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1 Introduction

The purpose of this technical note is to address transport related planning consultation comments from the Local Highways Authority, both in specific locations and more generally over the full scheme. This technical note contains a full scheme overview, followed by sections with specific details on each work area. These sections cover the following areas:

- Programme of works
- Access arrangements
- Vehicle timings
- Vehicle type and numbers
- Interface with Public Right of Ways (PRoWs) and Footpaths
- Road and Lane closures
- Parking suspensions
- Consents and licences
- Trees
- Reinstatement
- Welfare/CWTP

2 Abbreviations

CTMP	=	Construction Traffic Management Plan
CWTP	=	Construction Workers Travel Plan
HGV	=	Heavy Goods Vehicle
LHA	=	Local Highways Authority
PRoW	=	Public Right of Way
TTRO	=	Temporary Traffic Regulation Order
T&T	=	Tractor and Trailer

3 Referenced Documents

ES Vol 2 - Revised Chapter 13 Traffic and Transport

4 Work Area Summary

4.1 Work Area Locations

This document covers 11 separate work areas across the scheme:

- Shaft W1 and Bedhampton Pumping Station works (*off Meyrick Road*)
- Shaft W2, Shaft W3 and P2 open cut works (*off Hooks Farm Way*)
- Shaft W4 (*off Stockheath Lane*)
- Emergency Discharge (ED) Shaft and associated works (*off Purbrook Way*)
- Shaft W5 (*off Purbrook Way and Riders Lane*)
- Shaft W6 (*off Dunsbury Way*)
- Shaft W7 (*off High Lawn Way*)
- Shaft W8 and P9 open cut works (*off Middle Park Way*)
- Purbrook Way Culvert (*adjacent to Shaft W5*)
- Dunsbury Way Culvert (*adjacent to Shaft W6*)
- Middle Park Way Culvert (*adjacent to Shaft W8*)

Figure 4-1 and Figure 4-2 below show the location of each of these work areas across the scheme, and the road network used for Heavy Goods Vehicles (HGVs) to access them, with the vehicle and tractor trailer route in each figure respectively.

Figure 4-3 and Figure 4-4 below detail the construction routes for construction traffic, split into nine distinct route elements, from each worksite to the A3(M) or the A27 and/or the Construction Support Compound at the reservoir. Each work area access route consists of a combination of these elements, detailed in the area-specific sections below.

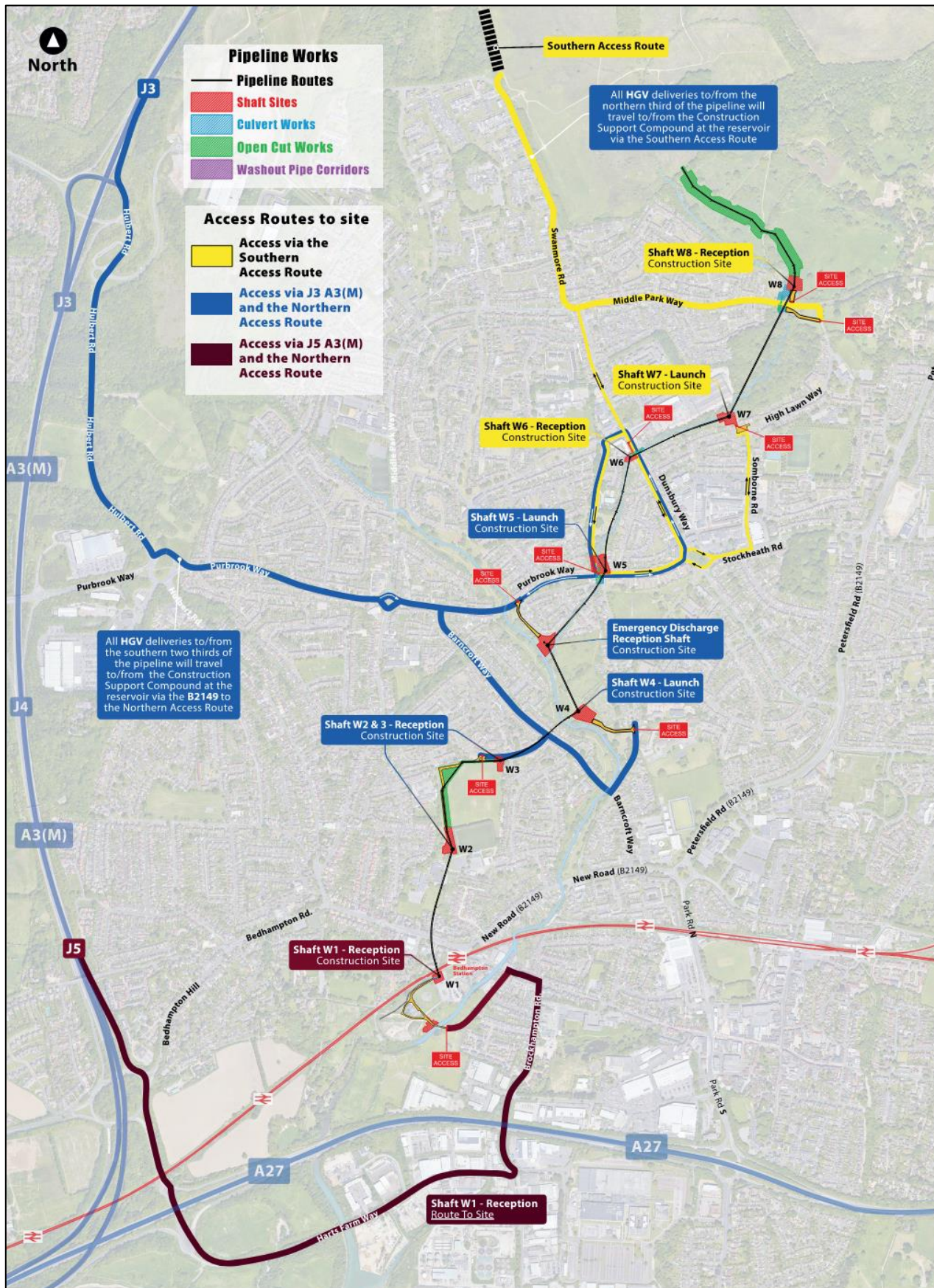


Figure 4-1 – Work Area Vehicle Routing Plan

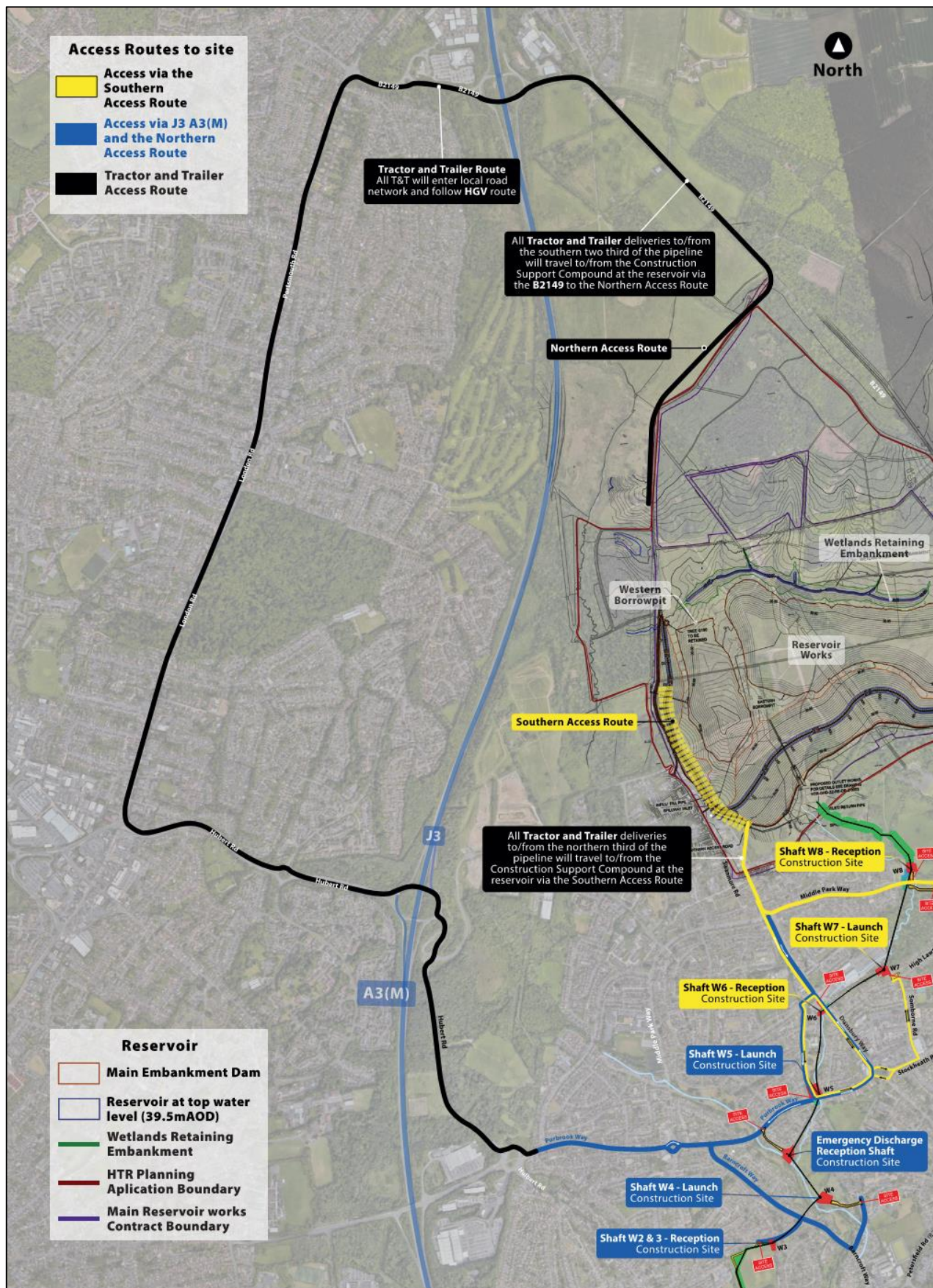


Figure 4-2 – Tractor Trailer Route

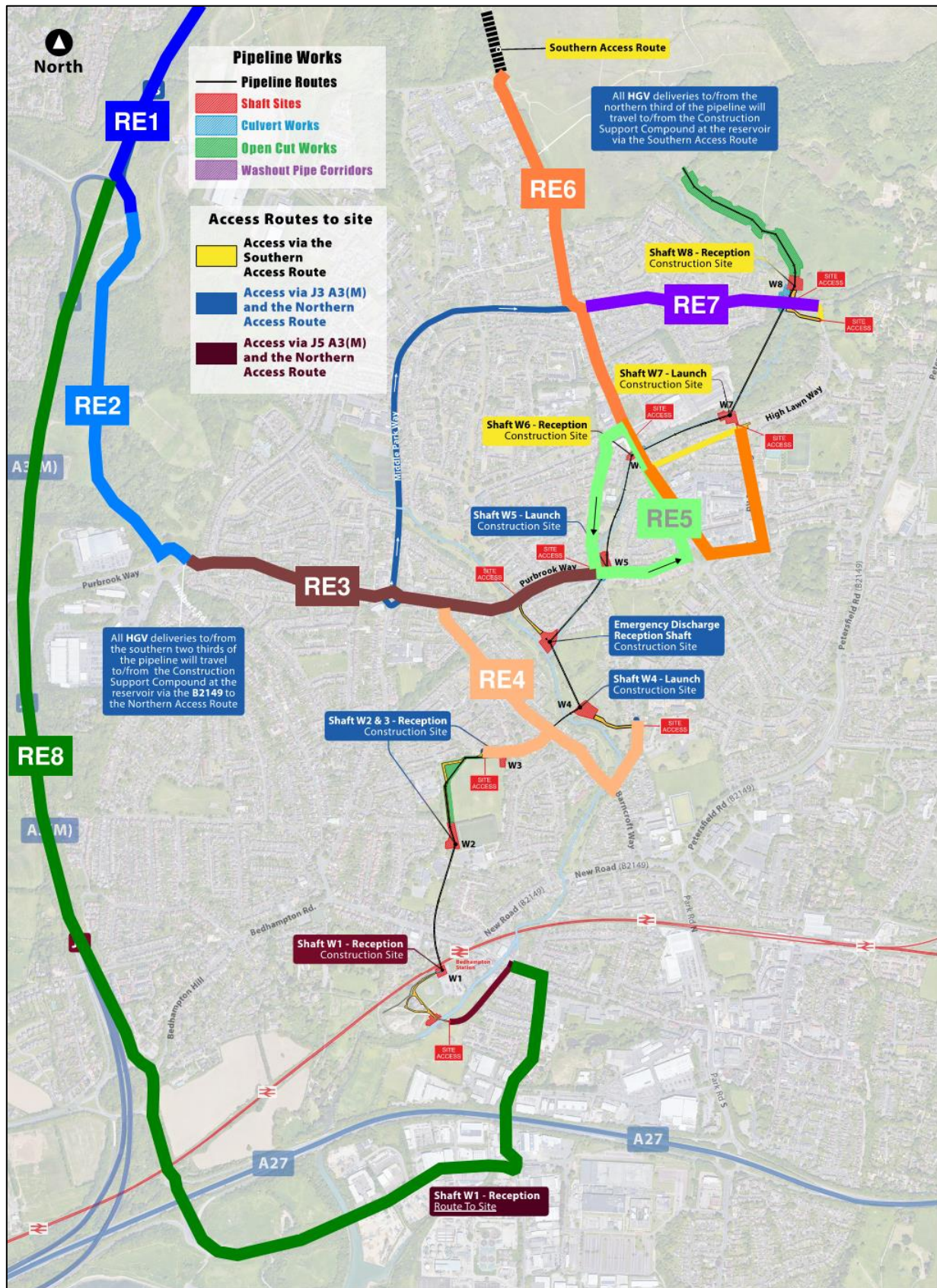


Figure 4-3 – Construction Route Elements

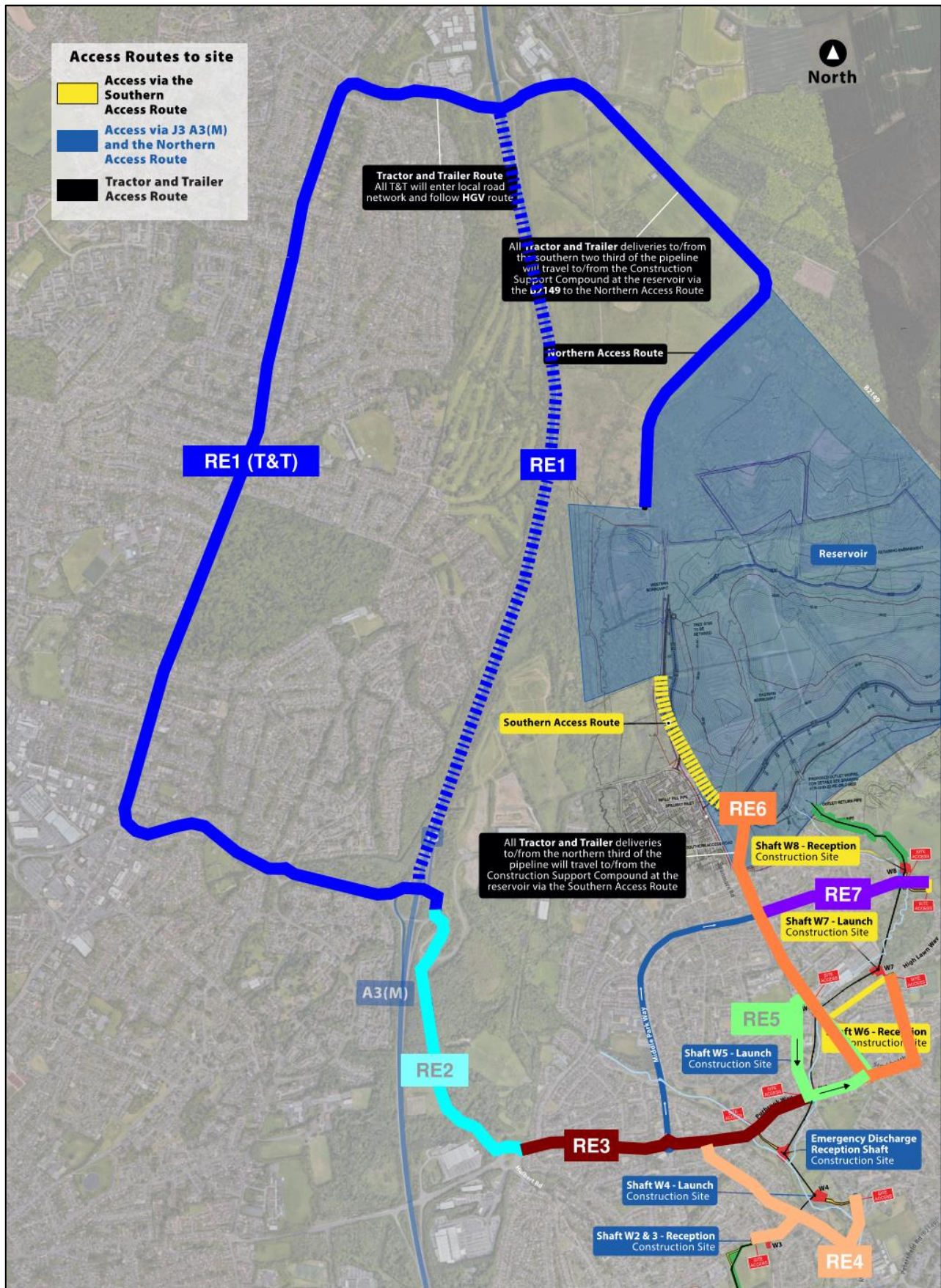


Figure 4-4 – Construction Route Elements – Tractor Trailer

4.2 Access Arrangements

Construction traffic from the Construction Support Compound at the reservoir will travel via both the Northern Access Route and Southern Access Route. All construction traffic, including off-site traffic will use the local road network as depicted in Figure 4-1 and Figure 4-2. The exact construction traffic route will vary depending on the work area and will be expanded on in the subsequent sections of this document.

Prior to arriving on site, all deliveries will be pre-booked onto a management system by Ward and Burke. Upon booking, the delivery company will be provided with an allocated delivery time/date in line with the delivery restrictions for that particular work area (timings, movement limits, etc.) along with delivery instruction on the measures to be implemented to provide a safe and undistruptive arrival. The delivery instructions will include information relating to timings, routes to and from site and any health and safety considerations that must be adhered to by all drivers.

4.2.1 Northern Access Route

Construction traffic for the southern two thirds of the pipeline, travelling from the Construction Support Compound at the reservoir will travel via the Northern Access Route and B2149 to Junction 2 of the A3(M). Traffic will travel south on the A3(M) to either Junction 5 or 3, depending on the site, where vehicles will enter the local road network. Any tractor and trailers (T&Ts) will cross the A3(M) at Junction 2, head south on the A3 and re-cross the A3(M) at Junction 3 and join the local road network.

The same routes will be used in reverse when travelling to the Construction Support Compound at the reservoir. The following worksites will utilise the Northern Access Route using routes RE1 – RE5 and RE1 (T&T).

- Shaft W1 and Bedhampton Pumping Station works (*off Meyrick Road*)
- Shaft W2, Shaft W3 and P2 open cut works (*off Hooks Farm Way*)
- Shaft W4 (*off Stockheath Lane*)
- Emergency Discharge (ED) Shaft and associated works (*off Purbrook Way*)
- Shaft W5 (*off Purbrook Way and Riders Lane*)

4.2.2 Southern Access Route

Construction traffic for the northern third of the pipeline, travelling from the Construction Support Compound at the reservoir will travel via the Southern Access Route and Swanmore Road, where vehicles will enter the local road network. Any T&Ts will follow this route. The same routes will be used in reverse when travelling to the Construction Support Compound at the reservoir. The following worksites will utilise the Southern Access Route using routes RE6 – RE7.

- Shaft W6 (*off Dunsbury Way*)
- Shaft W7 (*off High Lawn Way*)
- Shaft W8 and P9 open cut works (*off Middle Park Way*)
- Purbrook Way Culvert (*adjacent to Shaft W5*)

- Dunsbury Way Culvert (*adjacent to Shaft W6*)
- Middle Park Way Culvert (*adjacent to Shaft W8*)

4.2.3 Off-Site Construction Traffic

All off site deliveries that require temporary storage at the Construction Support Compound will access via the Northern Access Route via Junction 2 of the A3(M) and the B2149. All local off-site deliveries that require direct access to the worksite (e.g. concrete, muck away, etc.) will enter the local road network via Junction 2 or 3 of the A3(M). Where deliveries from nationwide suppliers that require direct access to site are scheduled to arrive outside the pre-booked delivery, the reservoir will be used as a temporary holding area until the allocated timeslot.

