HAVANT THICKET PIPELINE

TRANSPORT ASSESSMENT – SUPPLEMENTARY BRIEFING NOTE

10/01/2025

Introduction

Overview

A hybrid planning application was submitted under planning application reference APP/24/00405 on 4th June, seeking full permission for development of new pipelines to transfer water from Bedhampton springs to the committed Havant Thicket reservoir and outline permission for an associated underground cross-connection chamber and above ground kiosk at the reservoir site. This follows an original outline consent for a single pipeline, under reference APP/20/00991. The information presented as part of the dual pipeline application has broadly followed a consistent methodology with the consented scheme in terms of the approach to assessment.

Hampshire County Council (HCC) acting as the Local Highway Authority (LHA) provided consultation comments on the submitted information, in a letter dated 4th October and subsequently at a meeting on 30th October, seeking further detail to assist in assessing the conclusions of the submitted planning documents.

Purpose

The purpose of this briefing note is to provide supplementary information to the LHA in relation to certain elements of the assessment undertaken, relating to:

- Updated construction route plans
- Justification of baseline data
- Supplementary assessment information.

Where relevant, the comment provided by the LHA is provided in *italics* for reference.

In addition to this briefing note, the contractor for the pipeline scheme (Ward & Burke) has submitted a Work Area Summary briefing note (HTR-WAB-PI-ZZ-TN-W-0006), which sets out further additional information as requested by the LHA, and a summary of the Emergency Discharge approach (HTR-WAB-PI-ED-TN-T-0002). Both of these documents should be read in conjunction with this note.

Supplementary information

Revised construction route plan

The Transport Assessment Addendum (May 2024) presented several construction routes to the work sites, assessing the impact of construction traffic on each of the routes. Following discussions with the LHA since the application was submitted, as part of a Reserved Matters application (APP/24/00213) for Shaft W1 (under the original outline permission), it has been agreed to revise the routeing to Shaft W1 to avoid the residential areas of Havant where practicable. The LHA has sought clarity on the proposed construction routes for the main works of the dual pipelines.

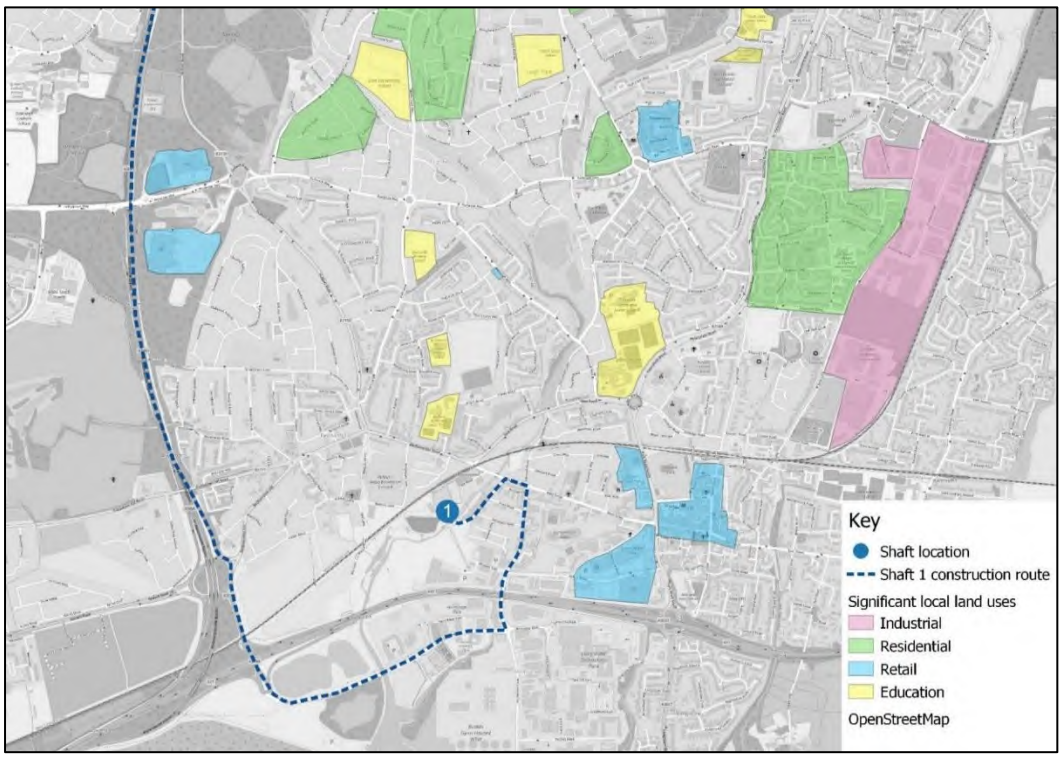
In addition, post submission discussions have also led to the revision of proposed construction due to the following concerns raised by the LHA:

- using the full length of High Lawn Way for access to Work Area 7.
- constraints at the access to the Culvert worksite off Middle Park Way
- overuse of Middle Park Way for access to the culvert works and Shaft W5.

Shaft W1

The applicant can confirm that they will adopt the construction routes agreed for Shaft W1, for the dual pipeline scheme activities at Bedhampton Pumping Station including Shaft W1 as presented in Figure 1. The proposed construction route to each compound is presented in Appendix A of this technical note, and also within the Work Area briefing note.

Figure 1 - Proposed construction route to Shaft W1

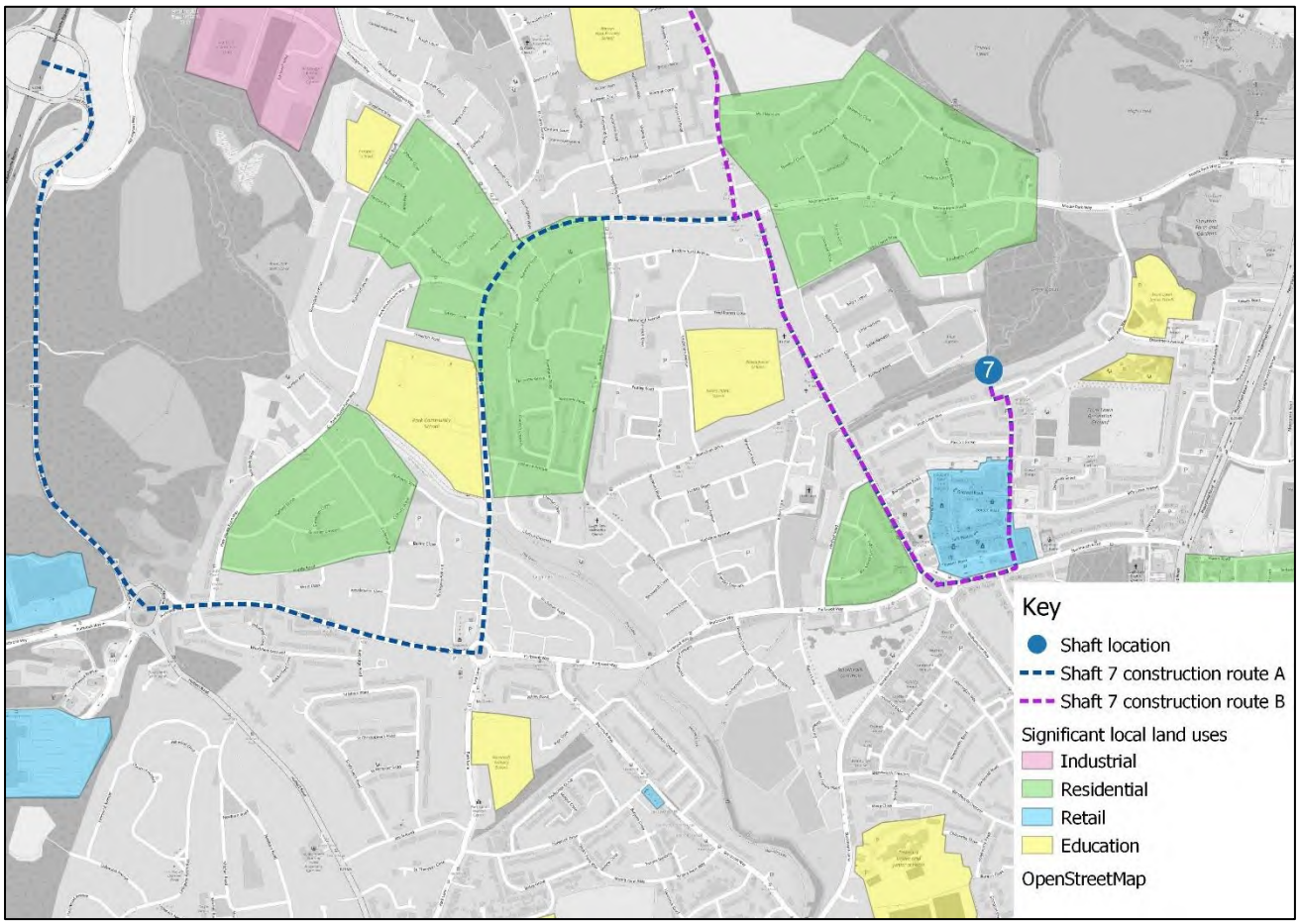


Shaft W7

The LHA have identified that Somborne Drive is designated as an HGV route serving the adjacent commercial units and may be more suited to carrying HGV traffic. It is subsequently proposed that this forms the main construction route to Shaft W7 from Dunsbury Way. The revised construction route to this work area is presented in Figure 2.

