffic volumes, it is also proposed to survey this link.

6.5.3 The roads that will be subject to highway condition surveys include the following where HGVs are planned to route or cross:

1. Barncroft Way
2. Brookside Road
3. Bidbury Lane
4. Mill Lane (Havant)
5. Meyrick Road
6. Harts Farm Way
7. New Down Lane
8. Widley Walk
9. Mill Lane (Portsdown)
10. Pigeon House Lane

[3] Minor roads exclude A and B classified roads and specifically relate to roads where a small increase in HGV movements would be perceptible

11. Crooked Walk Lane
12. Portchester Lane
13. Monument Lane
14. Whitedell Lane
15. Chalk Lane
16. Forest Lane
17. Tanfield Lane
18. Blind Lane
19. Titchfield Lane
20. Pricketts Hill
21. Shirrell Heath High St
22. Curdridge Lane
23. Sandy Lane
24. Scivier's Lane
25. Alma Lane
26. Winters Hill
27. Stroudwood Lane
28. Church Lane
29. Bishopstoke Lane
30. Kiln Lane

6.5.4 The scope of these surveys would be discussed and agreed with the relevant local highway authorities (HCC and PCC) and set out in the detailed CTMP documents. It is anticipated that surveys associated with haul road crossings would be confined to the specific location that the haul road crossing would be undertaken.

6.5.5 Any damage to the highway network arising from their use by construction vehicles identified during these surveys within the agreed scope would be rectified at the Applicant's expense.

6.6 Management of mud and debris

6.6.1 A series of measures would be implemented to ensure that the production of any mud and debris associated with the construction activities is minimised. These measures are targeted and enhancing safety and minimising disruption on the local highway network.

6.6.2 The precise measures to be implemented would be confirmed by the Contractor in the detailed CTMP documents. These precise measures would be based on the following principles:

1. Clean vehicle tyres prior to leaving the temporary construction compounds. For more sizeable temporary construction compounds, this may involve the use of drive-through wheel wash facilities where appropriate.
2. Street sweeping in the immediate vicinity of the WRP site.
3. Regular inspections of site access points and nearby roads.

4. Develop a maintenance schedule for cleaning and debris control at temporary construction compounds.
5. Ensure all Contractors are informed of the mud and debris management plan upon induction.

6.7 Parking and layover

6.7.1 Suitable areas would be provided for vehicles to collect waste materials, turn around and leave the site in a forward gear. Where practicable, HGVs would not need to reverse on site which minimises the risk to site staff. Where not practicable, any reverse manoeuvres would be controlled by a traffic marshal.

6.7.2 It is likely that a traffic marshal could be utilised to aid plant movement, however other techniques could be explored. This would be confirmed in the detailed CTMPs by the Contractor post-consent. Vehicles would not be permitted to load, unload or wait on any of the roads outside of the site area. Control of visitors and personnel parking would be similarly maintained. The Contractor would be responsible for informing construction workers of this. It is expected that the exclusion of unauthorised personnel from the site would be achieved with the construction of suitable fencing around the perimeter of the site. The precise method of excluding access for unauthorised personnel will be confirmed by the relevant Contractors in the detailed CTMPs.

6.7.3 Contractor car parking would be provided within the sectional site and AGP temporary construction compounds. No parking would be provided within the trenchless construction or tunnelling temporary construction compounds (aside from those that serve a dual purpose, as set out at section 3.4).

6.7.4 Parking associated with trenchless temporary construction compounds that are not accessed via haul road (and are not subject to minibus measures) would take place at the nearest sectional temporary construction compound. Construction workers would then travel onwards to their end destination either by minibus on the haul road or by foot, with this detail to be confirmed as part of the detailed CTMP prepared by the Contractor and submitted post-consent.

6.7.5 Construction workers would not be permitted to park on nearby streets, and this would be monitored and enforced by the Contractor as per the measures contained within the Framework CWTP at Appendix A . Specifically, the Framework CWTP contains a measure which ensures that the Contractor will register construction worker vehicle number plates. An audit of the area surrounding active temporary construction compounds would then take place at least once every month to ensure that construction workers are not parking outside of the temporary construction compounds.

6.7.6 Furthermore, parking at the WRP site and Otterbourne WSW would be controlled through the provision of parking permits for construction worker vehicles, with a maximum of one permit for every 1.2 construction workers to be provided across the construction workforce. Detail on parking measures is contained within the Framework CWTP at Appendix A .

6.7.7 This arrangement excludes temporary construction compounds B1-1, K-5, L-7, L-8 and L-9 as Contractor parking would not be permitted at these temporary construction compounds. Instead, Contractors would be required to travel to either

the WRP site, the construction workers hub or the Otterbourne WSW where a dedicated minibus would transport workers to the temporary construction compound as set out at section 5.3.

6.7.8 Similarly, half of all construction workers working at temporary construction compounds G-4, G-5, K-1, K-2, K-3 and K-4 would also not be permitted to park at these temporary construction compounds or areas adjacent. The workers would instead be required to travel to either the WRP site, construction workers hub or Otterbourne WSW prior to onward travel to the temporary construction compound via minibus.

6.8 Greenhouse gas emission mitigation measures

6.8.1 The HGV routing measures set out at section 5.5 ensure that vehicles use the most efficient, appropriate route to access the temporary construction compounds. These routing measures would be included within the detailed CTMP documents to increase the efficiency of construction vehicle trips and limit the GHG emissions associated with the construction phase of the Project.

6.8.2 The detailed CTMPs would also include specific measures targeting reduced GHG emissions associated with the Project. These would be shaped around the following principles:

1. Use of low/zero emission or fuel-efficient vehicles.
2. Regular HGV maintenance to ensure that vehicles are in good condition, improving their efficiency.
3. Driver training programmes to ensure that drivers use eco-driving techniques such as smooth acceleration and deceleration.
4. Use of alternative fuels where practicable.
5. Use local workers where practicable.

6.9 Monitoring

6.9.1 As set out at section 1.5, the measures contained within the detailed CTMPs will be monitored to ensure their effectiveness throughout the construction period.

6.9.2 Monitoring will be led internally, with the Contractor to be responsible for monitoring the effectiveness of the measures contained within each of the detailed CTMPs.

6.9.3 Monitoring relating to the detailed CTMP measures will relate to the overarching objectives of this Framework CTMP, as set out at section 1.5, ensuring that construction activities are:

1. Limiting the number of vehicle movements as far as reasonably practical.
2. Minimising the impacts of traffic on local communities and sensitive receptors.
3. Adhering to the routing and routing strategy enforcement principles set out within this Framework CTMP.

6.9.4 The Contractor will produce a ‘Monitoring Report’ each year from the commencement of construction and share the findings with the local highway authority.

6.9.5 This report will provide detail on compliance with the Framework CTMP, and the measures contained within the detailed CTMPs. It will provide detail of any issues raised by any stakeholders within the past year that relate to the overarching objectives of this Framework CTMP. It will set out the Contractor's position on each issue and any actions that have been taken to address them.

6.9.6 The 'Monitoring Report' will also confirm whether the Contractor has taken any enforcement action, as outlined at section 5.9.

7 Traffic management

7.1 Traffic management

7.1.1 Where appropriate, deliveries would be scheduled to avoid network peak hours and school drop-off and collection periods as specified in detail at section 3.6.

7.1.2 A TMS (Document reference 7.3, DCO Volume 7) has been prepared and issued as part of the DCO application documents. This sets out the overarching principles and methodology that would be used to manage work in the public highway.

7.2 Pedestrian and cyclists management

7.2.1 The Contractor would be cognisant of any pedestrians and cyclists whilst undertaking work adjacent to the public highway. This includes the construction of temporary and permanent accesses for the temporary construction compounds, haul road and AGP (Work Number 5) sites. Construction works would ensure that pedestrians and cyclists can travel past the works in a safe manner with suitable barriers provided to isolate the construction works. Particular attention would also be paid to the needs of people with mobility and visual impairments to ensure that their safety and free movement is retained.

7.2.2 Pedestrian and cycle routes adjacent to the public highway would be kept open wherever possible, with temporary diversions otherwise identified. Full closures would only be considered as a last resort and the Contractor would be responsible for identifying an alternative safe route during these closures.

7.2.3 Additional details are provided in the TMS (Document reference 7.3, DCO Volume 7).

7.3 Management of Public Rights of Way

7.3.1 In addition to the footways and cycleways adjacent to the public highway, the Project would also impact PRoW, including footpaths and bridleways. A Framework RoWMP (Appendix B has been prepared that outlines the locations where management measures would be required. The specific management measures will be confirmed in the detailed RoWMP to be prepared post- consent.

7.4 Bus routes

7.4.1 The Contractor would consult with the bus operators regarding any traffic management or works in the highway that may impact or disrupt local bus services.

7.4.2 The ES Appendix 18.1 Transport Assessment, Volume II (Document reference 6.2, DCO Volume 6) provides a review of anticipated impacts on local bus services, and identifies that works in the public highway would impact routes that run infrequently in most cases.

7.4.3 Notwithstanding, for construction works that impact existing bus routes, bus operators would be made aware in advance of works so that they are able to notify

customers and warn them of any potential delays or adjust service timings accordingly.

7.4.4 The Project could also impact several school and college bus services. Any potential impact on these services would likely be fully managed through an appropriate communication plan that would keep HCC and the bus service provider fully aware of the planned works so they can plan alternative routes appropriately. In some cases, it may also be appropriate for traffic management to be planned outside of school/college exam periods where practicable in the context of the wider construction programme, and this would be confirmed by the Contactor post-consent and discussed with the LHA post- consent.

7.4.5 It would also be ensured that any adjusted lane widths on bus routes affected by traffic management measures associated with the Project would be made sufficient to accommodate the width of a bus.

7.4.6 As set out in the TMS (Document reference 7.3, DCO Volume 7), it is currently only envisaged that the Project would affect access to a single bus stop on the B3335 Highbridge Road. It is proposed that this bus stop would be temporarily closed and relocated, with detail to follow post-consent.

References

[1] Planning Inspectorate, “Nationally Significant Infrastructure Projects: Terms commonly used in the process,” 2025. [Online]. Available: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-terms-commonly-used-in-the-process?utm_medium=email&utm_campaign=govuk-notifications-topic&utm_source=0f8aa6eb-cfc8-41a1-af95-a3404f6622b5&utm_content=daily#development-consent-ord.

[2] Hampshire County Council, *Transporting Abnormal Loads,* 2019.

Appendix A Framework Construction Worker Travel Plan

Hampshire Water Transfer and Water Recycling Project

Framework Construction Worker Travel Plan

VOLUME NUMBER: 7

PLANNING INSPECTORATE SCHEME NUMBER: WA010002

APPLICATION DOCUMENT REFERENCE: 7.2

APFP REGULATION: 5(2)(q)

May 2026

Version 0

from Southern Water

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1 Introduction

1.1 Background

1.1.1 This Framework Construction Worker Travel Plan (CWTP) has been prepared in support of the proposed Hampshire Water Transfer and Water Recycling Project ('the Project').

1.1.2 The Project is being progressed by Southern Water Services Limited ('the Applicant'). The Applicant is responsible for supplying water and providing wastewater[1] services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

1.2 Management Plans

1.2.1 This Framework CWTP, along with the Framework Rights of Way Management Plan (RoWMP), form appendices to the Framework Construction Traffic Management Plan (CTMP) (Document reference 7.2, DCO Volume 7). These three traffic and transport related management plans have been submitted as part of the DCO application. These management plans provide detail on traffic and transport measures to be implemented to effectively manage the construction phase of the Project.

1.2.2 The measures contained within these management plans are secured as part of the DCO. The detailed CTMP (and appended CWTP and RoWMP) will be secured through the DCO.

1.2.3 This Framework CWTP sets out measures to encourage construction workers to travel by sustainable modes of transport. As this Framework CWTP is inherently linked to construction worker travel, it has been prepared as an appendix to the Framework CTMP (Document reference 7.2, DCO Volume 7) which is submitted as part of the DCO application.

1.2.4 The Framework CTMP (Document reference 7.2, DCO Volume 7) sets out how construction traffic will be managed, including hours of traffic movements, traffic routing, safe vehicular access and other ways to minimise traffic impacts. The Framework CTMP (Document reference 7.2, DCO Volume 7) also sets out traffic management measures required to enable access for construction vehicles.

1.2.5 The Framework RoWMP, also appended to the Framework CTMP (Document reference 7.2, DCO Volume 7), summarises potential Public Rights of Way (PRoW) mitigation measures, such as temporary closures and diversions, that are required as part of the Project.

1.2.6 In addition to the management plans in set out in section 1.2, a Traffic Management Strategy (TMS) (Document reference 7.3, DCO Volume 7) has been submitted as part of the DCO application documents. It provides an overarching strategy as to what traffic management would be required and implemented as part of the Project, expected duration of the works, and any calendar and programme

[1] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

restrictions. It also sets out the notice periods for construction works and the responsive traffic management protocols.

1.3 Scope of the Framework Construction Worker Travel Plan

1.3.1 This document details the key aims, objectives and measures to encourage the uptake of sustainable modal choices among construction workers involved in the construction phase of the Project.

1.3.2 This Framework CWTP provides an overarching plan to encourage sustainable travel choices among construction workers. It sets out the framework for the detailed CWTP documents which will adhere to the framework of measures to be implemented, targets for sustainable travel modes and the management and delivery structure for the CWTP set out within this document.

1.3.3 This Framework CWTP will consider construction worker travel to and from all parts of the Project. The Project comprises the construction, operation and maintenance of the following components:

1. Water Recycling Plant (WRP) (Work Number 1) and associated pumping stations.
2. Pipelines between Budds Farm Wastewater Treatment Works (WTW) and the WRP site (Work Number 2) (Pipelines).
3. Pipelines between the WRP site and Bedhampton Springs (Work Number 3) (Pipelines), connecting into pipelines being delivered by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir.
4. Pipeline between the WRP site and Otterbourne Water Supply Works (WSW) (Work Number 4).
5. Above Ground Plant (AGP) (Work Number 5), comprising Intermediate Pumping Stations (IPS) and Break Pressure Tanks (BPT) located along the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

1.3.4 The Project would also comprise the use of the following infrastructure:

1. Havant Thicket Reservoir (which has been consented separately by Portsmouth Water and is currently under construction) for the storage of recycled water.
2. The existing Eastney Long Sea Outfall, Eastney Pumping Station, and associated Eastney Transfer Tunnel for the release of reject water from the WRP site.
3. Pipelines and other related works (which have been consented separately by Portsmouth Water) for the transfer of recycled water and source water between Bedhampton Springs and Havant Thicket Reservoir.

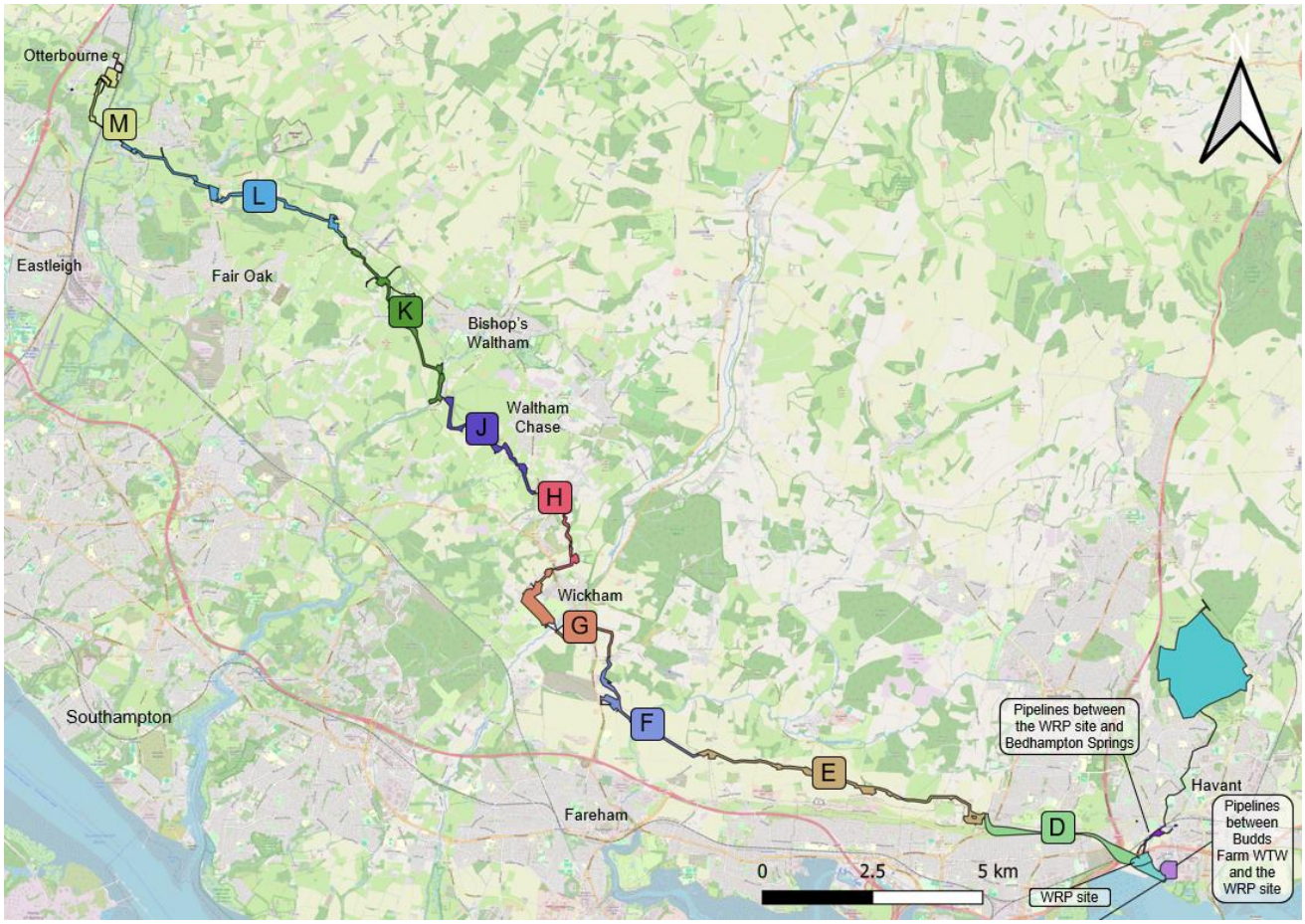
1.3.5 The construction and operation of the Project would be supported by other temporary and permanent works.

1.3.6 The Project would require the demolition, disassembly and/or temporary relocation of a number of small structures.

1.3.7 A detailed description of the Project can be found in ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6).

1.3.8 To aid with locational context, the Pipeline has been divided into sections, as set out at Graphic 1-1.

Graphic 1-1 Pipeline sections overview



1.3.9 Detailed CWTP documents will be subsequently developed post-consent. The detailed CWTP documents will be secured through the DCO requirements, brought forward in accordance with this Framework CWTP and approved by the relevant authority.

1.4 Structure of the Travel Plan

1.4.1 The remainder of the Framework CWTP is set out as follows:

1. Section 2 sets out the locational context of the sites that construction workers will travel to.
2. Section 3 will provide detail on the accessibility of these locations by walking, cycling and public transport.
3. Section 4 details the aims and objectives of this CWTP.
4. Section 5 considers the management and delivery structure of the CWTP.
5. Section 6 sets out the measures and initiatives intended to facilitate a mode shift to sustainable travel choices.
6. Section 7 provides the Action Plan to achieve the targets of the CWTP.

7. Section 8 outlines the modal choice targets of the CWTP as well as the overarching monitoring and review strategy.
8. Section 9 provides a summary and conclusion to the CWTP.

2 Site locations and context

2.1 Overview

2.1.1 The Pipeline spans approximately 35km and as such there will be multiple destinations for construction workers to commute to throughout its extent.

2.1.2 Construction workers will either travel to designated temporary construction compounds or designated sites depending on where they are working.

2.1.3 As detailed in section 2.2, access to some temporary construction compounds by private motor vehicle will be restricted for construction workers. This includes locations where access is via the temporary haul road or where there are existing constraints along the access route (e.g. narrow lanes or residential streets). Alternative arrangements, involving workers commuting to a designated site before travelling to the temporary construction compound by shuttle, will be utilised in these locations. These designated sites include:

1. WRP site
2. Otterbourne WSW
3. The construction workers hub (as detailed in section 2.5)

2.1.4 This section of the Framework CWTP will outline the various locations that construction workers will travel to.

2.2 Temporary construction compound locations

2.2.1 Temporary construction compounds would be located at intervals along the Project, and where trenchless or tunnelling construction methods are proposed as well as for construction of the AGP (Work Number 5) and WRP site (Work Number 1).

2.2.2 Opportunities to co-locate different types of temporary construction compounds have been sought to reduce the land take and travel required for temporary construction compounds.

2.2.3 Temporary construction compound locations are shown in the context of the Pipeline in the Works plans (Document reference 2.3, DCO Volume 2).

2.2.4 Table 2-1 outlines the various temporary construction compound locations and provides detail on where temporary construction compound access locations will be located and how construction workers will be permitted to access these temporary construction compounds given that restrictions will be placed on movements to/from some compounds with constrained access requirements (detailed in section 5.3 of the Framework CTMP (Document reference 7.2, DCO Volume 7)).

Table 2-1 Temporary construction compound locations and access arrangements

Compound reference	Indicative temporary construction access point	Travel restriction	Central location for workers to travel to instead
B1-1	Mill Lane	Partial – All modes permitted with some restrictions (detailed in section 5.5 of the Framework CTMP (Document reference 7.2, DCO Volume 7))	WRP site (all modes permitted with no restrictions)
B1-2	Meyrick Road	None - All modes permitted	N/A
B1-3	Meyrick Road	None - All modes permitted	N/A
D-1	Gillman Road	None - All modes permitted	N/A
E-1	New Down Lane	None - All modes permitted	N/A
E-2	New Down Lane	None - All modes permitted	N/A
E-3	Accessed via Haul Road	None - All modes permitted	N/A
E-4a	B2177 Southwick Road	None - All modes permitted	N/A
E-4b	B2177 Southwick Road	None - All modes permitted	N/A
E-5	Accessed via Haul Road	None - All modes permitted	N/A
E-6a	Boarhunt Road	None - All modes permitted	N/A
E-6b	Boarhunt Road	None - All modes permitted	N/A
F-1	Accessed via Haul Road	None - All modes permitted	N/A
F-2	Accessed via Haul Road	None - All modes permitted	N/A
F-3	Chalk Lane	None - All modes permitted	N/A
G-1	A32 Hoads Hill	None - All modes permitted	N/A
G-2	A32 Hoads Hill	None - All modes permitted	N/A
G-3	Accessed via Haul Road	None - All modes permitted via G-2	N/A
G-4	Accessed via Haul Road	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)
G-5	Accessed via Haul Road	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)

Compound reference	Indicative temporary construction access point	Travel restriction	Central location for workers to travel to instead
G-6	Accessed via Haul Road	None - All modes permitted	N/A
G-7	Titchfield Lane	None - All modes permitted	N/A
H-1	Accessed via Haul Road	None - All modes permitted	N/A
H-2	Blind Lane	None - All modes permitted	N/A
H-3	Accessed via Haul Road	None - All modes permitted	N/A
H-4	Shirell Heath High Street	None - All modes permitted	N/A
H-5	Accessed via Haul Road	None - All modes permitted	N/A
J-1	St Annes Lane	None - All modes permitted	N/A
J-2	Curdridge Lane	None - All modes permitted	N/A
J-3	B3035 Botley Road	None - All modes permitted	N/A
K-1	Accessed via Haul Road	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)
K-2	Accessed via Haul Road	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)
K-3	Winters Hill	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)
K-4	Accessed via Haul Road	Partial - All modes permitted with some restrictions*	Construction workers hub (all modes permitted with no restrictions)
K-5	Accessed via Haul Road	Full - Construction worker access by private motor vehicle not permitted	Construction workers hub (all modes permitted with no restrictions)
K-6/BPT-K	B2177 Winchester Road	None - All modes permitted	N/A
L-1	B2177 Portsmouth Road	None - All modes permitted	N/A

Compound reference	Indicative temporary construction access point	Travel restriction	Central location for workers to travel to instead
L-2	Accessed via Haul Road	None - All modes permitted	N/A
L-3	Accessed via Haul Road	None - All modes permitted	N/A
L-4	B3354 Winchester Road	None - All modes permitted	N/A
L-5	Accessed via Haul Road	None - All modes permitted	N/A
L-6	B3354 Winchester Road	None – All modes permitted	N/A
L-7	Accessed via Haul Road	Full - Construction worker access by private motor vehicle not permitted	Otterbourne WSW (all modes permitted with no restrictions)
L-8	Accessed via Haul Road	Full - Construction worker access by private motor vehicle not permitted	Otterbourne WSW (all modes permitted with no restrictions)
L-9	Accessed via Haul Road	Full - Construction worker access by private motor vehicle not permitted	Otterbourne WSW (all modes permitted with no restrictions)
L-10	B3335 Highbridge Road	None - All modes permitted	N/A
M-1	Accessed via Haul Road	None - All modes permitted	N/A
M-2	Accessed via Haul Road	None - All modes permitted	N/A
M-3	Waterworks Road	None – All modes permitted	N/A

*Approximately 50% of worker movements to this temporary construction compound will be permitted to travel by all modes, whilst the remaining 50% will travel by shuttle bus

2.2.5 Detail on the rationale behind these restrictions is provided in section 5.3 of the Framework CTMP (Document reference 7.2, DCO Volume 7).

2.3 Water Recycling Plant site

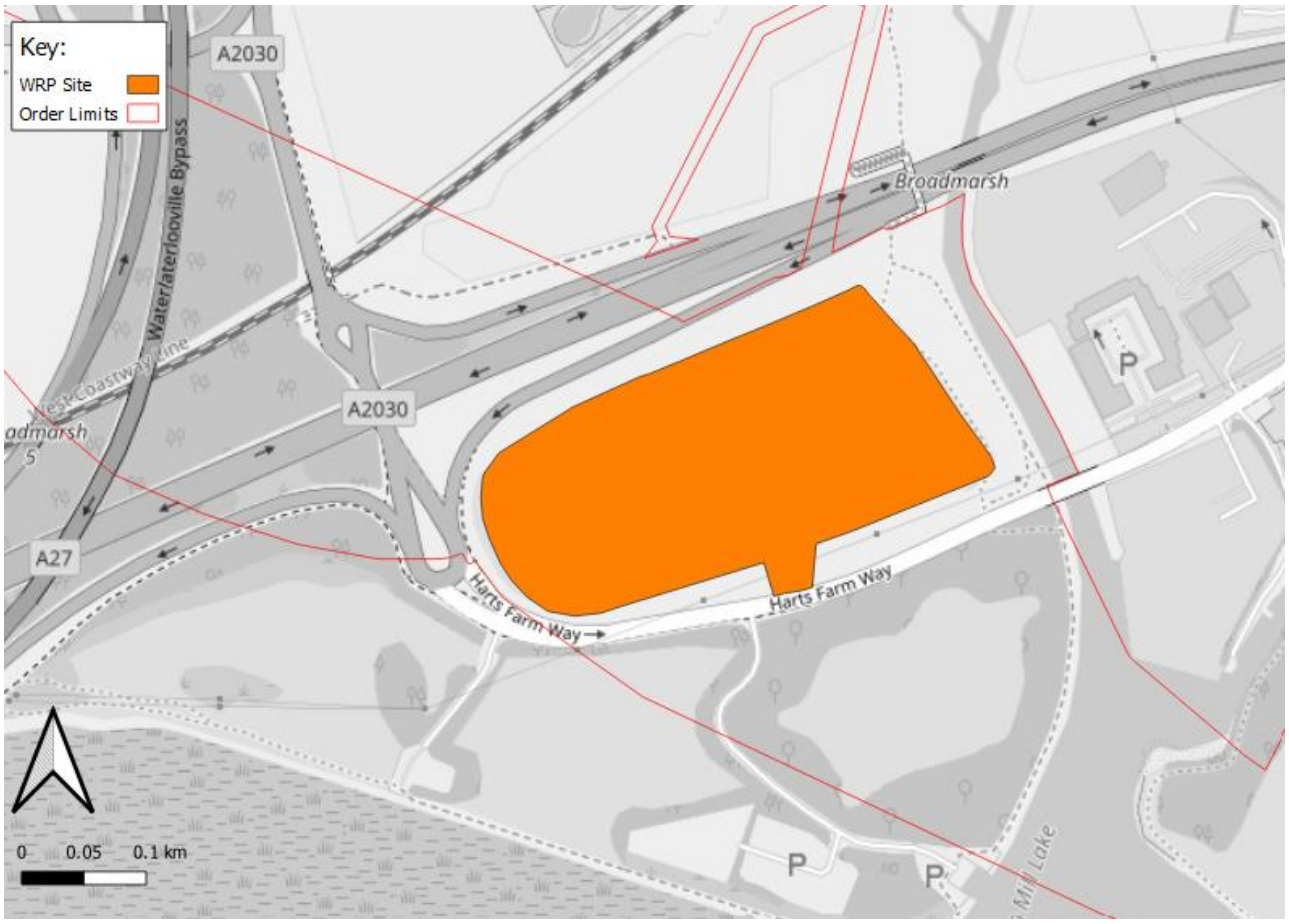
2.3.1 A temporary construction compound would be located at the WRP site (Work Number 1). This would enable the construction of the WRP site, associated pumping stations and tunnel shafts associated with the Pipelines between Budds Farm WTW and the WRP site (Work Number 2), the Pipelines between the WRP site and Bedhampton Springs (Work Number 3) and the Pipeline between the WRP site and Otterbourne WSW (Work Number 4).

2.3.2 It is also anticipated that the WRP site will serve as a hub for construction worker movements to and from temporary construction compound B1-1 where vehicle movements are restricted.

2.3.3 The WRP site is located to the south of Havant in Hampshire, immediately south-east of the A27/A3(M) Broadmarsh junction (junction 5). To the north it is bound by the A27 and to the south it is bound by Harts Farm Way whilst to the west it is bound by the A2030/Harts Farm Way/A27 junction. Bounding the site to the east is a footpath which connects to the Broadmarsh Coastal Park as well as the Hermitage Stream which connects to the Bedhampton Mill Lake.

2.3.4 The location of the WRP site is shown in a local context at Graphic 2-1.

Graphic 2-1 Water Recycling Plant site local context



2.3.5 The WRP site's temporary construction compound will include cycle parking and other storage areas as well as a welfare area with lockers and changing facilities.

2.3.6 Access to the site will be provided from Harts Farm Way.

2.4 Otterbourne Water Supply Works

2.4.1 A temporary construction compound (M-3) would be located at the site of the existing Otterbourne WSW. This would facilitate a trenchless crossing of the Otterbourne stream to the south of the WSW whilst also acting as a temporary construction compound for other construction activities.

2.4.2 It is also anticipated that the temporary construction compound at Otterbourne WSW will serve as a hub for construction worker movements to and from temporary construction compounds along the north-western extent of the Pipeline where vehicle movements are restricted. This includes temporary construction compounds L-7, L-8 and L-9. A shuttle bus service would be used to transport workers to and from the relevant construction compound in these circumstances.

2.4.3 The Otterbourne WSW is an existing site located to the north of Otterbourne, Hampshire. The Otterbourne WSW is accessed via Waterworks Road which bounds the site to the north. To the east, the site is bound by a private access road which also provides access to a call centre facility for the South Central Ambulance Service and a separate NHS facility. To the south the site is bound by a greenfield site, whilst to the west it is bound by Oakwood Copse and Oakwood Park Recreation Ground.

2.4.4 Otterbourne WSW has existing car parking capacity which, when coupled with additional temporary provision to be provided within construction compound M-3, will be able to adequately accommodate parking demand associated with the site's existing use, construction activities at this location and demand associated with temporary construction compounds L-7, L-8 and L-9.

2.4.5 The location of the Otterbourne WSW is shown at Graphic 2-2.

Graphic 2-2 Otterbourne Water Supply Works local context



2.5 Construction workers hub

2.5.1 A construction workers hub will be temporarily required during the construction phase to act as a main project hub. It would provide an office building accommodating approximately 60 employees during construction working hours, with welfare, parking and security facilities. The construction workers hub would also provide a central point for construction workers to assemble prior to transportation to the construction compounds. The construction workers hub would not be used to store materials, plant or other equipment.

2.5.2 Allowance would be made for additional construction workers to travel to the construction workers hub by car, park and be transported to other temporary construction compounds by minibus. This would contribute towards reducing the transport effects associated with the Project.

2.5.3 Full detail relating to the construction workers hub is provided in section 3.5 of the Framework CTMP (Document reference 7.2, DCO Volume 7).

2.6 Working patterns

2.6.1 The standard working hours for construction of the Project would be as follows:

1. **Monday to Friday (excluding bank holidays)**: 07:00 to 19:00 in summer (April-September) and 07:00 to 17:30 in winter (October-March).
2. **Saturday**: 07:00 to 17:00.

2.6.2 Works outside these standard working hours or overnight (including Sundays and bank holidays) may be required for construction of some aspects of the Project including, but not restricted to, trenchless crossings and tunnelling, construction works within or near highways and railways, tidal working and abnormal load deliveries. This may be as a result of ground conditions that require continuous working or for works within highways to minimise traffic disruption.

3 Site audit and accessibility

3.1 Overview

3.1.1 This section of the Framework CWTP examines the baseline conditions for various transport modes. It provides high-level detail on the general conditions in the vicinity of the Pipeline, whilst also outlining the existing conditions in the vicinity of the WRP site and Otterbourne WSW. This is because it is anticipated that some construction workers will either be working at these locations or will be travelling to these two locations before travelling onwards to the various temporary construction compounds by shuttle.

3.2 Walking

Pipeline

3.2.1 Walking routes within the vicinity of the Pipeline vary across the different areas that the Pipeline passes through. Generally, these routes comprise of country lanes which do not have formal pedestrian provision, countryside PRoWs and permissive paths, and routes that contain dedicated pedestrian footway.

3.2.2 There are no footways along a number of the rural roads located within the study area. These roads typically do not accommodate many pedestrian movements, and those who do use them are expected to share the road with other users (vehicles, cyclists etc.). Many of these routes can be described as quiet country lanes which are subject to low volumes of traffic and are considered appropriate for pedestrian trips.

3.2.3 Areas such as Southwick and Widley in the vicinity of Section E: Portsdown Hill to Boarhunt of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) are characterised by these types of quiet country lanes, which are also present in the vicinity of some of the more rural sections of the Pipeline between the WRP site and Otterbourne WSW such as Section F: Boarhunt to Crockerhill, Section J: Shedfield to the River Hamble and Section K: The River Hamble to Lower Upham.

3.2.4 Many of these links can be used in conjunction with PRoW, which permeate the entirety of the area in the vicinity of the Pipeline. These PRoWs primarily serve a recreational purpose, providing countryside walking routes for walkers, ramblers and dog-walkers. Some of these links also serve a strategic function, linking villages and settlements within Hampshire.

3.2.5 These PRoW are generally in good condition, although they can become saturated by rain and mud during the wetter months. On the whole, they are considered appropriate to accommodate walking trips.

3.2.6 There are a number of roads within the vicinity of the Pipeline that are equipped with dedicated pedestrian facilities including footways and pedestrian crossing facilities. Generally, these sorts of facilities are confined to residential settlement areas, such as Shedfield, Wickham, Waltham Chase, Bishops Waltham and Otterbourne. As a built-up urban area, the majority of roads within Havant contain footway and pedestrian facilities.

3.2.7 Literature including Walkable Neighbourhoods [1] report claims that a distance of 800m (10 minutes) is generally considered a standard walkable distance, whilst a distance of 1.6km (20 minutes) is considered to be an upper limit for the majority of people who are willing to walk to meet their daily needs. This means that there is a limited number of temporary construction compounds used to facilitate the construction of the Pipeline that are within an appropriate walking distance for employees.

3.2.8 However, there are opportunities for construction workers to walk as part of a wider, multi-modal journey. Railway stations such as Shawford and Bedhampton are located within a 20-minute walk of temporary construction compounds, whilst there are also numerous bus stops located within the vicinity of temporary construction compounds, as detailed in sections 3.4 and 3.5.

3.2.9 There is also the potential for construction worker accommodation to be located at existing facilities within a 20-minute walk from some temporary construction compounds. This is most likely to be the case with temporary construction compounds B1-1, B1-2 and B1-3 as well as the WRP site, located in Havant.

Water Recycling Plant site

3.2.10 Pedestrian footway is provided along the southern side of Harts Farm Way immediately south of the WRP site (Work Number 1). This footway provides an east/west link to Brockhampton to the east.

3.2.11 A coastal PRoW provides a direct pedestrian link to the north of the WRP site, which includes step-free access across the A27 using a pedestrian footbridge. This link then connects northwards to Havant via Mill Lane.

3.2.12 To the north of the WRP site within Havant, most roads contain pedestrian footway and appropriate crossing facilities such as signalised pedestrian crossings, dropped kerbs, tactile paving and pedestrian refuge islands.

Otterbourne Water Supply Works

3.2.13 Pedestrian footway is provided along Sparrowgrove and Waterworks Road in the vicinity of the Otterbourne WSW. Beyond this, pedestrian footway is also provided along Otterbourne Road, providing a north/south connection through Otterbourne. This footway extends across the M3 at Junction 12 and into Eastleigh to the south-west of Otterbourne.

3.2.14 To the south of the Otterbourne WSW, a PRoW (Otterbourne 6/1) bisects a field and provides a link between Otterbourne Main Road and Kiln Lane, though footway is not present on Kiln Lane to facilitate pedestrian movements beyond the PRoW.

3.2.15 To the north of the Otterbourne WSW, footway also provides a connection towards Shawford railway station.

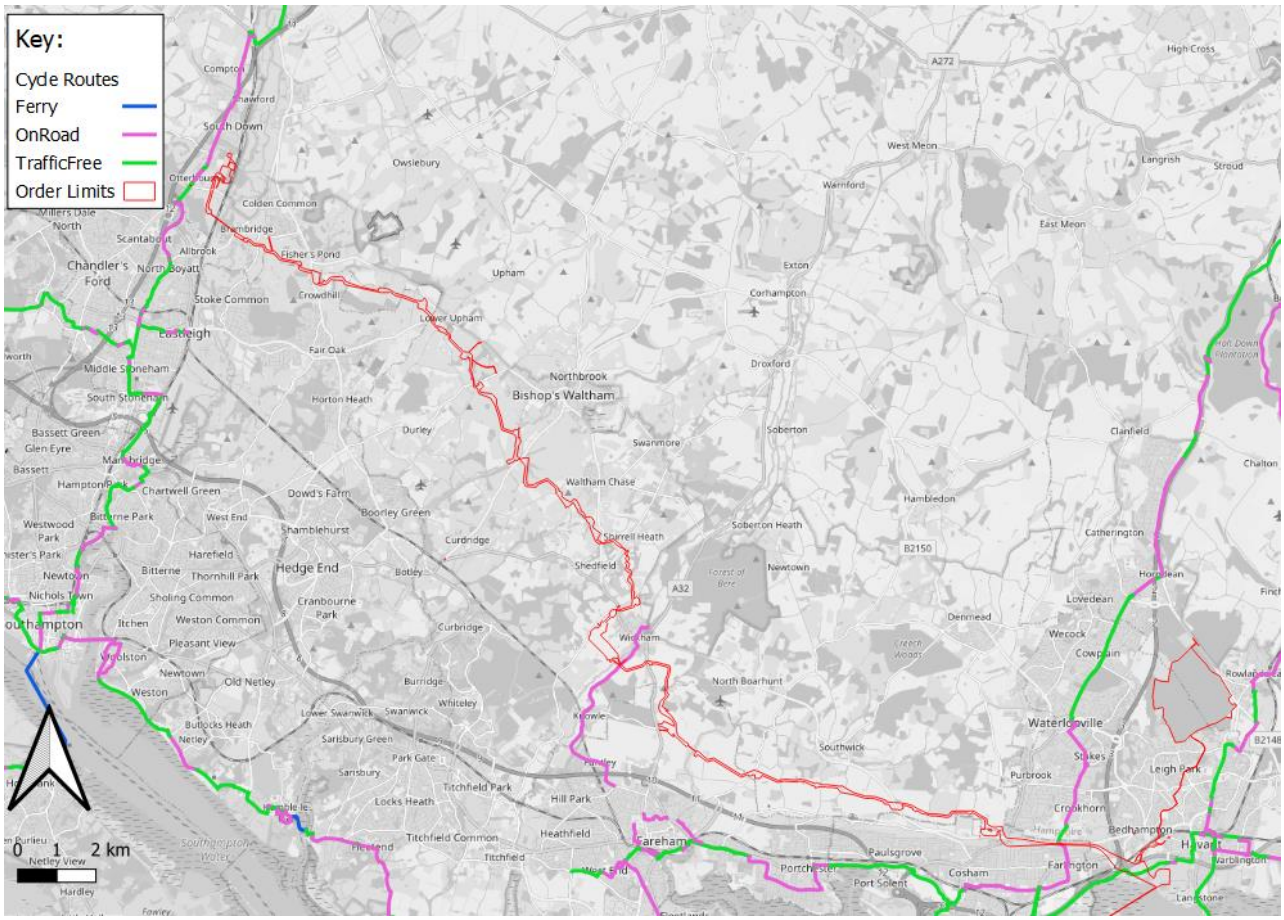
3.3 Cycling

Pipeline

3.3.1 Graphic 3-1 shows the on-road and traffic-free National Cycle Network (NCN) links in the vicinity of the Pipeline. There are NCN links present in close proximity to the Pipeline in the vicinity of Otterbourne, Wickham, Southwick and Havant.

3.3.2 NCN links are a series of routes established by the cycling charity Sustrans that are considered to be safe, accessible cycling routes for users of all abilities.

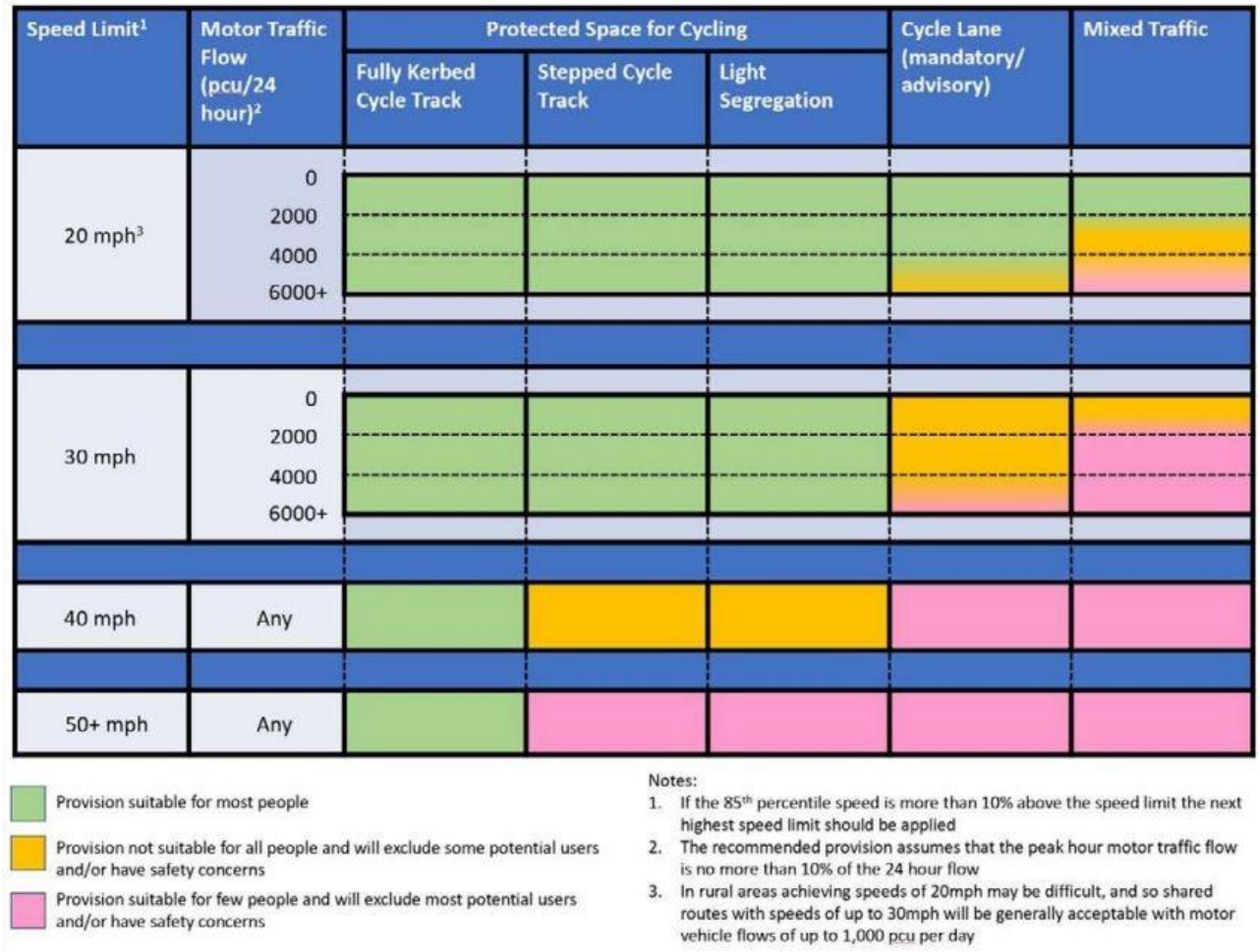
Graphic 3-1 National Cycle Network links in the vicinity of the Pipeline



3.3.3 In addition to these NCN links, the study area contains a limited number of other cycle facilities. Notably, this includes advisory on-road cycleways located on the B2177 Southwick Road, A3 London Road, Middle Park Way and the B3354 Main Road.

3.3.4 Beyond this, local roads within the vicinity of the Pipeline vary in their suitability for cycling. Graphic 3-2 shows the thresholds set out for appropriate protection from motor traffic on highways for cyclists as set out in LTN 1/20 [2].

Graphic 3-2 Appropriate protection from motor traffic on highways (LTN 1/20)



3.3.5 This Guidance advises that cyclists of all abilities would likely be comfortable mixing with traffic on roads with low speed limits and low traffic volumes. This criterion fits some roads within the study area.

3.3.6 However, some of the busier roads within the study area, such as the A32, B2177 Winchester Road, A3354, B3035, B3354, B3335 do not match these criteria and lack dedicated continuous cycling facilities. As such, only more experienced cyclists would likely be confident mixing with traffic on these links.

Water Recycling Plant site

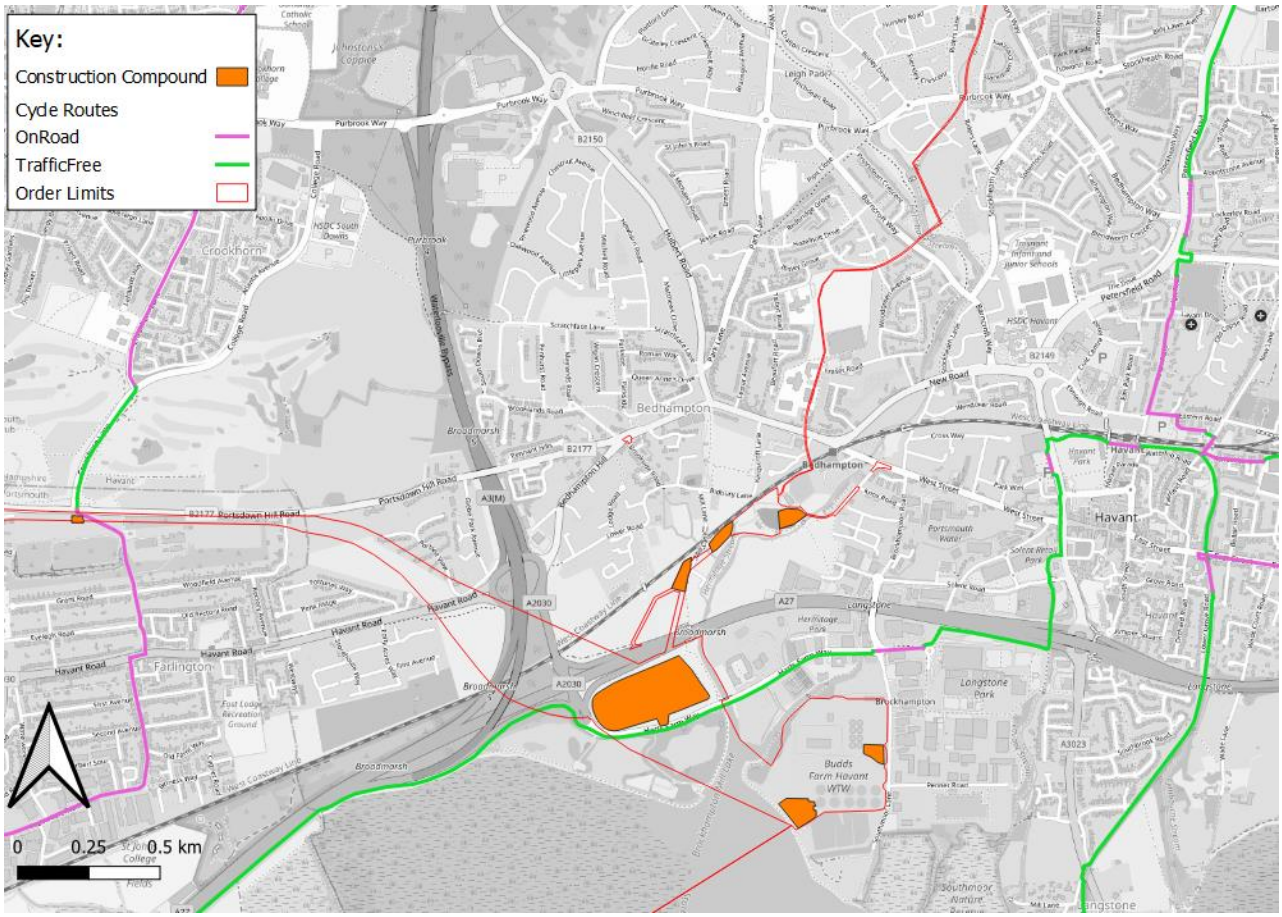
3.3.7 Harts Farm Way, located immediately south of the WRP site (Work Number 1), is part of the NCN network (Route 22). Harts Farm Way contains a shared footway/cycleway to the south of the carriageway as pictured at Graphic 3-3.

Graphic 3-3 Shared footway/cycleway on Harts Farm Way



3.3.8 Locally, NCN Route 22 comprises of a mixture on on-road and traffic-free components, providing a link between Portsmouth to the west, Havant town centre immediately north-east and Petersfield further north. This link is shown in the context of the WRP site at Graphic 3-4.

Graphic 3-4 National Cycle Network Route 22 local context



3.3.9 Beyond Route 22 of the NCN and the cyclist facilities provided on Harts Farm Way, local residential streets north of the WRP site have low speed limits, are generally assumed to be subject to low traffic volumes and are therefore considered suitable for cyclists of all abilities to mix with traffic in line with LTN 1/20 [2] guidance.

3.3.10 However, beyond this, roads such as the B2177, the B2150 and parts of the B2149 do not have any dedicated cycle facilities. Though these roads also have low speed limits, they are subject to higher traffic volumes than the residential roads to the south and therefore may not be suitable for cyclists of all abilities to mix with traffic.

Otterbourne Water Supply Works

3.3.11 There is dedicated on-road and traffic-free provision on the NCN Route 23 immediately west of the Otterbourne WSW. This link provides a north/south connection between Winchester and Eastleigh.

3.3.12 NCN Route 23 is shown in the context of the Otterbourne WSW at Graphic 3-5.

Graphic 3-5 National Cycle Network Route 23 local context



3.3.13 Beyond this, some local roads within Otterbourne and surrounding areas are considered appropriate for cyclists of all abilities to mix with traffic in line with LTN 1/20 [2] guidance given that they accommodate low volumes of vehicles at low speeds.

3.3.14 However, a number of roads in the vicinity of the Otterbourne WSW, such as Kiln Lane, the B3335 Highbridge Road and Allbrook Way, are not suitable for many cyclists given that they accommodate high volumes of traffic travelling at high speeds.

3.4 Bus

Pipeline

3.4.1 As shown at Graphic 3-6, a range of bus routes serve the various settlements near the Pipeline. These bus services vary in frequency and are run by Stagecoach, First and other independent operators.

3.4.2 Key bus routes that pass in proximity to the Project include the 1, E1/E2, 69 and 49, with a number of other services passing through Havant to the north of the WRP site (Work Number 1). These services utilise a series of key routes within the study area, including the B3335 Highbridge Road, B3354 Winchester Road, B2177 Portsmouth Road, B3035 Botley Road, A334 Winchester Road and the A3 Hoad's Hill.

Graphic 3-6 Hampshire Council bus routes (extract from Hampshire County Council Travel Guide 2023)



3.4.3 Table 3-1 provides a summary of the services that operate either within the area covered by the Pipeline itself or within its immediate vicinity.

Table 3-1 Summary of bus services

Service	Operator	Route	Weekday frequency	Weekday evening frequency	Sunday frequency
1	Bluestar	Southampton – Chandlers Ford – Otterbourne – Compton - Winchester	20 mins	Hourly	30 mins
61	Stagecoach in Hampshire	Eastleigh – Twyford and Colden Common – Stanmore - Winchester	Hourly	-	-
69	Stagecoach in Hampshire	Winchester – Colden Common – Fair Oak – Bishops Waltham – Swanmore – Wickham - Fareham	Hourly	Fri/Sat – 2 journeys	Irregular
ZOO	Bluestar	Eastleigh – Fair Oak – Marwell Zoo (operates April to September only)	Hourly	-	Hourly

Service	Operator	Route	Weekday frequency	Weekday evening frequency	Sunday frequency
49	Stagecoach in Hampshire	Bishops Waltham – Swanmore – Botley – Hedge End	Irregular	-	-
96	HCC	Swanmore, Shirrell Heath, Shedfield and Wickham to Broadcut and Fareham	Monday – Friday, one to two return journeys	-	-
20	Stagecoach in Portsmouth	Havant – Leigh Park – Crookhorn – QA Hospital – Portsmouth City Centre - Gunwharf	30 mins	-	-
MV1	Meon Valley Community Bus	West Meon – Soberton - Fareham	Mondays and the second and fifth Friday of the month	-	-
700	Stagecoach in Portsmouth	The Hard – Commercial Road – North End – Hillsea – A27 – Havant – Emsworth – Southbourne - Chichester	30 mins	Hourly	30 mins
23	Stagecoach in Portsmouth	Leigh Park – Havant – Cosham – North End – Commercial Road – Gunwharf - Southsea	10 mins	30 mins	15 mins
20	First Solent	Fareham – Funtley – Knowle – Wickham	Irregular	-	-
27	First Solent	Rowlands Castle – Leigh Park – Havant - Emsworth	Irregular	-	-
37/37X	Stagecoach in Portsmouth	Havant – Leigh Park – Crookhorn – Stakes Hill – Waterlooville – Cowplain – Horndean - Petersfield	Hourly	-	-
39	Stagecoach in Portsmouth	Wecock Farm – Waterlooville – Crookhorn – Leigh Park - Havant	Hourly	-	-
18	Stagecoach in Hants and Surrey	Aldershot - Whitehill	Hourly	Irregular	2-hourly
SD4	First Portsmouth, Fareham and Gosport	St Goerge's in the Square – Fareham/Havant	AM outward service, PM return	N/A	N/A

Service	Operator	Route	Weekday frequency	Weekday evening frequency	Sunday frequency
SD5	First Portsmouth, Fareham and Gosport	Gosport - Havant	AM outward service, PM return	N/A	N/A
606	Bluestar	Corhampton - Barton Peveril College	AM outward service, PM return	N/A	N/A
607	Bluestar	Knowle – Barton Peveril College	AM outward service, PM return	N/A	N/A
623	Bluestar	Twyford - Barton Peveril College	AM outward service, PM return	N/A	N/A
649	Stagecoach South	Swanmore - Curdridge	Irregular	N/A	N/A
30	Stagecoach South	Havant - Purbrook	30 mins	30 mins	Hourly
31	Stagecoach South	Purbrook - Havant	30 mins	40 mins	Hourly
PC1	First Portsmouth, Fareham and Gosport	Highlands – City of Portsmouth College	Two services per day	N/A	N/A
38	Hampshire Community Transport	Cosham - Wickham	Four services per day	N/A	N/A
19	Stagecoach South	City Centre – Leigh Park	Hourly	Hourly	N/A

3.4.4 As with the services and frequencies themselves, the bus stop waiting facilities associated with each of these services varies across the extent of the Pipeline. Facilities vary from basic flagpole stops to stops that are equipped with benches, raised platforms, timetable information and dedicated lay-bys.

Water Recycling Plant site

3.4.5 There are no bus stops located in the immediate vicinity of the WRP site (Work Number 1). The closest stops are the Brookside Road stops located approximately 1.3km north of the site within Bedhampton. These stops are accessible on foot from the WRP site, with pedestrians able to reach them via a series of PRoW to the north.

3.4.6 The Brookside Road stops are served by the 21 and 23 services which run at frequencies of between 10 and 30 mins throughout the week.

3.4.7 The Brookside Road stops comprise of bus cages, waiting shelters complete with seating, flagpoles, timetable information, raised platforms and waste facilities.

Otterbourne Water Supply Works

3.4.8 Otterbourne Road/Main Road/Otterbourne Hill to the west of the Otterbourne WSW is a key route for buses that run between the settlements to the south of Winchester.

3.4.9 Bus stops are located at multiple, regular points along Otterbourne Road, Main Road and Otterbourne Hill, and are served by the 1 and E2 services. The 1 service runs at a 20-minute frequency on weekdays which drops to half-hourly on Sundays and hourly on weekday evenings. The E2 service runs at an hourly frequency and does not run on weekends.

3.4.10 Bus stop provision along Otterbourne Road/Hill/Main Road varies, from minimal provision comprising of a flagpole to stops with dedicated bus lay-bys and stops that have shelter facilities.

3.5 Rail

Pipeline

3.5.1 The South Western Mainline bisects the north-western portion of Section M: Brambridge to Otterbourne WSW of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4), running in a north/south alignment immediately east of Otterbourne.

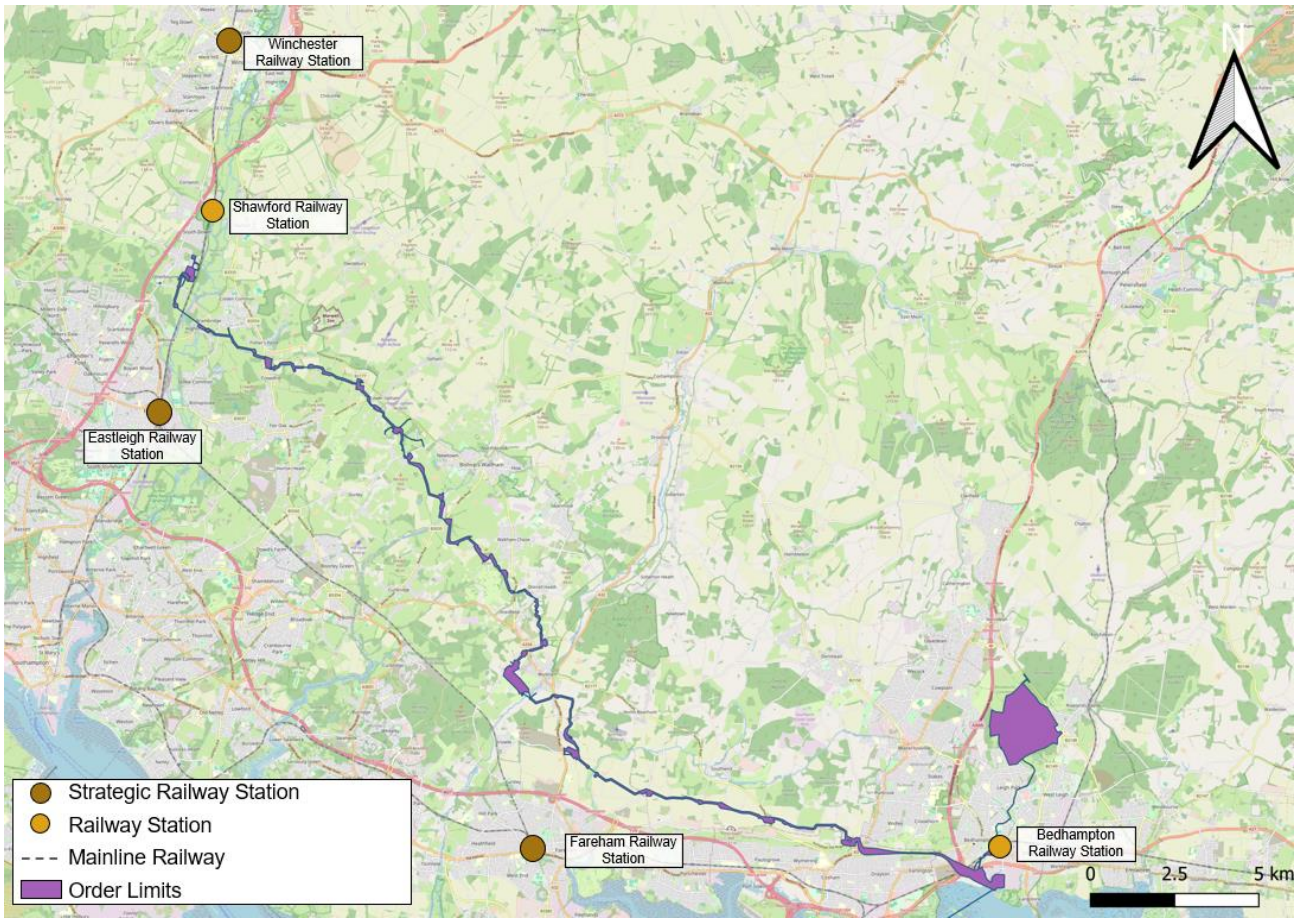
3.5.2 The South Western Mainline then connects to Eastleigh to the west of the Pipeline, before it heads in a north-west/south-east alignment to Fareham. Throughout its extent, the South Western Mainline is between 1.0km and 6.0km west/south of the Pipeline until the Pipeline passes under the Mainline in the vicinity of Havant.

3.5.3 The closest railway stations to the Pipeline are the Shawford station, which is located in close proximity to the Otterbourne WSW, and Bedhampton station, which is located to the north of the WRP site. Full detail on these two stations is provided at respective WRP site and Otterbourne WSW rail audit sections.

3.5.4 In addition to these stations, Eastleigh, Hedge End and Botley railway stations are all located within 3.0-5.0km of the Pipeline. These stations are all served by the same South Western service which provides an hourly connection between Portsmouth Harbour and London Waterloo.

3.5.5 These stations are shown in the context of the Pipeline at Graphic 3-7.

Graphic 3-7 Railway station locations in the vicinity of the Pipeline



Water Recycling Plant site

3.5.6 Bedhampton railway station is located approximately 1km north-east of the WRP site (Work Number 1). The station can be accessed from the WRP site via the PRoW network, Meyrick Road and West Street.

3.5.7 Bedhampton railway station is served by South Western Railway and Southern services. The former provides services between London Waterloo and Portsmouth Harbour, whilst the latter operates between Portsmouth & Southsea and Littlehampton. Both operators provide hourly services in each direction from Bedhampton.

3.5.8 A summary of the services to and from Bedhampton station is provided at Table 3-2.

Table 3-2 Summary of relevant services to Bedhampton station

Service	Operator	Frequency (Mon-Sat) (per hour)	Frequency (Sun) (per hour)	First service	Last service
Fareham - Portsmouth	South Western Railway	Hourly	2	04:43	21:30
Portsmouth Harbour - London Waterloo	South Western Railway	Hourly	Hourly	04:43	01:08

Service	Operator	Frequency (Mon-Sat) (per hour)	Frequency (Sun) (per hour)	First service	Last service
Portsmouth to Littlehampton and London	Southern	Irregular	Irregular	05:45	23:32

3.5.9 The Bedhampton railway station is shown in the context of the WRP site at Graphic 3-8.

Graphic 3-8 Bedhampton railway station in the context of the Water Recycling Plant site



Otterbourne Water Supply Works

3.5.10 Shawford railway station is located approximately 2.6km north of the Otterbourne WSW. This station can be accessed from the Otterbourne WSW via Waterworks Road, Otterbourne Road and Shawford Road, with pedestrian footway providing a direct link between the Otterbourne WSW and Shawford station.

3.5.11 Shawford railway station is served by a South Western Railway service which provides an hourly connection between Southampton Central and Winchester. Additionally, in the evenings the station offers services that extend to Bournemouth, Basingstoke, Portsmouth Harbour and London Waterloo.

3.5.12 A summary of the services to and from Shawford station is provided at Table 3-3.

Table 3-3 Summary of the rail services at Shawford station

Service	Operator	Frequency (Mon-Sat) (per hour)	Frequency (Sun) (per hour)	First service	Last service
Southampton - Basingstoke and London Waterloo	South Western Railway	Hourly	Hourly	05:13	23:18
Portsmouth - Basingstoke and London Waterloo	South Western Railway	Hourly	Hourly	05:51	23:18

3.5.13 Shawford railway station is shown in the context of the Otterbourne WSW at Graphic 3-9.

Graphic 3-9 Shawford railway station in the context of the Otterbourne Water Supply Works



4 Aims and objectives

4.1 Aims and objectives

4.1.1 The aim of the CWTP is to achieve the following outcomes:

1. To minimise single occupancy private motor vehicle travel to and from the site for construction workers.
2. To identify which measures are needed to maximise the use of non-motor vehicle travel among construction workers.
3. Catalyse positive travel behaviours of construction workers by enabling access by sustainable modes of travel where practicable.
4. Identify ways of reducing the need for construction workers to travel to and from the various components of the Project.

4.1.2 Based on this, the following initial objectives have been set from the commencement of construction activities associated with the Project:

1. Manage construction worker car travel and the impact on the local transport network.
2. Encourage journeys by foot among construction workers for locations that can be suitably accessed by this mode, including the WRP site, Budds Farm WTW and Otterbourne WSW.
3. Encourage cycling journeys among construction workers for locations that can be suitably accessed by this mode, including the WRP site, Budds Farm WTW and Otterbourne WSW.
4. Encourage public transport journeys among construction workers for locations that can be suitably accessed by this mode, including the WRP site, Budds Farm WTW and Otterbourne WSW.
5. Encourage motor vehicle sharing among construction workers, especially for travel to locations that are less well-served by other sustainable modes, including temporary construction compounds at rural locations along the Pipeline.

4.1.3 These objectives will help define and shape the package of measures to be introduced, collectively helping to achieve the aims of this Framework CWTP.

4.1.4 As construction workers will travel to various temporary construction compounds across the entirety of the Project, it is accepted that opportunities to align travel behaviours with these objectives will vary depending on the accessibility of the individual temporary construction compounds by sustainable modes. These objectives seek to encourage sustainable transport mode share where practicable, whilst acknowledging that this is more likely to be possible in areas with stronger connectivity by sustainable modes such as the WRP site as opposed to rural temporary construction compounds.

4.1.5 It should be noted that a Travel Plan is an active 'living' document that needs to be regularly updated and amended in response to changes and demand. As such, these objectives should be reviewed and a phased set of targets established as travel patterns of construction workers are evidenced.

5 Management and delivery structure

5.1 Management

5.1.1 The successful impact of the Framework CWTP and by association the detailed CWTPs will be dependent upon buy-in from construction workers, and the processes put in place to support, implement and develop the measures outlined.

5.1.2 In order to achieve buy-in and implement these processes, the Contractor will appoint a Travel Plan Coordinator (TPC) who will be responsible for acting on the Applicant's behalf to implement the CWTP.

5.1.3 The nominated TPC will play a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the CWTP. The TPC will be responsible for overseeing a number of the CWTP's measures, as detailed in section 6.2.

5.1.4 The TPC will also be a point of contact for Hampshire County Council (HCC), Portsmouth City Council (PCC), National Highways (NH) and for any construction workers who have queries about their travel.

5.1.5 The contact details for the appointed TPC will be confirmed in the detailed CWTP post-consent.

5.2 Travel Plan Communication Strategy

5.2.1 Marketing and communication can be used to influence the travel choices of construction workers travelling to the Project construction sites. By communicating the existence of the CWTP and the various travel options available to construction workers, they will gain a better understanding of their travel options and be made aware of the benefits. The document's purpose, objectives and the role of individuals in achieving these objectives will be clearly described.

5.2.2 All construction workers will be made aware of various travel options and measures to promote sustainable travel within the CWTP. As set out in detail in section 6.2, the dissemination of this information will be done in the following ways:

1. Personalised Travel Planning (PTP).
2. Provision of a Travel Information Pack (TIP) alongside contractual information for all employees.
3. Travel information/updates will be disseminated to construction workers via the internal communications process, including a digital newsletter.
4. Publication of the detailed CWTP(s) on the Project website.
5. Posters containing information about financial, health and environmental benefits of sustainable modes of transport will be displayed on noticeboards in communal areas.

5.2.3 As noted in section 5.1, the TPC will be a point of contact for construction workers for all communications relating to the CWTP.

6 Measures and initiatives

6.1 Introduction

6.1.1 Hampshire County Council's Travel Plan guidance [3] states that Travel Plans should contain a package of measures that make travelling sustainably an attractive, affordable and convenient choice for all site users.

6.1.2 Promotion and marketing should then ensure that the Travel Plan is properly and effectively communicated to all respective stakeholders.

6.1.3 This section of the Framework CWTP sets out a selection of measures that are proposed in order for the CWTP to meet the aims and objectives set out in section 4. The detailed CWTP documents will adhere to this framework, with confirmed measures outlined in this section to be implemented as part of the respective CWTP Action Plans.

6.2 Measures and initiatives

6.2.1 The measures included in a Travel Plan should be tailored to the needs and aspirations of the Contractors, once appointed, and their workers. Owing to the nature of the Project, the measures are bespoke to construction workers.

6.2.2 For the purposes of this framework, these measures have been categorised as 'confirmed' and 'additional' measures. The 'confirmed' measures would be adopted. The 'additional' measures are possible measures that could be adopted to help meet the targets of the CWTP if the initial set of measures do not achieve the desired shift change in travel behaviour, following the findings of the travel surveys, as detailed in section 8.2.

6.2.3 As part of the ongoing review and monitoring process associated with the detailed CWTP documents, the implementation of 'additional' measures may be considered if the CWTP is not meeting targets.

6.2.4 As set out in section 5.1, the TPC will be responsible for overseeing the CWTP on the behalf of the Applicant. The TPC will therefore be responsible for the implementation of a number of the 'confirmed' measures, with responsibilities relating to each specific measure detailed in section 7.1. Responsibilities pertaining to the 'additional' measures are also detailed in section 7.1.

Marketing the Travel Plan

Confirmed

6.2.5 The TPC will prepare a comprehensive 'travel information pack' for each construction worker, which will detail the various travel options available to them and highlight the CWTPs measures. A travel information pack will be issued to construction workers when appointed to the job or at the point in which contractors are assigned to a new area of the pipeline.

6.2.6 The travel information pack will include specific travel information for each temporary construction compound, including measures that are relevant to each compound. At the time of writing the travel information pack, the TPC is likely to

have an understanding of where the majority of the workforce will be residing during the Project, and thus information and relevant measures for each temporary construction compound can be tailored appropriately. The travel information pack will be provided in digital format as well as by physical copy.

6.2.7 The TPC will set up a CWTP digital newsletter which will make construction workers aware of the CWTP Steering Group and other ways that they can get involved in the implementation of the CWTP. The digital newsletter will also contain a link to the digital travel information pack so that workers can revert back to this throughout the duration of the Project.

6.2.8 The detailed CWTP(s) will be made available on the Project website so that it is a publicly available document.

6.2.9 A noticeboard would be erected within communal areas of the WRP site and the proposed construction workers hub site to provide information on the CWTP(s) and promote sustainable travel modes.

Managing car-based travel

Confirmed

6.2.10 The Contractor will be responsible for ensuring that construction workers do not park inappropriately on surrounding roads in the vicinity of the sites. Construction workers will register their vehicle's number plate with the Contractor. The Contractor will then ensure that a representative conducts an audit of the area surrounding the construction compound at least once every month. If Contractors are found to be parking outside of the temporary construction compounds, or if complaints are received from members of the public, these surveys will be completed daily until the matter is resolved. As part of the detailed CWTP(s), the appointed Contractor will confirm the disciplinary actions they will take for workers found to be parking outside of the temporary construction compounds.

6.2.11 Parking at the construction compounds, including the WRP site construction compound and the Otterbourne WSW construction compound will be controlled through the provision of parking permits for construction worker vehicles. This will limit the number of construction workers travelling to and from the sites through the provision of a maximum of one permit for every 1.2 construction workers as an average across the construction work force. This average across the workforce will enable the Contractor to provide more car parking at remote sites and less parking in more accessible areas (such as the WRP site).

6.2.12 This is with the exception of the construction workers hub, which will have a sufficient allowance for employee/construction worker vehicle parking as set out in section 2.5. The construction workers hub would use an existing suitably consented site for activities to be undertaken. As such, it is not anticipated that any inappropriate overflow parking would take place at this location and therefore construction worker vehicle permits would not be required at the construction workers hub. Full assessment of the anticipated impact of the construction workers hub is provided in section 10.6 of ES Appendix 18.1 Transport Assessment (Document reference 6.2, DCO Volume 6).

Promotion of walking

Confirmed

6.2.13 Raise awareness of the health benefits of walking by disseminating travel information packs.

6.2.14 Controlled crossing on Harts Farm Way and shared footway/cycleway access into the WRP site, as set out in the Framework CTMP (Document reference 7.2, DCO Volume 7). This would enable construction workers at the WRP site to arrive by foot.