4.2.4 Access Gates & Haul Roads

Specific delivery instructions for each work area will be sent to all construction traffic before arrival, specifying the location of the site, route to be taken, and information specific to each area. Access gates will be manned as required to efficiently manage the movement of vehicles.

All temporary haul roads providing access to work areas from the public highway will be a compacted Type 1 surface, tarmacked for the first 20m leading from the public highway to prevent mud and spoil on the highway, unless stated otherwise in the specific work area sections below.

4.3 Vehicle Timings

HGV deliveries will be restricted to avoid network peak periods of 0800-0900hrs and 1700-1800hrs Monday to Friday and 1200-1300hrs on Saturdays. Additional restriction may apply to individual work areas as noted in the relevant sections below. In the event of a change in vehicle timings, due to unforeseen circumstances, Ward and Burke will liaise with the Local Highways Authority to plan the works.

All construction traffic will prebook an allocated delivery slot to prevent congestion and promote safety. Delivery slots will not be available for a 1-hour window centred around the school pick-up and drop-off windows at work areas in close proximity to schools. School drop off and pick up times are displayed in Table 4-3.

4.4 Vehicle Type and Numbers

Vehicle movements to and from work areas will be made up of the vehicle types listed in Table 4-1 below. Where journeys are labelled as “two-way”, this includes the journey both to and from the specific work area.

Table 4-1 – Vehicle Types Accessing the Work Area/s

Vehicle Type	Usage
Small Van / Car	Commuting
Vans (<7.5t)	Materials delivery
Curtain side rigid lorry	Materials delivery
Tanker	Fuel, water, waste disposal
Tipper	Aggregate delivery, spoil removal
Rigid HGV	Materials & Plant delivery
Articulated HGV	Materials & Plant delivery
Mobile Crane	Site specific works
Tractor / Trailer	Materials delivery

Table 4-2 below summarises the HGV trip generation outputs. The trip generation is founded upon the construction programme with the number of HGV movements required for each activity allocated accordingly. This ensures any overlap in HGV movements between work sections is captured. The average number of two-way HGV movements is calculated as the average number of movements on each route over the full duration of the project. The 85th percentile is similarly calculated. The average number of two-way HGV movements for each work area, outlined in the subsequent sections, is calculated as the average number of movements on each route over the duration of works at that works area. The 85th percentile is similarly calculated.

The average number of trips for all routes is below 30 with the 85th percentile number of trips below 30 for routes RE4 – RE8 and RE1 (T&T). In order to maintain all numbers within 30 movements the construction programme would need to almost double in duration.

HGV movements will be limited to the numbers stated in the table below plus a buffer factor of 10%.

Table 4-2 – HGV Two-Way Movement Numbers

Route	Average HGV + T&T trips	85th percentile	Max HGV & T+T trips	Duration of Peak (days)
R1 (HGV) two-way	18	42	82	2
R2 two-way	18	48	88	1
R3 two-way	18	48	88	1
R4 two-way	10	26	78	4
R5 two-way	6	14	34	6
R6 two-way	10	24	56	1
R7 two-way	4	8	46	1
R8 two-way	2	4	20	2
R1 (T&T) two-way	4	10	18	2

4.5 Parking Suspensions

Parking suspensions are required throughout the scheme to ensure safe vehicle access and egress to sites, with further details given below. Parking suspensions will be carried out using a Temporary Traffic Regulation Order (TTRO) and will only be applied during working hours. Should any disabled bays require relocation the residents in question will be consulted in advance.

Parking surveys have been conducted to assess the impact of suspensions and ensure parking is available within 200m of the suspension for displaced vehicles. Parking surveys were also conducted around schools along the scheme during drop-off and pick-up times to ensure arrangements remain safe and appropriate (see Table 4-3).

Table 4-3 School drop off and pick up times

School	Associated Work Area	School drop-off (AM)	School pick-up (PM)
Bidbury Infant and Junior	Work Area W2	8:40	3:10
St Thomas More's Catholic	Work Area W2, W3 and P2	8:45	3:15
Trosnant Federated Schools	Work Area W4	8:30	3:15
Front Lawn Primary Academy	Middle Park Way Culvert	8:25	3:05

A parking space was considered as 6m of continuous available parking space, with no yellow lines or dropped kerbs.

Parking surveys were conducted at 3 intervals during weekdays (Monday-Thursday), in accordance with the Lambeth method.

The displaced number of vehicles is given by first subtracting the number of suspensions from the number of available spaces on that street. If the peak use *exceeds* the new number of available spaces, the excess is the number of vehicles displaced. If the peak use falls *below* the new number of available spaces, no vehicles are seen to be displaced. See Appendix C for parking survey results, with details of dates and times of surveys. See **Error! Reference source not found.** for Closure Schedule.

4.6 Footpath Diversions

Footpath diversions are required at a number of locations to facilitate work areas and accesses, with all proposed diversion routes detailed in the relevant work area sections. Footpath diversions are to be constructed so as to avoid dead ends, with notifications at both the start and finish of diversions.

The vast majority of diversions are temporary; however, some diversions/closures are permanent. These permanent diversions will follow the appropriate approvals process (e.g. S257).

4.7 Consents and Licenses

Table 4-4 Work area consents and licenses summary

Consent / License	W1	W2, W3, P2	W4	ED	W5	W6	W7	W8, P9	PWC	DWC	MPWC
Parking suspension	✓	✓	✓	✓	✓		✓		✓		✓
PRoW closure/diversion	✓	✓			✓	✓	✓		✓	✓	
Footpath closure/diversion		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lane closure						✓			✓	✓	✓
Road closure					✓		✓		✓	✓	✓
Temp. site entrance (S278)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Storage on highway (S171)					✓	✓	✓		✓	✓	
Bus stop relocation					✓				✓		
Public Path Order (S257)	✓										
S50 (Under SU Rights)					✓	✓			✓	✓	✓

4.8 Reinstatement

All work areas will be reinstated to the original condition, including but not limited to work areas, temporary haul roads, kerbs and existing footways. Further details are given below and in Appendix D, where reinstatement drawings can be found.

Building and road condition surveys will be undertaken on nearby and affected structures and roads before, during and after construction works. Any attributable damage will be rectified, with works/remedial action agreed with HCC following inspection.

4.9 Construction Worker Travel Arrangements

Given the duration of the works at each of the static work sites, welfare facilities will be provided at each worksite compound. This avoids additional unnecessary staff movements at break/lunchtime periods. There is also a legal

obligation for the Client and Principal Contractor to provide adequate welfare as close as possible to the construction site which needs to consider factors such as the duration the work at a given location will take. During peak construction, there will be 65 members of staff across the site at any one time.

Workers will travel to worksite compounds between 0630 – 0800hrs in the morning, and will leave sites between 1800 – 1930hrs in the evening, avoiding peak travel times on the road network.

Specific measures relevant to this development to limit car movements will also include:

- Utilising the reservoir site as a hub for car sharing to work sites where car sharing is not practical from the starting point of the commuting journey.
- Provide suitable welfare facilities at each worksite location removing the need for numerous trips during the working day.
- Encourage and incentivise active travel and the use of public transport.

Each works area section below will detail the following key figures at each site:

- Typical number of workers
- Number of parking spaces within the work area
- Welfare arrangement
 - Primary (Office, Canteen, Drying Room, Toilets)
 - Workers will remain in their works area for the duration of their working shift.
 - Secondary (Canteen, Toilets)
 - Workers will travel (by foot) from/to the nearest primary welfare to their works area at the start and end of each working shift, otherwise remaining in their works area.

5 Work Area W1

5.1 Programme of Works

Table 5-1 – Programme of Works at Works Area W1

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

5.2 Access Arrangements

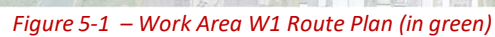
Table 5-2 – Access Summary

Works Area:	Shaft W1 - Bedhampton Pumping Station
Adjacent Road/s:	Meyrick Road
Access Via:	Meyrick Road
Entrance what3words:	///shirt.game.stars

Table 5-3 – Area W1 Travel Route

Travel Route: RE1, RE8 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J5 Southbound	↓
A27 and Harts Farm Way to Local Road Network	↓
Brockhampton Road, West Street, Meyrick Road	↓

- No modifications to the existing public highway are required for vehicle access. Vehicles are to use existing concrete/tarmac site roads at Bedhampton Pumping Station when entering from Meyrick Road.
- All vehicle traffic will enter the site via Meyrick Road, as depicted in the swept path example given in Figure 5-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor can be found in Appendix A.
- The site compound drawing can be found in Appendix B.
- A minor over-run of the low-level kerb by articulated vehicles when entering Meyrick Road will be managed by temporarily closing the southern footpath along West Street.



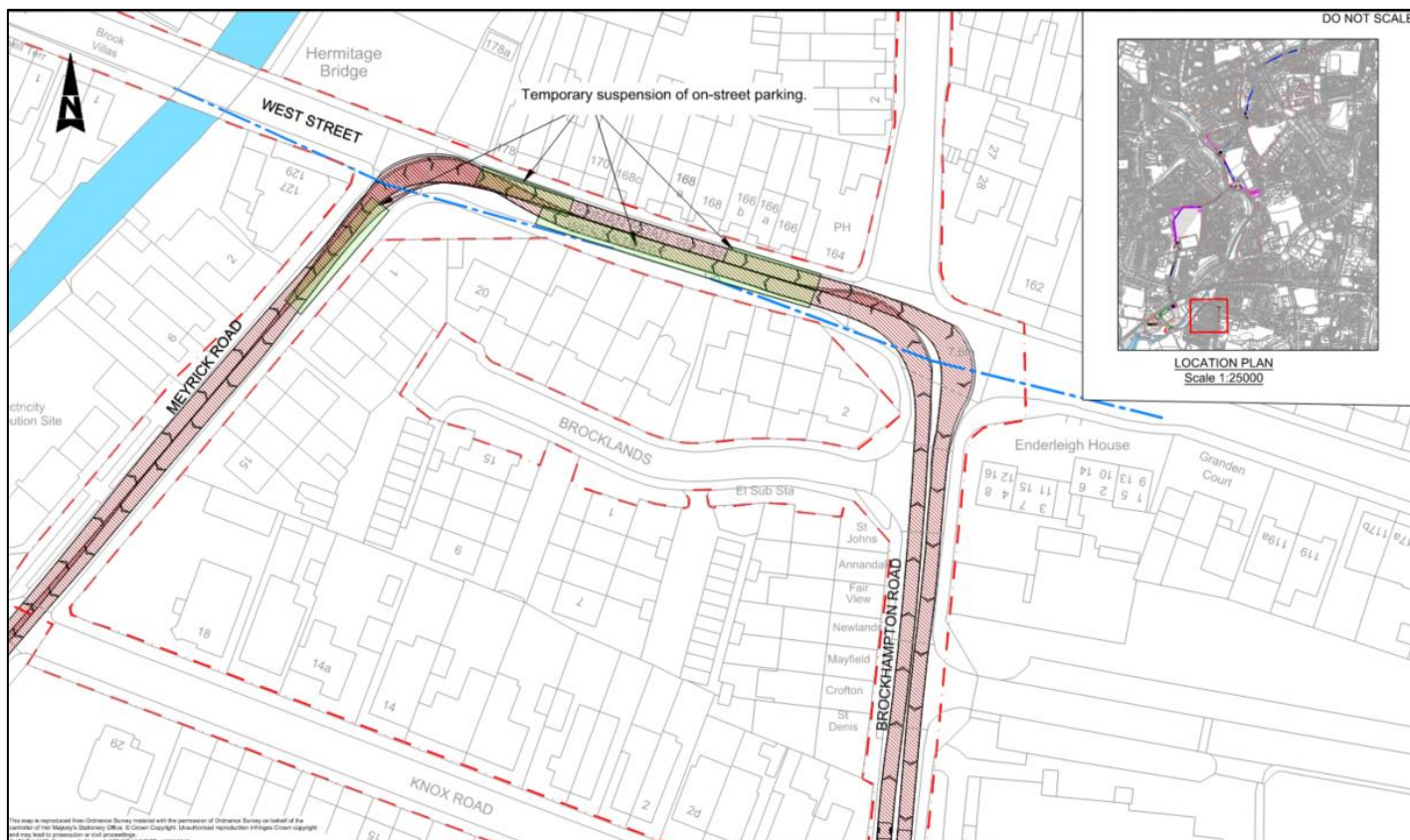


Figure 5-2– Swept Path Analysis for 16.5m Articulated Lorries

5.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

5.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 5-4 below plus a buffer factor of 10%.

Table 5-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV + T&T trips (two-way)	85 th Percentile HGV + T&T trips (two-way)	Maximum HGV + T&T trips (two-way)	Duration of Peak (no. of days)
RE1	2	6	20	2
RE8	2	6	20	2

5.5 Construction Worker Travel Arrangements

Table 5-5 – Construction worker summary

Number of Workers:	30
Number of Parking Spaces:	20
Welfare type:	Primary
Nearest Primary Welfare:	-

5.6 Interface with Existing PRow and Footpaths

Table 5-6 - PRow and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Meyrick Road	PRow: Closure and Diversion	March 2025	Permanent	Figure 5-3



Figure 5-3 – Meyrick Road PRow Closure and Diversion

5.7 Road and Lane Closures

Not applicable to this work area.

5.8 Parking Suspensions

Table 5-7 – Parking suspensions, durations, and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Avg. spaces for cars displaced (Nr.)
Meyrick Rd	3	11 8	10	2	Apr 2025 - Jul 2026	15	Ranelagh Rd Knox Rd	20
West St (E)	7	12 5	11	6	Apr 2025 - Jul 2026	15	Brockhampton Rd West St (W)	
Total	10	23 13	21	8				

Table 5-8 – Alternative parking locations, capacity and distance from suspension

Alternative Parking	Avg. spaces for cars displaced (Nr.)	Distance from suspension (m)
Ranelagh Rd	3	170
Knox Rd	8	84
Brockhampton Rd	8	35
West St (W)	1	45



Figure 5-4 – Parking suspensions at Meyrick Road and West Street

5.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 5-9 – Required Consents and Licences

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	In place as of 11 th November 2024 for 12 months (or until Shaft W1 works are completed)
PRoW closure / diversion	TTRO Public Path Order (S257)	Permanent closure and diversion Type 4 reinstatement for proposed cycle route

5.10 Trees

There are no LHA trees affected by the works at this area.

5.11 Reinstatement

Pre- and post-construction road condition surveys are to be carried out as per the list below, with works/remedial action agreed with HCC following inspection:

- Brockhampton Road
- West Street (between Brockhampton Road and Meyrick Road)
- Meyrick Road (from West Street up to Bedhampton Yard Gate)

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0001-P06 in Appendix D.

6 Work Area W2, W3 & P2

6.1 Programme of Works

Table 6-1 – Programme of Works at Works Area W2, W3 and P3

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

6.2 Access Arrangements

Table 6-2 – Access Summary

Works Area:	Shaft W2, W3 & P2 – Havant Rugby Football Club
Adjacent Road/s:	Hooks Farm Way, Hooks Lane, Fraser Road
Access Via:	Hooks Farm Way
Entrance what3words:	///shaped.fried.dull

Table 6-3 – Area W2, W3 & P2 Travel Route

Travel Route: RE1, RE2, RE3, RE4 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J3 Southbound, Hulbert Road to Local Road Network	↓
Purbrook Way, Barncroft Way, Hooks Farm Way	↓

- Access to a new haul road is to be taken from the north-east corner of the playing fields from Hook's Farm Way, as depicted in Figure 6-2 below.
- Site access gates will be set back from Hooks Farm Way to allow HGV's to safely pull off the road fully and avoid any unnecessary congestion. The pull in area will be circa 7.5m wide to allow sufficient width for two HGV's to pass. This gate will be manned as required to efficiently manage the movement of vehicles.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

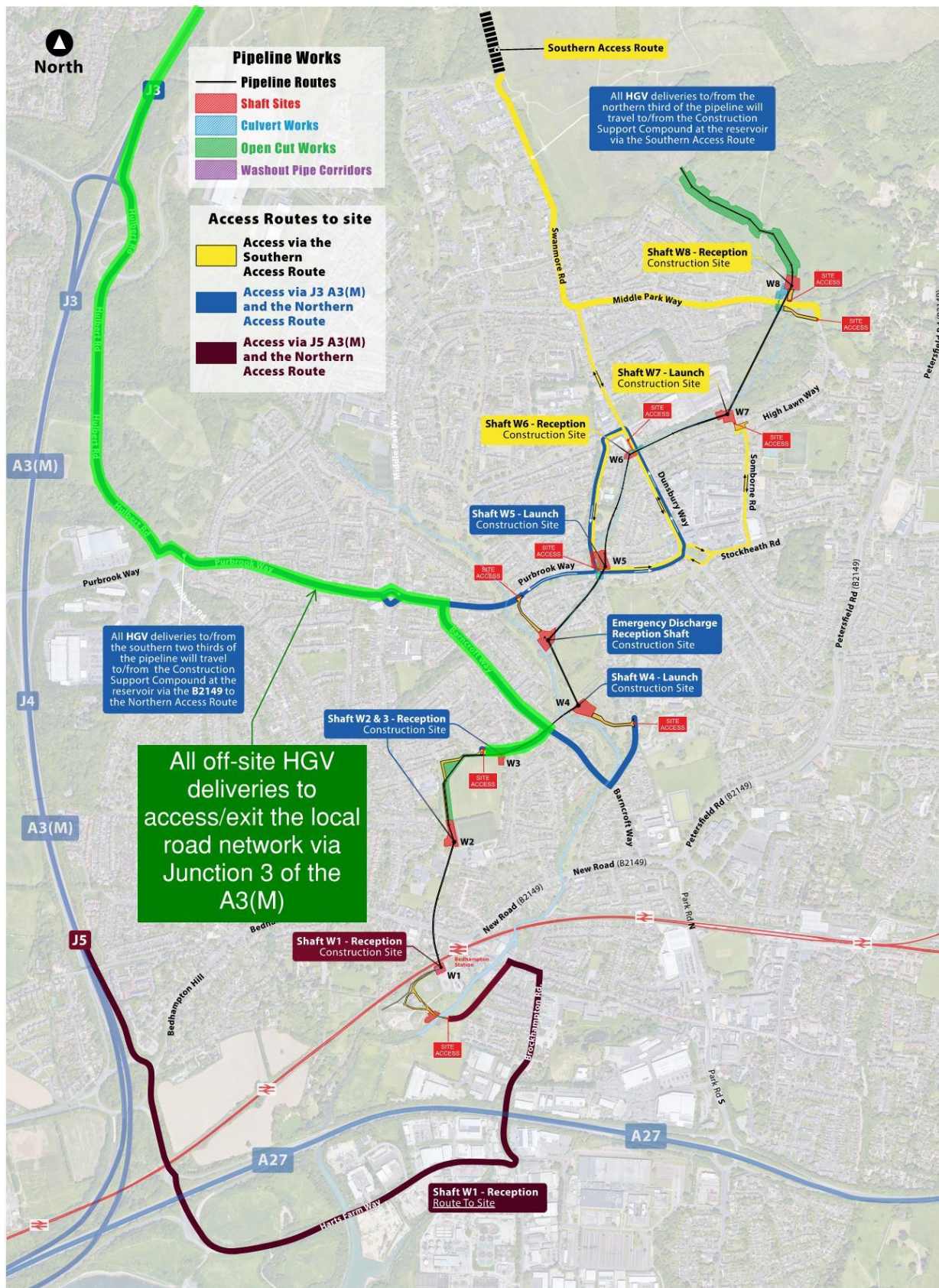


Figure 6-1 – Work Area W2, W3 & P2 Routing Plan (in green)



Figure 6-2– Swept Path Analysis for 16.5m Long Articulated Lorries

6.2.1 Access Arrangements Considered Alternatives

Fraser Road

Fraser Road was deemed unsuitable for construction traffic due to the road layout and impact on/proximity to Bidbury Junior and Pre-school, requiring the bulk of the sole road route leading to the school. Southern Water proposals to access via this route were also deemed unsuitable due to the impact on the school. Consultation with Havant Rugby Football Club also highlighted Fraser Road as an unsuitable route, impacting access to the main car park.

Ibsley Grove-Hooks Lane

Entrance to the north-west of the playing fields via Ibsley Grove and Hooks Lane was not deemed the most suitable/safe route for construction traffic due to the road layout and proximity to the entrance of St. Thomas More's Catholic Primary School (~60m from the proposed junction). Hooks Lane to the north of the rugby pitches is closed to through traffic, however an additional site access road could introduce complexity to this junction. Access to the north-east corner of the playing fields via Barncroft Way and Hook's Farm Way provides a more direct route and reduced interaction with vehicles and pedestrians accessing St Thomas More's school.