To facilitate the revised construction route access arrangements at High Lawn Way have been amended, presented in the revised Appendix B. It should also be noted that there will be a need to temporarily suspend parking at the northern part of Somborne Drive, which is indicated within the updated Work Area Summary briefing note (HTR-WAB-PI-ZZ-TN-W-0006).

Figure 2 - Proposed construction route to Shaft W7



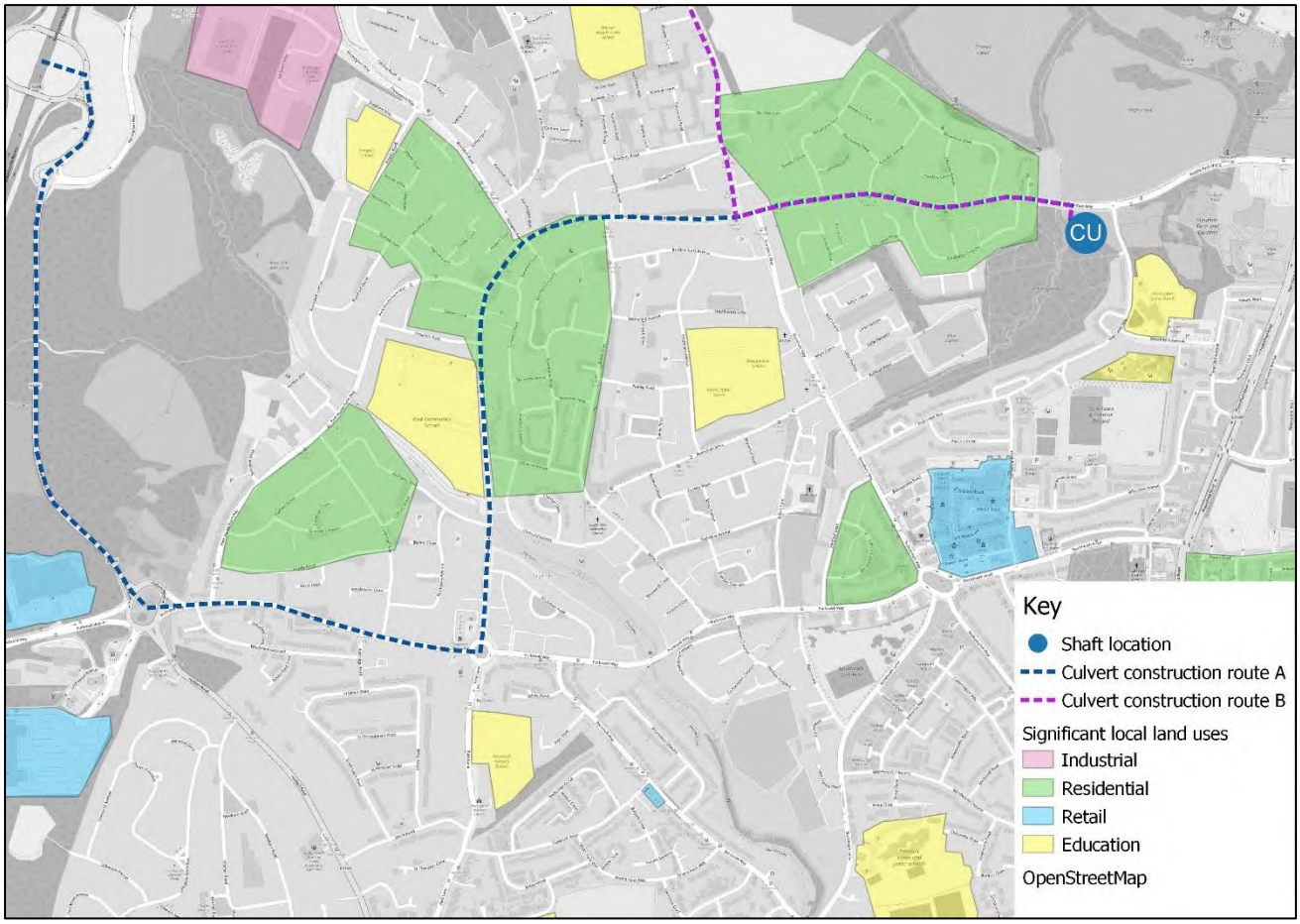
Middle Park Way culvert work area

The LHA has raised concerns with the need for works at the mini-roundabout between High Lawn Way and Middle Park Way, indicated in Figure 3, to facilitate access to the culvert worksite.

A solution has been discussed which involves relocating the access directly off Middle Park Way, indicated in Figure 3.

The revised access arrangements are presented in the updated Work Area Summary briefing note (HTR-WAB-PI-ZZ-TN-W-0006), with updated tracking drawings provided in Appendix B of this note.

Figure 3 - Proposed construction route to MPW Culvert

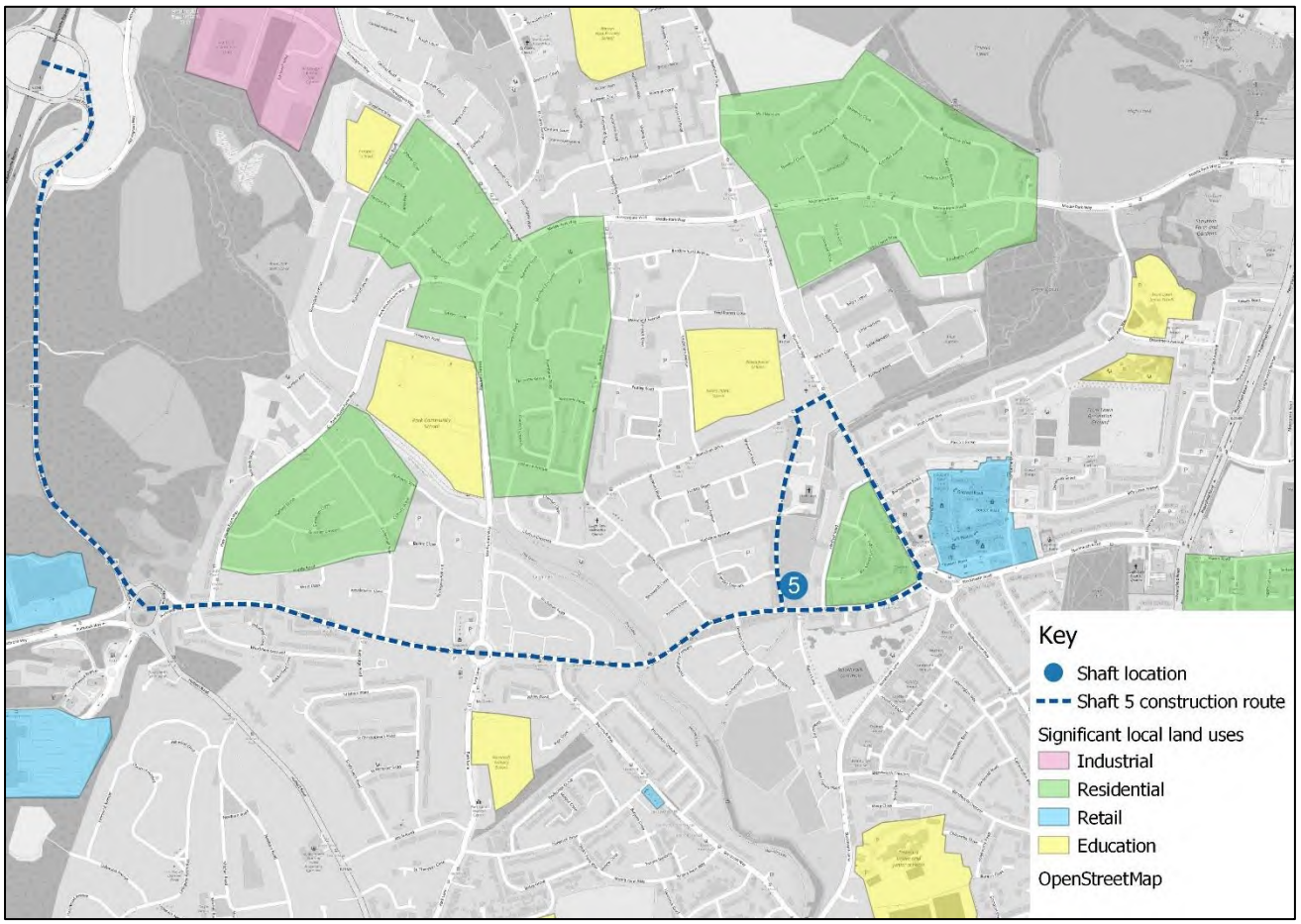


Shaft W5 and Purbrook Way culvert

The LHA has requested that use of Middle Park Way be minimised as far as possible, and queried whether the Southern access into the reservoir site could be used to avoid the need for vehicles to route around Middle Park Way, shown in Figure 4.