Additional

6.2.15 A lunchtime walking and rambling group could be established at the WRP site, with the aim of promoting health and allowing walkers to socialise.

Promotion of cycling

Confirmed

6.2.16 Secured and sheltered cycle parking will be provided within the WRP site, Otterbourne WSW and proposed construction worker hub site. A bicycle repair kit will also be kept at each of these three sites for construction worker use. Locker and changing facilities will also be provided for workers that cycle.

6.2.17 Information on cycle routes within the vicinity of the Project will be provided on any information boards and the site website. These maps will be prepared and regularly reviewed by the TPC.

6.2.18 To raise awareness of the health benefits of cycling, the TPC will disseminate travel information packs.

6.2.19 The appointed Contractor will be encouraged to sign up to the 'Cycle to Work' scheme, which allows employees to receive tax incentives and pay off new bicycles over longer periods of time. The TPC will disseminate information regarding this scheme to leadership figures at Contractors/sub-Contractors.

6.2.20 Controlled crossing on Harts Farm Way and shared footway/cycleway access into the WRP site, as set out in the Framework CTMP (Document reference 7.2, DCO Volume 7). This would enable construction workers at the WRP site to arrive by cycle.

Additional

6.2.21 The TPC would explore the possibility of obtaining vouchers that can be used at local cycle retailers.

6.2.22 Cycle repair workshops could be organised for workers who travel by bike. Such workshops could be organised periodically to allow the cycle fleet to stay maintained.

Promotion of public transport use

Confirmed

6.2.23 Travel information packs will be distributed to construction workers. This would include maps of key bus routes, stops, journey durations and frequency of services to increase awareness of convenient public transport options which could be used to travel to and from the sites. The TPC will be responsible for reviewing travel information periodically.

6.2.24 The TPC will promote the use of bus checker apps.

6.2.25 Dedicated minibus shuttle services will be provided to transport workers between local public transport nodes such as Bedhampton and Shawford railway stations and key worker destinations including the WRP site, Otterbourne WSW and the proposed construction workers hub. Minibus pick-up/drop-off will coincide with train times and the start/end of the construction worker day.

6.2.26 In addition to key public transport nodes, the shuttle bus service would also route from the construction workers' temporary accommodation (hotels/bed and breakfasts), where practicable.

Additional

6.2.27 Discussions could be held with local bus operators regarding the possibility of obtaining temporary 'discounted worker tickets' for construction workers involved in the scheme.

Promotion of motor vehicle sharing

Confirmed

6.2.28 The TPC will promote the 'LiftShare' website in the Travel Information Pack. The TPC would also provide a designated section of the noticeboards for workers to register their interest in car sharing.

6.2.29 Car parking permits, as described in paragraph 6.2.11, would be prioritised for those choosing to car share.

Additional

6.2.30 The TPC could coordinate employee car sharing based on the locations of each employee.

6.2.31 The TPC would provide support to construction workers should their car sharing partner have to leave site at a different time due to unforeseen circumstances (i.e. have to work late or leave early). This may involve organising a taxi for construction workers who are affected in more rural areas, or subsidising public transport in more accessible areas.

Reducing the need to travel

Confirmed

6.2.32 For those that live far from the Project, construction workers will be encouraged to source temporary worker accommodation in the vicinity of the WRP site. This will minimise the need for them to travel by private motor vehicle to access the WRP site.

6.2.33 To reduce the need for construction workers to travel off-site to purchase lunch and other refreshments, the provision of food and catering facilities (either in the form of a temporary food truck or more established facilities) at the WRP site will be explored given that large numbers of workers will be stationed here on a daily basis throughout the construction period. Facilities of this nature are already provided at the Otterbourne WSW site which will reduce the need for workers to travel for lunch at this location.

7 Action Plan

7.1 Action Plan

7.1.1 This section draws on the proposed core and optional measures and monitoring and review proposals (as detailed in section 8) to bring together an Action Plan that identifies who will be responsible for the delivery of each element.

7.1.2 This Action Plan will be updated by the Contractor, once appointed, as part of the process to produce detailed CWTP(s) to include funding allocations to each measure, alongside the hours allocated to the TPC role per month.

Table 7-1 Construction Worker Travel Plan Action Plan

Measure	Confirmed/ Additional	Delivery Agent	Monitoring Indicator	Notes
Appointment of TPC	Confirmed	Contractor	Appointment of TPC	Appointed by the Contractor on behalf of the Applicant
Promotion and marketing of the CWTP				
'Travel Information Packs'	Confirmed	TPC	Distribution to all employees	Prepared by TPC
CWTP digital newsletter	Confirmed	TPC	Installation	Updated regularly by TPC
CWTP uploaded to Project website	Confirmed	TPC	Uploaded to website	Uploaded by TPC and updated
Travel information board	Confirmed	TPC	Distribution to employees	Sent out quarterly
Managing car-based travel				
Parking controls	Confirmed	Contractor	% journeys by single occupancy motor vehicle	Contractor to monitor parking in proximity to the construction compounds
Parking permits	Confirmed	TPC		TPC to allocate permits
Walking				
Promotion of walking	Confirmed	TPC	% journeys by foot	Promoted by TPC
Controlled crossing on Harts Farm Way	Confirmed	Contractor		
Walking and rambling group	Additional	TPC		Established by TPC

Measure	Confirmed/ Additional	Delivery Agent	Monitoring Indicator	Notes
Cycling				
Provision of cycle parking and supporting facilities	Confirmed	Contractor/ TPC	Cycle parking survey	TPC to monitor cycle parking usage
Promotion of cycling	Confirmed	TPC	% journeys by bicycle	Promoted by TPC
Encourage Contractor/sub-Contractor to sign up to Cycle to Work scheme	Confirmed	TPC		TPC to reach out to local cycle retailers
Controlled crossing on Harts Farm Way	Confirmed	Contractor		
Cycle discount vouchers	Additional	TPC		Organised by TPC
Cycle repair workshops	Additional	TPC		TPC to disseminate information to Contractors/sub-Contractors
Public transport				
Minibus shuttle services	Confirmed	Contractor	% journeys by public transport	
Promotion of public transport	Confirmed	TPC		Promoted by TPC
Discounted worker tickets	Additional	TPC		TPC to reach out to local operators
Motor vehicle sharing				
Promotion of 'LiftShare' website	Confirmed	TPC	% journeys by motor vehicle sharing	Promoted by TPC
Prioritise parking permits for car sharers	Confirmed	TPC		Organised by TPC
Promote car sharing on Travel Information Boards	Confirmed	TPC		Organised by TPC
Coordinate car sharing based on employee residential location	Additional	TPC		Organised by TPC

Measure	Confirmed/ Additional	Delivery Agent	Monitoring Indicator	Notes
Provide support for workers whose car share partner can no longer give them a lift back from site	Additional	TPC		Organised by TPC
Reducing the need to travel				
Temporary worker accommodation sourced near the WRP site	Confirmed	Contractor	% journeys by private motor vehicle	TPC to encourage construction workers
Explore provision of food/refreshment truck	Confirmed	Contractor	Discussions with food truck vendor/catering service	

8 Targets, monitoring and review

8.1 Targets

8.1.1 SMART (specific, measurable, achievable, realistic and temporal) targets will be developed to achieve the aims and objectives of the Framework CWTP. These targets will be implemented from the outset of the Framework CWTP for the duration of the construction phase.

8.1.2 When considering the targets and subsequent monitoring (detailed in section 8.2), it is important to note the temporary nature of the construction phase, which is anticipated to last for up to four years. As such, it is not feasible to implement the type of long-term targets typically included in a Travel Plan.

8.1.3 Similarly, in contrast to typical Travel Plans, targets for local construction workers are likely to be different from targets for workers located further from the Project, recognising that travel options for the latter are more limited than for those residing closer to the sites.

8.1.4 It is also recognised that due to the accessibility of some temporary construction compounds by sustainable modes, some locations are likely to be more conducive to fostering positive travel behaviours than others.

8.1.5 For instance, the WRP site is located within walking distance of Bedhampton station. As such, achieving the targets relating to an increased uptake in the use of public transport for all construction workers will be more feasible at this location.

8.1.6 Along more rural sections of the Project, such as between Boarhunt and Wickham, the targets set out may be more difficult to achieve – in particular those relating to walking and cycling – given the presence of fewer sustainable travel links. In these locations, shuttle bus use and motor vehicle sharing will be prioritised, which is more feasible given that each temporary construction compound will, in some capacity, have access to either the local or strategic highway network.

8.1.7 As such, it is intended for targets to be achieved as an average of all trips across all temporary construction compounds, not at each individual temporary construction compound.

8.1.8 A single occupancy vehicle target of 75% will be set from the outset of the construction phase for construction workers. The remainder of construction worker trips (25%) will be undertaken by a variety of sustainable modes, including shuttle bus use, car sharing, public transport, walking and cycling.

8.1.9 This project-wide target is considered reasonable given that a significant proportion of trips generated by the Project will be to/from the WRP site, which can be accessed by sustainable modes. On this basis, it is anticipated that approximately 30% of trips to the WRP site, Otterbourne WSW, Budds Farm WTW and temporary construction compounds B1-1, B1-2 and B1-3 would be undertaken by sustainable modes, including motor vehicle sharing.

8.1.10 Conversely, it is anticipated that approximately 10% of trips to all remaining temporary construction compounds would be undertaken by sustainable modes, including motor vehicle sharing. This reflects the fact that these other temporary construction compounds are not as accessible by sustainable modes.

8.1.11 For AGP sites, a 15% target of travel by sustainable modes has been set, reflecting the fact that there are larger numbers of construction workers at these sites, with greater opportunity for motor vehicle sharing.

8.1.12 The project-wide target of 75% also incorporates embedded mitigation in the form of shuttle bus trips to a series of temporary construction compounds as set out at Table 2- and secured through the Framework CTMP (Document reference 7.2, DCO Volume 7).

8.1.13 Precise targets for each temporary construction compound taking into account the geography of each specific area and its accessibility by sustainable modes will be confirmed within the detailed CWTP documents submitted post-consent. These targets specifically relate to construction worker trips and will adhere to the overarching single occupancy target of 75% set out within this framework.

8.1.14 A baseline travel survey will be conducted by the TPC to ensure that the targets set are realistic. The mode share results of this survey will also be used to inform the area-specific targets set out within the detailed CWTP.

8.2 Monitoring

8.2.1 CWTPs are 'active' documents that must be reviewed and updated on a regular basis in order to demonstrate that the measures implemented have, over time, met the agreed targets. Monitoring is crucial to the successful implementation of any TP.

8.2.2 Monitoring will take place throughout the duration of the CWTP, which is expected to be in place for four years across the construction phase of the Project.

8.2.3 It is the responsibility of the TPC to ensure that monitoring takes place and that the outputs are reported to HCC, PCC and NH. The primary means of monitoring employee mode share will be through a travel survey which will be distributed to all employees.

8.2.4 Travel surveys will be distributed after six months (to establish the baseline), and annually thereafter for the durations of the construction period. A minimum response rate of 30% will be targeted by the Contractor. Staff will be incentivised to complete the survey with the chance to win a prize (e.g. £50 voucher for a neutral retailer). Additional incentives, should the target 30% response rate not be achieved, will be detailed in the detailed CWTP(s) following the appointment of the Contractor.

8.2.5 This monitoring process will indicate whether the target for an average of 75% single occupancy vehicle trips is being achieved. If this target is not being achieved, then additional measures (set out in section 6) will be implemented.

8.3 Review

8.3.1 The findings from the chosen monitoring exercises will be reported back to HCC, PCC and NH in an annual report produced four times over the four-year duration of the CWTP. This will ensure that decision makers are informed about the effectiveness of the CWTP and the need for additional measures can be reviewed.

8.3.2 It should be noted, however, that the workforce associated with the construction of the Project will include a wide range of workers which are likely to vary both

throughout the timeline of the Project and across the different components of the scheme. For example, those constructing the open-cut pipeline will be working in years 1 and 2, and as such will be excluded from the results of the travel surveys survey in years 3 and 4 of the CWTP. As such, it is important to take these mitigating factors into account when interpreting the results of the monitoring process.

8.3.3 A summary of the findings of the report will be made available in an easily digestible form (such as a newsletter, email, or webpage) with a clear explanation of how the TPC can help make progress. This will ensure that those affected by the CWTP have the information on the success of measures and areas of concern.

9 Summary and conclusions

9.1 Summary

9.1.1 This Framework CWTP has been prepared in support of the Project.

9.1.2 The Project is being progressed by the Applicant. The Applicant is responsible for supplying water and providing wastewater[2] services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

9.1.3 This Framework CWTP outlines the overarching scope of the Framework CWTP and details the key aims, objectives and measures to encourage the uptake of sustainable modal choices among construction workers involved in the construction phase of the Project.

9.1.4 This Framework CWTP provides an overarching plan to encourage sustainable travel choices among construction workers. It sets out the framework for the detailed CWTP documents to be developed by the Contractor and then approved post-consent. These detailed CWTP documents will adhere to the framework of measures to be implemented, targets for sustainable travel modes and the management and delivery structure for the CWTP set out within this document.

9.2 Conclusions

9.2.1 The detailed CWTP(s) will be managed by an appointed TPC and will adhere to the framework set out within this document. The TPC will be responsible for the day-to-day management, co-ordination, promotion and implementation of the CWTP. The TPC will also be responsible for communicating and marketing the CWTP to the target construction worker audience.

9.2.2 A series of 'confirmed' and 'additional' measures and initiatives have been developed to encourage the uptake of travel by sustainable modes. These measures are outlined within this Framework CWTP's 'Action Plan', which sets out delivery agents associated with each measure as well as monitoring indicators.

9.2.3 SMART modal split targets have been developed for the Project based on these measures, with a 75% single occupancy vehicle modal split targeted throughout the construction phase.

9.2.4 The CWTP(s) will be an 'active' document which will be continually reviewed and updated on an annual basis. It is the responsibility of the TPC to ensure that monitoring takes place in the form of annual travel surveys, with review reports compiled and distributed to the relevant stakeholders following this.

[2] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

Glossary and abbreviations

Glossary term	Description
Order Limits	The 'Order Limits' represent the extent of the area within which the Project, authorised by the Development Consent Order, may be carried out, including the permanent and temporary land needed for construction, operation and maintenance activities. The Order Limits are shown on the Works plans (Document reference 2.3, DCO Volume 2) and Land plans (Document reference 2.2, DCO Volume 2).
Development Consent Order (DCO)	A statutory order which provides consent for a project and means that a range of other consents, such as planning permission and listed building consent, will not be required. A DCO can also include powers authorising the compulsory acquisition and temporary possession of land and rights over land which is the subject of an application. A draft DCO (Document reference 3.1, DCO Volume 3) is submitted by the applicant as part of its application [4].
Haul roads	Temporary tracks or roads set aside to facilitate transport access to sections of Order Limits to facilitate the construction of the Project.
Project	This refers to the proposed Hampshire Water Transfer and Water Recycling Project, as described in ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6).
Trenchless crossings	Crossings where trenchless installation techniques will be used during construction of the Proposed Development.


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Appendix B Framework Rights of Way Management Plan

Hampshire Water Transfer and Water Recycling Project

Framework Rights of Way Management Plan

VOLUME NUMBER: 7

PLANNING INSPECTORATE SCHEME NUMBER: WA010002

APPLICATION DOCUMENT REFERENCE: 7.2

APFP REGULATION: 5(2)(q)

May 2026

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1 Introduction

1.1 Background

1.1.1 This Framework Rights of Way Management Plan (RoWMP) has been prepared in support of the proposed Hampshire Water Transfer and Water Recycling Project (the 'Project').

1.1.2 The Project is being progressed by Southern Water Services Limited (the Applicant). The Applicant is responsible for supplying water and providing wastewater[1] services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

1.2 Management Plans

1.2.1 This Framework RoWMP, along with the Framework Construction Worker Travel Plan (Framework CWTP), form appendices to the Framework Construction Traffic Management Plan (CTMP) (Document reference 7.2, DCO Volume 7). These three traffic and transport related management plans have been submitted as part of the DCO application. These management plans provide detail on traffic and transport measures to be implemented to effectively manage the construction phase of the Project.

1.2.2 The measures contained within these management plans are secured as part of the DCO.

1.2.3 This Framework RoWMP summarises the proposed Public Rights of Way (PRoW) mitigation measures, such as temporary closures and diversions, that are required as part of the Project. As this Framework RoWMP is inherently linked to construction management, it has been prepared as an appendix to the Framework CTMP (Document reference 7.2, DCO Volume 7) which is submitted as part of the DCO application.

1.2.4 The Framework CTMP sets out how construction traffic will be managed, including hours of traffic movements, traffic routing, safe vehicular access and other ways to minimise traffic impacts. The Framework CTMP also sets out traffic management measures required to enable access for construction vehicles.

1.2.5 The Framework CWTP, also appended to the Framework CTMP, sets out measures to encourage construction workers to travel by sustainable modes of transport.

1.2.6 In addition, a Traffic Management Strategy (TMS) has been submitted as part of the DCO application documents (Document reference 7.3, DCO Volume 7). It provides an overarching strategy as to what traffic management would be required and implemented as part of the Project, expected duration of the works, and any calendar and programme restrictions. It also sets out the notice periods for construction works and the responsive traffic management protocols.

[1] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

1.3 Scope of the Framework Rights of Way Management Plan

1.3.1 This Framework RoWMP provides a general overview of management measures that will be used to mitigate the impact of the Project on the PRoW network. Details of the management measures specific to each PRoW have been outlined to provide stakeholders with a general overview of how each PRoW would be managed during the construction of the Project.

1.3.2 This Framework RoWMP covers all parts of the Project that have the potential to impact the PRoW network. The Project comprises the construction, operation and maintenance of the following components:

1. Water Recycling Plant (WRP) (Work Number 1) and associated pumping stations.
2. Pipelines between Budds Farm Wastewater Treatment Works and the WRP site (Work Number 2).
3. Pipelines between the WRP site and Bedhampton Springs (Work Number 3), connecting into pipelines being delivered by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir.
4. Pipeline between the WRP site and Otterbourne Water Supply Works (WSW) (Work Number 4).
5. Above Ground Plant (AGP) (Work Number 5) comprising Intermediate Pumping Stations (IPS) and Break Pressure Tanks (BPT) located along the Pipeline between the WRP site and Otterbourne Water Supply Works.

1.3.3 The Project would also comprise the use of the following infrastructure:

1. Havant Thicket Reservoir (which has been consented separately by Portsmouth Water and is currently under construction) for the storage of recycled water.
2. The existing Eastney Long Sea Outfall, Eastney Pumping Station, and associated Eastney Transfer Tunnel for the release of reject water from the WRP site.
3. Pipelines and other related works (which have been consented separately by Portsmouth Water) for the transfer of recycled water and source water between Bedhampton Springs and Havant Thicket Reservoir.

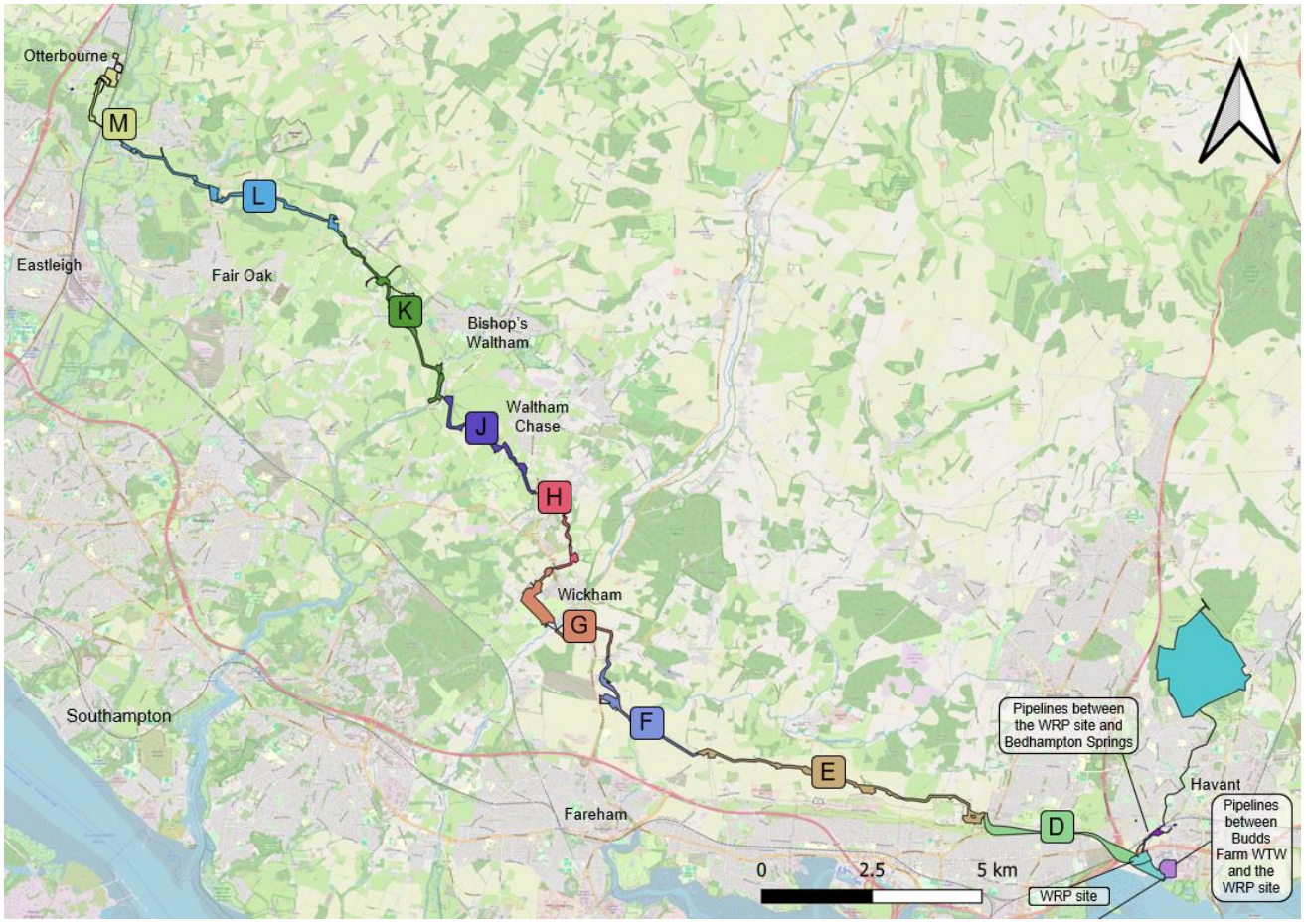
1.3.4 The construction and operation of the Project would be supported by other temporary and permanent works.

1.3.5 The Project would require the demolition, disassembly and/or temporary relocation of a number of small structures.

1.3.6 A detailed description of the Project can be found in ES Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6).

1.3.7 To aid with locational context, the Pipeline between the WRP site and Otterbourne WSW has been divided into sections, as set out at Graphic 1-1.

Graphic 1-1 Pipeline between the Water Recycling Plant site and Otterbourne Water Supply Works sections overview



1.3.8 Detailed RoWMP document(s) would be developed post-consent and would likely contain the following:

1. Identification of specific locations and activities that require specific management
2. Proposed duration of impacts
3. Location-specific PRoW user risk assessment and management plan
4. Location-specific construction traffic and activity management
5. Closure and diversion plan, including design and duration
6. Location-specific considerations and limitations
7. Location-specific restoration, including details of any aftercare schemes

1.4 Structure of the Framework Public Rights of Way Management Plan

1.4.1 The remainder of this Framework RoWMP is set out as follows:

1. Section 2 sets out the PRoW management principles that inform the management plan.

2. Sections 3-12 provide detail on the PRoW management measures that will be implemented at parts of the PRoW network that interact with the Project.
3. Section 13 summarises this Framework RoWMP.

2 Public Rights of Way Management

2.1 Overview

2.1.1 The Pipeline between the WRP site and Otterbourne WSW spans approximately 35km and as such there are multiple PRoW that will interact with the Pipeline throughout its extent.

2.1.2 Most of these PRoW are expected to be affected by the construction phase of the Project, during which construction activities will take place at intersections between the PRoW network and the Pipeline.

2.1.3 One permanent change to the PRoW network is also proposed and would be implemented during the construction phase. This change is also detailed in this Framework RoWMP.

2.2 Affected Public Rights of Ways

2.2.1 A desk study was carried out using the 2024 Hampshire County Council (HCC) definitive list of PRoW.

2.2.2 27 PRoW that will be intersected by the Project were identified. These affected PRoW are listed in Table 2-1 and are shown on the Access and RoW plans (Drawing reference 2.4, DCO Volume 2).

Table 2-1 Affected Public Right of Way

PRoW Reference	PRoW Name	PRoW Type
108/30/1	Havant 30	Footpath
108/34/1	Havant 34	Footpath
218/28/1	Southwick and Widley 28	Footpath
218/3/1	Southwick and Widley 3	Footpath
23/19/1	Boarhunt 19	Footpath
84/107/1	Fareham 107	Footpath
84/106/1	Fareham 106	Footpath
84/103/1	Fareham 103	Footpath
251/10/1	Wickham 10	Footpath
251/5/1	Wickham 5	Footpath
251/501/1	Wickham 501	Bridleway
251/1/1	Wickham 1	Footpath
207/12/2	Shedfield 12	Footpath
207/13/1	Shedfield 13	Footpath
207/3/2	Shedfield 3	Footpath
207/4/2	Shedfield 4	Footpath
207/2/1	Shedfield 2	Footpath

PRoW Reference	PRoW Name	PRoW Type
62/4/1	Curdridge 4	Footpath
22/502/1	Bishop's Waltham 502	Bridleway
22/43/2	Bishop's Waltham 43	Footpath
85/27/1	Fair Oak and Horton Heath 27	Footpath
85/23/1	Fair Oak and Horton Heath 23	Footpath
54/21/1	Colden Common 21	Footpath
54/22/3	Colden Common 22	Footpath
54/2a/1	Colden Common 2a	Footpath
182/7/1	Otterbourne 7	Footpath
182/6/1	Otterbourne 6	Footpath

2.2.3 Pending Definitive Map Modification Orders (DMMO) were also considered within the vicinity of the Project. One pending DMMO that is located in close proximity to the Project was identified and is detailed at Table 2-2.

Table 2-2 Affected Definitive Map Modification Orders

Application name	Parish	Affected PRoW Ref
Add restricted byway from the end of country road section of Whitedell Lane to Footpath 106	Fareham	Fareham 106

2.2.4 National trails that interact with the Pipeline have also been considered within this Framework RoWMP. The affected national trails are outlined at Table 2-3.

Table 2-3 Affected National Trails

National Trail	Location
Wayfarer's Walk	Widley
Pilgrims' Way	Widley

2.2.5 Open Access Land (OAL), which is either land designated as 'open country' or registered Common Land, has also been considered. There is no OAL within the Order Limits and therefore no management measures are required in relation to OAL.

2.2.6 A site visit was carried out by Arup in September 2024 to ascertain PRoW condition and usage as well as the appropriateness of proposed diversion routes. This helped to refine the proposed management measures, and shaped and informed discussions with HCC and South Downs National Park Authority (SDNPA).

2.3 Engagement

2.3.1 Two PRoW workshops were held with HCC and SDNPA in October 2024. The scope of this Framework RoWMP was discussed at these workshops, with a broad agreement found regarding what would be contained within the initial Framework RoWMP and what detail would follow within the detailed RoWMP documents (as detailed at section 1.2). The proposed management strategy for each individual

PRoW affected by the Project was also discussed with the relevant stakeholders and has informed the relevant management measures.

2.3.2 An initial draft of this Framework RoWMP was submitted to HCC for comment in December 2024. A workshop was held with HCC in May 2025 to discuss the Framework RoWMP, with a focus on HCC's comments on the December 2024 draft issue.

2.4 Management measures

2.4.1 Five primary management measures have been utilised to manage the interactions between the Project and the PRoW network. These are outlined at Table 2-4.

Table 2-4 Management measures

Management Measure	Description
Keep Open (Trenchless Crossing)	No impact on the PRoW, will be kept open for the entire construction period unless there are any unforeseen safety issues.
Short-term Closure	Whilst the PRoW will be mostly kept open, there will be a short period (maximum of four weeks) where it would need to be closed or temporarily diverted.
Temporary Diversion	A temporary diversion is proposed within the Order Limits.
Temporary Closure	PRoW to be temporarily closed, typically for up to six months. Some to be kept open on weekends (subject to works).
Permanent Diversion	PRoW to be permanently diverted within the Order Limits to accommodate operational components of the Project.

2.4.2 For PRoW subject to a short-term or temporary closure, temporary diversions that are safe, convenient and have equal or better accessibility are provided within public land where practicable. These diversions will be a minimum of 2.0m in width in line with the Rights of Way Act (1990) [1] and will be provided within the extent of the Order Limits.

2.4.3 Where this is not practicable, alternative, safe routes will be promoted along existing PRoW, footways and public highway. These alternative routes will not be designated diversion routes, and will not be provided within the extent of the Order Limits. It will be at the PRoW user's discretion as to whether or not they utilise the promoted alternative route in any location. HCC requested risk assessments for a number of alternative routes, with detail on this provided at section 2.5.

2.4.4 In proposing management measures for each PRoW, consideration has been given to whether there are any suitable alternative PRoW or footways that could be utilised. Similarly, the potential duration of any PRoW closures has informed the proposed management measures, taking into account seasonality and popularity of the route as well as the quality of a prospective diversion.

2.4.5 Efforts will be made to avoid the closure of adjacent PRoW simultaneously to maintain user permeability within each local area.

2.5 Safety measures

2.5.1 Suitable fencing and signage will be erected where appropriate to provide physical segregation between the construction works associated with the Project and any PRoW where management measures are proposed. Precise details regarding fencing and signage, such as the type and size of fencing or placement of signage, will be confirmed within the detailed RoWMP document submitted to the relevant local highway authority post-consent. Where practicable, suitable fencing will be installed to provide reasonable path corridor width of 3m for a footpath and 4m for a bridleway. The fencing will not be installed for excessive continuous lengths of enclosure where practicable, and it will provide an acceptable sense of security and safety for PROW users.

2.5.2 Where construction traffic is expected to interact with the affected PRoW, traffic marshals will be used to manage construction vehicles and provide safe crossing points for PRoW users. PRoW that are proposed to be subjected to this measure are specified within this Framework RoWMP. Further detail on pedestrian provision within the immediate vicinity of the Project is provided within the TMS (Document reference 7.3, DCO Volume 7).

2.5.3 In addition to the use of traffic marshals, very short-term closures (approximately five minutes) may also be enacted at some locations to manage the interaction between construction vehicles and PRoW users. These very short term closures would apply for HGV arrivals/departures, preventing conflicting movements during periods of higher PRoW usage. Very short-term closures have been considered for the Havant 30 and Havant 34 PRoW in the immediate vicinity of temporary construction compound B1-2.

2.5.4 Further to this, it is important that mitigation is present to assist users and maintain their safety on alternative routes in the event of a PRoW closure. Appropriate forms of mitigation vary, from simple measures such as additional signage to physical measures such as crossing provision.

2.5.5 The requirement for any user mitigation on select alternative routes has been identified through a qualitative risk assessment, included in the form at Appendix B. This exercise provides an evaluation of the risk associated with the use of alternative routes based on a series of factors, including vehicle and pedestrian visibility, vehicle speeds, road traffic collision data and vehicle and PRoW user volumes. Appropriate user mitigation (if required) has been proposed within the relevant section, tailored towards mitigating any risks identified within this risk assessment.

2.5.6 Following engagement with HCC, alternative routes that are subject to a risk assessment, which identifies any required user mitigation, include the following:

1. Widley Walk
2. Ashley Down Lane
3. Monument Lane
4. Stroudwood Lane

2.5.7 The findings of these risk assessments have informed any necessary mitigation for the alternative routes identified in this management plan, and will be implemented prior to any of the associated temporary closures.

2.5.8 In addition to safely managing interactions between the PRoW network and construction activities associated with the Project, it is also important that the Project does not damage any existing PRoW. As such, an inspection and maintenance programme for all areas will be defined as part of the detailed RoWMP document submitted post consent. This inspection and maintenance programme would only relate to those PRoW that are physically impacted by the Project, and would include but not be limited to the following:

1. Inspection of PRoW subject to above-ground mitigation and temporary PRoW diversion routes
2. Monitoring and repair of any PRoW subject to above-ground mitigation or temporary PRoW diversion routes in the unlikely event that they are damaged by works associated with the Project
3. Maintenance of temporary PRoW management signage (closure/diversion signs)

2.5.9 This will involve inspection at least once prior to the commencement of works, once during the construction phase and once following the completion of the construction phase. Records of the inspection will be made so that condition comparisons can be made, helping to inform any PRoW reinstatement that may be required as set out at section 2.8.

2.6 Communication strategy

2.6.1 For an overview of the Project's Stakeholder and Customer Communications Plan, please refer to the Outline Construction Environmental Management Plan (CEMP) (Document reference 7.1, DCO Volume 7).

2.6.2 The communication strategy is an important aspect of the Project. In relation to PRoW, the Stakeholder and Customer Communications Plan, as referenced in section 4.8 of the Outline CEMP (Document reference 7.1, DCO Volume 7) provides various mechanisms to ensure that PRoW users are aware of any changes to the PRoW network and can adjust their journey accordingly.

2.6.3 Area-specific details pertaining to communication will be provided within the detailed RoWMPs, in alignment with the principles secured within the Outline CEMP (Document reference 7.1, DCO Volume 7).

2.7 Signage and information

2.7.1 Appropriate signage will be required for all PRoW that are subject to temporary closures, temporary diversions and permanent diversions. This will include signage to be provided at the nearest access points of any affected PRoW. This signage will be clearly visible, with the relevant information to assist users with their onward journey also displayed in smaller form.

2.7.2 For any diversion routes, waymarks will be provided at regular intervals to assist users travelling on the diversion route. As part of the inspection programme set out at paragraph 2.5.9, these waymarks will be inspected to ensure that they remain in place, are readable and have not been tampered with.

2.7.3 Warning signage will also be provided on fencing surrounding the construction areas and near to affected sections of PRoW. This may be in the form of 'No Entry'

signage or similar. This signage will emphasise that access to the construction area is not permitted.

2.7.4 As secured within the Outline CEMP (Document reference 7.1, DCO Volume 7), signage will contain 24/7 contact details for the Contractor. Contact details will also be provided to ensure that users are able to report any problems encountered to the relevant personnel.

2.7.5 Once construction at each affected area is complete, all signage will be removed.

2.7.6 For the location affected by a permanent diversion, signage and waymarks will be in place for a reasonable period of time following the implementation of the diversion. Signage demarking the presence of PRoW for Contractors and drivers will also be provided. Further information regarding the length of time that signage will be provided for will be confirmed within the detailed RoWMP.

2.8 Public Right of Way reinstatement

2.8.1 Following any construction work, affected PRoW will be reinstated to the reasonable satisfaction of the PRoW officer having regard to HCC standards and the pre-construction condition of the PRoW in question.

2.8.2 The PRoW mitigation summary tables within this document set out the proposed reinstatement condition that each individual PRoW will be restored to. The reinstatement condition for each individual PRoW considers factors such as PRoW usage, character and the length of the affected section.

2.8.3 This is with the exception of the PRoW that will be permanently diverted. The diverted section of this PRoW will be developed to the reasonable satisfaction and inspection of the Area Countryside Access Manager (ACAM) with regard to HCC standards.

3 Pipelines between the Water Recycling Plant site and Bedhampton Springs

3.1 Overview

3.1.1 The Pipelines between the WRP site and Bedhampton Springs interacts with two PRoW – Havant 30 and Havant 34. There are also several permissive paths between Middle Park Way and Staunton Country Park at the northern end of the section of works.

3.2 Management measures

3.2.1 The proposed management measures associated with the affected PRoW and permissive paths are set out as follows:

Havant 30

3.2.2 The Havant 30 PRoW routes from Mill Lane to the north, crossing the A27 via an elevated footbridge, before bisecting the WRP site in a north to south alignment and routing south-west along the bank of the Brockhampton Mill Lake.

3.2.3 A short-term closure is proposed for this section of Havant 30. While it is proposed to mostly keep this section open, a short-term closure will be required for a maximum of four weeks. This short-term closure would be required to construct the pipeline used to facilitate the run to waste from the WRP site.

3.2.4 Havant 30 will also be affected by the Project to the north of this point. Although the Pipelines between the WRP site and Bedhampton Springs will be tunnelled at this location, there is a proposed temporary construction compound located to the south-west of Mill Lane.

3.2.5 In the vicinity of this temporary construction compound, Havant 30 is also part of Wayfarer's Walk as the PRoW routes north-south along the eastern boundary of temporary construction compound B1-1.

3.2.6 This section of the PRoW will be subject to two short-term closures, each of up to three weeks (up to six weeks in total) during construction to accommodate the construction and removal of the temporary access to B1-1. There will be no impact from the tunnelled section of the Pipelines between the WRP site and Bedhampton Springs. In addition to restrictions on construction worker vehicle movements to and from B1-1, with the use of minibuses to transport workers to this location instead of single occupancy vehicles, safety measures will be put in place to manage the interactions between PRoW users and construction vehicle movements to and from the temporary construction compound and along Mill Lane as detailed in the Framework CTMP (Document reference 7.2, DCO Volume 7).

3.2.7 One such measure would involve the implementation of very short-term closures (approximately five minutes) that allow HGV arrivals/departures to the temporary construction compounds during hours after the PM peak (evening hours) to avoid peak periods of PRoW usage. Traffic marshals will also escort HGV movements to and from the temporary construction compound along Mill Lane and Havant 30

to minimise the potential for conflict between users and construction vehicles. Further detail regarding these measures is provided within the Framework CTMP (Document reference 7.2, DCO Volume 7).

3.2.8 Precise details of the management measures to be used at this location will be confirmed within the detailed CTMP and detailed RoWMP documents. These measures would accord with the Framework CTMP (Document reference 7.2, DCO Volume 7) and this Framework RoWMP.

Havant 34

3.2.9 Havant 34 PRoW is located to the east of Havant 30 and runs along the northern boundary of temporary construction compound B1-2. Havant 34 is also part of the Wayfarer's Walk, which runs parallel to the West Coastway Line before heading south-east toward a footbridge at Hermitage Stream and on to Meyrick Road. The pipeline will bisect Havant 34 to the south-east.

3.2.10 At this location, Havant 34 would be kept open aside from a temporary diversion which would be implemented to the west of Bedhampton Springs. This diversion would facilitate the construction of the pipeline across Havant 34. Once complete, Havant 34 would re-open.

3.2.11 As part of Portsmouth Water's separate consented application for a new pipeline to transfer water from Bedhampton Springs to Havant Thicket Reservoir (reference: APP/24/00405) it is proposed to permanently divert the Havant 34 PRoW.

3.2.12 This diversion route involves Havant 34 being realigned to the south where it would join a proposed footbridge over the Hermitage Stream before re-joining the original Havant 34 alignment to the south-east. A plan of the proposed Portsmouth Water permanent diversion is shown at Appendix A.

3.2.13 The proposed Portsmouth Water permanent diversion route is expected to bisect the temporary construction compound B1-2 at its north-eastern extent, though this will be confirmed post-consent.

3.2.14 It is possible that Portsmouth Water's proposed permanent diversion could be implemented prior to construction works associated with the Project at this location. As such, there is an additional mitigation proposal at this location which would only be implemented in the scenario that the Portsmouth Water proposed permanent diversion comes forward prior to construction works associated with the Project.

3.2.15 Should it be confirmed that Portsmouth Water's proposed permanent diversion will intersect temporary construction compound B1-2 post-consent, it is proposed to temporarily close and divert Portsmouth Water's proposed permanent diversion route around the south-western extent of the temporary construction compound B1-2 (within the Order Limits) before re-joining the Portsmouth Water permanent diversion route immediately prior to the proposed footbridge across the Hermitage Stream.

3.3 Pipelines between the Water Recycling Plant site and Bedhampton Springs Summary

3.3.1 Table 3-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 3-1 Summary of affected PRoW and/or permissive paths and subsequent management measures along Pipelines between the WRP site and Bedhampton Springs

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
108/30/1	Havant 30	PRoW routes along the bank of Brockhampton Mill Lake and along the eastern boundary of the WRP site to the A27 footbridge as shown at Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Short-term closure (open-cut crossing).	Short-term closure (open-cut crossing). PRoW mostly kept open aside from short-term closure for a maximum of four weeks to construct the pipeline used to facilitate the run to waste from the WRP. Short-term closure would be from point TCPRoW 3a to 3b on Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
108/30/1	Havant 30	PRoW routes from Mill Lane to the north to the A27 footbridge in the south as shown at Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Short-term closure (x2).	Short-term closure. PRoW mostly kept open aside from two short-term closures of up to three weeks each (up to six weeks in total) to facilitate the construction and removal of the temporary site access to B1-1. Measures to be	Measures will involve minibuses to transport workers, HGV restrictions and the use of traffic marshals to escort HGVs as set out within	Restore to pre-construction condition

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
				implemented to manage interaction between PRoW users and construction traffic as set out within the Framework CTMP (Document reference 7.2, DCO Volume 7). Short-term closure would be from point TCPRoW 2a to 2b on Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Framework CTMP (Document reference 7.2, DCO Volume 7).	
108/34/1	Havant 34	Existing PRoW routes along northern boundary of temporary construction compound B1-2 before it heads in a south-east direction and connects to Meyrick Road to the east as shown at Sheet 4 of the Access and Public	Temporary diversion.	Proposed that Havant 34 is temporarily diverted to facilitate the construction of the pipeline. The temporary diversion would be from point TCPRoW 1a.1 to 1b.1 on Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
		Rights of Way plan (Drawing reference 2.4, DCO Volume 2).				
108/34/1	Havant 34	Should Portsmouth Water's proposed permanent diversion be implemented prior to the construction of the Project, Havant 34 will connect to the south-east across the Hermitage Stream before rejoining the existing alignment of Havant 34 to the east as shown at Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion to Portsmouth Water's permanent diversion route should this route be confirmed to intersect temporary construction compound B1-2. Involves temporarily diverting the PRoW around the south-western extent of the temporary construction compound. PRoW management would take place between points TCPRoW 1a.2 and 1b.2 of Sheet 4 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	This mitigation would only happen if the Portsmouth Water proposed permanent diversion is implemented prior to construction works associated with the Project.	Restore to pre-construction condition

4 Section D: The Water Recycling Plant site to Portsdown Hill

4.1 Overview

4.1.1 Section D: The Water Recycling Plant site to Portsdown Hill of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) runs from the WRP site (Work Number 1) in the east to the Portsdown Hill area to the west. Given that this section of the Pipeline will be tunnelled, the Pipeline itself will not interact with any PRoW, national trails or permissive paths. The Pipeline will meet a temporary construction compound in the vicinity of Portsdown Hill, and the interaction between this temporary construction compound and PRoW Southwick and Widley 36 (also known as the Wayfarer's Walk) is examined within section 4.2.

4.2 Management measures

4.2.1 No management measures associated with the affected PRoW/national trail are proposed for the following reasons:

Southwick and Widley 36/Wayfarer's Walk

4.2.2 Southwick and Widley 36/Wayfarer's Walk runs in a north-south alignment parallel to the west of Geoffrey Avenue and Meadow Edge, before continuing south onto Portsdown Hill Road and east along this road. The section of Pipeline between the WRP site and Otterbourne WSW adjacent to this section of this link will be tunnelled at a depth sufficient to avoid any interaction with the PRoW. Consequently, Southwick and Widley 36/Wayfarer's Walk will be kept open as it will not be affected by the Project.

4.3 Section D: The Water Recycling Plant site to Portsdown Hill summary

4.3.1 Table 4-1 provides a summary of the affected PRoW/national trail and any management measures that will be implemented to mitigate against the impacts of the Project.

Table 4-1 Summary of affected PRoW and/or permissive paths and subsequent management measures along Section D

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
218/36/1	Southwick and Widley 36/Wayfarer's Walk National Trail	PRoW routes north-south parallel to the west of Geoffrey Avenue and Meadow Edge, then routes south on Portsdown Hill Road and east along road.	Keep open (tunnelled section).	PRoW will be kept open as it is not affected by the Project.	None.	None required

5 Section E: Portsdown Hill to Boarhunt

5.1 Overview

5.1.1 Section E: Portsdown Hill to Boarhunt of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) runs from Portsdown Hill in the east to Boarhunt in the west. This section of Pipeline interacts with three PRoW and a national trail. From east to west, this includes Southwick and Widley 28, Pilgrims' Way, Southwick and Widley 3, and Boarhunt 19.

5.2 Management measures

5.2.1 The proposed management measures associated with the affected PRoW and national trails are set out in the following sections.

Southwick and Widley 28

5.2.2 Southwick and Widley 28 provides north-south connectivity between Widley Walk and New Down Lane. The PRoW begins on Widley Walk approximately 90m south of the Deserted Medieval Village, connecting south-east toward Widley Farm and south along New Down Lane. The Pipeline will intersect Southwick and Widley 28 on New Down Lane.

5.2.3 To accommodate the construction of the open-cut pipeline, a temporary closure will be required. Given that multiple closures of New Down Lane are required at the southern extent of the road to facilitate the construction of accesses (as detailed within the TMS (Document reference 7.3, DCO Volume 7), it is considered that a longer closure of New Down Lane would be appropriate. A longer-term closure avoids the need for frequent intermittent closures of New Down Lane that are more difficult to communicate. In addition, a longer-term closure would minimise the potential for conflict between pedestrians and HGVs on New Down Lane to the south of Southwick and Widley 28. Further information concerning the length of this closure will be specified within the detailed RoWMP, but it is anticipated that this closure could last up to 24 months.

5.2.4 An alternative route is proposed via Widley Walk to the south to overcome the closure of Southwick and Widley 28. The Widley Walk route provides a direct diversion route which does not result in a material change in distance. This alternative route would involve pedestrians crossing the B2177 Portsdown Hill Road to the south prior to continuing east using permissive paths to the south of Portsdown Hill. This is similar to the existing situation, with users of the Southwick and Widley 28 PRoW would also be expected to cross the B2177 Portsdown Hill to the south.

5.2.5 As set out at section 2.5, it is necessary to assess the risk associated with this alternative route given that PRoW users would not have a suitable location to wait whilst seeking to cross B2177 Portsdown Hill Road at the junction with Widley Walk. This risk assessment has been carried out on a qualitative basis using a Red, Amber, Green (RAG) scoring system, and is set out at Appendix B. It should be noted that this risk assessment covers the section of Widley Walk from the

intersection with Southwick and Widley 28 to the north to the junction of the B2177 Portsdown Hill Road and New Down Lane to the south-east.

5.2.6 As Appendix B shows, the risk to PRoW users associated with this alternative route is considered to be moderate. To mitigate this moderate risk, it is proposed to provide a temporary waiting area for pedestrians to the south of Widley Walk for the duration of the closure of Southwick and Widley 28. This would allow pedestrians to wait safely prior to crossing the B2177 Portsdown Hill Road. This arrangement is a continuation of the existing arrangement at Southwick and Widley 28/New Down Lane.

Pilgrims' Way

5.2.7 The Pilgrims' Way is a national trail which follows Pigeon House Lane in the vicinity of the Pipeline crossing. Locally, it provides a connection between the Southwick and Widley 37 PRoW and Portsdown Hill Road.

5.2.8 It is proposed that the Pilgrims' Way is subject to a short-term closure of up to two weeks. This national trail will be mostly kept open except for a short period whilst the Pipeline crossing of the Pilgrims' Way/Pigeon House Lane is managed.

5.2.9 Diversions in place during this short-term closure are set out in the TMS (Document reference 7.3, DCO Volume 7). These involve the use of either Mill Lane (an additional distance of approximately 1,100m) or Widley Walk (additional distance of approximately 2,600m).

5.2.10 Works will be scheduled to avoid the summer period (May to August) or any specific scheduled events that utilise the Pilgrims' Way route, as detailed in the TMS (Document reference 7.3, DCO Volume 7).

Southwick and Widley 3

5.2.11 The Southwick and Widley 3 PRoW routes from the High Street/B2177 Southwick Road roundabout in the north-west to the south of Drove Road farm. From this point, there is no obvious onward connection to the south associated with the PRoW.

5.2.12 A temporary closure is therefore proposed for this PRoW. Further information concerning the length of this closure will be specified within the detailed RoWMP, but it is expected that this closure would last up to six months.

5.2.13 No diversion route has been provided given the lack of obvious onward connection from the location of the works and given that properties are located to the north of the affected section of the PRoW and its dead-end.

Boarhunt 19

5.2.14 The Boarhunt 19 PRoW comprises a short footpath between Ashley Down Lane in the north-east and Boarhunt Road to the south-west.

5.2.15 A temporary closure is proposed for Boarhunt 19. Further information concerning the length of this closure will be specified within the detailed RoWMP, but it is expected that this closure would last up to six months.

5.2.16 Consequently, an alternative route via Ashley Down Lane is proposed for those making an onward journey via Boarhunt 14, providing a more direct route between Boarhunt 14 and Boarhunt 17.

5.2.17 For those making an onward journey via Boarhunt 20 to the south, the alternative route would require pedestrians to travel on the Boarhunt Road carriageway. Boarhunt Road is a two-way route subject to the national speed limit which provides a connection between the SRN to the south and the B2177 to the north. Survey data indicates the road accommodates a large proportion of HGV movements and given there is no footway, is not considered appropriate for PRoW users from a safety perspective. Therefore, for those travelling in this direction an alternative route to the south via Monument Lane, which is a single-track, rural lane, connecting to Boarhunt 20 has been identified.

5.2.18 As set out at section 2.5, it is necessary to assess the risk associated with this alternative route given that PRoW users would have to utilise space within the carriageway of Ashley Down Lane. This risk assessment has been carried out on a qualitative basis using a RAG scoring system, and is set out at Appendix B.

5.2.19 This risk assessment covers the section of Ashley Down Lane from the intersection with Boarhunt 19 to the junction with Boarhunt Road to the west.

5.2.20 As set out at Appendix B, it is considered that the risk associated with using Ashley Down Lane as an alternative route is low. As such, no additional pedestrian mitigation is considered necessary at this location.

5.2.21 It is also necessary to assess the risk associated with Monument Lane, given that this link provides a connection to Boarhunt 20 and would involve pedestrians walking within the carriageway. As set out in 5.2.20, this risk assessment has been carried out on a qualitative basis using a RAG scoring system, and is set out at Appendix B.

5.2.22 This risk assessment covers the section of Monument Lane from the junction with Ashley Down Lane to the north to the access to Boarhunt 20 to the south.

5.2.23 The risk assessment presented at Appendix B shows that the risk associated with the use of Monument Lane as an alternative route is considered to be moderate.

5.2.24 As such, it is proposed to mitigate against some of the risks identified by providing signage to warn vehicles of the presence of pedestrians. This will alert vehicles to the presence of pedestrians, which will lead to adjusted driver behaviour whilst the alternative route is in place.

5.3 Section E: Portsdown Hill to Boarhunt summary

5.3.1 Table 5-1 provides a summary of the affected PRoW and national trails, and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 5-1 Summary of affected PRoW and/or permissive paths and subsequent management measures along Section E

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
218/28/1	Southwick and Widley 28	Provides north-south link between Widley Walk and New Down Lane as shown at Sheet 6 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary closure.	Temporary closure of up to 24 months between points TCPRoW 4a and 4b shown on Sheet 6 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). Alternative route proposed via Widley Walk with a waiting area for pedestrians proposed at the Widley Walk/B2177 Portsdown Hill Road junction.	Considered that multiple, shorter closures would be difficult to communicate and could lead to conflict between pedestrians and HGVs on New Down Lane. A longer closure therefore proposed.	Restore to pre-construction condition.
N/A	Pilgrims' Way National Trail	Provides north-south link between Sawyer's Wood and Portsdown Hill Road.	Short-term closure (open-cut crossing).	Short-term closure, as detailed in the TMS (Document reference 7.3, DCO Volume 7). National trail predominantly kept open except for short-period of time (maximum of four weeks) when Pipeline crossing of route is managed. The alternative route during this short-term closure will utilise either Mill Lane or Widley Walk.	Works will be scheduled to avoid coinciding with any major events that utilise the Pilgrims' Way.	Restore to pre-construction condition.
218/3/1	Southwick and Widley 3	Routes north-west to south-east between the High Street/B2177 Southwick Road	Temporary closure.	Temporary closure of up to six months proposed between points TCPRoW 5a and 5b at Sheet 8 of the Access and	No obvious onward connection associated with	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
		roundabout and Drove Road farm, with no obvious onward connection. PRoW shown at Sheet 8 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	southern section of PRoW and therefore diversion not proposed.	
23/19/1	Boarhunt 19	Routes north-east to south-west from Ashley Down Lane to Boarhunt Road as shown at Sheet 10 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary closure.	Temporary closure of up to six months between points TCPRoW 6a and 6b of Sheet 10 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). Alternative route proposed via Ashley Down Lane or Monument Lane. Pedestrian mitigation on Monument Lane in the form of signage to warn vehicles of the presence of pedestrians.	Ashley Down Lane alternative route provides a more direct connection between Boarhunt 14 and 17.	Restore to pre-construction condition.

6 Section F: Boarhunt to Crockerhill

6.1 Overview

6.1.1 Section F: Boarhunt to Crockerhill of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) connects from Boarhunt in the south-east to Crockerhill to the north-west. This section of the Pipeline interacts with three PRoW; Fareham 107, 106 and 103.

6.1.2 There is a general need to consider the interaction between construction activities that affect PRoW in this area and activities proposed as part of the nearby Welborne development. Efforts will be made wherever practicable to co-ordinate works based on a collaborative approach between the Applicant and the Welborne developers. Detail regarding the co-ordination of activities affecting PRoW in this location will be provided within the detailed RoWMP document.

6.2 Management measures

6.2.1 The proposed management measures associated with the affected PRoW are set out within section 6.2.2 to 6.2.13.

Fareham 107

6.2.2 The Fareham 107 PRoW provides a link across a field between Boarhunt Road to the east and Whitedell Lane to the west. The Pipeline bisects the PRoW within the middle of this field.

6.2.3 A temporary diversion is proposed for this PRoW. The diversion will be provided along the northern extent of the Order Limits connecting to Whitedell Lane.

Fareham 106

6.2.4 The Fareham 106 PRoW routes from Bere Farm Lane to the north to Spurlings Farm and Farm Cottages to the south-west.

6.2.5 There is a trenchless crossing at this location, therefore the PRoW will remain open and unaffected during the construction period.

6.2.6 A DMMO to Fareham 106 in the vicinity of the Project is also ‘awaiting investigation’. The DMMO, filed by the Ramblers Association, is titled ‘Add restricted byway from the end of country road section of Whitedell Lane to Footpath 106’. The proposed DMMO is illustrated at Graphic 6-1.

Graphic 6-1 Fareham 106 DMMO



Source: HCC

6.2.7 The proposed DMMO would not be directly affected by the Project given that the Order Limits passes beyond its extent to the south. However, it may lead to additional foot traffic on Whitedell Lane and using the Fareham 107 diversion set out at paragraph 6.2.3.

Fareham 103

6.2.8 The Fareham 103 PRoW provides a link between the Wickham 9 PRoW to the north and the Fareham 102 PRoW to the south. The Pipeline will intersect the PRoW at its mid to southern extent. An AGP (Work Number 5) site is also proposed along the PRoWs alignment further south adjacent to Chalk Lane.

6.2.9 To the north, where the Pipeline will cross the PRoW, it is proposed to enact a temporary diversion during the construction phase of up to two years to the PRoW. This diversion will traverse along the eastern boundary of the Order Limits. It will then circumvent the temporary construction compound/AGP (Work Number 5) at this location prior to re-joining Fareham 103 to the south of the Order Limits.

6.2.10 To the south, where Fareham 103 bisects the location of the AGP, a permanent diversion is proposed for the operational phase around the limits of deviation of the AGP site. The permanent diversion route will then re-join the existing alignment of Fareham 103 to the south, immediately north of the area of shrubbery that bounds the existing Fareham 103 alignment to the east.

6.2.11 As part of the separate, consented Welborne development proposals (reference: P/17/0266/OA), it is proposed to permanently divert the Fareham 103 PRoW to the east. This diversion would be implemented immediately north of the area of shrubbery, re-joining the existing Fareham 103 alignment immediately south of the area of shrubbery. The proposed route is shown within the Welborne PRoW Plan at Appendix C.

6.2.12 Should the proposed Welborne Fareham 103 permanent diversion be implemented prior to the construction of the AGP site, the proposed permanent diversion associated with the Project would be amended to tie in with the Welborne proposed permanent diversion.

6.2.13 Collaboration between the Contractor and Welborne developers will be sought to ensure that disruption to Fareham 103 is minimised where practicable, with detail regarding any co-ordination to be confirmed within the detailed RoWMP documents. Collaboration will also be required to ensure that the PRoW is instated to an agreed surface treatment. Should these works take place after Welborne's works, then the PRoW will be reinstated to the pre-construction condition.

6.3 Section F: Boarhunt to Crockerhill summary

6.3.1 Table 6-1 provides a summary of the affected PRoW and any subsequent management measures that will be implemented to mitigate against the impacts of the Project.

Table 6-1 Summary of affected PRoW and subsequent management measures along Section F

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
84/107/1	Fareham 107	Provides east-west link between Whitedell Lane and Boarhunt Road as shown at Sheet 11 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion along the northern extent of the Order Limits. Temporary diversion would replace section of PRoW that runs from TCPRoW 10a to 10b of Sheet 11 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
84/107/1	Fareham 106	Provides north-south link between Bere Farm Lane and Spurlings Farm and Cottages as shown at Sheet 11 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Keep open (trenchless crossing).	PRoW will remain open and will not be affected by construction activities.	None.	None required
84/103/1	Fareham 103	Provides north-south link between Wickham 9 PRoW and Fareham 102	Temporary diversion during construction phase. Permanent diversion to the south of the	Temporary diversion for up to two years required to enable the construction of	Permanent diversion to be implemented following the construction	PRoW temporarily closed to be reinstated to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
		PRoW as shown at Sheet 12 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	PRoW during operational phase.	the Pipeline and AGP. Permanent diversion to the south required during the operational phase given that existing PRoW intersects the AGP site. Management measures would be in effect between points TCPRoW 9a and 9b of Sheet 12 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	phase (prior to the operational phase). Efforts will be made to co-ordinate works with Welborne wherever practicable.	PRoW permanently diverted to be constructed to the satisfaction and inspection of the ACAM with regard to HCC standards.
84/103/1	Fareham 103	Following the implementation of the proposed Welborne diversion, Fareham 103 will circumvent to the east of the area of shrubbery that currently bounds Fareham 103 to the east. The proposed Welborne	Permanent diversion to tie in with proposed Welborne permanent diversion.	Should the proposed Welborne permanent diversion be implemented prior to the permanent diversion associated with the operational phase of the Project, the permanent diversion associated with the Project would be amended to tie in with the Welborne permanent	Efforts will be made to co-ordinate works with Welborne wherever practicable.	PRoW to be instated to Welborne's agreed surface treatment.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement:
		permanent diversion is shown at Sheet 12 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		diversion based on points PCPRoW 1a.2 and 1b.2 of Sheet 12 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		

7 Section G: Crockerhill to Wickham

7.1 Overview

7.1.1 Section G: Crockerhill to Wickham of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) connects Crockerhill to Wickham. This section of the Pipeline interacts with four PRoW; Wickham 10, Wickham 5, Wickham 501 (the Meon Valley Trail) and Wickham 1.

7.2 Management measures

7.2.1 The proposed management measures associated with the affected PRoW are set out within section 7.2.2 to section 7.2.16.

Wickham 10

7.2.2 In the vicinity of the Project, the Wickham 10 PRoW runs along the private Castle Farm Lane in a south-east to north-west alignment. Midway along Castle Farm Lane, Wickham 10 will be intersected by the Pipeline as it crosses in a north-south direction.

7.2.3 This PRoW will be subject to a short-term closure of up to four weeks to allow for the construction of the section of open-cut pipeline across Castle Farm Lane and Wickham 10.

7.2.4 An alternative route via Wickham 11 and footway on the B2177 Southwick Road and the A32 Hoads Hill will be in place during the short period that Wickham 10 is affected by the Pipeline crossing.

Wickham 501

7.2.5 Wickham 501 comprises one section of the Meon Valley Trail; a 17.7km long route along a disused railway between West Meon in the north to Wickham in the south. Wickham 501 includes the section of the Meon Valley Trail which commences to the north of Knowle and connects to the north-east of Wickham.

7.2.6 Wickham 501 is classified as a bridleway.

7.2.7 A temporary diversion is proposed for Wickham 501 between points TCPRoW 11a and TCPRoW 11b as shown on Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). The precise extent of the closure between these points will depend on which option is taken up for the Pipeline crossing of the River Meon. This temporary closure/diversion will facilitate the construction the open-cut pipeline across the PRoW. The precise extent of the diversion will also occur between points DPRoW 6a and DPRoW 6b to circumvent whichever section of the PRoW is affected. A decision on the precise location of the closure/diversion will be taken once the final Pipeline route alignment is selected post consent.

7.2.8 Any diversion implemented will have regard to bridleway users (equestrians and cyclists), with specific measures tailored for these users to be provided in the detailed RoWMP post consent.

7.2.9 As set out within the Framework CTMP (Document reference 7.2, DCO Volume 7), given the popularity of the Meon Valley Trail, the diversion of Wickham 501 is proposed to take place during the quieter months of the year (i.e. outside of summer and school holidays), where practicable, to minimise disruption.

7.2.10 Furthermore, both PRoW (Wickham 5 and 501) would not be diverted at the same time so that east/west connectivity is maximised at this location.

Wickham 5

7.2.11 The Wickham 5 PRoW follows the alignment of Tanfield Lane to the north-east, before it deviates from Tanfield Lane and joins Titchfield Lane to the north-west.

7.2.12 A short-term closure is proposed for Wickham 5 between points TCPRoW 12a and TCPRoW 12b as shown on Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). The precise extent of the closure between these points will depend on which option is taken up for the Pipeline crossing of the River Meon. Wickham 5 will be subject to a temporary closure/diversion to allow for the construction of the section of open-cut Pipeline across the PRoW. The precise extent of the diversion will also occur between points DPRoW 7a and DPRoW 7b to circumvent whichever section of the PRoW is affected. A decision on the precise location of the closure/diversion will be taken once the final pipeline route alignment is selected post- consent.

7.2.13 It will be ensured that both Wickham 5 and Wickham 501 will not be diverted at the same time so that east/west connectivity is maximised at this location.

Wickham 1

7.2.14 The Wickham 1 PRoW provides connectivity between Titchfield Lane to the north-west and Winchester Road (A334) to the south-east. The PRoW passes through the Order Limits in a north-south alignment south of Titchfield Lane and bisects the western extent of temporary construction compound G-7.

7.2.15 It is proposed to temporarily divert Wickham 1 around the western boundary of temporary construction compound G-7 within the extent of the Order Limits. A second, short-term diversion would then be implemented within the extent of the Order Limits to facilitate the open-cut Pipeline crossing.

7.2.16 Measures will be implemented to provide segregation between the PRoW and construction areas. This will include the management of haul road crossings of the PRoW by a traffic marshal. These measures are also set out in the Framework CTMP (Document reference 7.2, DCO Volume 7).

7.3 Section G Summary

7.3.1 Table 7-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 7-1 Summary of affected PRoW and subsequent management measures along Section G

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
251/10/1	Wickham 10	Provides north-west to south-east link along private Castle Farm Lane as shown at Sheet 13 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Short-term closure (open-cut).	Short-term closure between points TCPRoW 10a and 10b of Sheet 13 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). PRoW predominantly kept open except for a short-period of time (maximum of four weeks) to enable the construction of the Pipeline across the PRoW. Alternative route via Wickham 11 and the footways on the B2177 Southwick Road and A32 Hoads Hill during this period.	None.	Restore to pre-construction condition.
251/5/1	Wickham 5	Wickham 5 routes from Tanfield Lane in the north-east to Titchfield Lane in the north-west as shown at Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion with full extent to be confirmed (depending on the final route of the Pipeline), shown between points TCPRoW 12a and 12b of Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). PRoW to be temporarily diverted within the Order Limits to manage the Pipeline crossing.	Wickham 501 to be kept open during temporary diversion to maximise east/west connectivity.	Restore to pre-construction condition.
251/501/1	Wickham 501 (Meon Valley Trail)	PRoW runs to the south of Wickham 5 in an east/west	Temporary diversion.	Temporary diversion with full extent to be confirmed (depending on the final route	Diversion of Wickham 501 will take place during quieter months	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
		alignment as shown at Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		of the Pipeline), shown between points TCPRoW 11a and 11b of Sheets 13 and 14 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). PRoW to be temporarily diverted within the Order Limits to manage the Pipeline crossing.	(i.e. outside of summer months and the school holidays) of the year if practicable as set out within Framework CTMP (Document reference 7.2, DCO Volume 7). Diversion to have regard for bridleway users (equestrians and cyclists). Wickham 5 to be kept open during temporary diversion to maximise east/west connectivity.	
251/1/1	Wickham 1	Provides north-west to south-east link between Titchfield Lane and Winchester Road (A334) as shown at Sheets 14 and 15 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion (x2).	Temporary diversion between points TCPRoW 13a and 13b of Sheets 14 and 15 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). PRoW to be diverted around the western boundary of temporary construction compound G-7. This diversion will then be subject to a second diversion within the Order Limits to manage the Pipeline crossing.	Interaction between construction activities and PRoW users to be managed by measures as set out within Framework CTMP (Document reference 7.2, DCO Volume 7).	Restore to pre-construction condition.

8 Section H: Wickham to Shedfield

8.1 Overview

8.1.1 Section H: Wickham to Shedfield of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) covers between Wickham and Shedfield to the north. This section of the Pipeline interacts with two PRoW; Shedfield 12 and Shedfield 13.

8.2 Management measures

8.2.1 The proposed management measures associated with the affected PRoW are set out within section 8.2.2 to 8.2.9.

Shedfield 12

8.2.2 Shedfield 12 provides a connection between Shirrell Heath High Street to the west and the Shedfield 17 PRoW to the east. It then deviates to the south and provides a north-south connection between the Shedfield 12/17 PRoW intersection and Pricketts Hill.

8.2.3 The section of Shedfield 12 between Shirrell Heath High Street and Shedfield 17 will be kept open. This section of the PRoW will not be impacted by the Project as there is a trenchless crossing at this location.

8.2.4 The southern section of Shedfield 12 (to the south of the intersection with Shedfield 17) will be subject to a temporary diversion provided within the extent of the Order Limits.

8.2.5 Measures to prevent conflict between construction vehicles and pedestrians will be implemented at this location, including the use of traffic marshal to assist users past the works where appropriate. These measures are outlined within the Framework CTMP (Document reference 7.2, DCO Volume 7).

Shedfield 13

8.2.6 The Shedfield 13 PRoW provides a link between the B2177 Winchester Road to the west and Shirrell Heath High Street to the east. The Pipeline will bisect the PRoW at the mid-point between Shirrell Heath High Street and the B2177 Winchester Road.

8.2.7 It is proposed that Shedfield 13 is subject to a temporary diversion around the affected section of the PRoW within the extent of the Order Limits.

8.2.8 Measures to prevent conflict between construction vehicles and pedestrians will be implemented at this location, including the use of traffic marshal to assist users past the works where appropriate. These measures are outlined within the Framework CTMP (Document reference 7.2, DCO Volume 7).

8.2.9 The Order Limits also overlap a very small section of the same PRoW to the west of the aforementioned section of Shedfield 13, however in practice works will not

take place on the PRoW with formal segregation to be provided between the PRoW and construction activities.

8.3 Section H: Wickham to Shedfield summary

8.3.1 Table 8-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 8-1 Summary of affected PRoW and subsequent management measures along Section H

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
207/12/2	Shedfield 12	Provides link between Shirrell Heath High Street to the west and the Shedfield 17 PRoW to the east as shown at Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Keep open (trenchless crossing).	PRoW will remain open and will not be affected by construction.		Restore to pre-construction condition.
207/12/2	Shedfield 12	Shedfield 12 routes between Shedfield 17 and Pricketts Hill as shown at Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporarily diverted within extent of Order Limits. Management measures to take effect between points TCPRoW 14a and 14b shown on Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Access to properties/facilities to the east of Shedfield 12 to be maintained. Additional measures to prevent conflict between construction vehicles and pedestrians to be implemented, as detailed in the Framework CTMP (Document reference 7.2, DCO Volume 7).	Restore to pre-construction condition.
207/13/1	Shedfield 13	Provides east-west link between Shirrell Heath High Street and Winchester Road as shown at Sheet	Temporary diversion.	Temporarily diverted within extent of Order Limits. Management measures to take effect between points TCPRoW 15a and 15b shown on	Segregation between construction activities and PRoW to the west will ensure that PRoW can be kept open. Measures included within	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
		16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Framework CTMP (Document reference 7.2, DCO Volume 7) to this degree.	

9 Section J: Shedfield to the River Hamble

9.1 Overview

9.1.1 Section J: Shedfield to the River Hamble of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) connects from Shedfield to the River Hamble. This section of the Pipeline interacts with three PRoW; Shedfield 2, 3, and 4. In addition, Curdridge 4 routes adjacent to the Project, but is not impacted.

9.2 Management measures

9.2.1 The proposed management measures associated with the affected PRoW are set out within section 9.2.2 to section 9.2.8.

Shedfield 3 and 4

9.2.2 Shedfield 3 and the southern section of Shedfield 4 both provide east/west connections to Winchester Road (B2177) to the east. From here, Shedfield 3 provides a link through the Meon Valley Country Club grounds, whilst Shedfield 4 connects to a PRoW intersection to the north-west. The Pipeline will cross both PRoW to the west of St Annes Lane and Winchester Road, whilst temporary construction compound J-1 will also be located on the alignment of Shedfield 3.

9.2.3 It is proposed that both Shedfield 4 is closed temporarily at this location. Further information concerning the length of this closure will be specified within the detailed RoWMP, but it is expected to be in place for up to six months.

9.2.4 An alternative route to Shedfield 4 is provided to the north via the Shedfield 2 PRoW and to the west via the Shedfield 3 PRoW.

9.2.5 It is proposed for Shedfield 3 to be subject to a temporary diversion at this location, with the diversion to be provided around temporary construction compound J-1 within the extent of the Order Limits. A second diversion will then be required for a short-period of time (up to two weeks) to facilitate the open-cut pipeline crossing. This second diversion will also be provided within the extent of the Order Limits.

Shedfield 4 and 2

9.2.6 To the north, Shedfield 4 provides a connection between an intersection of PRoW and Little Bull Lane. Shedfield 2 provides a connection between the B2177 Winchester Road to the east, running in a south-west alignment before connecting to the same intersection of PRoW.

9.2.7 Both Shedfield 2 and Shedfield 4 will be subject to a temporary diversion connecting the two PRoW around the edge of a field within the extent of the Order Limits.

9.2.8 It is proposed that Shedfield 2 and 4 will not be closed/diverted at the same time in order to maintain permeability through this area.

9.3 Section J Summary

9.3.1 Table 9-1 provides a summary of the affected PRoW and any subsequent management measures that will be implemented to mitigate against the impacts of the Project.

Table 9-1 Summary of affected PRoW and subsequent management measures along Section J

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
207/3/2	Shedfield 3	Provides east-west connectivity between Winchester Road (A334) and Sandy Lane as shown at Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion. PRoW subject to a temporary diversion within the extent of the Order Limits provided around temporary construction compound J-1 and Pipeline route for up to six months. A second diversion within the Order Limits will be provided to facilitate the pipeline crossing. Management measures to take effect between points TCPRoW 16a and 16b of Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
207/4/2	Shedfield 4 (south section)	This section of Shedfield 4 provides east-west connectivity between Winchester Road (A334) and Sandy Lane as shown at Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary closure.	PRoW subject to a temporary closure of up to six months between points TCPRoW 17a and 17b of Sheet 16 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). An alternative route is proposed via Shedfield 2 to the north, or Shedfield 3 to the west.	None.	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
207/4/2	Shedfield 4 (north section)	This section of Shedfield 4 provides a north-south link between Little Bull Lane and an intersection of PRoW to the south as shown at Sheets 16 and 17 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Subject to a temporary diversion. Management measures would be in place between points TCPRoW 17a and 17b of Sheets 16 and 17 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). A diversion route between Shedfield 4 and 2 would be in place for a short-term period to facilitate the open-cut Pipeline crossing. Shedfield 2 and 4 will not be closed/diverted simultaneously.	None.	Restore to pre-construction condition.
207/2/1	Shedfield 2	Shedfield 2 provides an east-west link between Winchester Road and Shedfield 4 as shown at Sheets 16 and 17 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Subject to a temporary diversion connecting Shedfield 2 and 4 within the extent of the Order Limits. Management measures to take effect between points TCPRoW 18a and 18b shown at Sheets 16 and 17 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). Shedfield 2 and 4 will not be closed/diverted simultaneously.	None	Restore to pre-construction condition.

10 Section K: The River Hamble to Lower Upham

10.1 Overview

10.1.1 Section K: The River Hamble to Lower Upham of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) covers between Lower Upham and the River Hamble. This section of the Pipeline interacts with two PRoW; Bishop's Waltham 502 and Bishop's Waltham 43.

10.2 Management measures

10.2.1 The proposed management measures associated with the affected PRoW are set out within section 10.2.2 to section 10.2.12.

Bishop's Waltham 502

10.2.2 The Bishop's Waltham 502 PRoW provides connectivity between Bishop's Waltham 42b and 44.

10.2.3 To the south, the Bishop's Waltham 502 traverses the Order Limits along its eastern extent. It is not anticipated that construction activities will impact the PRoW at this location, with a trenchless crossing present to the south-east of this location. As such, the PRoW will be kept open, with formal separation to be provided between the PRoW and the construction working area.