6.3 Vehicle Timings

Additional restrictions for HGV deliveries will be in place during the normal drop off and pick up times for St Thomas More's Catholic Primary School and Bidbury Junior and Pre-school (see Table 4-3 above). See Appendix C for school pick up and drop off parking surveys.

6.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 6-4 below, plus a buffer factor of 10%.

Table 6-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE1	10	22	40	0
RE2	12	26	50	22
RE3	12	26	50	22
RE4	12	26	50	22
RE1(T&T)	2	6	10	22

6.5 Construction Worker Travel Arrangements

Table 6-5 – Construction worker summary

Number of Workers:	30
Number of Parking Spaces:	12 (for both W2 & W3)
Welfare type:	Primary
Nearest Primary Welfare:	-

6.6 Interface with Existing PRow and Footpaths

Table 6-6 - PRow and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Hooks Farm Way	PRow: Closure and Diversion	Mar 2025 – Oct 2026	20 months	Figure 6-3
Hooks Farm Way	Footpath: Closure and Diversion	Mar 2025 – Oct 2026	20 months	Figure 6-4



Figure 6-3 – Hooks Farm Way PRow Closure and Diversion



Figure 6-4 – Hooks Farm Way Footpath Diversion

6.7 Road and Lane Closures

Not applicable to this work area.

6.8 Parking Suspensions

Table 6-7 – Parking suspensions durations and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Min. spaces for cars displaced (Nr.)
Hooks Farm Way (N)	24	30 6	2	0	Mar 2025 - Oct 2026	20	Hooks Farm Way (S)	16
Hooks Lane Parking Bay	5	5 0	5	5	Mar 2025 - Oct 2026	20		
Total	29	35 6	7	5				

Table 6-8 - Alternative parking locations, capacity and distance from suspension

Alternative Parking	Min. spaces for cars displaced (Nr.)	Distance from suspension (m)
Hooks Farm Way (S)	16	0



Figure 6-5 – Parking Suspensions at Hooks Farm Way

6.9 Consents and Licences

The following LHA consents / licences are required for this work area:

Table 6-9 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	In place as of 11 th November 2024 for 12 months (or until Shaft W1 works are completed)

PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture

6.10 Trees

There are no LHA trees affected by the works at this area.

6.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including access road, parking area, footpath, kerbs and knee rail fencing).

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0003-P07 in Appendix D.

7 Work Area W4

7.1 Programme of Works

Table 7-1 – Programme of Works at Works Area W4

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

7.2 Access Arrangements

Table 7-2 – Access Summary

Works Area:	Shaft W4 - Stockheath Meadow
Adjacent Roads:	Barncroft Way, Stockheath Lane
Access Via:	Stockheath Lane
Entrance what3words:	///twigs.mute.view

Table 7-3 – Area W4 Travel Route

Travel Route: RE1, RE2, RE3, RE4 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J3 Southbound, Hulbert Road to Local Road Network	↓
Purbrook Way, Barncroft Way, Stockheath Lane	↓

- The access gates will be set back circa 15m from Stockheath Lane to allow HGV's to pull off the road and avoid any unnecessary congestion. The pull in area will be circa 7.5m wide to allow sufficient width for two HGV's to pass. This gate will be manned as required to efficiently manage the movement of vehicles.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- All vehicle traffic will enter the site via Stockheath Lane, as depicted in Figure 7-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

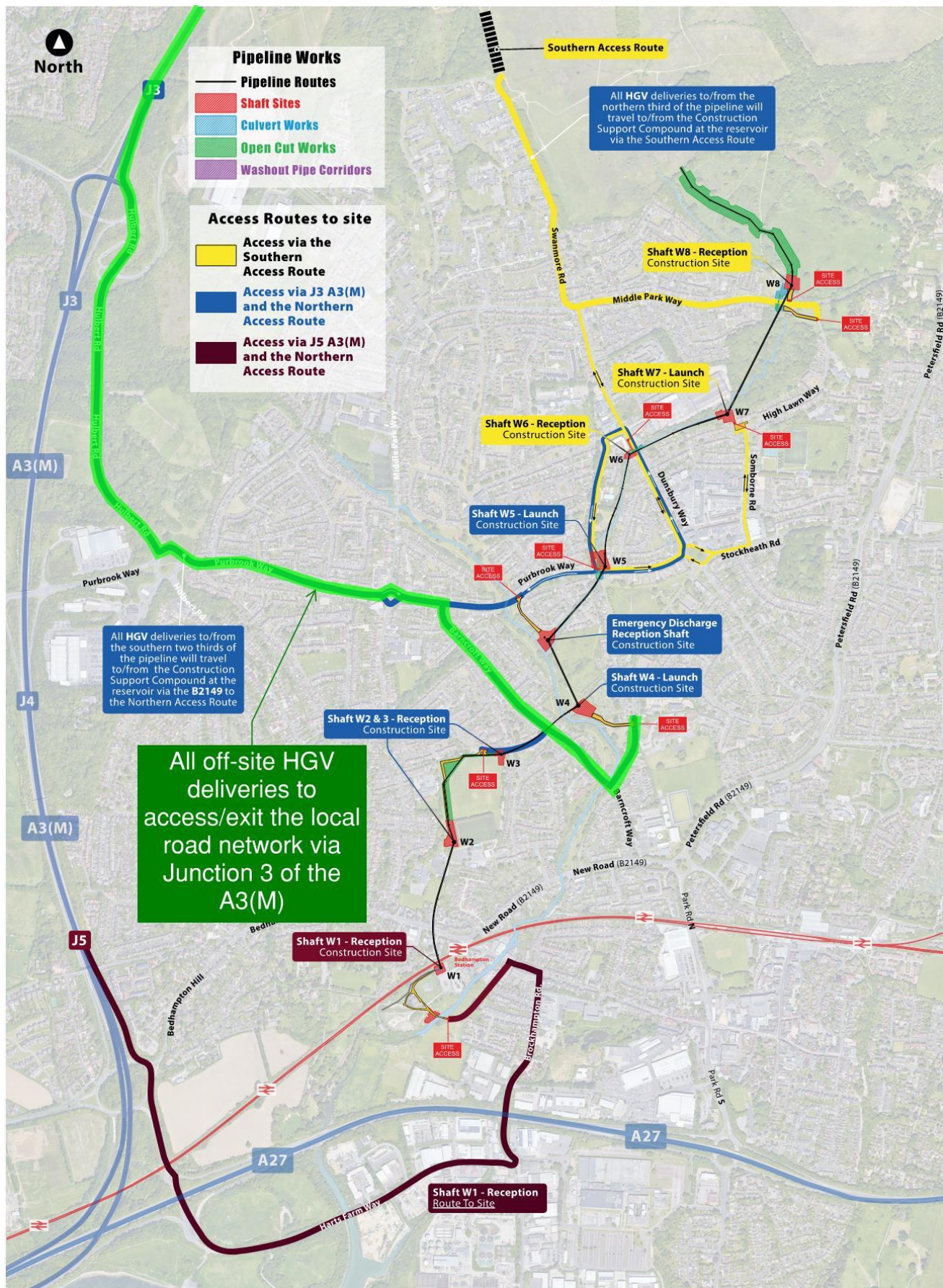


Figure 7-1 – Work Area W4 Routing Plan (in green)

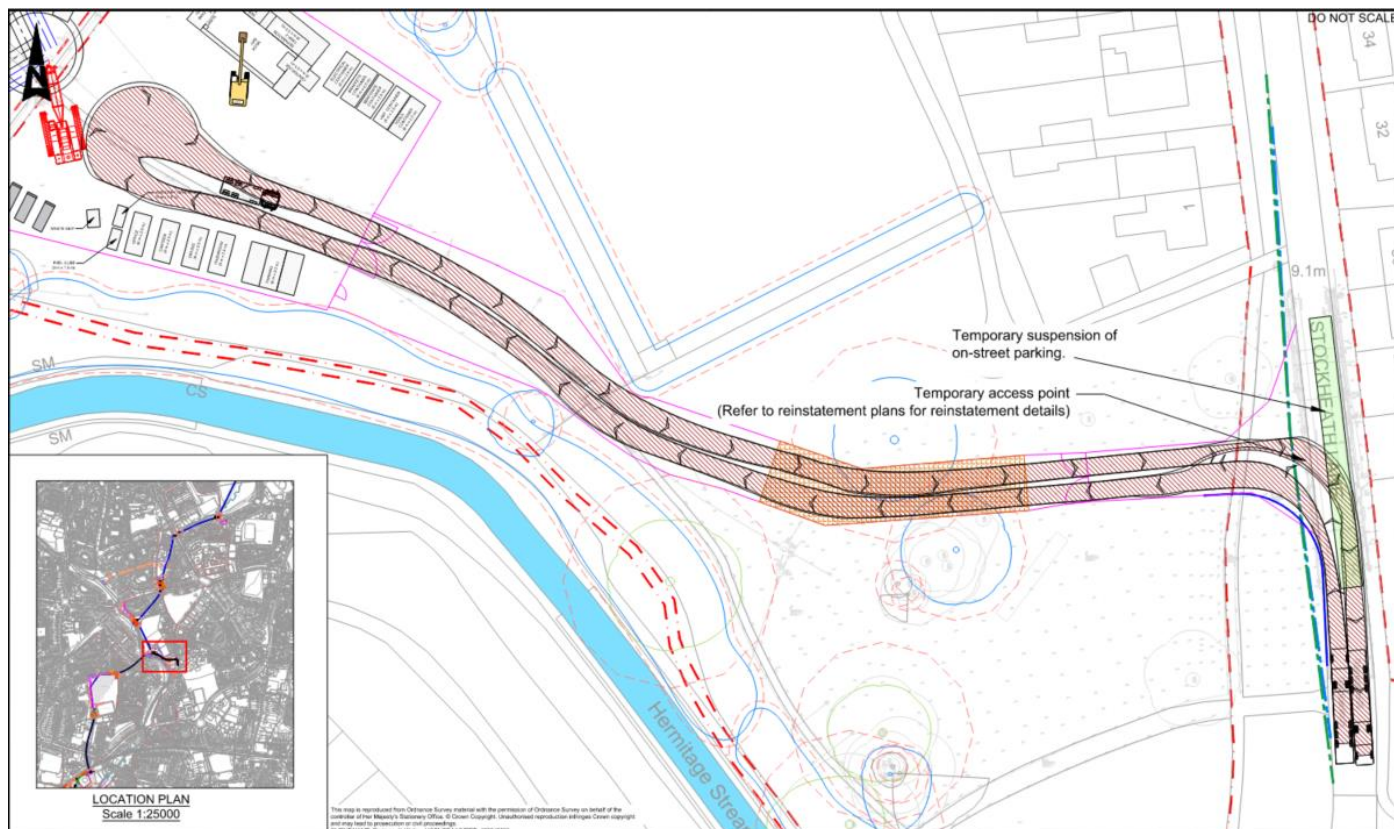


Figure 7-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

7.3 Vehicle Timings

Additional restrictions for HGV deliveries will be in place during the normal drop off and pick up times for Trosnant Federated Schools, see Table 4-3 above. See Appendix C for school pick up and drop off parking surveys.

7.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 7-4 below plus a buffer factor of 10%.

Table 7-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE1	8	12	36	1
RE2	10	18	42	1
RE3	10	18	42	1
RE4	10	18	42	1
RE1	2	6	6	153

7.5 Construction Worker Travel Arrangements

Table 7-5 – Construction worker summary

Number of Workers:	20
Number of Parking Spaces:	10
Welfare type:	Primary
Nearest Primary Welfare:	-

7.6 Interface with Existing PRow and Footpaths

Table 7-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Stockheath Meadow	Footpath: Closure and Diversion	May 2025 – Jan 2027	21 months	Figure 7-3
Stockheath Lane	Footpath: Closure and Diversion	May 2025 – Jan 2027	21 months	Figure 7-4

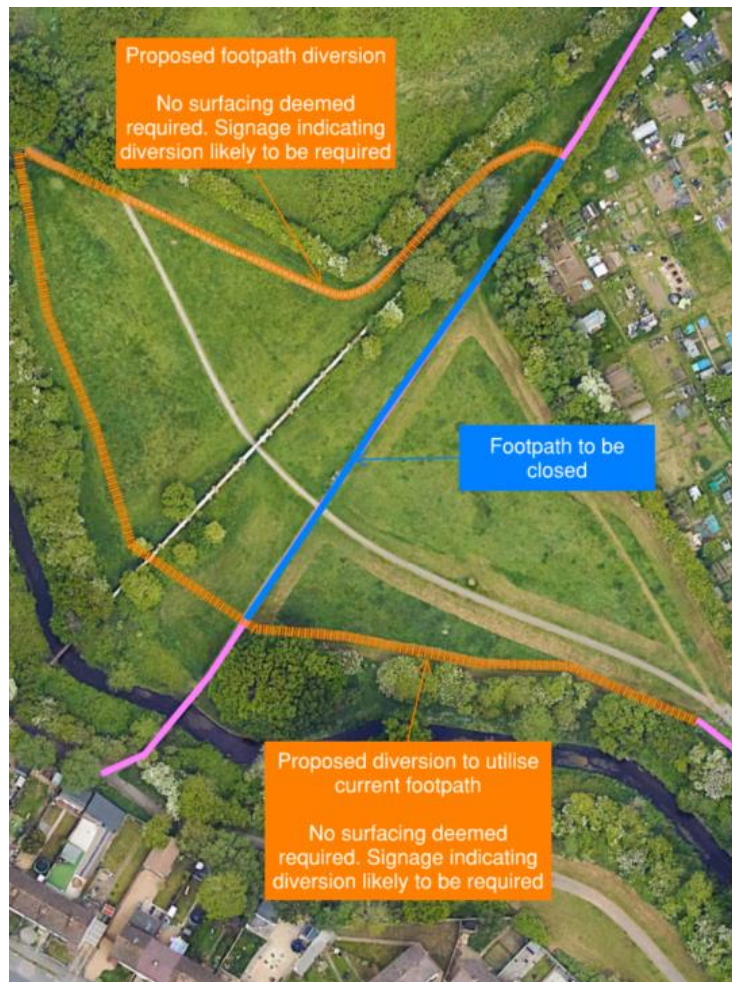


Figure 7-3 – Stockheath Meadow Footpath Closure and Diversion

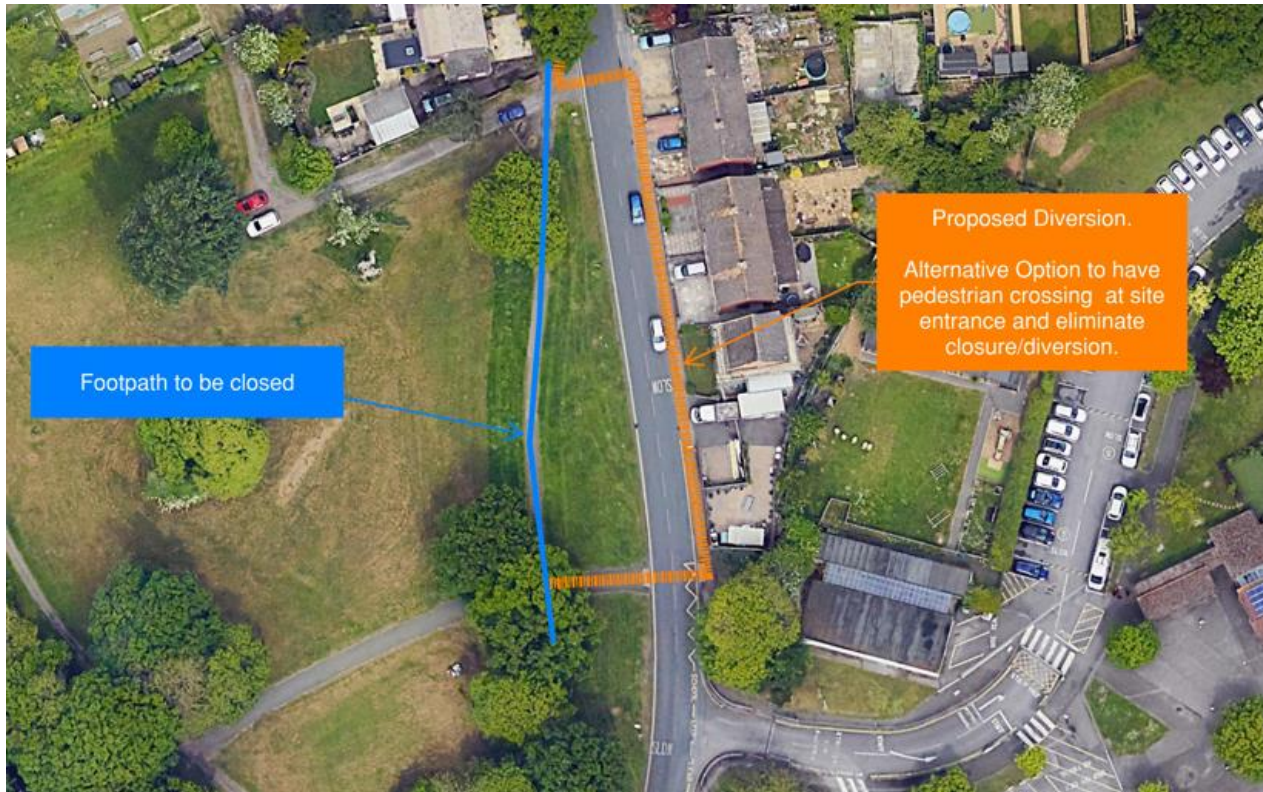


Figure 7-4 – Stockheath Lane footpath diversion

7.7 Road and Lane Closures

Not applicable to this work area.

7.8 Parking Suspensions

Table 7-7 – Parking suspensions durations and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Avg. spaces for cars displaced (Nr.)
Stockheath Ln	4	10 6	3	0	May 2025 - Jan 2027	21	Stockheath Ln (north of suspension)	6

Table 7-8 - Alternative parking locations, capacity and distance from suspension

Alternative Parking	Avg. spaces for cars displaced (Nr.)	Distance from suspension (m)
Stockheath Ln	6	0

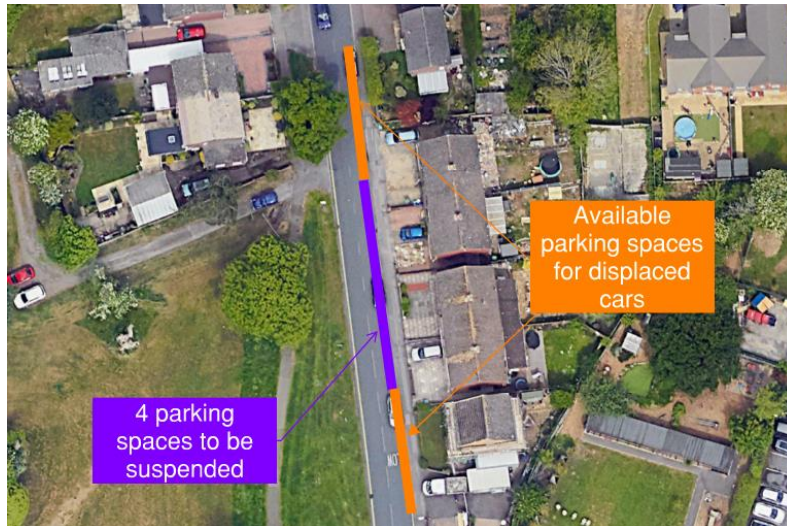


Figure 7-5 – Parking suspensions at Stockheath Lane

7.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 7-9 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	
Footpath closure/diversion	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture and dropped kerb for ped. crossing (if required)

7.10 Trees

There are no LHA trees affected by the works at this area.

7.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0004-P05 in Appendix D.

8 Works Area at the Emergency Discharge

8.1 Programme of Works

Table 8-1 – Programme of Works at the Emergency Discharge

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

8.2 Access Arrangements

Table 8-2 – Access summary

Works Area:	ED Shaft – Off Corhampton Crescent
Adjacent Roads:	Corhampton Crescent, Purbrook Way
Access Via:	Purbrook Way
Entrance what3words:	///remedy.splice.forget

Table 8-3 – ED Area travel route

Travel Route: RE1, RE2, RE3 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J3 Southbound, Hulbert Road to Local Road Network	↓
Purbrook Way , Adjacent to Corhampton Crescent	↓

- The access gates will be set back circa 20m from Purbrook Way to allow HGV's to pull off the road and avoid any unnecessary congestion. The pull in area will be circa 7.5m wide to allow sufficient width for two HGV's to pass. This gate will be manned as required to efficiently manage the movement of vehicles.
- 1Nr. lighting column will be required to be removed under a S278 to create the proposed access, with a temporary lighting arrangement to be agreed with the LHA.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- All vehicle traffic will enter the site via Purbrook Way, as depicted in Figure 8-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- Signage will be erected at the exit from the work area to make drivers aware of the presence of a zebra crossing on Purbrook Way near the site entrance.
- The site compound drawing can be found in Appendix B.