The applicant can confirm that the culvert works can be facilitated by this change, with the southern access being completed prior to the programmed culvert works. However, the Southern access will not be in situ until after the commencement of Shaft W5 works and therefore an alternative arrangement is proposed. To minimise use of Middle Park Way it is proposed to access the worksite via Purbrook Way, Dunsbury Way, Riders Lane, as indicated in Figure 4. There is no change proposed to the compound access.

Figure 4 - Proposed construction route to Shaft W5 and Culvert



Justification of baseline data

The LHA have stated that *the baseline data has not been amended as it is assumed that the base situation has not significantly changed since the outline consent. Data was collected in March 2020 and therefore should be updated appropriately, especially given the presence of the Covid 19 Pandemic at the time of the data collection. The Highway Authority is open to considering sensitivity testing of data collection to ensure that the 2020 data remains robust. Some of the roads that have been added to the network are absent traffic count data and a proxy has been utilised. Details of this approach should be provided. A factor has also been used to generate daily traffic volumes where peak hour data is only available. But the details of this have not been set out and should be provided.*

Data comparison

The survey data was collected within the early stages of the pandemic, with some data being collected prior to full restrictions of movement, however it was agreed with the LHA to provide an uplift factor to any data that may have been impacted.

To review whether there may have been a significant change in traffic flows since the original surveys, data collected as part of another infrastructure scheme within the same vicinity has been considered. Data was collected on the B2149 (Petersfield Road), in 2023 as part of Southern Water's Water Recycling and Water Transfer DCO scheme, which allows a comparison to be undertaken with one of the surveys undertaken in a comparable location as part of the original hybrid application. Figure 5 presents the locations of the conducted surveys, illustrating that there are no significant junctions between the two locations.

Figure 5 - Petersfield Road traffic count locations



Table 1 - Baseline data comparison Petersfield Road

Location	Survey period	March 2020	June 2023	% change
Petersfield Road	Thursday	8830	8538	-3.3%
	Saturday	7026	6979	-0.7%

It is considered that the data presented in March 2020 is comparable to the more recent data collected in 2023, and it is therefore reasonable to suggest that the original data can be considered robust.

AADT factor

There has been no change to the approved methodology that was used to generate daily flows on links where only peak hour data was previously available, which is set out below for reference.

ATCs were reviewed at three locations to obtain the daily traffic total as a comparison against the peak hour flow across the survey period. Factors were obtained for each location by summing the AM and PM peak two-way flow together, and comparing this total against the daily two-way traffic flow, with factors being derived as follows:

- B2149 – **4.8653**
- Hulbert Road – **6.0931**
- Swanmore Road – **4.0854**

Where data across the study area was inclusive of peak hour flow only (e.g. where the link flow is based on a single arm approach from a junction turning count) the location was categorised according to whether it displayed comparable characteristics as a local residential road (Swanmore Road), and urban distributor road (Hulbert Road) or an outer urban higher speed road (B2149).

The relevant link flow from the AM and PM peaks was summed together and multiplied by the appropriate factor to derive the daily flow.

Use of proxy sites

Where a link has been identified as being potentially impacted and there is a gap in data a proxy has been used, as approved within the original ES. The proxy has been selected based on the characteristics of the road, with traffic flow being used from a link that is characterised as the same level of sensitivity. For example, if the link is identified as being high sensitivity due to the presence of residential properties, then data from a link that is highly sensitive due to residential properties has been used. It should be noted that as part of the process of collecting speed data at access points there has been an opportunity to update the local access road data for some of the compounds; more information is presented on this in later sections of this note.

Trip generation

The LHA states *The average trips fall in line with the original assessment which considered a maximum of 30 two way trips a day. However, it is not clear how the average figure has been calculated and this could be providing a significant downplay of the true HGV numbers. The applicant should set out how the HGV trip generation has been calculated and why the construction programme can't accommodate the agreed and assessed impacts within the outline consent.*

The assessment has not solely been based on average trips. The trip generation accounts for the fluctuations in trips across the programme and has acknowledged both the 85th percentile and peak volumes that may occur on any given link. A programme has been developed by the contractor which details the expected duration of each trip generating activity at the construction compounds / shafts along with total HGV requirements based on the expected vehicle payloads and known material considerations. This has been allocated across the expected duration for each activity within the programme on a compound-by-compound basis.

As set-out within the submitted documents the construction routes for each compound have been mapped with the trips associated with each activity distributed across the relevant route (or route element which translates to a discrete road link) from each compound across the whole programme.

The assessment has been based on an indicative day being taken across all activities to sum activities across the full route on any given day, with snapshot trip numbers used for assessment purposes. In presenting the average, 85th percentile and peak numbers there is an allowance for variations in the construction traffic.

To assist the LHA in understanding the construction activities at each worksite the trip generation for each worksite has been calculated, irrespective of construction route, with a summary being provided in Table 2. This demonstrates that the worksite trip numbers are notably lower than the in-combination documents presented within the submitted documents.

Table 2 - Worksite accesses and trip generation (HGV)

Worksite number	Immediate worksite access road	Trip generation (two-way)			
		Average	85th percentile	Max	Duration of Peak (days)
One	Meyrick Road	2	6	20	2
Two	Hook's Farm Way	12	26	50	22
Three	Hook's Farm Way	12	26	50	22
Four	Stockheath Lane	10	18	42	1
Five	Riders Lane	10	22	28	8
Six	Dunsbury Way	12	16	16	6
Seven	High Lawn Way (South)	10	22	34	1
Eight	Middle Park Way	8	18	34	2
Emergency discharge chamber	Purbrook Way	4	10	32	1
Culvert	High Lawn Way (North)	4	8	24	2
Culvert	Purbrook Way	4	8	18	1
Culvert	Dunsbury Way	4	8	22	1

However the reason that the *construction programme can't accommodate the agreed and assessed impacts within the outline consent* is due to the significant change in scheme (two pipelines instead of one); the outline consent assessed a construction cap on each construction route concurrently across three construction time-periods, if the dual-pipeline scheme was to be constructed in this way the contractor has estimated it could take up to 6 years, which may be perceived as having a less favourable impact than the current proposals.

Further information on assessment

School crossing point data

At pre-application stage, the LHA requested that two crossing locations were surveyed to understand peak operation to assist in managing HGV routeing past the crossing point. Two key locations for pedestrian crossings were identified and pedestrian count surveys were undertaken at the sites shown in Figure 6.

Figure 6 - Pedestrian count survey locations



Pedestrian count surveys were undertaken between 7am and 9am and between 3pm and 6pm at the two locations on Tuesday 1st October 2024.

Table 3 - Pedestrian count survey data October 2024

Time Period	Purbrook Way		Middle Park Way	
	Northbound	Southbound	Northbound	Southbound
7:00 to 8:00	10	13	1	3
8:00 to 9:00	36	35	2	7
15:00 to 16:00	46	34	18	3
16:00 to 17:00	23	16	5	1
17:00 to 18:00	16	13	2	2
Total	**131**	**111**	**28**	**16**

Table 3 shows that the pedestrian crossing at Purbrook Way was found to have higher usage than that of Middle Park Way, with relatively consistent numbers crossing across all peaks. The pedestrian crossing at Middle Park Way appears to peak Northbound between 15:00 and 16:00 but there was minimal usage throughout the rest of the surveyed time periods.

Construction traffic impact

The LHA highlighted that some of the access roads included within the original hybrid application appeared to be absent from the dual pipeline application. This has been acknowledged, and the assessment has been updated in this section to include all direct access routes to the worksites. Where appropriate, the data has been updated to incorporate traffic flow volumes taken from speed surveys that have supported the preparation of the access visibility splay assessment. Where a road serves a construction route for more than one compound (e.g. Routes to Shaft 6 and 7 on Dunsbury Way) the in-combination impacts are presented on the access road. The updated assessment of the construction traffic impact in relation to HGVs on the direct access links is provided in Table 4.

Table 4 - Worksite impact on HGV traffic

Worksite number	Immediate worksite access road		Sensitivity	% impact on HGV traffic		
				Average	85th percentile	Maximum
One	Meyrick Road	L55*	High	37%	147%	490%
Two	Hook's Farm Way	L54	High	81%	173%	333%
Three	Hook's Farm Way	L54	High	81%	173%	333%
Four	Stockheath Lane	L27	High	9%	16%	38%
Five	Riders Lane	L56*	High	N/A	N/A	N/A
	Purbrook Way (including culvert)	L21	Medium	4%	10%	17%
Six	Dunsbury Way (including culvert)	L19	Medium	2%	6%	13%
Seven	High Lawn Way (South)	L50	High	24%	54%	83%
Eight	Middle Park Way	L17	Medium	2%	3%	18%
Culvert	High Lawn Way (North)	L57*	High	10%	20%	44%
Emergency discharge chamber	Purbrook Way	L21	Medium	4%	10%	17%

* *Not previously included within the network list and has therefore assigned the next sequential link ref.*

The supplementary assessment presented in Table 4 indicates that on some links there is a notable increase in the number of HGVs. Whilst it is acknowledged that the percentage change in HGVs may be notable in places, this is due to the low baseline; e.g.four HGVs on Meyrick Road or 15 across the day on Hook's Farm Way. Any increase in HGVs may be perceptible to local residents in the setting where none, or very few are currently observed, however the temporary nature of the peak periods means that the impact is not considered severe.