10.2.4 The Pipeline will bisect Bishop's Waltham 502 at two points either side of temporary construction compound K-2.

10.2.5 To facilitate the construction of the open-cut pipeline at this location, two temporary closures and diversions of Bishops Waltham 502 are proposed within the extent of the Order Limits either side of temporary construction compound K-2. These diversions will result in a minimal change in walking distance.

10.2.6 Access to the private track to the west of Bishop's Waltham 502 will be provided by Bishop's Waltham 44 to the west.

Bishop's Waltham 43

10.2.7 Bishop's Waltham 43 provides an east-west link between Manor Road and Bishop's Waltham. The Pipeline bisects Bishop's Waltham 43 in an east-west alignment.

10.2.8 It is proposed that Bishop's Waltham 43 is kept open with a short, minor diversion of approximately 50m within the Order Limits.

Bishop's Waltham 42a and Upham 20

10.2.9 Bishop's Waltham 42a and Upham 20 provide north-south links between the B2177 Winchester Road and Winters Hill.

10.2.10 These PRoW will each intersect the proposed operational access track to BPT-K (Work Number 5D). This access track is an existing track used to access a small number of properties at this location. This access track is shown in the context of the Bishop's Waltham 42a PRoW at Appendix D.

10.2.11 This access track would not be used during the construction phase, however during this phase some alterations to the track may be undertaken at its north-western extent to ensure that it is suitable for operational use. These works may require the temporary closure of Upham 20 for up to one week. No works would be required to Bishops Waltham 42a during the construction phase, and as such this could be used as an alternative route whilst works take place at Upham 20.

10.2.12 During the operational phase, BPT-K is expected to generate a very small number of vehicle movements (approximately two trips per week). Vehicle speeds are expected to be slow given the nature of the access track, whilst forward visibility is good. Furthermore, as shown at Appendix D, there are multiple field accesses where a pedestrian and a vehicle could pass. As such, no additional management measures are proposed at the locations where the track intersects Bishops Waltham 42a or Upham 20, and it is expected that the operational access to BPT-K would operate safely without harm to the existing PRoW.

10.3 Section K: The River Hamble to Lower Upham summary

10.3.1 Table 10-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 10-1 Summary of affected PRoW and subsequent management measures along Section K

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
22/502/1	Bishop's Waltham 502	Provides a link between Bishop's Waltham PRoW 42b and 44 as shown at Sheets 18 and 19 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Kept open (southern extent)	PRoW to be kept open.	Management measures to manage the interaction between PRoW users and construction activities as referenced within the Framework CTMP (Document reference 7.2, DCO Volume 7).	None required
			Temporary diversions (northern extent).	Proposed that Bishop's Waltham 502 is predominantly kept open with two temporary diversions (up to four weeks) either side of temporary construction compound K-2 to facilitate the construction of the open-cut pipeline. Management measures would take effect between points TCPRoW 19a and 19b and points TCPRoW 20a and 20b of Sheets 18 and 19 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
22/43/2	Bishop's Waltham 43	Provides east-west link between Bishop's Waltham and Manor Road as shown at Sheet 19 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Proposed that Bishop's Waltham 43 is subject to a temporary diversion during construction. Management measures would take effect between points TCPRoW 21a and 21b shown at Sheet 19 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
22/42a/1	Bishop's Waltham 42a	Provides a north-south link between B2177 Winchester Road and Winters Hill as shown at Sheet 20 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Kept open (construction) No management measures considered necessary during operation.	Bishops Waltham 42a will be unaffected during the construction phase. During the operational phase, a very small number of vehicles will travel along the existing access track which runs parallel to Bishops Waltham 42a. No measures are considered necessary given the low frequency of these movements.	None	N/A
235/20/1	Upham 20	Provides a connection between B2177 Winchester Road to the north-east and Durley 20	Temporary closure (construction). No management	Some alterations to the existing access track that intersects Upham 20 may be required, resulting in the need for	Alternative route available via Bishops Waltham 42a.	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
		to the south as shown at Sheet 20 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	measures considered necessary during operation.	a temporary closure during the construction phase. Management measures would take place between points TCPRoW 22a and 22b as shown at Sheet 20 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). During the operational phase, a very small number of vehicles will travel along the existing access track which intersects Upham 20. No measures are considered necessary given the low frequency of these movements.		

11 Section L: Lower Upham to Brambridge

11.1 Overview

11.1.1 Section L: Lower Upham to Brambridge of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) stretches from Lower Upham to Brambridge. This section of the Pipeline interacts with five PRoW; Fair Oak and Horton Heath 23 and 27 and Colden Common 21, 22 and 2a.

11.2 Management measures

11.2.1 The proposed management measures associated with the affected PRoW are set out within section 11.2.2 to section 11.2.16.

Fair Oak and Horton Heath 23

11.2.2 The Fair Oak and Horton Heath 23 PRoW is a bridleway that provides a link between Stroudwood Lane to the north-east and Winchester Road (B3354) to the west. The PRoW is bisected by the Pipeline to the west of Stroudwood Lane.

11.2.3 Fair Oak and Horton Heath 23 is classified as a bridleway. There are two equestrian centres that can be accessed via Stroudwood Lane to the south of the bridleway.

11.2.4 It is proposed that the northern section of this PRoW would be temporarily diverted along the southern boundary of the Order Limits in an east-west alignment. This would maintain a connection between Stroudwood Lane and Fair Oak and Horton Heath 23.

11.2.5 Any diversion implemented will have regard to bridleway users (equestrians and cyclists), with specific measures tailored for these users to be provided post-consent.

11.2.6 As set out at section 2.5, it is necessary to assess the risk associated with this alternative route given that PRoW users, which includes both pedestrians and equestrians at this location, would have to utilise space within the carriageway of Stroudwood Lane. This risk assessment has been carried out on a qualitative basis using a RAG scoring system and is set out at Appendix B.

11.2.7 As set out at Appendix B, the risk associated with the use of Stroudwood Lane as an alternative route is considered to be low, and as such no additional mitigation is proposed at this location for pedestrians and equestrians.

Fair Oak and Horton Heath 27

11.2.8 Fair Oak and Horton Heath 27 routes north-east to south-west between Portsmouth Road (B2177) and Winchester Road (B3354). The PRoW runs in a north-south alignment at the point in which it will be bisected by the Pipeline to the east of the B3354 Winchester Road.

11.2.9 It is proposed that this PRoW is subject to a temporary diversion within the Order Limits whilst the open-cut pipeline is constructed.

Colden Common 21 and 22

11.2.10 Colden Common 21 provides an east-west link between Nobs Crook and Lord's Wood. Colden Common 22 provides a north-south link between Leylands Farm and both Fair Oak and Horton Heath 26 and Bishopstoke 25 to the south. The Pipeline will cross both PRoW.

11.2.11 It is proposed that Colden Common 21 is subject to a temporary diversion along the southern extent of the Order Limits whilst the open-cut pipeline is constructed.

11.2.12 Colden Common 22 will be kept open, with a minor temporary diversion proposed for the PRoW within the Order Limits whilst the open-cut pipeline is constructed.

Colden Common 2a

11.2.13 Colden Common 2a provides a connection between Colden Common 5 and Highbridge Road (B3335). A temporary construction compound (L-10) is proposed at the existing location that Colden Common 2a passes in a north-west to south-east alignment through a field.

11.2.14 It is proposed that this PRoW is subjected to a temporary closure. Further information concerning the length of this closure will be specified within the detailed RoWMP, but it is expected to be in place for up to 24 months.

11.2.15 An alternative route via Colden Common 5 and 6 is available for those travelling to/from the north. This alternative route would route pedestrians north-east from the affected section of Colden Common 2a and onto Highbridge Road where a footway is present. This alternative route would increase the required travel distance by approximately 400m. Colden Common 3, in conjunction with Highbridge Road, offers an appropriate alternative route for those travelling to the south of Colden Common 2A which would add approximately 200m to users' travel distance.

11.2.16 There is no crossing on the B3335 Highbridge Road between the Colden Common 2a and Colden Common 1 PRoW. As construction traffic would utilise the B3335 Highbridge Road, it is proposed to provide a temporary crossing facility to ensure that pedestrians can safely cross the B3335 Highbridge Road when using this alternative route. Specific detail relating to the crossing will be provided within the detailed RoWMP document to be prepared post-consent.

11.3 Section L: Lower Upham to Brambridge summary

11.3.1 Table 11-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 11-1 Summary of affected PRoW and subsequent management measures along Section L

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
85/23/1	Fair Oak and Horton Heath 23	Bridleway providing a link between Stroudwood Lane to the north-east and Winchester Road (B3354) to the south-west as shown at Sheet 21 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Proposal for PRoW to be temporarily diverted along the southern boundary of the Order Limits to Stroudwood Lane. PRoW diversion would take place between points TCPROW 23a and 23b of Sheet 21 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Provides a more direct route to equestrian centres on Stroudwood Lane to the south. Any diversion implemented will have regard to bridleway users (equestrians and cyclists).	Restore to pre-construction condition.
85/27/1	Fair Oak and Horton Heath 27	PRoW that provides north-east to south-west connectivity between Portsmouth Road (B2177) and Winchester Road (B3354) as shown at Sheet 23 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion proposed within the Order Limits. Management measures would be implemented between points TCPRoW 24a and 24b of Sheet 23 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
54/21/1	Colden Common 21	Colden Common 21 provides east-west link between Nobs Crook and Lord's Wood as shown at Sheet 24 of the Access and Public	Temporary diversion.	A temporary diversion is proposed within the Order Limits between points TCPRoW 26a and 26b of Sheet 24 of the Access and Public Rights	None.	Restore to pre-construction condition.

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
		Rights of Way plan (Drawing reference 2.4, DCO Volume 2).		of Way plan (Drawing reference 2.4, DCO Volume 2).		
54/22/3	Colden Common 22	Colden Common 22 provides north-south connectivity between Leylands Farm and two other PRoW as shown at Sheets 23 and 24 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	A temporary diversion is proposed within the Order Limits between points TCPRoW 25a and 25b shown at Sheets 23 and 24 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.
54/2a/1	Colden Common 2a	Provides a north-west to south-east link between Highbridge Road and Colden Common 5 as shown at Sheet 25 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary closure.	Temporary closure of up to 18 months between points TCPRoW 27a and 27b of Sheet 25 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). Alternative route via Colden Common 5 and 6 (north) or Colden Common 3 (south).	Proposed to provide a crossing to link to footpath on east side of Highbridge Road. Specific detail relating to the crossing to be included in the detailed RoWMP.	Restore to pre-construction condition.

12 Section M: Brambridge to Otterbourne WSW

12.1 Overview

12.1.1 Section M: Brambridge to Otterbourne WSW of the Pipeline between the WRP site and Otterbourne WSW (Work Number 4) runs from Highbridge Road in the south to Otterbourne in the north. This section of pipeline engages with two PRoW – Otterbourne 7 and Otterbourne 6, the latter being a permissive path.

12.2 Management measures

12.2.1 The proposed management measures associated with the affected PRoW are set out within section 12.2.2 to 12.2.5.

Otterbourne 7

12.2.2 The Otterbourne 7 PRoW provides connections between Kiln Lane to the north-east and Park Lane to the south-west. The Pipeline will intersect the PRoW approximately 220m south of Kiln Lane.

12.2.3 It is proposed that Otterbourne 7 will be subjected to a temporary diversion for up to four weeks, with the diversion to be implemented within the extent of the Order Limits. This diversion will be in place to manage the Pipeline crossing of the PRoW.

Otterbourne 6

12.2.4 Otterbourne 6 provides a link between Kiln Lane to the south-east and Otterbourne Main Road to the north-west. The Pipeline will bisect the PRoW within a field to the north of Kiln Lane.

12.2.5 It is proposed that Otterbourne 6 is subject to a temporary diversion, which would utilise the existing permissive path around the perimeter of the field within the Order Limits. Further information concerning the duration of this temporary diversion will be specified post-consent, but it is expected to be in place for up to six months.

12.3 Section M Summary

12.3.1 Table 12-1 provides a summary of the affected PRoW and the management measures that will be implemented to mitigate against the impacts of the Project.

Table 12-1 Summary of affected PRoW and subsequent management measures along Section M

PRoW Reference	PRoW Name	PRoW Description	Management Measure	Management Summary	Notes	Reinstatement
182/7/1	Otterbourne 7	PRoW provides north-east to south-west link between Kiln Lane and Park Lane (Otterbourne) as shown at Sheet 25 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion	Temporary diversion between points TCPRoW 28a and 28b of Sheet 25 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2). PRoW will be temporarily diverted within the Order Limits for up to four weeks to manage the Pipeline crossing.	None.	Restore to pre-construction condition.
182/6/1	Otterbourne 6	Provides a south-east to north-west link between Kiln Lane and Otterbourne Main Road as shown at Sheet 26 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	Temporary diversion.	Temporary diversion within extent of Order Limits using permissive path around field. Temporary closure to be enacted between points TCPRoW 29a and 29b of Sheet 26 of the Access and Public Rights of Way plan (Drawing reference 2.4, DCO Volume 2).	None.	Restore to pre-construction condition.

13 Summary and conclusions

13.1 Summary

13.1.1 This Framework RoWMP has been prepared in support of the proposed Hampshire Water Transfer and Water Recycling Project.

13.1.2 The Project is being progressed by the Applicant. The Applicant is responsible for supplying water and providing wastewater[2] services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

13.1.3 This Framework RoWMP contains details of the management measures that will be implemented for the PRoW that will be impacted by the Project. It provides a framework from which detailed RoWMP documents will be prepared and submitted post-consent.

13.2 Conclusions

13.2.1 A total of 27 PRoW and three permissive paths will be intersected by the Project. A range of measures have been proposed to manage the interaction between the Project and these PRoW/permissive paths.

13.2.2 These measures include keeping PRoW open due to trenchless crossings, keeping PRoW open aside from a short-term temporary closure to facilitate the construction of open-cut pipeline, temporarily closing the PRoW for periods of 6-24 months, and providing a temporary diversion to the PRoW.

13.2.3 One PRoW will also be permanently diverted within the extent of the Order Limits.

13.2.4 In proposing management measures for each PRoW, consideration has been given to whether there are any suitable alternative routes that could be utilised. Similarly, the duration of any PRoW closures has informed the proposed measures.

13.2.5 Consideration has been given to risk associated with these alternative routes, and where applicable, mitigation measures have been proposed to manage these risks.

13.2.6 Efforts will be made to avoid adjacent PRoW being closed simultaneously in order to maintain pedestrian permeability and connectivity within each local area.

13.2.7 Safety measures will be enacted by the Contractor to manage the safety of users in the vicinity of affected areas.

13.2.8 PRoW closures and diversions will be communicated in advance of the works to provide appropriate notice for users. Signage and accessible information will be provided to inform users of any closures and the appropriate diversionary route.

13.2.9 Following the works, PRoW and permissive paths will be reinstated to the reasonable satisfaction of the relevant landowner and PRoW officer in line with

[2] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

HCC standards. PRoW subject to a permanent diversion will be instated to the satisfaction and inspection of the ACAM and with regard to HCC standards.

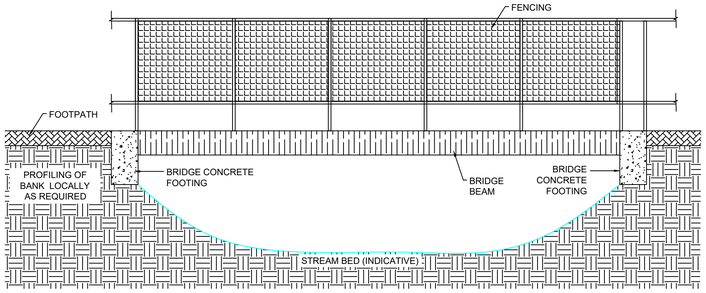
Glossary and abbreviations

Glossary term (and abbreviation)	Description
Bridleway	PRoW that can be used by pedestrians, equestrians, cyclists, mobility scooters or powered wheelchairs
Byways open to all traffic (BOAT)	PRoW that can be used for any kind of transport, including cars (mainly used by walkers, cyclists and horse riders)
Contractor	The Applicant or a person appointed by the Applicant or by anyone else having the benefit of part or all of the DCO to carry out any construction element of the Project or to operate the Project.
Order Limits	The extent of land that the Project would be delivered within as set out in Environmental Statement (ES) Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6). The Order Limits include temporary working areas required to implement the Project.
Development Consent Order (DCO)	Under the Planning Act 2008 [2] (as amended), a DCO is the means of obtaining permission to construct, operate and maintain developments categorised as nationally significant infrastructure projects or projects of national significance under a s.35 direction.
Footpath	PRoW that can be used for walking, running, mobility scooters or powered wheelchairs
Haul road	Temporary access route within the Order Limits that would be constructed along the Pipeline route of the Project.
National Trail	Long-distance walking trails present throughout England and Wales.
Open Access Land (OAL)	Land designated as ‘open country’ or registered Common Land
Permissive Path	Pathways present on private land that are open to the general public at the discretion of the landowner.
Project	This refers to the proposed Hampshire Water Transfer and Water Recycling Project, as described in Environmental Statement (ES) Chapter 3 Description of the Proposed Development, Volume I (Document reference 6.1, DCO Volume 6).
Public Right of Way (PRoW)	A PRoW is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along using the PRoW. PRoW can include footpaths, bridleways, BOAT and restricted byways.
Restricted byway	PRoW that can be used by any transport without a motor, or mobility scooters and powered wheelchairs
Trenchless	A type of pipeline crossing that involves either Horizontal Directional Drilling or micro-tunnelling, avoiding the need for open-cut excavation.

References

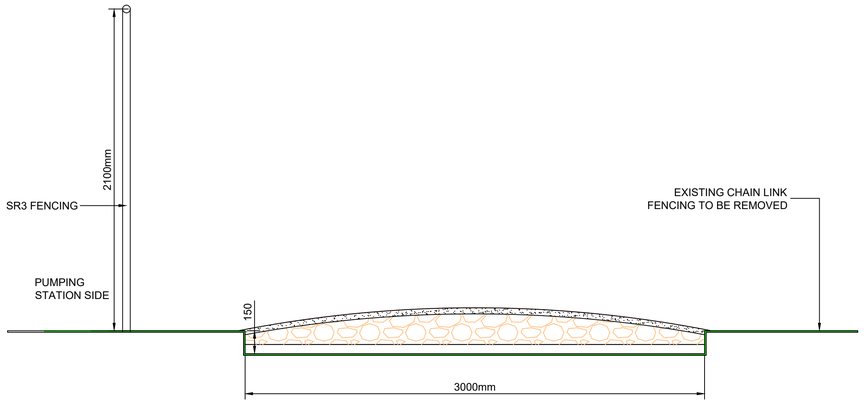
[1] UK Government, Rights of Way Act, 1990.
[2] UK Parliament, *Planning Act,* 2008.

Appendix A Proposed Portsmouth Water Permanent Diversion for Havant 34

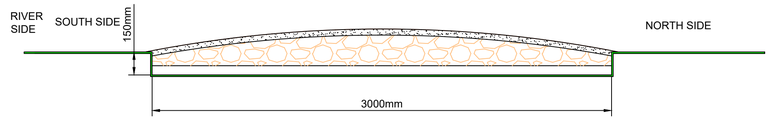


SECTION C-C
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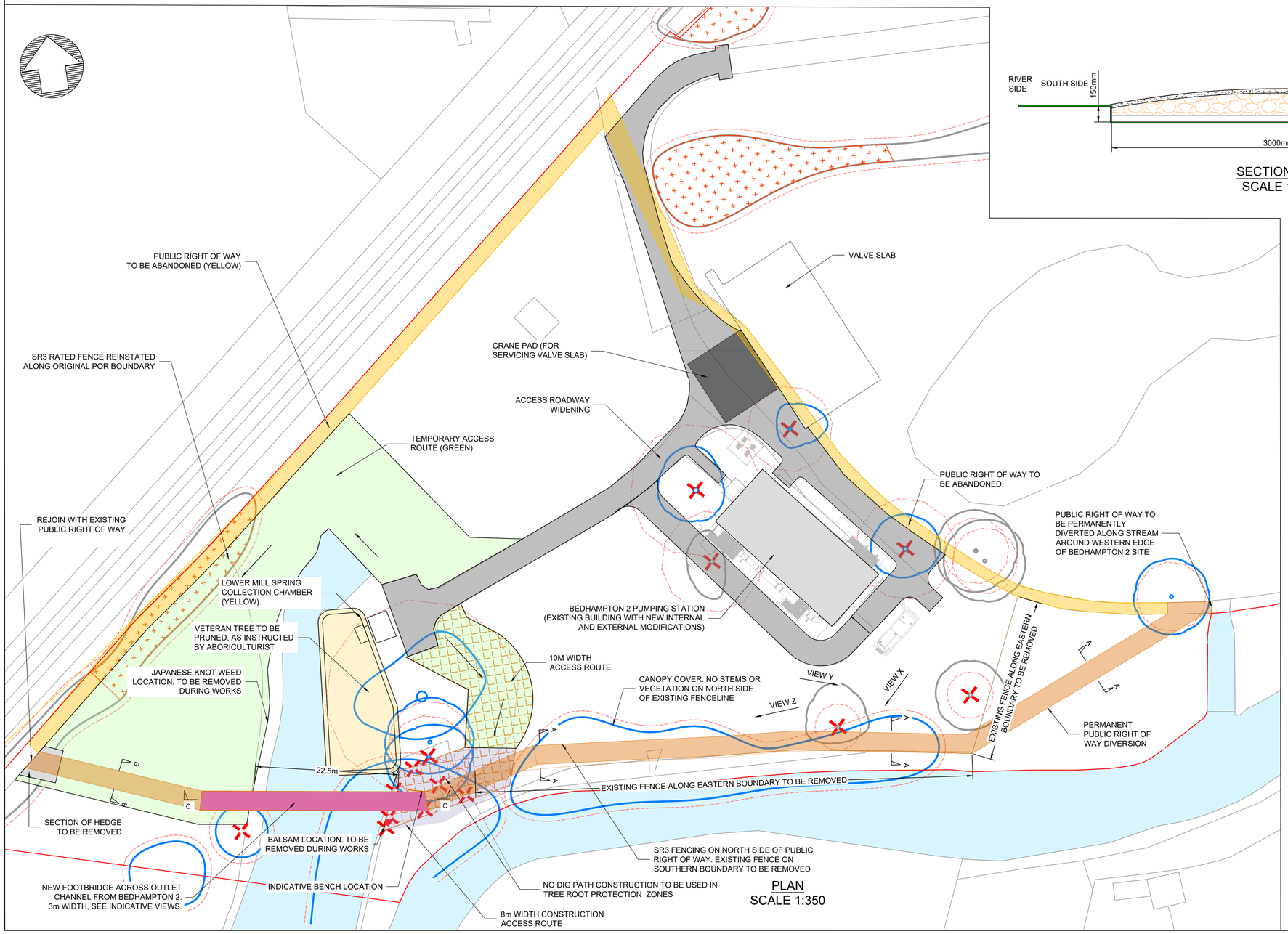




SECTION A-A
SCALE 1:20



SECTION B-B
SCALE 1:20

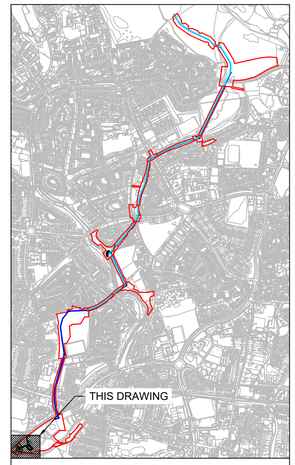


PLAN
SCALE 1:350









KEY PLAN

NOTES:

1. FOOTPATH REINSTATEMENT TO HAMSHIRE COUNTRYSIDE GUIDANCE FOR PATH SURFACING (2024) AND HAMPSHIRE HIGHWAYS "TYPE 4" PATH DETAIL. SEE HCC11/C050.
2. FOOTPATH CORRIDOR TO BE MIN. 3m WIDE IN NEWLY INSTALLED SECTIONS.

- REDLINE BOUNDRY
- FILL PIPELINE
- RETURN PIPELINE
- FARLINGTON CONNECTION PIPELINE
- PUBLIC RIGHT OF WAY CLOSURE
- SPRING CHAMBER
- TEMPORARY ACCESS
- PROPOSED PROW DIVERSION
- "NO-DIG" CONSTRUCTION METHOD AREA
- CAT. A TREE
- CAT. B TREE
- CAT. U TREE
- CAT. C TREE
- ROOT PROTECTION AREA (RPA)
- PROTECTIVE FENCE
- TREE GROUP/ HEDGE REMOVAL
- TREE REMOVAL
- TREE PROTECTION MATTING

0.4 0.8 1.2 1.6 2m
SCALE 1:20

7 14 21 28 35m
SCALE 1:350

Rev	Drn By	Ckd By	Apv By	Description	Date
P06 A4	BPa	BP	BC	RED LINE BOUNDRY ADDED	28/01/25
P05 A4	RD	BP	BC	PROW ROUTE UPDATE	13/01/25
P04 A4	BPa	BP	BC	INCORPORATING COMMENTS	02/10/24

WARD & BURKE

Drawing Suitability: APPROVED FOR DETAILED DESIGN	Status: A4
Contractors Drawing Number: HTR-WAB-PI-BD-DR-T-0002	

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Portsmouth Water

Date	Scale:	Sheet:	Sheet Size:
28/01/25	1:350	01 of 01	A1

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: BEDHAMPTON TO HTR PIPELINE PUBLIC RIGHT OF WAY DIVERSION PLAN

Portsmouth Water Drawing Number: | Rev: P06

Appendix B Alternative route risk assessments

Hampshire Water Transfer and Water Recycling Project

Framework Rights of Way Management Plan – Appendix D: Alternative route risk assessments

June 2025 | Version 1 | C01 | Infrastructure Planning (Environmental Impact Assessment) Regulations 2017



from Southern Water®

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1 Introduction

1.1 Background

1.1.1 A Framework Rights of Way Management Plan (RoWMP) has been prepared in support of the proposed Hampshire Water Transfer and Water Recycling Project (the 'Project').

1.1.2 The Project is being progressed by Southern Water Services Limited (the Applicant). The Applicant is responsible for supplying water and providing wastewater[1] services to over four million customers in the South East of England, operating across Hampshire, Kent, the Isle of Wight and East and West Sussex.

1.1.3 This appendix to the Framework RoWMP sets out the risk assessment for certain alternative routes following a workshop with Hampshire County Council (HCC) dated 1st May 2025.

1.1.4 During this workshop, HCC requested that risk assessments be conducted for these alternative routes given that they would be likely to introduce new pedestrian trips onto routes that may not have previously accommodated pedestrian trips.

1.2 Methodology

1.2.1 This risk assessment has been carried out using a Red, Amber, Green (RAG) scoring system to grade the level of risk associated with each risk factor. This scoring system is commonly used in risk assessments and other documentation where performance is reported on.

1.2.2 The RAG scoring is based on the following criteria:

Criteria:	RAG rating
Risk factor exacerbates overall risk associated with the alternative route by jeopardising the safety of the route users.	
Risk factor moderately enhances the risk associated with the alternative route and could contribute to the route being perceived by some users as unsafe.	
Risk factor is not considered to pose a material risk to users of the alternative route.	

[1] A combination of water from kitchens, bathrooms, sinks and taps (in domestic and non-domestic properties) and rainwater from roads and roofs, that is transported to, and cleaned at, a wastewater treatment works.

2 Southwick and Widley 28

2.1.1 The following sets out the risk assessment related to the alternative route associated with the Southwick and Widley 28 temporary closure. This alternative route includes Widley Walk and a crossing over the B2177 Portsdown Hill Road.

Table 2-1: Widley Walk/B2177 Portsdown Hill Road alternative route risk assessment

Risk factor	Assessment	RAG rating
Visibility	Widley Walk road alignment largely straight with the exception of a sharp bend to the south, however verge widens on either side of the carriageway at this location. B2177 straight with good visibility.	
Vehicle speeds	Widley Walk subject to national speed limit. No vehicle speeds recorded on Widley Walk however speeds expected to be low to reflect character of the road. B2177 Portsdown Hill Road recorded mean speed of 47 mph.	
Vehicle volumes	Widley Walk is a lightly trafficked rural route. Some traffic which uses the route as a connection between the B2177 and Purbrook Heath Road. B2177 to the south heavily trafficked.	
Road traffic collision history (most recent five-year study period – 2019-2023 as reported by Crashmap)	Three collisions at the Widley Walk/B2177 junction and one collision on Widley Walk near the intersection with Southwick and Widley 28. Four collisions on B2177 between Widley Walk and New Down Lane. None of these incidents involved any pedestrian casualties.	
Existing pedestrian facilities	No dedicated facilities on Widley Walk. Permissive paths set back from the carriageway to the south of the B2177. There is no level waiting space on either side of Widley Walk at the junction with B2177 Portsdown Hill Road.	
Existing use by pedestrians	Some existing pedestrian and equestrian use of Widley Walk anticipated given that it provides access to Fort Widley. Some existing pedestrian use of the permissive paths on the southside of the B2177 anticipated associated with onward connections from car park/view point at this location.	
Considered risk	Moderate – to mitigate risk at the Widley Walk/B2177 Portsdown Hill Road, it is proposed to provide a temporary waiting area for pedestrians to the south of Widley Walk.	

3 Boarhunt 19

3.1.1 The following sets out the risk assessment associated with the alternative route that would be used to circumvent the closure of Boarhunt 19. Two alternative routes are identified in the Framework RoWMP, including via Ashley Down Lane and Monument Lane.

3.2 Ashley Down Lane

Table 3-1: Ashley Down Lane alternative route risk assessment

Risk factor	Assessment	RAG rating
Visibility	Ashley Down Lane is relatively flat and straight at this location, with the exception of a bend in the road at the intersection with Boarhunt 19.	
Vehicle speeds	Given constrained nature of Ashley Down Lane, anecdotal evidence suggests that vehicles typically travel at low to moderate speeds along this section.	
Vehicle volumes	Ashley Down Lane provides access to a handful of dwellings/agricultural facilities and accommodates low traffic volumes.	
Road traffic collision history (most recent five-year study period – 2019-2023 as reported by Crashmap)	There have been no incidents along this section of Ashley Down Lane within the most recent five-year study period.	
Existing pedestrian facilities	No dedicated facilities, verge present to the north of the carriageway.	
Existing use by pedestrians	Some potential existing use by pedestrians (access and those walking between PRoW Boarhunt 14, Boarhunt 17 and B).	
Considered risk	Low – no additional measures proposed.	

3.3 Monument Lane

3.3.1 The following outlines the risk associated with the use of Monument Lane as an alternative route between Boarhunt 19 and Boarhunt 20.

Table 3-2: Monument Lane alternative route risk assessment

Risk factor:	Assessment:	RAG rating
Visibility:	Largely straight to the south with some bends which restrict visibility to the north. Levels difference and overgrown shrubbery restricts visibility to the north also.	
Vehicle speeds:	No survey data recorded and road is subject to the national speed limit, though the character of the road suggests that vehicles speeds are not likely to be high.	
Vehicle volumes:	Monument Lane provides access to a handful of dwellings/agricultural facilities and accommodates low traffic volumes.	
Road traffic collision history (most recent five-year study period – 2019-2023 as reported by Crashmap):	No collisions recorded on Monument Lane at this location.	
Existing pedestrian facilities:	No dedicated facilities on Monument Lane. Some space on verges but these are limited given adjacent hedgerow.	
Existing use by pedestrians:	Limited existing pedestrian use as road does not serve many dwellings or other uses to the north. Occasional use associated with PRoW to the south understood to take place.	
Considered risk:	Moderate – signage to warn vehicles of the presence of pedestrians to be provided to mitigate risk.	

4 Fair Oak and Horton Heath 23

4.1.1 The following sets out the risk assessment exercise associated with the use of Stroudwood Lane as an alternative route, as part of the proposed Fair Oak and Horton Heath 23 temporary diversion. Whilst those using the bridleway Fair Oak and Horton Heath 23 would need to travel on Stroudwood Lane currently, those travelling northbound would need to travel further along the road edge.

Table 4-1: Stroudwood Lane alternative route risk assessment

Risk factor:	Assessment:	RAG rating
Visibility:	Stroudwood Lane is straight and flat at this location with good forward visibility.	
Vehicle speeds:	An average speed of 34.1 mph has been recorded by an ATC at this location.	
Vehicle volumes:	Recorded vehicle volumes are very low on this link, with an AADT of 579 vehicles recorded.	
Road traffic collision history (most recent five-year study period – 2019-2023 as reported by Crashmap):	There have been no recorded collisions on Stroudwood Lane in the most recent five-year period.	
Existing pedestrian and equestrian facilities:	No dedicated facilities, though passing places and narrow verge are provided intermittently.	
Existing use by pedestrians and equestrians:	Some existing usage by pedestrians likely associated with the residences and facilities (farm, plant shop, pet shop) on this route. Understood to be relatively high equestrian usage of Stroudwood Lane given that it provides a linkage between the Fair Oak and Horton Heath 23 bridleway and the Broad Oak stables to the south.	
Considered risk:	Low – no additional measures proposed.	

Appendix C Welbourne PRoW Permanent Diversion

LDADESIGN

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All dimensions are to be checked on site.
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Sources Ordnance Survey

REV.	DESCRIPTION	APP. DATE
C	Minor amendment and legend text update	05 AUG 2021
B	Annotation/legend update.	20 MAY 2021
A	Minor amendments to drawing & legend.	29 APR 2021

ISSUED BY	Bristol	T: 0117 203 3628	
DATE	28/10/20	DRAWN	JH
SCALE@A3	1:10,000	CHECKED	JH
STATUS	Sketch	APPROVED	FO

PROJECT TITLE
Welborne

DRAWING TITLE
S106 Public Right of Ways

DWG. NO 7328_102C



LEGEND

- Existing rights of ways retained
- 15 footpath link to BW 86
- 23a upgraded to a bridleway as part of Dashwood planning application (ref: 17/01607/FUL)
- 23b North South - to be diverted
- 23b East West - to be monitored
- 85 - resurface existing footpath on site
- 86 - existing footpath diverted
- 86 - New North South Link
- 86 - new footpath link from existing 86 footpath to proposed Bridleway 86 [redacted] Welborne Mile Link
- New east west bridleway link from Pegasus crossing to new North South link
- 88 - to be extinguished
- Fareham Common Bridleway
- New bridleway rights over a section of Fareham Common Multi User Link from A to B
- 89 & 90 - stopped up as part of M27 J10 works
- 100 - financial contribution to resurface off site bridleway
- 100 - resurfacing of bridleway
- 101 - existing footpath to be diverted
- 101 - proposed new route of bridleway
- Extension of BW 101 to meet bridleway 100
- 102 - existing footpath to be diverted
- 102 - Proposed new route and upgrade to bridleway to link to Pegasus crossing
- 103 - existing footpath route to be diverted
- 103 - proposed new route
- New Multi User Link from M27 J10 works to Kiln Road as set out in the highways schedule
- Welborne Sports Hub

Note: All new routes [redacted] shown are indicative

[redacted]

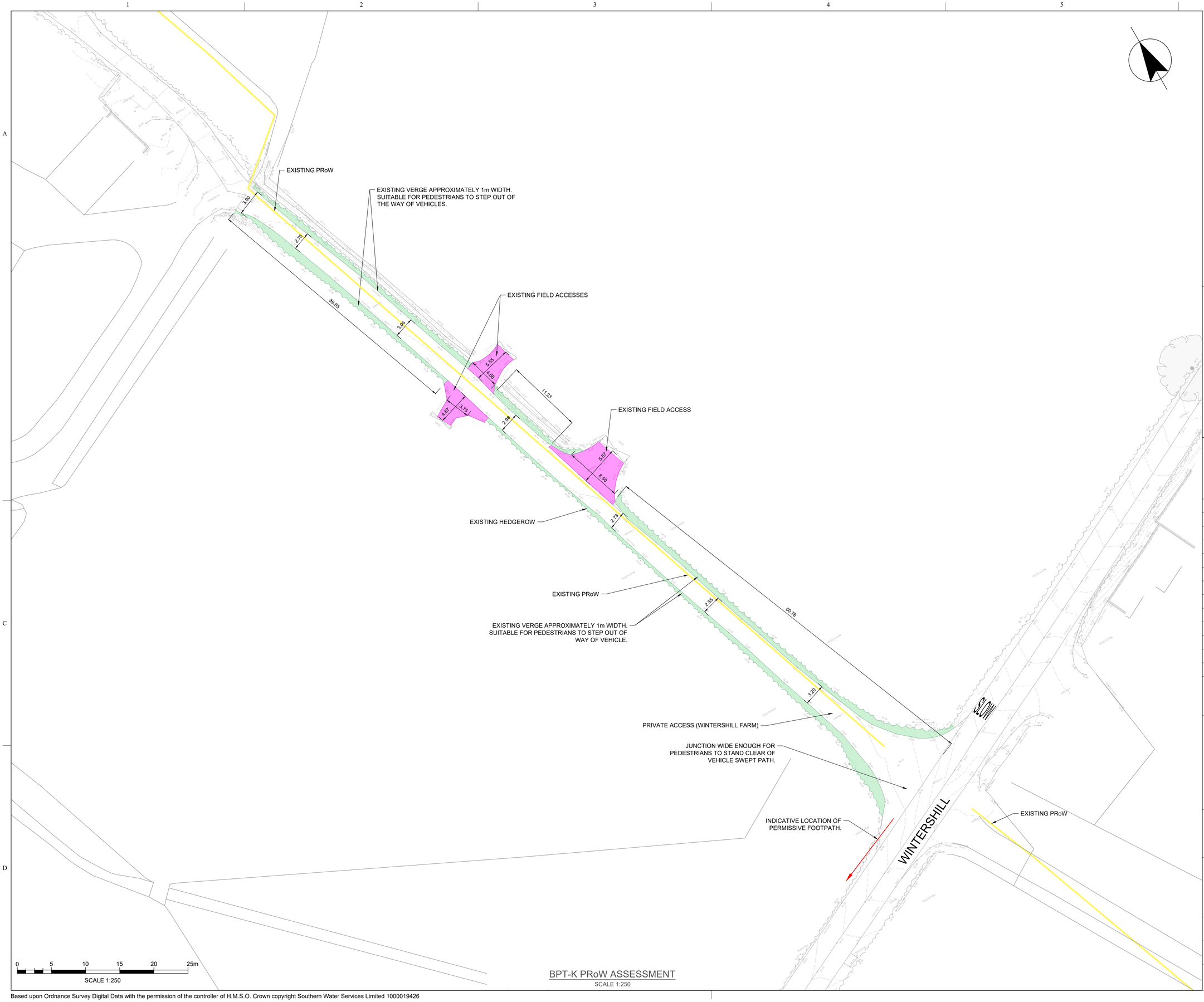
[redacted]

[redacted]

AUTHORISED SIGNATORY

27/1082

Appendix D Bishop's Waltham 42a/BPT-K Access Track



BPT-K PRoW ASSESSMENT
SCALE 1:250

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NOTES

1. THE PURPOSE OF THIS INDICATIVE SKETCH IS TO ILLUSTRATE THE EXISTING PROWS (AND PERMISSIVE FOOTPATHS) AT THE WINTERS HILL / PRIVATE ACCESS JUNCTION (ACCESS TO WINTERS HILL FARM).
2. REFER TO THE SKETCH 710166-STA-GEN-XX-DR-CH-00301 FOR FURTHER DETAILS OF THE OUTLINE ACCESS DESIGN TO BPT-K.
3. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
4. THIS IS AN INDICATIVE FEASIBILITY DESIGN OPTION FOR ILLUSTRATION PURPOSES. THE LAYOUT AND COMMENTS ARE SUBJECT TO FURTHER DEVELOPMENT DURING DETAILED DESIGN.
5. VEGETATION CLEARANCE INCLUDING HEDGE TRIMMING MAY BE REQUIRED TO OBTAIN VISIBILITY REQUIREMENTS AS SHOWN. EXTENT TO BE CONFIRMED AS PART OF THE DETAILED DESIGN.
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7. WORKS AFFECTING ANY VEGETATION MAY BE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
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9. THE LOCATIONS AND TYPES OF GATE, FENCES AND HEDGEROWS ARE SUBJECT TO THE LANDLEGAL AGREEMENTS AND WILL BE CONFIRMED AS PART OF THE DETAILED DESIGN.
10. TOPOGRAPHICAL SURVEY INFORMATION RECEIVED FROM SDS VIA SOUTHERN WATER ON 29.01.2025.
11. EXISTING PROW ROUTE INFORMATION RECEIVED FROM MOATA LAYER "HAMPSHIRE PROW" PUBLISHED 21.11.2024

LEGEND

- EXISTING GRASS VERGE
- EXISTING FIELD ACCESS
- EXISTING PRoW (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
23.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
17.09.2025	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
BPT-K PROW ASSESSMENT
WINTERS HILL/PRIVATE ACCESS JUNCTION
(WINTERS HILL FARM)

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00007		P02


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Appendix C Swept path analysis and off-site works

DRAWING 331101660_602_P02 PROVIDES A FEASIBILITY ANALYSIS FOR USING MILL LANE AS A ROUTE FOR CONSTRUCTION TRAFFIC.

TOPOGRAPHICAL SURVEY SHOWS POLES WITHIN CARRIAGEWAY EXTENTS THAT ARE POTENTIAL HAZARDS TO VEHICLES.

MILL LANE IS A SINGLE LANE ROAD WITH LIMITED PASSING OPPORTUNITIES, ESPECIALLY FOR LARGER VEHICLES.

STRUCTURAL ASSESSMENT OF THE MILL LANE BRIDGE IS REQUIRED TO DETERMINE ITS SUITABILITY FOR CONSTRUCTION TRAFFIC.

BRICK WALL MAY REQUIRE ADDITIONAL PROTECTION FROM CONSTRUCTION TRAFFIC.

SWEPT PATH OF DESIGN VEHICLE OVERRUNS GRASS VERGE WHILST CROSSING THE BRIDGE.

EXTENT OF TOPOGRAPHICAL SURVEY, TRACKING BASED ON OS BEYOND THIS POINT.

MILL LANE IS ALSO AN EXISTING PUBLIC FOOTPATH (108/30/1). THEREFORE, LIKELY TO REQUIRE THE ROUTE TO BE TEMPORARILY STOPPED UP DURING THE CONSTRUCTION PHASE AND POSSIBLE PERMANENT IMPROVEMENTS MAY BE REQUIRED TO MITIGATE THE INCREASED VEHICLE USE OF MILL LANE.

BIDBURY LANE IS TOO NARROW FOR TWO HGVs TO EASILY PASS ONE ANOTHER.

FOR MORE INFORMATION ON THE CONSTRUCTION ACCESS PROPOSAL SEE DRAWING '710166-STA-GEN-XX-DR-CH-00003'.

MILL LANE

BIDBURY LANE

VIEWPORT 1: BIDBURY LANE/MILL LANE

SCALE 1:500

0 10 20 30 40 50m

SCALE 1:500

BEDHAMPTON ROAD

SWEPT PATH OF 10m DOES NOT OVERRUN SPLITTER ISLAND. SEE '710166-STA-GEN-XX-SK-CH-00302' FOR PROPOSED ALTERATION TO ACCOMMODATE ARTICULATED VEHICLES TO SPLITTER ISLAND .

BROOKSIDE ROAD

CULVERT MAY REQUIRE ASSESSMENT FOR CONSTRUCTION TRAFFIC.

EXTENT OF TOPOGRAPHICAL SURVEY, TRACKING BASED ON OS BEYOND THIS POINT.

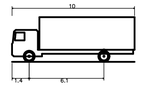
BIDBURY LANE

VIEWPORT 2: BROOKSIDE ROAD/BIDBURY LANE

SCALE 1:500

0 10 20 30 40 50m

SCALE 1:500



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

DESIGN VEHICLE

SCALE 1:250

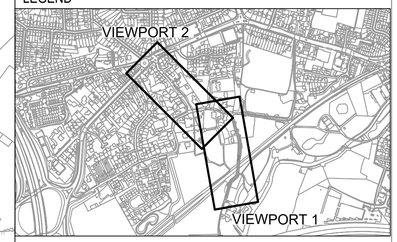
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3. THE ANALYSIS IS BASED ON THE AVAILABLE TOPO OR OS INFORMATION.
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6. MOVEMENTS AT THE JUNCTIONS MAY INTRUDE INTO THE OPPOSING LANES. THE VEHICLE MOVEMENTS OF THESE LARGE VEHICLES ARE EXPECTED TO BE INFREQUENT AND GAPS IN THE TRAFFIC WILL NEED TO BE NEGOTIATED TO CARRY OUT THE MOVEMENTS.

NOTES

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LEGEND



0 200 400 600 800 1000m

SCALE 1:10000

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
23.03.2026	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
21.07.2025	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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West Sussex
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telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

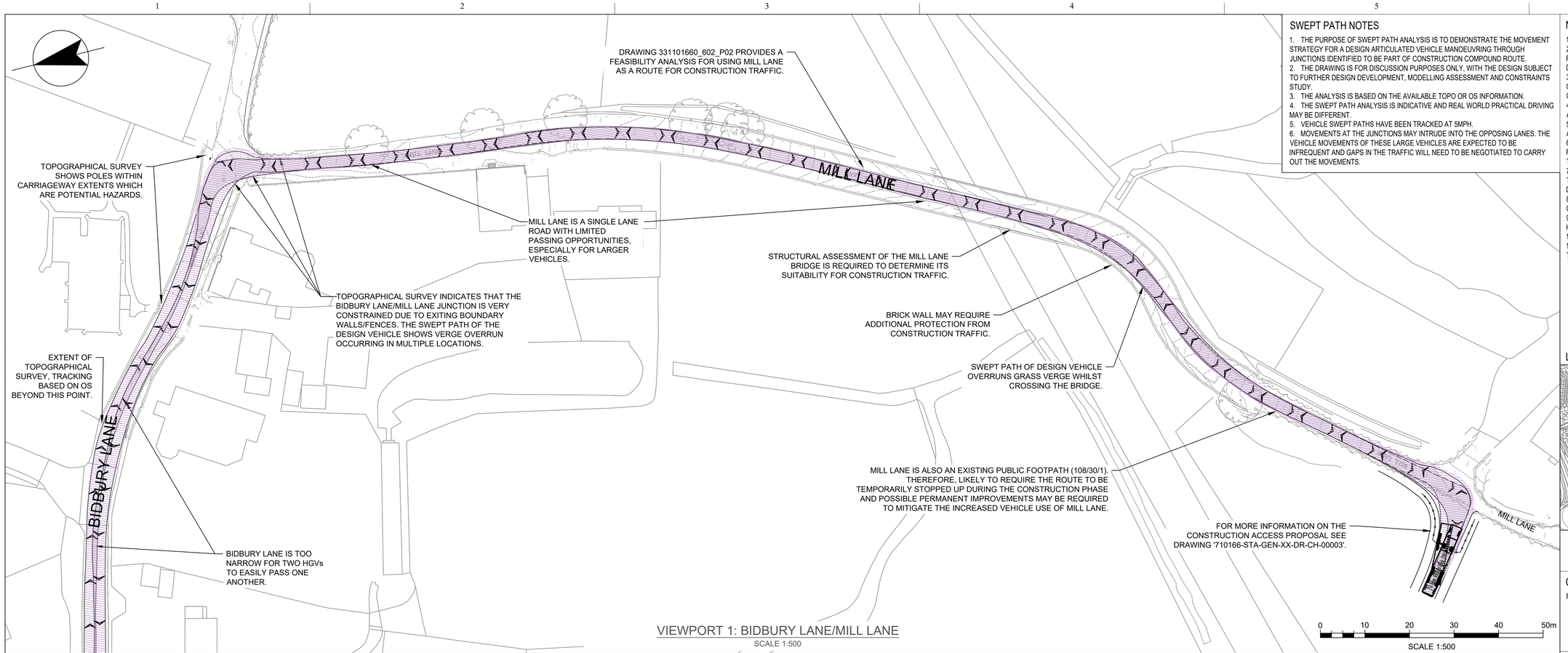
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
B2177 BEDHAMPTON ROAD TO MILL LANE
INDICATIVE FTA 10m RIGID VEHICLE TRACKING

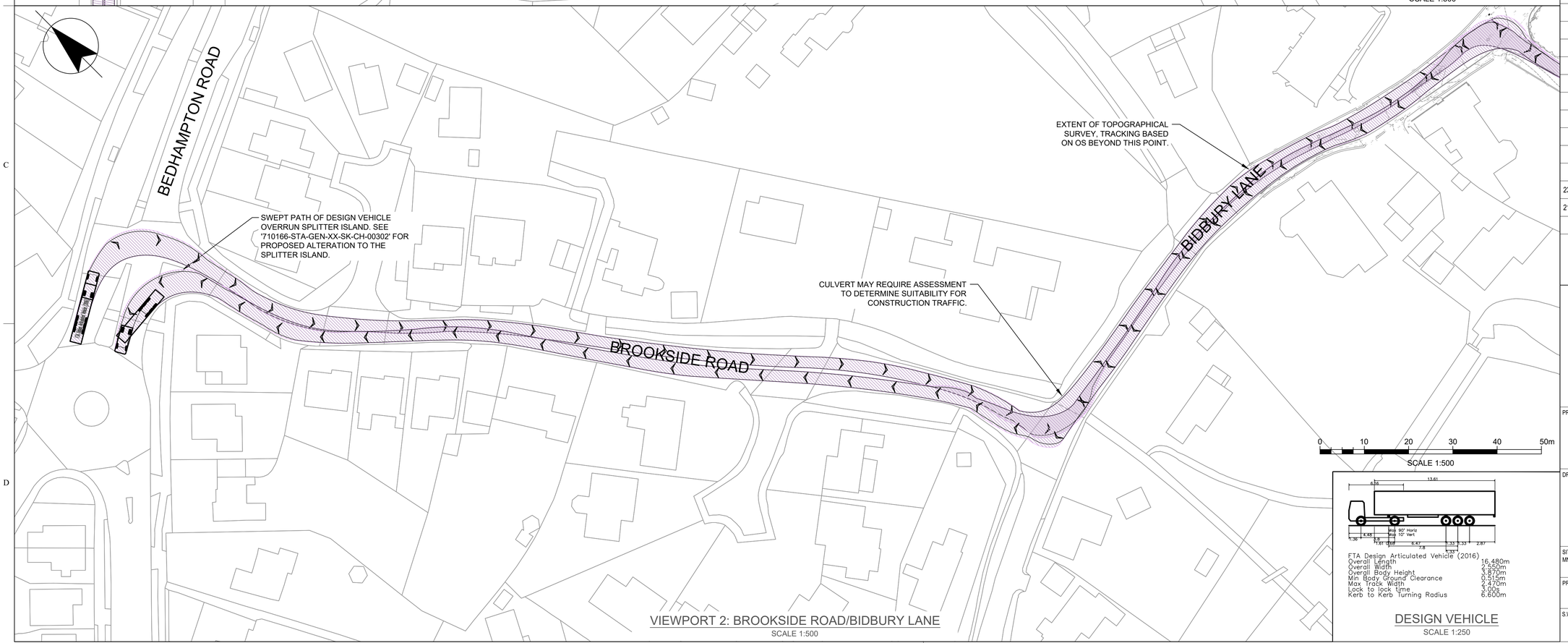
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00006		P02

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VIEWPORT 1: BIDBURY LANE/MILL LANE

SCALE 1:500



VIEWPORT 2: BROOKSIDE ROAD/BIDBURY LANE

SCALE 1:500

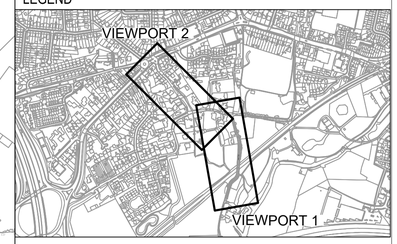
SWEPT PATH NOTES

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LEGEND



CURRENT VERSION INFORMATION

FOR INFORMATION.

DESIGN VEHICLE

SCALE 1:250

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
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from Southern Water
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Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR ALR CONSTRUCTION VEHICLES
B2177 BEDHAMPTON ROAD TO MILL LANE
INDICATIVE FTA 16.5 ARTICULATED VEHICLE TRACKING

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE A1
PRN 710166	SCALE AS SHOWN	STATUS S2
S.W. DRAWING NO. 710166-STA-GEN-XX-SK-CH-00005		REVISION P02

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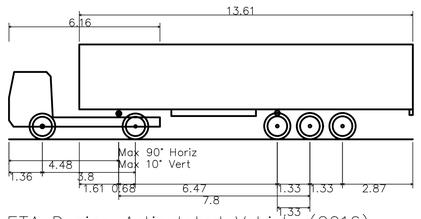


COMPOUND B1-3 WEST STREET/MEYRICK ROAD INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



FTA Design Articulated Vehicle (2016)

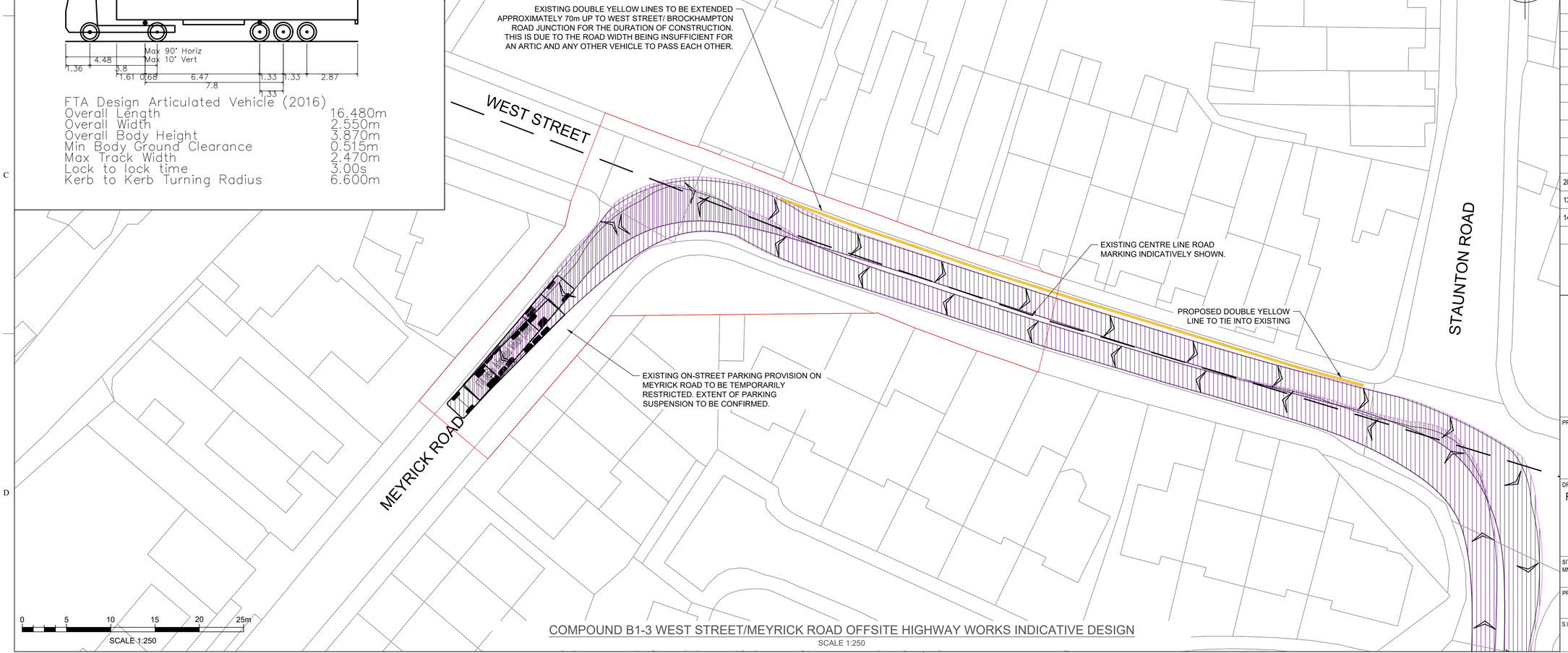
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

EXISTING DOUBLE YELLOW LINES TO BE EXTENDED APPROXIMATELY 70m UP TO WEST STREET/ BROCKHAMPTON ROAD JUNCTION FOR THE DURATION OF CONSTRUCTION. THIS IS DUE TO THE ROAD WIDTH BEING INSUFFICIENT FOR AN ARTIC AND ANY OTHER VEHICLE TO PASS EACH OTHER.

EXISTING CENTRE LINE ROAD MARKING INDICATIVELY SHOWN.

PROPOSED DOUBLE YELLOW LINE TO TIE INTO EXISTING

EXISTING ON-STREET PARKING PROVISION ON MEYRICK ROAD TO BE TEMPORARILY RESTRICTED. EXTENT OF PARKING SUSPENSION TO BE CONFIRMED.



COMPOUND B1-3 WEST STREET/MEYRICK ROAD OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:250

0 5 10 15 20 25m

SCALE 1:250

NOTES

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LEGEND

ORDER LIMITS (BY OTHERS, FROM MOATA)

TRAFFIC ISLAND AFFECTED BY SWEPT PATH

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
13.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
14.02.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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PROJECT TITLE

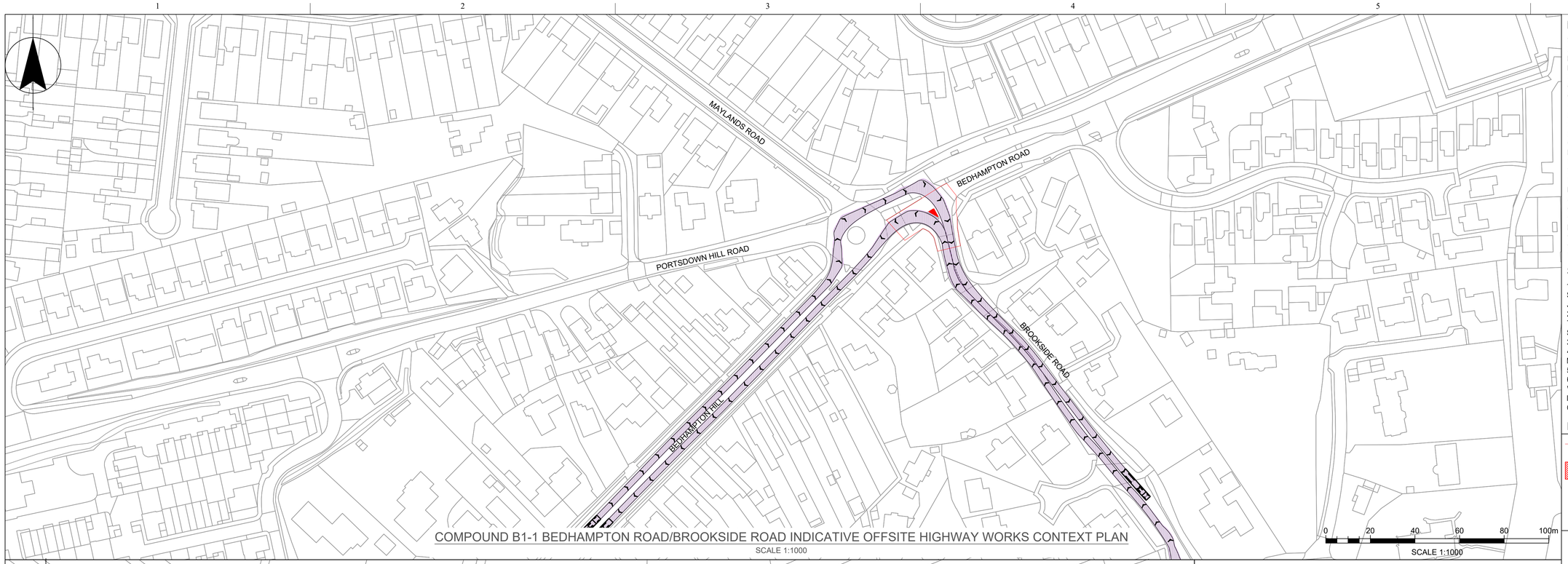
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUND B1-3
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00301		P03

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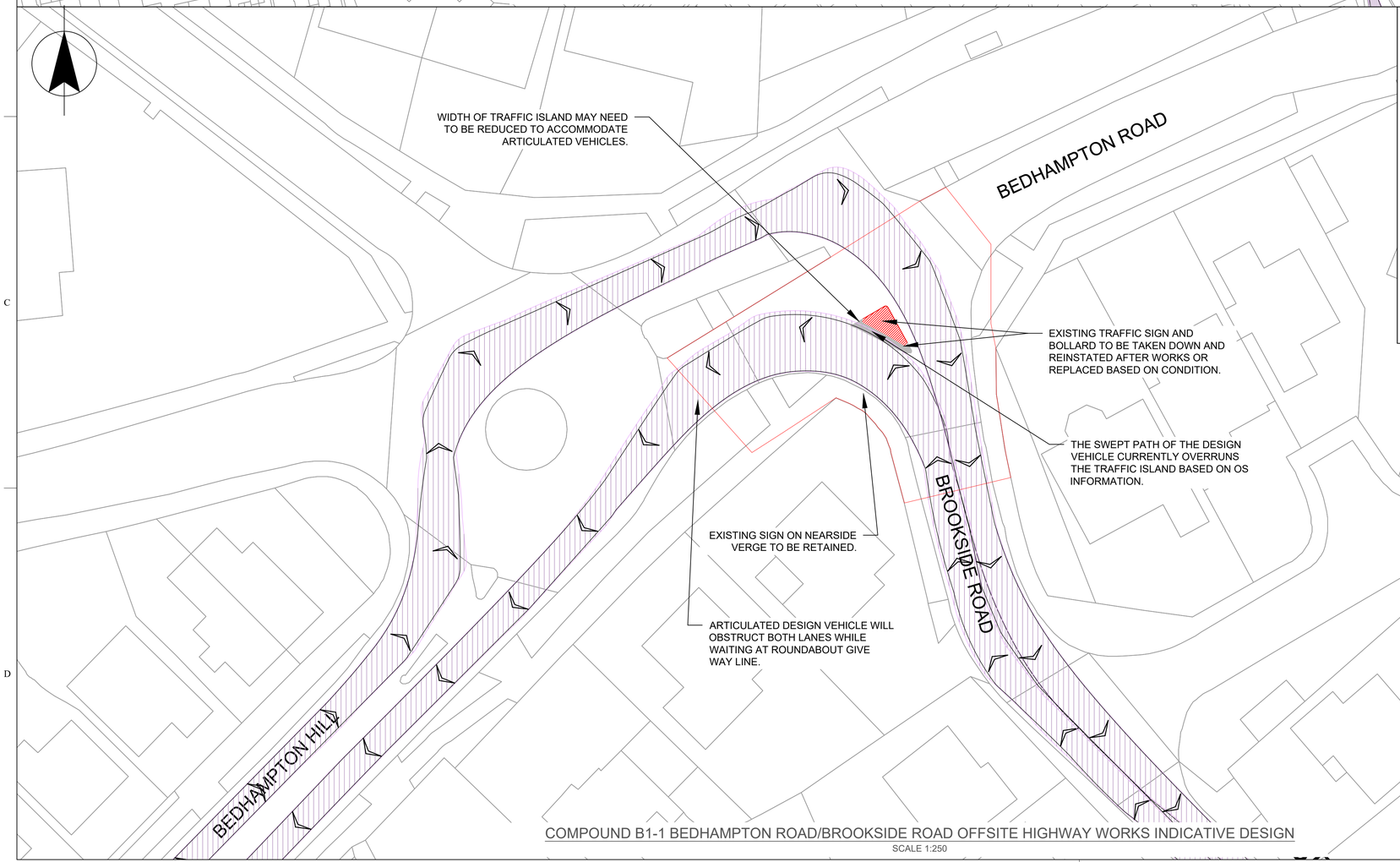


COMPOUND B1-1 BEDHAMPTON ROAD/BROOKSIDE ROAD INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000

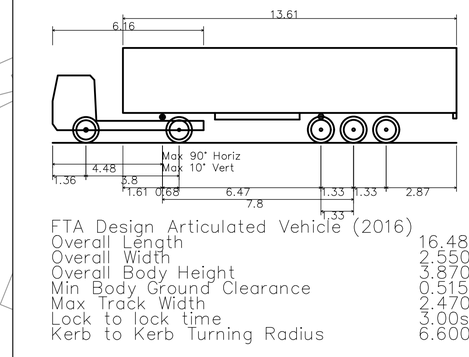


COMPOUND B1-1 BEDHAMPTON ROAD/BROOKSIDE ROAD OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:250

0 5 10 15 20 25m

SCALE 1:250



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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4. WORKS AFFECTING EXISTING HEDGEROWS AND TREES MAY BE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
5. WORKS AFFECTING ANY VEGETATION MAY BE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
6. INFORMATION ON EXISTING STATUTORY UNDERTAKER APPARATUS IS LIMITED. FURTHER INVESTIGATION IS REQUIRED TO CONFIRM IF APPARATUS IS AFFECTED BY THE WORKS. PROTECTION MEASURES AND OTHER WORKS MAY BE REQUIRED.
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8. DRAINAGE OF ACCESS TO BE CONFIRMED IN COMBINATION WITH THE CONSTRUCTION COMPOUND DESIGN.
9. THE DESIGN OF HIGHWAY ACCESSES AND OTHER ALTERATIONS TO THE PUBLIC HIGHWAY WILL BE APPROVED PURSUANT TO THE RELEVANT DCO REQUIREMENTS.
10. LEVELS AND EARTHWORK DESIGNS TO BE UNDERTAKEN AT DETAILED DESIGN.
11. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS.

SWEPT PATH NOTES

1. THE PURPOSE OF SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR A DESIGN ARTICULATED VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF CONSTRUCTION COMPOUND ROUTE.
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4. THE SWEPT PATH ANALYSIS IS INDICATIVE AND REAL WORLD PRACTICAL DRIVING MAY BE DIFFERENT.
5. VEHICLE SWEPT PATHS HAVE BEEN TRACKED AT 5MPH.
6. MOVEMENTS AT THE JUNCTIONS MAY INTRUDE INTO THE OPPOSING LANES. THE VEHICLE MOVEMENTS OF THESE LARGE VEHICLES ARE EXPECTED TO BE INFREQUENT AND GAPS IN THE TRAFFIC WILL NEED TO BE NEGOTIATED TO CARRY OUT THE MOVEMENTS.

LEGEND

ORDER LIMITS (BY OTHERS, FROM MOATA)

TRAFFIC ISLAND AFFECTED BY SWEPT PATH

CURRENT VERSION INFORMATION

FOR INFORMATION.

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20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
21.05.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
14.02.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE from Southern Water
Stantec
Southern House
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Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

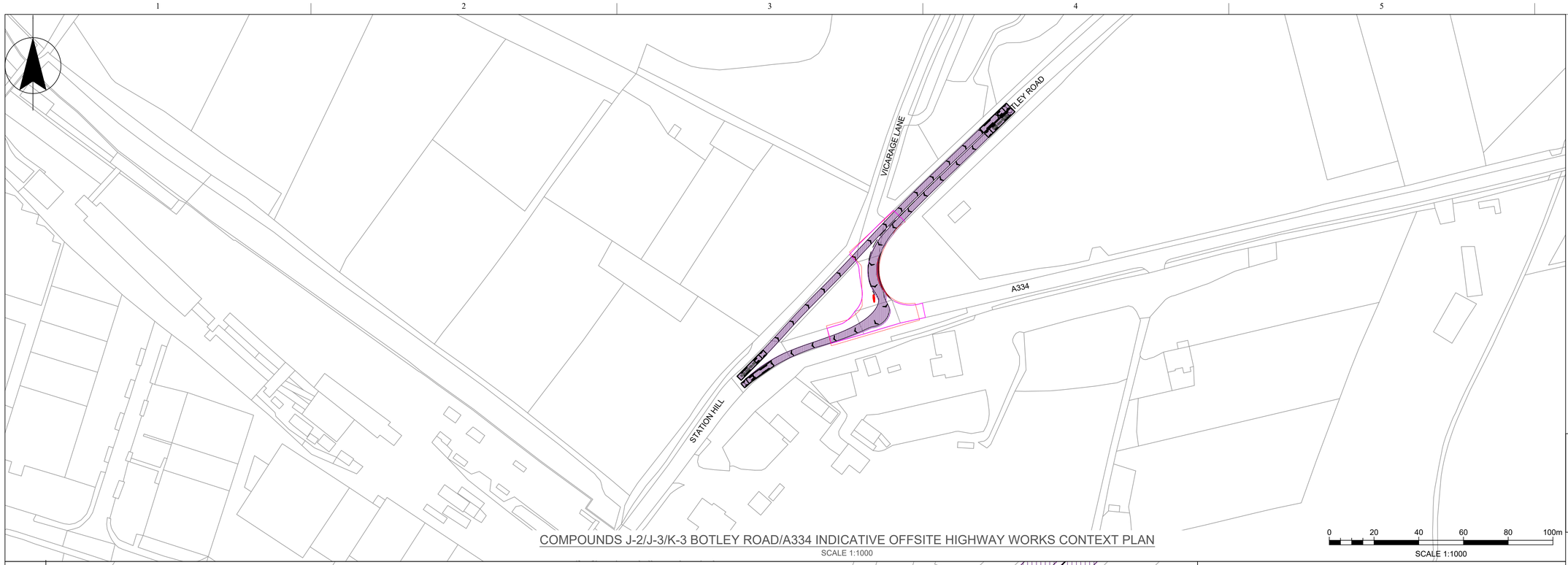
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUND B1-1
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00302		P03

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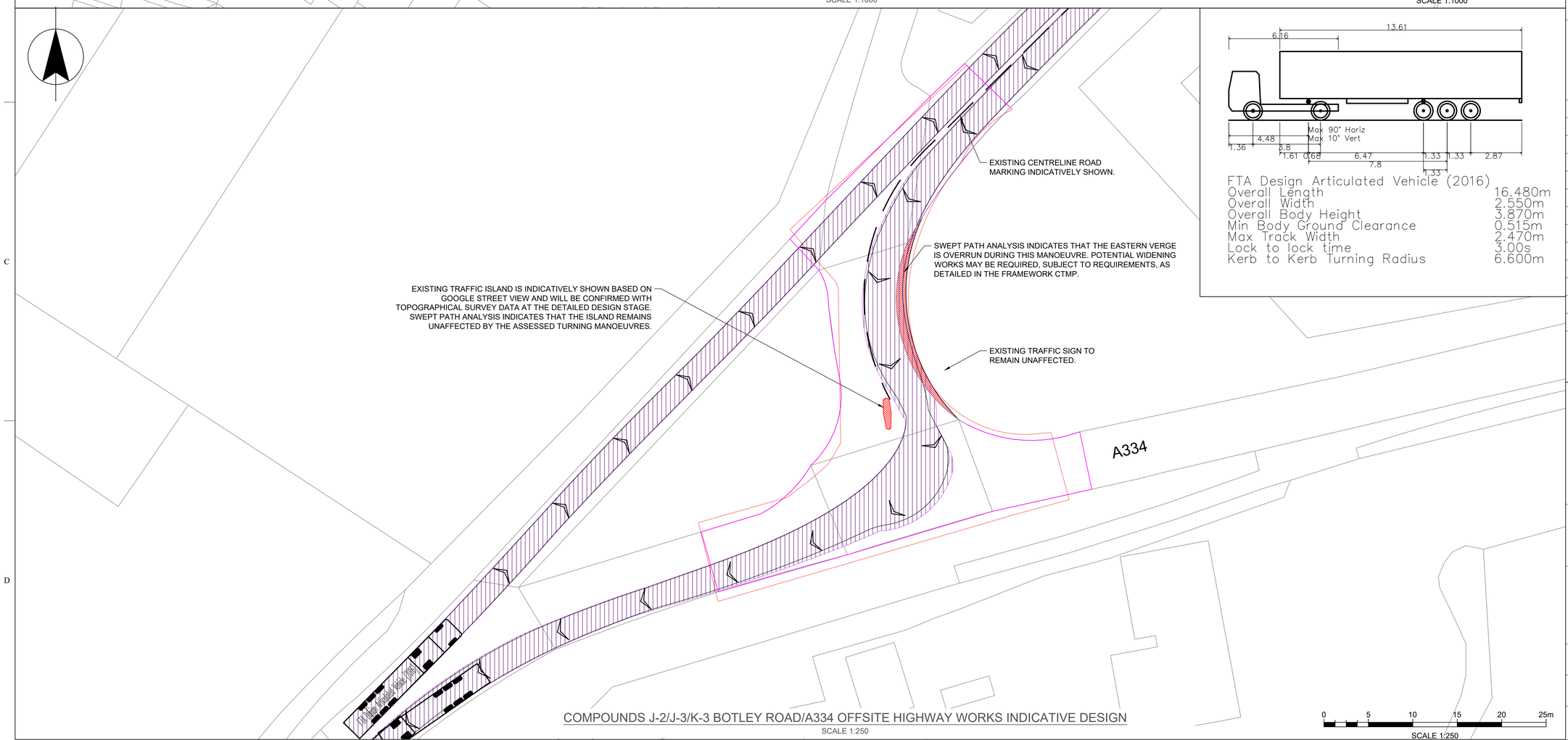


COMPOUNDS J-2/J-3/K-3 BOTLEY ROAD/A334 INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



COMPOUNDS J-2/J-3/K-3 BOTLEY ROAD/A334 OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:250

0 5 10 15 20 25m

SCALE 1:250

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
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SWEPT PATH NOTES

1. THE PURPOSE OF SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR A DESIGN ARTICULATED VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF CONSTRUCTION COMPOUND ROUTE.
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LEGEND

ORDER LIMITS (BY OTHERS, FROM MOATA)

TRAFFIC ISLAND AFFECTED BY SWEPT PATH

CURRENT VERSION INFORMATION

FOR INFORMATION.