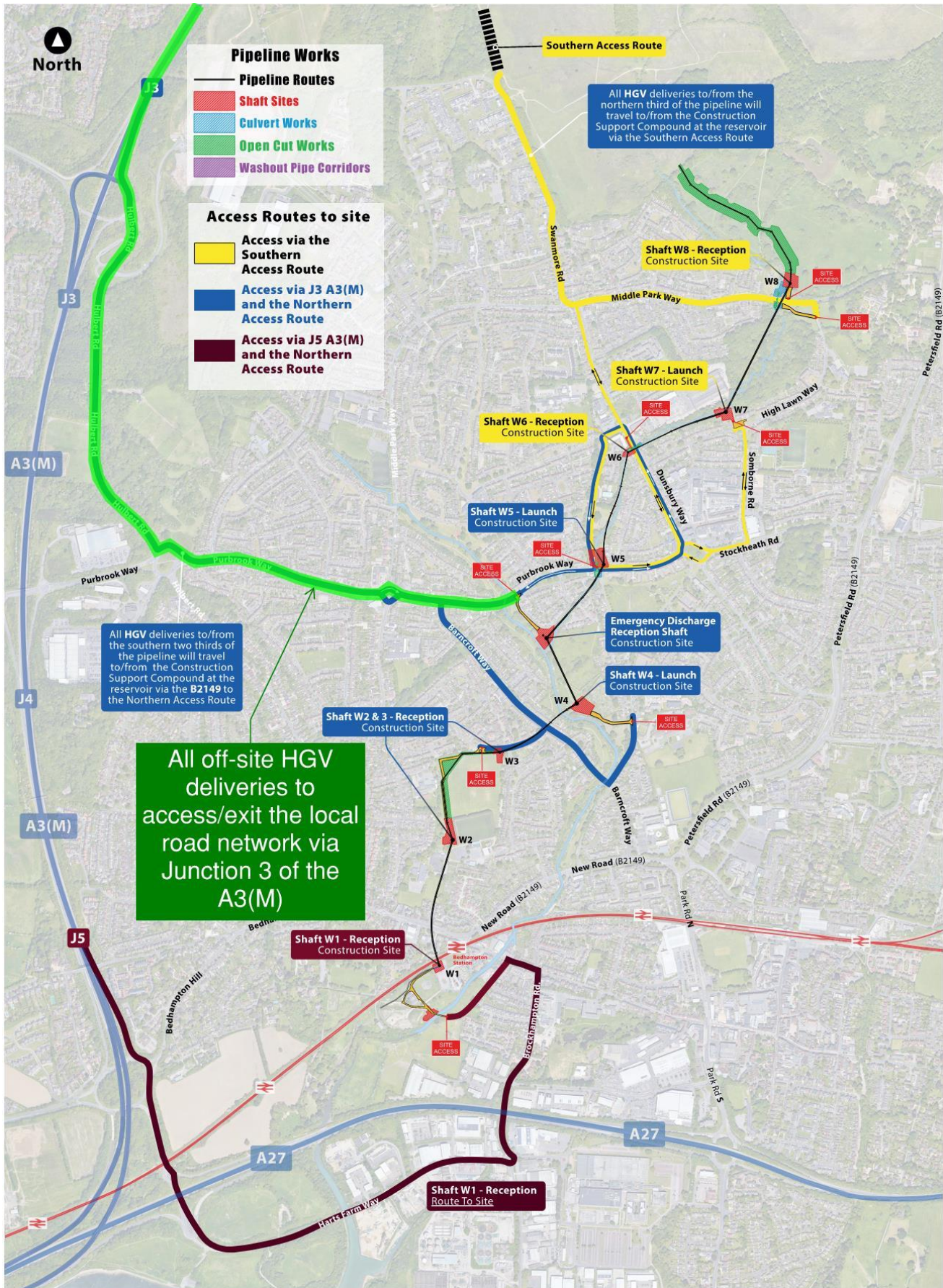


Figure 8-1 – ED Area Routing Plan (in green)

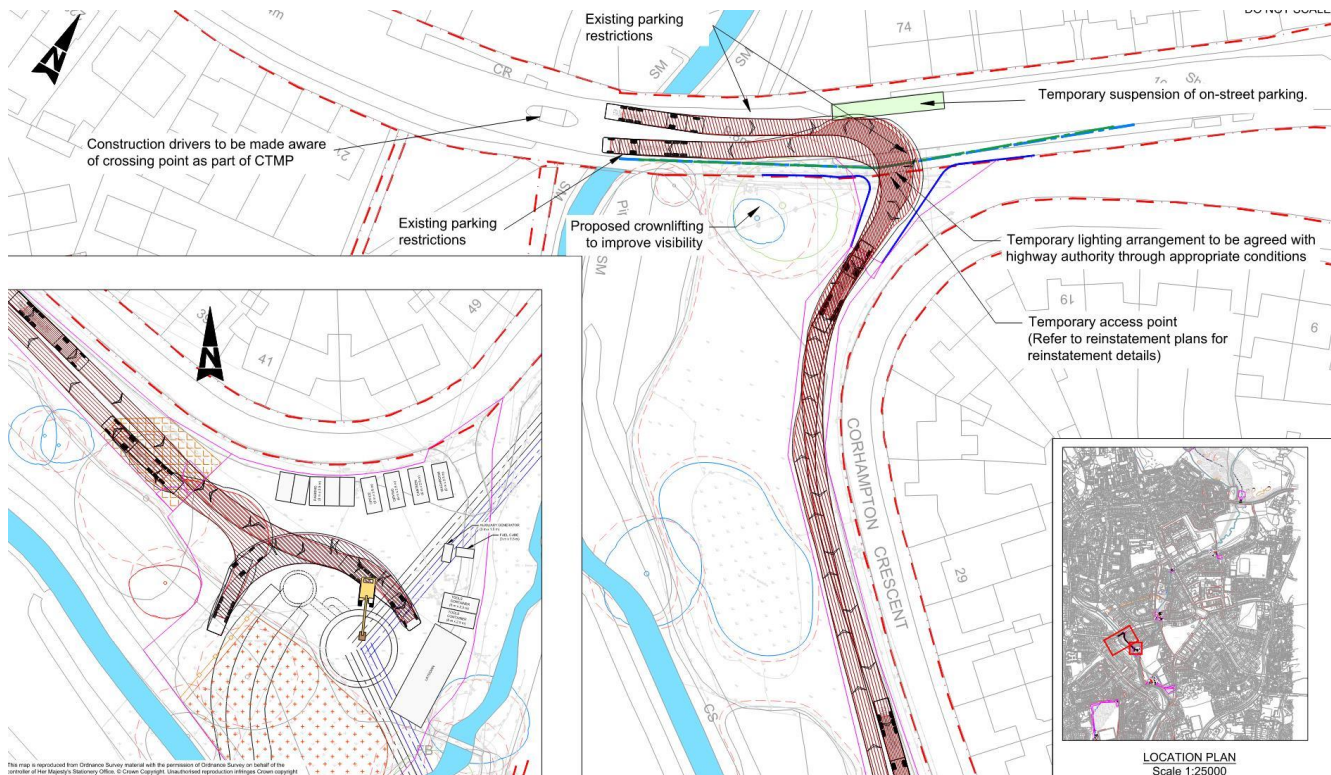


Figure 8-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

8.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

8.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 8-4 below plus a buffer factor of 10%.

Table 8-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE1	4	10	30	1
RE2	4	10	32	1
RE3	4	10	32	1
RE4	2	10	32	1
RE1	2	0	4	1

8.5 Construction Worker Travel Arrangements

Table 8-5 – Construction worker summary

Number of Workers:	10
Number of Parking Spaces:	5

Welfare type:	Secondary
Nearest Primary Welfare:	Work Area W4 (walk)

8.6 Interface with Existing PRow and Footpaths

The route of the existing Footpath and Cycleway is to be amended and the entrance onto Corhampton Crescent shifted north-east to facilitate construction of the ED shaft. The proposal is to combine the footpath and cycleway into a 3m shared route, following the eastern edge of the site compound hoarding.

Table 8-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Corhampton Crescent	Footpath and Cycleway: Diversion	Sep 2025 - Jul 2027	20 months	Figure 8-3
Purbrook Way	Footpath: Closure and Diversion	Sep 2025 - Jul 2027	20 months	Figure 8-4



Figure 8-3 – Corhampton Crescent Footpath/Cycleway diversion

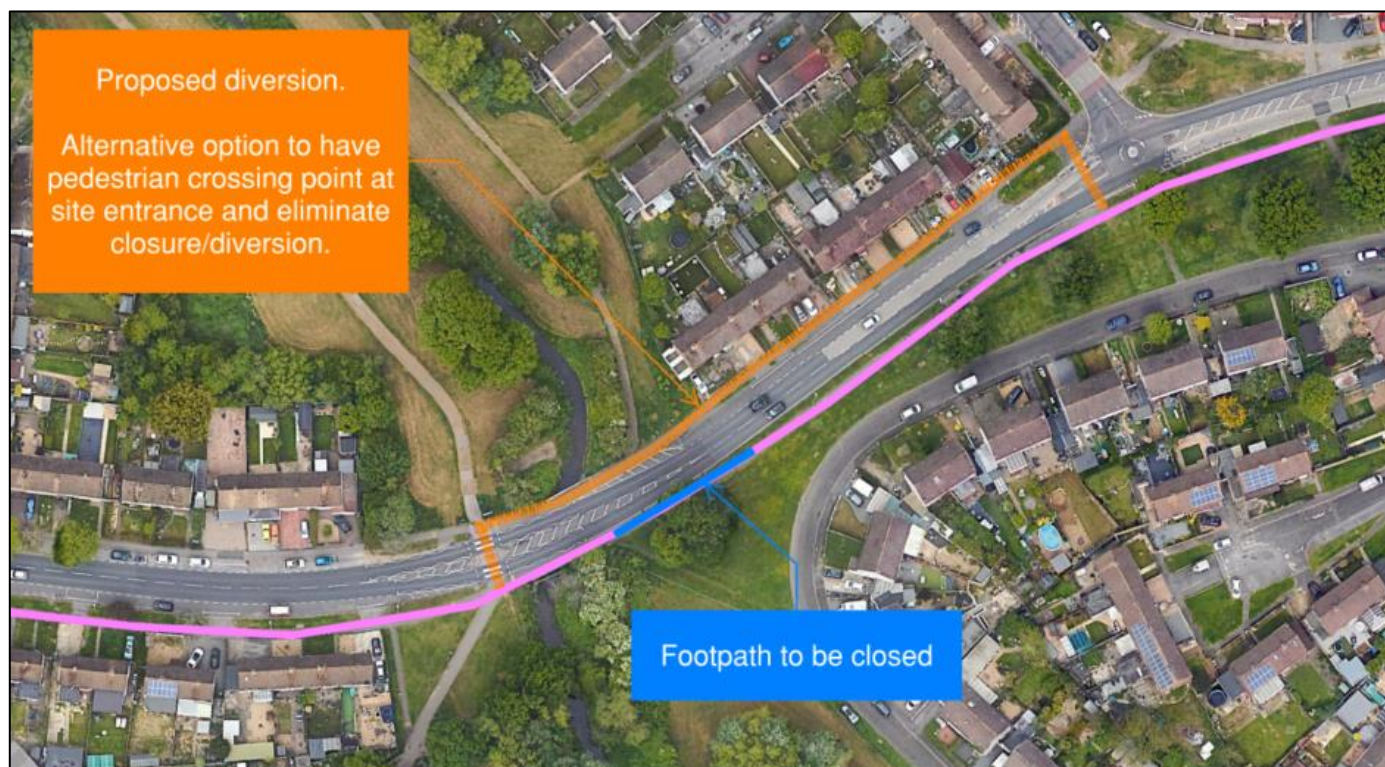


Figure 8-4 – Purbrook Way Footpath Diversion

8.7 Road and Lane Closures

Not applicable to this work area.

8.8 Parking Suspensions

Table 8-7 – Parking suspensions durations and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Avg. spaces for cars displaced (Nr.)
Purbrook Way (N)	1	2 1	NA	NA	Sep 2025 - Jul 2027	20	Corhampton Crescent	NA

8.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 8-8 – Required Consents and Licences

Route Element	Consent/License Type	Comments
Footpath/Cycleway closure/diversion	TTRO Public Path Order	Combined 3m width HCC cycleway/footpath
Footpath diversion	TTRO	Zebra crossing and existing pedestrian refuge to be used as diversion crossing points
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture, street lighting

8.10 Trees

There are no LHA trees affected by the works at this area.

8.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

Permanent structures will remain at the ED Shaft, and the PRoW will be reinstated to its original condition alongside these permanent structures and new permanent access road, see Figure 8-5. The permanent PRoW will lead out onto Corhampton Crescent via the new access road, similar to the existing layout past the current vehicle pull-in and access gate.

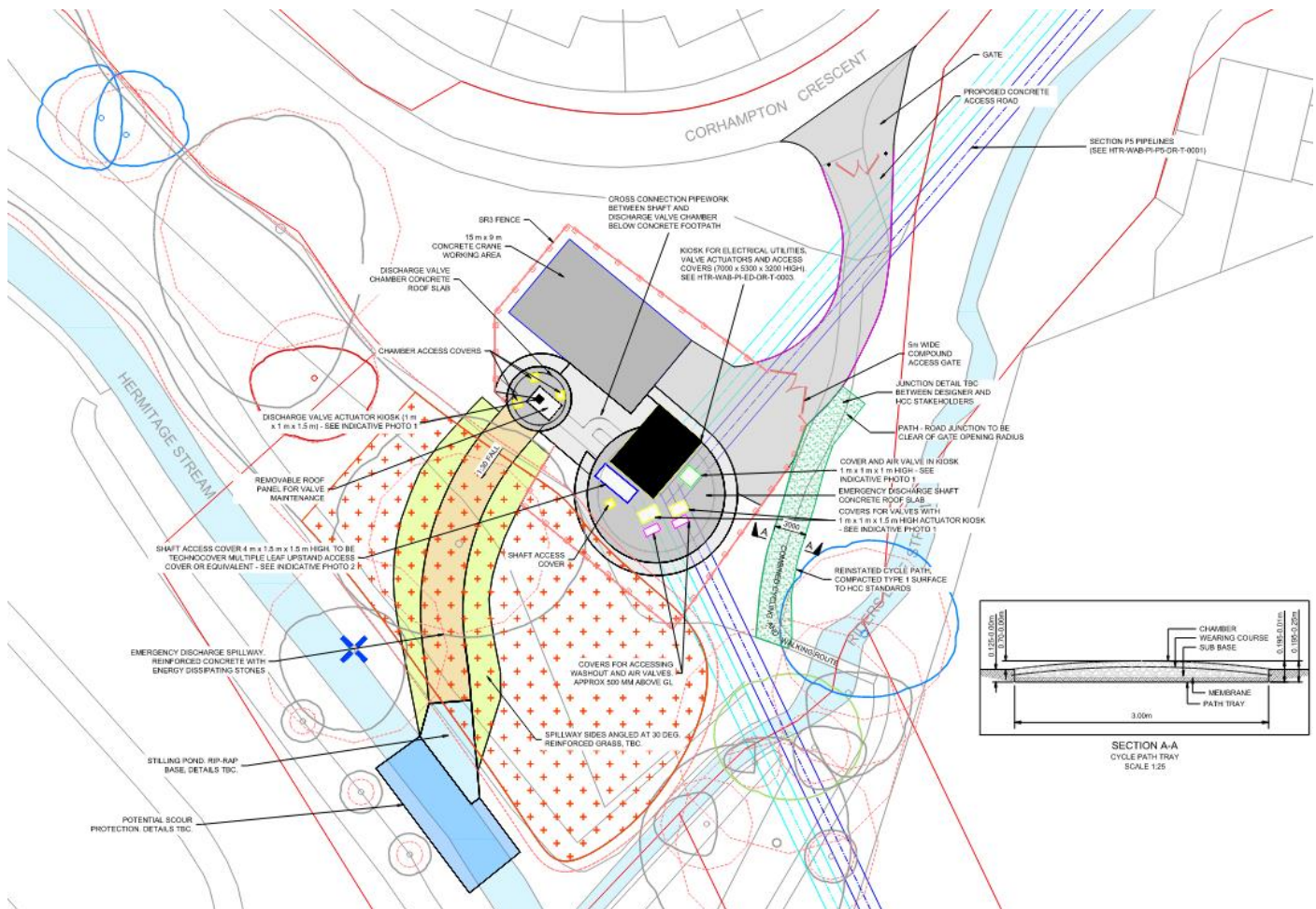


Figure 8-5 – ED Permanent Site Layout

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0005-P07 in Appendix D for further details.

9 Work Area W5

9.1 Programme of Works

The table below summaries the programme of works at this work area.

Table 9-1 – Programme of Works at Works Area W5

Year	2025												2026												2027												2028					
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1					
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3			

9.2 Access Arrangements

Table 9-2 – Access summary

Works Area:	Shaft W5 – Off Riders Lane
Adjacent Roads:	Purbrook Way, Riders Lane
Access Via:	Riders Lane
Entrance what3words:	///wings.they.point

Table 9-3 – Area W5 Travel Route

Travel Route: RE1, RE2, RE3, RE5	
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J3 Southbound, Hulbert Road to Local Road Network	↓
Purbrook Way, Dunsbury Way, Bramdean Drive, Riders Lane	
Return journey: Purbrook Way, Hulbert Road, A3(M)	

- Riders Lane will be closed to facilitate access to the W5 works area, with the existing road surface preventing mud and spoil on the highway when exiting onto Purbrook Way.
- A one-way system will be in operation, coming up Dunsbury Way and down Riders Lane to exit onto Purbrook Way, as shown in Figure 9-1 below.
- The Riders Lane access gates will be set circa 15m south of the junction with Eversley Crescent to allow HGV's to pull up to the site gates and avoid any unnecessary congestion.
- All vehicle traffic will enter the site via the northern end of Riders Lane, as depicted in Figure 9-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.
- The exit gates onto Purbrook Way will be set circa 7m back from the road to enable continued use of the existing pedestrian crossing point. Gates will be manned as required to efficiently manage the movement of vehicles.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.