The numbers presented in Table 2 are referenced to demonstrate that on the links where the percentage change is high the average number of HGVs across the day range between an average of 4 a day (High Lawn Way at the Culvert works) to 12 a day (Hook's Farm Way serving both Worksites Two and Three), or a maximum of 50 two-way HGVs (at Hook's Farm Way). These peaks are expected over a short time-period, with most worksite peaks ranging only from a number of days, up to 22 days at Worksites Two and Three.

The contractor has reviewed the construction activities to minimise these peaks where practicable, and the peaks coincide with specific activities that cannot be minimised further (e.g. a concrete pour). The perceptible impact of HGVs on these links has been mitigated by measures set out within the CTMP, such as avoiding peak hours and school start/end times where appropriate.

Bus services

The LHA highlighted that potential road closures would adversely affect the bus route and access to public transport users which should be highlighted. A review of bus routes around Havant has been undertaken, with the bus routes potentially affected by the proposed road closures presented in Table 5, with accompanying frequencies provided in

Table **6**.

Table 5 - Buses affected by road and lane closures

Location	Type of closure	Duration	Bus Numbers affected
Middle Park Way	Road closure	Two weeks	20, 21, 27, 621
Purbrook Way	Road closure	Two weeks	20, 21, 23, 27, 621
Dunsbury Way	Road closure	Two weeks	20, 21, 23, 27, 621

Table 6 - Frequencies of buses affected by closures

Bus Number	Frequency
20	Every 30 mins from 6:30 to 18:30
21	~ Every 30 mins from 4:30 to 22:15
23	~ Every 10 mins from 5:30 to 20:00 then every 30 mins to 00:00 and hourly to 5:00
27	Every 2 hours between 10:00 and 16:00
621	Portsmouth College bus (once a day in each direction)

Consideration has been given to the potential diversions required as part of the assessment, which is set-out within the submitted planning documents. For reference the potential diversions for bus routes are presented within Figure 7 and Figure 8 below, which will be discussed as part of the construction management process.

As set-out within the accompanying Work Area Summary, work processes that require road closures have been minimised as far as is reasonably practicable, however existing constraints do still necessitate some closures. As acknowledged within the submitted documents, there is in some cases a notable distance of diversion required, however given the temporary nature and duration (circa. two weeks) this has not been referenced as significant. Mitigation for this disruption will include communication of the potential additional travel time through notices via the bus operators during the closure periods.

Figure 7 - Purbrook Way and Dunsbury Way closures and diversions

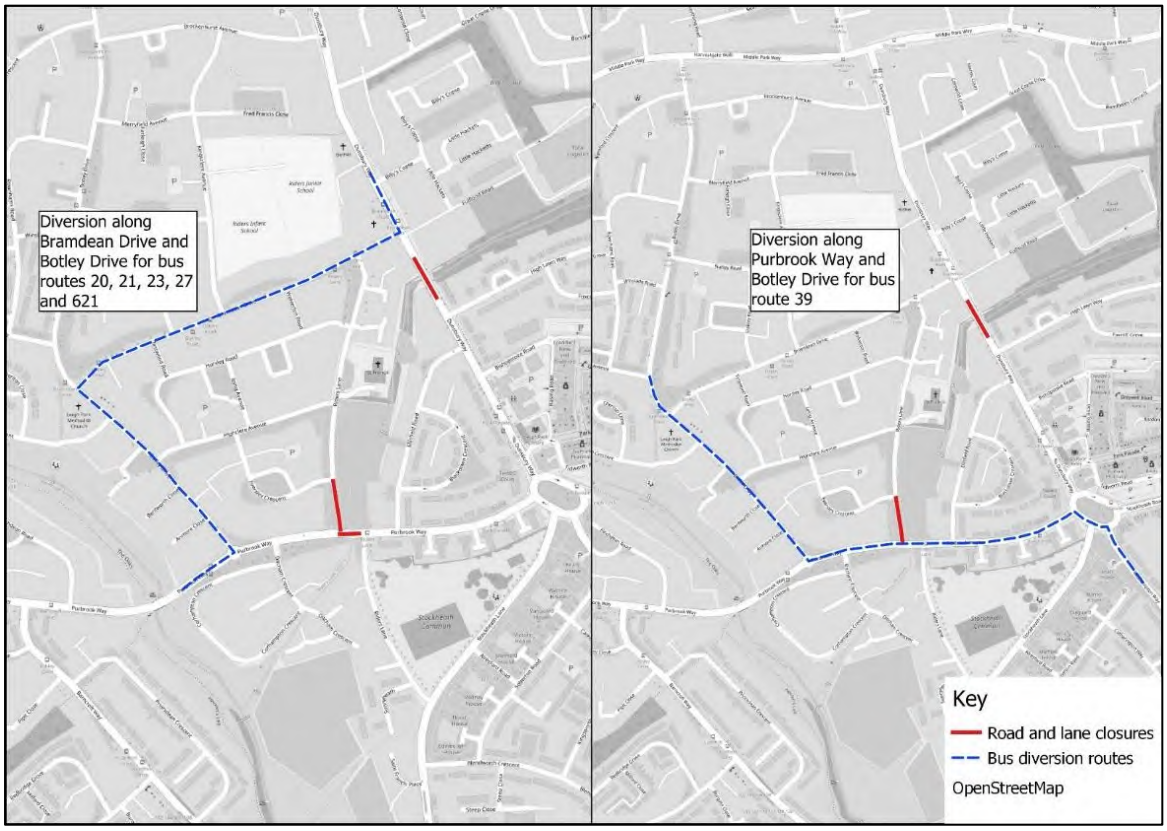
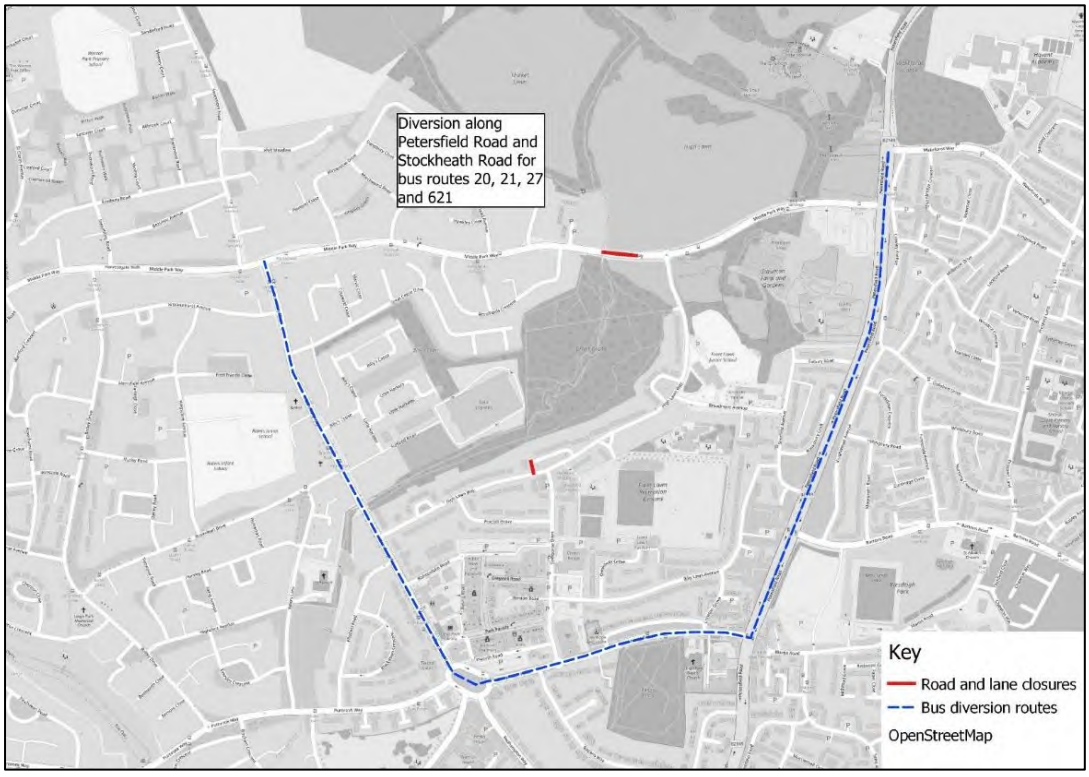


Figure 8 - Middle Park Way closure and diversion



Additional vehicle tracking

The LHA has requested updates to the existing tracking drawings accompanying the submission, which are included within Appendix B for reference, and appended to the Work Area Summary. In addition to updates to the existing drawings, the LHA stated that *tracking is only provided for the temporary compound arrangement and not shown how access is achieved to the permanent access directly onto Corhampton Crescent. There is evidence of on carriageway parking which may prevent access for larger vehicles should they be needed.*

As discussed with the LHA any operational vehicles accessing the Emergency Discharge chamber will typically be light goods vehicles that will be unaffected by the observed on-street parking and it is, therefore, suggested that access will be achievable under a conditioned consent. With the access not being required until construction is complete and the pipeline operational, it is envisaged that tracking of the permanent access can be captured under a pre-operation condition.