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20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
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WATER for LIFE from Southern Water.

Stantec

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Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

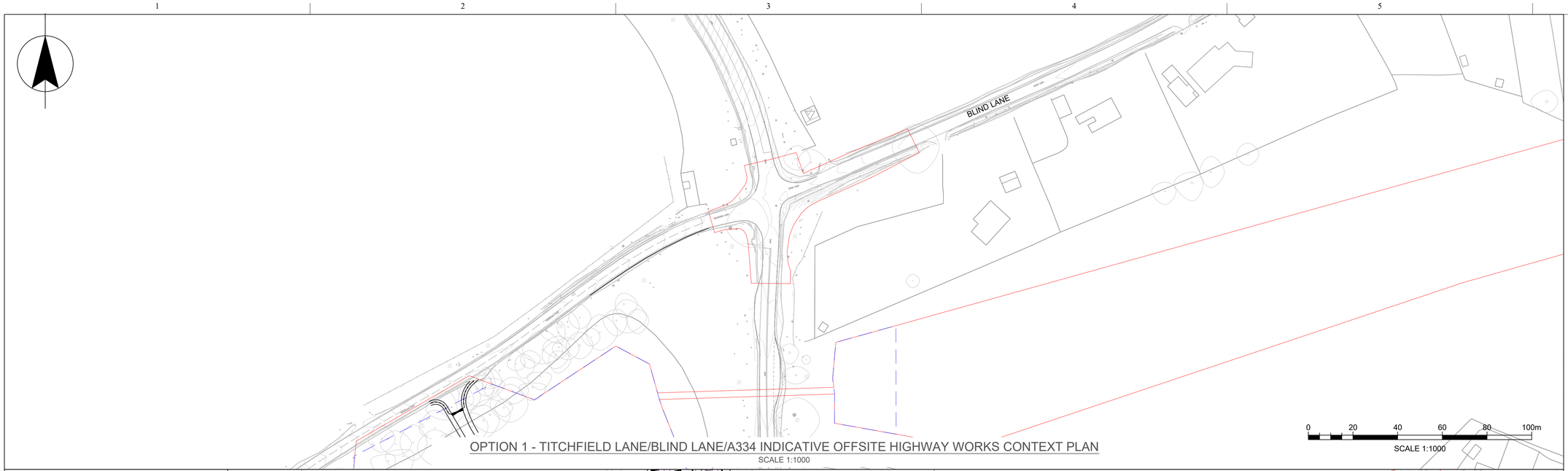
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUNDS J-2/J-3/K-3
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00305		P03

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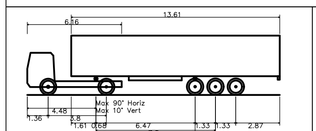


OPTION 1 - TITCHFIELD LANE/BLIND LANE/A334 INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

DESIGN VEHICLE

SCALE 1:200

EXISTING FARM ACCESS. GOOGLE STREETVIEW IMAGERY SUGGESTS THIS ACCESS ALONGSIDE THE JUNCTION KERBS ARE REGULARLY OVERRUN.

EXISTING REGULATORY SPEED LIMIT CHANGE SIGN.

EXISTING CATEGORY A TREES.

6m

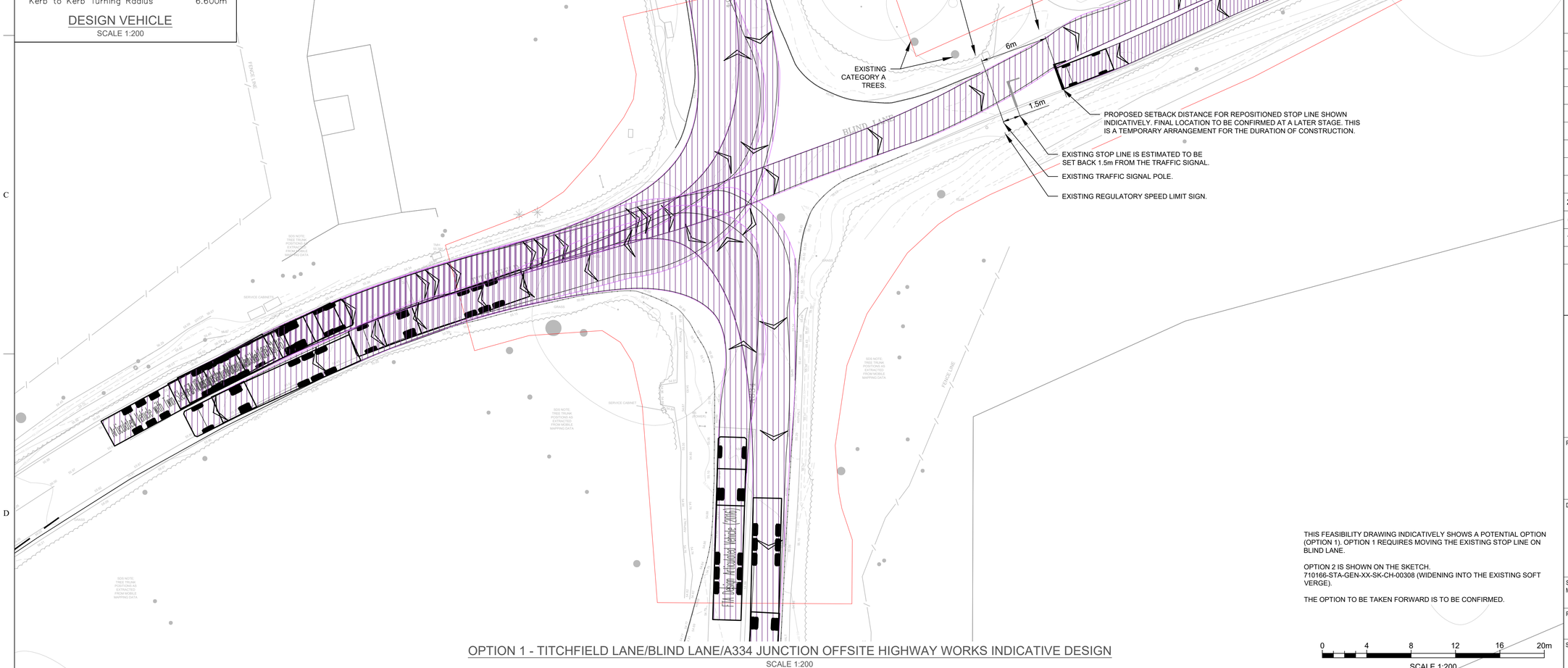
1.5m

PROPOSED SETBACK DISTANCE FOR REPOSITIONED STOP LINE SHOWN INDICATIVELY. FINAL LOCATION TO BE CONFIRMED AT A LATER STAGE. THIS IS A TEMPORARY ARRANGEMENT FOR THE DURATION OF CONSTRUCTION.

EXISTING STOP LINE IS ESTIMATED TO BE SET BACK 1.5m FROM THE TRAFFIC SIGNAL.

EXISTING TRAFFIC SIGNAL POLE.

EXISTING REGULATORY SPEED LIMIT SIGN.



OPTION 1 - TITCHFIELD LANE/BLIND LANE/A334 JUNCTION OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:200

THIS FEASIBILITY DRAWING INDICATIVELY SHOWS A POTENTIAL OPTION (OPTION 1). OPTION 1 REQUIRES MOVING THE EXISTING STOP LINE ON BLIND LANE.

OPTION 2 IS SHOWN ON THE SKETCH. 710166-STA-GEN-XX-SK-CH-00308 (WIDENING INTO THE EXISTING SOFT VERGE).

THE OPTION TO BE TAKEN FORWARD IS TO BE CONFIRMED.

0 4 8 12 16 20m

SCALE 1:200

NOTES

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SWEPT PATH NOTES

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LEGEND

DRAFT ORDER LIMITS (BY OTHERS, FROM MOATA).

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
03.09.2025	RC	JM	JA	JA	P02	S2	SUITABLE FOR INFORMATION
17.04.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE from Southern Water

Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

Stantec

PROJECT TITLE

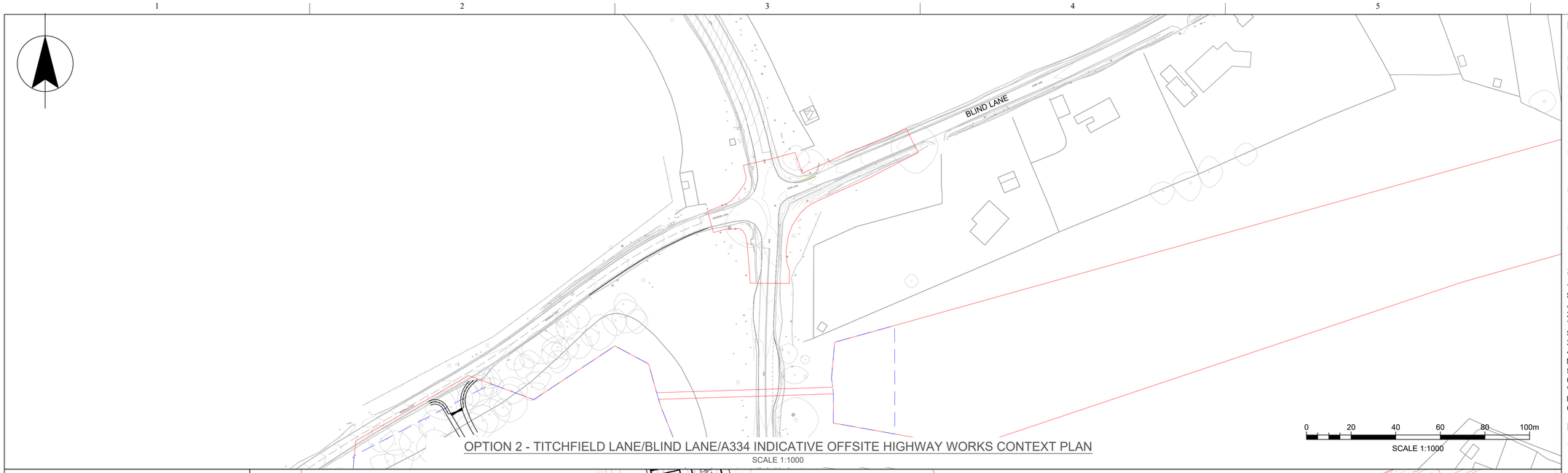
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
TITCHFIELD LANE/BLIND LANE/A334 OPTION 1
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00307		P03

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OPTION 2 - TITCHFIELD LANE/BLIND LANE/A334 INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

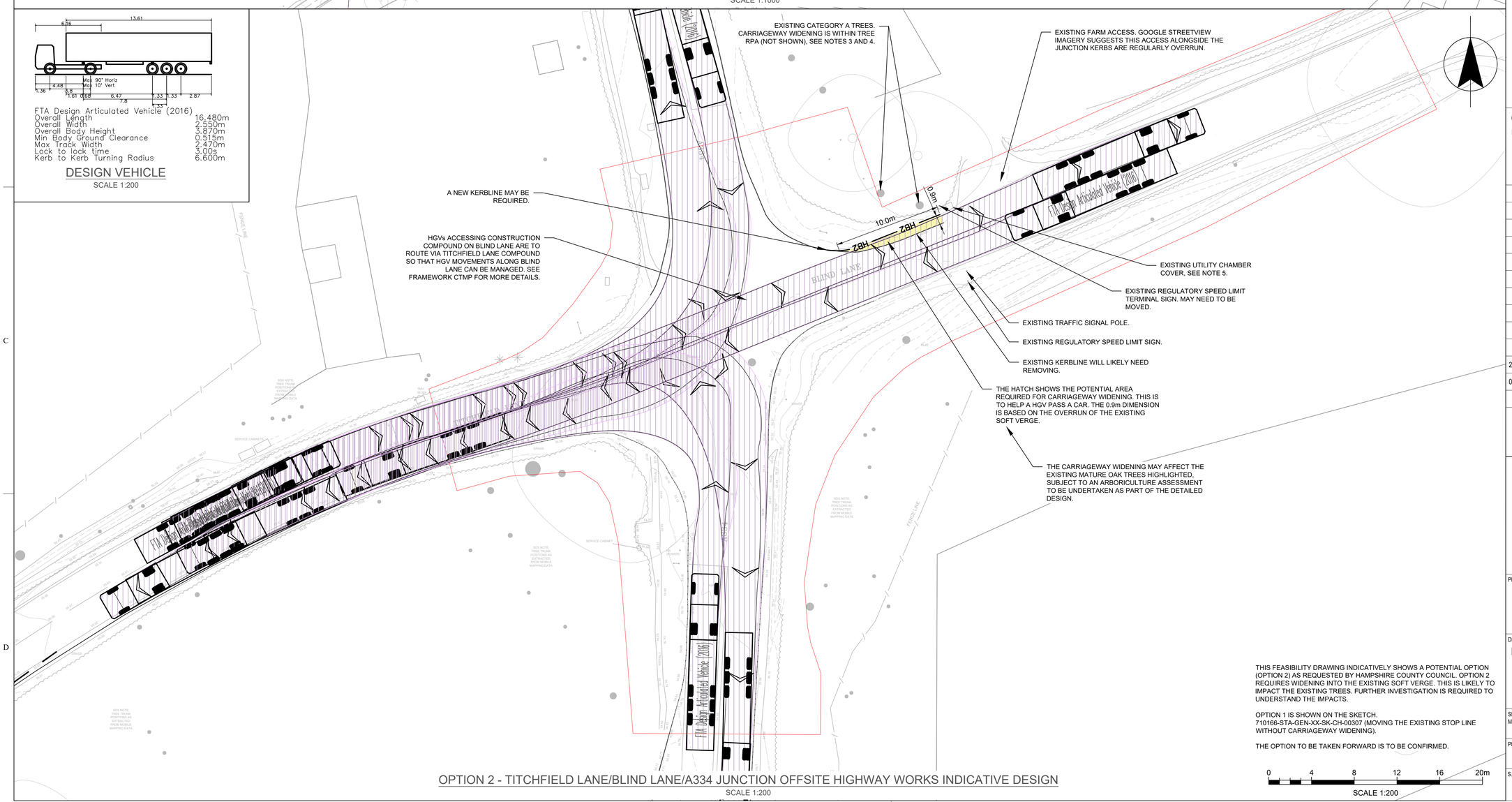
SCALE 1:1000

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

DESIGN VEHICLE

SCALE 1:200



OPTION 2 - TITCHFIELD LANE/BLIND LANE/A334 JUNCTION OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:200

THIS FEASIBILITY DRAWING INDICATIVELY SHOWS A POTENTIAL OPTION (OPTION 2) AS REQUESTED BY HAMPSHIRE COUNTY COUNCIL. OPTION 2 REQUIRES WIDENING INTO THE EXISTING SOFT VERGE. THIS IS LIKELY TO IMPACT THE EXISTING TREES. FURTHER INVESTIGATION IS REQUIRED TO UNDERSTAND THE IMPACTS.

OPTION 1 IS SHOWN ON THE SKETCH.
710166-STA-GEN-XX-SK-CH-00307 (MOVING THE EXISTING STOP LINE WITHOUT CARRIAGEWAY WIDENING).

THE OPTION TO BE TAKEN FORWARD IS TO BE CONFIRMED.

0 4 8 12 16 20m

SCALE 1:200

NOTES

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LEGEND

DRAFT ORDER LIMITS (BY OTHERS, FROM MOATA).

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PROJECT TITLE

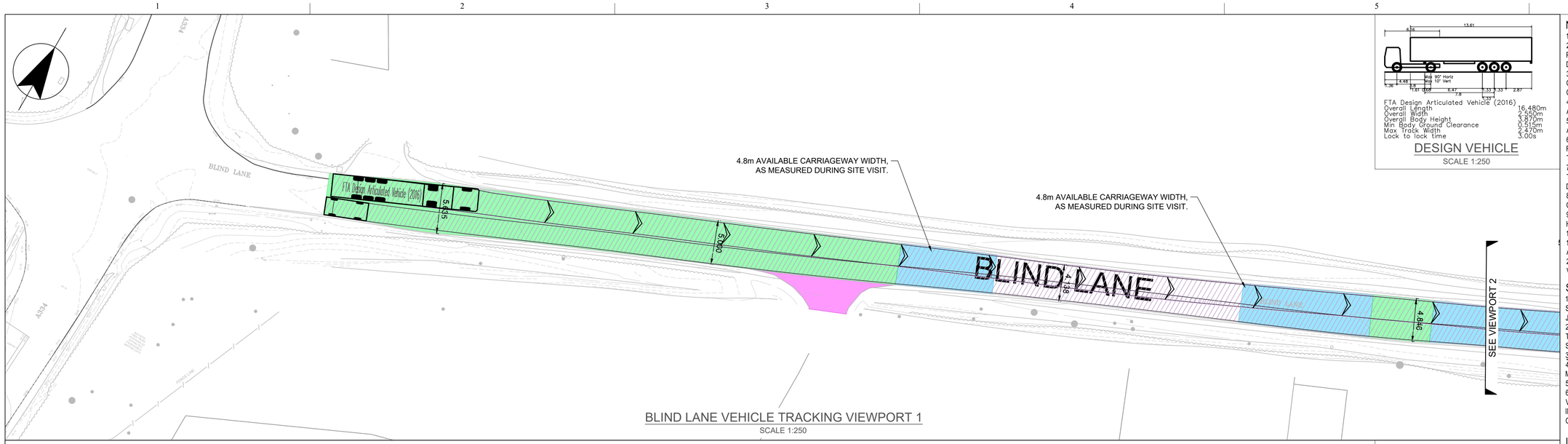
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
TITCHFIELD LANE/BLIND LANE/A334 OPTION 2
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00308		P02

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BLIND LANE VEHICLE TRACKING VIEWPORT 1
SCALE 1:250

FTA Design Articulated Vehicle (2016)

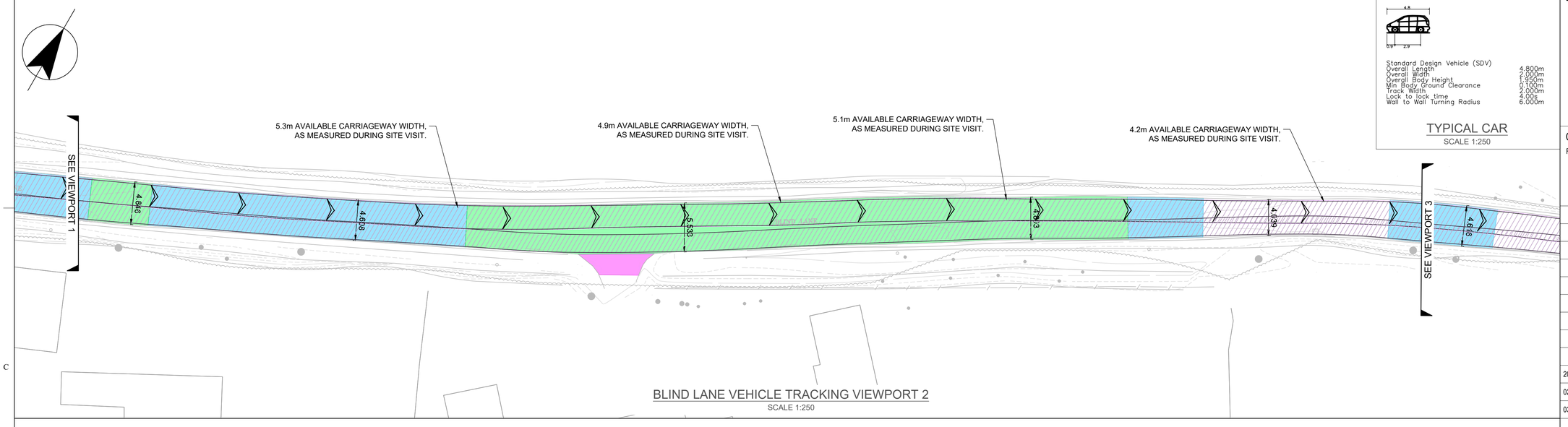
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	4.270m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s

DESIGN VEHICLE
SCALE 1:250

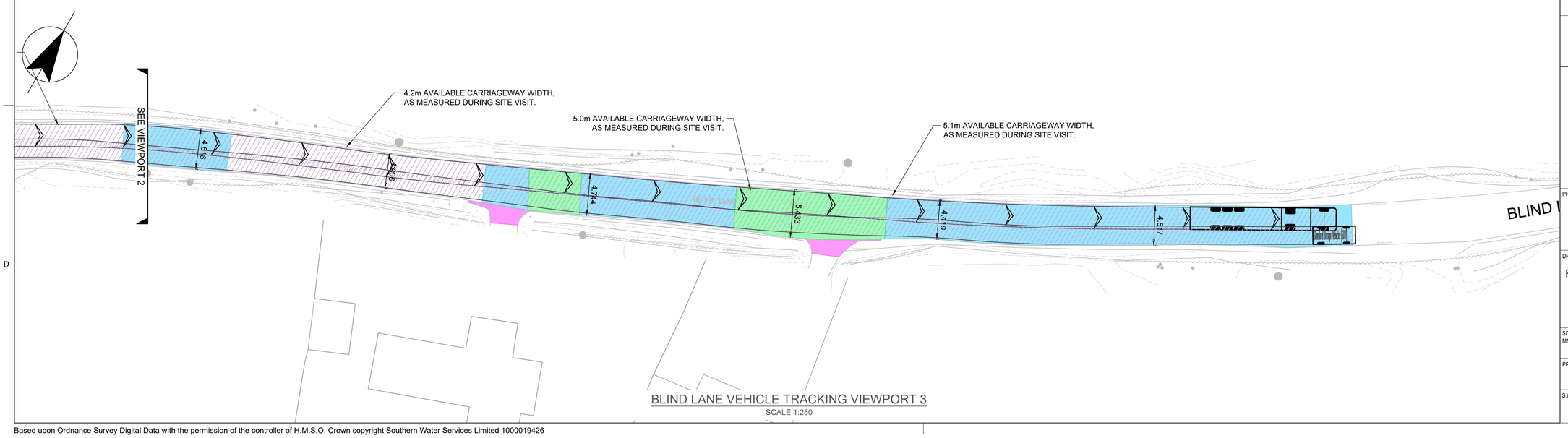
Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.90s
Wall to Wall Turning Radius	6.000m

TYPICAL CAR
SCALE 1:250



BLIND LANE VEHICLE TRACKING VIEWPORT 2
SCALE 1:250



BLIND LANE VEHICLE TRACKING VIEWPORT 3
SCALE 1:250

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4. WORKS AFFECTING EXISTING HEDGEROWS AND TREES MAY BE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
5. WORKS AFFECTING ANY VEGETATION MAY BE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
6. INFORMATION ON EXISTING STATUTORY UNDERTAKER APPARATUS IS LIMITED. FURTHER INVESTIGATION IS REQUIRED TO CONFIRM IF APPARATUS IS AFFECTED BY THE WORKS. PROTECTION MEASURES AND OTHER WORKS MAY BE REQUIRED.
7. THE LOCATIONS AND TYPES OF GATE, FENCES AND HEDGEROWS ARE SUBJECT TO THE LAND/LEGAL AGREEMENTS AND WILL BE CONFIRMED AS PART OF THE DETAILED DESIGN.
8. DRAINAGE OF ACCESS TO BE CONFIRMED IN COMBINATION WITH THE CONSTRUCTION COMPOUND DESIGN.
9. THE DESIGN OF HIGHWAY ACCESSES AND OTHER ALTERATIONS TO THE PUBLIC HIGHWAY WILL BE APPROVED PURSUANT TO THE RELEVANT DCO REQUIREMENTS.
10. LEVELS AND EARTHWORK DESIGNS TO BE UNDERTAKEN AT DETAILED DESIGN.
11. THE CARRIAGEWAY DIMENSIONS SHOWN ON THIS DRAWING ARE FROM AN AVAILABLE TOPOGRAPHICAL SURVEY. AS SITE VISIT WAS UNDERTAKEN FEBRUARY 2026 TO REVIEW CARRIAGEWAY WIDTHS. MEASUREMENTS TAKEN DURING THIS SITE VISIT ARE NOTED ON THE DRAWING USING LEADERS.

SWEPT PATH NOTES

1. THE PURPOSE OF SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR A DESIGN ARTICULATED VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF CONSTRUCTION COMPOUND ROUTE.
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3. THE ANALYSIS IS BASED ON THE AVAILABLE TOPO OR OS INFORMATION.
4. THE SWEPT PATH ANALYSIS IS INDICATIVE AND REAL WORLD PRACTICAL DRIVING MAY BE DIFFERENT.
5. VEHICLE SWEPT PATHS HAVE BEEN TRACKED AT 5MPH.
6. MOVEMENTS AT THE JUNCTIONS MAY INTRUDE INTO THE OPPOSING LANES. THE VEHICLE MOVEMENTS OF THESE LARGE VEHICLES ARE EXPECTED TO BE INFREQUENT AND GAPS IN THE TRAFFIC WILL NEED TO BE NEGOTIATED TO CARRY OUT THE MOVEMENTS.

LEGEND

- AVAILABLE CARRIAGEWAY WIDTH (BASED ON TOPO) 4.4 - 4.8m
- AVAILABLE CARRIAGEWAY WIDTH (BASED ON TOPO) > 4.8m
- EXISTING PRIVATE ACCESS

0 5 10 15 20 25m
SCALE 1:250

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
02.10.2025	JM	JA	JA	JA	P02	S2	SUITABLE FOR INFORMATION
03.09.2025	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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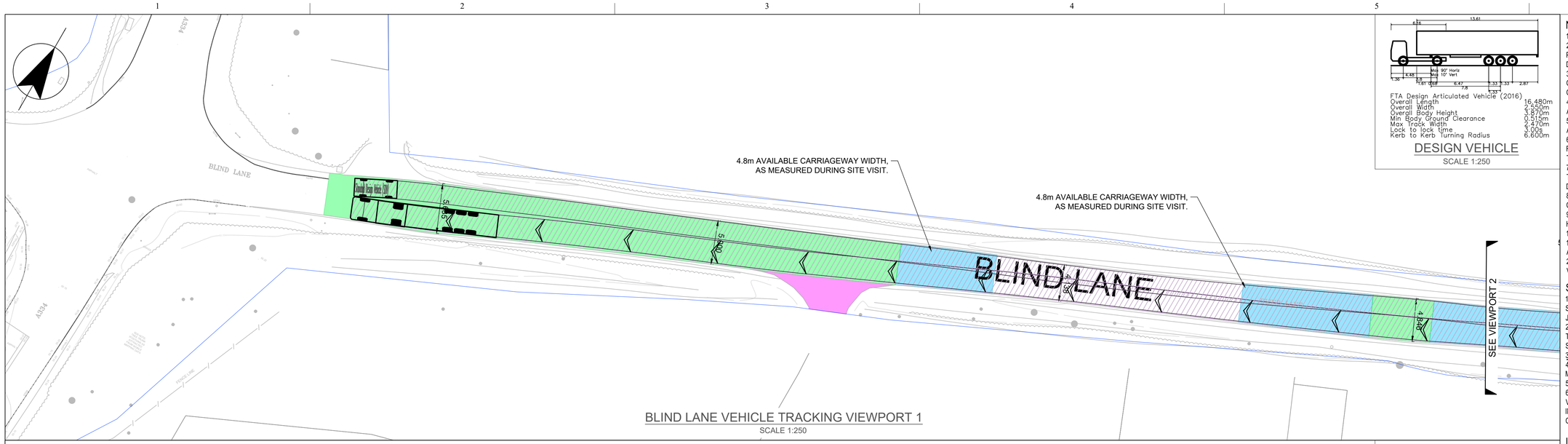
WATER for LIFE from Southern Water
Stantec
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUND H-2
BLIND LANE TRACKING AND PASSING POINTS SHEET 1

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00309		P03

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BLIND LANE VEHICLE TRACKING VIEWPORT 1
SCALE 1:250

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.600m

DESIGN VEHICLE
SCALE 1:250

NOTES

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LEGEND

- AVAILABLE CARRIAGEWAY WIDTH (BASED ON TOPO) 4.4 - 4.8m
- AVAILABLE CARRIAGEWAY WIDTH (BASED ON TOPO) > 4.8m
- EXISTING PRIVATE ACCESS

0 5 10 15 20 25m
SCALE 1:250

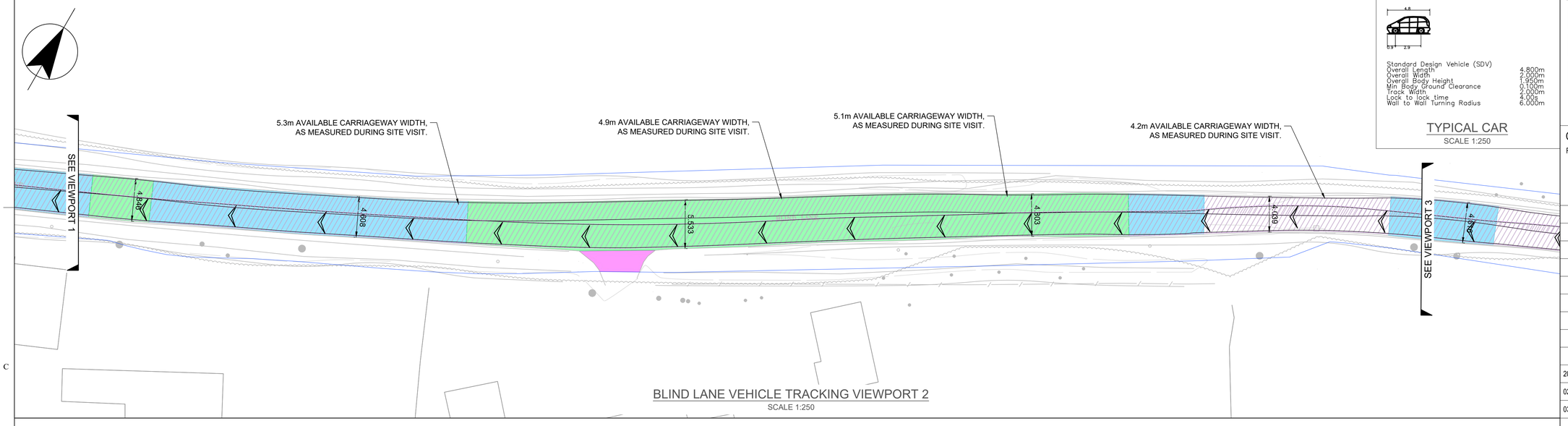
CURRENT VERSION INFORMATION

FOR INFORMATION.

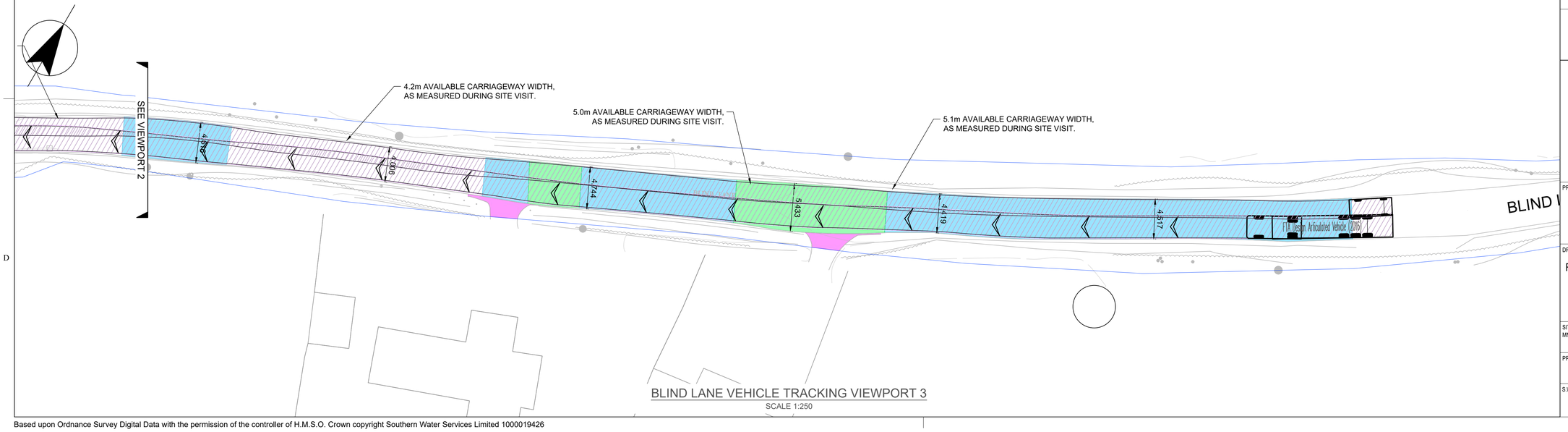
Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

TYPICAL CAR
SCALE 1:250



BLIND LANE VEHICLE TRACKING VIEWPORT 2
SCALE 1:250



BLIND LANE VEHICLE TRACKING VIEWPORT 3
SCALE 1:250

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03.09.2025	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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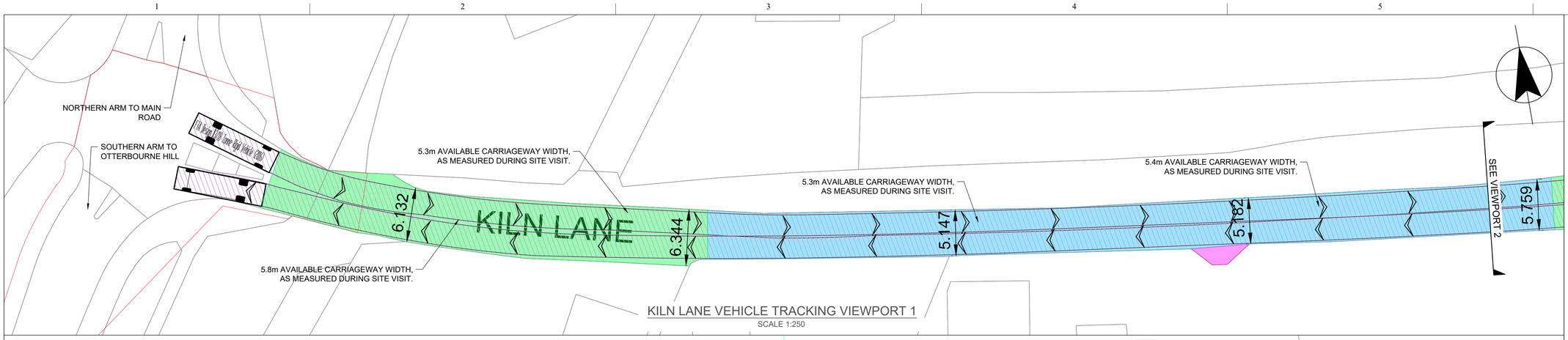
WATER for LIFE from Southern Water
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435
Stantec

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

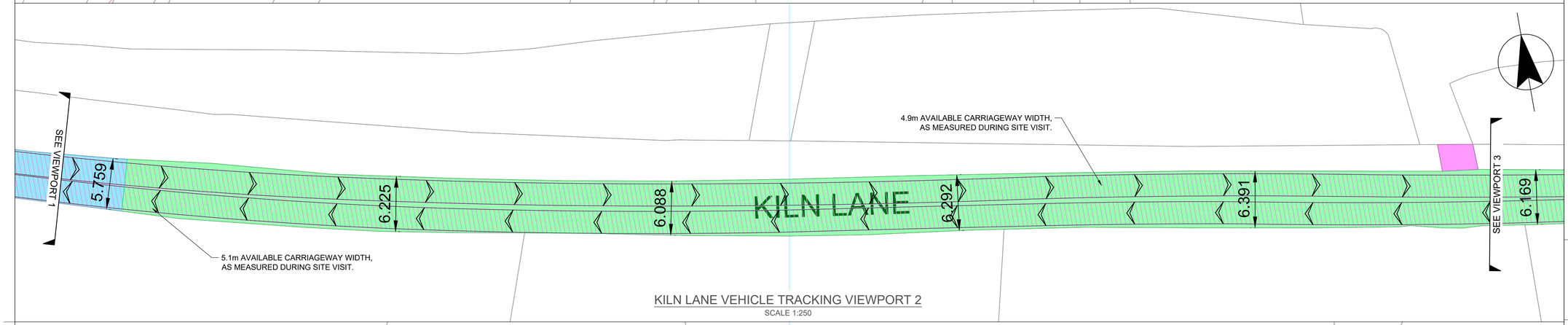
DRAWING TITLE
FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUND H-2
BLIND LANE TRACKING AND PASSING POINTS SHEET 2

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00310		P03

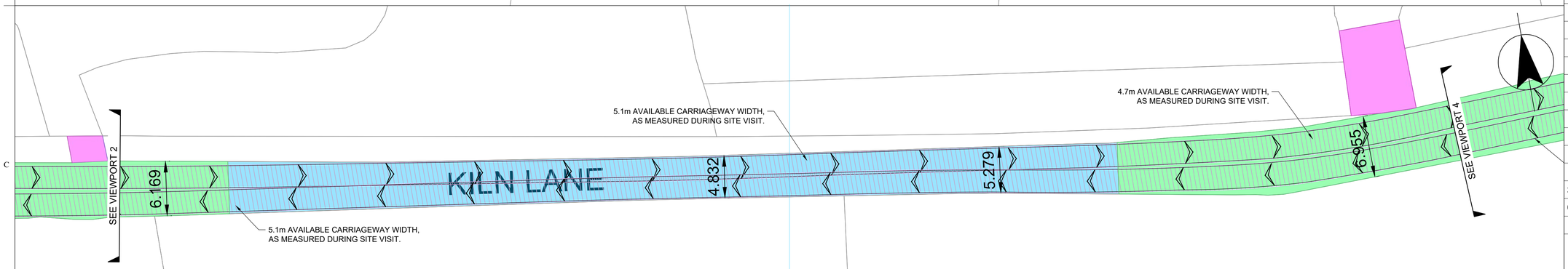
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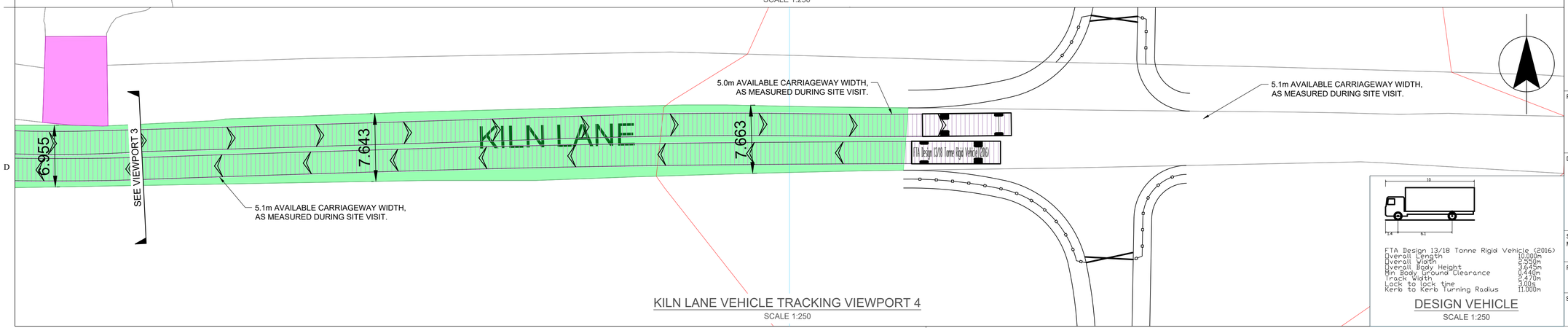
KILN LANE VEHICLE TRACKING VIEWPORT 1
SCALE 1:250



KILN LANE VEHICLE TRACKING VIEWPORT 2
SCALE 1:250



KILN LANE VEHICLE TRACKING VIEWPORT 3
SCALE 1:250



KILN LANE VEHICLE TRACKING VIEWPORT 4
SCALE 1:250

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

DESIGN VEHICLE
SCALE 1:250

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
2. VEGETATION CLEARANCE INCLUDING HEDGE TRIMMING MAY BE REQUIRED TO MAINTAIN JUNCTION INTERVISIBILITY.
3. WORKS AFFECTING EXISTING HEDGEROWS AND TREES ARE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
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6. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS. THIS MAY INCLUDE A S278 AGREEMENT UNDER THE HIGHWAYS ACT 1980 FOR EACH.
7. FOR CONSTRUCTION ACCESS ARRANGEMENTS FOR COMPOUNDS M-1 & M-2, SEE DRAWING 710166-STA-GEN-XX-DR-CH-00023
8. THE AUTOTRACKING INFORMATION IS BASED ON OS INFORMATION FOR ILLUSTRATIVE PURPOSES.

SWEPT PATH NOTES

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LEGEND

- AVAILABLE CARRIAGEWAY WIDTH (BASED ON OS) 4.8-5.8m
- AVAILABLE CARRIAGEWAY WIDTH (BASED ON OS) > 5.8m
- EXISTING PRIVATE ACCESS

0 5 10 15 20 25m
SCALE 1:250

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	JM	AS	JA	JA	P02	S2	SUITBALE FOR INFORMATION
09.12.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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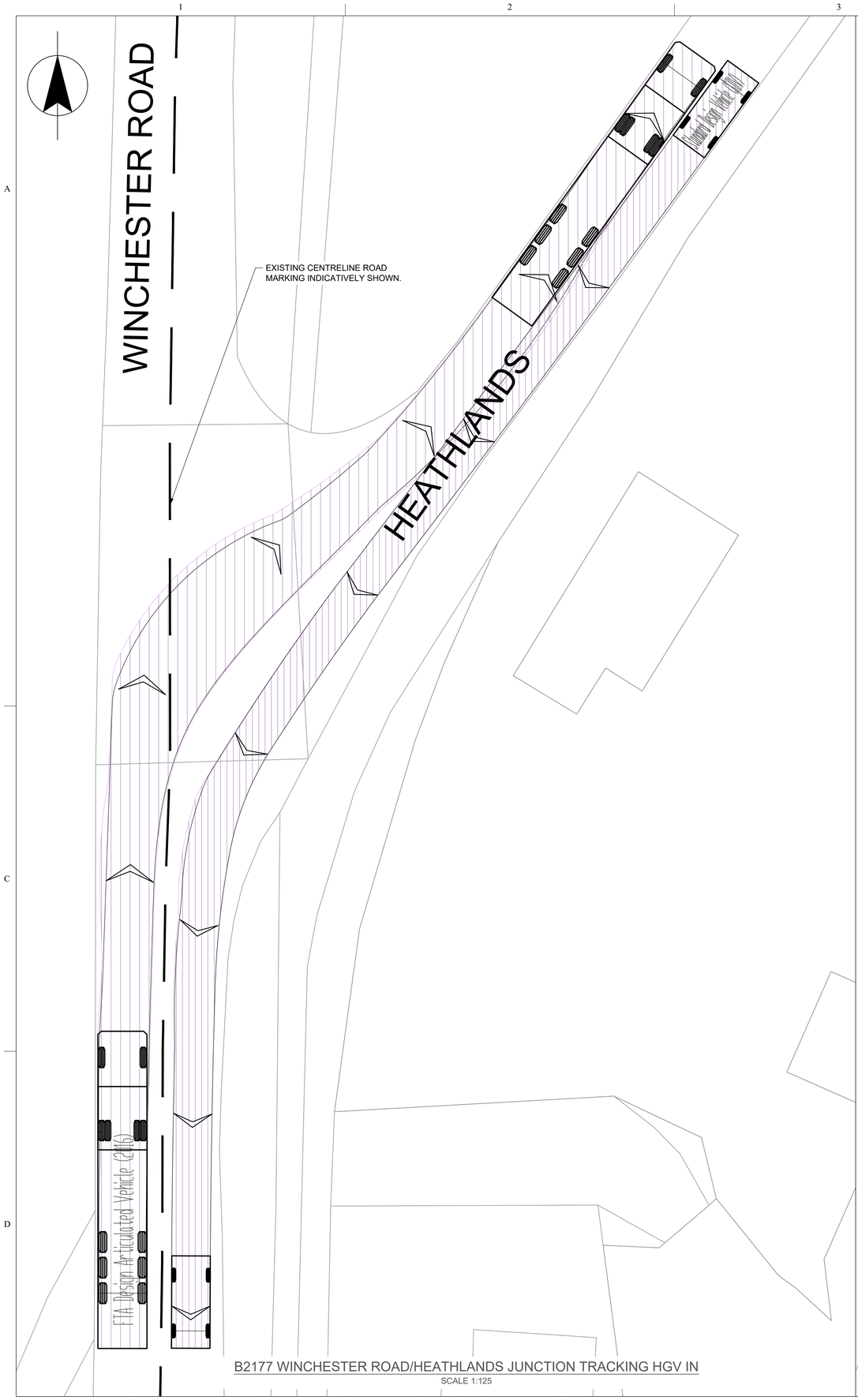
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Stantec
Southern House
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PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUNDS M-1 & M-2
KILN LANE TRACKING AND PASSING POINTS

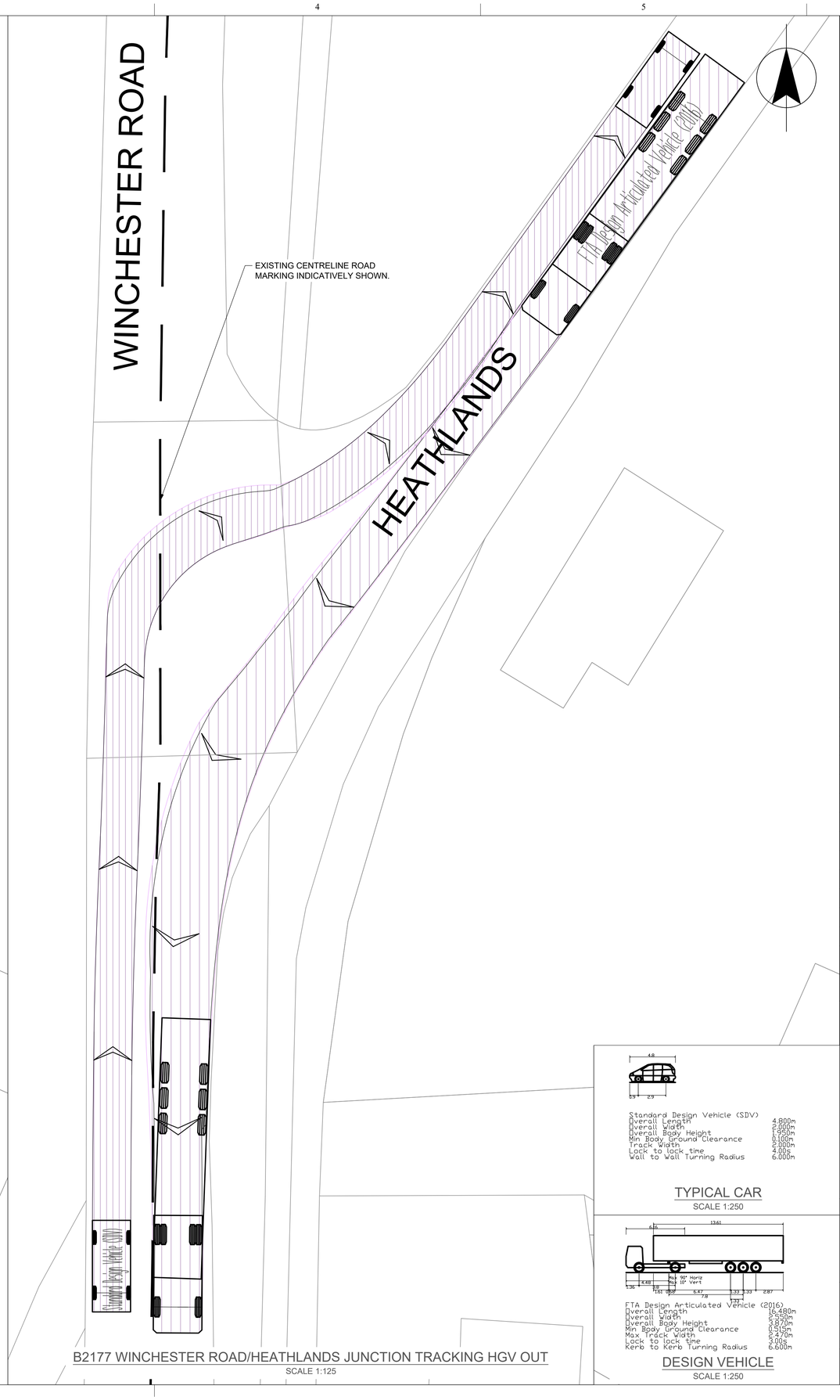
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00315		P02

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B2177 WINCHESTER ROAD/HEATHLANDS JUNCTION TRACKING HGV IN

SCALE 1:125



B2177 WINCHESTER ROAD/HEATHLANDS JUNCTION TRACKING HGV OUT

SCALE 1:125

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

TYPICAL CAR

SCALE 1:250

FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.600m

DESIGN VEHICLE

SCALE 1:250

NOTES

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11. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS.

SWEPT PATH NOTES

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0 2.5 5 7.5 10 12.5m

SCALE 1:125

CURRENT VERSION INFORMATION

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PROJECT TITLE

HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

FEASIBILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUND H-4
B2177 WINCHESTER ROAD/HEATHLANDS JUNCTION TRACKING

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00316		P02

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'Y-DISTANCE' OF 117m IS REQUIRED TO ACHIEVE DESIRABLE ACCESS VISIBILITY BASED ON AN 85th PERCENTILE SPEED OF 41.33 MPH AS CAPTURED VIA ATC SURVEY.

NEW DOWN LANE/PORTSDOWN HILL ROAD INDICATIVE OFFSITE HIGHWAY WORKS CONTEXT PLAN

SCALE 1:500

0 10 20 30 40 50m

SCALE 1:500

EXISTING FIELD ACCESS SHOULD NOT BE OBSTRUCTED BY PROPOSED WIDENING. KERBING SHOULD STOP BEFORE ACCESS OR A DROPPED KERB SHOULD BE PROVIDED IN LINE WITH THE ACCESS.

THE EXISTING CARRIAGEWAY OF NEW DOWN LANE IS CONCRETE NORTH OF THIS POINT (AND ASPHALT TO THE SOUTH).

EXISTING TELECOM POLE IS LOCATED APPROXIMATELY 1.7M FROM THE EDGE OF THE PROPOSED WIDENING. PROTECTION MEASURES MAY BE REQUIRED DURING CONSTRUCTION, BUT FURTHER ASSESSMENT BY THE CAP IS REQUIRED.

IT IS ASSUMED THAT THE ADDITIONAL IMPERMEABLE AREA CREATED VIA WIDENING WOULD BE DRAINED ALONG WITH THE EXISTING CARRIAGEWAY. WITH THE HIGH POINT OF NEW DOWN LANE BEING APPROXIMATELY WHERE IT BECOMES CONCRETE, THE AREA SOUTH OF THIS WILL DRAIN TO PORTSDOWN HILL ROAD.

THE AVAILABLE TOPO SURVEY HAS NOT PICKED UP A HEADWALL TO THE EAST OF THE EXISTING DITCH. IT IS ASSUMED THERE IS NO CULVERT FROM THIS DITCH RUNNING UNDER THE JUNCTION.

EAST KERBLINE TO REMAIN UNAFFECTED.

Portsdown Hill Road

New Down Lane

SLOW

GATE

WMP 1.8m H

BWF 1.2m H

Road edge

Kerb

ASPHALT

GRASS

WM

RS

5.39

1.00

20

3.69

R6.00

3.5t Panel Van

Overall Length	5.339m
Overall Width	1.996m
Overall Body Height	2.556m
Min Body Ground Clearance	0.258m
Track Width	1.996m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

TYPICAL LGV

SCALE 1:250

NEW DOWN LANE/PORTSDOWN HILL ROAD OFFSITE HIGHWAY WORKS INDICATIVE DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

NOTES

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7. THE LOCATIONS AND TYPES OF GATE, FENCES AND HEDGEROWS ARE SUBJECT TO THE LAND/LEGAL AGREEMENTS AND WILL BE CONFIRMED AS PART OF THE DETAILED DESIGN.
8. DRAINAGE OF ACCESS TO BE CONFIRMED IN COMBINATION WITH THE CONSTRUCTION COMPOUND DESIGN.
9. THE DESIGN OF HIGHWAY ACCESSES AND OTHER ALTERATIONS TO THE PUBLIC HIGHWAY WILL BE APPROVED PURSUANT TO THE RELEVANT DCO REQUIREMENTS.
10. LEVELS AND EARTHWORK DESIGNS TO BE UNDERTAKEN AT DETAILED DESIGN.
11. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS.

SWEPT PATH NOTES

1. THE PURPOSE OF SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR A DESIGN ARTICULATED VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF CONSTRUCTION COMPOUND ROUTE.
2. THE DRAWING IS FOR DISCUSSION PURPOSES ONLY, WITH THE DESIGN SUBJECT TO FURTHER DESIGN DEVELOPMENT, MODELLING ASSESSMENT AND CONSTRAINTS STUDY.
3. THE ANALYSIS IS BASED ON THE AVAILABLE TOPO OR OS INFORMATION.
4. THE SWEPT PATH ANALYSIS IS INDICATIVE AND REAL WORLD PRACTICAL DRIVING MAY BE DIFFERENT.
5. VEHICLE SWEPT PATHS HAVE BEEN TRACKED AT 5MPH.
6. MOVEMENTS AT THE JUNCTIONS MAY INTRUDE INTO THE OPPOSING LANES. THE VEHICLE MOVEMENTS OF THESE LARGE VEHICLES ARE EXPECTED TO BE INFREQUENT AND GAPS IN THE TRAFFIC WILL NEED TO BE NEGOTIATED TO CARRY OUT THE MOVEMENTS.

LEGEND

- VISIBILITY SPLAY — Y-DISTANCE - AS NOTED, X-DISTANCE - 2.4m.
- PROPOSED CARRIAGEWAY WIDENING AREA (E.G.ASPHALT OR CONCRETE).
- PROPOSED GRASS VERGE.
- ORDER LIMITS (BT OTHERS, FROM MOATA).

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
24.12.2025	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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Stantec

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Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER
WATER RECYCLING PLANT

DRAWING TITLE

FEASABILITY STUDY FOR NORMAL CONSTRUCTION VEHICLES
CONSTRUCTION COMPOUNDS E-1/2
INDICATIVE TEMPORARY OFFSITE HIGHWAY WORKS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00318		P02

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NORTHWEST AND NORTHEAST ARMS OF THE ROUNDABOUT TO REMAIN AS EXISTING, INCLUDING ROAD MARKINGS, SIGNAGE, AND GEOMETRY.

MAIN ROAD

HIGHWAY BOUNDARY RECEIVED FROM DALCOUR MACLAREN ON 21.08.2025.

EXISTING TRAFFIC ISLAND ON MAIN ROAD IS UNAFFECTED BY PROPOSALS.

APPROXIMATE LOCATION OF EXISTING ROUNDABOUT CENTRE MARKING.

EXISTING ILLUMINATED GIVE WAY AND ROUNDABOUT SIGNS TO BE RELOCATED TO MATCH NEW GIVE WAY LINE LOCATION.

WHITE MARKING INDICATING THE CENTRE OF THE MINI-ROUNDABOUT IS TO BE INCREASED IN RADIUS TO 4m AND RELOCATED TO SUIT GEOMETRY CHANGES.

PROPOSED REFUGE ISLAND TO INCREASE EXIT AND ENTRY WIDTHS AND ACCOMMODATE SWEPT PATHS OF CONSTRUCTION VEHICLES.

EXISTING REFUGE ISLAND TO BE WIDENED TO 3m IN ORDER TO ACHIEVE THE ABSOLUTE MINIMUM DEPTH FOR A REFUGE ISLAND ON A SHARED USE ROUTE AS REQUIRED BY HCC TG 10.

EXISTING TRAFFIC ISLAND AND GIVE WAY LINE TO BE MOVED BACK APPROXIMATELY 2m TO ACCOMMODATE WIDENING ON KILN LANE ARM.

EXISTING GULLY POT TO BE RELOCATED ADJACENT TO PROPOSED KERBLINE.

EXISTING HIGHWAY CENTRE LINE TO BE REALIGNED TO TIE IN WITH THE PROPOSED TRAFFIC ISLAND LOCATION.

EXISTING PRIVATE ACCESS TO BE MAINTAINED. TIE IN WITH PROPOSED KERBLINE TO BE CONFIRMED USING SURVEY INFORMATION.

FTA Design 13/18 Tonne Rigid Vehicle (2016)

KILN LANE

PROPOSED WIDENING COULD BE WITHIN EXISTING TREE RPAs, SOME OF THESE TREES MAY BE IN PRIVATE LAND. LOCALISED CROWN RAISING IS LIKELY TO BE REQUIRED. SEE NOTES 3,4 AND 5.

DROPPED KERB TO BE INSTALLED FOR CYCLISTS JOINING KILN LANE TO/FROM THE SHARED USED AREA (MIMICKING EXISTING ARRANGEMENT)

OTTERBOURNE HILL

PROPOSED POST AND RAIL FENCING TO TIE IN WITH EXISTING.

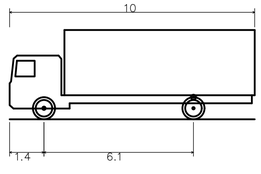
TACTILES AND DROPPED KERB TO BE PROVIDED FOR RELOCATED SHARED USE CROSSING.

EXISTING LIGHTING COLUMN TO BE RELOCATED TO THE BACK OF THE SHARED USE FOOTWAY.

EXISTING ILLUMINATED ROUNDABOUT SIGN TO BE RELOCATED.

KILN LANE MINI-ROUNDABOUT INDICATIVE WIDENING DESIGN

SCALE 1:125



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

DESIGN VEHICLE

SCALE 1:125

NOTES

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2. THIS IS AN INDICATIVE FEASIBILITY DESIGN OPTION FOR ILLUSTRATION PURPOSES. THE LAYOUT AND COMMENTS ARE SUBJECT TO FURTHER DEVELOPMENT DURING DETAILED DESIGN.
3. THIS SKETCH IS BASED ON OS INFORMATION, A TOPOGRAPHICAL SURVEY IS REQUIRED TO VALIDATE THE DESIGN APPROACH. SURVEYS, ASSESSMENTS AND MITIGATION RELATED TO TREES, HEDGES, ECOLOGY, LANDSCAPING AND ENVIRONMENTAL ASPECTS ARE UNDERTAKEN BY OTHERS.
4. WORKS AFFECTING EXISTING HEDGEROWS AND TREES MAY BE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
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10. LEVELS AND EARTHWORK DESIGNS TO BE UNDERTAKEN AT DETAILED DESIGN.

LEGEND

- PROPOSED POST AND RAIL FENCE.
- PROPOSED ORDER LIMITS
- PROPOSED CARRIAGEWAY WIDENING AREA.
- PROPOSED SHARED USE AREA.
- PROPOSED TRAFFIC ISLAND AREA.
- KERBS TO BE REMOVED.
- EXISTING TREES TO BE ASSESSED BY AN ARBORICULTURALIST SEE NOTES 3, 4 AND 5.

0 2.5 5 7.5 10 12.5m

SCALE 1:125

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FOR INFORMATION.

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West Sussex
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telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

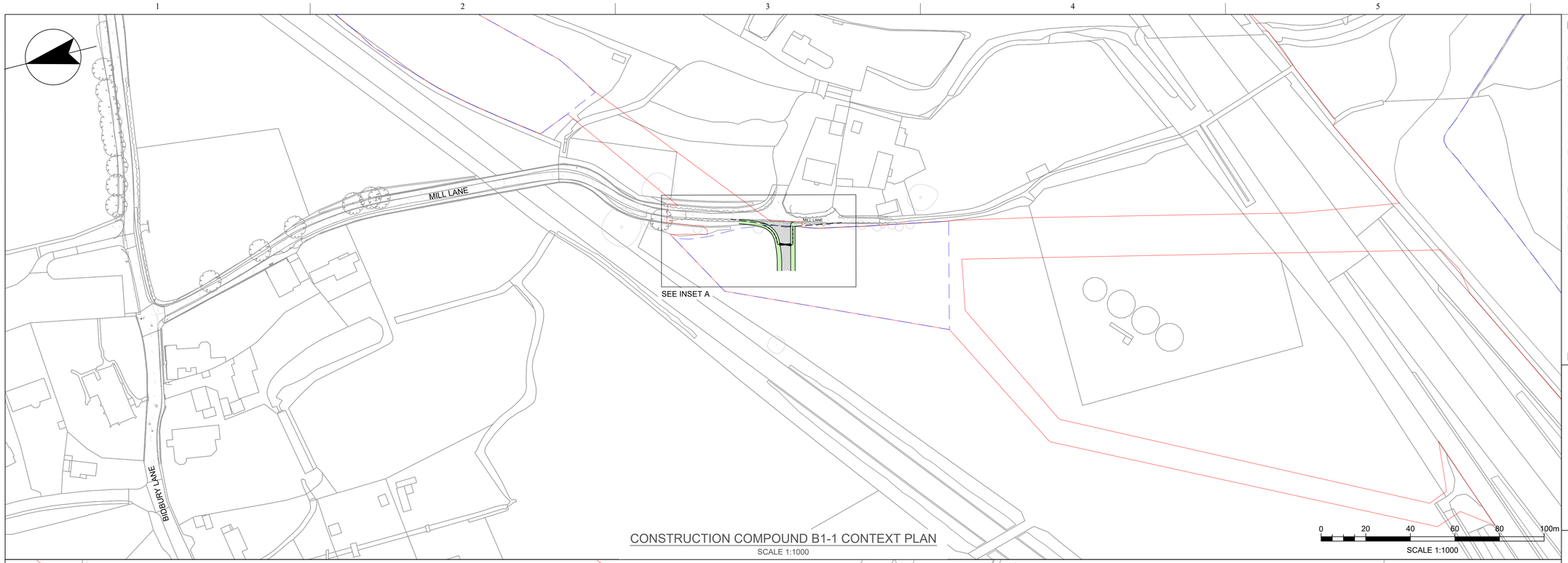
DRAWING TITLE

INDICATIVE DESIGN
KILN-LANE MINI ROUNDABOUT WIDENING

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE A1
PRN 710166	SCALE AS SHOWN	STATUS S2
S.W. DRAWING NO. 710166-STA-GEN-XX-SK-CH-00008		REVISION P02

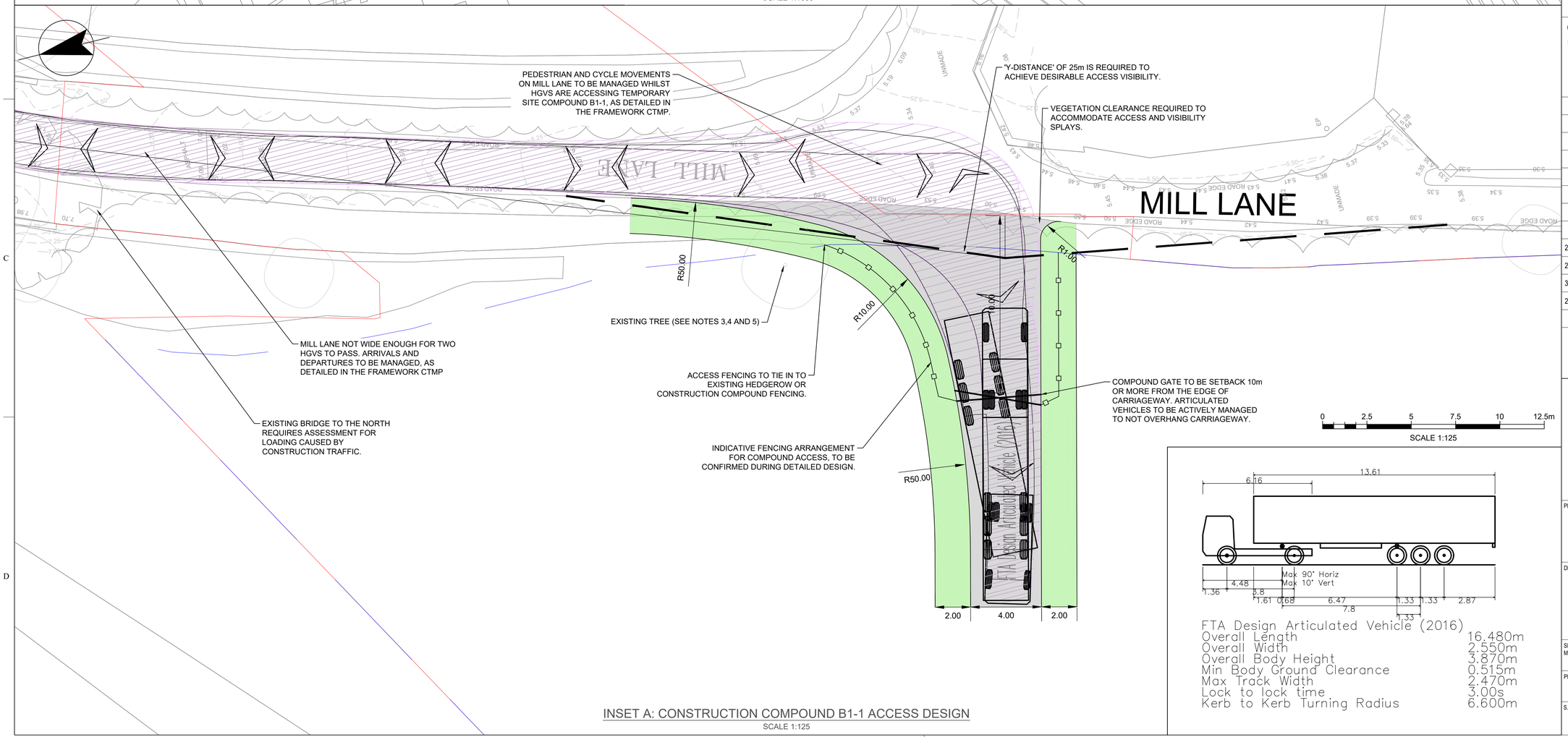
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Appendix D Access general arrangement drawings



CONSTRUCTION COMPOUND B1-1 CONTEXT PLAN
SCALE 1:1000

0 20 40 60 80 100m
SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND B1-1 ACCESS DESIGN
SCALE 1:125

0 2.5 5 7.5 10 12.5m
SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.

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22.07.2025	RC	JM	JA	JA	P03	S2	SUITABLE FOR INFORMATION
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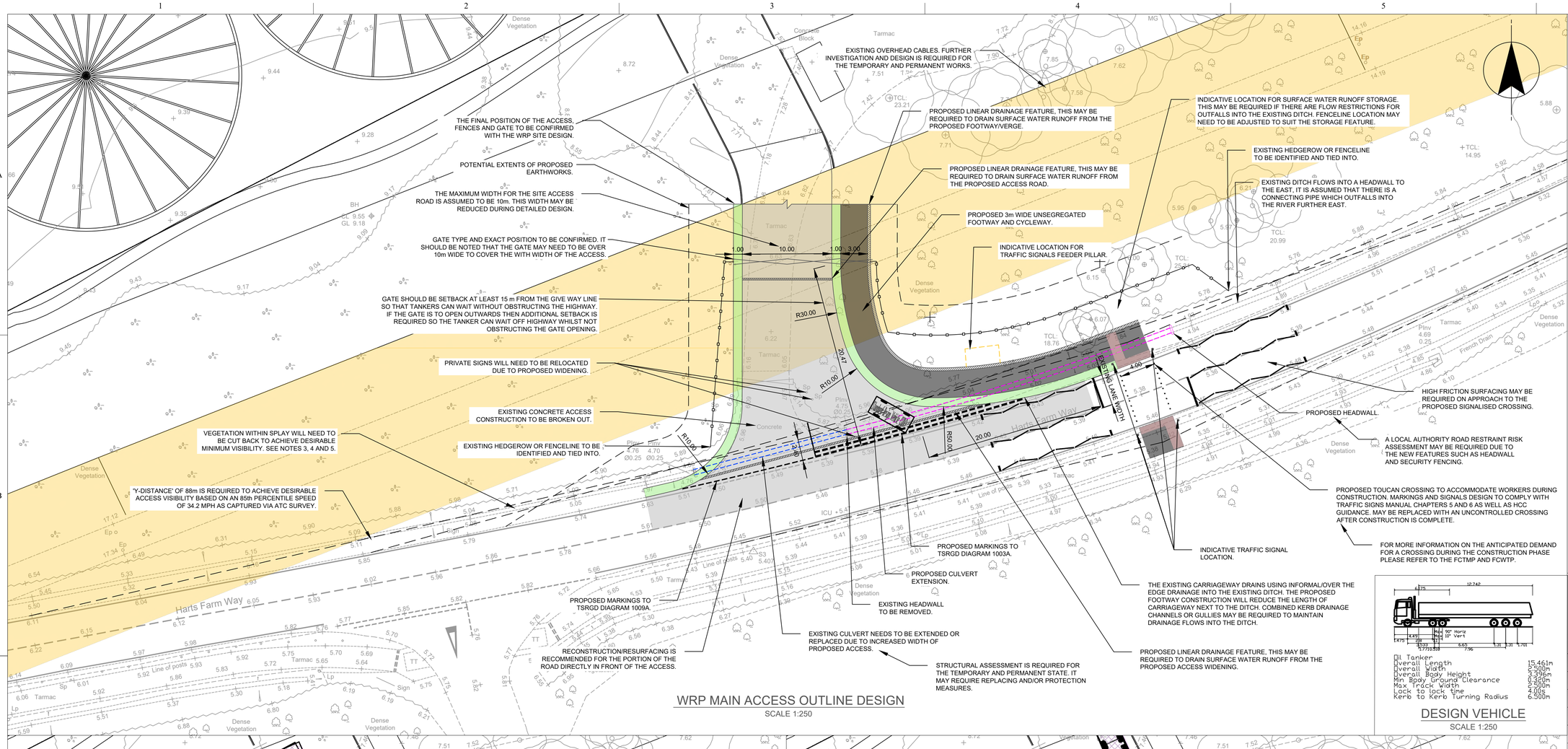
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BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE
INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND B1-1 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00003		P04

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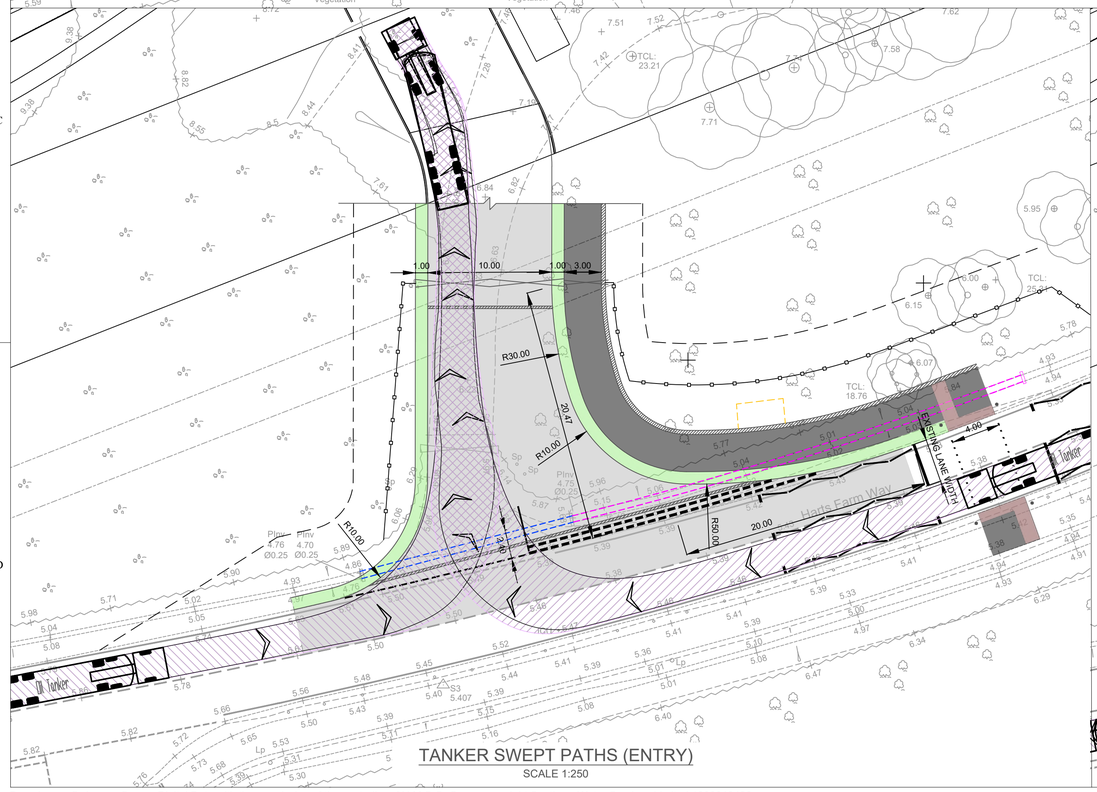
WRP MAIN ACCESS OUTLINE DESIGN

SCALE 1:250

Oil Tanker	
Overall Length	15.461m
Overall Width	2.500m
Overall Body Height	3.396m
Min. Body Ground Clearance	0.420m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

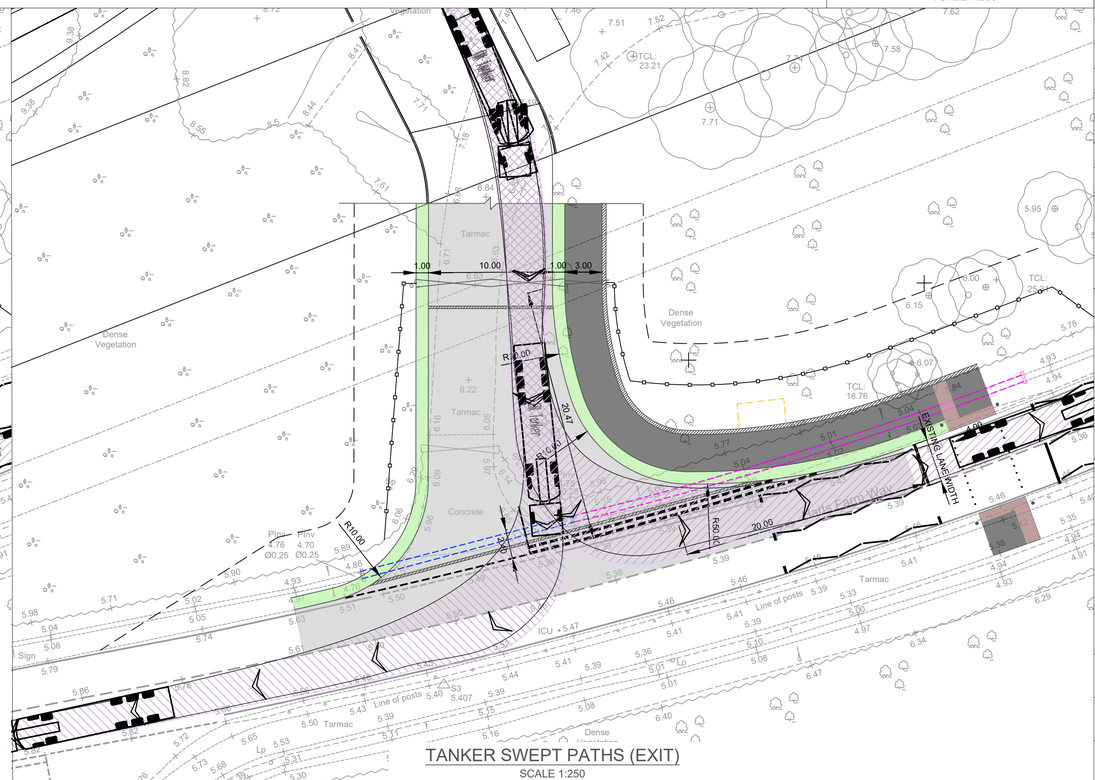
DESIGN VEHICLE

SCALE 1:250



TANKER SWEPT PATHS (ENTRY)

SCALE 1:250



TANKER SWEPT PATHS (EXIT)

SCALE 1:250

NOTES

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8. DRAINAGE OF ACCESS TO BE CONFIRMED IN COMBINATION WITH THE WRP DRAINAGE DESIGN.
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12. FURTHER ASSESSMENTS AND AGREEMENTS ARE REQUIRED FOR THE DRAINAGE PROPOSALS. THIS INCLUDES IMPACTS TO THE EXISTING CULVERTS AND WATERCOURSE AS WELL AS DISCHARGING NEW IMPERMEABLE AREAS AND WATER QUALITY.