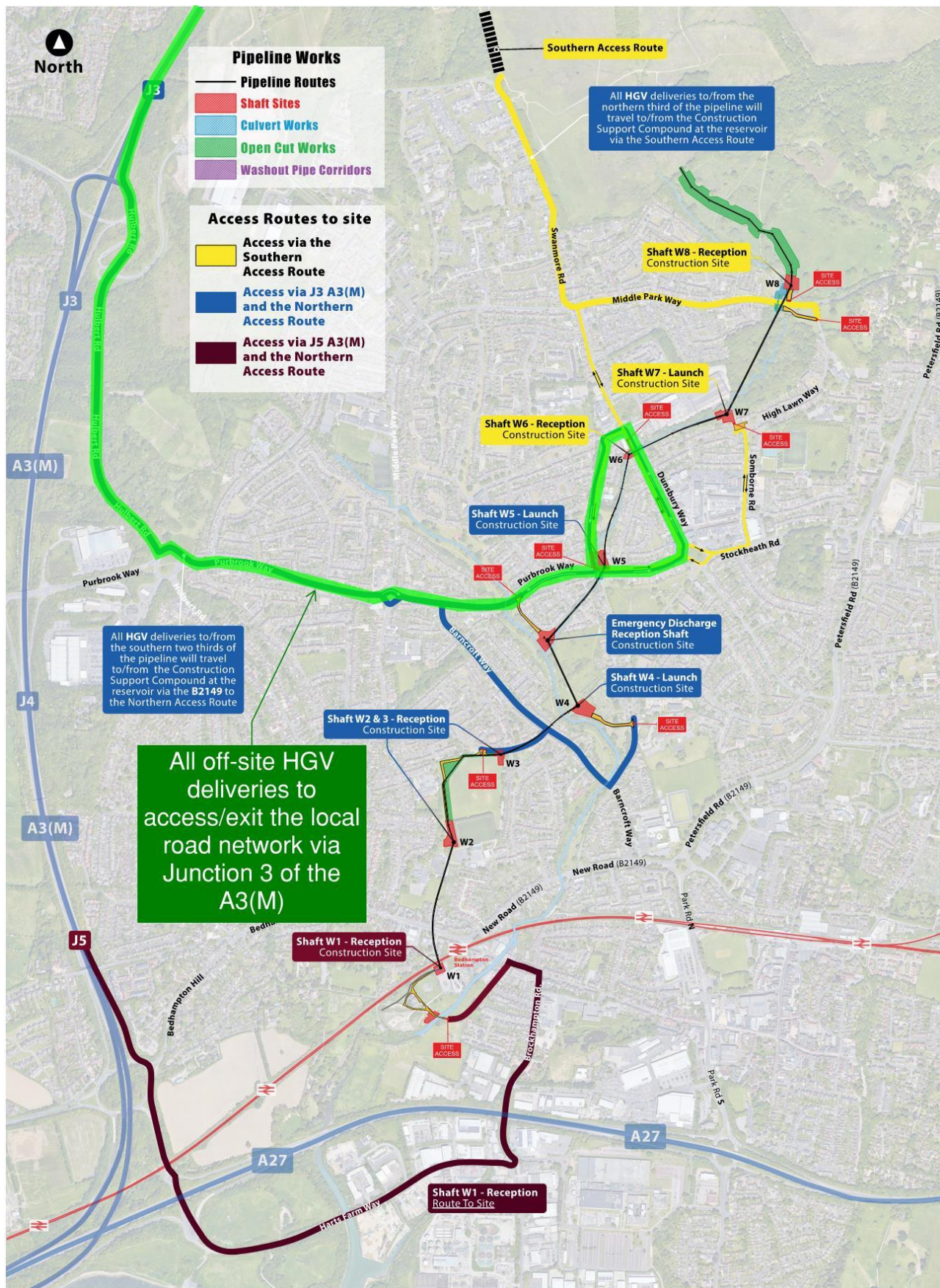


Figure 9-1 – Work Area W5 Routing Plan (in green)

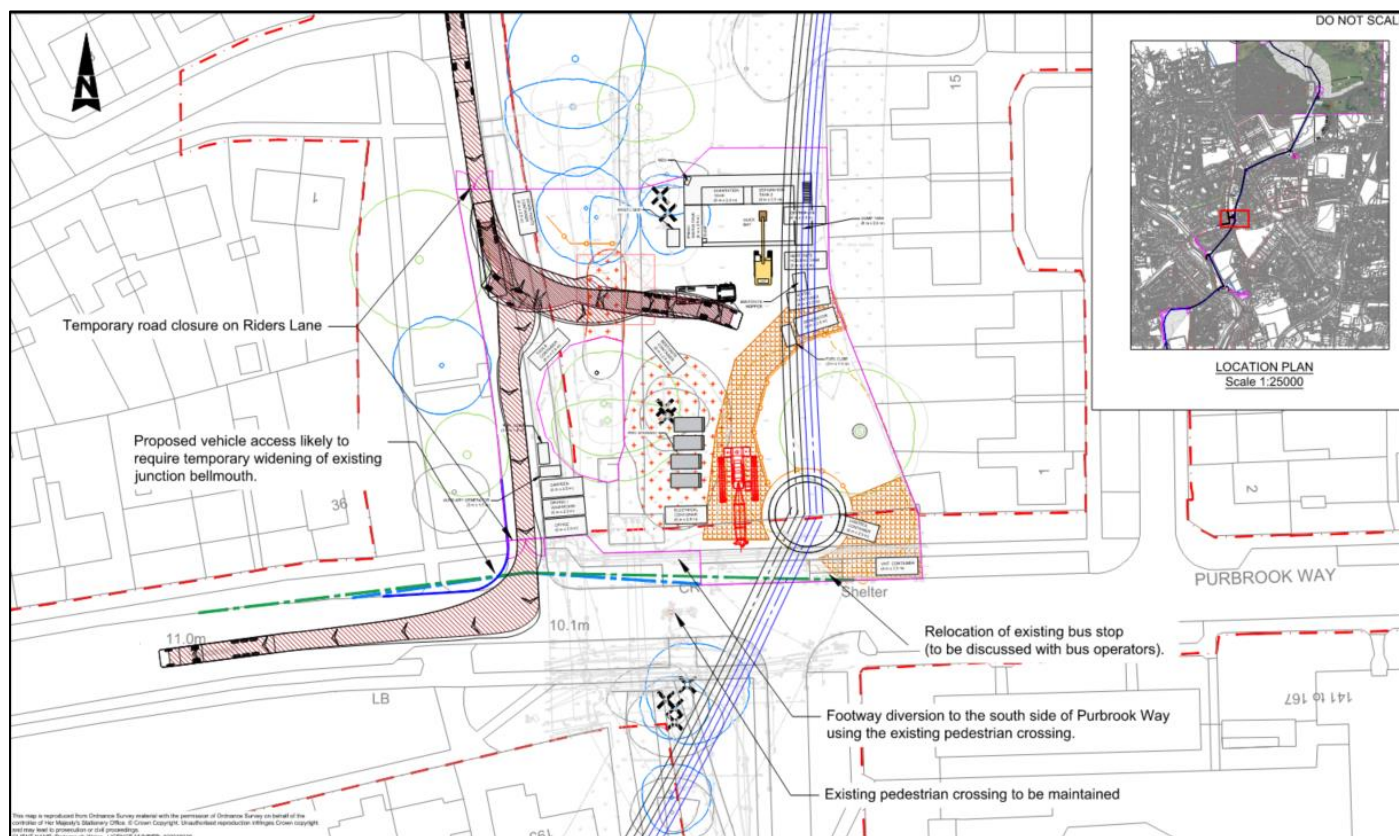


Figure 9-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

9.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

9.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 9-4 below plus a buffer factor of 10%.

Table 9-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE1	8	16	26	8
RE2	10	22	28	8
RE3	10	22	28	8
RE5	8	22	26	8
RE1	2	6	6	170

9.5 Construction Worker Travel Arrangements

Table 9-5 – Construction worker summary

Number of Workers: 20

Number of Parking Spaces:	5
Welfare type:	Primary
Nearest Primary Welfare:	-

9.6 Interface with Existing PRow and Footpaths

Table 9-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Riders Lane	PRow: Closure and Diversion	Nov 2025 – Aug 2027	22 months	Figure 9-3
Riders Lane	Footpath: Closure and Diversion	Nov 2025 – Aug 2027	22 months	Figure 9-4

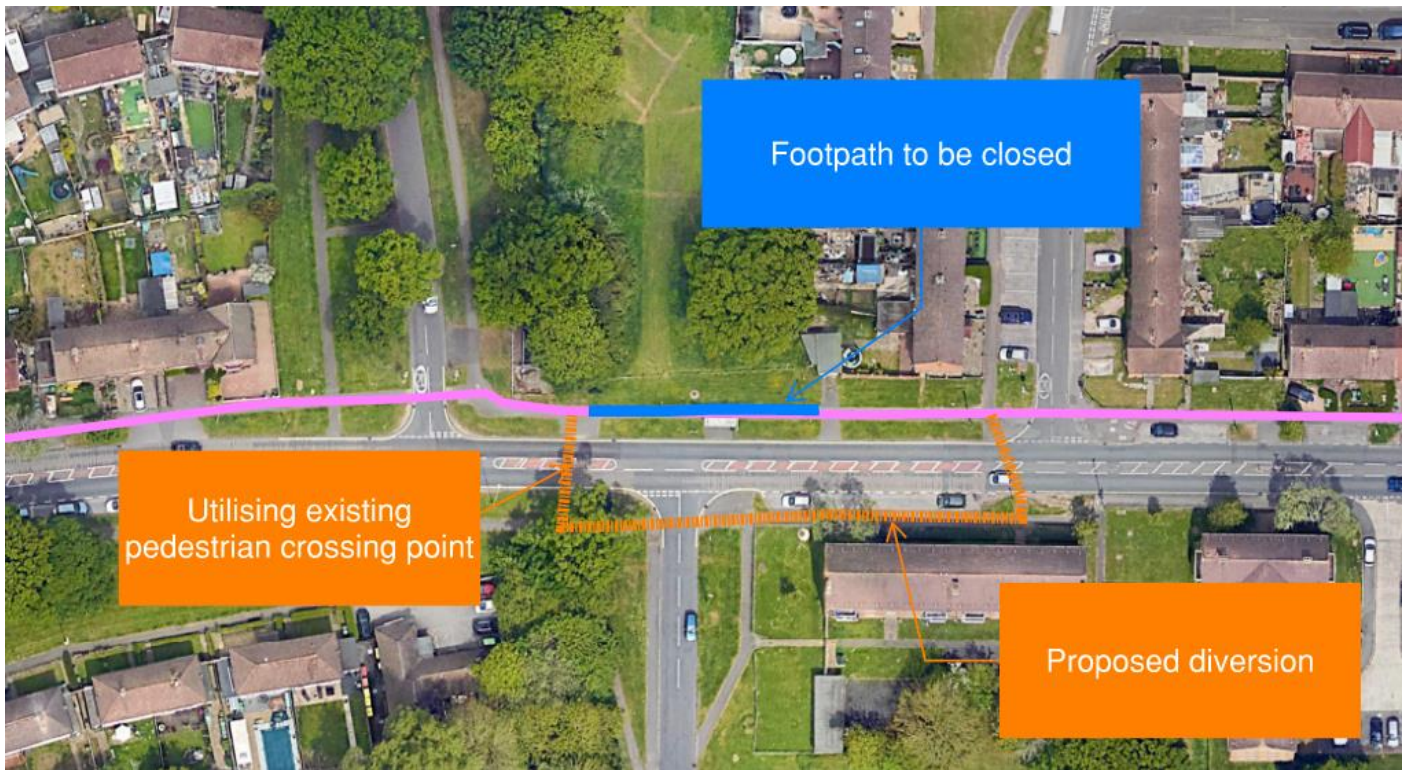


Figure 9-3 –Riders Lane PRow Closure and Diversion



Figure 9-4 – Riders Lane Footpath Diversion

9.7 Road and Lane Closures

A partial road closure on Riders Lane between the junction of Eversley Crescent and Purbrook Way is required to provide sufficient access and turning space into the works compound area. This area is needed to construct Shaft W5 and the proposed tunnel alignment with the least impact to property and trees. Coinciding works and traffic flow in the area have been considered when designing the proposed diversion route.

Table 9-7 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
Riders Lane	Road Closure	Nov 2025 – Jul 2027	19 months	Figure 9-5

Table 9-8 – Riders Lane Diversion Route

Riders Lane Diversion: ~640m additional length

Purbrook Way	↓
Right turn onto Botley Drive	↓
Right turn onto Highclere Avenue	↓
Riders Lane	



Figure 9-5 – Riders Lane road closure

9.8 Parking Suspensions

Table 9-9 – Parking suspensions durations and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Avg. spaces for cars displaced (Nr.)
Riders Ln	9	9 0	1	1	Nov 2026 - Aug 2027	19	Eversley Crescent Ditcham Crescent Riders Lane	40

Table 9-10 - Alternative parking locations, capacity and distance from suspension

Alternative Parking	Avg. spaces for cars displaced (Nr.)	Distance from suspension (m)
Eversley Crescent	15	20
Ditcham Crescent	15	100
Riders Lane	10	0



Figure 9-6 –Parking suspensions at Riders Lane

9.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 9-11 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	
PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Road Closure	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture and refuge crossing point
Storing material on highway (Riders Lane)	S171	
Storing material on highway (Purbrook Way)	S171	
Shaft W5 Construction	S50 (under SU rights)	Portsmouth Water SWA
Relocation of Bus Stop	Applied through HCC	Discussions with HBC / HCC / CCUK / Stagecoach

9.10 Trees

There are no LHA trees affected by the works at this area.

9.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

Pre- and post-construction road condition surveys are to be carried out as per the list below, with works/remedial action agreed with HCC following inspection:

- Riders Lane
- Purbrook way Footpath

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0006-P05 in Appendix D.

10 Work Area W6

10.1 Programme of Works

Table 10-1 – Programme of Works at Works Area W6

Year	2025												2026												2027												2028		
Quarter	Q1				Q2				Q3				Q4				Q1				Q2				Q3				Q4				Q1						
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

10.2 Access Arrangements

Table 10-2 – Access summary

Works Area:	Shaft W6 – Off Dunsbury Way
Adjacent Roads:	Dunsbury Way
Access Via:	Dunsbury Way
Entrance what3words:	///many.former.wide

Table 10-3 – Area W6 Travel Route

Travel Route: RE6, RE5 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Southern Access Route and Swanmore Road to Local Road Network	↓
Middle Park Way, Dunsbury Way	↓

- A lane closure will be required on Dunsbury Way to provide a site access pull-in due to space constraints, with larger vehicles (tipper trucks and artics) unable to turn within the compound area.
- The site access pull in will be ~28m long on the existing tarmac road surface on Dunsbury Way, with larger vehicles remaining on the road surface alone to prevent mud and spoil on the highway.
- HGV deliveries will use the drive through lane established on Dunsbury Way to avoid any unnecessary congestion. This gate will be manned as required to efficiently manage the movement of vehicles.
- All vehicles will travel south along Dunsbury Way, turn around at the roundabout at Purbrook way and pull into the compound.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

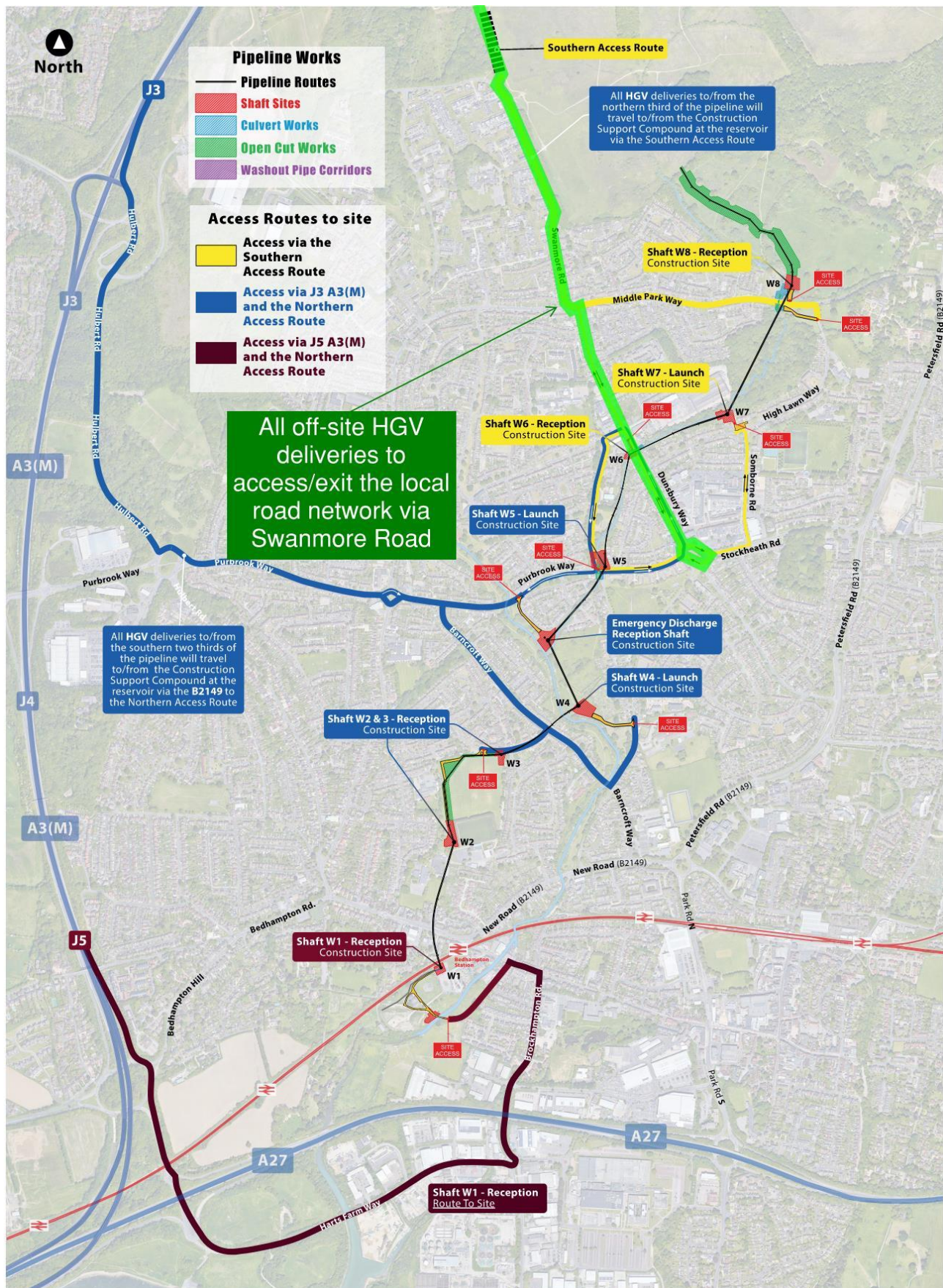


Figure 10-1 – Work Area W6 Routing Plan (in green)

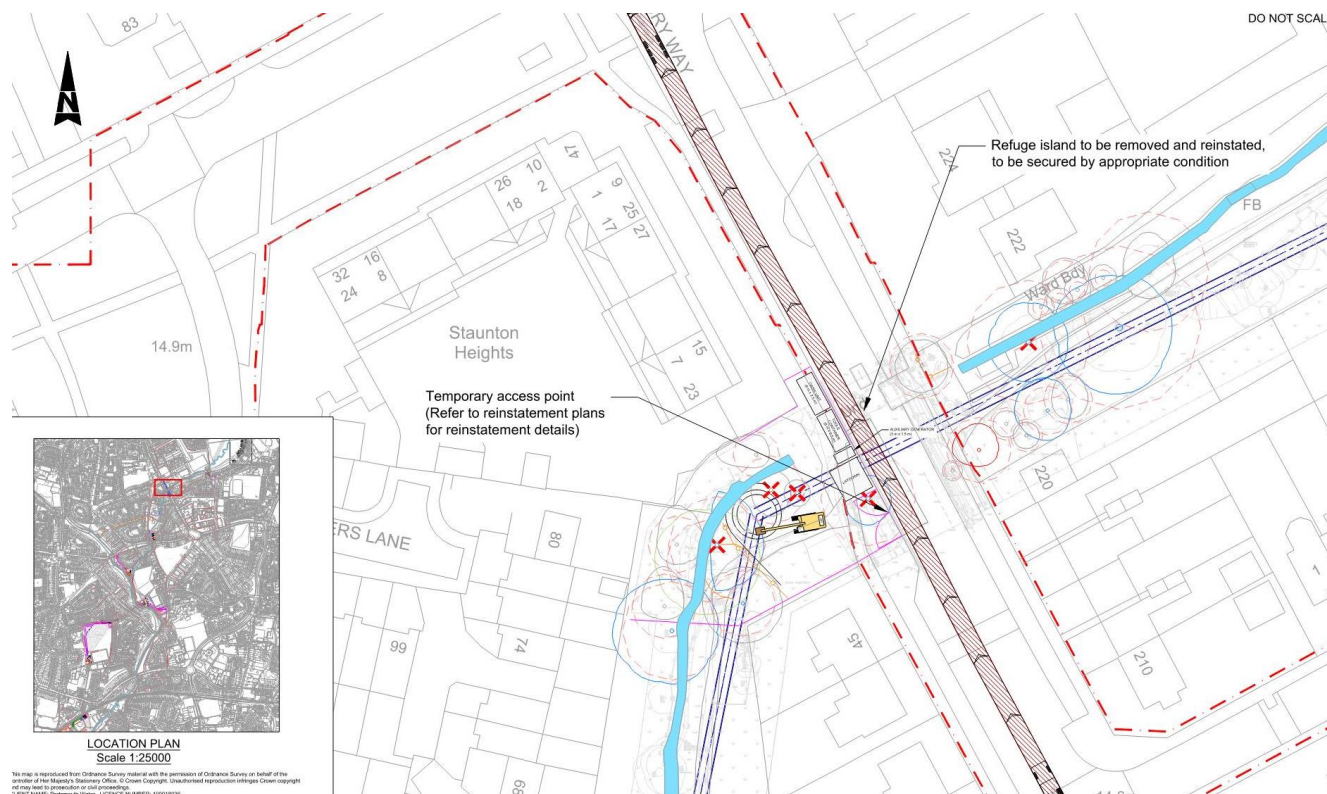


Figure 10-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

10.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

10.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 10-4 below plus a buffer factor of 10%.

Table 10-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE6	12	16	16	6

10.5 Construction Worker Travel Arrangements

Table 10-5 – Construction worker summary

Number of Workers:	8
Number of Parking Spaces:	2
Welfare type:	Secondary
Nearest Primary Welfare:	Work Area W7

Interface with Existing PRow and Footpaths

Table 10-6 below outlines the temporary PRow and Footpath closures and associated diversion required at this works area. The existing crossing point will be closed with pedestrians proposed to cross north and south of the footpath closure, at Fulflood Road and High Lawn Way respectively.