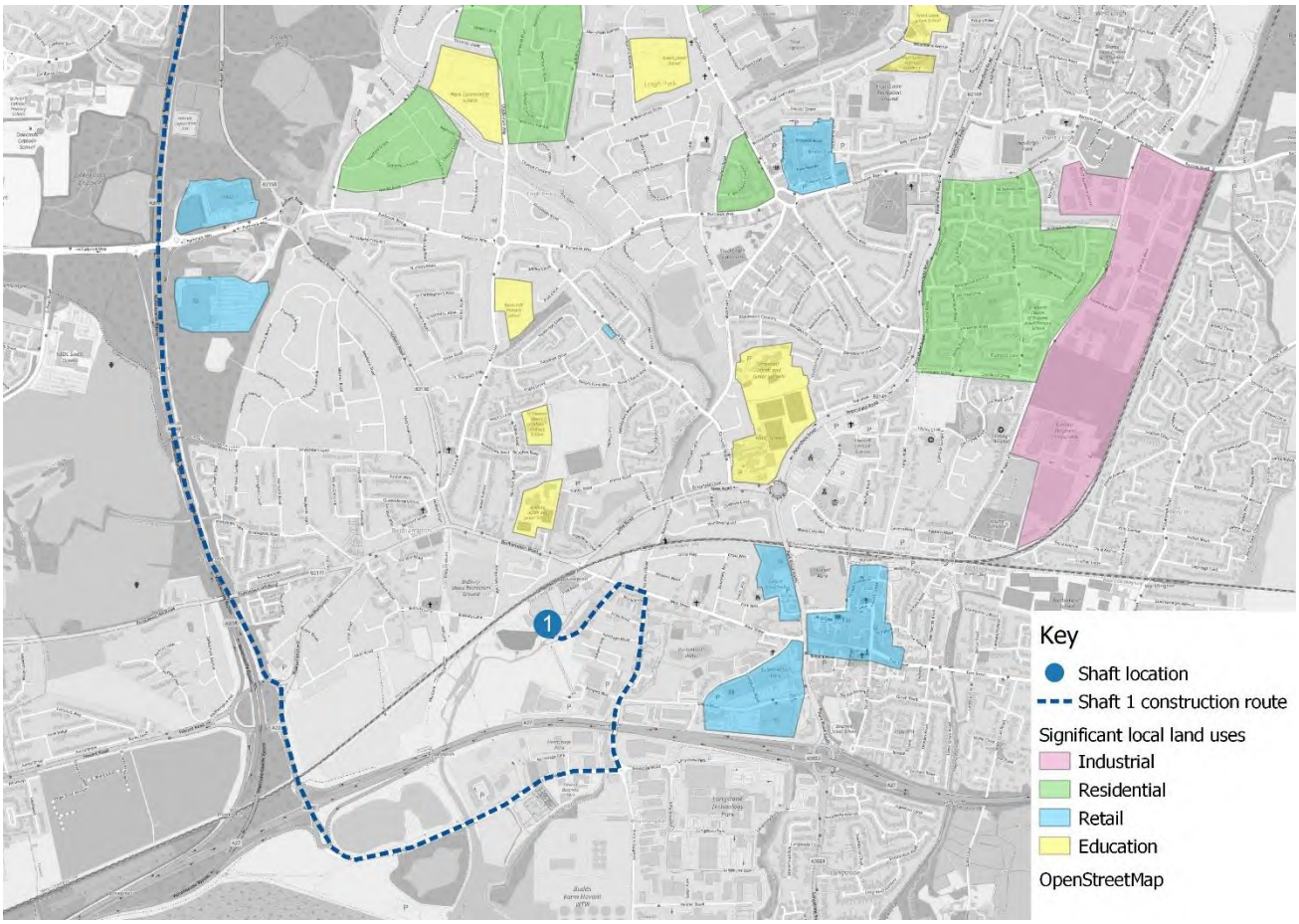
The LHA also requested that *the access arrangements for the pipeline works themselves associated for this particular application need to consider the arrangement for access should the Kingscroft access arrangements have been delivered. It should be demonstrated that access is achievable with the revised arrangement.*

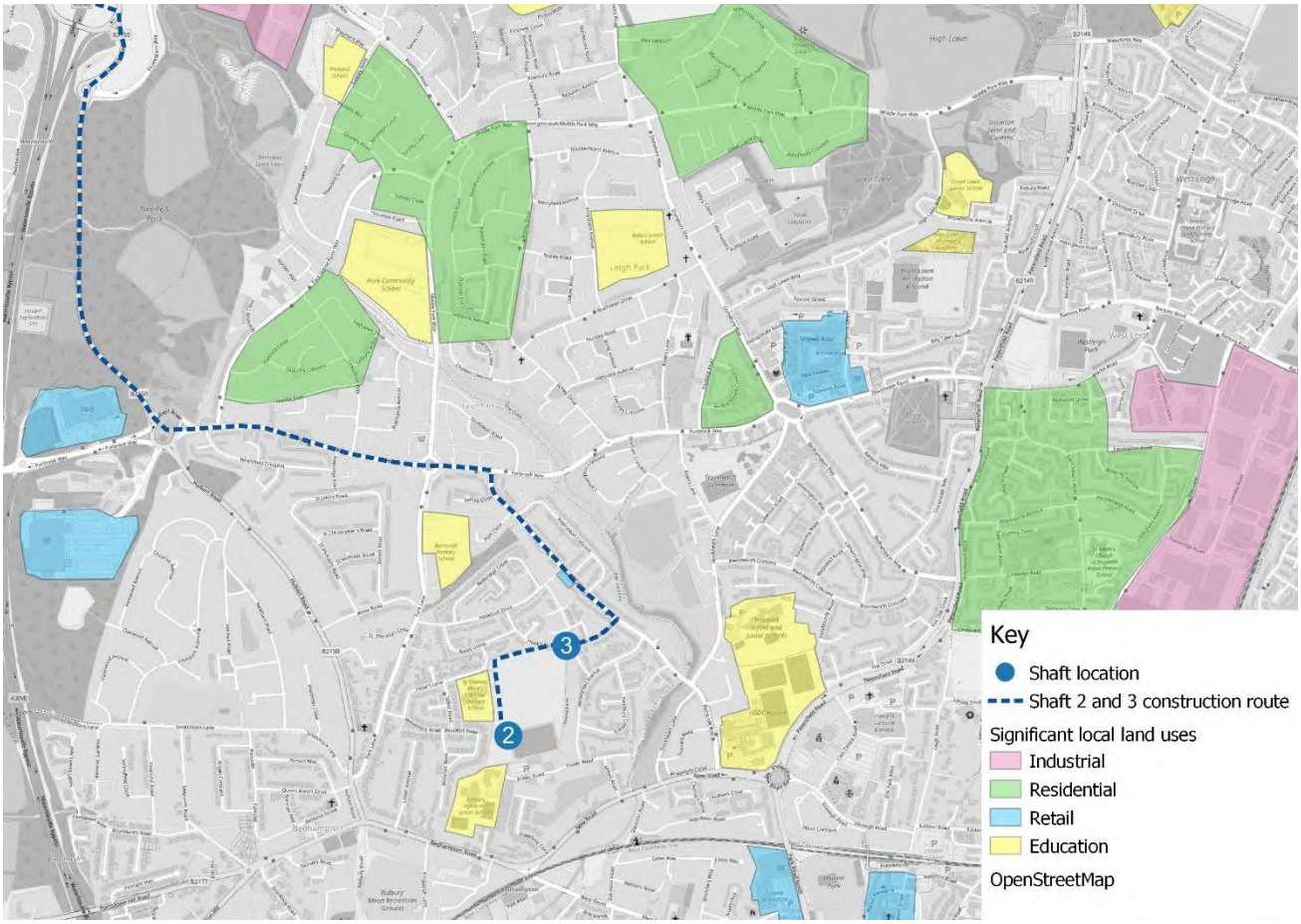
The access arrangements proposed as part of the Kingscroft development have been reviewed and it is noted that the applicant for this scheme has submitted tracking drawings that demonstrate access to the Portsmouth Water site for articulated vehicles has been retained; therefore Portsmouth Water consider that continued access for construction of the pipeline has been evidenced through the Kingscroft application (APP/22/00669 drawing reference ITB15443-GA-004 RevD).