LEGEND

- DIRECT ACCESS VISIBILITY Y-DISTANCE - 88m, X-DISTANCE 2.4 m.
- PROPOSED FENCE/HEDGEROW.
- PROPOSED GATE.
- PROPOSED BOUND PAVEMENT CONSTRUCTION FOR THE DIRECT ACCESS (E.G. ASPHALT OR CONCRETE).
- PROPOSED GRASS VERGE CAN BE GRASSCRETE OR SIMILAR APPROVED TO ALLOW FOR OVERRUN.
- PROPOSED STRENGTHENED FOOTWAY CONSTRUCTION.

0 5 10 15 20 25m

SCALE 1:250

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FOR INFORMATION.

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09.12.2025	JM	AS	JA	JA	P03	S2	SUITABLE FOR INFORMATION
26.06.2025	JM	JA	JA	JA	P02	S2	SUITABLE FOR INFORMATION
25.01.2024	JM	JA	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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PROJECT TITLE

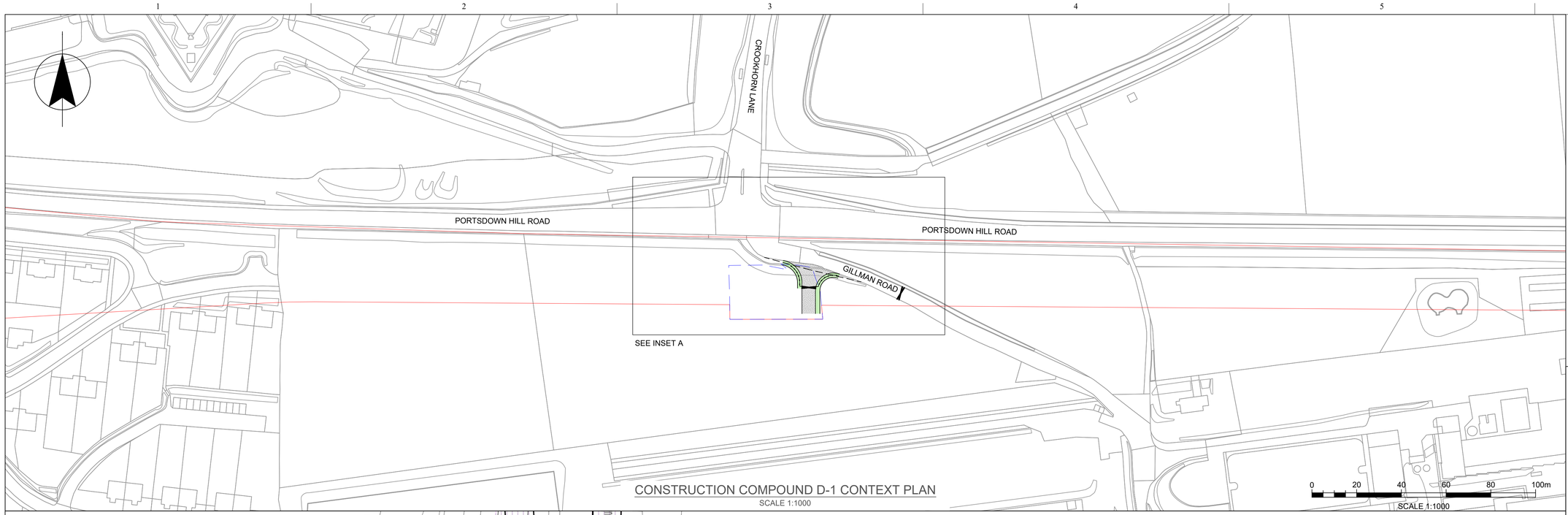
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

WATER RECYCLING PLANT
MAIN ACCESS PERMANENT WORKS
INDICATIVE DESIGN

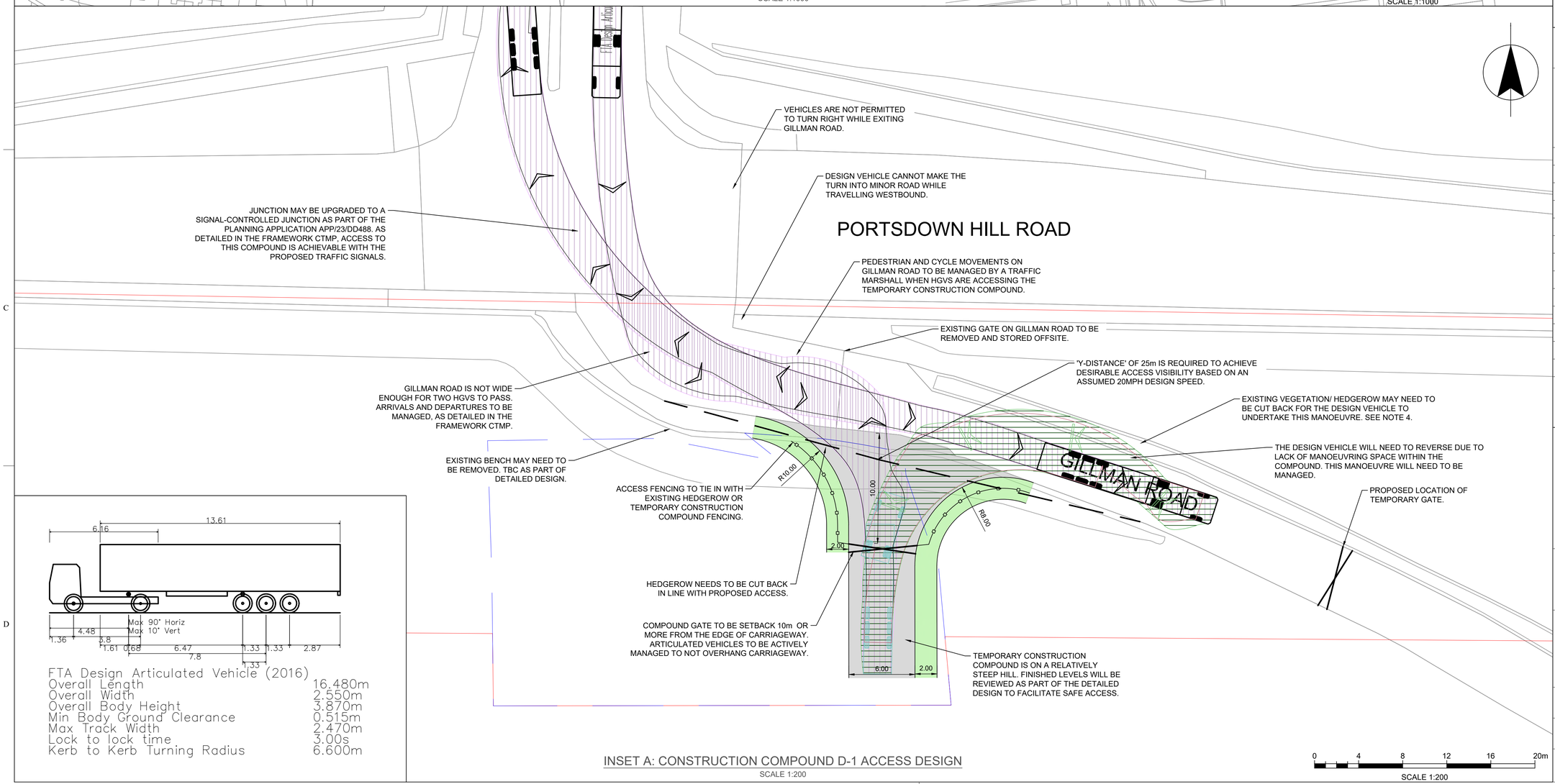
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	1:250	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-WR-DR-CH-00001		P04

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CONSTRUCTION COMPOUND D-1 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND D-1 ACCESS DESIGN

SCALE 1:200

0 4 8 12 16 20m

SCALE 1:200

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

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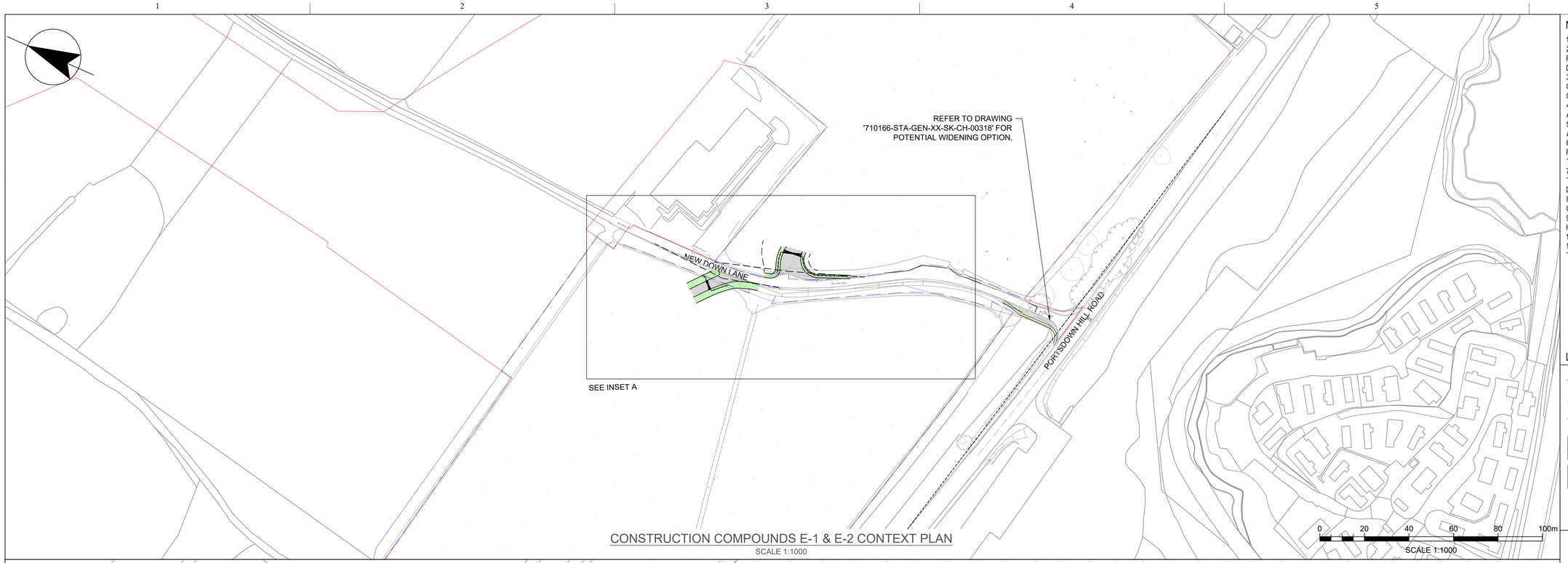
PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND D-1 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00004		P04



CONSTRUCTION COMPOUNDS E-1 & E-2 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000

NOTES

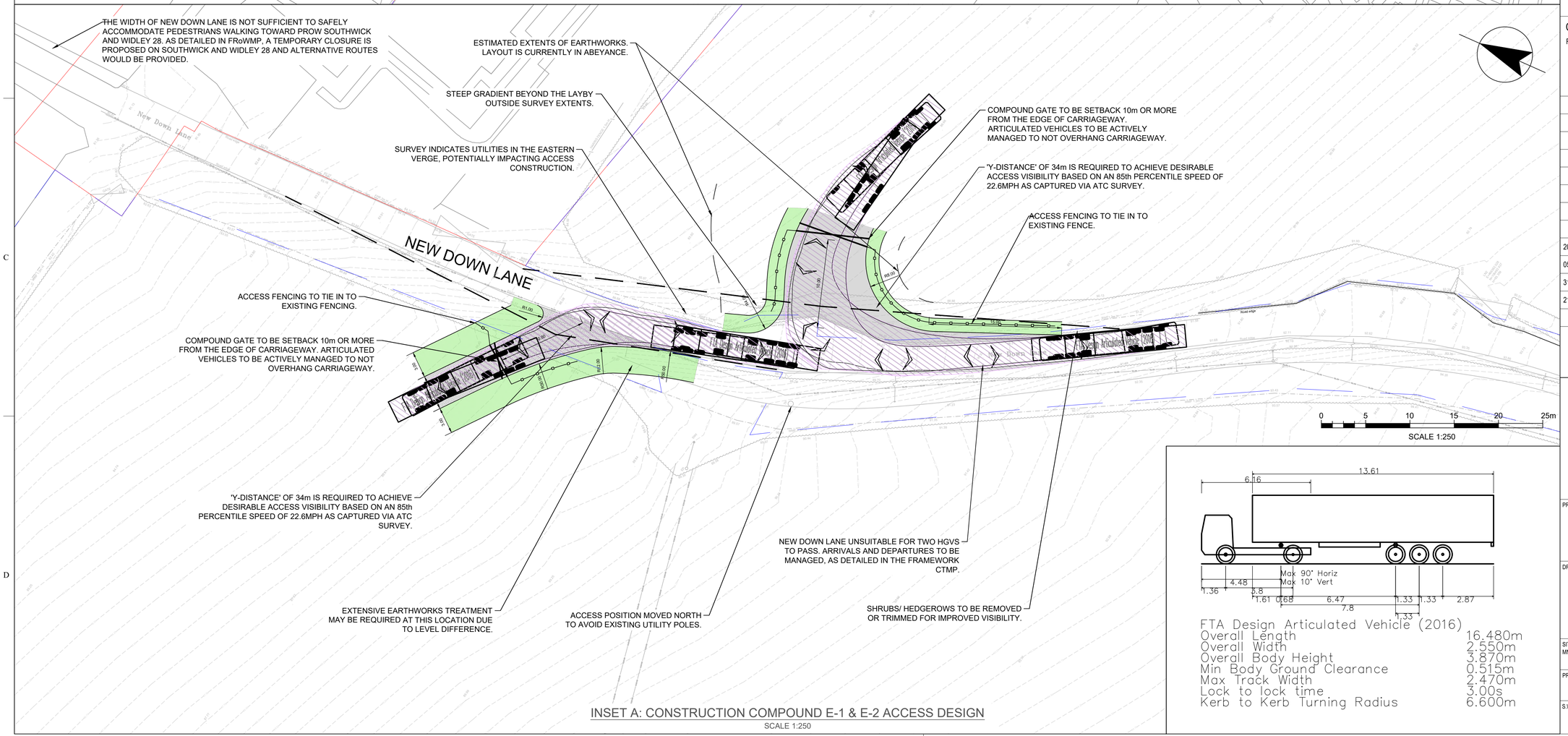
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5. WORKS AFFECTING ANY VEGETATION MAY BE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
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11. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS.

LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.



INSET A: CONSTRUCTION COMPOUND E-1 & E-2 ACCESS DESIGN

SCALE 1:250

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P04	S2	SUITABLE FOR INFORMATION
05.01.2026	RC	JM	JA	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
21.02.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE from Southern Water
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435
Stantec

PROJECT TITLE

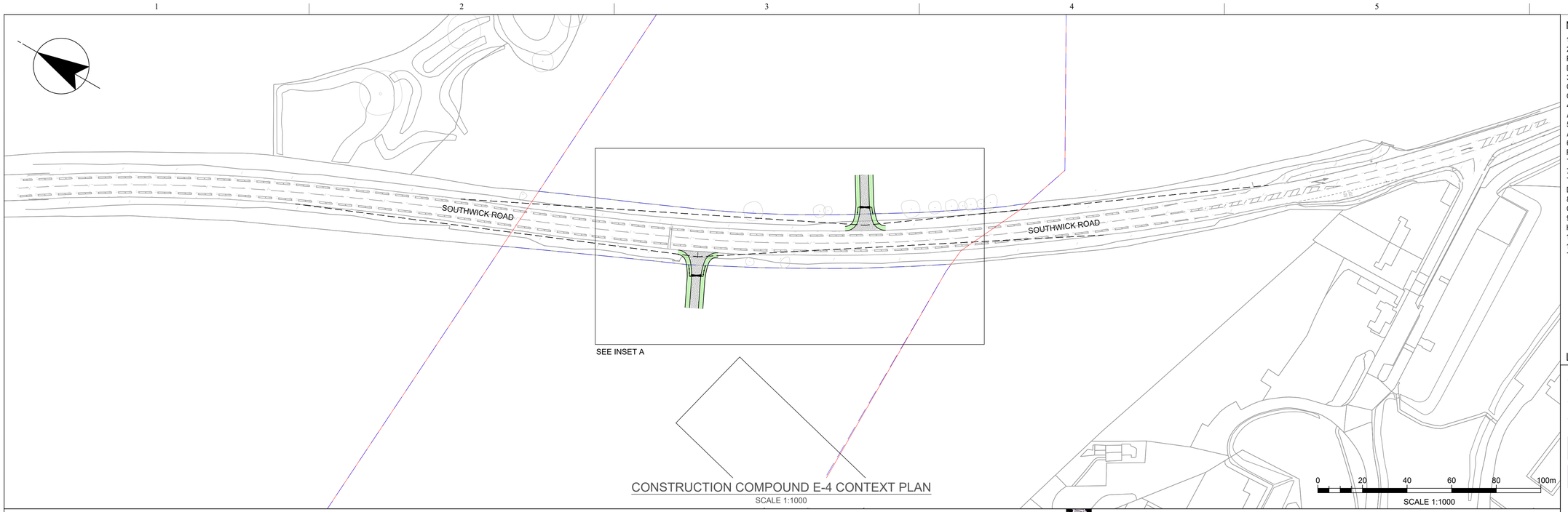
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUNDS E-1/ E-2 ACCESS PLAN

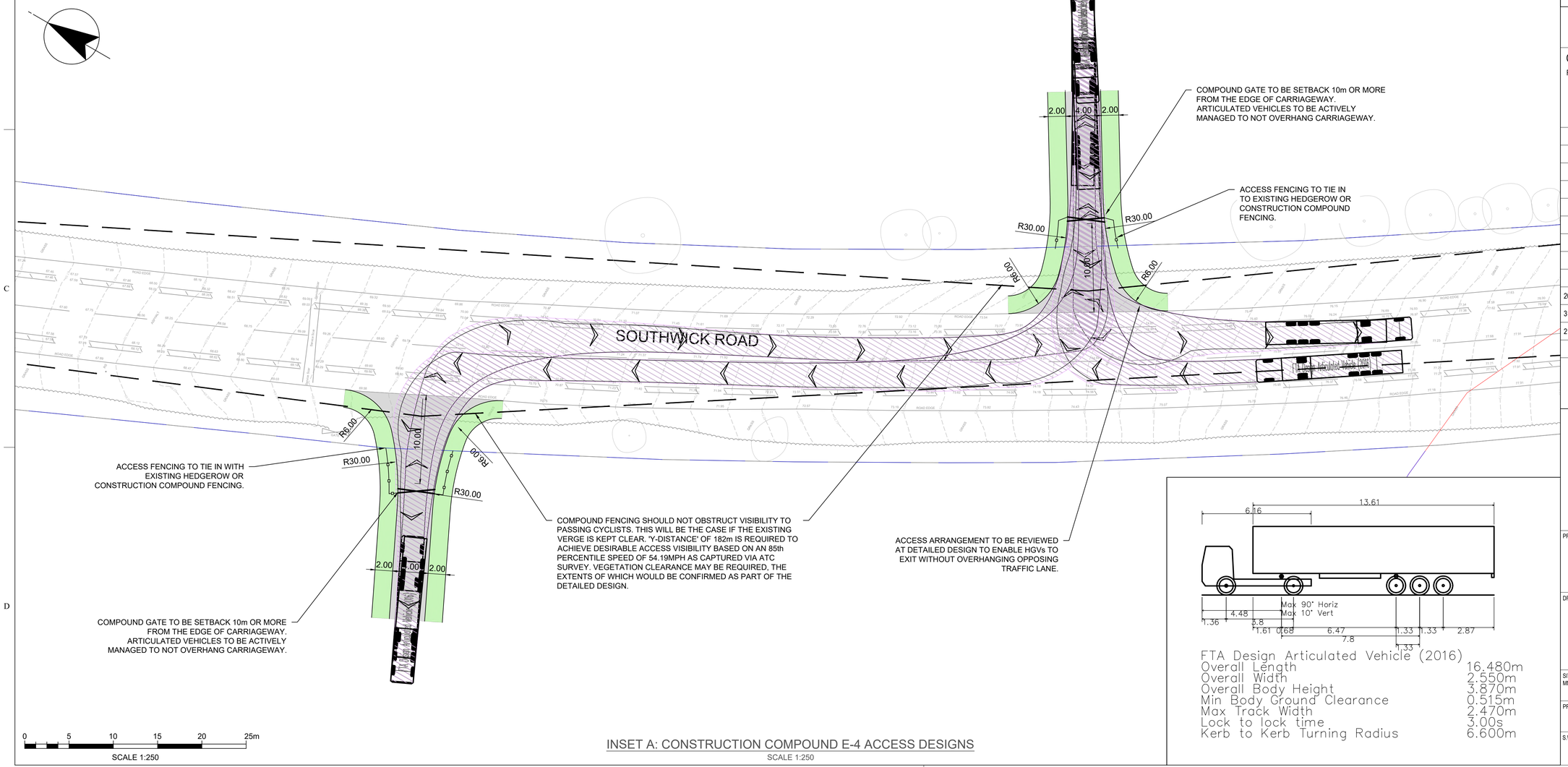
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00005		P04

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CONSTRUCTION COMPOUND E-4 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND E-4 ACCESS DESIGNS

SCALE 1:250

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.

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21.02.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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Stantec

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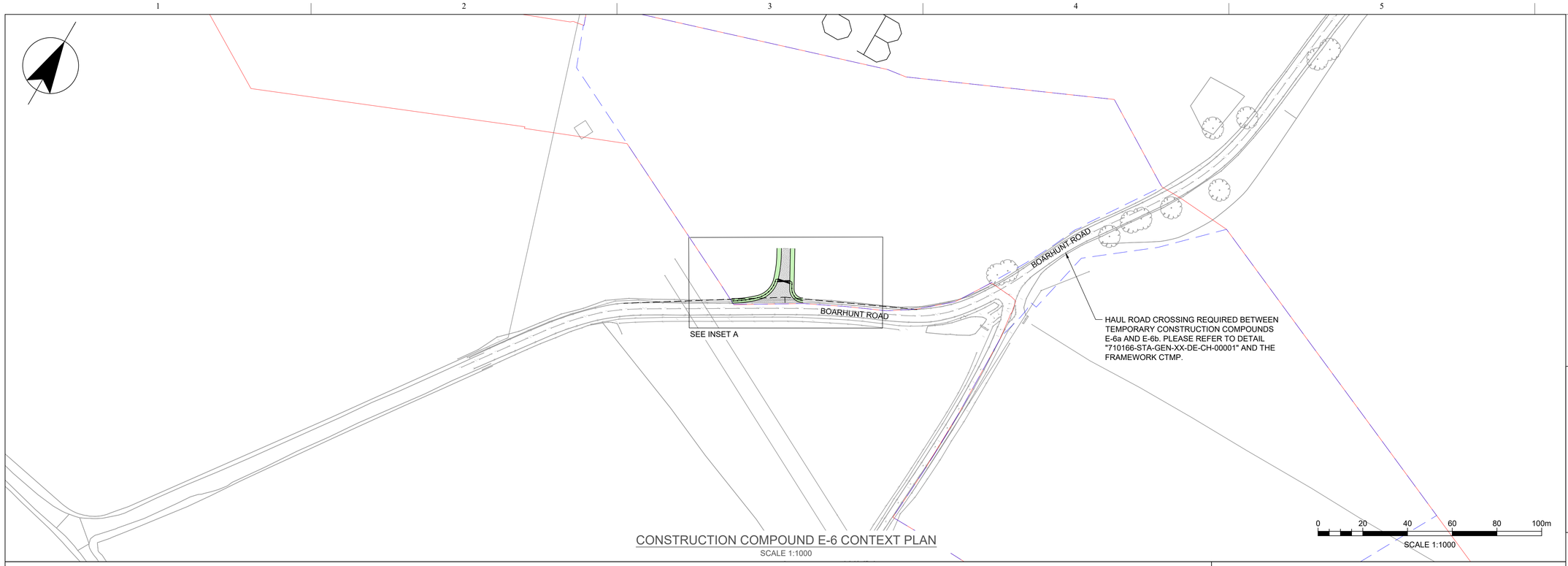
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND E-4 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00006		P03

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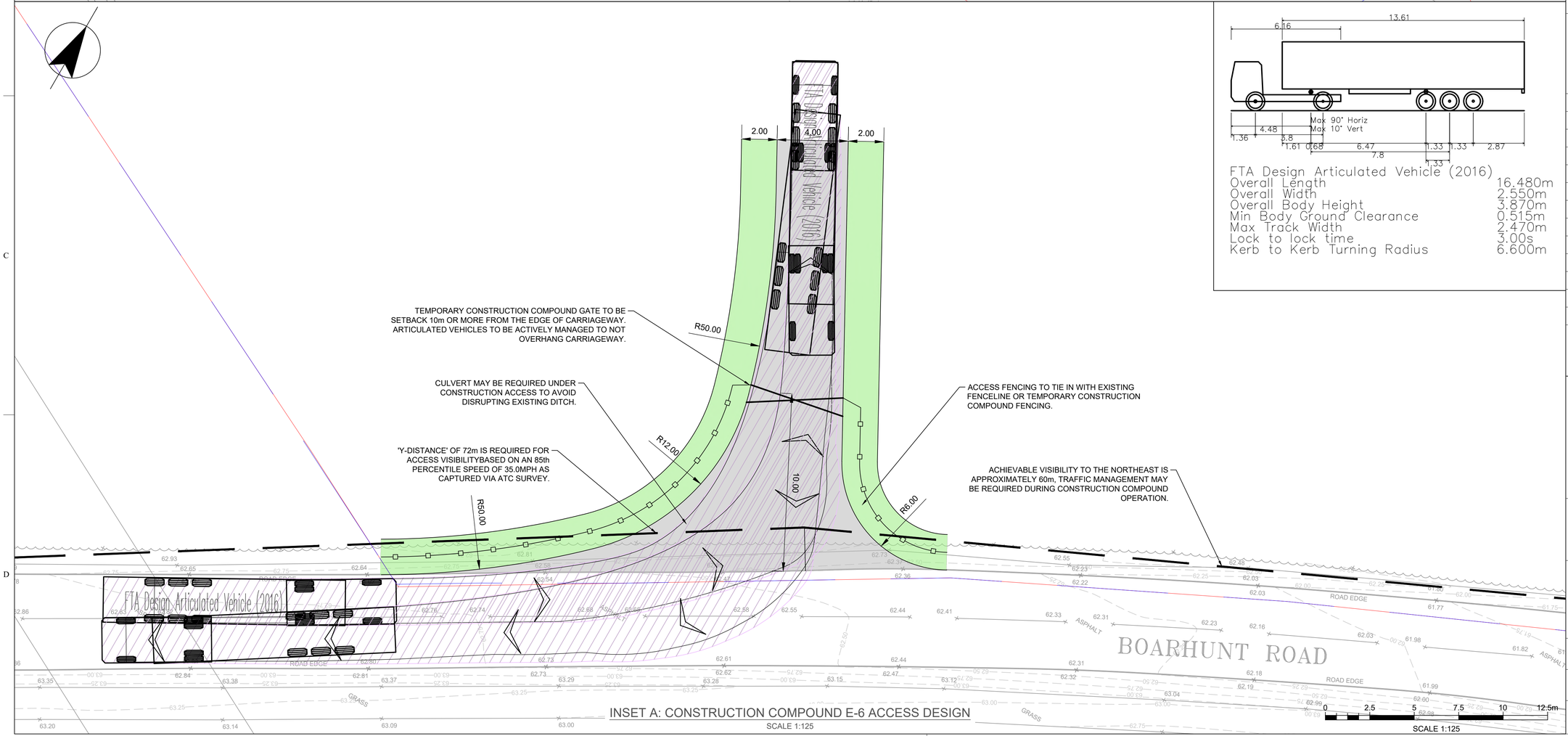


CONSTRUCTION COMPOUND E-6 CONTEXT PLAN

SCALE 1:1000

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



INSET A: CONSTRUCTION COMPOUND E-6 ACCESS DESIGN

SCALE 1:125

NOTES

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
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CURRENT VERSION INFORMATION

FOR INFORMATION.

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WATER for LIFE from Southern Water.

Stantec

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West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND E-6 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00007		P04

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LEGEND

- ACHIEVABLE VISIBILITY
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

0 10 20 30 40 50m

SCALE 1:500

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
23.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
10.12.2025	JM	JA	JA	JA	P02	S2	SUITABLE FOR INFORMATION
02.05.2025	JM	AS	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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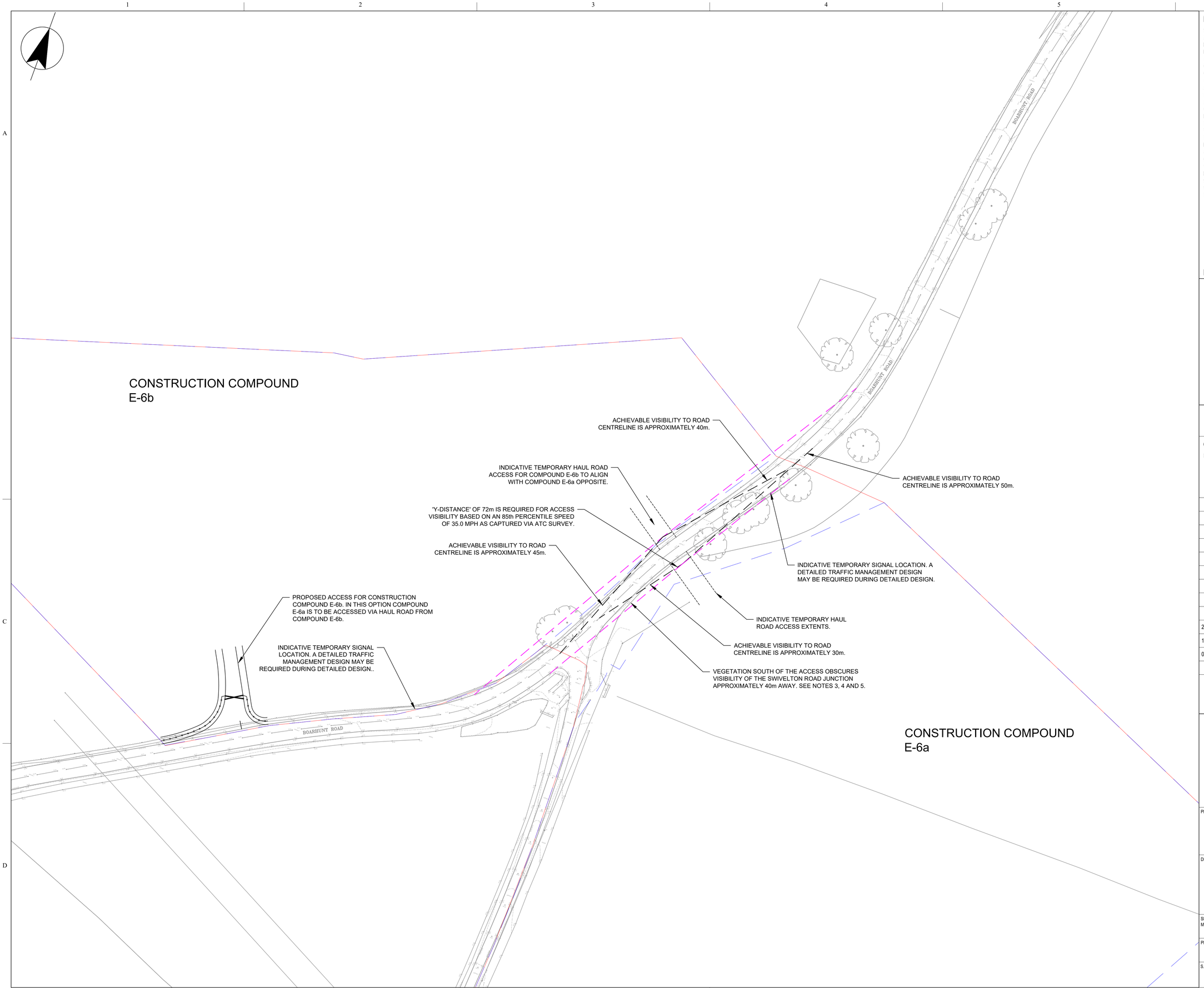
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY
CONSTRUCTION COMPOUND E6-A ACCESS SKETCH 1

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00003		P03

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LEGEND

- ACHIEVABLE VISIBILITY
- DESIRABLE MINIMUM VISIBILITY.
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

0 10 20 30 40 50m

SCALE 1:500

CURRENT VERSION INFORMATION

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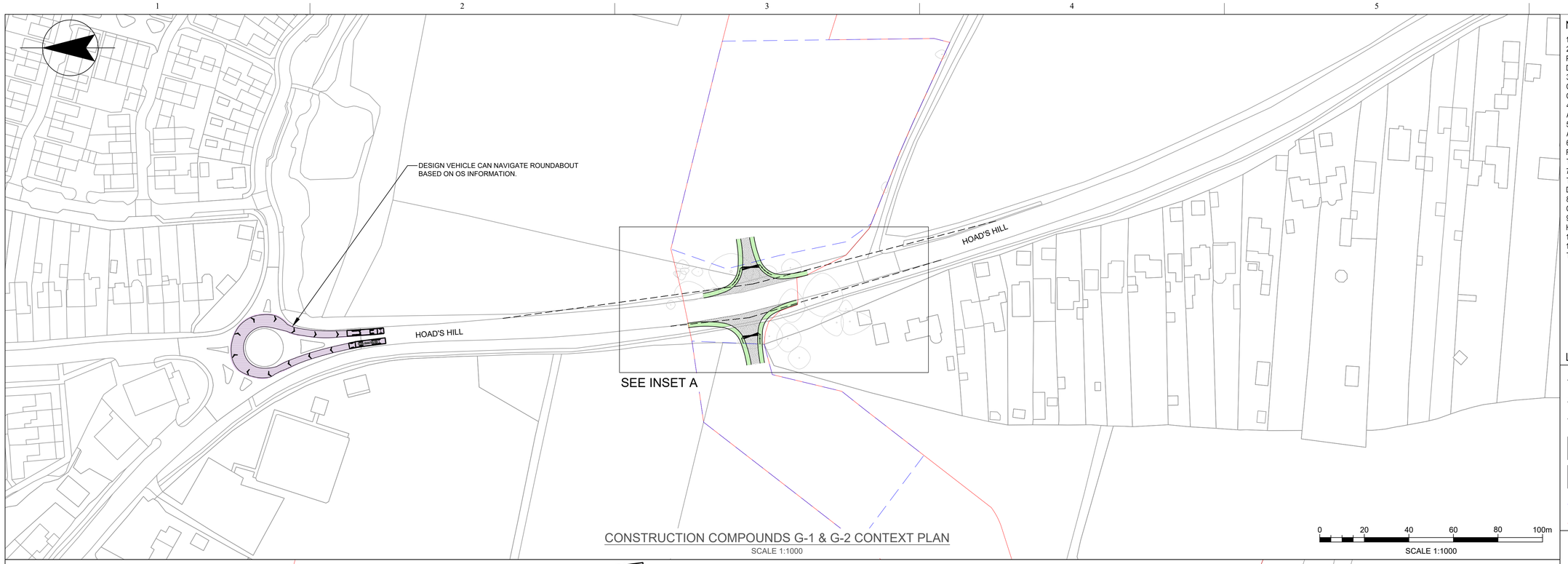
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY
CONSTRUCTION COMPOUND E-6A ACCESS SKETCH 2

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING N0.		REVISION
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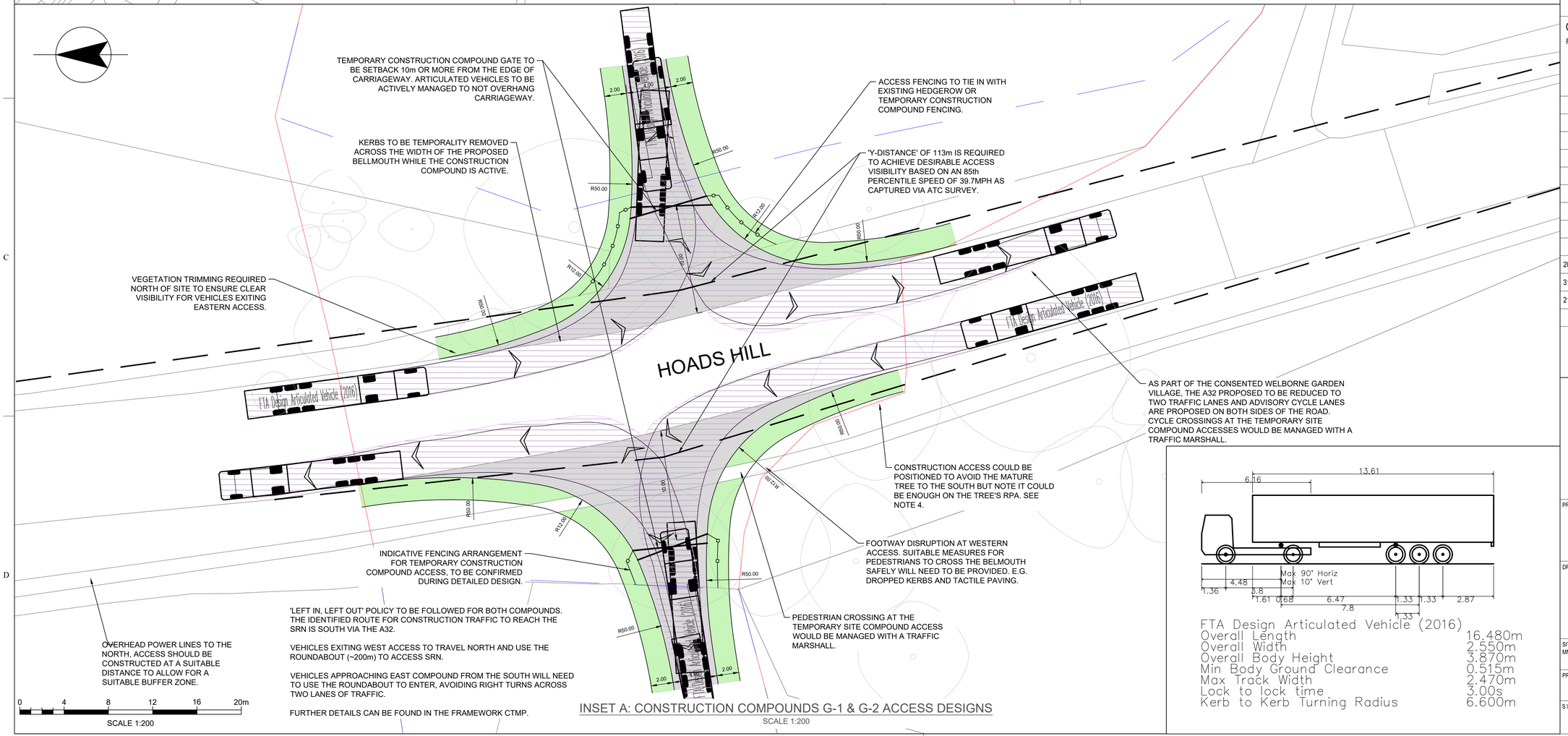


CONSTRUCTION COMPOUNDS G-1 & G-2 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUNDS G-1 & G-2 ACCESS DESIGNS

SCALE 1:200

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
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Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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LEGEND

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PROJECT TITLE

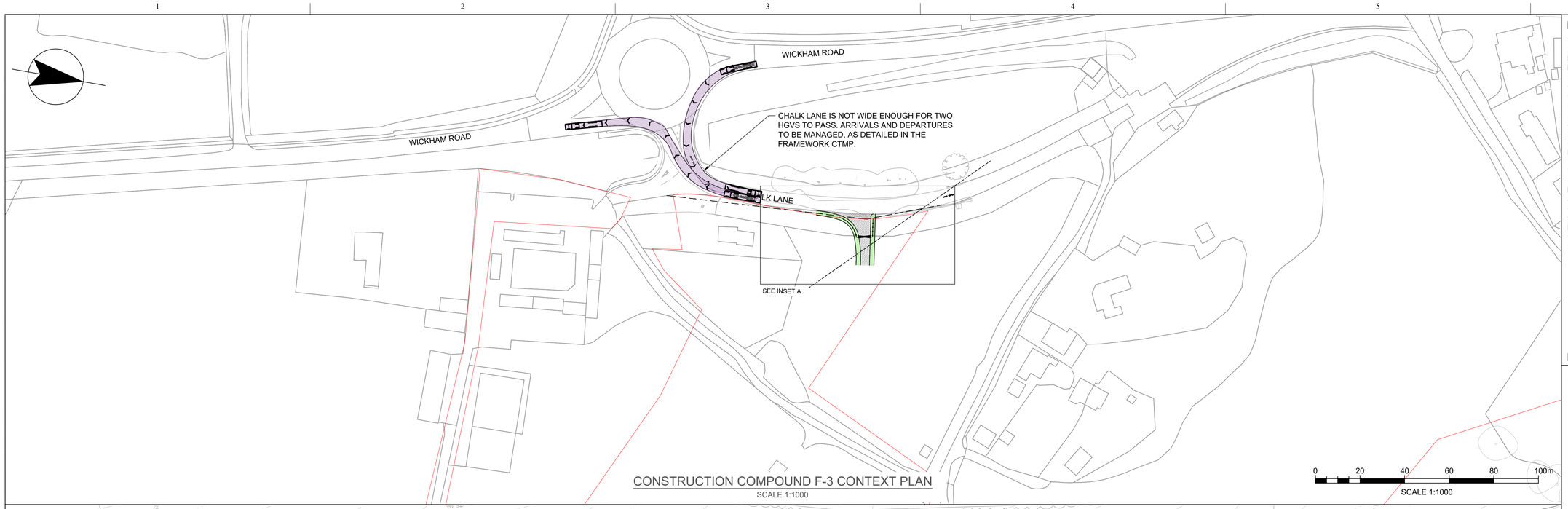
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUNDS G-1/G-2 ACCESS PLAN

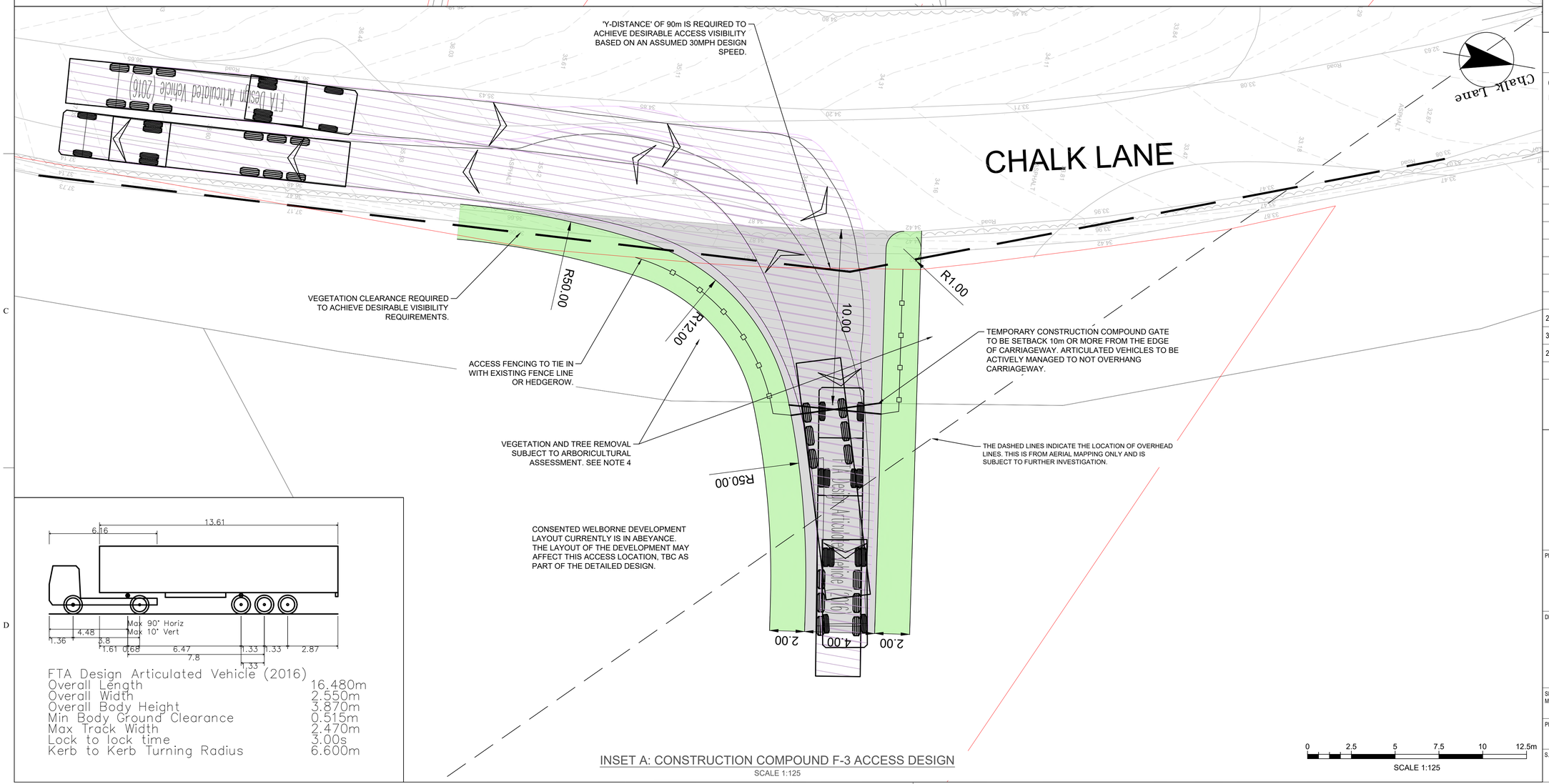
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00008		P03

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CONSTRUCTION COMPOUND F-3 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND F-3 ACCESS DESIGN

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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NOTES

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2. THIS IS AN INDICATIVE FEASIBILITY DESIGN OPTION FOR ILLUSTRATION PURPOSES. THE LAYOUT AND COMMENTS ARE SUBJECT TO FURTHER DEVELOPMENT DURING DETAILED DESIGN.
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11. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS.

LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
21.02.2015	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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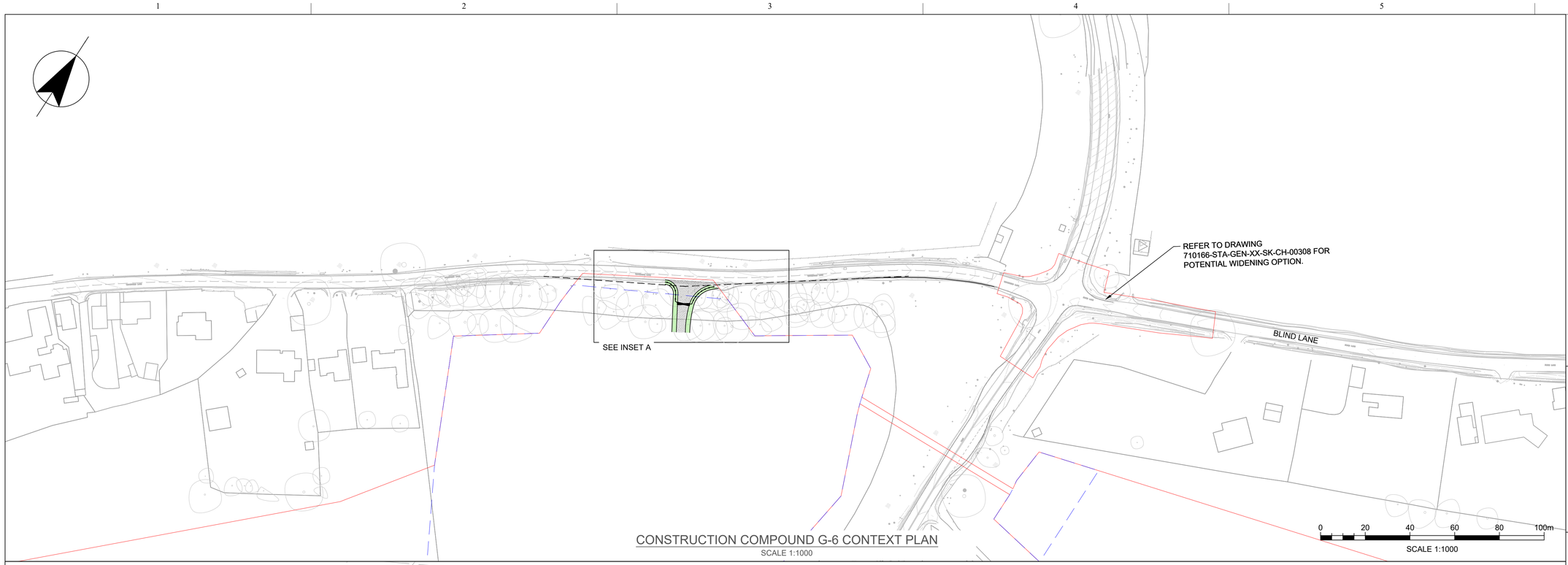
PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

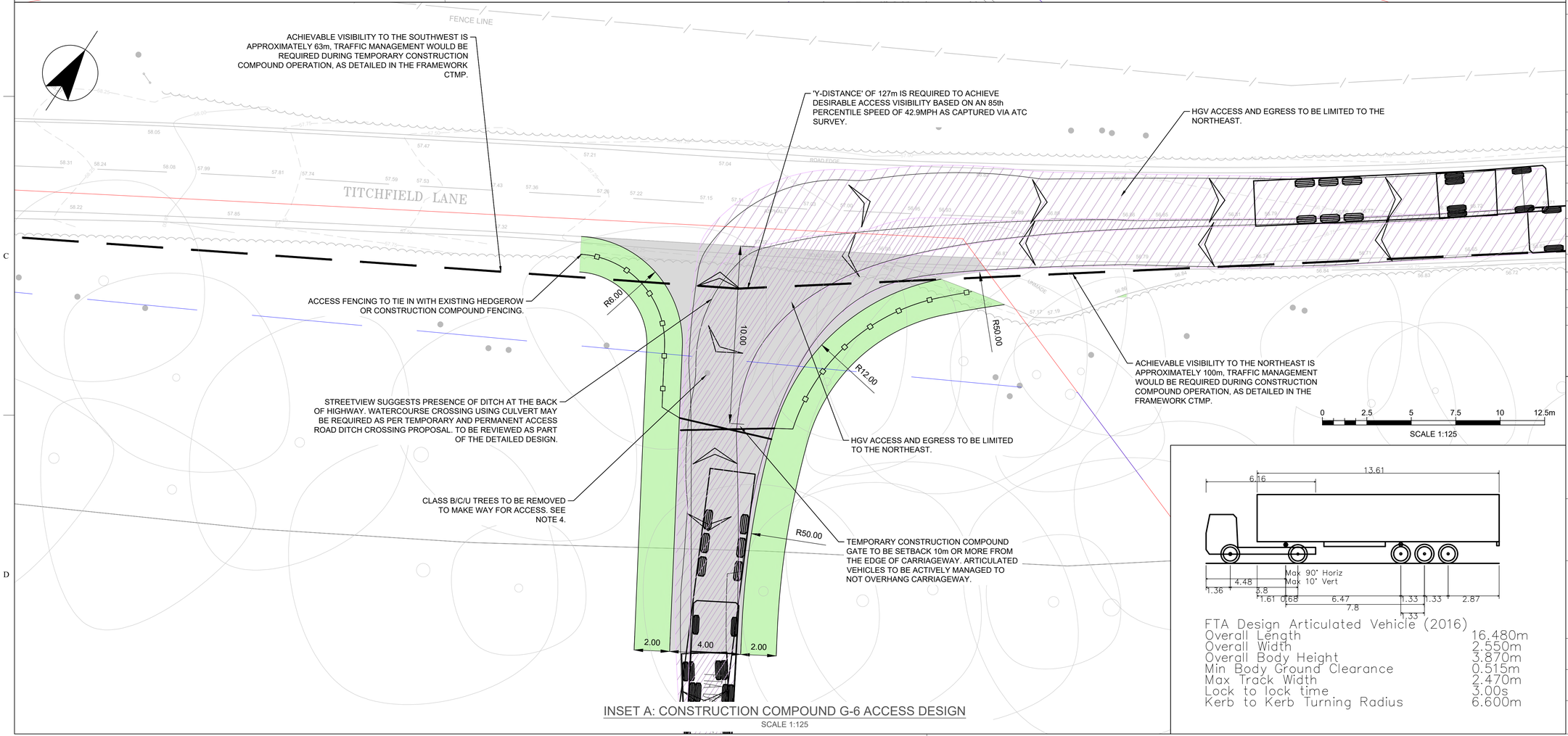
INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND F-3 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00010		P03



CONSTRUCTION COMPOUND G-6 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND G-6 ACCESS DESIGN

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
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- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

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FOR INFORMATION.

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20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
10.12.2025	RC	JM	JA	JA	P02	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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West Sussex
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telephone (01903) 264444
fax (01903) 691435

Stantec

PROJECT TITLE

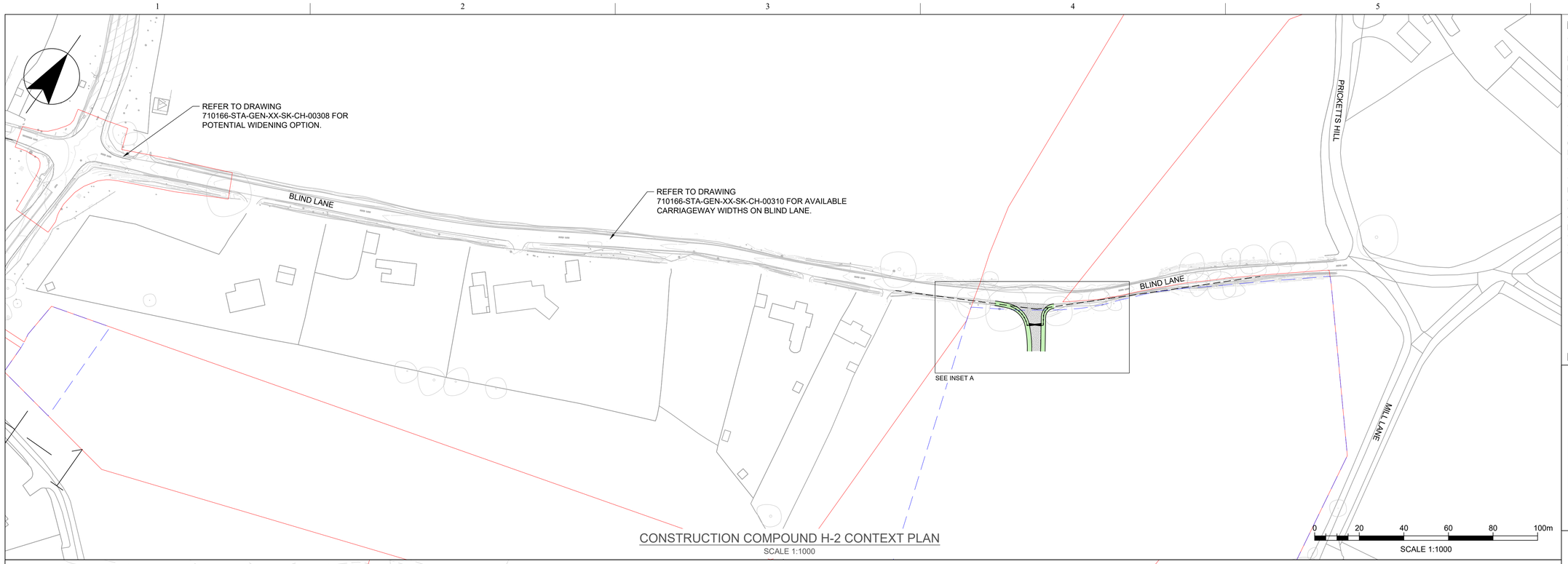
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND G-6 ACCESS PLAN

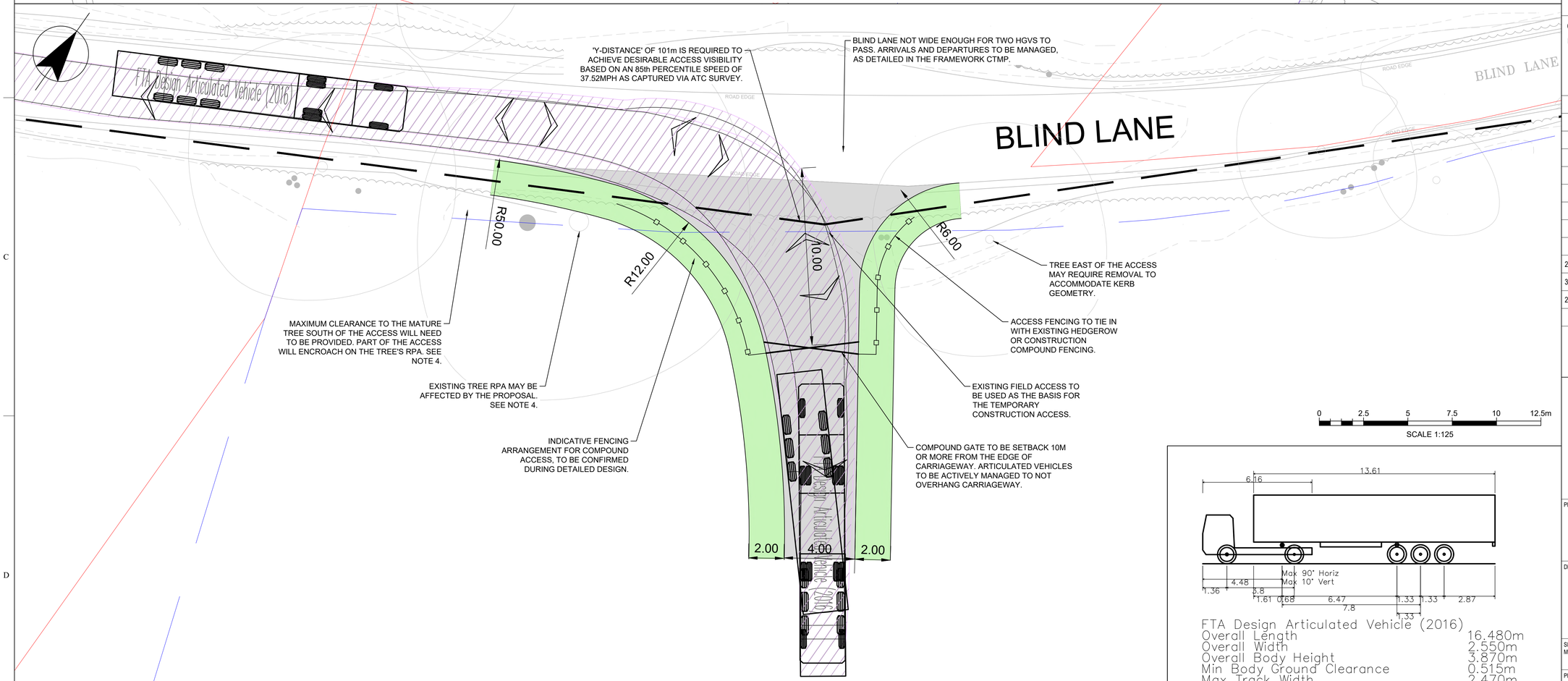
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING N0.		REVISION
710166-STA-GEN-XX-DR-CH-00026		P03

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CONSTRUCTION COMPOUND H-2 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND H-2 ACCESS DESIGN

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

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LEGEND

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- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
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PROJECT TITLE

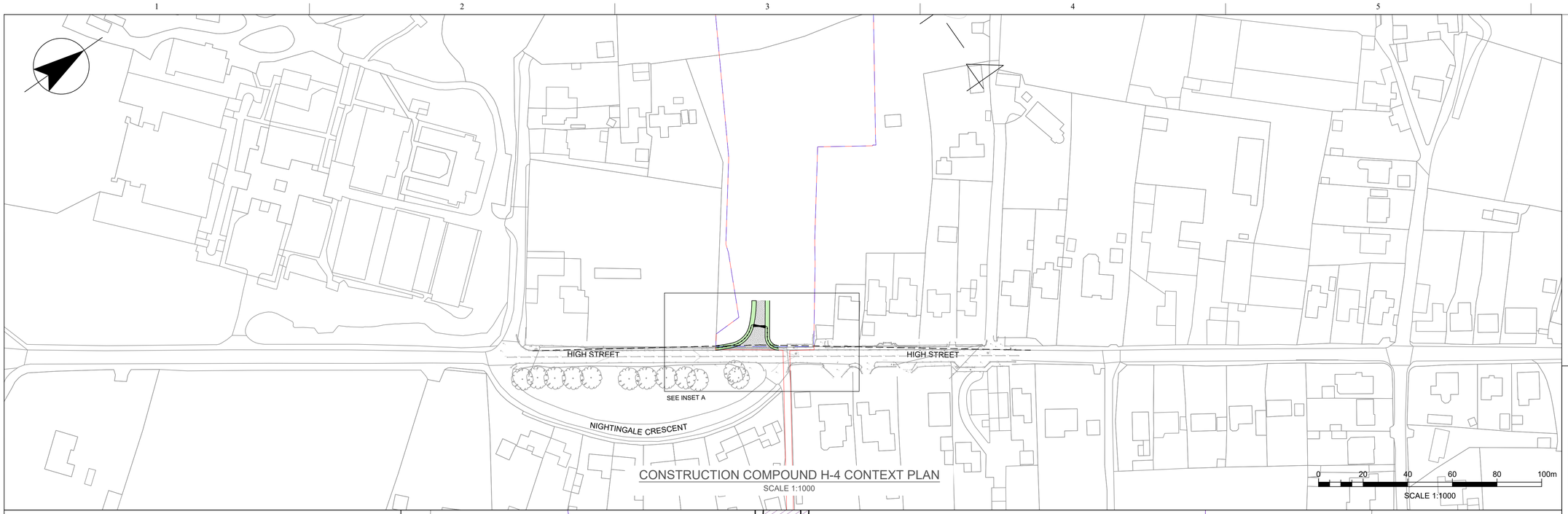
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY
CONSTRUCTION COMPOUND H-2 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00009		P03

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CONSTRUCTION COMPOUND H-4 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

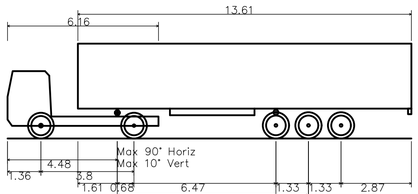
SCALE 1:1000

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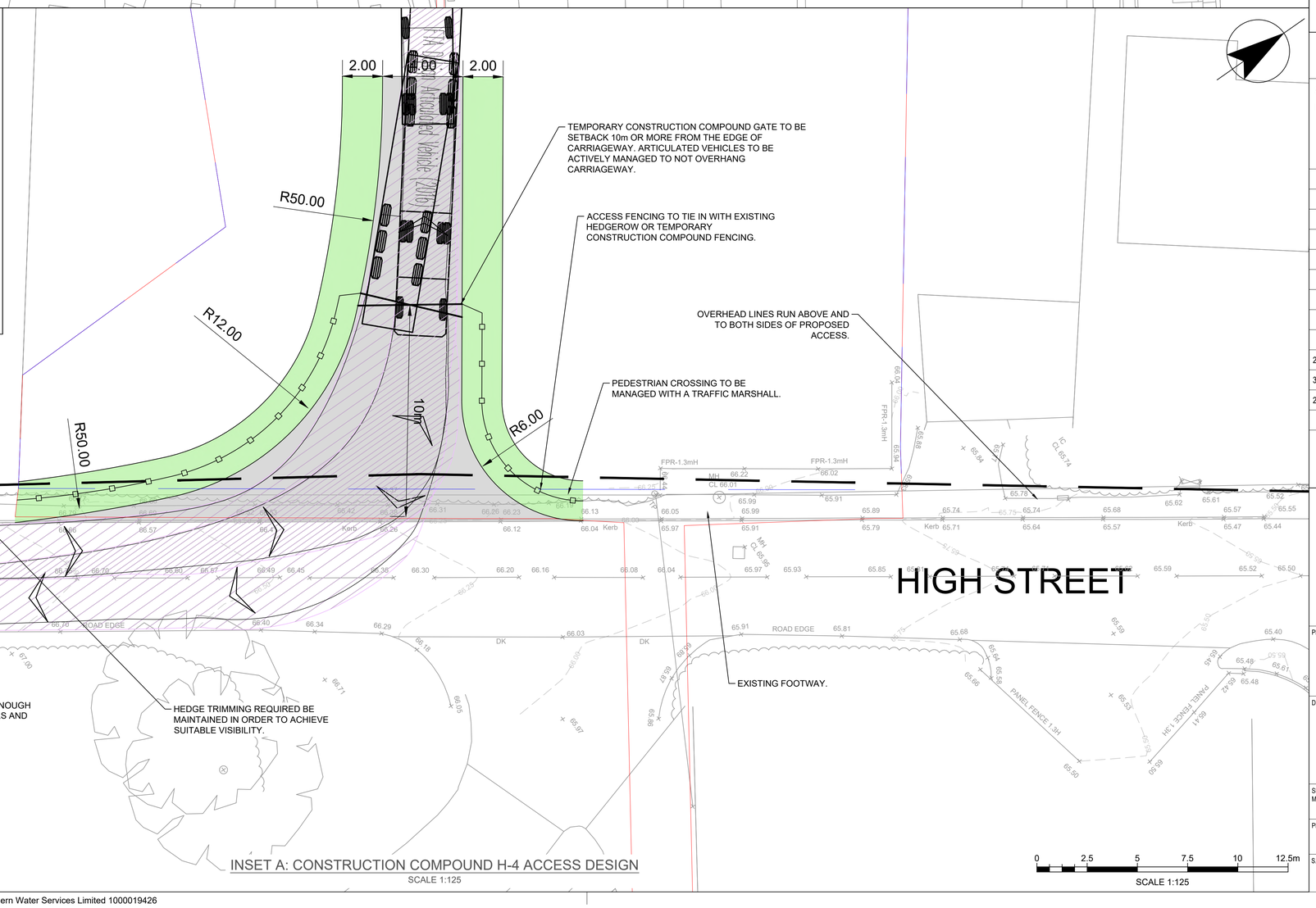
LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
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FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



INSET A: CONSTRUCTION COMPOUND H-4 ACCESS DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

CURRENT VERSION INFORMATION

FOR INFORMATION.

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PROJECT TITLE

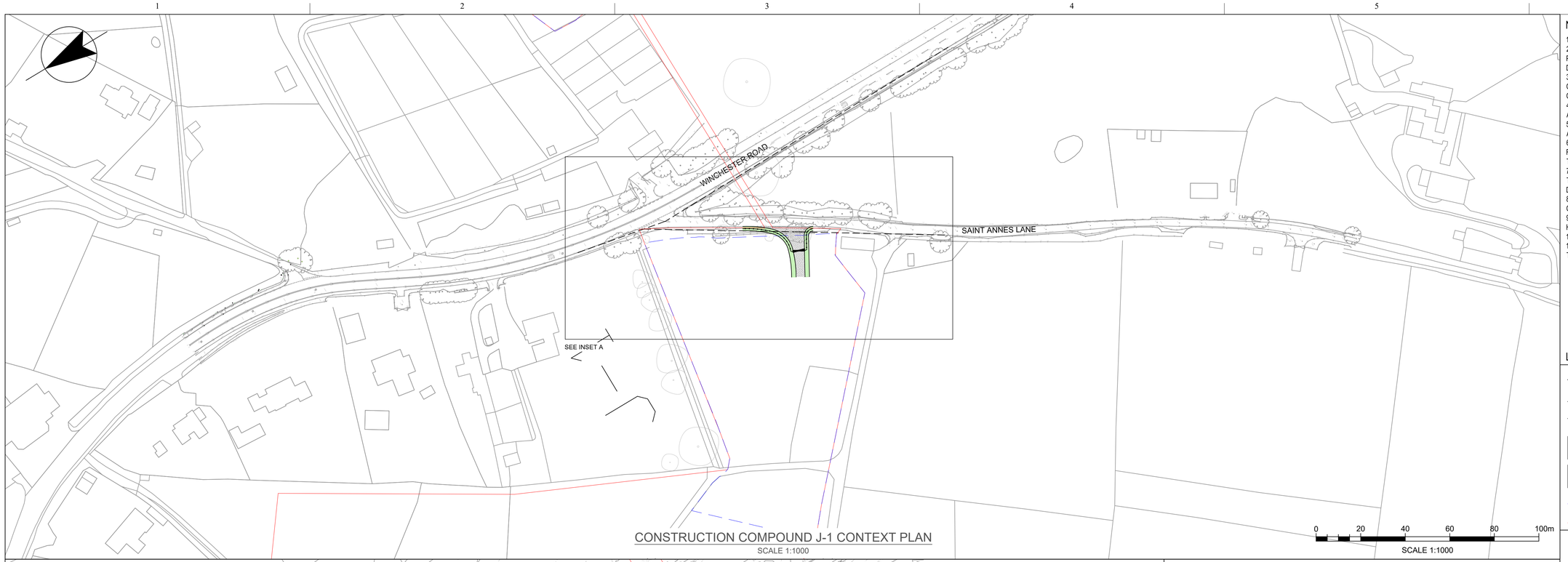
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND H-4 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00011		P03

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CONSTRUCTION COMPOUND J-1 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

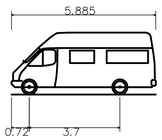
SCALE 1:1000

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LEGEND

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4.6t Light Van

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

SMALLER LIGHT GOODS VEHICLES MAY BE SUITABLE FOR TURNING LEFT INTO AND RIGHT OUT OF ST ANNE'S LANE.

ST ANNE'S LANE NOT WIDE ENOUGH FOR TWO HGVS TO PASS. ARRIVALS AND DEPARTURES TO BE MANAGED, AS DETAILED IN THE FRAMEWORK CTMP.

AS DETAILED IN THE FRAMEWORK CTMP, ANY HGV MOVEMENTS AT THE WINCHESTER ROAD/ST ANNE'S LANE JUNCTION WOULD BE RESTRICTED TO RIGHT-IN/LEFT-OUT.

POTENTIAL WORKS REQUIRED TO RAISE THE TREE CANOPY ON ST ANNE'S LANE. TBC AS PART OF THE DETAILED DESIGN.

'Y-DISTANCE' OF 70m IS REQUIRED TO ACHIEVE DESIRABLE ACCESS VISIBILITY BASED ON ASSUMED DESIGN SPEED OF 30MPH.

SAINT ANNES LANE

'Y-DISTANCE' OF 149m IS REQUIRED TO ACHIEVE DESIRABLE JUNCTION VISIBILITY BASED ON AN 85th PERCENTILE SPEED OF 47.5MPH AS CAPTURED VIA ATC SURVEY.