Table 10-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Dunsbury Way	PRow: Closure and Diversion	Jan 2026 – Nov 2026	11 months	Figure 10-3
Dunsbury Way	Footpath: Closure and Diversion	Jan 2026 – Nov 2026	11 months	Figure 10-4



Figure 10-3 – Dunsbury Way PRow Closure and Diversion



Figure 10-4 – Dunsbury Way Footpath Diversion

10.6 Road and Lane Closures

A lane closure will be required on Dunsbury Way to provide a site access pull-in due to space constraints, with larger vehicles (tipper trucks and artics) unable to turn within the compound area. Figure 10-5 shows the area of closure. 2-way traffic management will be required either side of the closure to manage traffic use in the remaining lane.

Table 10-7 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
Dunsbury Way	Lane Closure	Jan 2026 – Nov 2026	11 months	Figure 10-5



Figure 10-5 – Dunsbury Way Lane Closure

10.7 Parking Suspensions

Not applicable to this work area.

10.8 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 10-8 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Lane Closure	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture
Storing material on highway (Dunsbury Way)	S171	
Shaft W6 Construction	S50 (under SU rights)	Portsmouth Water SWA

10.9 Trees

One Nr. Highway tree needs to be removed to facilitate the works (refer to drawing HTR-WAB-PI-W6-PI-W6-DR-T-0001 in Appendix B).

10.10 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

Pre- and post-construction road condition surveys are to be carried out in this works area, with works/remedial action agreed with HCC following inspection.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0007-P06 in Appendix D.

11 Work Area W7

11.1 Programme of Works

Table 11-1 – Programme of Works at Works Area W7

Year	2025												2026												2027												2028					
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1					
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3			

11.2 Access Arrangements

Table 11-2 – Access summary

Works Area:	Shaft W7 – Off High Lawn Way
Adjacent Roads:	High Lawn Way
Access Via:	High Lawn Way
Entrance what3words:	///shelf.latter.twins

Table 11-3 – Area W7 Travel Route

Travel Route: RE6, RE5 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Southern Access Route and Swanmore Road to Local Road Network	↓
Middle Park Way, Dunsbury Way, Stockheath Road, Somborne Drive	↓

- The High Lawn Way crescent will be closed, and a pull-in/turning area will be located off the main drag of High Lawn Way to allow HGV's to pull off the main road and avoid any unnecessary congestion. These gates will be manned as required to efficiently manage the movement of vehicles.
- The existing road surface (circa 26m to the main gate) and a new suitable road surface will be installed within the green area will prevent mud and spoil on the highway when exiting onto High Lawn Way.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- All vehicle traffic will enter the site via Somborne Drive, as depicted in Figure 11-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.
- A new turning head will be provided at the centre of the High Lawn Way crescent to allow residential vehicles to enter and exit the section of road that remains open and retain access to private properties.

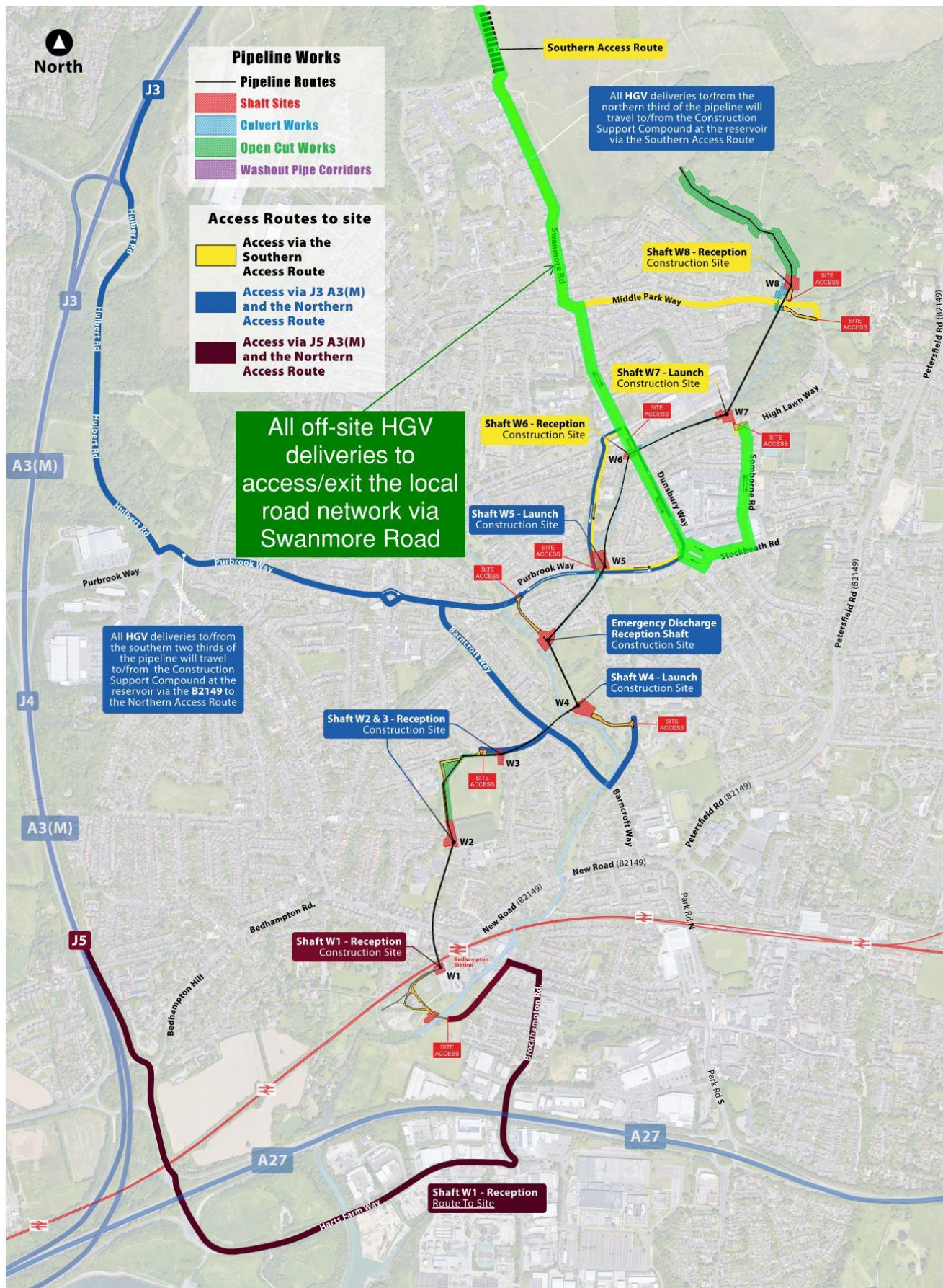


Figure 11-1 – Work Area W7 Routing Plan (in green)

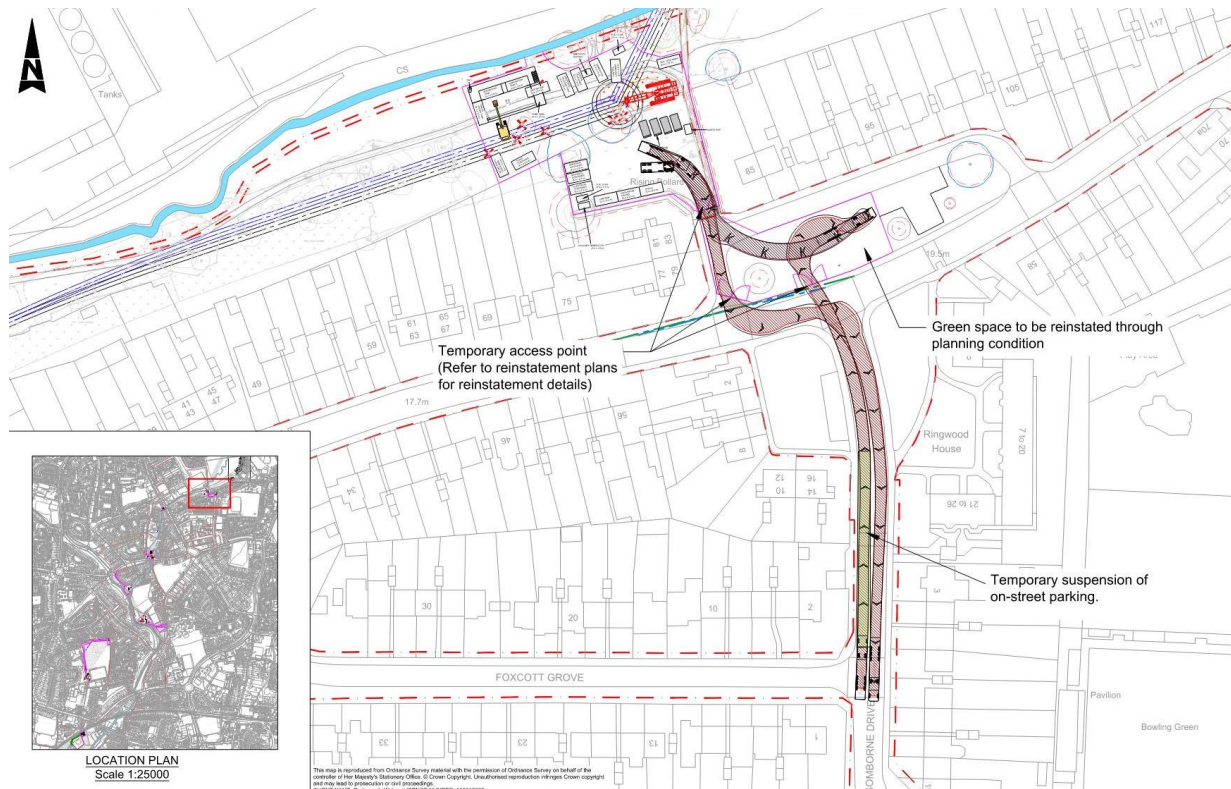


Figure 11-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

11.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

11.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 11-4 below plus a buffer factor of 10%.

Table 11-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE6	10	22	34	1

11.5 Construction Worker Travel Arrangements

Table 11-5 – Construction worker summary

Number of Workers:	20
Number of Parking Spaces:	8
Welfare type:	Primary
Nearest Primary Welfare:	-

11.6 Interface with Existing PRow and Footpaths

Table 11-6 below outlines the temporary PRow and Footpath closures and associated diversion required at this works area.

Table 11-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
High Lawn Way	PRow	Apr 2026 – Mar 2028	23 months	Figure 11-3
High Lawn Way	Footpath	Apr 2026 – Mar 2028	23 months	Figure 11-4



Figure 11-3 –High Lawn Way PRow Closure and Diversion

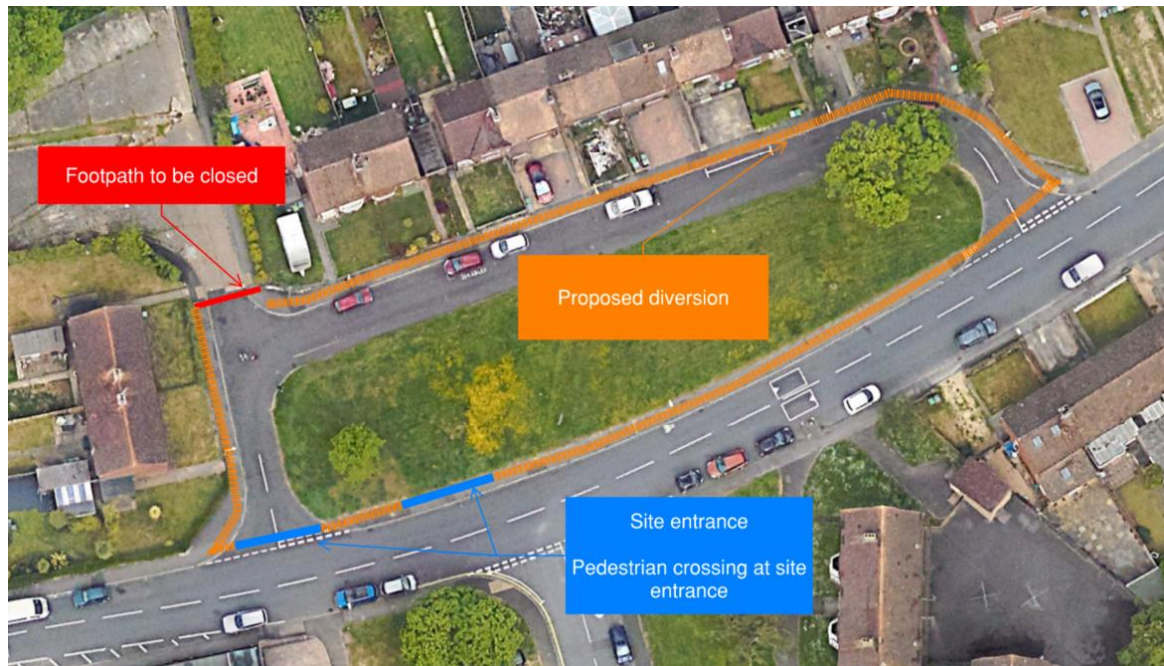


Figure 11-4 – High Lawn Way Footpath Diversion

11.7 Road and Lane Closures

A road closure is required on the High Lawn Way crescent to provide a site access pull-in and turning area prior to the main site compound area. Figure 11-5 shows the area of closure and proposed diversion. Coinciding works and traffic flow in the area have been considered when designing the diversion.

Table 11-7 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
High Lawn Way	Road Closure	Apr 2026 – Mar 2028	23 months	Figure 11-5



Figure 11-5 – High Lawn Way Road Closure

11.8 Parking Suspensions

Table 11-8 – Parking suspensions durations and alternative parking

Location	Suspensions (Nr.)	Available Spaces (Before After)	Peak Use (Nr.)	Displaced (Nr.)	Dates	Duration (months)	Alternative Parking	Avg. spaces for cars displaced (Nr.)
Somborne Drive	20	20 0	15	15	Apr 2026 - Mar 2027	23	High Lawn Way Foxcott Grove Greywell Car Park	48 (+ car park availability)

Table 11-9 - Alternative parking locations, capacity and distance from suspension

Alternative Parking	Avg. spaces for cars displaced (Nr.)	Distance from suspension (m)
Greywell Shopping Centre Car Park	TBC	20
High Lawn Way	41	0
Foxcott Grove	7	15

Discussions will be held with Greywell Shopping Centre with respect to its use for any suspended parking spaces. There is sufficient parking as highlighted in Table 11.8 without these additional spaces if an agreement can't be made.



Figure 11-6 – Parking Suspensions at High Lawn Way

11.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 11-10 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	
PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Road Closure	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture (pull-in area) and tree protection details
Storing material on highway (High Lawn Way)	S171	

11.10 Trees

Established category C Highways Oak Tree within High Lawn Way green space inside proposed pull-in / turning area is to be retained, with swept tracking showing that this tree can remain. Reinstatement of this green area is to take place following completion of the works. Tree protection details are to be provided as part of S278 agreement.

11.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0008-P06 in Appendix D.

12 Work Area W8 & P9

12.1 Programme of Works

Table 12-1 – Programme of Works at Works Area W8

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

12.2 Access Arrangements

Table 12-2 – Access summary

Works Area:	Shaft W8 and P9– Off Middle Park Way
Adjacent Roads:	Middle Park Way, High Lawn Way, Bitterne Close
Access Via:	Middle Park Way
Entrance what3words:	///holly.lanes.loudly

Table 12-3 – Area W8 & P9 Travel Route

Travel Route: RE6, RE7 (reverse for return journey)	
Construction Support Compound at Reservoir	↓
Southern Access Route and Swanmore Road to Local Road Network	↓
Middle Park Way	↓

- The access gates will be set back circa 20m from Middle Park Way to allow HGV's to pull off the road and avoid any unnecessary congestion. The pull in area will be circa 7.5m wide to allow sufficient width for two HGV's to pass. This gate will be manned as required to efficiently manage the movement of vehicles.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- All vehicle traffic will enter the site via Middle Park Way, as depicted in Figure 12-2 below. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

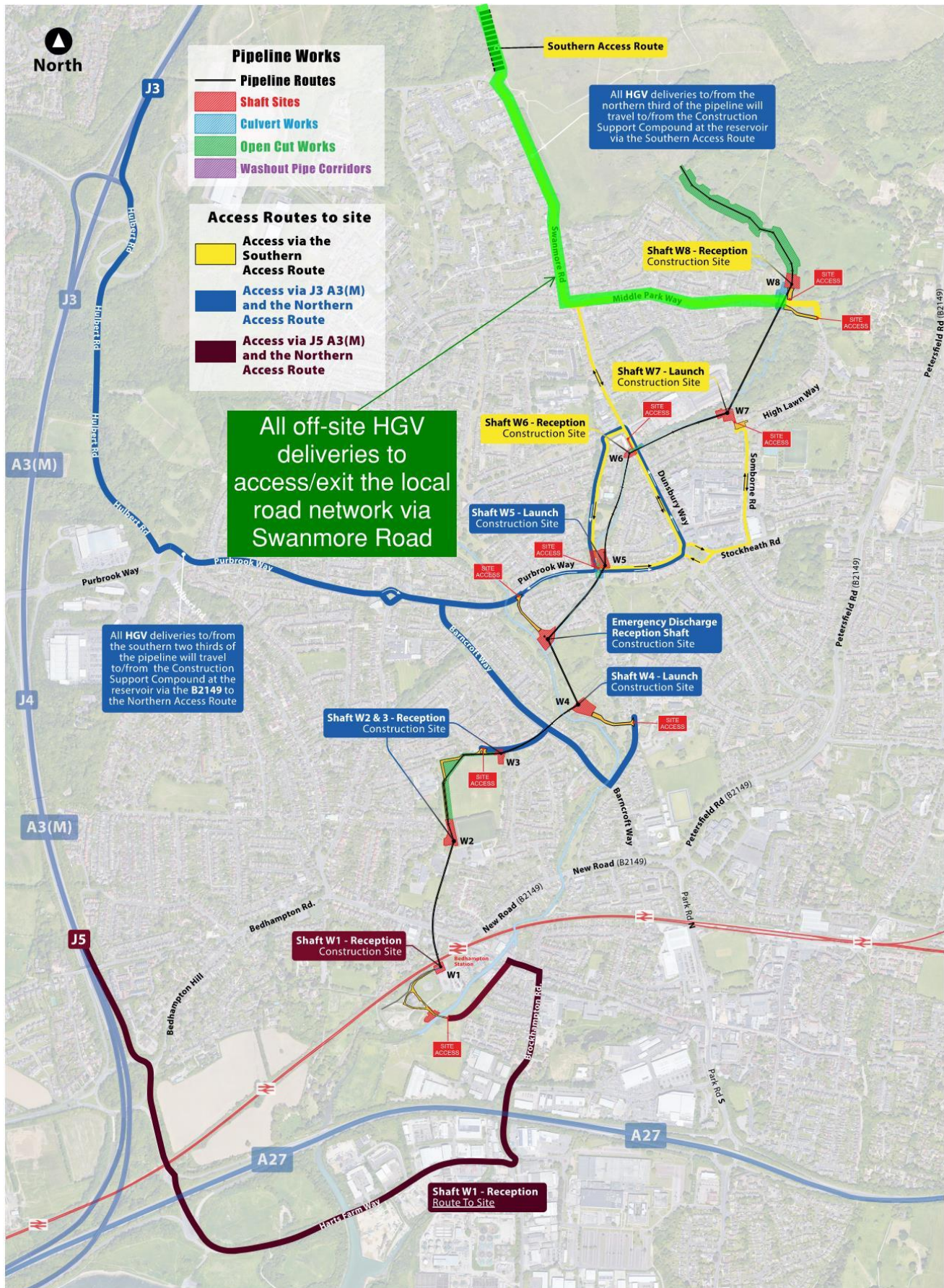


Figure 12-1 – Work Area W8 Routing Plan (in green)

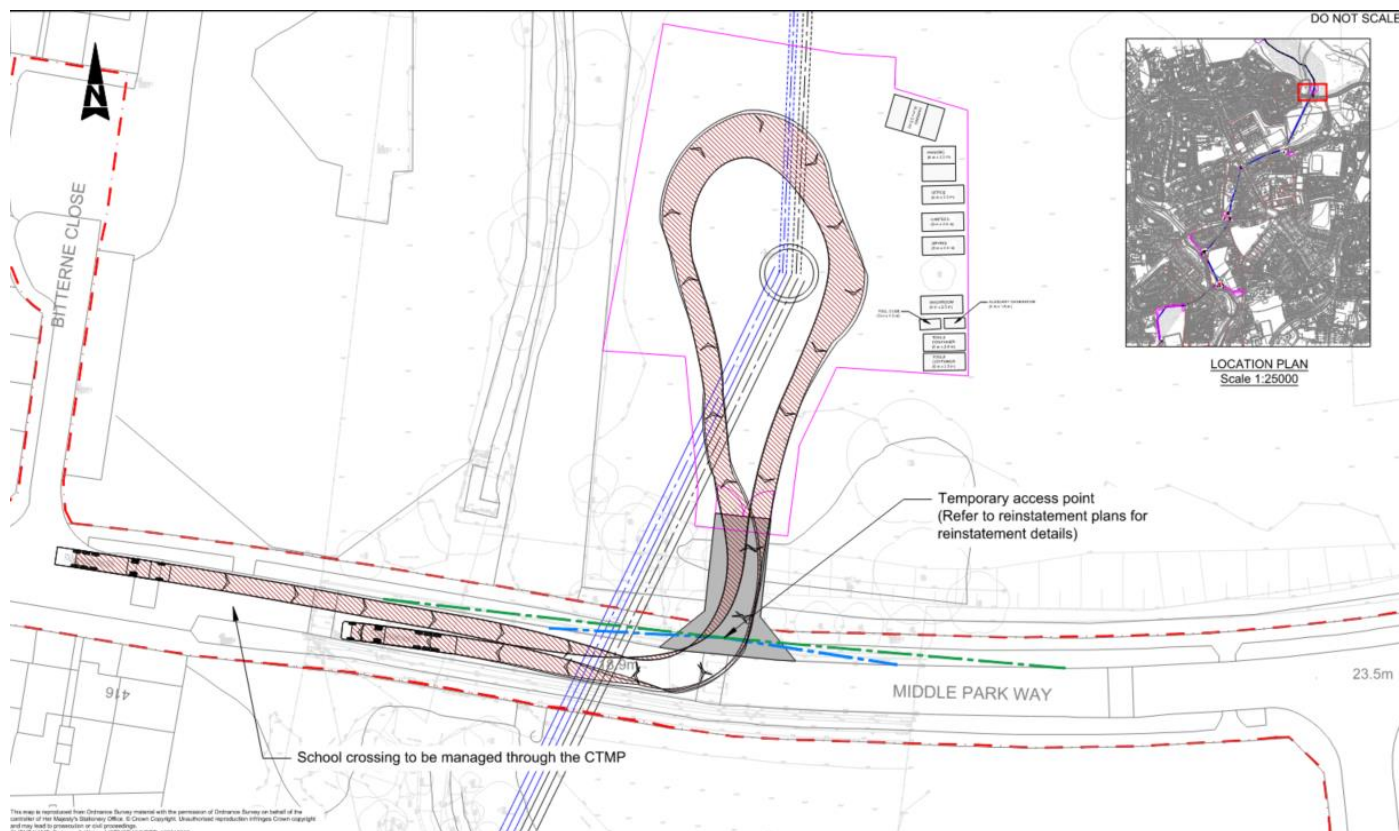


Figure 12-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

12.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

12.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 12-4 below plus a buffer factor of 10%.