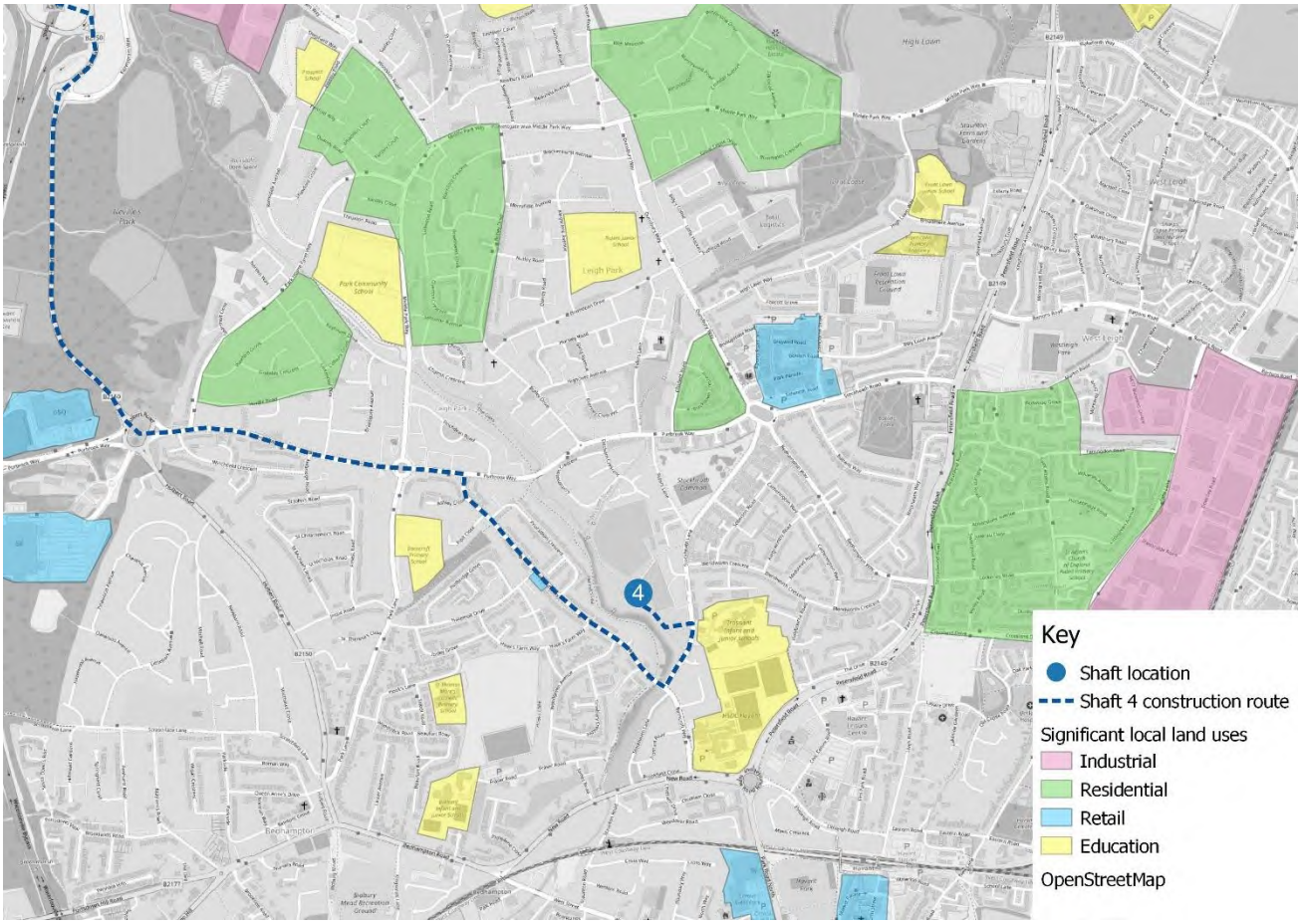
Conclusion

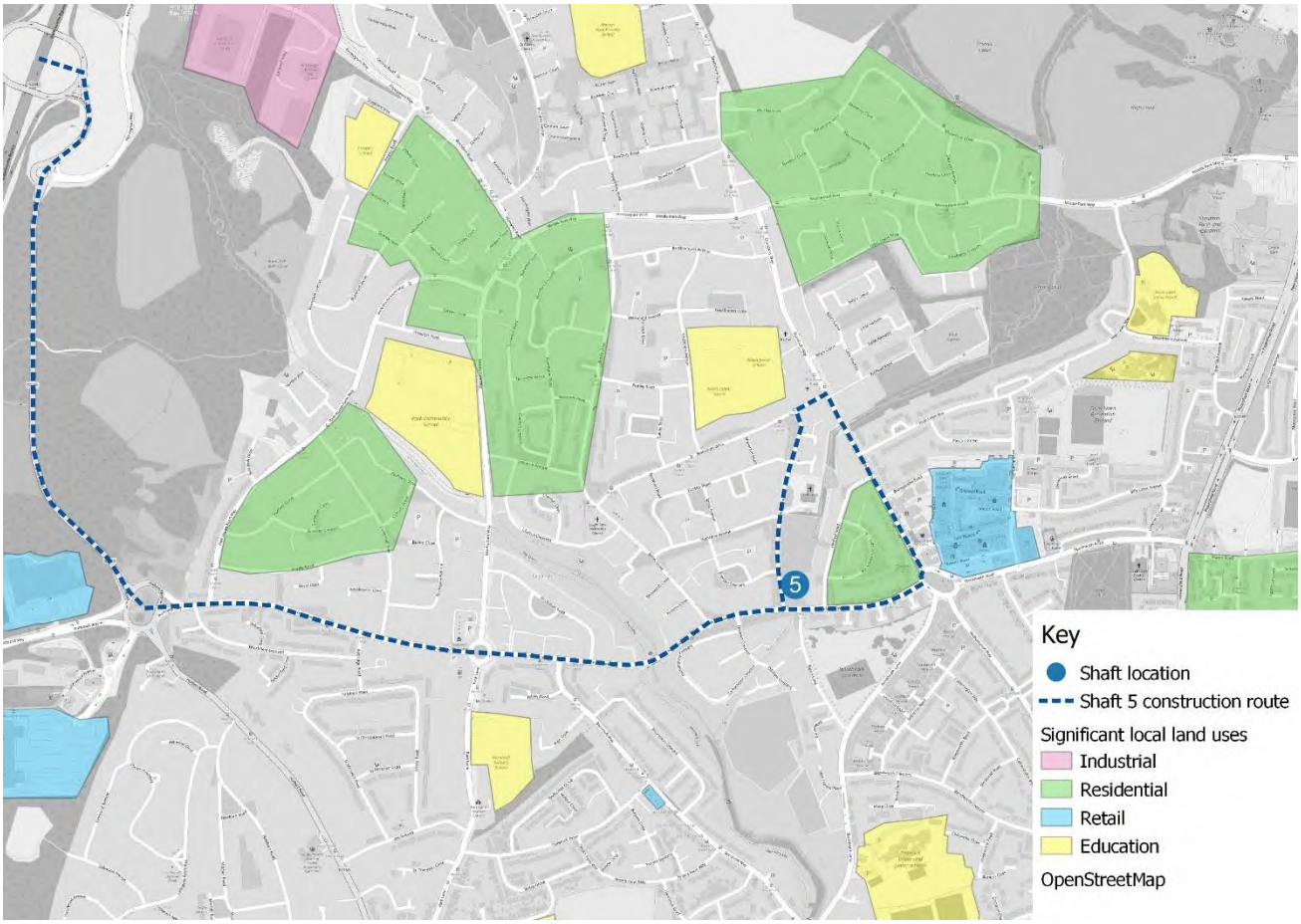
This technical note has presented supplementary information on the planning application for development of new pipelines to transfer water from Bedhampton springs to the committed Havant Thicket reservoir. This note seeks to provide the LHA with additional detail / clarifications to address comments on the initial submission. It should be read in conjunction with the Work Site Summary prepared by the contractor, which provides information on how each worksite will be managed with impacts minimised where practicable.