SWEPT PATH ANALYSIS INDICATES THAT DESIGN VEHICLE CANNOT TURN RIGHT OUT OF THE JUNCTION.

VEHICLE TRACKING DEMONSTRATES TWO LIGHT VANS CAN PASS AT THE GIVE WAY LINE.

ACCESS FENCING TO TIE IN WITH EXISTING HEDGEROW OR CONSTRUCTION COMPOUND FENCING.

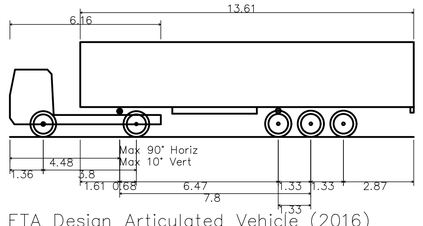
CLASS C/U TREES AND HEDGES TO BE REMOVED/ CLEARED TO MAKE WAY FOR ACCESS. SEE NOTE 4.

INDICATIVE FENCING ARRANGEMENT FOR COMPOUND ACCESS, TO BE CONFIRMED DURING DETAILED DESIGN.

TEMPORARY CONSTRUCTION COMPOUND GATE TO BE SETBACK 10m OR MORE FROM THE EDGE OF CARRIAGEWAY. ARTICULATED VEHICLES TO BE ACTIVELY MANAGED TO NOT OVERHANG CARRIAGEWAY.

AS DETAILED IN THE FRAMEWORK CTMP, DELIVERIES TO TEMPORARY SITE COMPOUND J-1 WILL PREDOMINANTLY BE ACCESSED VIA THE TEMPORARY HAUL ROAD AND TEMPORARY SITE COMPOUND J-2.

R50.00 R12.00 10.00 R4.00 R50.00 2.00 2.00 4.00



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

INSET A: CONSTRUCTION COMPOUND J-1 ACCESS DESIGN

SCALE 1:250

0 5 10 15 20 25m

SCALE 1:250

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
21.02.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE from Southern Water
Stantec
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

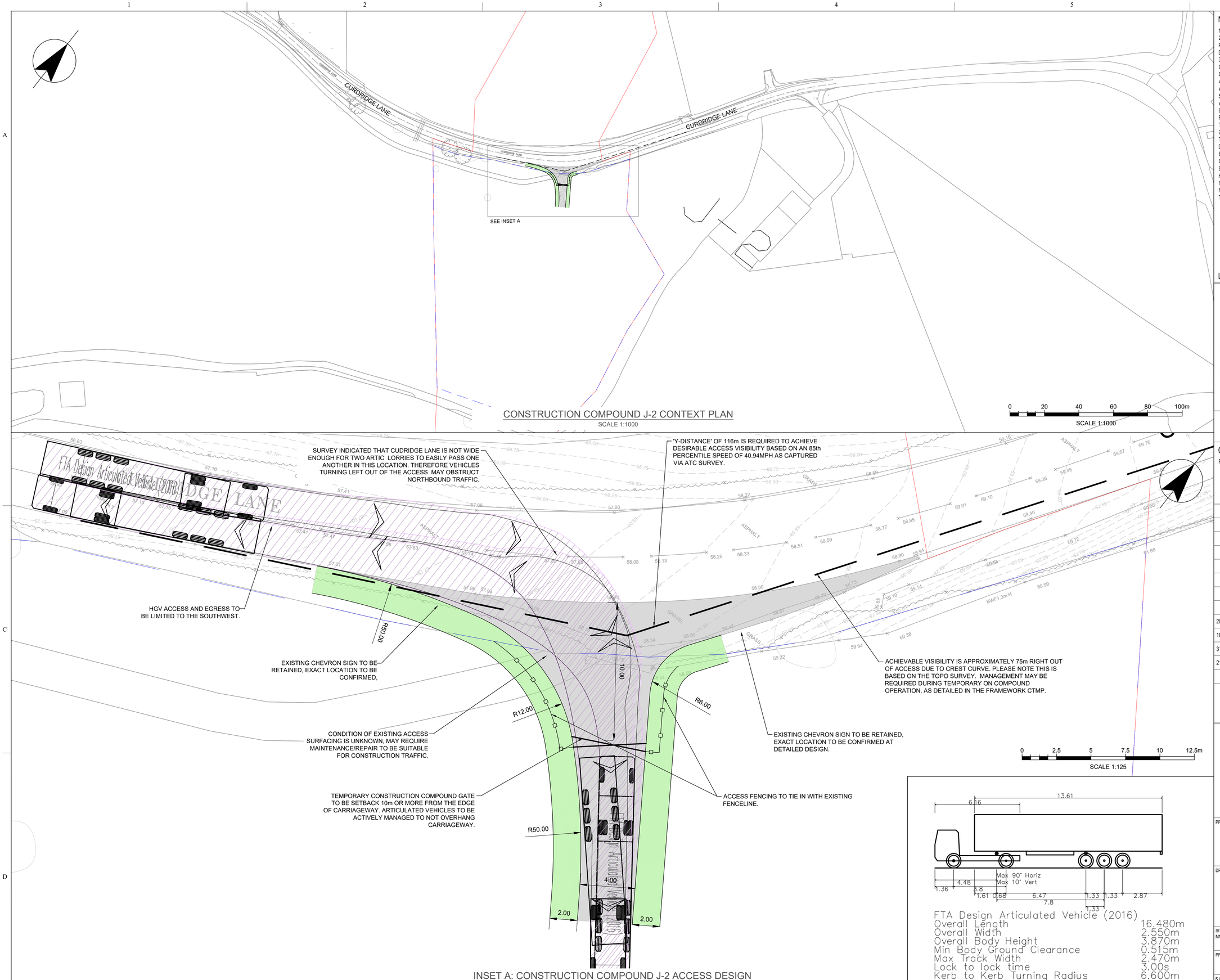
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND J-1 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00012		P03

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CONSTRUCTION COMPOUND J-2 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000

INSET A: CONSTRUCTION COMPOUND J-2 ACCESS DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
2. THIS IS AN INDICATIVE FEASIBILITY DESIGN OPTION FOR ILLUSTRATION PURPOSES. THE LAYOUT AND COMMENTS ARE SUBJECT TO FURTHER DEVELOPMENT DURING DETAILED DESIGN.
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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

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Stantec

PROJECT TITLE

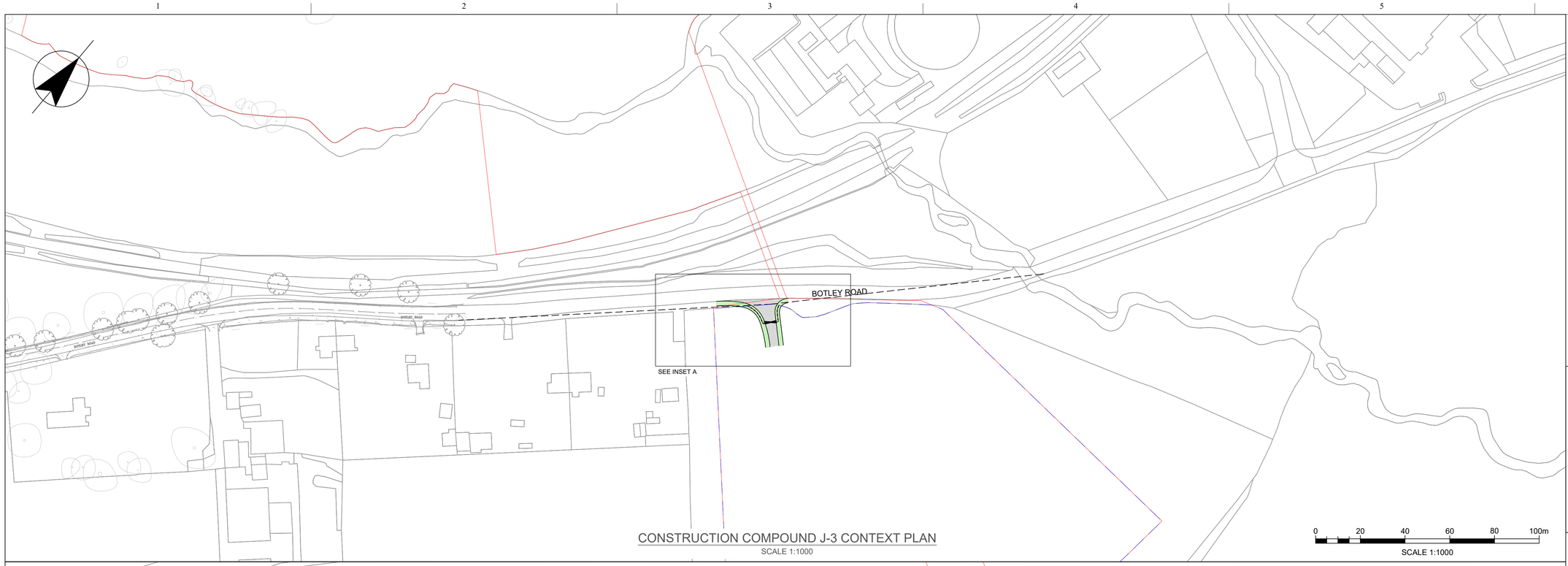
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND J-2 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00013		P04

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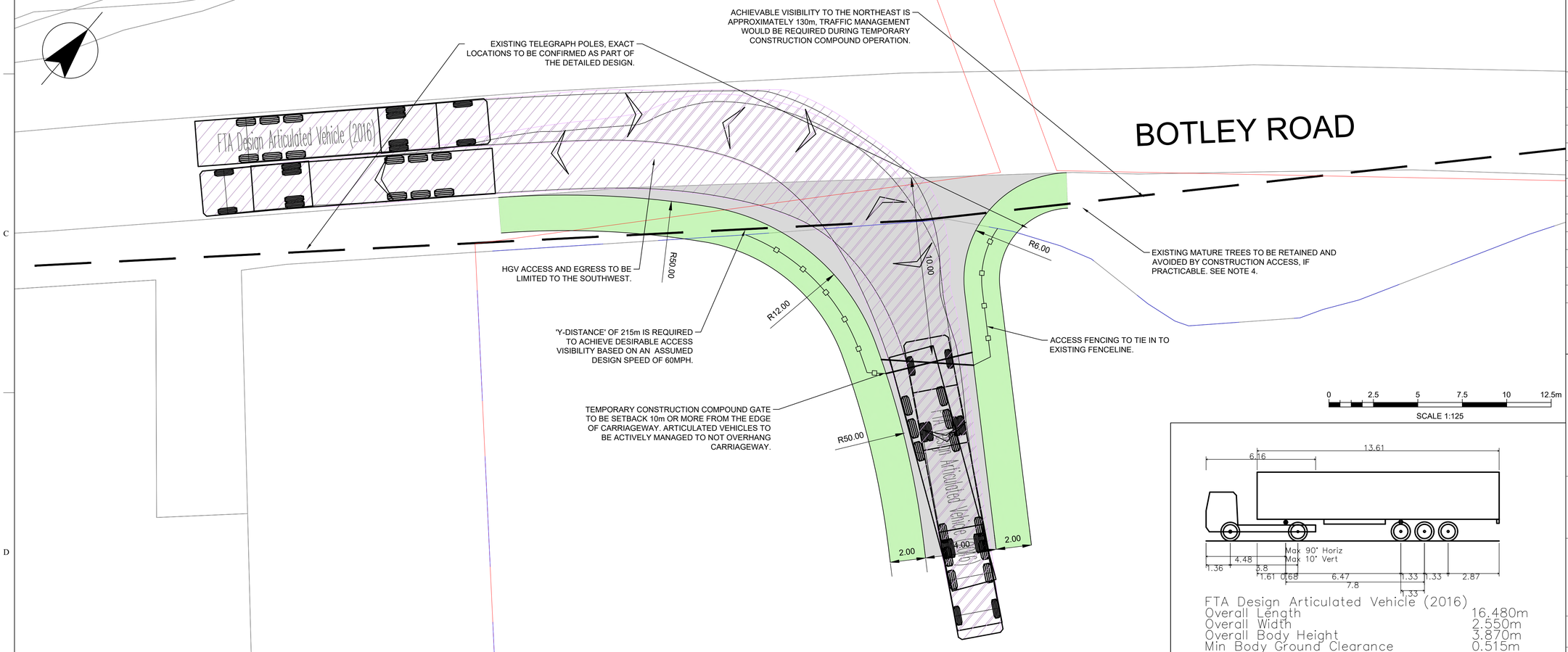


CONSTRUCTION COMPOUND J-3 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND J-3 ACCESS DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

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FOR INFORMATION.

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Stantec

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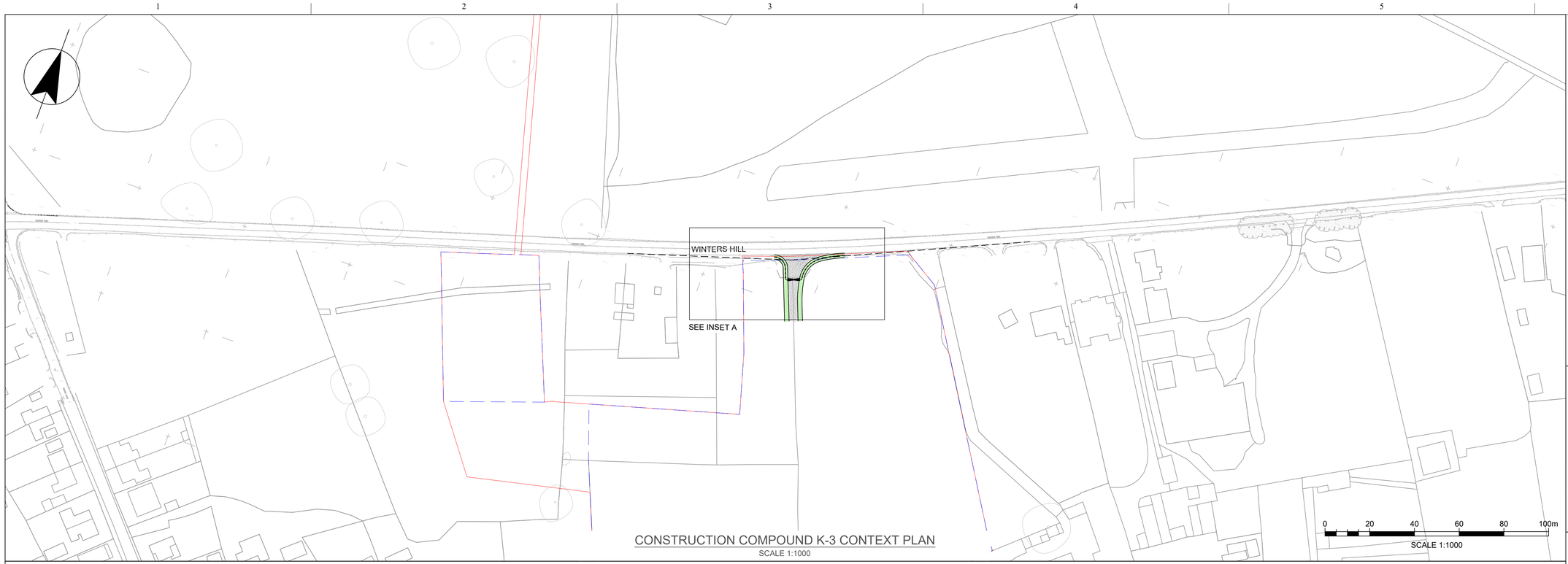
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND J-3 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00014		P04

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CONSTRUCTION COMPOUND K-3 CONTEXT PLAN

SCALE 1:1000

NOTES

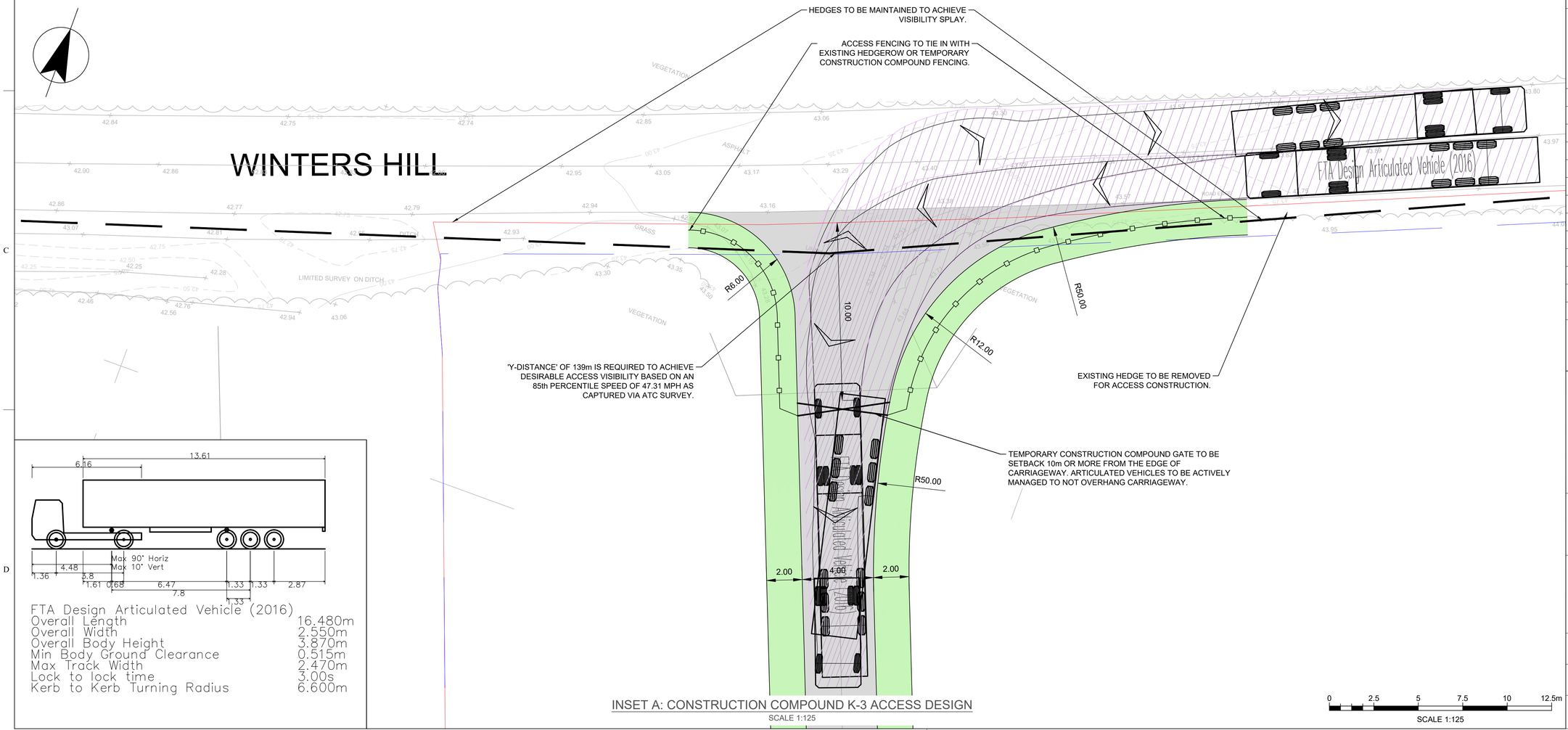
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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.



INSET A: CONSTRUCTION COMPOUND K-3 ACCESS DESIGN

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
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PROJECT TITLE

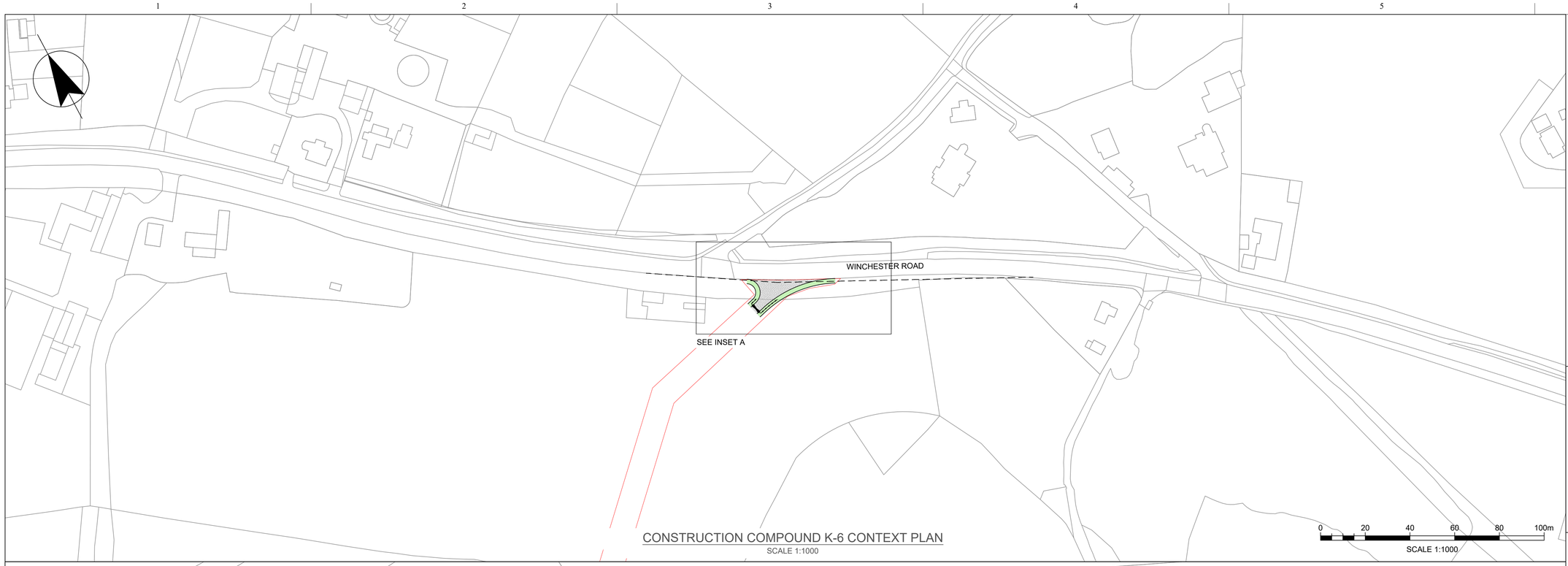
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND K-3 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00016		P03

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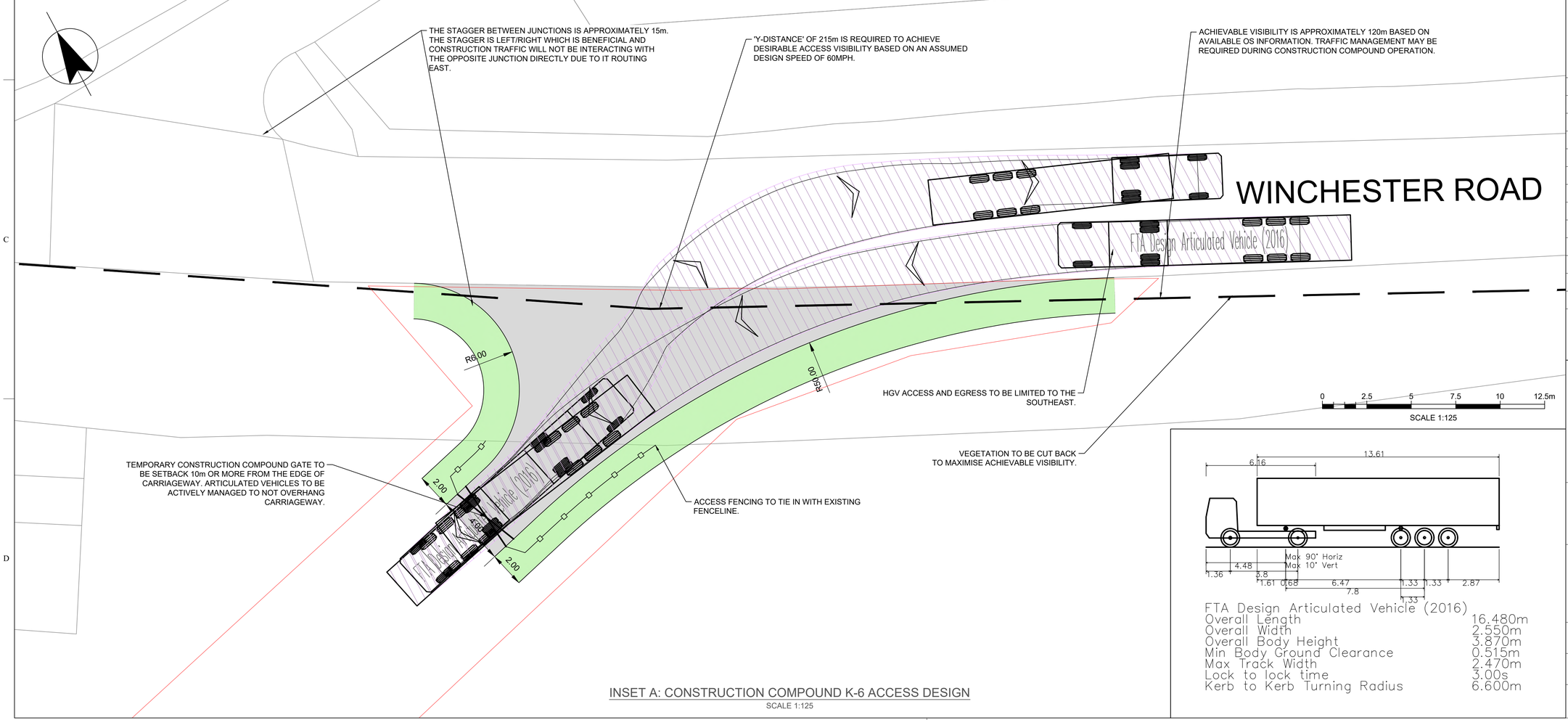


CONSTRUCTION COMPOUND K-6 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND K-6 ACCESS DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
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- PROPOSED TEMPORARY ACCESS
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- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
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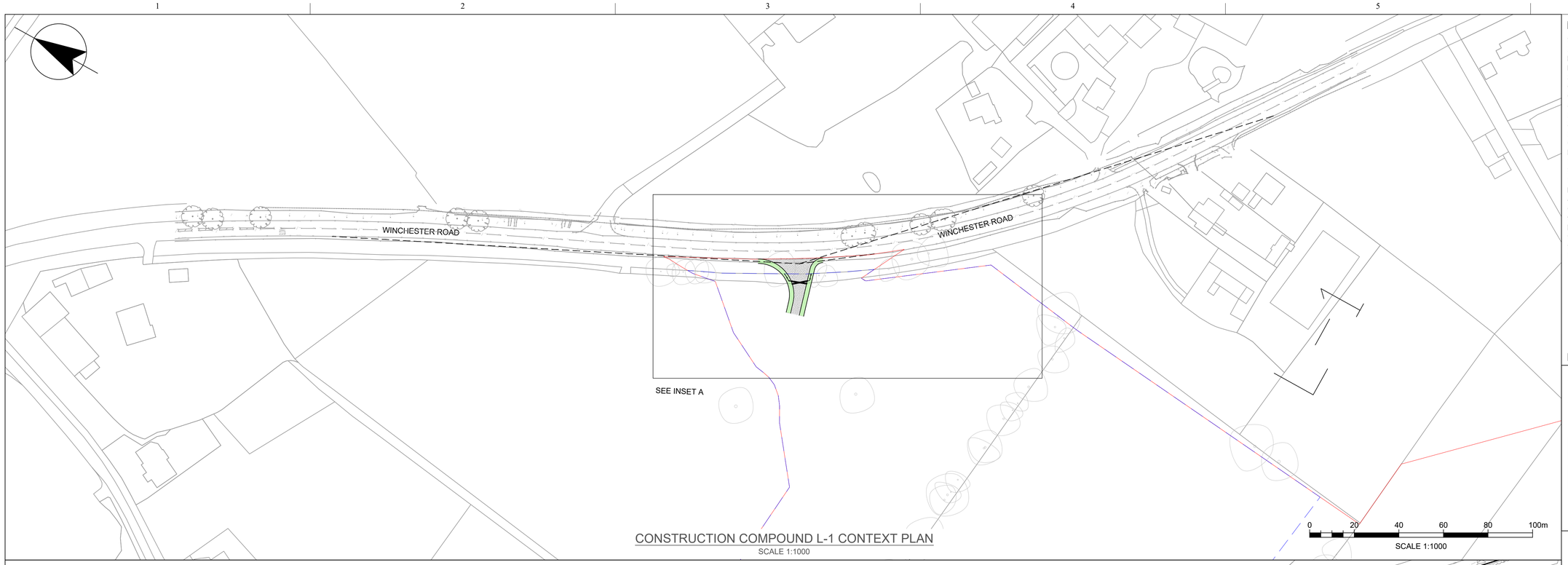
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND K-6 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00025		P03

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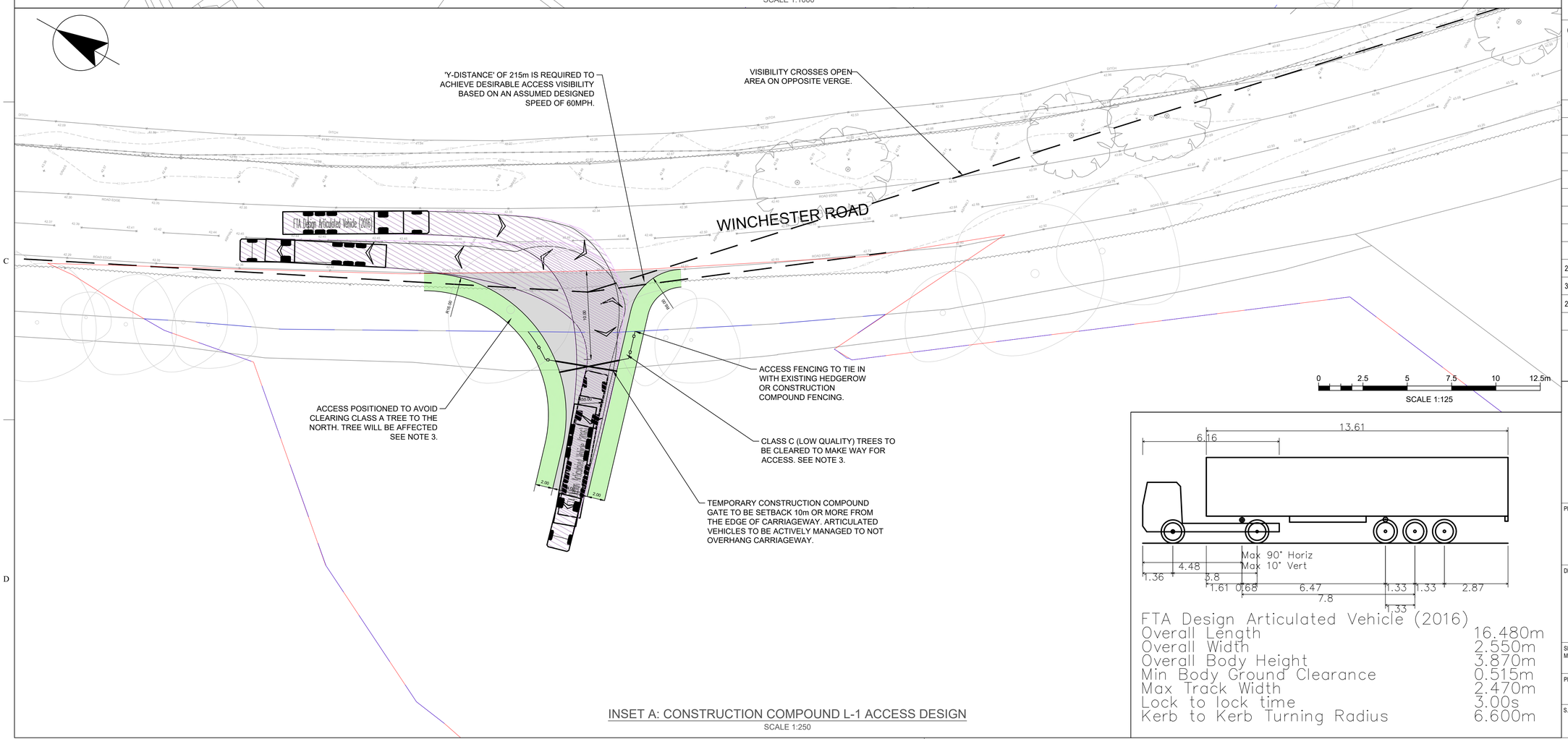


CONSTRUCTION COMPOUND L-1 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUND L-1 ACCESS DESIGN

SCALE 1:250

0 2.5 5 7.5 10 12.5m

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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LEGEND

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Stantec

PROJECT TITLE

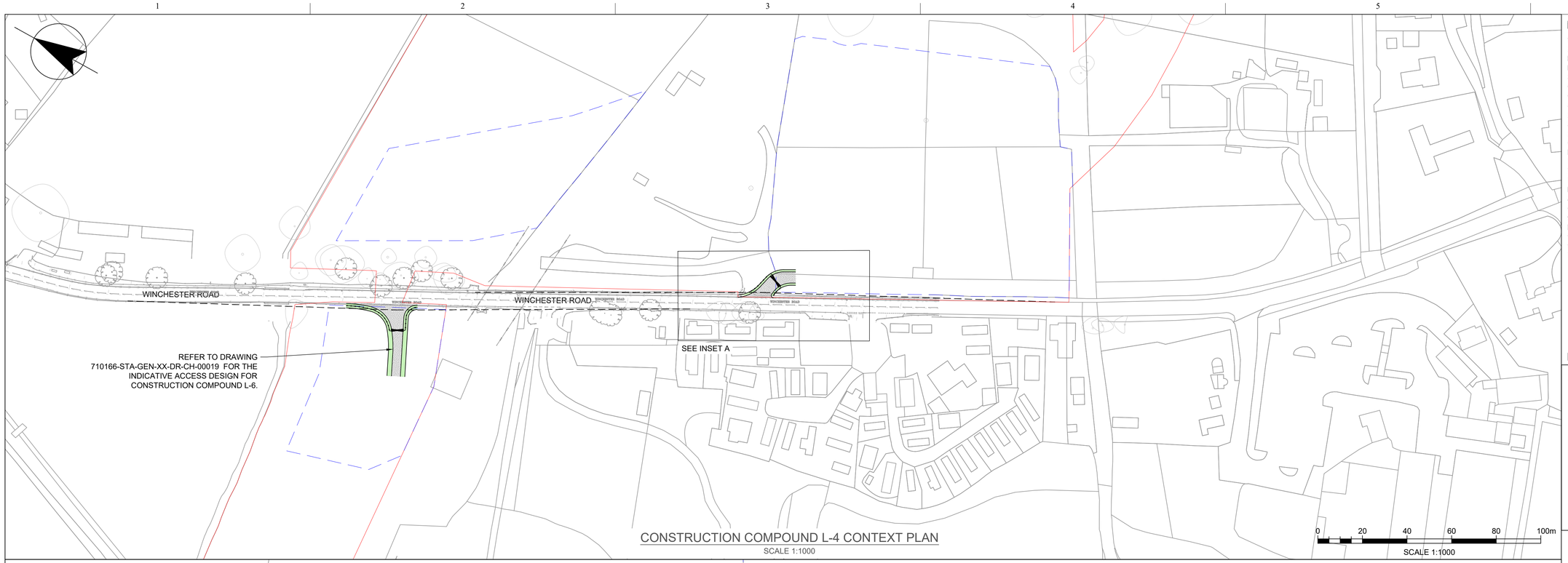
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND L-1 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00017		P03

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CONSTRUCTION COMPOUND L-4 CONTEXT PLAN

SCALE 1:1000

0 20 40 60 80 100m

SCALE 1:1000

NOTES

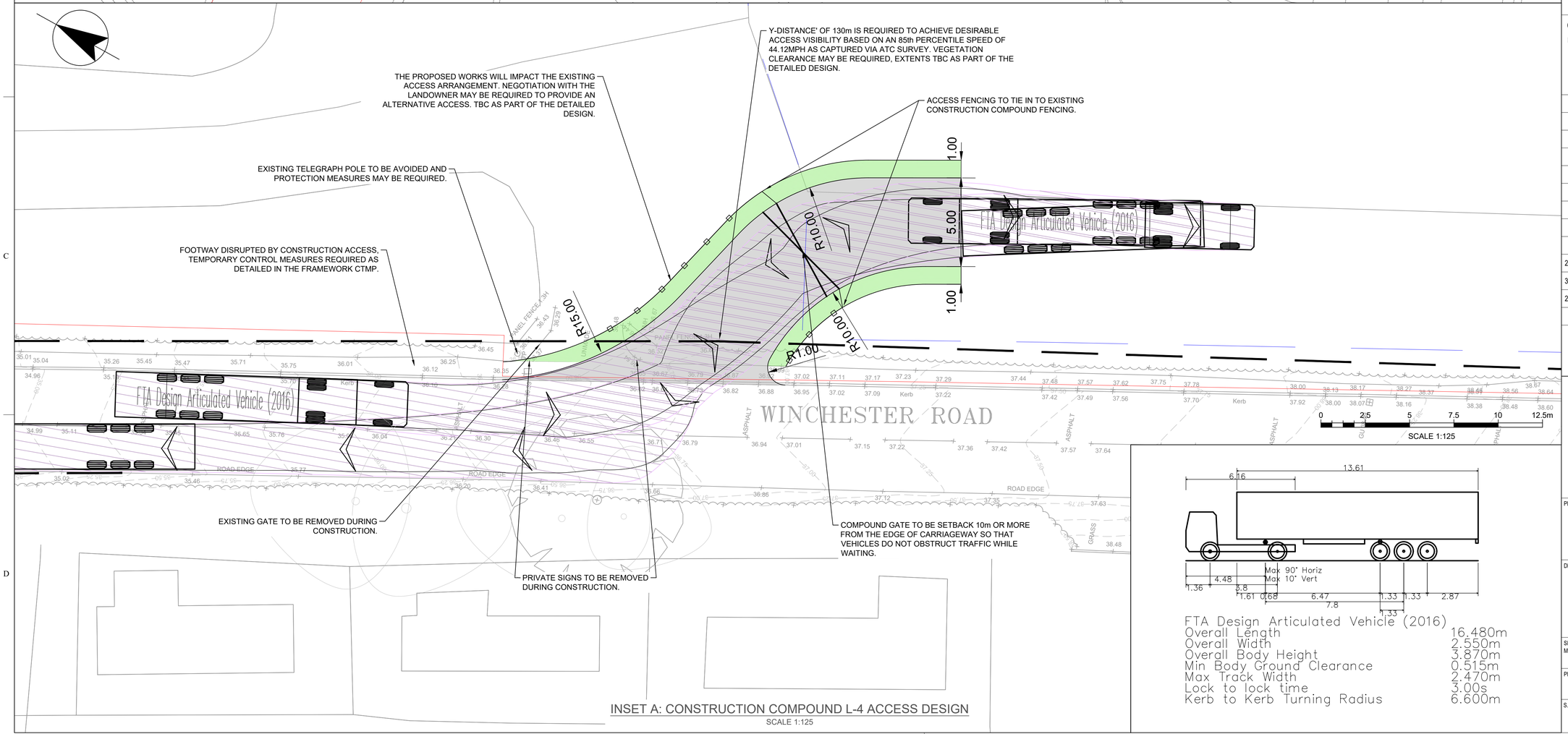
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LEGEND

- ACHIEVABLE VISIBILITY
- PROPOSED TEMPORARY GATE
- PROPOSED TEMPORARY FENCE INDICATIVELY SHOWN
- PROPOSED TEMPORARY ACCESS
- PROPOSED TEMPORARY VERGE
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- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.



INSET A: CONSTRUCTION COMPOUND L-4 ACCESS DESIGN

SCALE 1:125

0 2.5 5 7.5 10 12.5m

SCALE 1:125

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
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Worthing
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PROJECT TITLE

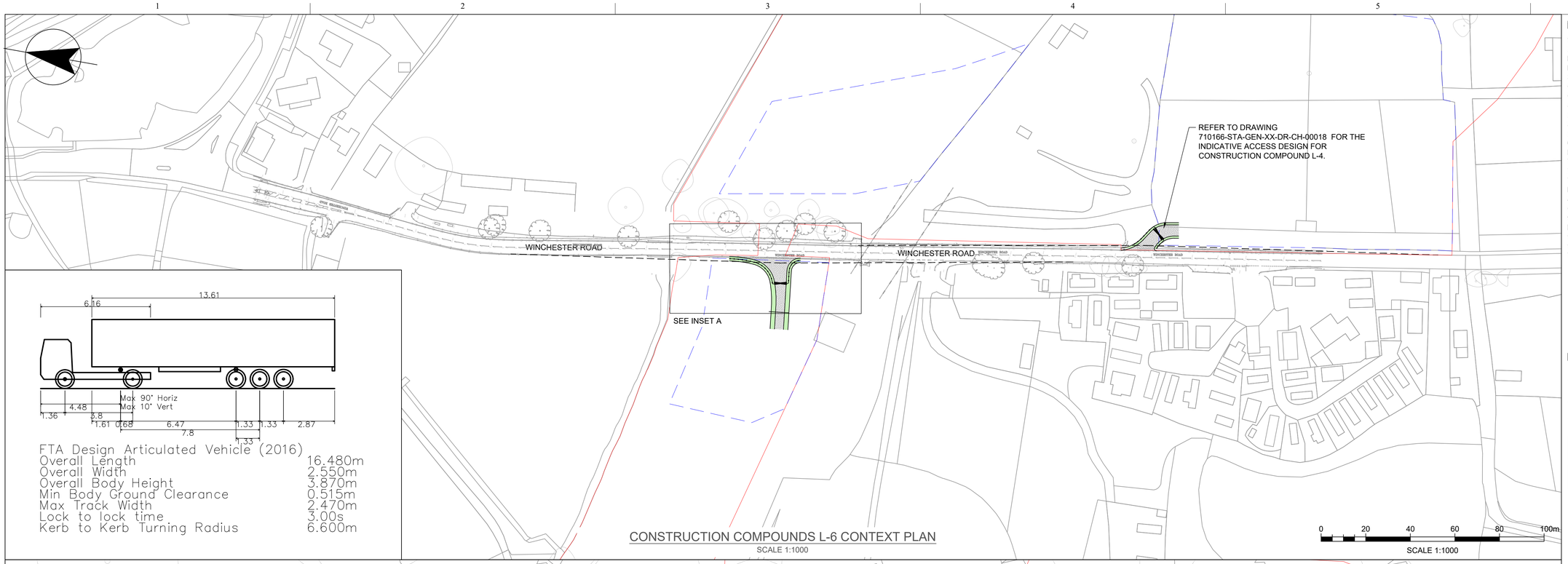
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND L-4 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00018		P03

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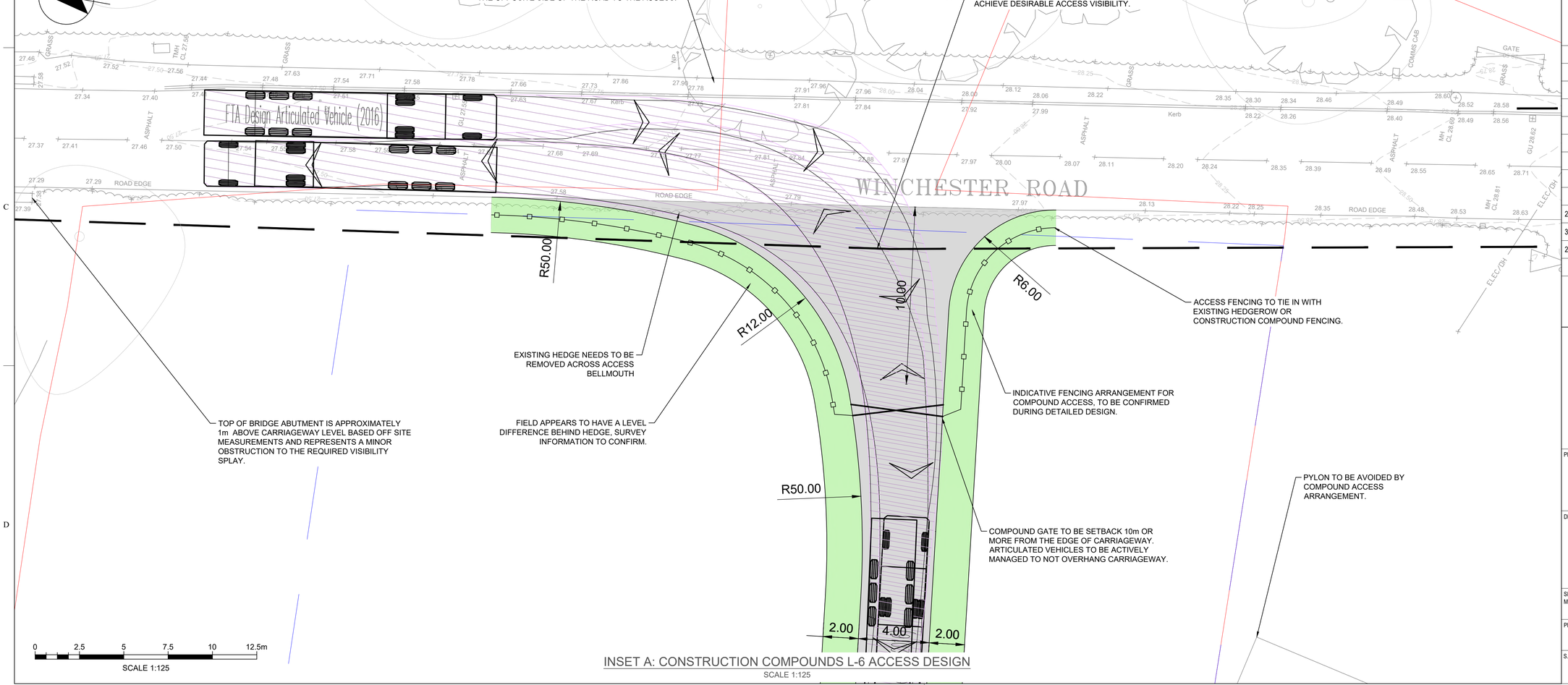


CONSTRUCTION COMPOUNDS L-6 CONTEXT PLAN

SCALE 1:1000

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



INSET A: CONSTRUCTION COMPOUNDS L-6 ACCESS DESIGN

SCALE 1:125

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- TEMPORARY SITE COMPOUND (BY OTHERS, FROM MOATA)
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
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fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND L-6 ACCESS PLAN

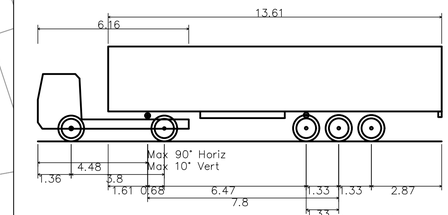
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00019		P03

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SEE INSET A

0 20 40 60 80 100m
SCALE 1:1000

CONSTRUCTION COMPOUND L-8 CONTEXT PLAN
SCALE 1:1000



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

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CURRENT VERSION INFORMATION

FOR INFORMATION.

'Y-DISTANCE' OF 90m IS REQUIRED FOR DESIRABLE ACCESS VISIBILITY BASED ON AN ASSUMED DESIGN SPEED IF 30MPH

HEDGEROW TO BE CLEARED IN LINE WITH PROPOSED ACCESS.

EXISTING UTILITY COVER TO BE AVOIDED BY ACCESS VERGE.

ACCESS FENCING TO TIE IN WITH EXISTING HEDGEROW OR TEMPORARY CONSTRUCTION COMPOUND FENCING.

STREETVIEW IMAGERY SUGGESTS THERE IS AN EXISTING POST IN FRONT OF PROPOSED ACCESS WHICH MAY REQUIRE REMOVAL.

TEMPORARY CONSTRUCTION COMPOUND GATE TO BE SETBACK 10m OR MORE FROM THE EDGE OF CARRIAGEWAY. ARTICULATED VEHICLES TO BE ACTIVELY MANAGED TO NOT OVERHANG CARRIAGEWAY.

OVERHEAD CABLES CROSS THE ROAD TO THE EAST OF THE PROPOSED ACCESS.

FOOTWAY DISRUPTION CAUSED BY CONSTRUCTION ACCESS. SUITABLE MEASURES FOR PEDESTRIANS TO CROSS THE BELLMOUTH SAFELY WILL NEED TO BE PROVIDED, AS DETAILED IN THE FRAMEWORK CTMP.

TREES TO THE EAST AT THE BOUNDARY BETWEEN FIELDS MAY ALSO BE AFFECTED MAY BE AFFECTED BY CONSTRUCTION ACCESS. SEE NOTE 4.

INDICATIVE FENCING ARRANGEMENT FOR COMPOUND ACCESS, TO BE CONFIRMED DURING DETAILED DESIGN.

0 2.5 5 7.5 10 12.5m
SCALE 1:125

INSET A: CONSTRUCTION COMPOUND L-8 ACCESS DESIGN
SCALE 1:125

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
20.03.2026	RC	JM	AS	JA	P04	S2	SUITABLE FOR INFORMATION
29.05.2025	RC	JM	JA	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
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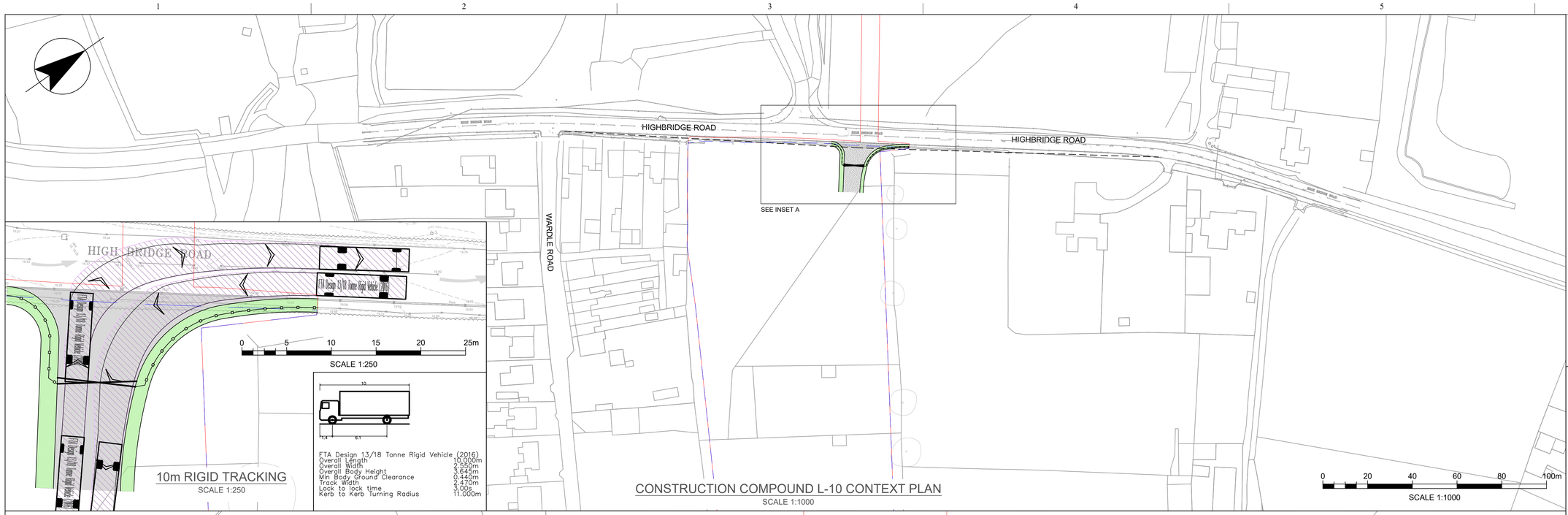
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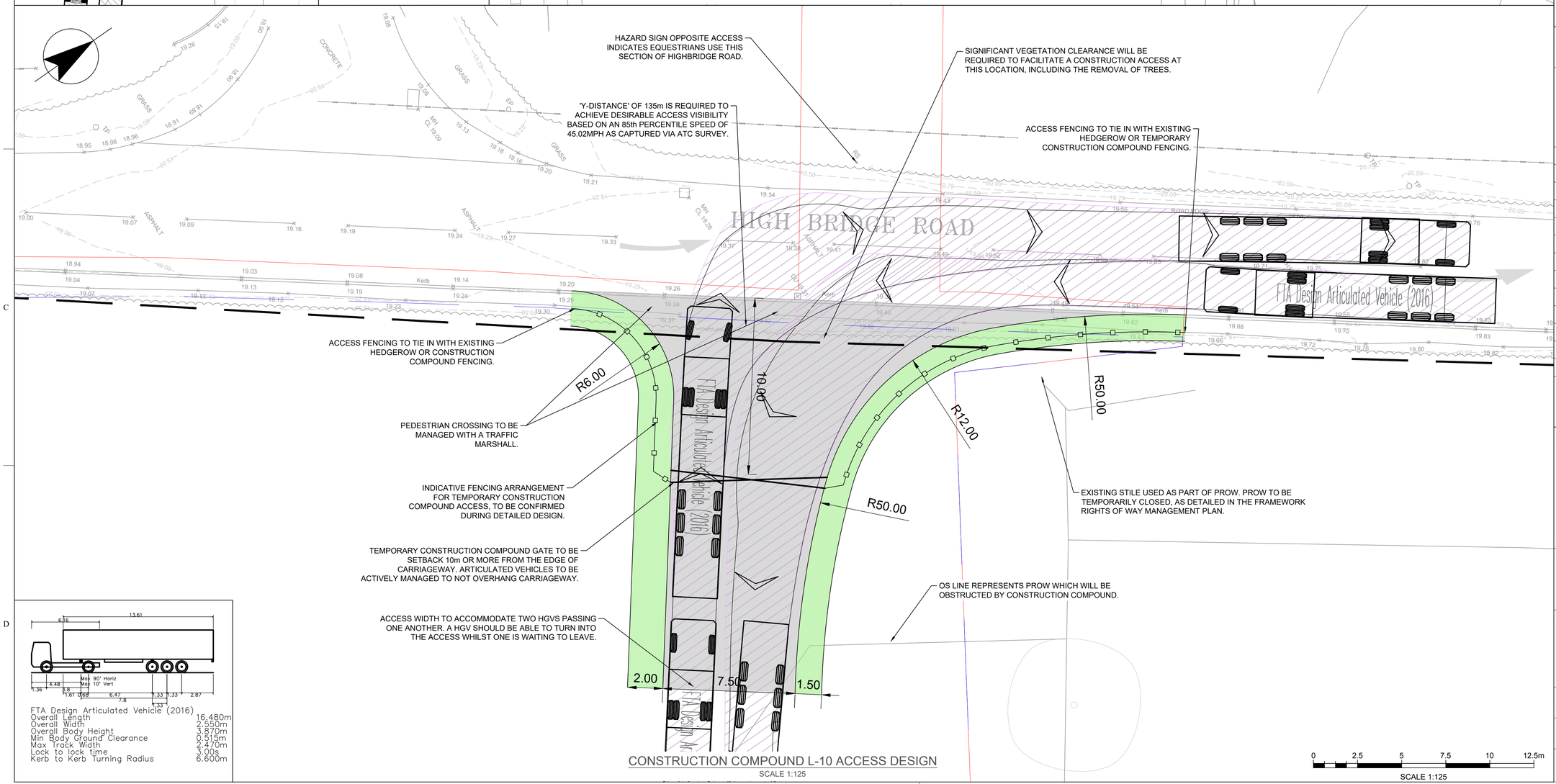
PROJECT TITLE
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE
INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND L-8 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00021		P04

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19.01.2026	RC	JM	AS	JA	P03	S2	SUITABLE FOR INFORMATION
31.03.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
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PROJECT TITLE

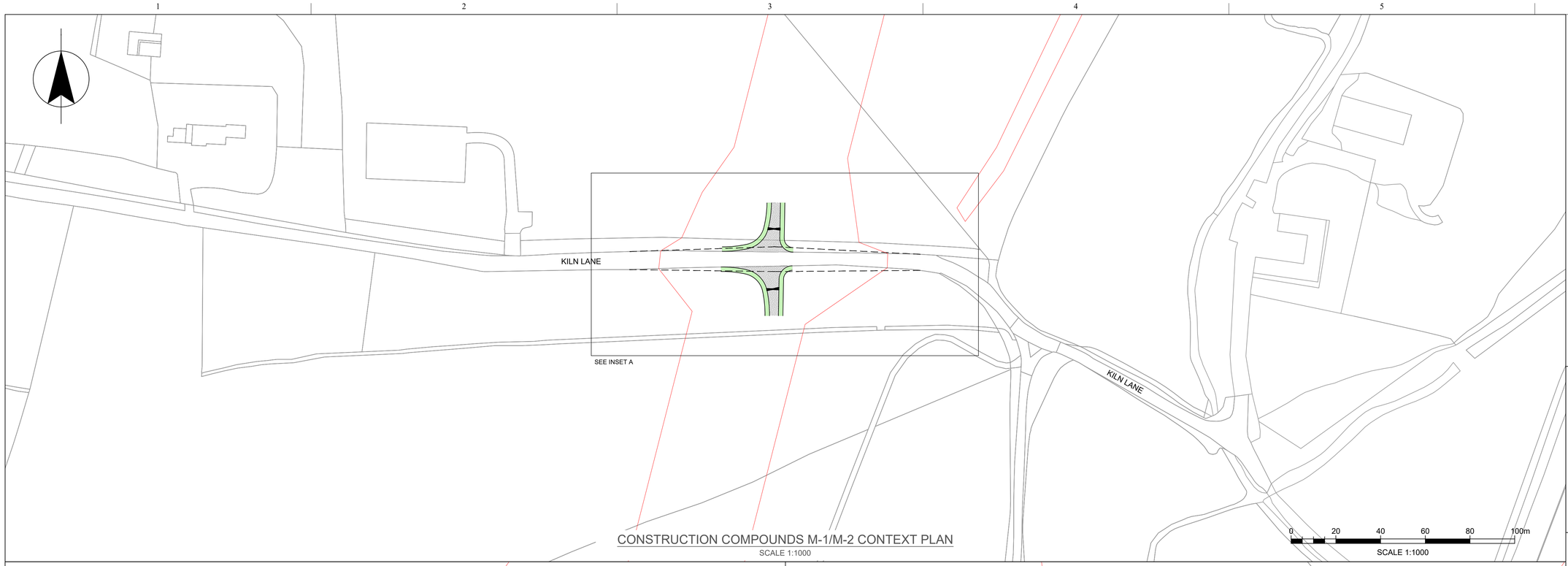
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUND L-10 ACCESS PLAN

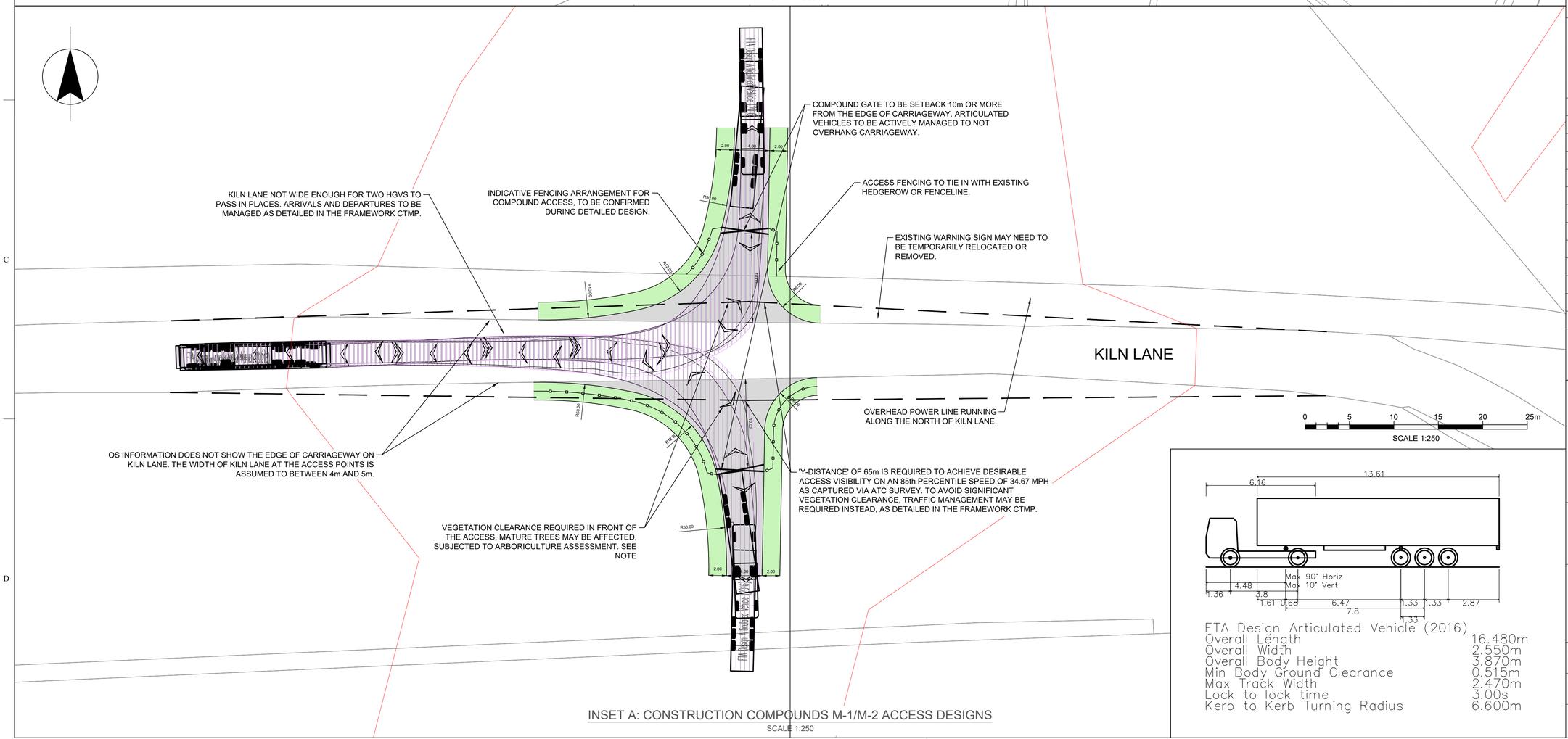
SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00022		P04

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CONSTRUCTION COMPOUNDS M-1/M-2 CONTEXT PLAN

SCALE 1:1000



INSET A: CONSTRUCTION COMPOUNDS M-1/M-2 ACCESS DESIGNS

SCALE 1:250

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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PROJECT TITLE

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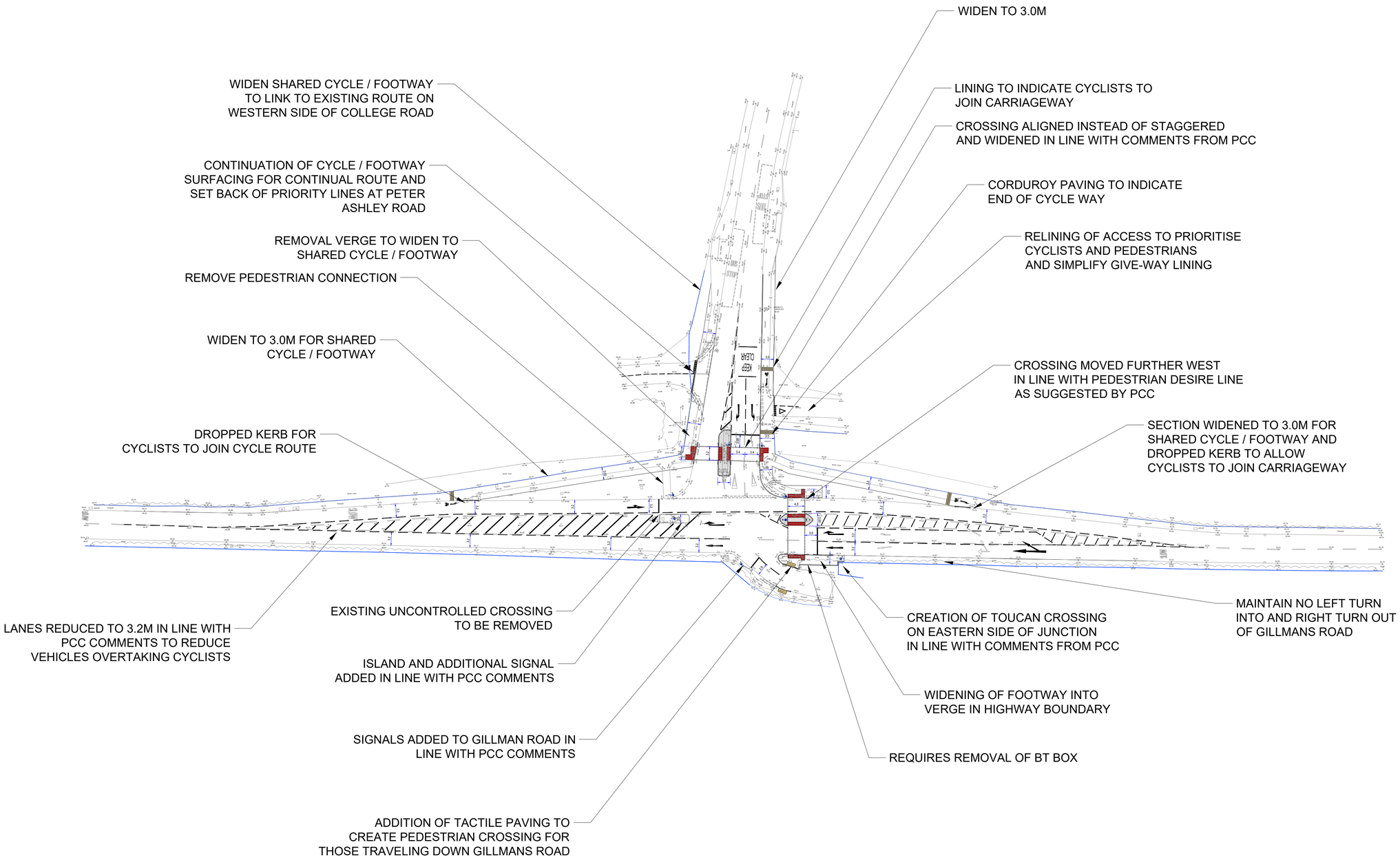
DRAWING TITLE

INDICATIVE DESIGN - TEMPORARY CONSTRUCTION COMPOUNDS M-1/M-2 ACCESS PLAN

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DR-CH-00023		P03

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Appendix E Proposed Signals at Crookhorn Lane/Portsdown Hill Road/Gillman Road



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Rev	Description	Date	By	Chkd
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paulbasham associates
Paul Basham Associates Ltd
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Client: dandara

Project Name: COLLEGE ROAD CAMPDOWN

Title: PROPOSED SIGNALISATION OF CROOKHORN LANE/ PORTSDOWN HILL ROAD JUNCTION

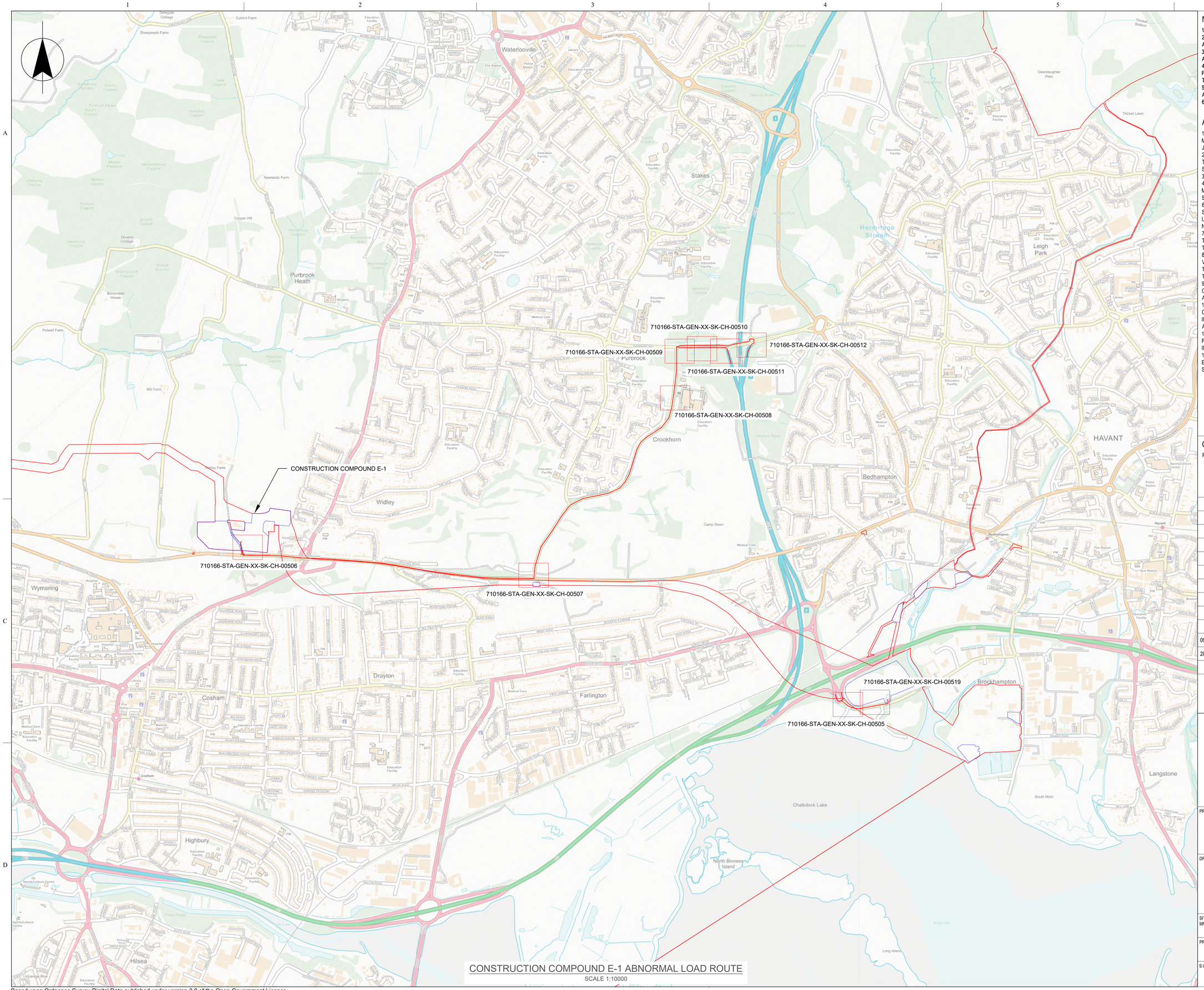
Project Phase: PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JL	28.07.22	CT	14.07.22

Client Drawing No.	Scale
-	1:500 (AT A1 SIZE)

PBA Drawing No.	Revision
147.0008.003	A

Appendix F AIL swept path analysis



CONSTRUCTION COMPOUND E-1 ABNORMAL LOAD ROUTE

SCALE 1:10000

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NOTES

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5. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS.
6. FOR CONTEXT PLAN REFER TO DRAWING 710166-STA-GEN-XX-SK-CH-00500.

ABNORMAL LOAD SWEPT PATH NOTES

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CURRENT VERSION INFORMATION

FOR INFORMATION.

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09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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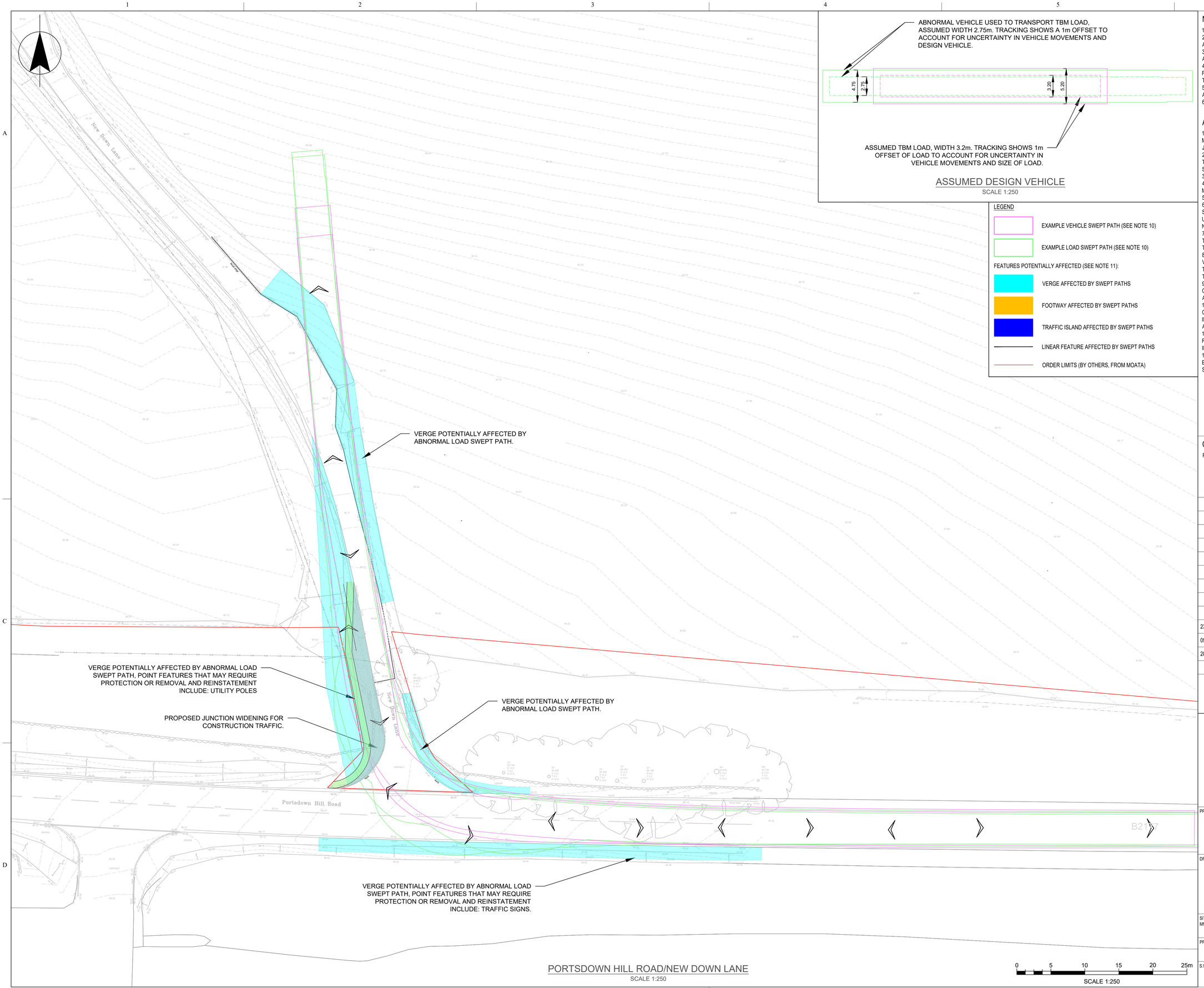
PROJECT TITLE

HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

ABNORMAL LOAD ROUTE OVERVIEW
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00500		P02



PORTSDOWN HILL ROAD/NEW DOWN LANE
SCALE 1:250

0 5 10 15 20 25m
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)

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09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
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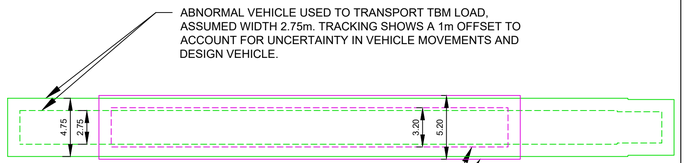
WATER for LIFE
from Southern Water
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Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE
NEW DOWN LANE/PORTSDOWN HILL ROAD ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00506		P03

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ASSUMED DESIGN VEHICLE

SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
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- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)

CROOKHORN LANE

PORTSDOWN HILL ROAD

GILLMAN ROAD

TRAFFIC ISLAND POTENTIALLY AFFECTED BY ABNORMAL LOAD SWEPT PATH, POINT FEATURES THAT MAY REQUIRE PROTECTION OR REMOVAL AND REINSTATEMENT INCLUDE: TRAFFIC SIGNS, AND BOLLARDS.