Table 12-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE6	8	18	34	2
RE7	8	18	34	2

12.5 Construction Worker Travel Arrangements

Table 12-5 – Construction worker summary

Number of Workers:	15
Number of Parking Spaces:	8
Welfare type:	Primary
Nearest Primary Welfare:	-

12.6 Interface with Existing PRow and Footpaths

Not applicable to this work area.

12.7 Road and Lane Closures

Not applicable to this work area.

12.8 Parking Suspensions

Not applicable to this work area.

12.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 12-6– Required Consents and Licenses

Route Element	Consent/License Type	Comments
Footpath closure/diversion	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture, vegetation clearance for footpath.

12.10 Trees

There are no LHA trees affected by the works at this area.

12.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0009-P06 in Appendix D.

13 Work Area at Purbrook Way Culvert

13.1 Programme of Works

The table below summaries the programme of works at this work area.

Table 13-1 – Programme of Works at Purbrook Way Culvert Works

Year	2025												2026												2027												2028											
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1											
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3									

13.2 Access Arrangements

Table 13-2 – Access summary

Works Area:	Shaft W5/Purbrook Way Culvert – Off Riders Lane
Adjacent Roads:	Purbrook Way, Riders Lane
Access Via:	Riders Lane
Entrance what3words:	///wings.they.point

Table 13-3 – Area W8 & P9 Travel Route

Travel Route: RE6, RE7	
Construction Support Compound at Reservoir	↓
Southern Access Route and Swanmore Road to Local Road Network	↓
Dunsbury Way, Bramdean Drive, Riders Lane	↓
Return journey: Purbrook Way, Dunsbury Way, Swanmore Road, Southern Access Route	

- The Purbrook Way culvert works share the W5 works area as per 9.2 Access Arrangements.
- A tractor and trailer will use the same routes, using RE5 and RE6.
- All vehicle traffic will enter the site via Riders Lane, as depicted in Figure 13-2 below. Vehicle traffic must exit the site onto Purbrook Way (E) due to the required road closure on Purbrook Way. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

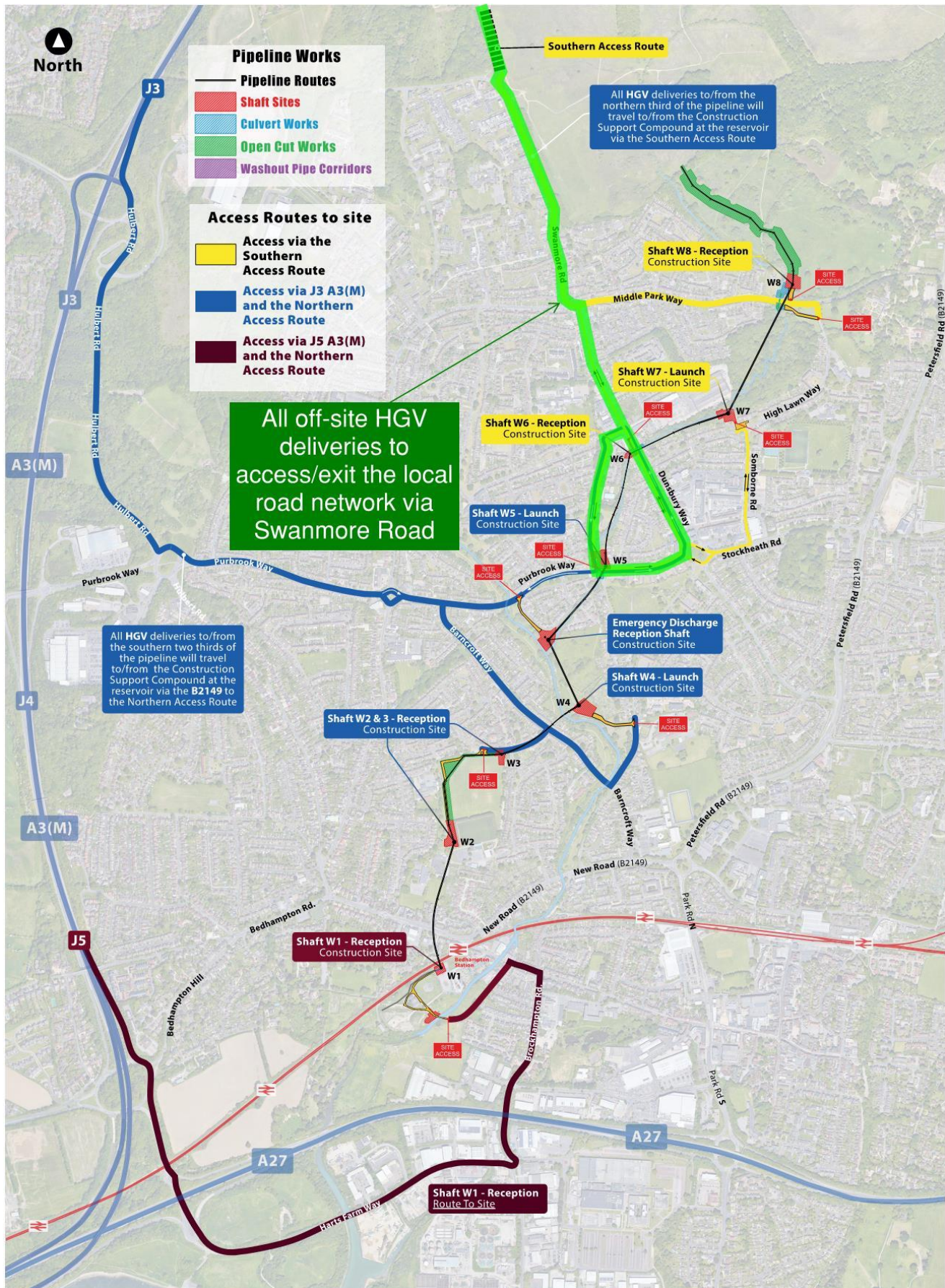


Figure 13-1 – Purbrook Way Culvert Work Area Routing Plan (in green)

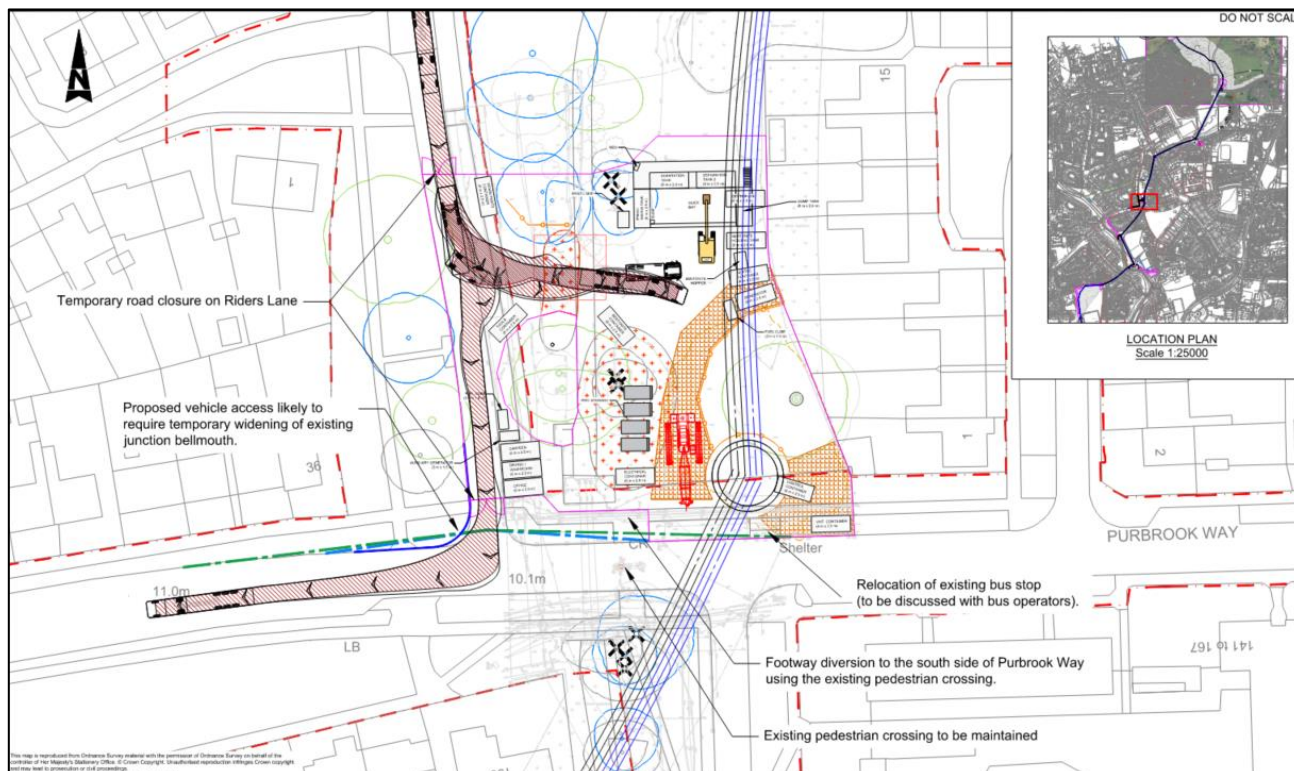


Figure 13-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

13.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

13.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 13-4 below plus a buffer factor of 10%.

Table 13-4 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE5	4	8	18	1
RE6	2	2	4	2

13.5 Construction Worker Travel Arrangements

Table 13-5 – Construction worker summary

Number of Workers:	10
Number of Parking Spaces:	5
Welfare type:	Primary
Nearest Primary Welfare:	-

13.6 Interface with Existing PRow and Footpaths

Table 13-6 below outlines the temporary PRow and Footpath closures and associated diversion required at this works area. The potential requirement for temporary lighting will be considered at the TTRO application phase.

Table 13-6 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Riders Lane	PRow	May 2027 – Jul 2027	3 months	Figure 13-3
Purbrook Way (South)	Footpath	May 2027 – Jun 2027	6 weeks	Figure 13-4
Purbrook Way (North)	Footpath	Jun 2027 – Jul 2027	6 weeks	Figure 13-4



Figure 13-3 –Riders Lane PRow Closure and Diversion



Figure 13-4 – Riders Lane Footpath Diversion

13.7 Road and Lane Closures

Road and Lane Closures are required at the Purbrook Way culvert work area to allow works to be undertaken. Figure 13-5 shows the area of closure and proposed diversion. Coinciding works and traffic flow in the area have been considered when designing the diversion. To reduce disruption to road users, separate staggered lane closures are being used for works on the eastbound and westbound lanes, with 2 weeks of full closure to allow the complete installation of the culvert.

Table 13-7 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
Purbrook Way	Lane Closure (E)	May 2027 – Jun 2027	5 weeks	Figure 13-5
Purbrook Way	Lane Closure (W)	Jun 2027 – Jul 2027	5 weeks	Figure 13-5
Purbrook Way	Road Closure	Aug 2027	2 weeks	Figure 13-5

Table 13-8 – Purbrook Way Diversion Route

Purbrook Way Diversion: ~2km additional

Purbrook Way	↓
Botley Drive	↓
Bramdean Drive	↓
Dunsbury Way	↓
Purbrook Way	↓



Figure 13-5 – Riders Lane Road and Lane Closure

13.8 Parking Suspensions

Parking suspensions for the culvert works fall within the period of time allocated to works area W5.

13.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 13-9 – Required Consents and Licenses

Route Element	Consent/License Type	Comments
Parking bay suspensions	TTRO	Existing from Area W5
PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Lane Closure	TTRO	
Road Closure	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture (pedestrian island)

Storing material on highway (Purbrook Way)	S171	
Culvert Construction	S50 (under SU rights)	Portsmouth Water SWA
Relocation of Bus Stop	-	Existing from Area W5

13.10 Trees

There are no LHA trees affected by the works at this area.

13.11 Reinstatement

Existing pedestrian refuge island is to be reinstated in accordance with HCC standard detail HCC11/C/080 following the culvert works.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0006-P05 in Appendix D.

14 Work Area at Dunsbury Way Culvert

14.1 Programme of Works

The table below summaries the programme of works at this work area.

Table 14-1 – Programme of Works at Dunsbury Way Culvert Works

Year	2025												2026												2027												2028		
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3

14.2 Access Arrangements

- The Dunsbury Way culvert works share the W6 works area as per 10.2 Access Arrangements.
- All vehicles will travel south along Dunsbury Way, turn around at the roundabout at Purbrook Way and pull into the compound as depicted in *Figure 14-2*. The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor & trailer can be found in Appendix A.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- The site compound drawing can be found in Appendix B.

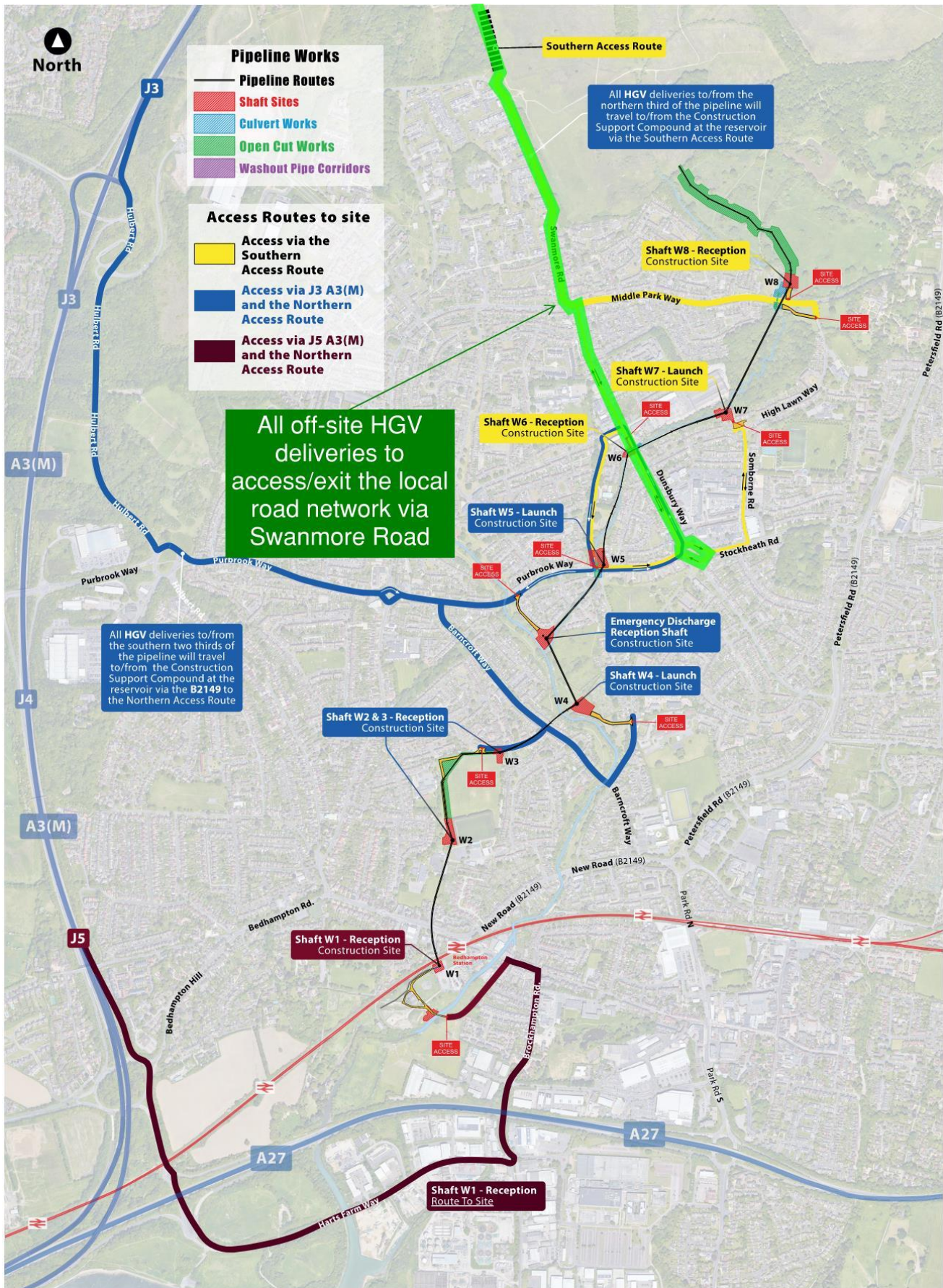


Figure 14-1 – Dunsbury Way Culvert Work Area Routing Plan (in green)

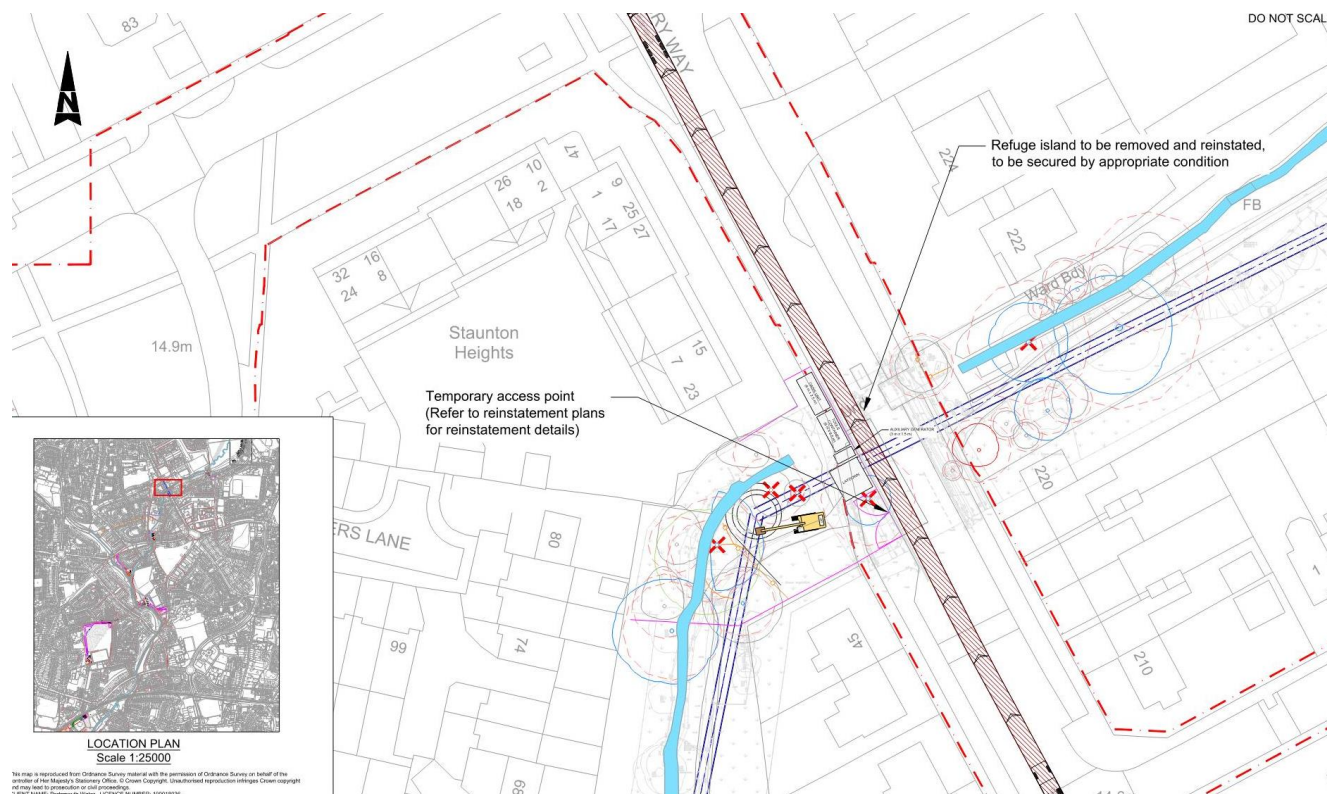


Figure 14-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

14.3 Vehicle Timings

No additional restrictions will be placed on HGV deliveries outside of the usual permitted hours.