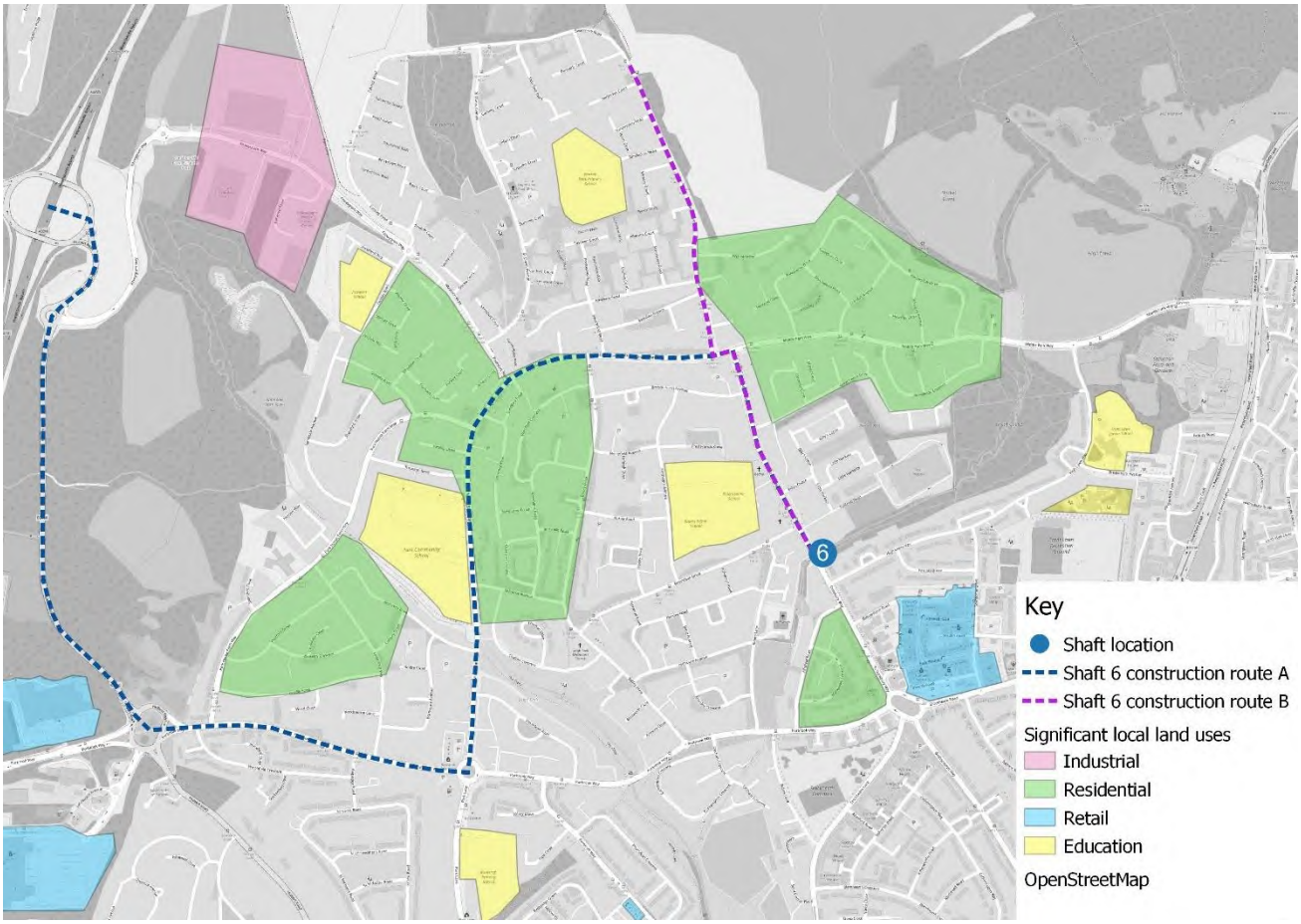
Appendix A. Worksite construction routes

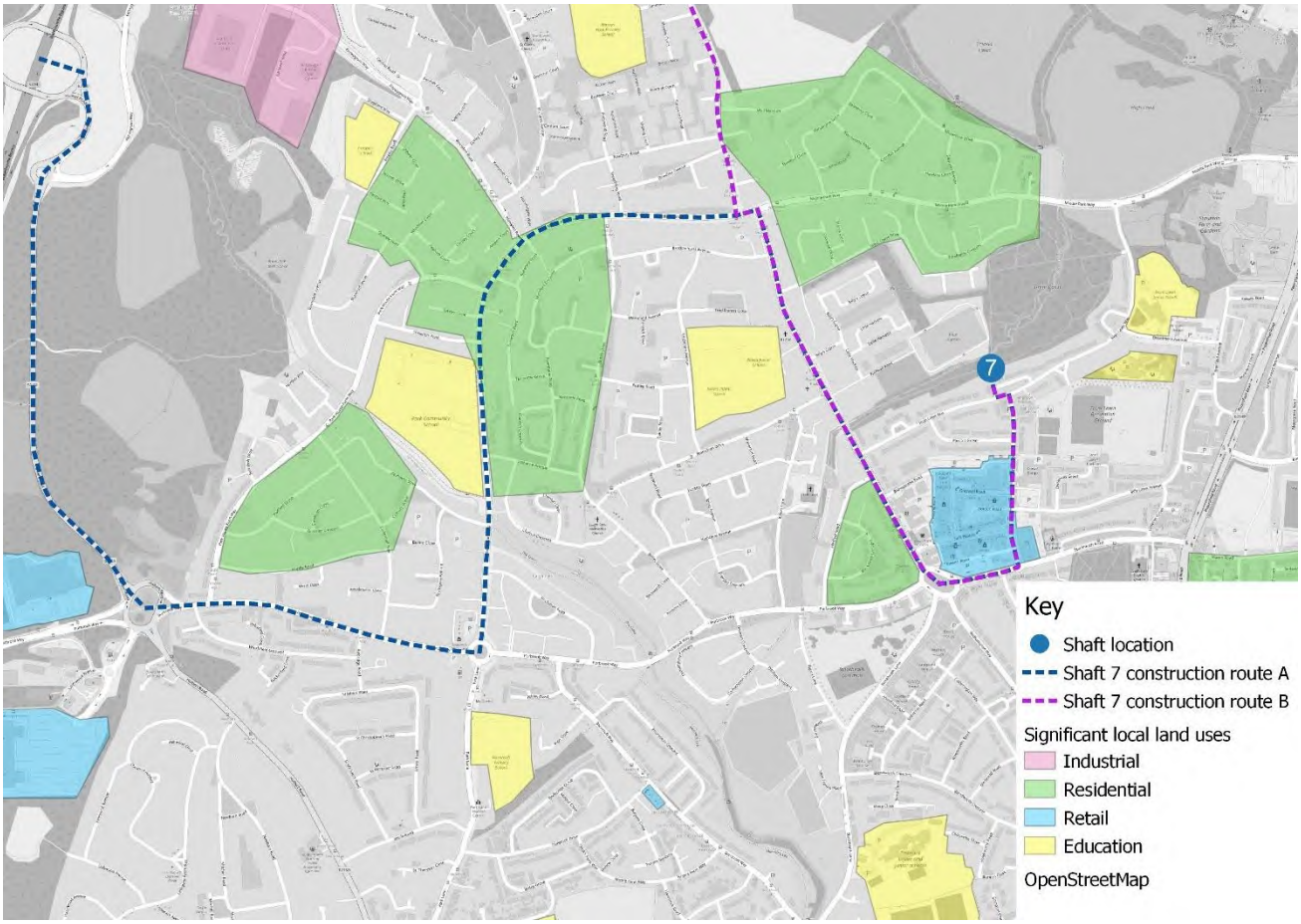


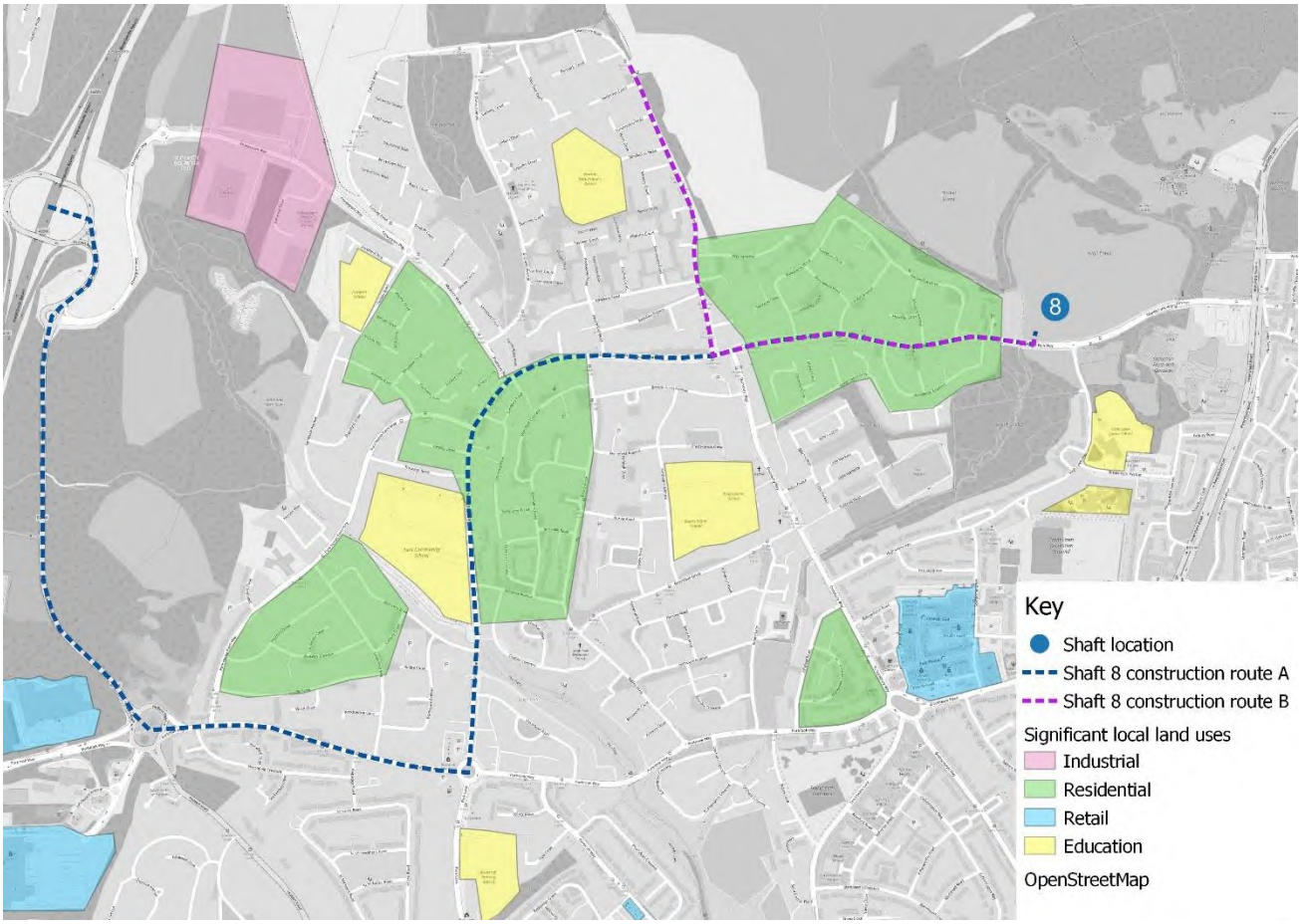

Key
Shaft location
Shaft 2 and 3 construction route
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap
2
3