TRAFFIC ISLAND POTENTIALLY AFFECTED BY ABNORMAL LOAD SWEPT PATH, POINT FEATURES THAT MAY REQUIRE PROTECTION OR REMOVAL AND REINSTATEMENT INCLUDE: BOLLARDS.

0 5 10 15 20 25m

SCALE 1:250

PORTSDOWN HILL ROAD/CROOKHORN LANE

SCALE 1:250

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PROJECT TITLE

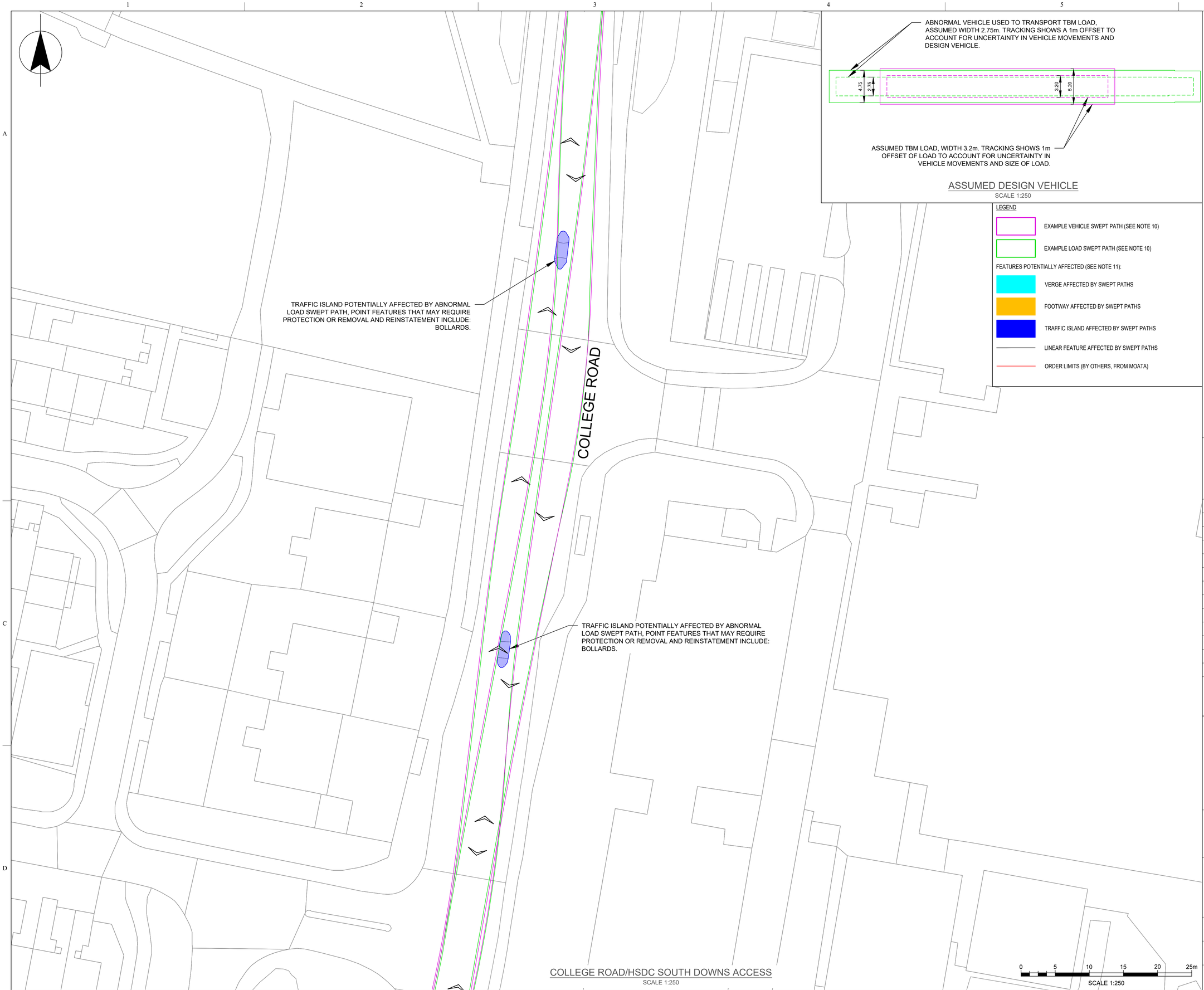
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

PORTSDOWN HILL ROAD/CROOKHORN LANE
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING N0.		REVISION
710166-STA-GEN-XX-SK-CH-00507		P02

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COLLEGE ROAD/HSDC SOUTH DOWNS ACCESS
SCALE 1:250

0 5 10 15 20 25m
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

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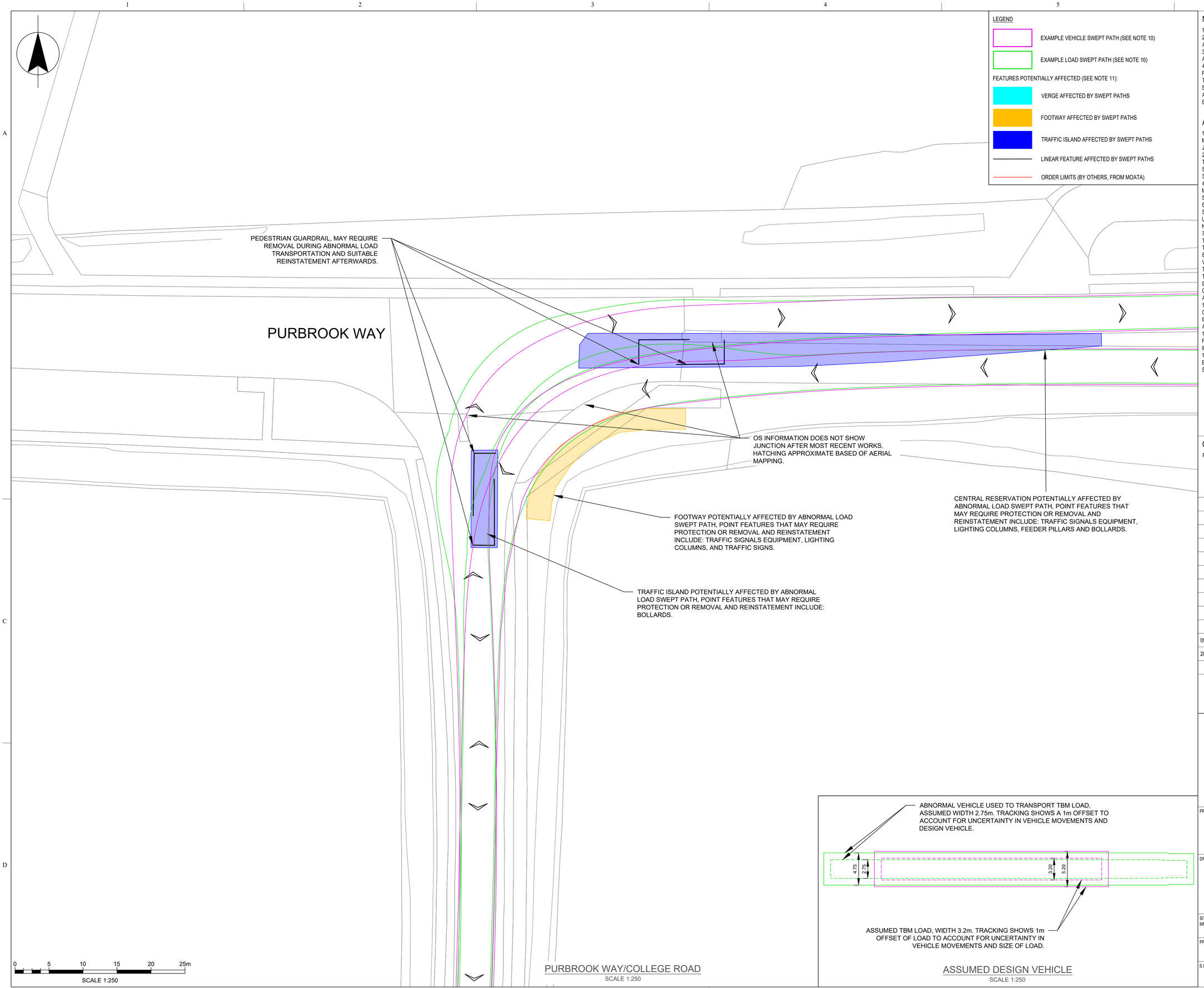
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PROJECT TITLE
HAMPSHIRE WATER TRANSFER
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DRAWING TITLE
COLLEGE ROAD/HSDC SOUTH DOWNS ACCESS
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

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		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00508		P02

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PURBROOK WAY/COLLEGE ROAD
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

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10. THE DESIGN VEHICLE AND LOAD ARE ASSUMED AT THIS STAGE AND WILL BE CONFIRMED BY THE CAP DURING DETAILED DESIGN. THE SWEPT PATHS SHOWN INCLUDE OFFSETS TO ACCOUNT FOR THE UNCERTAINTY IN THE SIZE OF THE TBM AND THE VEHICLE THAT WILL BE USED TO TRANSPORT IT.
11. POINT FEATURES MAY BE AFFECTED AS NOTED ON THE DRAWING. BUT EACH FEATURE IS NOT SHOWN INDIVIDUALLY. POTENTIALLY AFFECTED FEATURES ARE INDICATIVELY SHOWN. THEY ARE CONSTRAINTS FOR THE SWEPT PATHS.
12. TEMPORARY WORKS MAY BE REQUIRED BUT NOT NECESSARILY FOR THE EXTENTS SHOWN AS THE SWEPT PATHS ARE CONSERVATIVE AS NOTED. I.E. THE SWEPT PATHS CAN BE REFINED TO REDUCE IMPACTS.

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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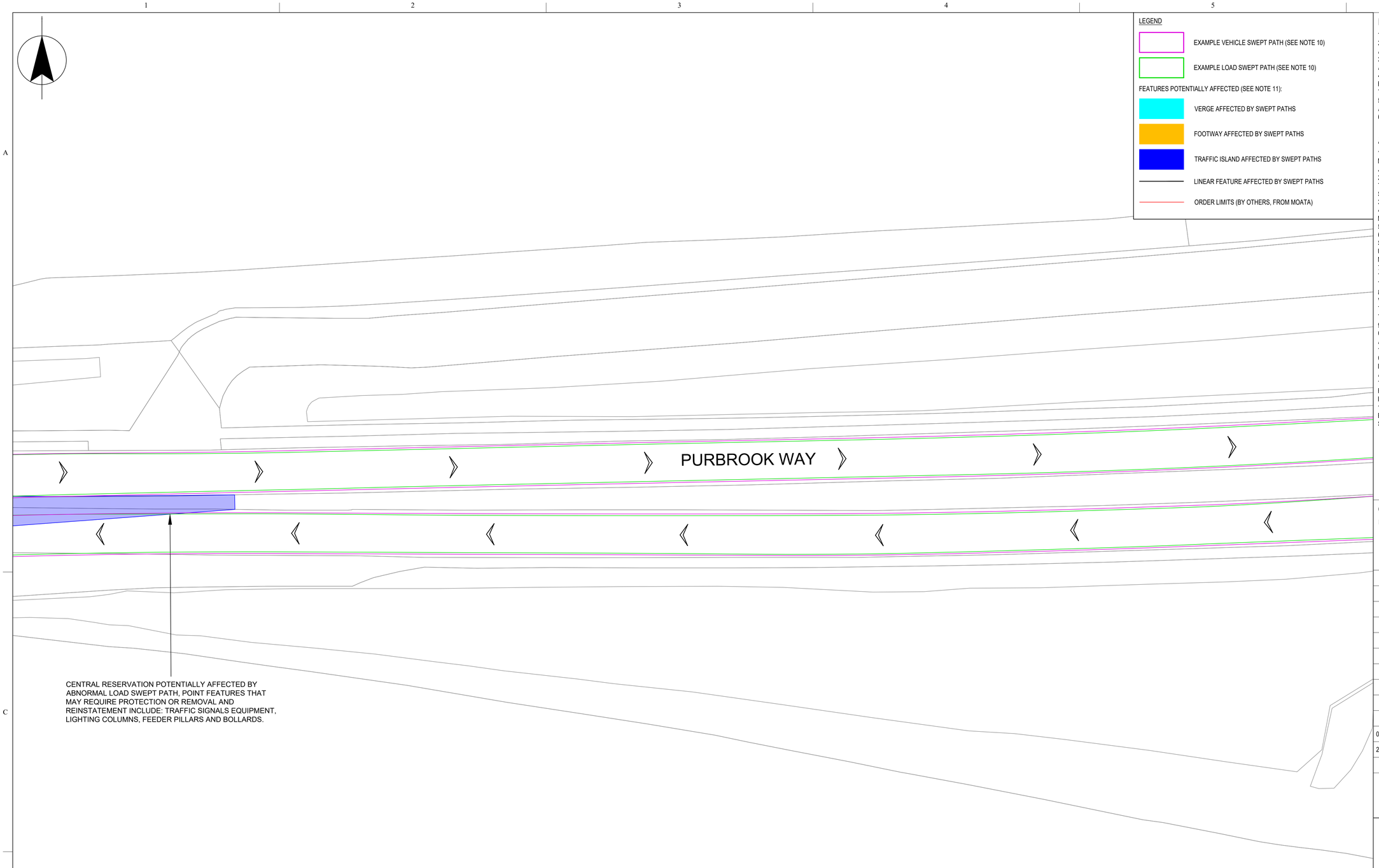
WATER for LIFE
from Southern Water
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435
Stantec

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
PURBROOK WAY/COLLEGE ROAD
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00509		P02

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LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)

NOTES

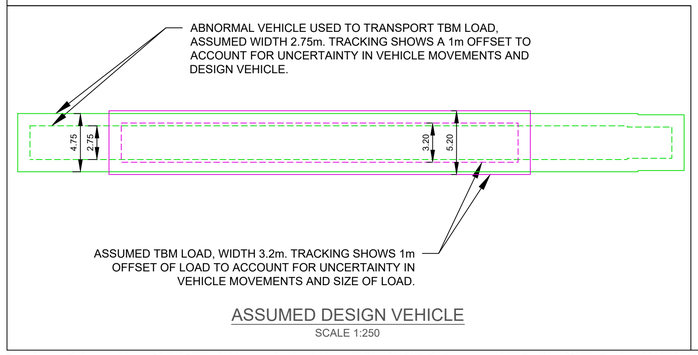
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3. WORKS AFFECTING ANY VEGETATION ARE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
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5. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS.
6. FOR CONTEXT PLAN REFER TO DRAWING 710166-STA-GEN-XX-SK-CH-00500.

ABNORMAL LOAD SWEPT PATH NOTES

1. THE PURPOSE OF THIS SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR AN ABNORMAL VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF THEIR CONSTRUCTION COMPOUND ROUTE.
2. THE DRAWING IS FOR DISCUSSION PURPOSES ONLY, WITH THE DESIGN SUBJECT TO FURTHER DESIGN DEVELOPMENT, MODELLING ASSESSMENT AND CONSTRAINTS STUDY.
3. THE ANALYSIS IS BASED ON THE AVAILABLE OS INFORMATION.
4. THE SWEPT PATH ANALYSIS IS INDICATIVE AND REAL WORLD PRACTICAL DRIVING MAY BE DIFFERENT.
5. VEHICLE SWEPT PATHS HAVE BEEN TRACKED AT 5MPH.
6. THE HAULAGE OF ABNORMAL VEHICLES REQUIRES AGREEMENTS WITH THE STATUTORY AND REGULATORY AUTHORITIES. HAULAGE PLANNING IS BEING UNDERTAKEN BY OTHERS. TEMPORARY TRAFFIC MANAGEMENT REQUIREMENTS ARE NOT SHOWN.
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CURRENT VERSION INFORMATION

FOR INFORMATION.



ASSUMED DESIGN VEHICLE
SCALE 1:250

PURBROOK WAY
SCALE 1:250

0 5 10 15 20 25m
SCALE 1:250

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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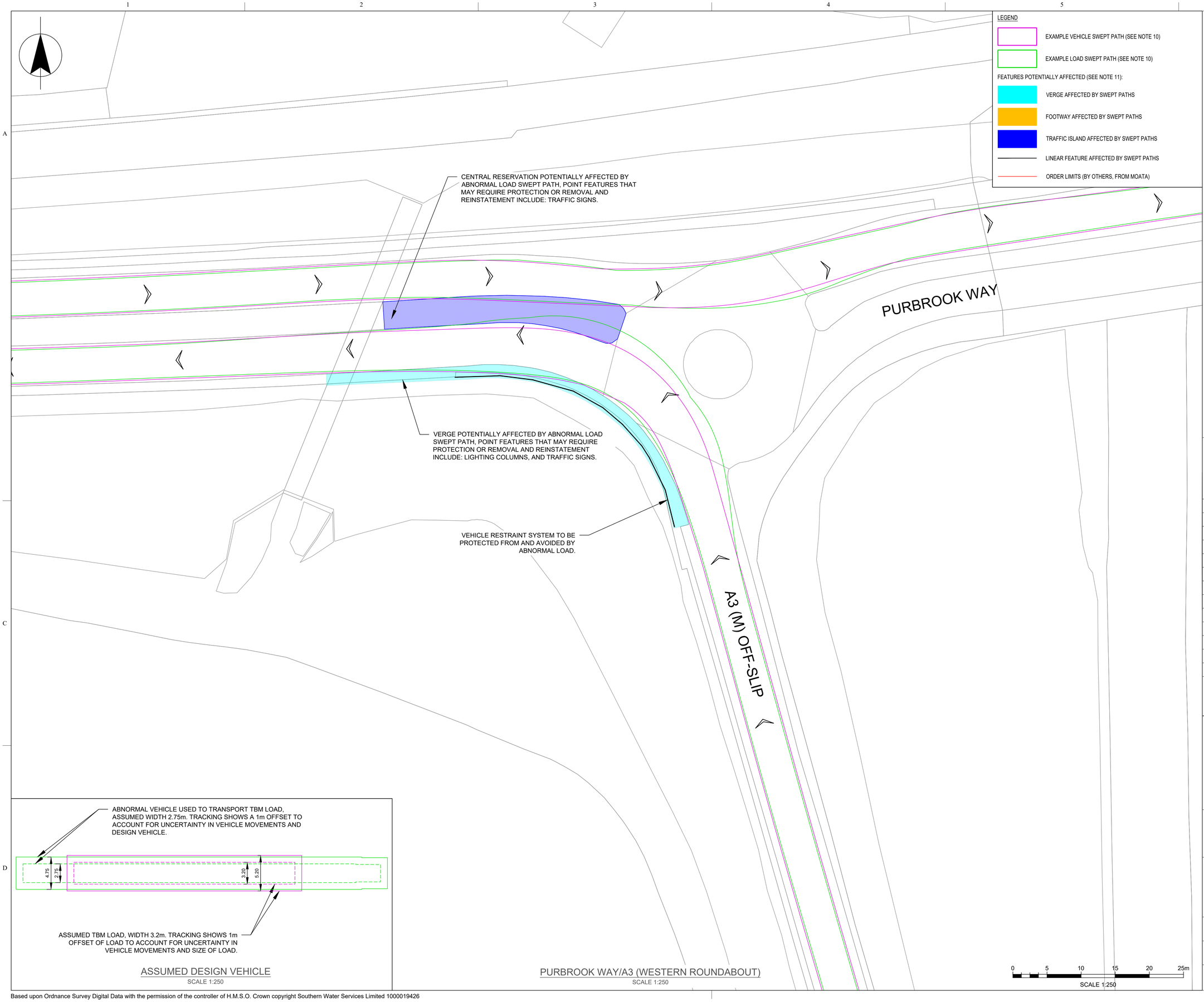
WATER for LIFE
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West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
PURBROOK WAY
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00510		P02

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PURBROOK WAY/A3 (WESTERN ROUNDABOUT)
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

NOTES

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2. WORKS AFFECTING EXISTING HEDGEROWS AND TREES ARE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
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5. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS.
6. FOR CONTEXT PLAN REFER TO DRAWING 710166-STA-GEN-XX-SK-CH-00500.

ABNORMAL LOAD SWEPT PATH NOTES

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CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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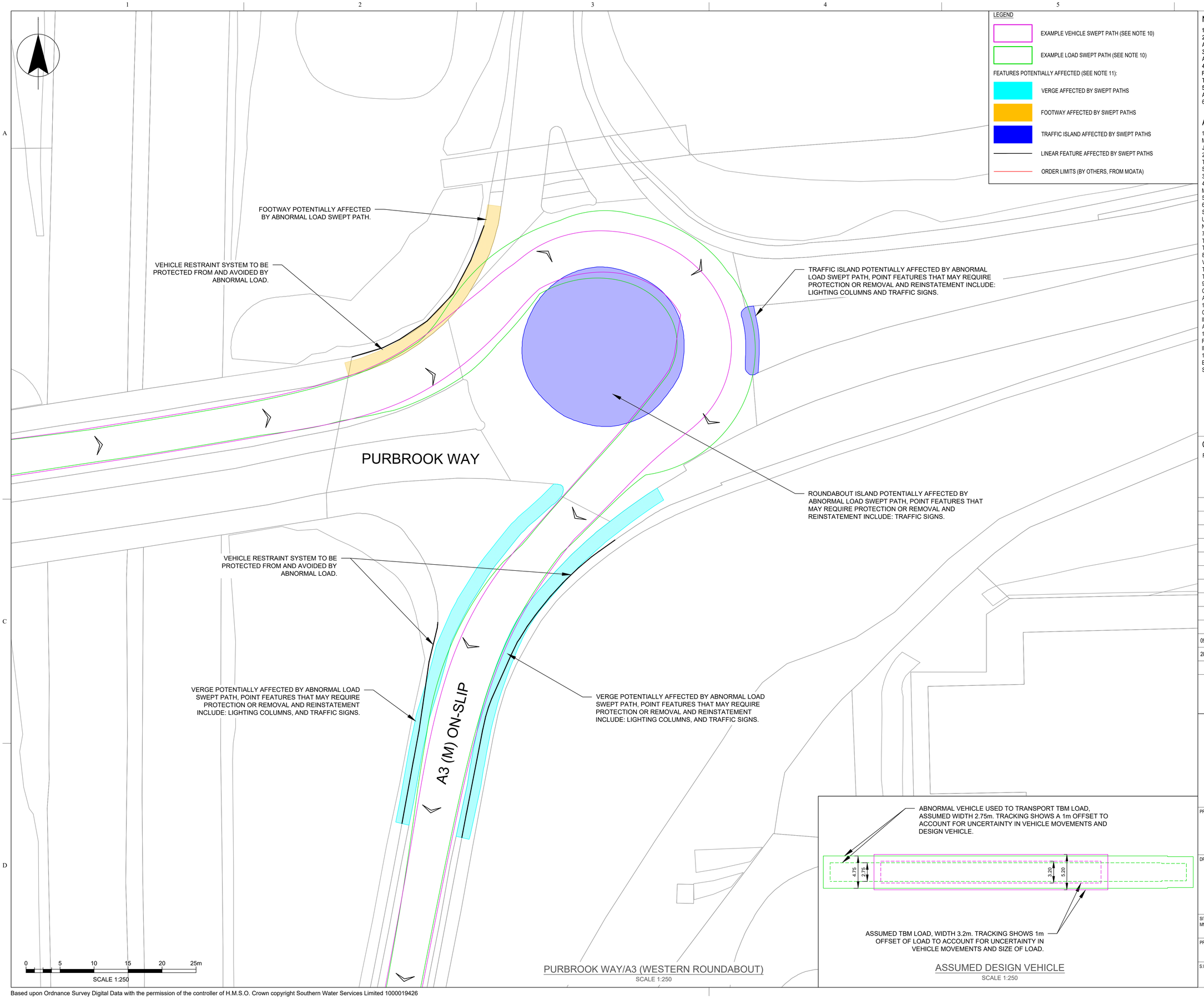
Southern House
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BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
PURBROOK WAY/A3 (WESTERN ROUNDABOUT)
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00511		P02

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PURBROOK WAY/A3 (WESTERN ROUNDABOUT)
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)

NOTES

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ABNORMAL LOAD SWEPT PATH NOTES

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CURRENT VERSION INFORMATION

FOR INFORMATION.

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28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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telephone (01903) 264444
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PROJECT TITLE

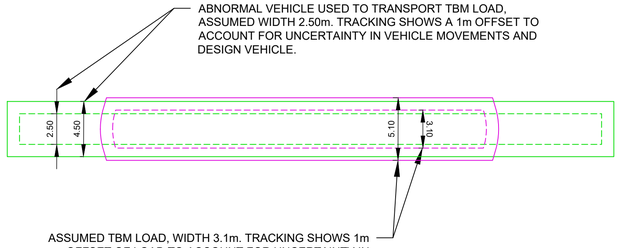
HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

PURBROOK WAY/A3 (WESTERN ROUNDABOUT) ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00512		P02

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ABNORMAL VEHICLE USED TO TRANSPORT TBM LOAD, ASSUMED WIDTH 2.50m. TRACKING SHOWS A 1m OFFSET TO ACCOUNT FOR UNCERTAINTY IN VEHICLE MOVEMENTS AND DESIGN VEHICLE.

ASSUMED TBM LOAD, WIDTH 3.1m. TRACKING SHOWS 1m OFFSET OF LOAD TO ACCOUNT FOR UNCERTAINTY IN VEHICLE MOVEMENTS AND SIZE OF LOAD.

ASSUMED DESIGN VEHICLE

SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)

VERGE POTENTIALLY AFFECTED BY ABNORMAL LOAD SWEPT PATH, POINT FEATURES THAT MAY REQUIRE PROTECTION OR REMOVAL AND REINSTATEMENT INCLUDE: LIGHTING COLUMNS AND TRAFFIC SIGNS.

VERGE POTENTIALLY AFFECTED BY ABNORMAL LOAD SWEPT PATH, POINT FEATURES THAT MAY REQUIRE PROTECTION OR REMOVAL AND REINSTATEMENT INCLUDE: LIGHTING COLUMNS, TRAFFIC SIGNS AND TRAFFIC SIGNAL EQUIPMENT.

A2030

COMPOUND B1-1 ALR - BEDHAMPTON ROUNDABOUT TBM TRANSPORT TRACKING

SCALE 1:500

0 10 20 30 40 50m

SCALE 1:500

NOTES

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6. FOR CONTEXT PLAN REFER TO DRAWING 710166-STA-GEN-XX-SK-CH-00518.

ABNORMAL LOAD SWEPT PATH NOTES

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FOR INFORMATION.

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20.01.2026	RC	JM	JA	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE from Southern Water
Stantec
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PROJECT TITLE

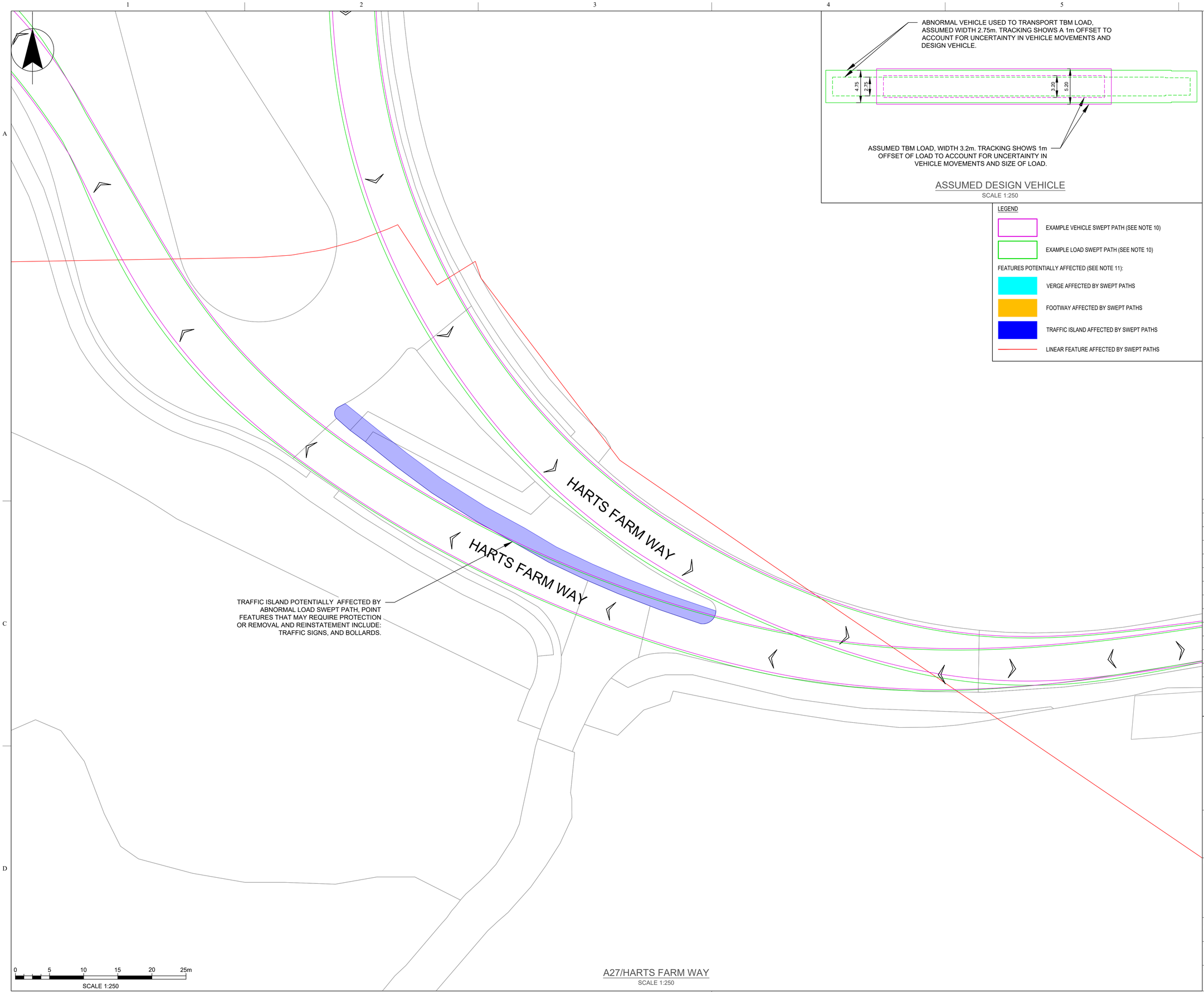
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE

COMPOUND B1-1 ABNORMAL LOAD ROUTES
BEDHAMPTON ROUNDABOUT
OPTION 2 - SINGLE DRIVE TBM
TBM TRANSPORT VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00656		P01

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A27/HARTS FARM WAY
SCALE 1:250

ASSUMED DESIGN VEHICLE
SCALE 1:250

LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
2. WORKS AFFECTING EXISTING HEDGEROWS AND TREES ARE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
3. WORKS AFFECTING ANY VEGETATION ARE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
4. INFORMATION ON EXISTING STATUTORY UNDERTAKER APPARATUS IS LIMITED. FURTHER INVESTIGATION IS REQUIRED TO CONFIRM IF APPARATUS IS AFFECTED BY THE WORKS. PROTECTION MEASURES AND OTHER WORKS MAY BE REQUIRED.
5. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS.
6. FOR CONTEXT PLAN REFER TO DRAWING 710166-STA-GEN-XX-SK-CH-00500.

ABNORMAL LOAD SWEPT PATH NOTES

1. THE PURPOSE OF THIS SWEPT PATH ANALYSIS IS TO DEMONSTRATE THE MOVEMENT STRATEGY FOR AN ABNORMAL VEHICLE MANOEUVRING THROUGH JUNCTIONS IDENTIFIED TO BE PART OF THEIR CONSTRUCTION COMPOUND ROUTE.
2. THE DRAWING IS FOR DISCUSSION PURPOSES ONLY, WITH THE DESIGN SUBJECT TO FURTHER DESIGN DEVELOPMENT, MODELLING ASSESSMENT AND CONSTRAINTS STUDY.
3. THE ANALYSIS IS BASED ON THE AVAILABLE OS INFORMATION.
4. THE SWEPT PATH ANALYSIS IS INDICATIVE AND REAL WORLD PRACTICAL DRIVING MAY BE DIFFERENT.
5. VEHICLE SWEPT PATHS HAVE BEEN TRACKED AT 5MPH.
6. THE HAULAGE OF ABNORMAL VEHICLES REQUIRES AGREEMENTS WITH THE STATUTORY AND REGULATORY AUTHORITIES. HAULAGE PLANNING IS BEING UNDERTAKEN BY OTHERS. TEMPORARY TRAFFIC MANAGEMENT REQUIREMENTS ARE NOT SHOWN.
7. WHERE OVERRUN OCCURS, EXISTING PAVEMENT/FOOTWAY/VERGE MAY NEED TO BE STRENGTHENED BEFORE OR REPAIRED AFTER HEAVY LOADING DURING THE TEMPORARY WORKS.
8. THE DRAWING SHOWS THE SWEPT PATH ANALYSIS OF AN EXAMPLE ABNORMAL VEHICLE. ABNORMAL VEHICLES MAY INCLUDE CRANES AND TRANSPORTING TUNNELING EQUIPMENT. THESE VEHICLES ARE TO BE CONFIRMED BY THE TEMPORARY WORKS DESIGN.
9. THE ABNORMAL LOAD ROUTES FOLLOW THOSE IDENTIFIED (BY OTHERS) FOR CONSTRUCTION TRAFFIC AS PER THE 'TEMPORARY CONSTRUCTION COMPOUND ACCESS – REGISTER AND ACTION LOG' RECEIVED ON 01.10.2024
10. THE DESIGN VEHICLE AND LOAD ARE ASSUMED AT THIS STAGE AND WILL BE CONFIRMED BY THE CAP DURING DETAILED DESIGN. THE SWEPT PATHS SHOWN INCLUDE OFFSETS TO ACCOUNT FOR THE UNCERTAINTY IN THE SIZE OF THE TBM AND THE VEHICLE THAT WILL BE USED TO TRANSPORT IT.
11. POINT FEATURES MAY BE AFFECTED AS NOTED ON THE DRAWING. BUT EACH FEATURE IS NOT SHOWN INDIVIDUALLY. POTENTIALLY AFFECTED FEATURES ARE INDICATIVELY SHOWN. THEY ARE CONSTRAINTS FOR THE SWEPT PATHS.
12. TEMPORARY WORKS MAY BE REQUIRED BUT NOT NECESSARILY FOR THE EXTENTS SHOWN AS THE SWEPT PATHS ARE CONSERVATIVE AS NOTED. I.E. THE SWEPT PATHS CAN BE REFINED TO REDUCE IMPACTS.

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
09.12.2025	RC	JM	AS	JA	P02	S2	SUITABLE FOR INFORMATION
28.03.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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WATER for LIFE
from Southern Water
Stantec
Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE
HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

DRAWING TITLE
A27/HARTS FARM WAY
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00505		P02

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ASSUMED DESIGN VEHICLE

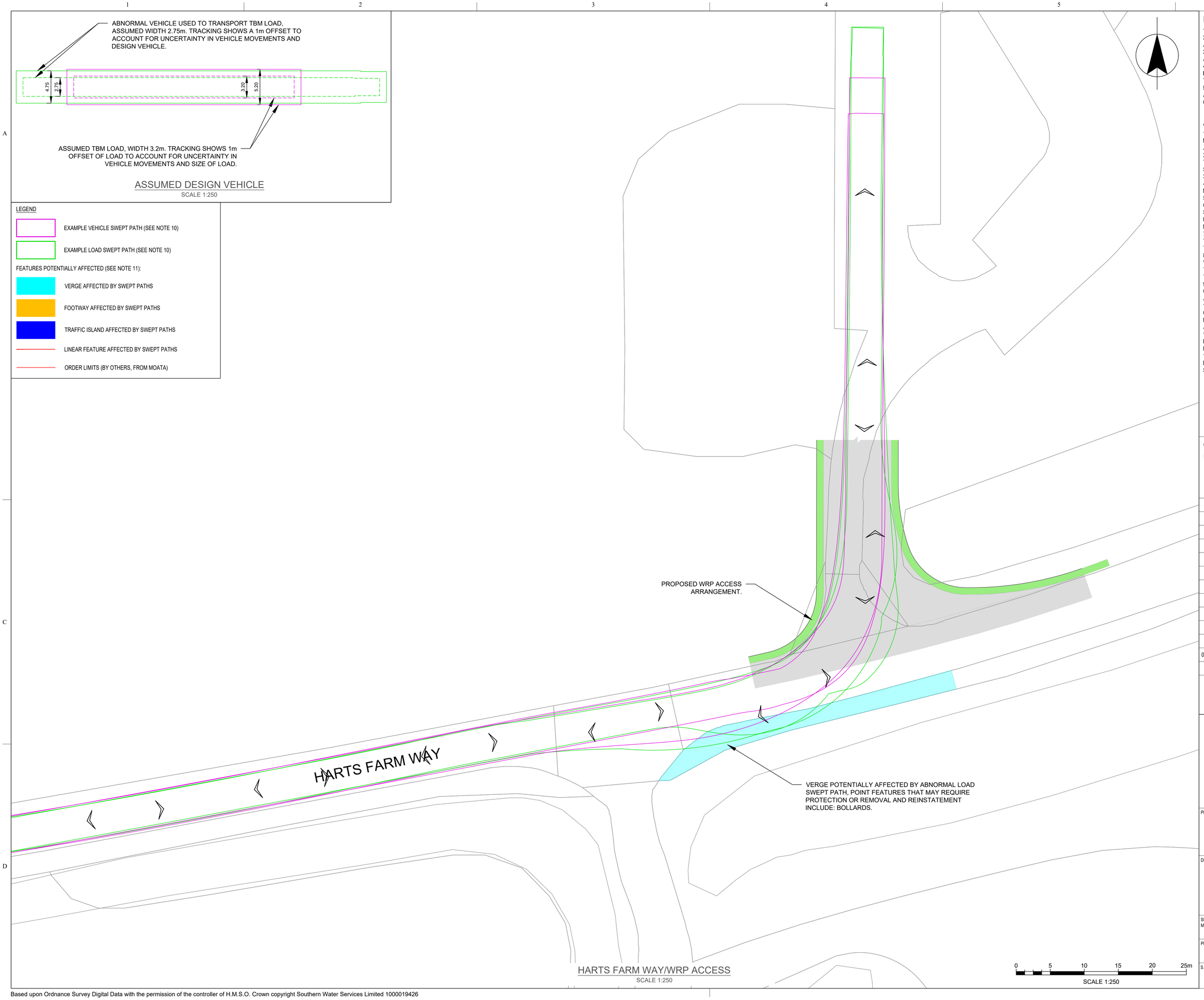
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LEGEND

- EXAMPLE VEHICLE SWEPT PATH (SEE NOTE 10)
- EXAMPLE LOAD SWEPT PATH (SEE NOTE 10)

FEATURES POTENTIALLY AFFECTED (SEE NOTE 11):

- VERGE AFFECTED BY SWEPT PATHS
- FOOTWAY AFFECTED BY SWEPT PATHS
- TRAFFIC ISLAND AFFECTED BY SWEPT PATHS
- LINEAR FEATURE AFFECTED BY SWEPT PATHS
- ORDER LIMITS (BY OTHERS, FROM MOATA)



HARTS FARM WAY/WRP ACCESS

SCALE 1:250

0 5 10 15 20 25m

SCALE 1:250

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
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CURRENT VERSION INFORMATION

FOR INFORMATION.

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09.12.2025	RC	JM	AS	JA	P01	S2	SUITABLE FOR INFORMATION

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Stantec

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Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER
AND WATER RECYCLING PROJECT

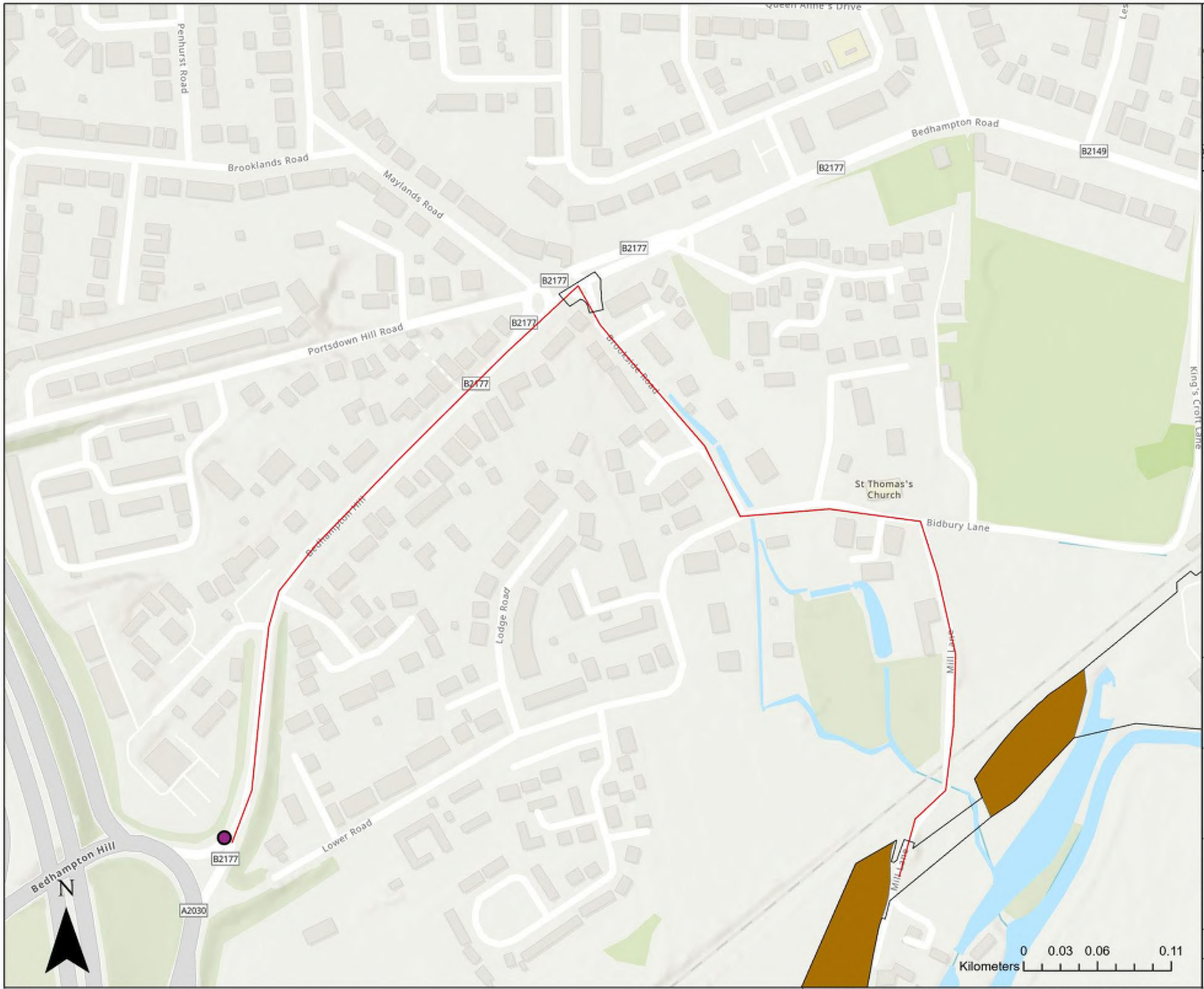
DRAWING TITLE

HARTS FARM WAY/WRP ACCESS
ABNORMAL VEHICLE SWEPT PATH ANALYSIS

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-SK-CH-00519		P01

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Appendix G HGV access route plans





Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Mill Lane

from Southern Water.

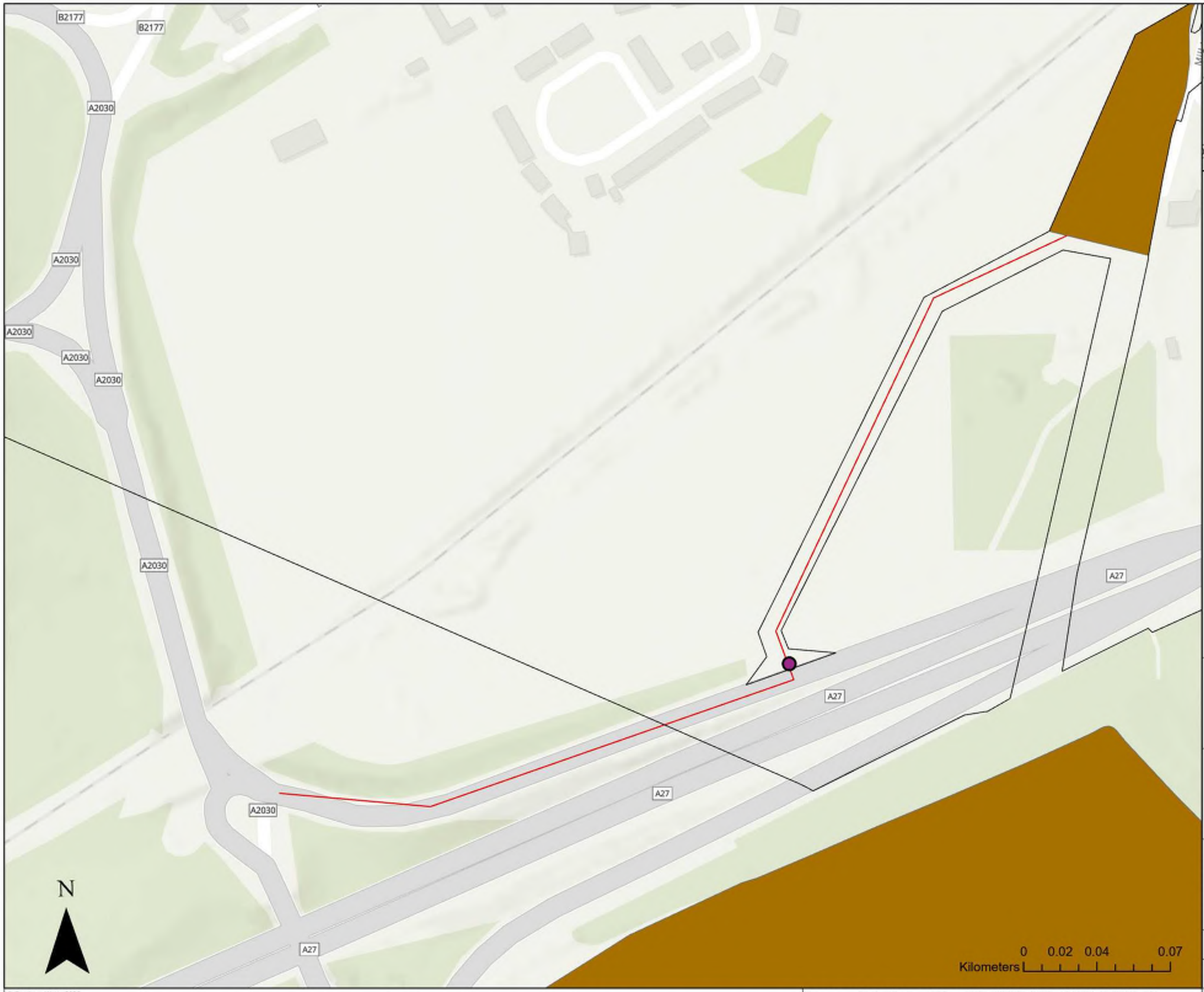
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
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Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-002

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N





Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- A27 Slip

from Southern Water.

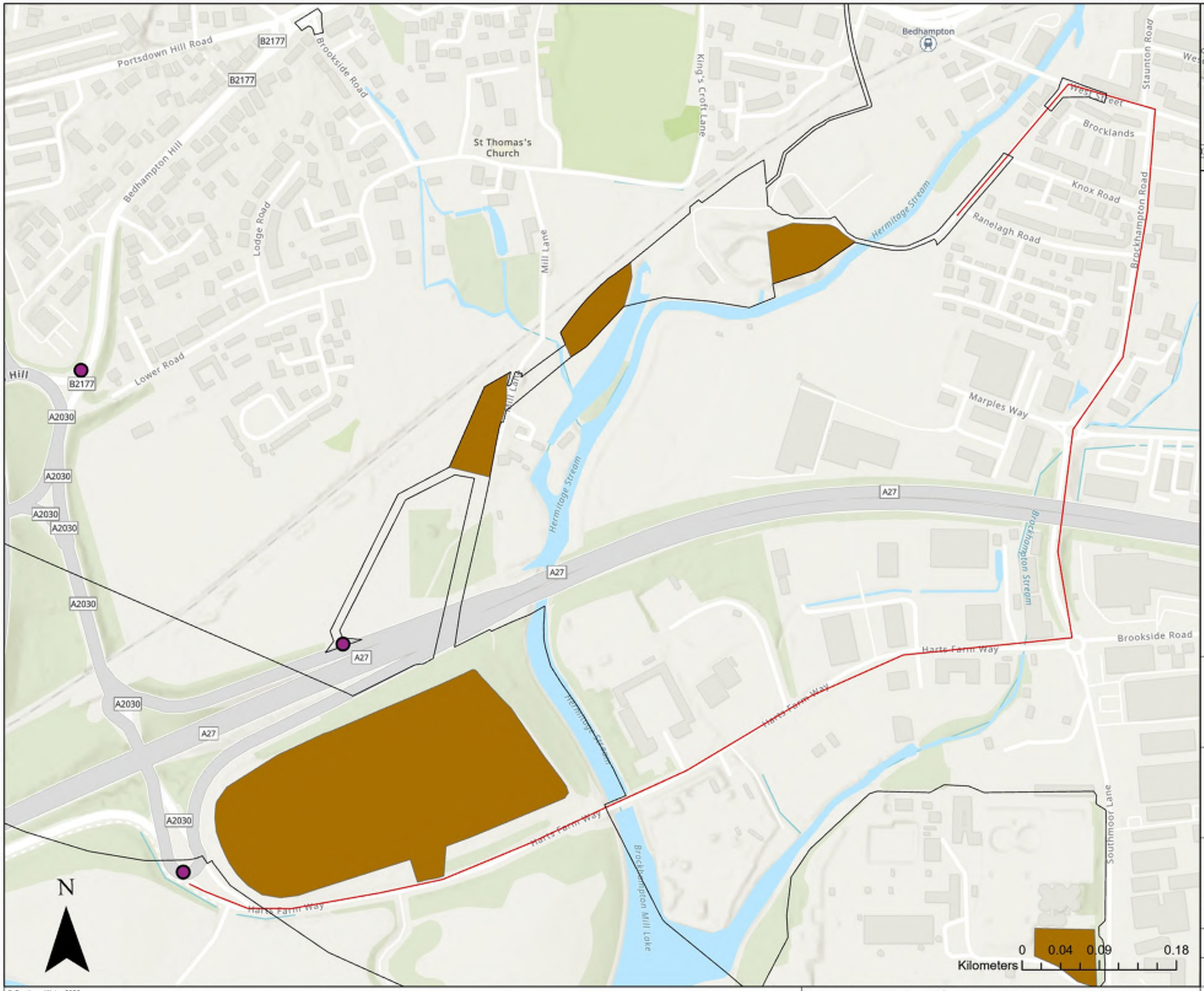
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
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Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-003

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N





Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Meyrick Road

from Southern Water.

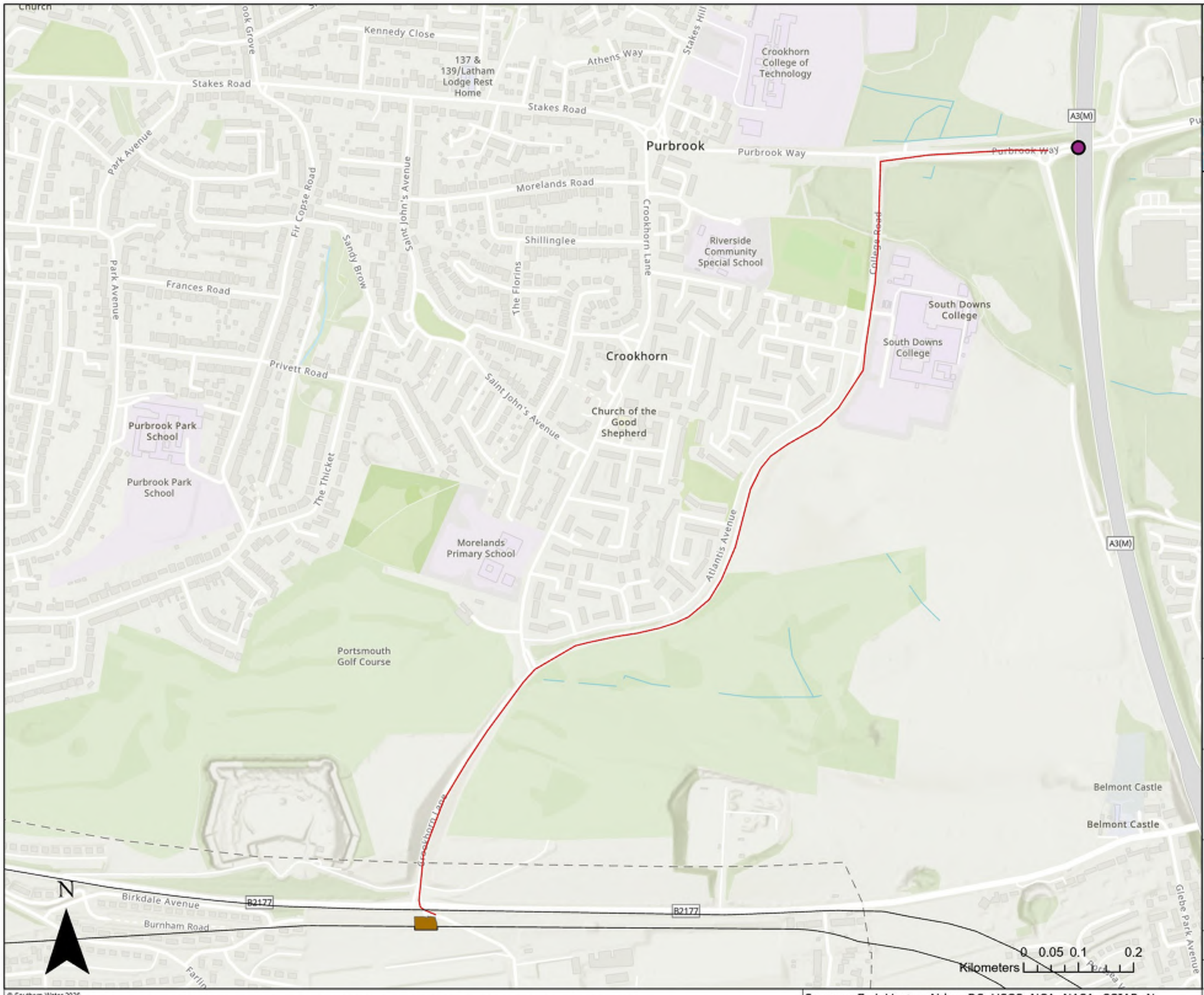
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
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Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-004

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N





Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Gillman Road

from Southern Water.

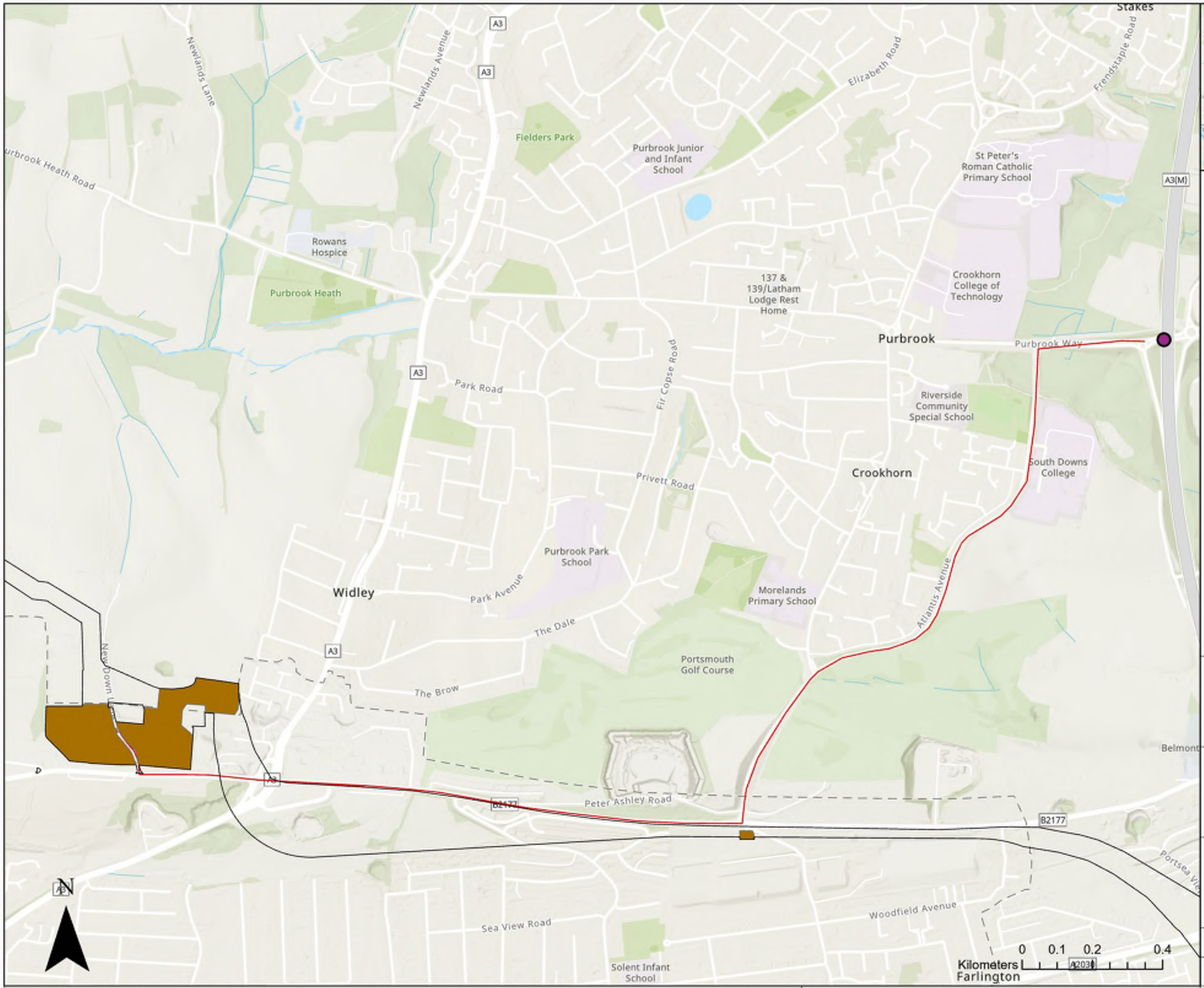
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
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Scale at A3 1:4,000	Status INF	Revision 03	Security STD

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from Southern Water.

Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
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Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-006

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- B2177 Southwick Road
- Haul Road

from Southern Water.

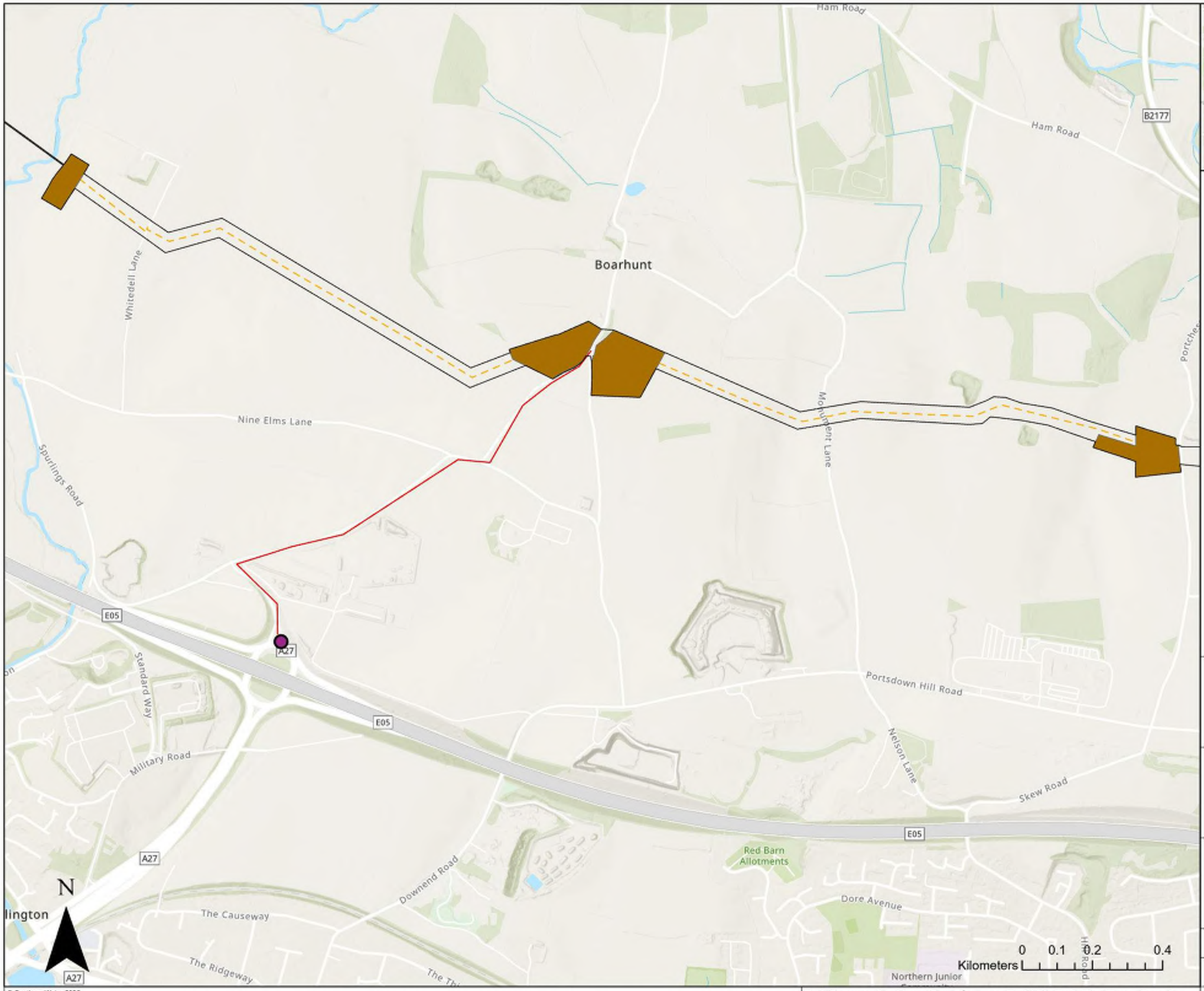
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

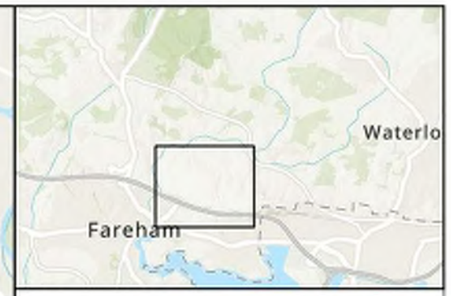
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T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-007

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Boarhunt Road
- Haul Road
- Haul Road

WATER for LIFE from Southern Water.

Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

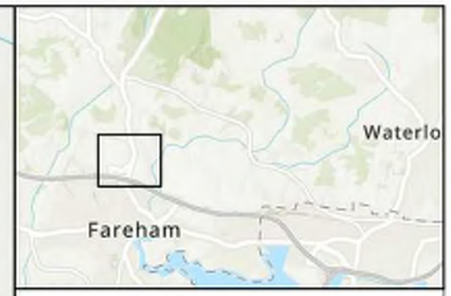
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T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-009

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Chalk Lane
- Haul Road

WATER for LIFE from Southern Water.

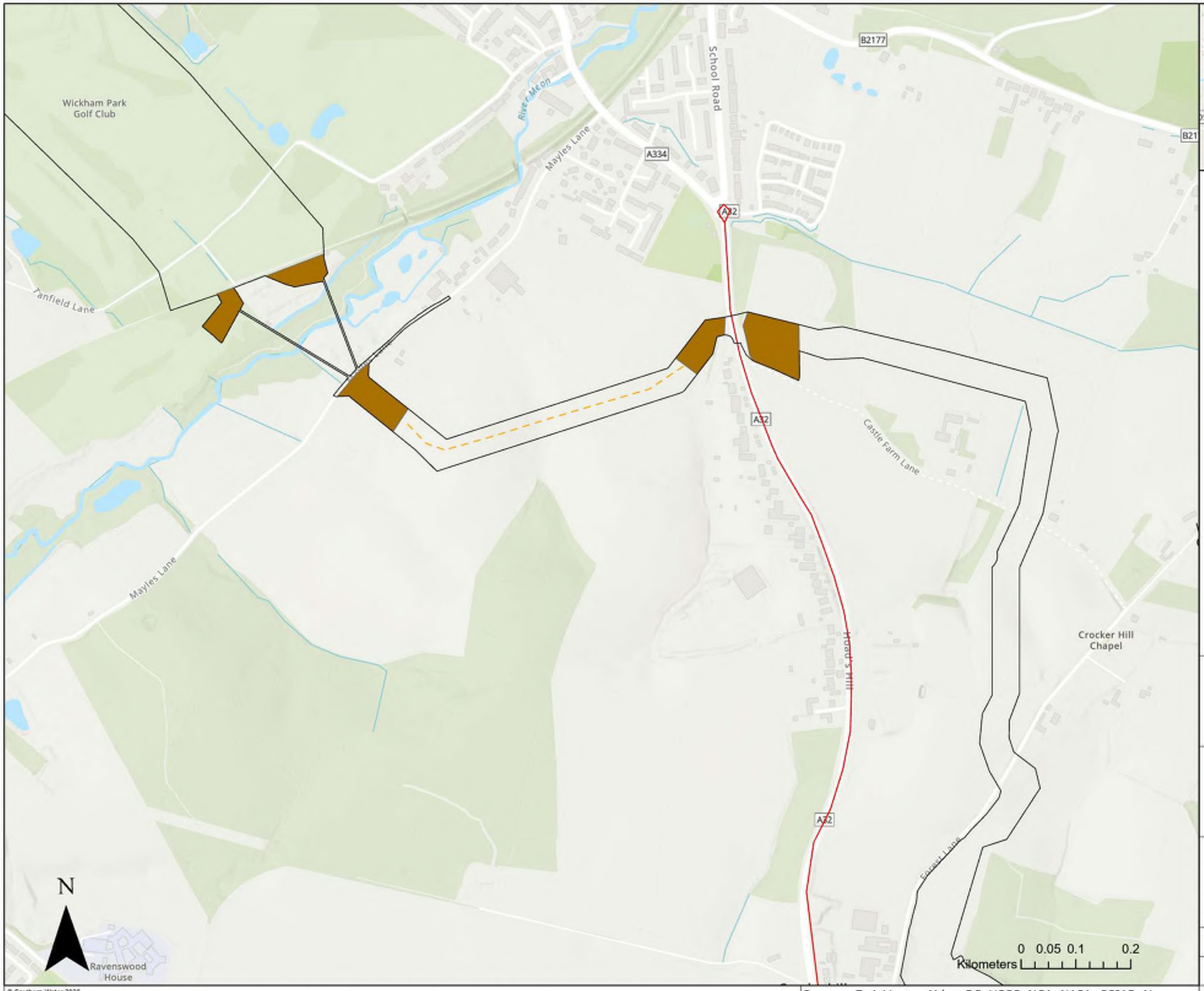
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

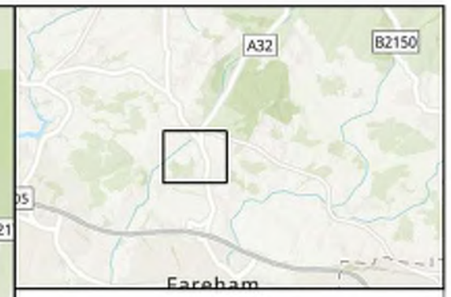
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N

Figure Reference: FCTMP-010





Legend

- Order Limits
- Construction Compound

Access Route:

- A32 Hoads Hill
- Haul Road

from Southern Water.