14.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 14-2 below plus a buffer factor of 10%.

Table 14-2 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE6	4	8	22	1

14.5 Construction Worker Travel Arrangements

Table 14-3 – Construction worker summary

Number of Workers:	8
Number of Parking Spaces:	2
Welfare type:	Secondary
Nearest Primary Welfare:	Work Area W7

14.6 Interface with Existing PRow and Footpaths

Table 14-4 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Dunsbury Way	PRoW: Closure and Diversion	Sep 2027 – Nov 2026	3 months	Figure 14-3
Dunsbury Way	Footpath: Closure and Diversion	Sep 2027 – Nov 2027	3 months	Figure 14-4



Figure 14-3 – Dunsbury Way PRow Closure and Diversion



Figure 14-4 – Dunsbury Way Footpath Diversion

14.7 Road and Lane Closures

Road and Lane Closures are required at the Dunsbury Way culvert work area, to allow works to be undertaken. Details on closure type, dates and duration are listed below in Table 14-5. Figure 14-5 shows the area of closure and proposed diversion. Coinciding works and traffic flow in the area have been considered when designing the diversion. To reduce disruption to road users, lane closures are being used for works on either side, with 2 weeks of full closure to allow the complete installation of the culvert.

Table 14-5 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
Dunsbury Way	Lane Closure (N)	Sept 2025	5 weeks	Figure 14-5
Dunsbury Way	Lane Closure (S)	Oct 2025	5 weeks	Figure 14-5
Dunsbury Way	Road Closure	Aug 2025	2 weeks	Figure 14-5



Figure 14-5 –Dunsbury Way Road and Lane Closure

14.8 Parking Suspensions

Not applicable to this work area.

14.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 14-6– Required Consents and Licenses

Route Element	Consent/License Type	Comments
PRoW closure/diversion	TTRO	
Footpath closure/diversion	TTRO	
Lane Closure	TTRO	
Road Closure	TTRO	
Temporary entrance to works area	S278 (Minor Works)	Inc. any relocation of street furniture (pedestrian island)
Storing material on highway (Purbrook Way)	S171	
Culvert Construction	S50 (under SU rights)	Portsmouth Water SWA

14.10 Trees

There are no LHA trees affected by the works at this area.

14.11 Reinstatement

Existing pedestrian refuge island is to be reinstated in accordance with HCC standard detail HCC11/C/080 following the culvert works.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0007-P06 in Appendix D.

15 Work Area at Middle Park Way Culvert

15.1 Programme of Works

The table below summaries the programme of works at this work area.

Table 15-1 – Programme of Works at Middle Pary Way Culvert Works

Year	2025												2026												2027												2028				
Quarter	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1				
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3		

15.2 Access Arrangements

- The Middle Park Way culvert works share the W8 works area as per 12.2 Access Arrangements.
- Access to a new haul road from Middle Park Way is to be taken from the north of Middle Park Way, as depicted in Figure 15-2.
- All vehicle traffic entering the site to the south of Middle Park Way will do so as depicted in Figure 15-3.
- . The pull in area will be circa 7.5m wide to allow sufficient width for two HGV's to pass. This gate will be manned as required to efficiently manage the movement of vehicles.
- A tractor and trailer will use the same routes, using RE1(T&T) rather than RE1.
- The swept path analysis for a tipper truck, 16.5m articulated lorry and tractor can be found in Appendix A.
- The site compound drawing can be found in Appendix B.

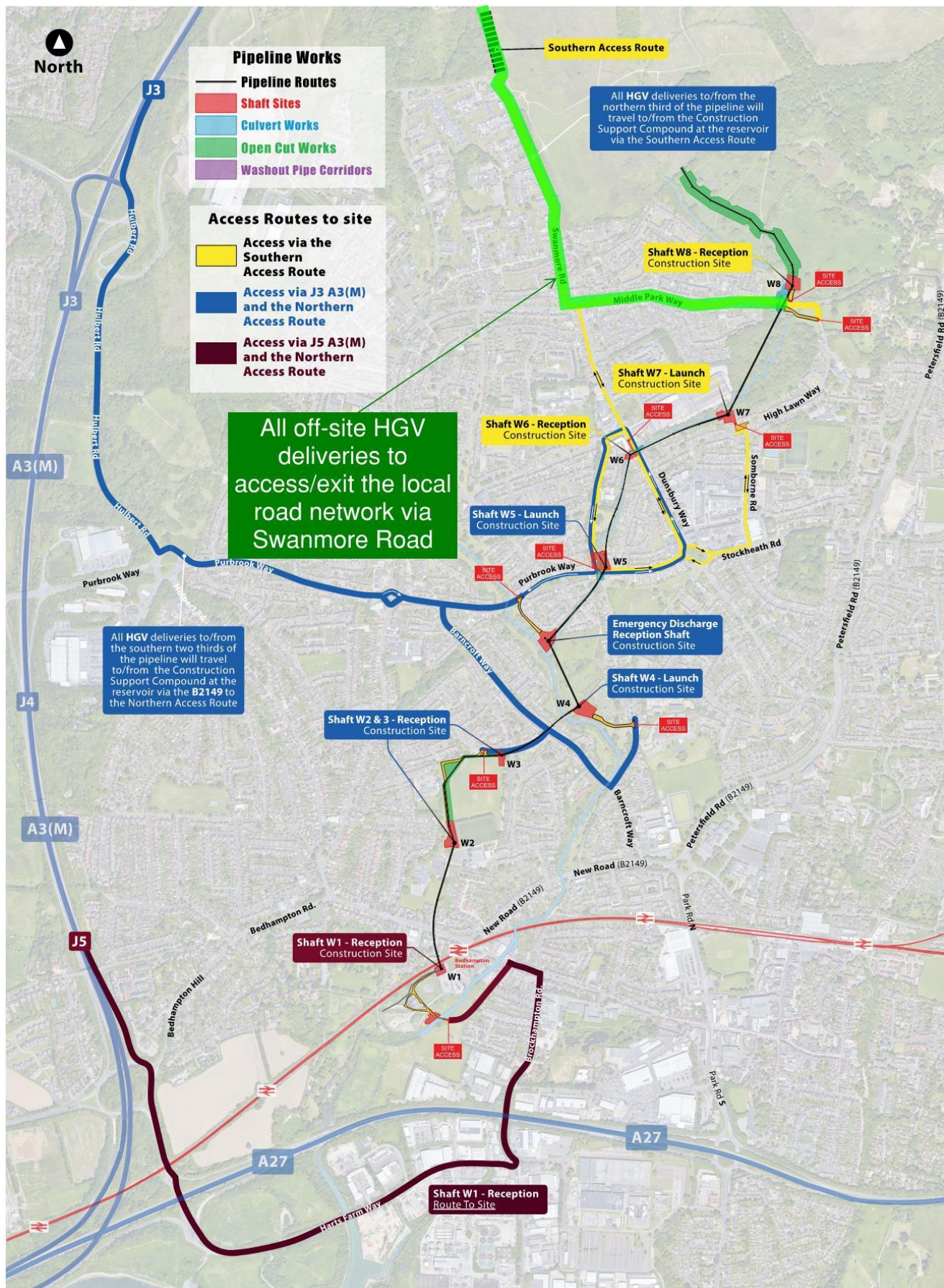


Figure 15-1 – Middle Park Way Culvert Work Area Routing Plan (in green)

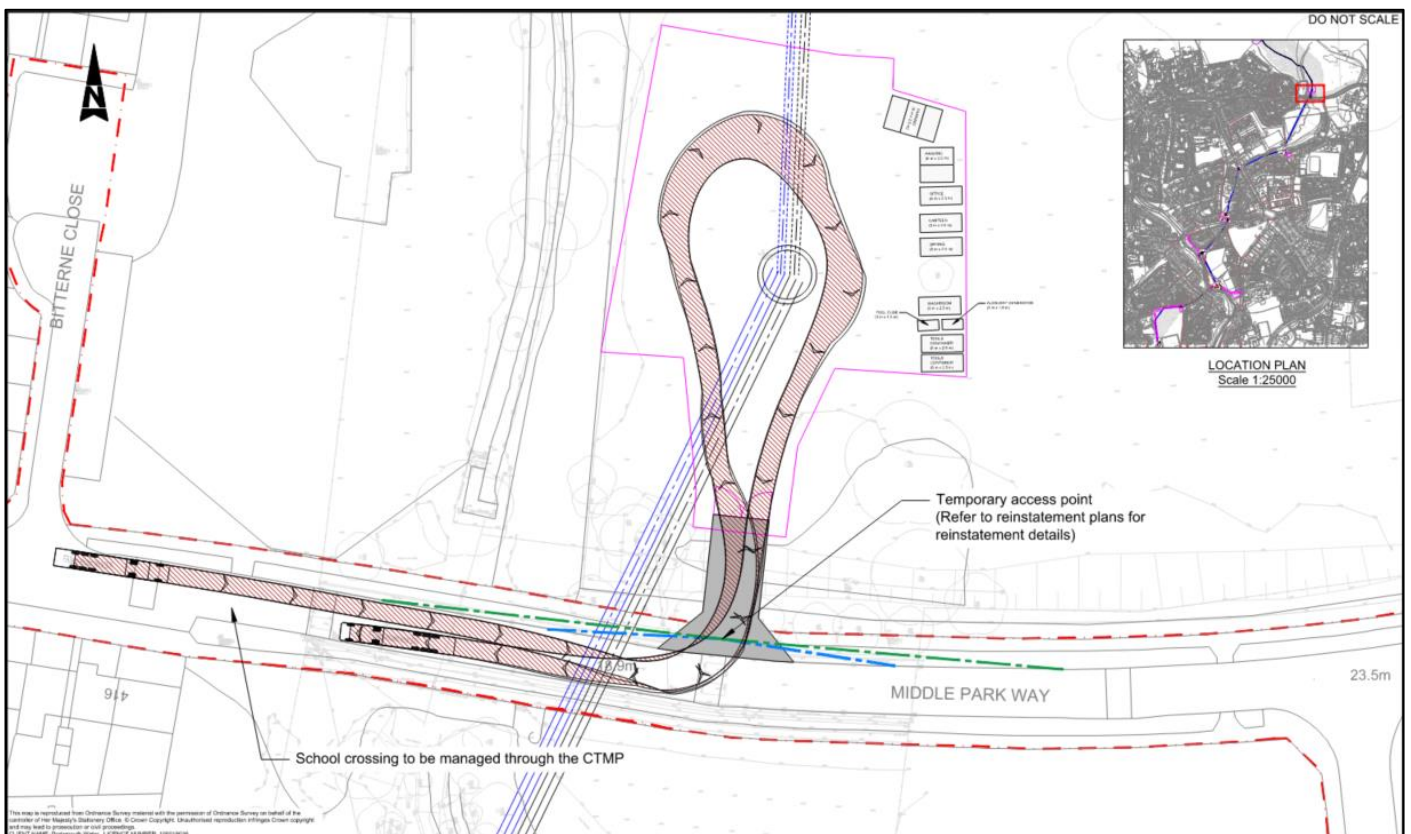


Figure 15-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

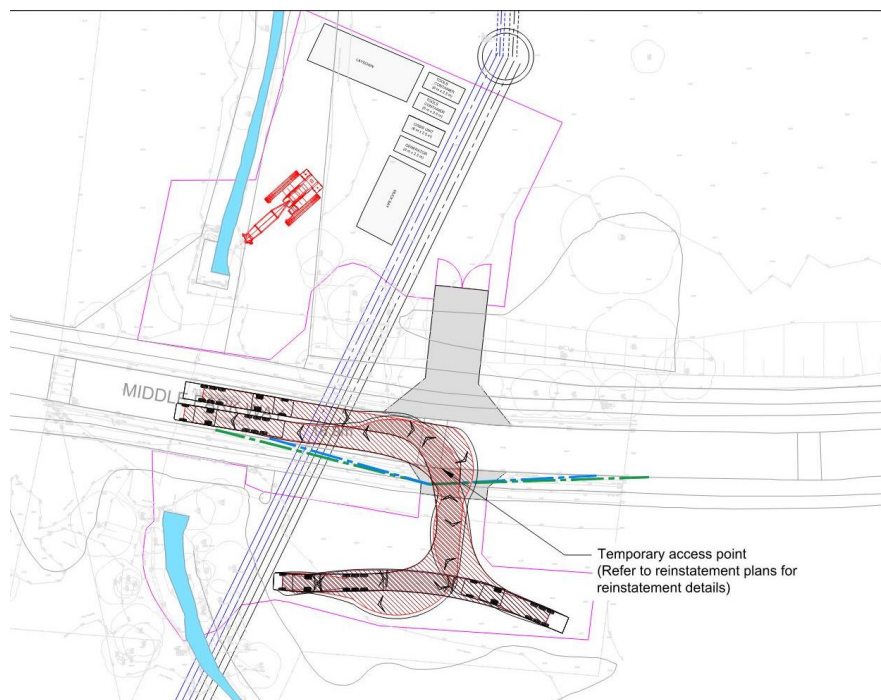


Figure 15-3 - Swept Path Analysis for 16.5m Long Articulated Lorries

15.3 Vehicle Timings

Additional restrictions for HGV deliveries will be in place during the normal drop off and pick up times for Front Lawn Primary Academy, see Table 4-3 above. See Appendix C for school pick up and drop off parking surveys.

15.4 Vehicle Type and Numbers

HGV movements will be limited to those indicated in Table 15-2 below plus a buffer factor of 10%.

Table 15-2 – Pipeline Construction Trip HGV Numbers

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of Peak (no. of days)
RE6	4	0	24	2
RE7	4	0	24	2

15.5 Construction Worker Travel Arrangements

Table 15-3 – Construction worker summary

Number of Workers:	8
Number of Parking Spaces:	0
Welfare type:	None
Nearest Primary Welfare:	Shaft W8 (Walk)

15.6 Interface with Existing PRow and Footpaths

Table 15-4 below outlines the temporary PRow and Footpath closures and associated diversions required at this works area.

Table 15-4 - Public Right of Way and Footpath closures and diversions

Location	Type	Dates	Duration	Figure
Middle Park Way	Footpath: Closure and Diversion	Mar - May 2026	3 months	Figure 15-4

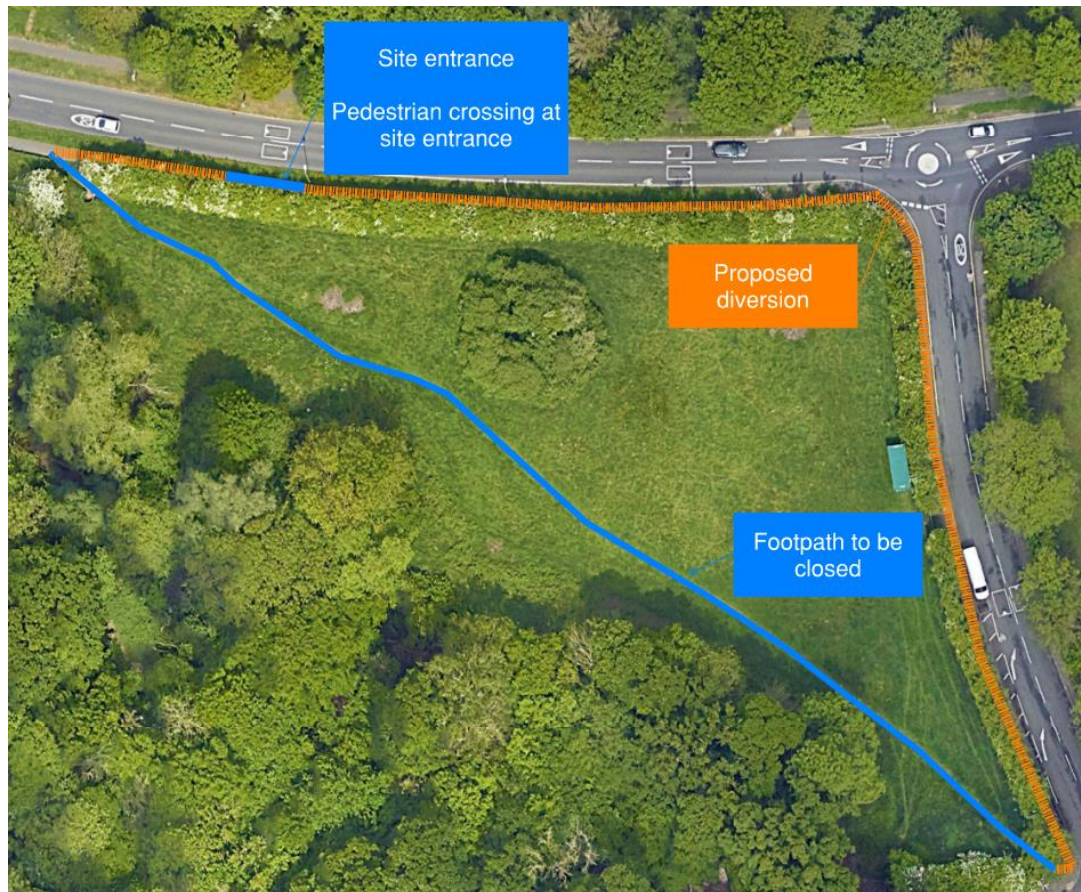


Figure 15-4 – Middle Park Way Footpath Diversion

Vegetation will be cut back at the temporary site entrance onto Middle Park Way and a banksman provided during times of frequent use to ensure safe passage of vehicles across the footpath. Warning signings of crossing pedestrians will also be erected.

15.7 Road and Lane Closures

Road and Lane Closures are required at the Middle Park Way culvert work area, to allow works to be undertaken. Details on closure type, dates and duration are listed below in Table 15-5. Figure 15-5 shows the area of closure and proposed diversion. Coinciding works and traffic flow in the area have been considered when designing the diversion. To reduce disruption to road users, lane closures are being used for works on either side, with 2 weeks of full closure to allow the complete installation of the culvert.

Table 15-5 – Road and Lane Closures

Location	Type	Dates	Duration	Figure
Middle Park Way	Lane Closure (N)	Apr 2026	5 weeks	Figure 15-5
Middle Park Way	Lane Closure (S)	May 2026	5 weeks	Figure 15-5
Middle Park Way	Road Closure	Jun 2026	2 weeks	Figure 15-5



Figure 15-5 – Middle Park Way Road and Lane Closure

15.8 Parking Suspensions

Not applicable to this work area.

15.9 Consents and Licences

The following LHA consents/licences are required for this work area.

Table 15-6 – Required Consents and Licences

Route Element	Consent/License Type	Comments
Footpath closure/diversion	TTRO	
Lane Closure	TTRO	
Road Closure	TTRO	

Temporary entrance to works area S278 (Minor Works) Inc. any relocation of street furniture

15.10 Trees

A small section of hedgerow will need to be removed to create the access road as noted in drawing HTR-WAB-PI-W8-DR-T-0004_MIDDLE PARK CULVERT SITE LAYOUT.

15.11 Reinstatement

Reinstatement of temporary access from highway to original condition (including footpath and kerbs), and reinstatement of diverted footpaths to existing treatment.

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0009-P06 in Appendix D.

Appendix A Swept Path Analysis

Appendix B Site Compound Drawings

Appendix C Parking Survey Results

Appendix D Reinstatement Drawings