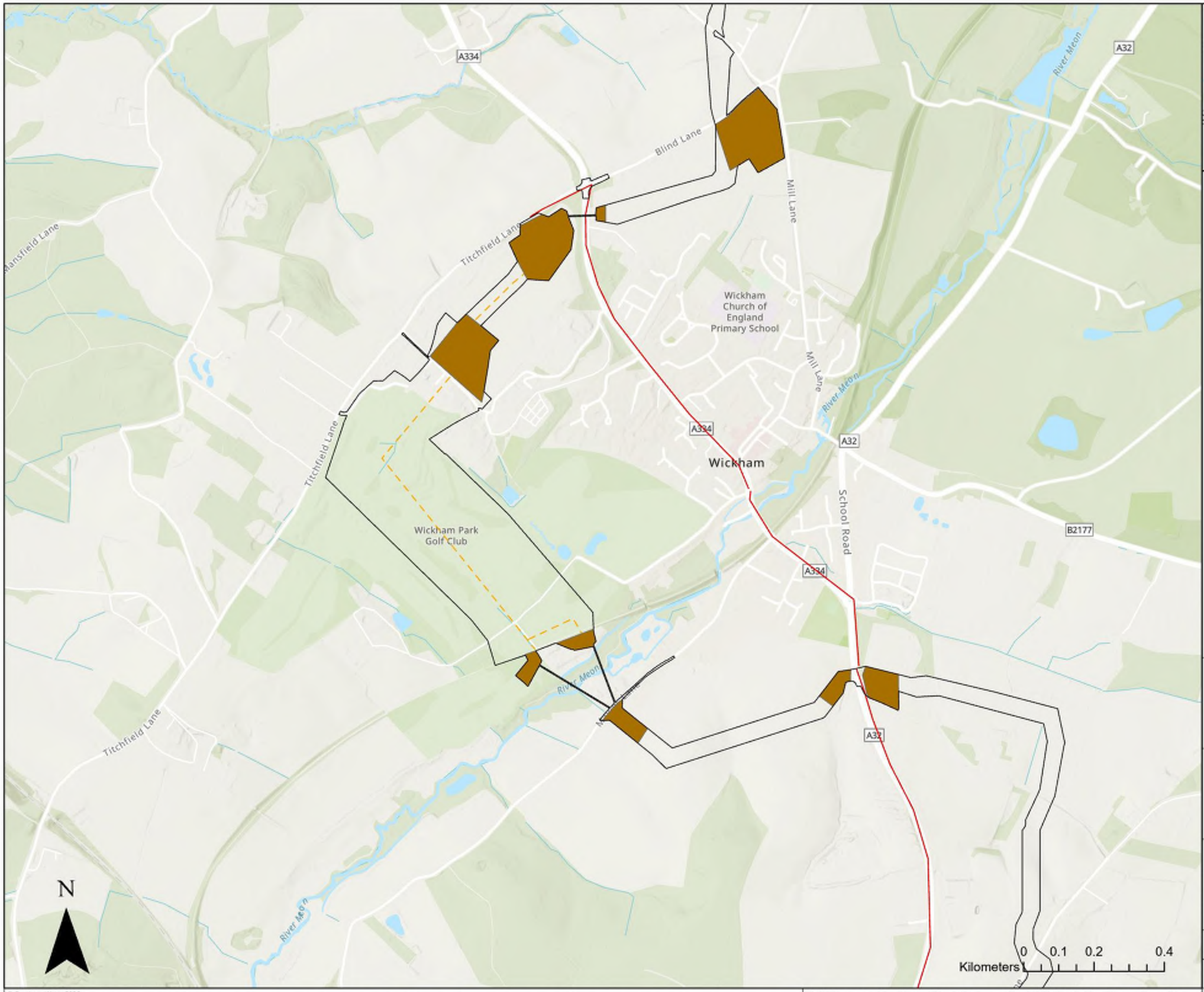
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Framework Construction Traffic Management Plan
HGV Routing

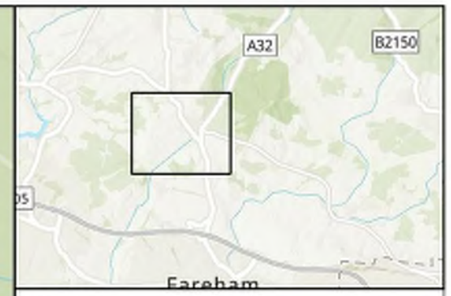
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Figure Reference: FCTMP-011

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N





Legend

- Order Limits
- Construction Compound

Access Route:

- Titchfield Lane
- Haul Road

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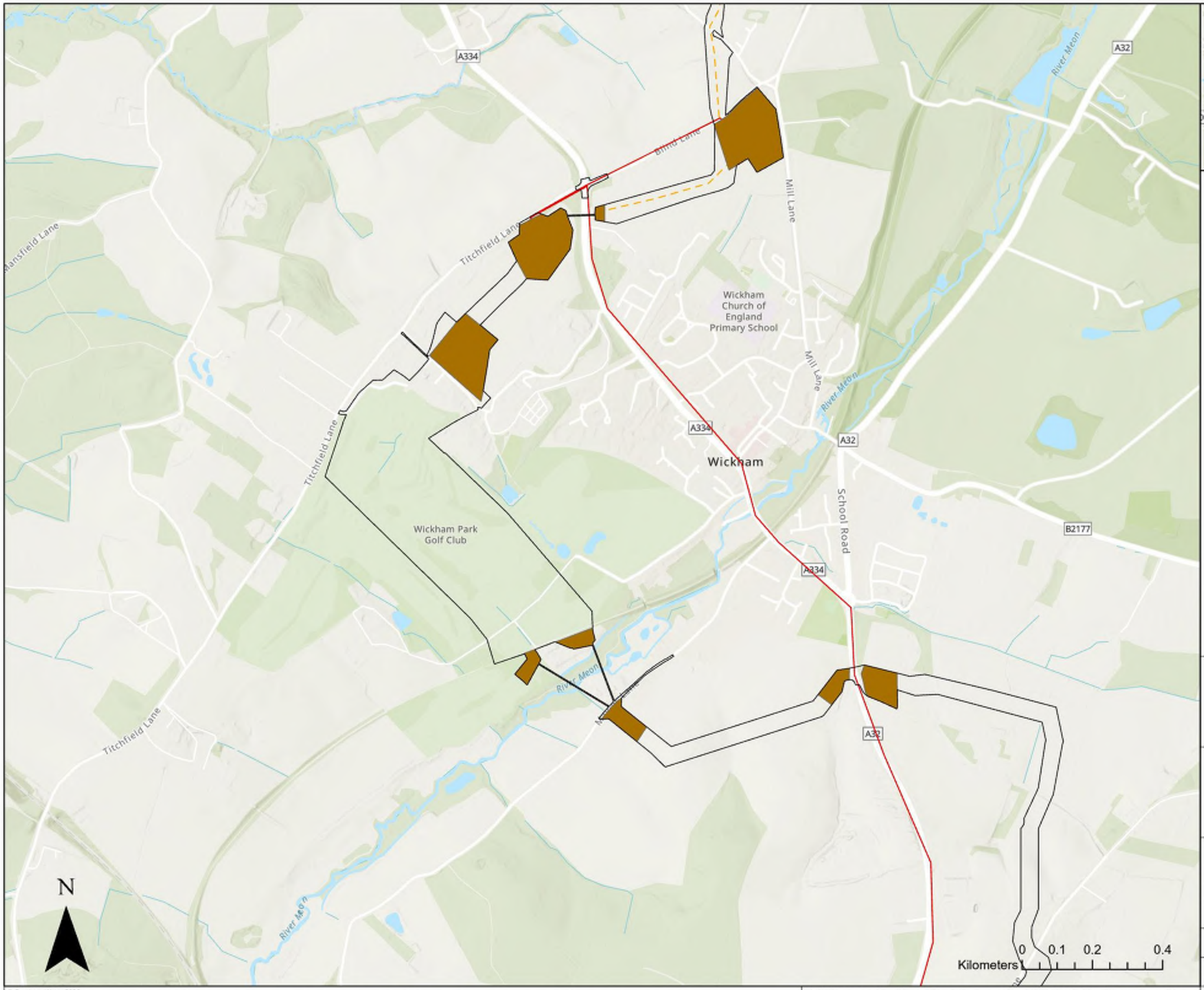
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Framework Construction Traffic Management Plan
HGV Routing

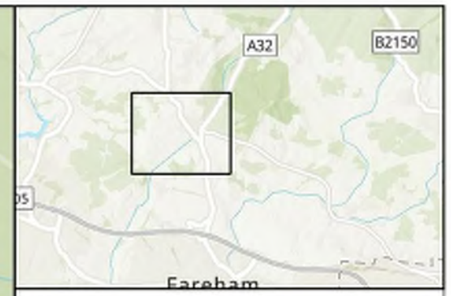
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-012

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Legend

- Order Limits
- Construction Compound

Access Route:

- Blind Lane Option A
- Haul Route

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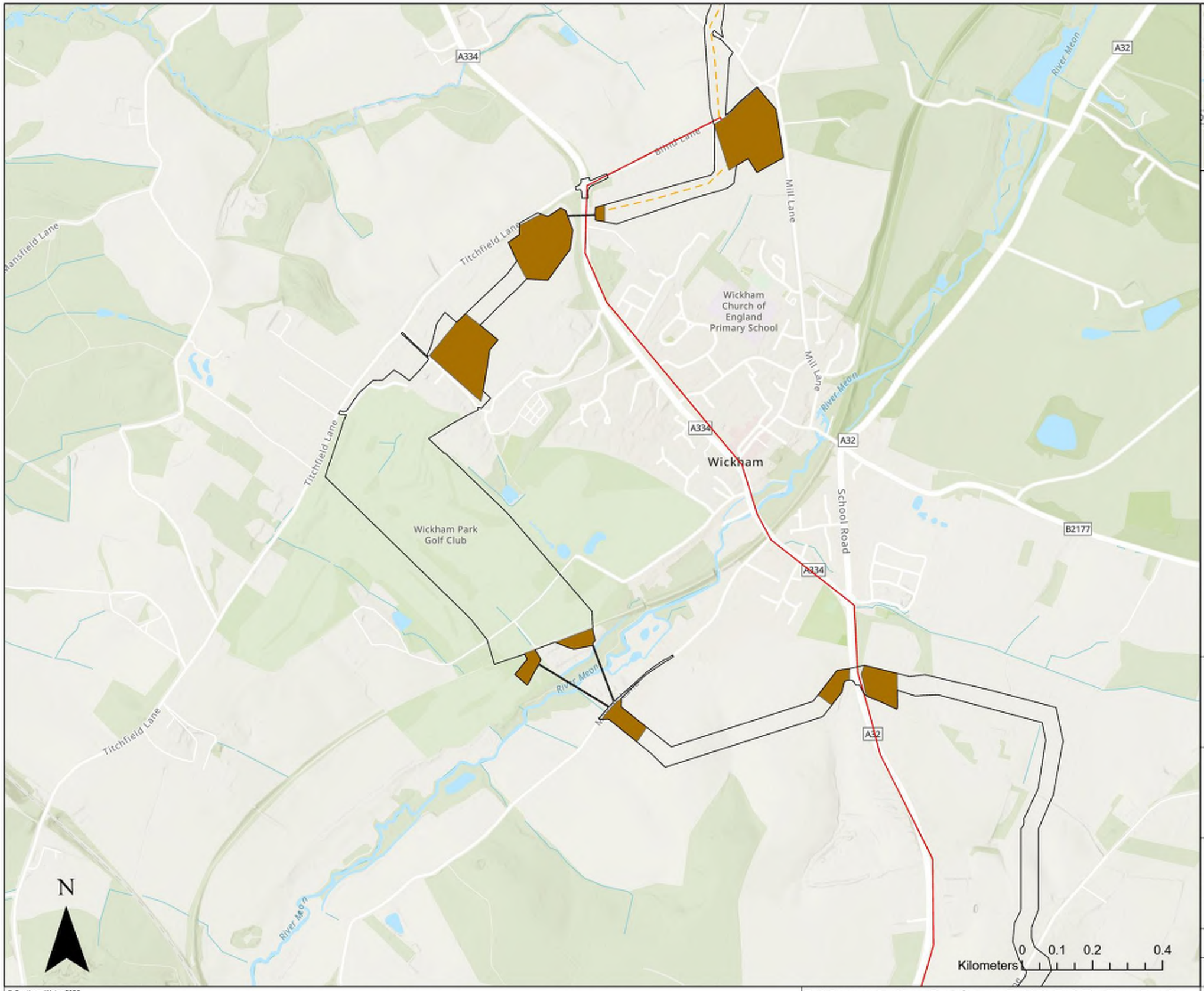
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Framework Construction Traffic Management Plan
HGV Routing

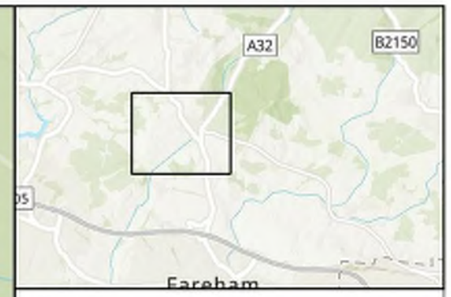
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-013

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Legend

- Order Limits
- Construction Compound

Access Route:

- Blind Lane Option B
- Haul Route

WATER for LIFE from Southern Water.

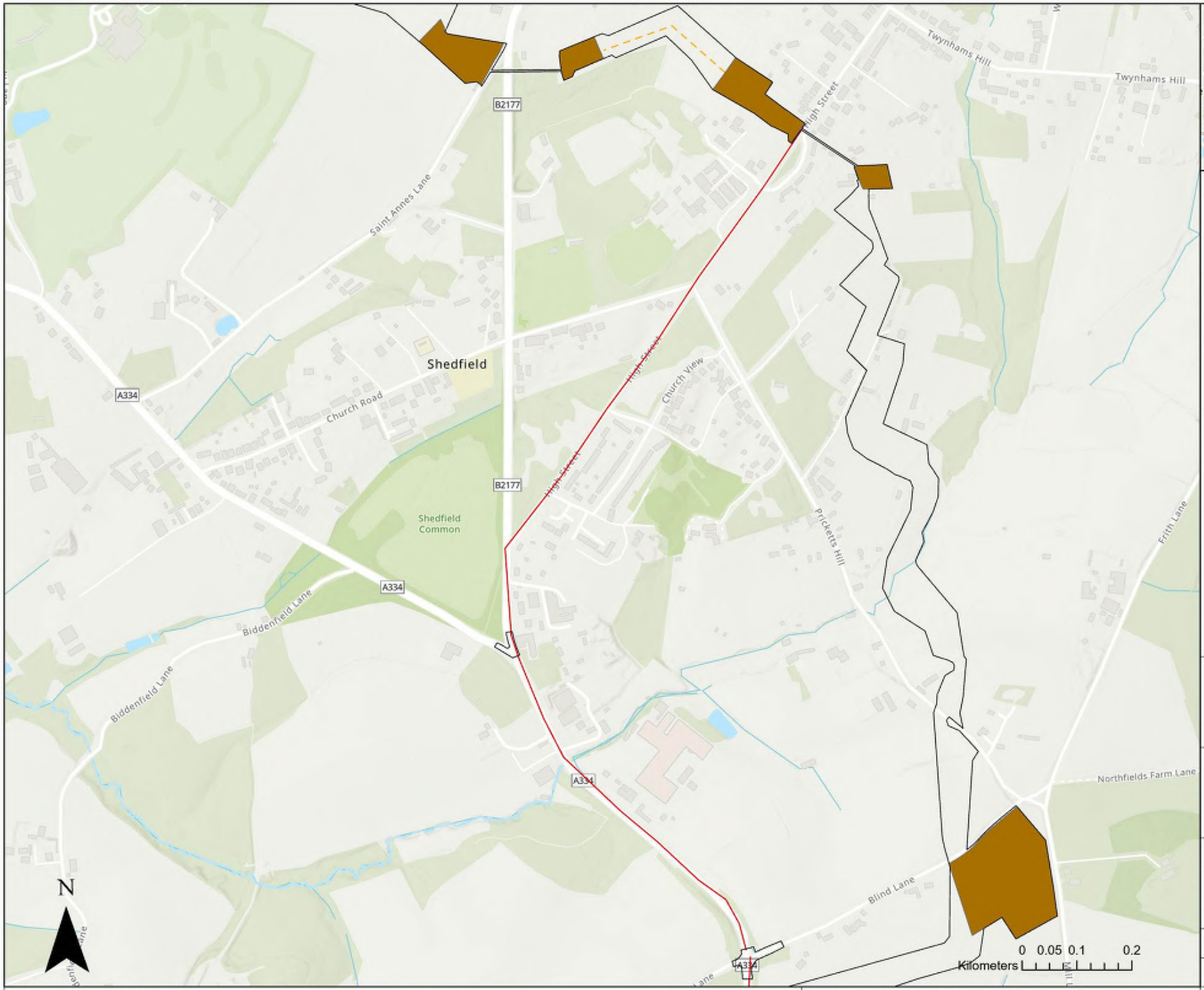
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-014

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Legend

- Order Limits
- Construction Compound

Access Route:

- Shirrell Heath High St
- Haul Route

WATER for LIFE from Southern Water.

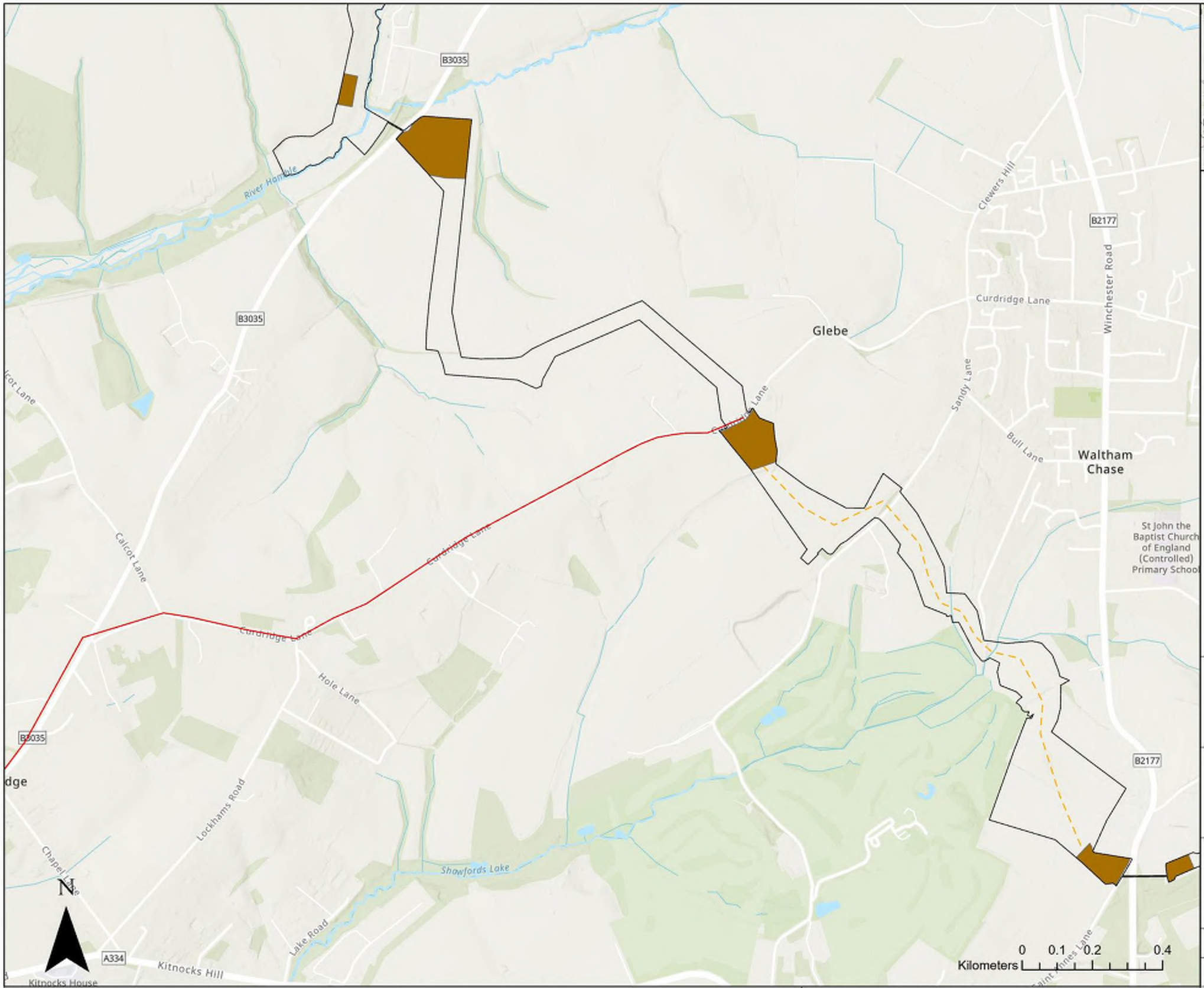
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-015

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N



Legend

- Order Limits
- Construction Compound

Access Route:

- Curdridge Lane
- Haul Road

WATER for LIFE from Southern Water.

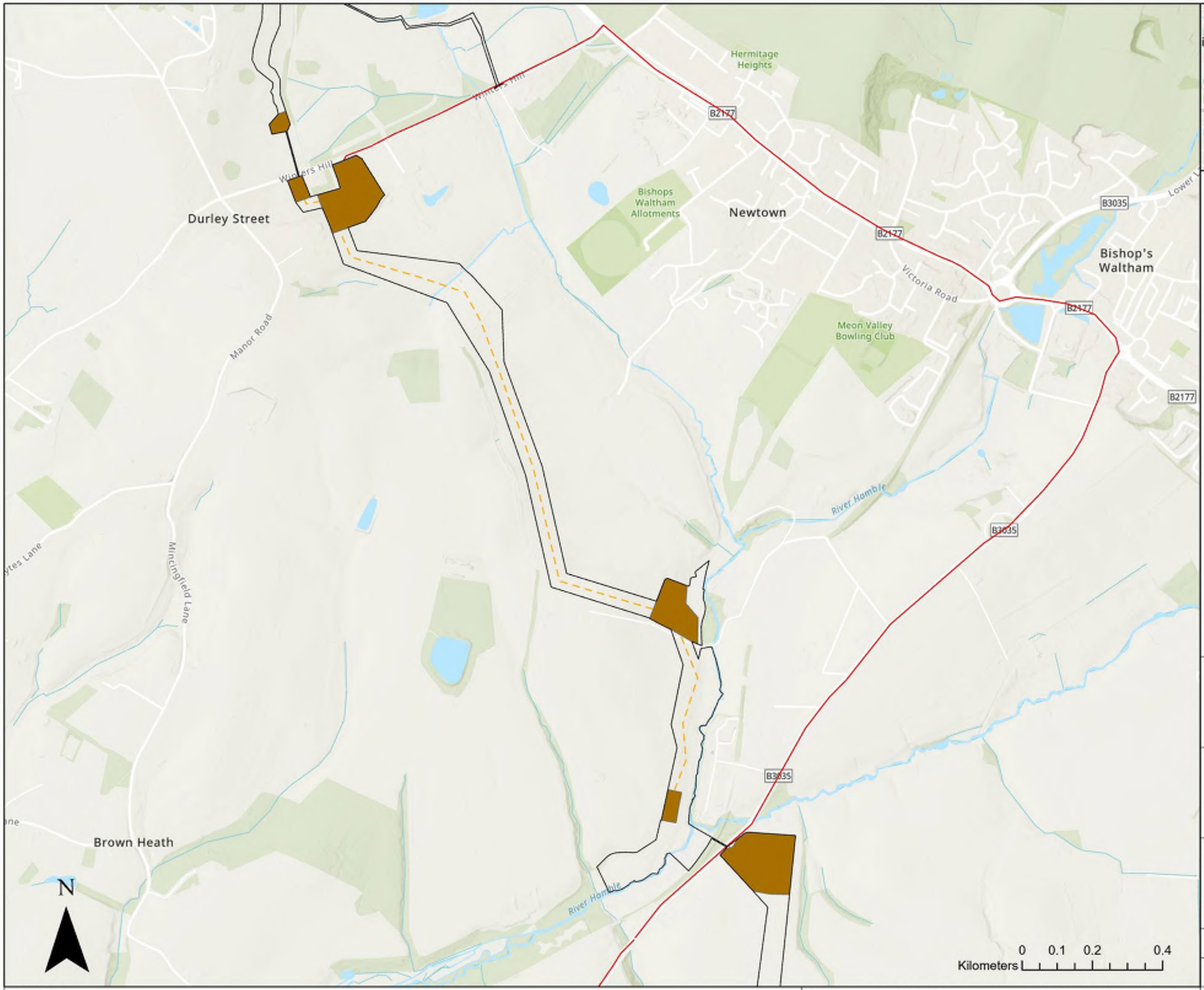
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

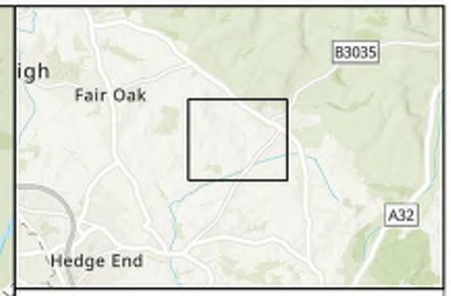
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-016

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Legend

- Order Limits
- Construction Compound

Access Route:

- Winters Hill
- Haul Road

WATER for LIFE from Southern Water.

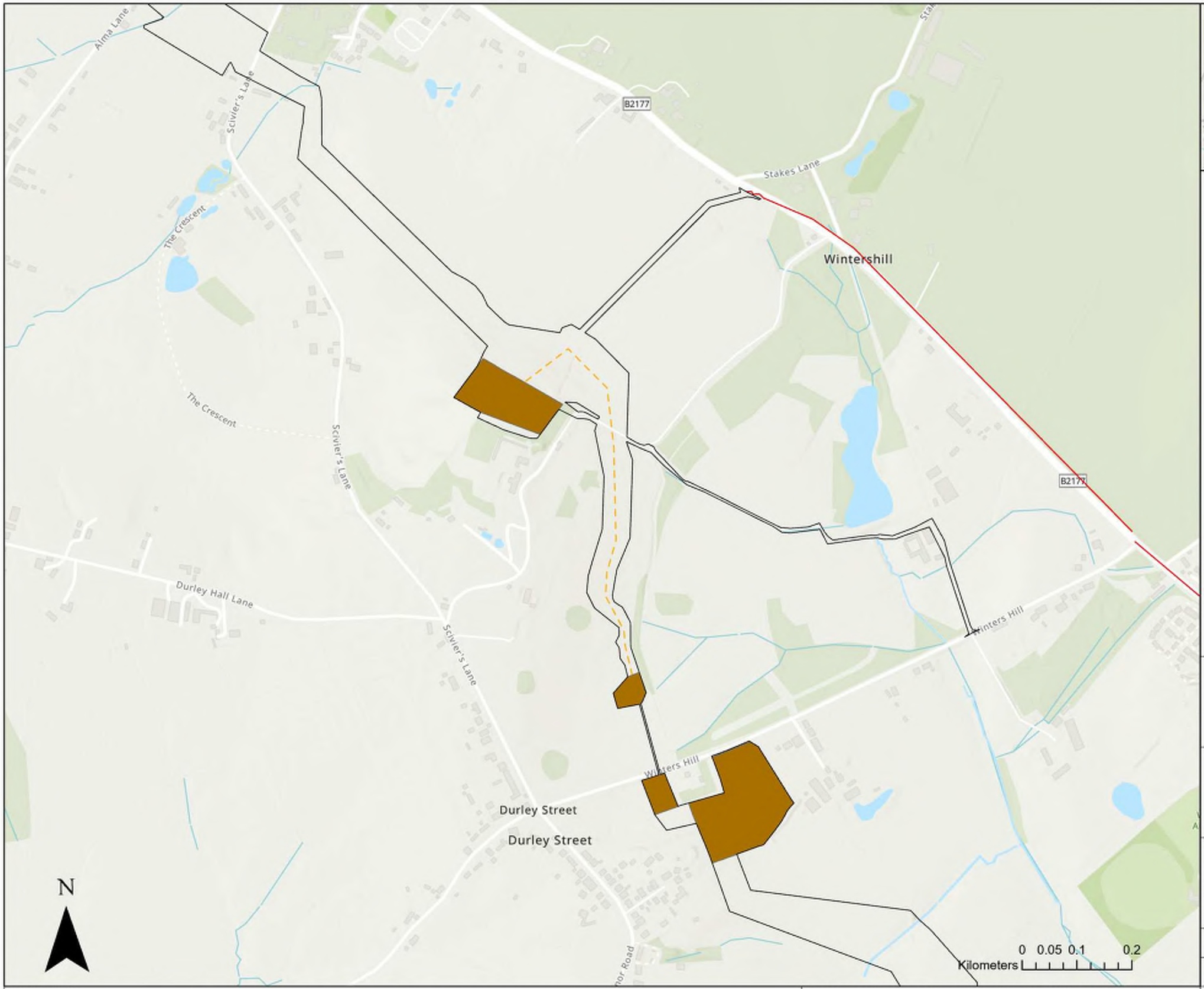
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-017

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Legend

- Order Limits
- Construction Compound

Access Route:

- B2177 Winchester Road
- Haul Road

from Southern Water.

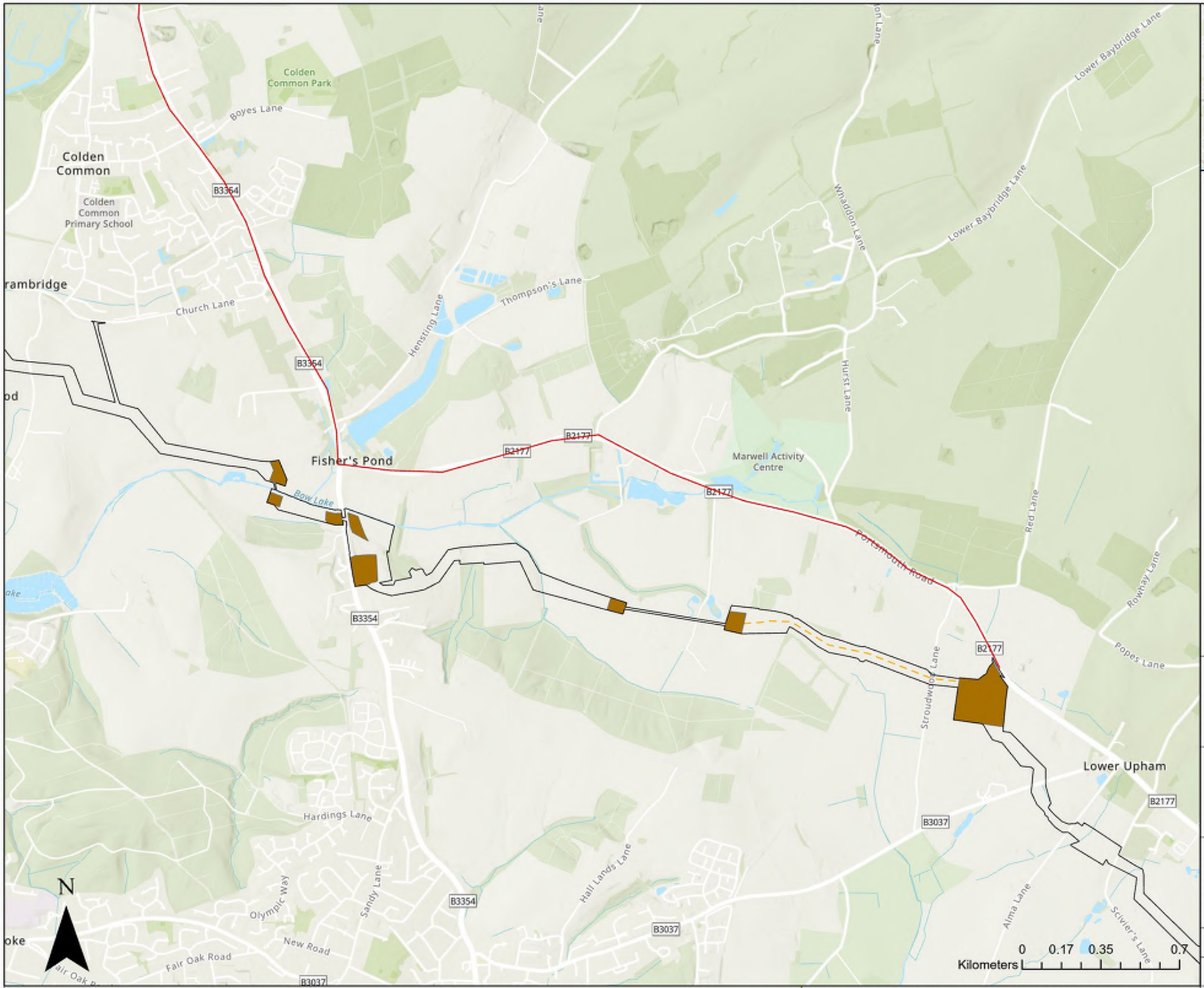
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-018

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N



Legend

- Order Limits
- Construction Compound

Access Route:

- B2177 Portsmouth Road
- Haul Road

from Southern Water.

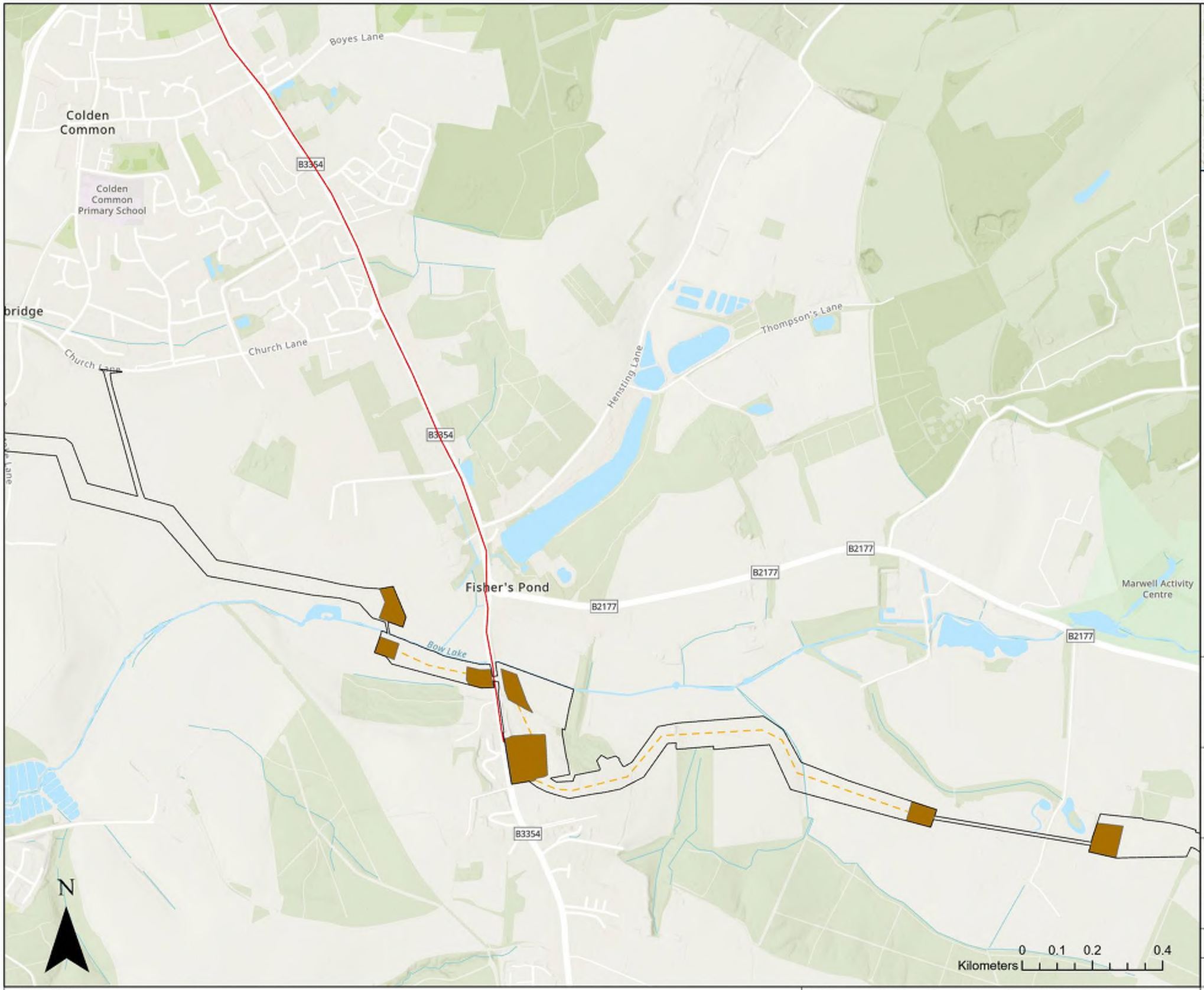
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

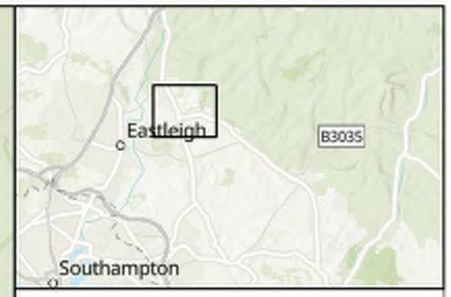
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

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Figure Reference: FCTMP-019





Legend

- Order Limits
- Construction Compound

Access Route:

- B3354 Winchester Road
- Haul Road

from Southern Water.

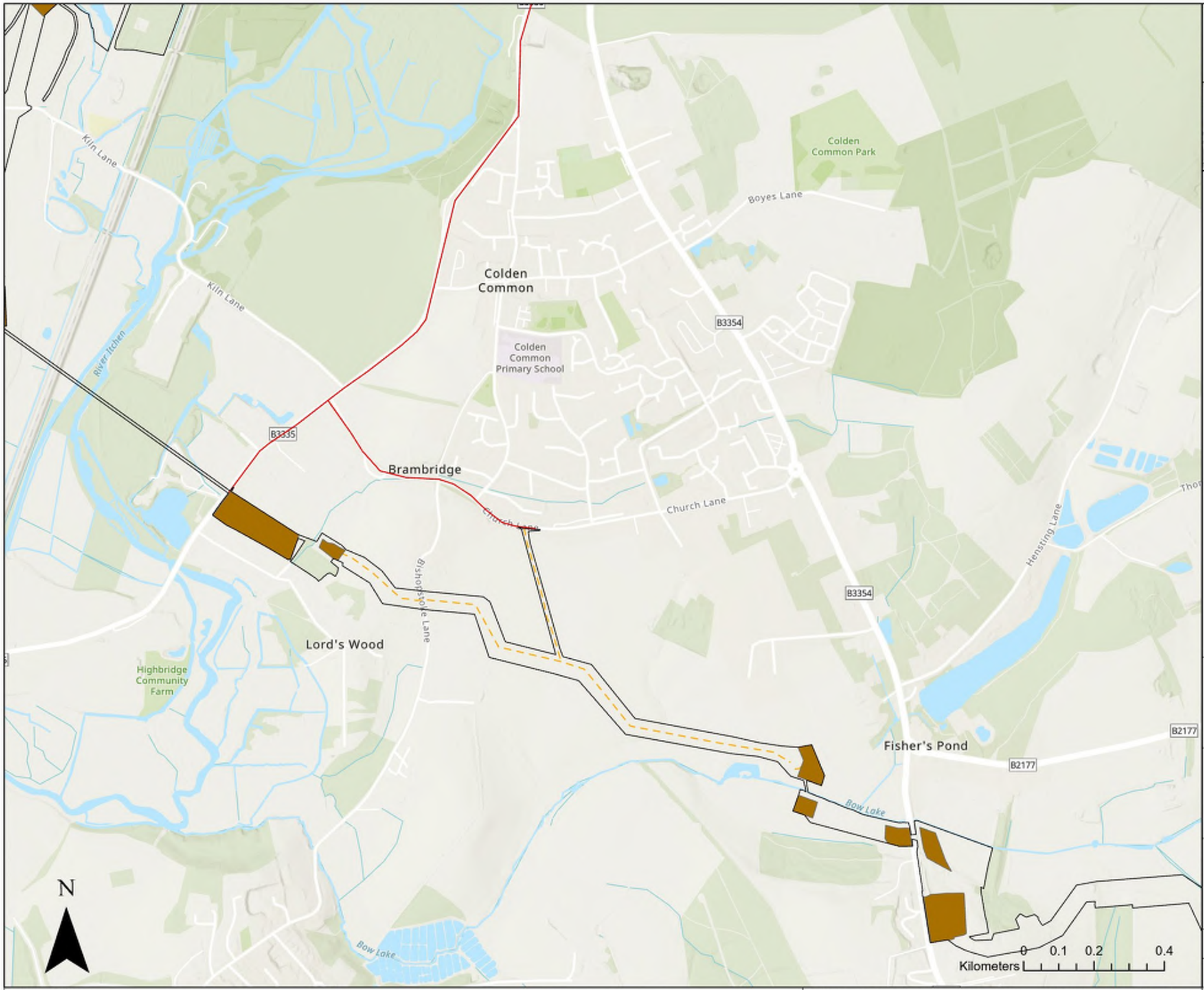
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

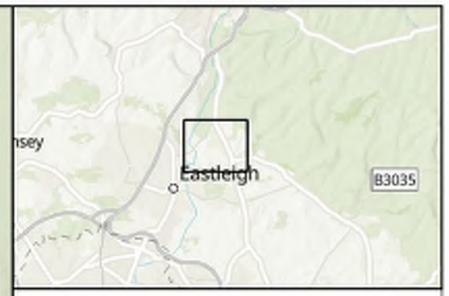
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-020

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Legend

- Order Limits
- Construction Compound

Access Route:

- Church Lane and B3335 Highbridge Road
- Haul Road

from Southern Water.

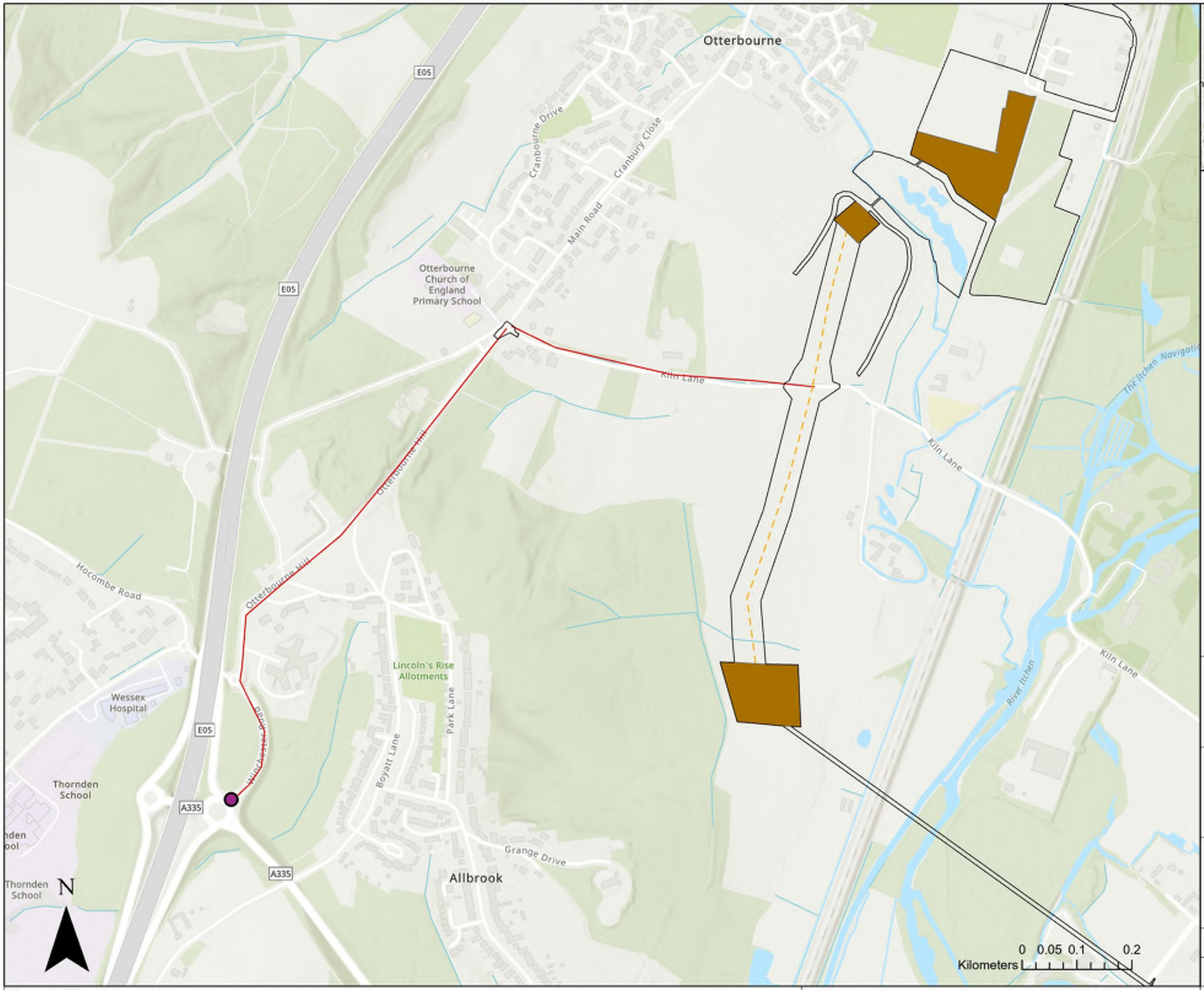
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

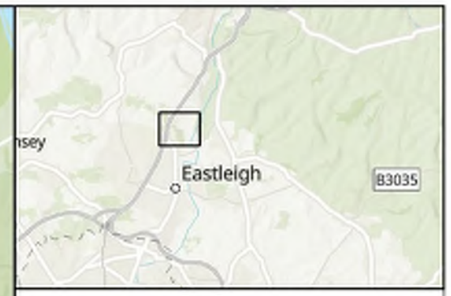
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-021

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Kiln Lane
- Haul Road

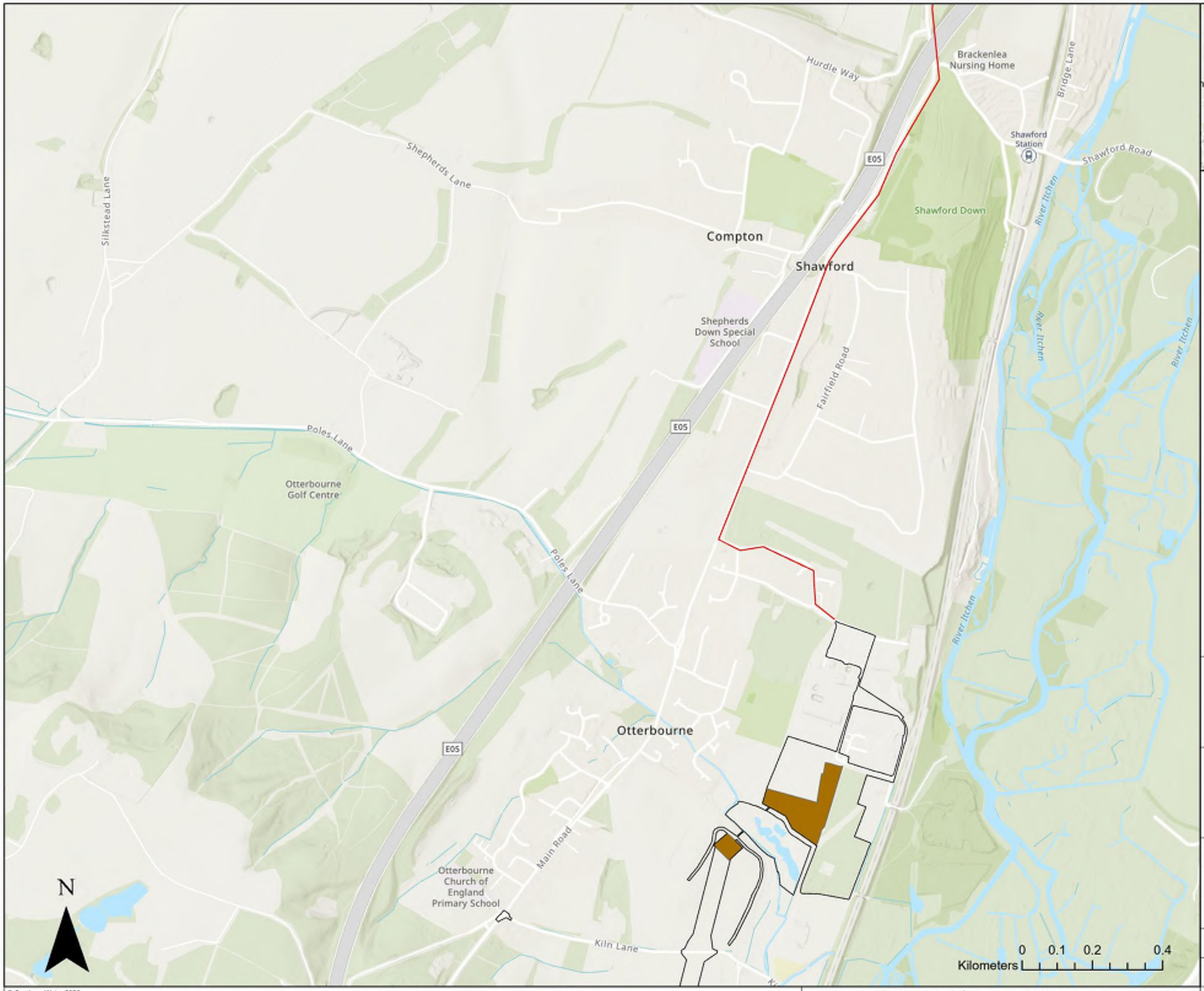
WATER for LIFE from Southern Water.

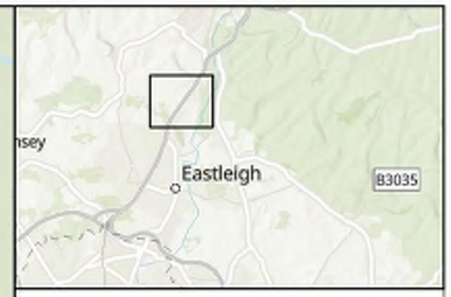
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-022

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Legend

- Order Limits
- Construction Compound

Access Route:

- Otterbourne WSW

from Southern Water.

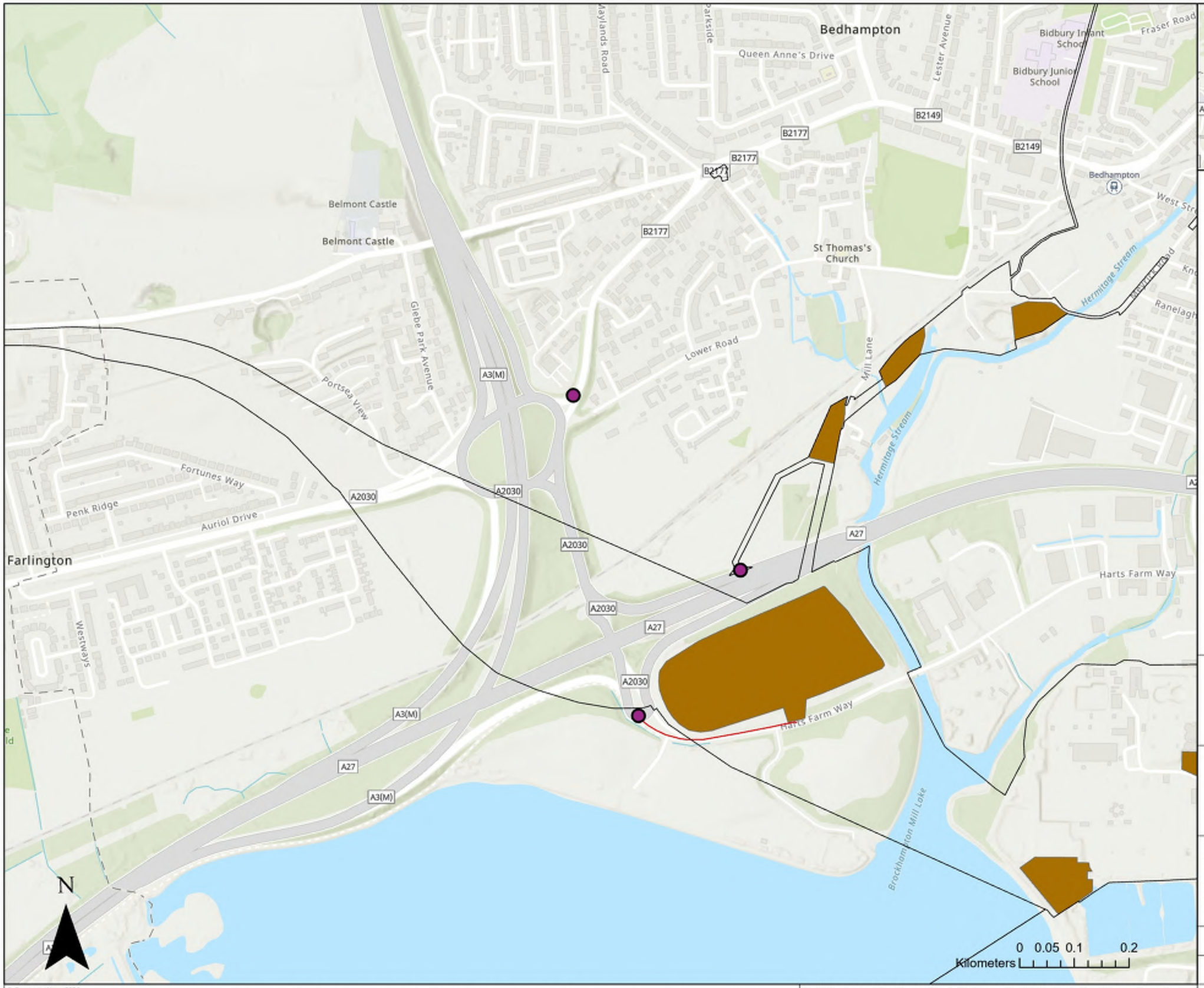
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-023

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- WRP Site

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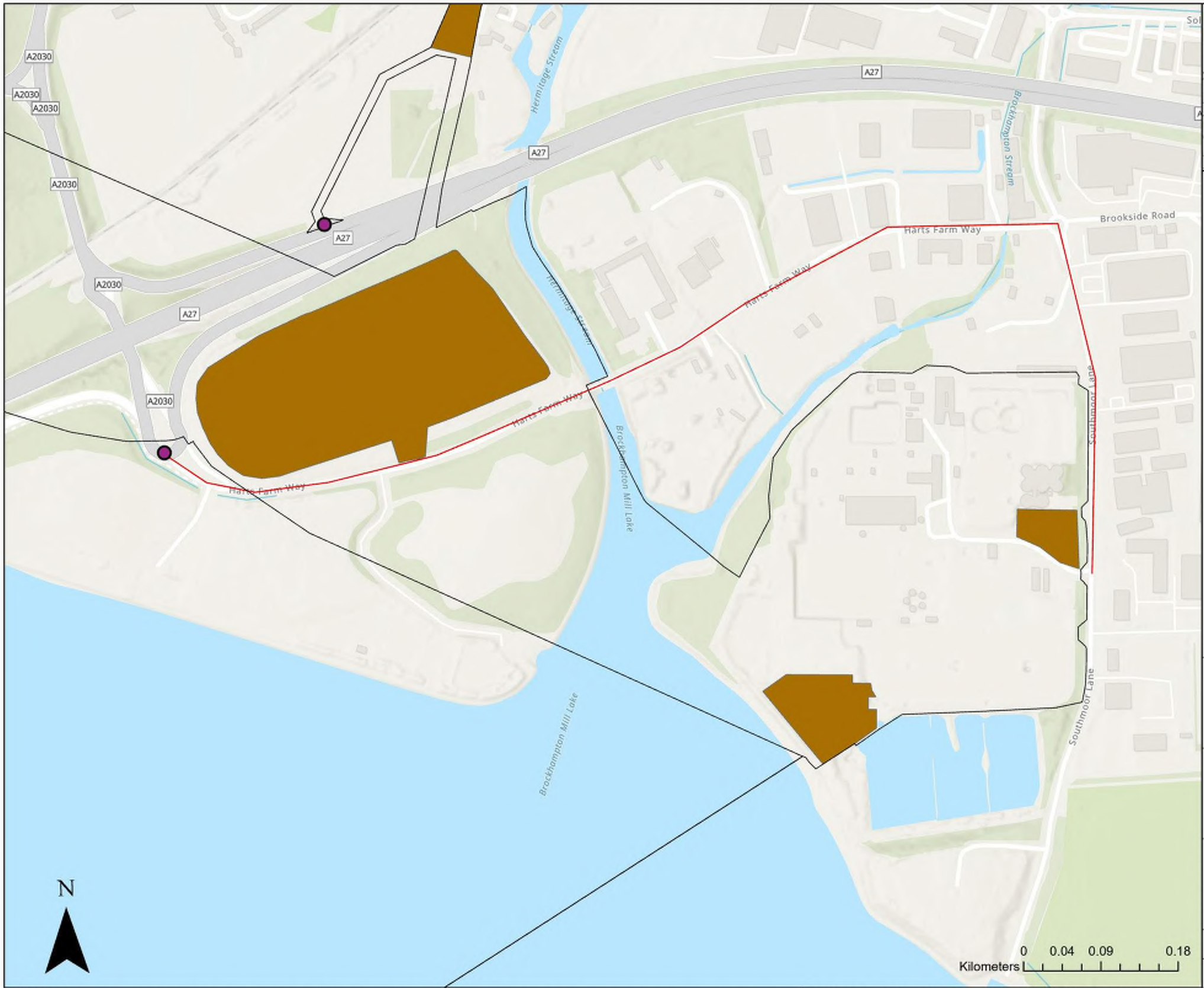
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

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Legend

- SRN Access Points
- Order Limits
- Construction Compound

Access Route:

- Budds Farm WTW

from Southern Water.

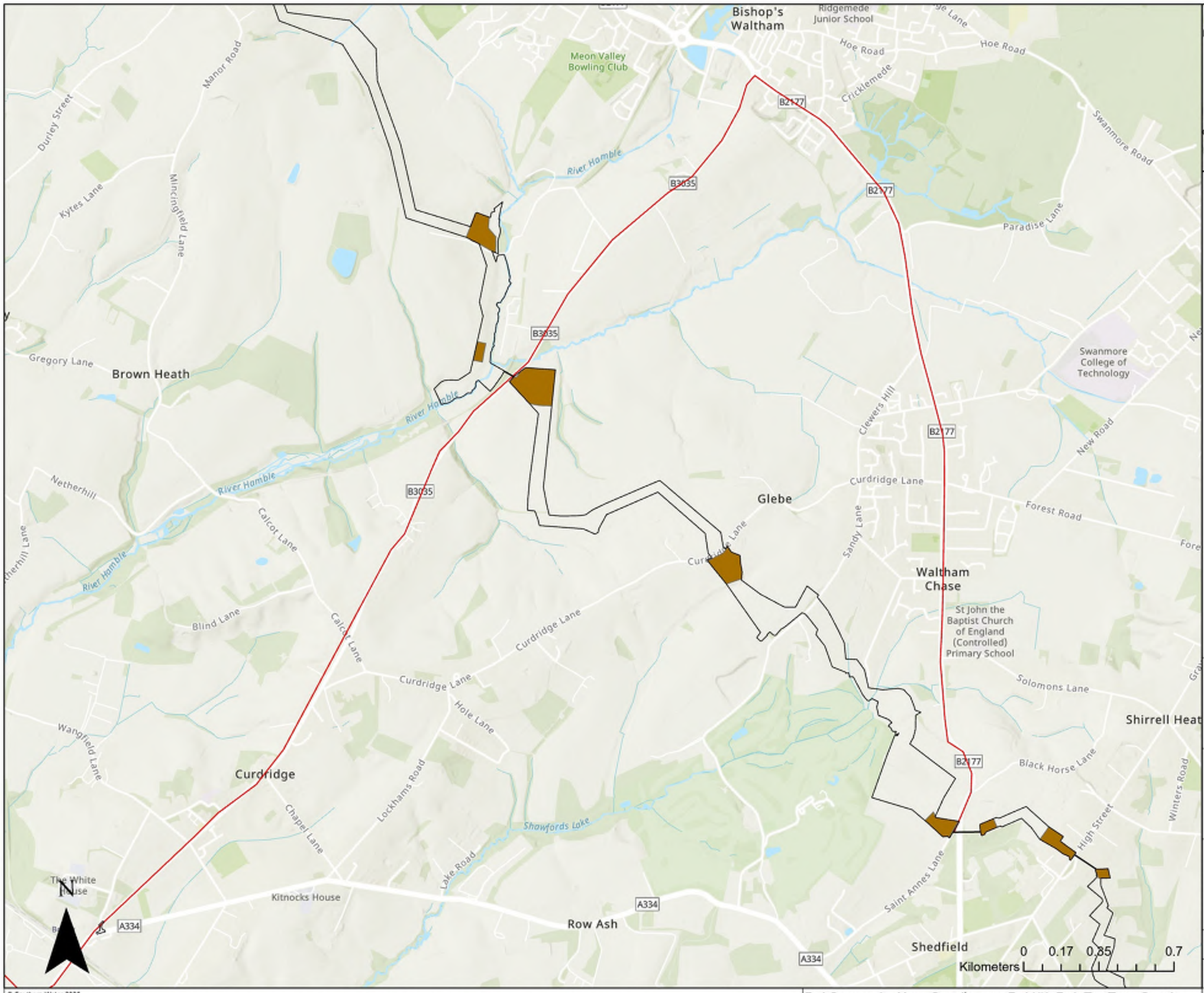
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

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Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N



Legend

- Order Limits
- Construction Compound

Access Route:

- St Annes Lane

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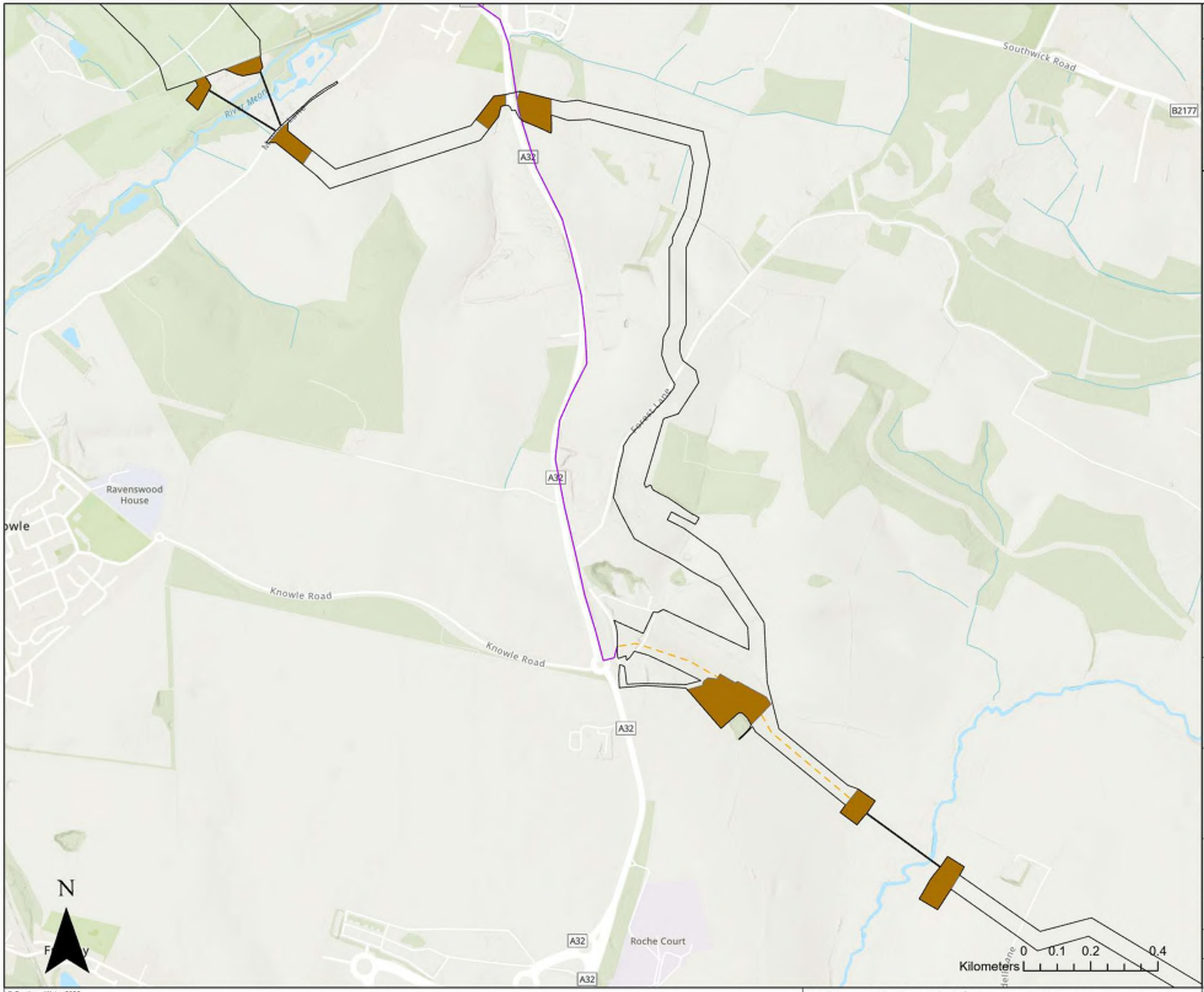
Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

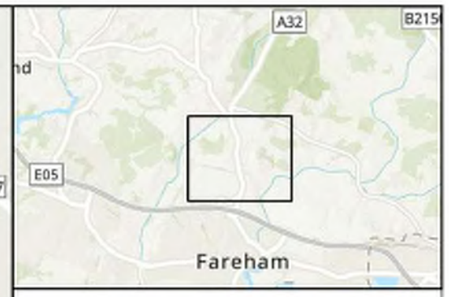
Drawn	GIS Checked	Checked	Approved
T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-026

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Legend

- Order Limits
- Construction Compound

Access Route:

- Chalk Lane Alternative
- Haul Road

from Southern Water.

Hampshire Water Transfer and Water Recycling Project
Framework Construction Traffic Management Plan
HGV Routing

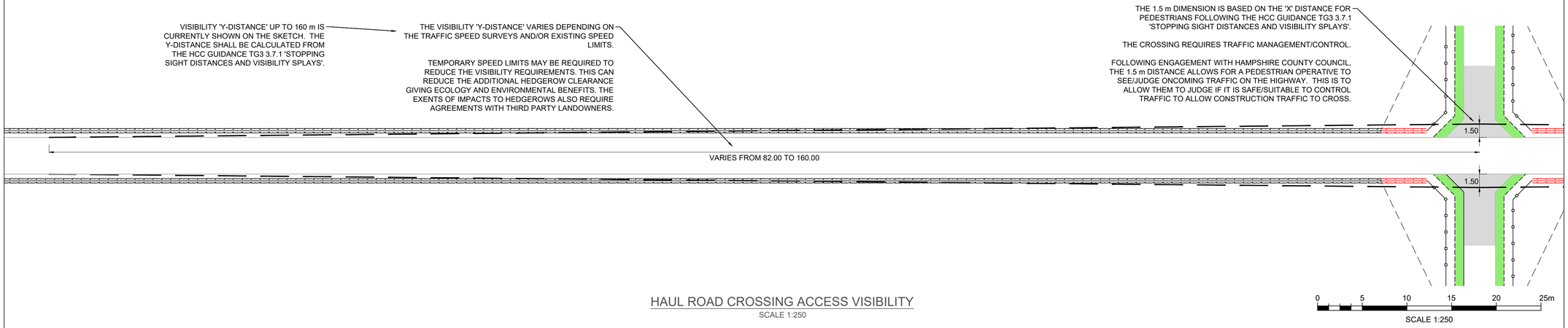
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T Longley	T Longley	P Ayres	M Day
Scale at A3 1:4,000	Status INF	Revision 03	Security STD

Figure Reference: FCTMP-027

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Appendix H Temporary haul road crossing standard detail



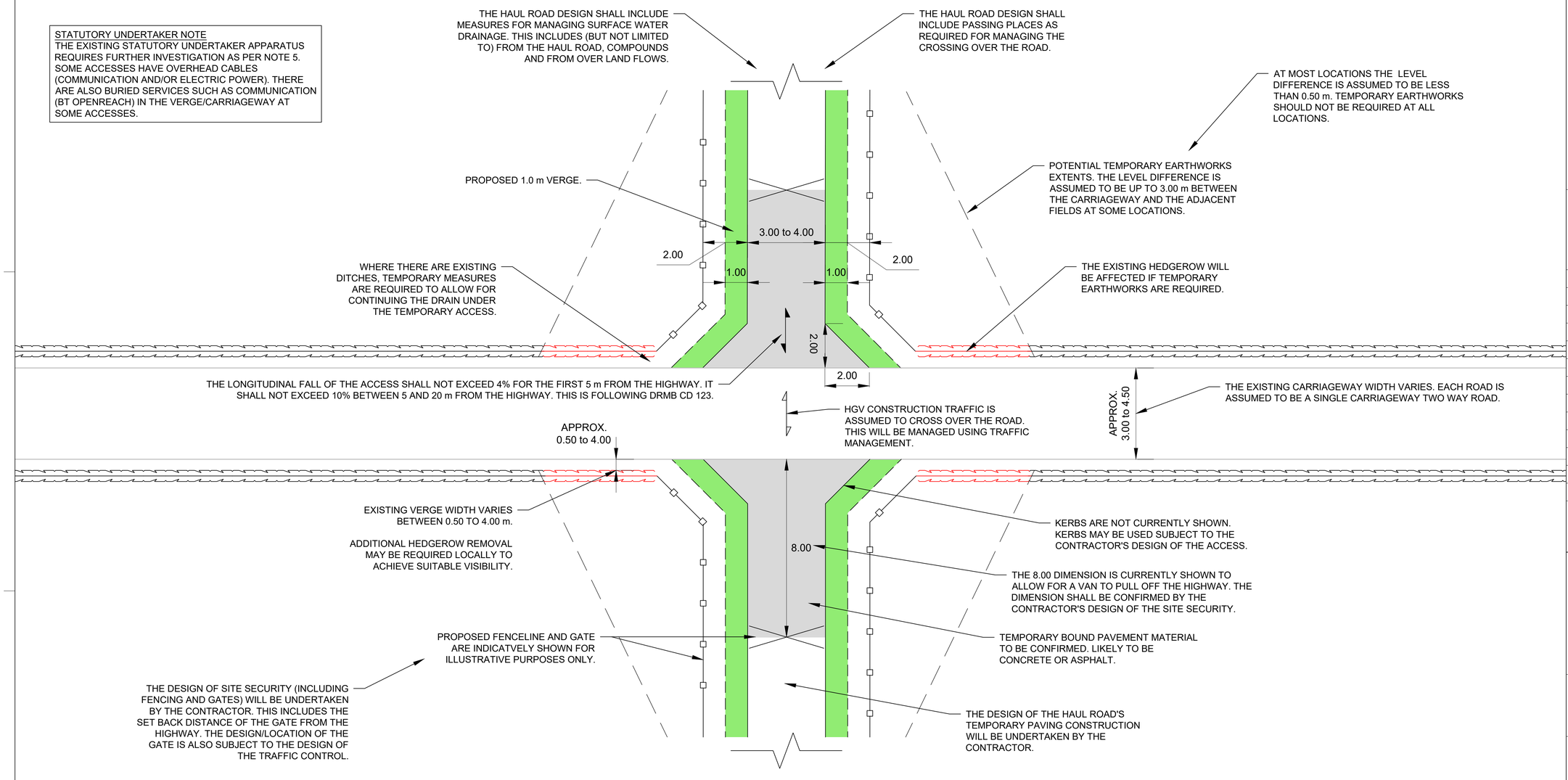
HAUL ROAD CROSSING ACCESS VISIBILITY

SCALE 1:250

SCALE 1:250

STATUTORY UNDERTAKER NOTE

THE EXISTING STATUTORY UNDERTAKER APPARATUS REQUIRES FURTHER INVESTIGATION AS PER NOTE 5. SOME ACCESSES HAVE OVERHEAD CABLES (COMMUNICATION AND/OR ELECTRIC POWER). THERE ARE ALSO BURIED SERVICES SUCH AS COMMUNICATION (BT OPENREACH) IN THE VERGE/CARRIAGEWAY AT SOME ACCESSES.



HAUL ROAD CROSSING ACCESS STANDARD DETAIL

SCALE 1:100

SCALE 1:100

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES UNLESS SHOWN OTHERWISE.
2. VEGETATION CLEARANCE INCLUDING HEDGE TRIMMING MAY BE REQUIRED TO OBTAIN VISIBILITY REQUIREMENTS AS SHOWN.
3. WORKS AFFECTING EXISTING HEDGEROWS AND TREES ARE SUBJECT TO AN ARBORICULTURAL ASSESSMENT AND REQUIREMENTS.
4. WORKS AFFECTING ANY VEGETATION ARE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIREMENTS.
5. INFORMATION ON EXISTING STATUTORY UNDERTAKER APPARATUS IS LIMITED. FURTHER INVESTIGATION IS REQUIRED TO CONFIRM IF APPARATUS IS AFFECTED BY THE WORKS. PROTECTION MEASURES AND OTHER WORKS MAY BE REQUIRED.
6. THE LOCATIONS AND TYPES OF GATE, FENCES AND HEDGEROWS ARE SUBJECT TO THE LAND/LEGAL AGREEMENTS.
7. DRAINAGE OF ACCESS TO BE CONFIRMED IN COMBINATION WITH THE CONSTRUCTION COMPOUND DESIGN.
8. AGREEMENTS WITH THE HIGHWAY AUTHORITY ARE REQUIRED FOR TEMPORARY AND PERMANENT WORKS. THIS MAY INCLUDE A S278 AGREEMENT UNDER THE HIGHWAYS ACT 1980 FOR EACH.
9. LEVELS AND EARTHWORK DESIGNS TO BE UNDERTAKEN AT DETAILED DESIGN.
10. TEMPORARY FENCES AND GATES ARE INDICATIVELY SHOWN. THEY ARE SUBJECT TO THE PRINCIPAL CONTRACTOR'S DESIGN FOR THE TEMPORARY WORKS AND CONTROLLING THE CONSTRUCTION SITES.
11. THIS SKETCH INDICATIVELY SHOWS A POTENTIAL LAYOUT FOR THE HAUL ROAD CROSSING FOR ILLUSTRATIVE PURPOSES. IT IS BASED ON THE 17 HAUL ROAD CROSSINGS LISTED IN THE FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN VERSION P05 DATED APRIL 2025 DOCUMENT REFERENCE: 710166-ARU-EGN-XX-RP-L-00039.
12. THE SKETCH IS BASED ON THE 17 LOCATIONS BEING RURAL UNCLASSIFIED SINGLE CARRIAGEWAY TWO WAY ROADS.
13. THE PURPOSE OF THE FEASIBILITY SKETCH IS TO HELP WITH CO-ORDINATING THE FEASIBILITY ASSESSMENTS OF THE HAUL ROAD CROSSINGS. THIS IS NOT AN OUTLINE DESIGN OR DETAILED DESIGN.
14. THE SKETCH IS BASED ON OS INFORMATION.
15. FURTHER SURVEYS MAY BE REQUIRED INCLUDING (BUT NOT LIMITED TO) TOPOGRAPHICAL, STATUTORY UNDERTAKER, ECOLOGY, ENVIRONMENTAL, GEOTECHNICAL, ARCHAEOLOGY ETC.
16. THIS SKETCH SHOWS A TYPICAL ARRANGEMENT WHICH HAS VARIABILITY BUILT IN SO EACH LOCATION CAN BE DESIGNED AND AGREED DIRECT BY THE CONTRACTOR WITH HCC HIGHWAYS.

CURRENT VERSION INFORMATION

FOR INFORMATION.

DATE	ORIG	CHKD	REVD	APPR	REV	STS	REASON FOR ISSUE
09.12.2025	RC	JA	AS	JA	P02	S2	SUITABLE FOR INFORMATION
25.09.2025	RC	JA	JA	JA	P01	S2	SUITABLE FOR INFORMATION

WATER for LIFE from Southern Water

Stantec

Southern House
Yeoman Road
Worthing
West Sussex
BN13 3NX
telephone (01903) 264444
fax (01903) 691435

PROJECT TITLE

HAMPSHIRE WATER TRANSFER AND WATER RECYCLING PROJECT

DRAWING TITLE

HAUL ROAD CROSSING STANDARD DETAIL

SITE UNIT MNEMONIC	SITE UNIT NO.	MASTER SIZE
		A1
PRN	SCALE	STATUS
710166	AS SHOWN	S2
S.W. DRAWING NO.		REVISION
710166-STA-GEN-XX-DE-CH-00001		P02

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