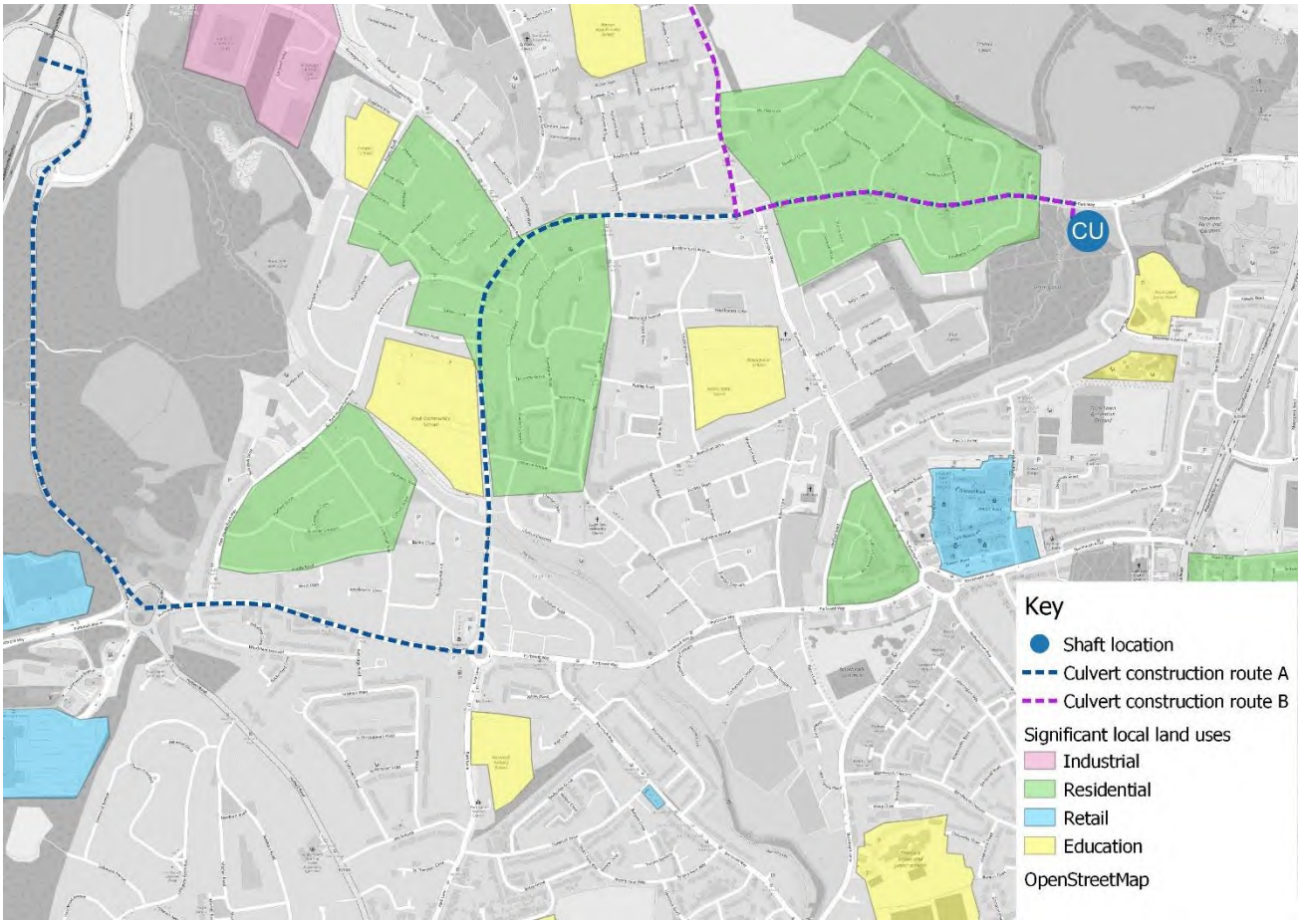

4
Key
Shaft location
Shaft 4 construction route
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap

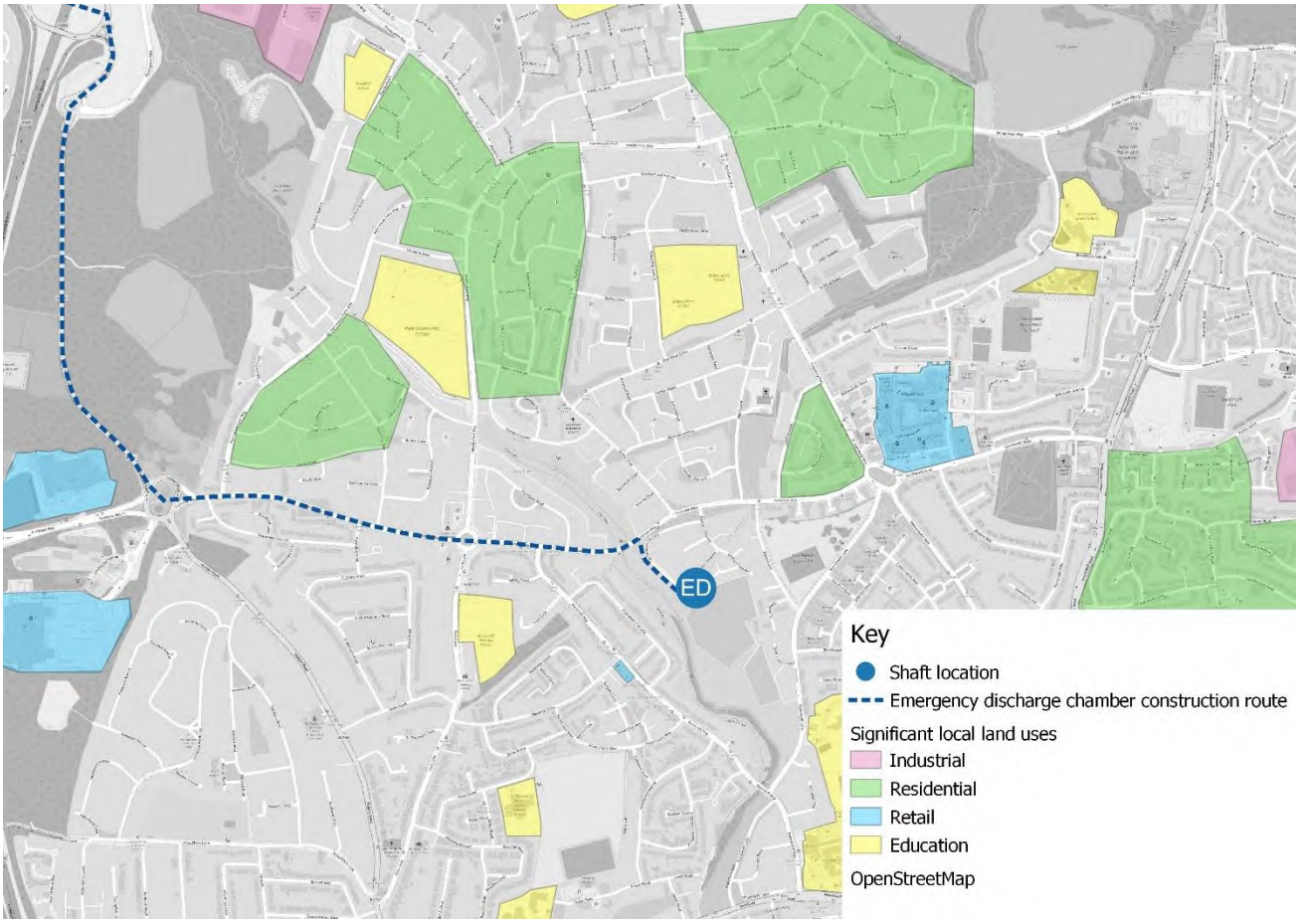

5
Key
Shaft location
Shaft 5 construction route
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap


6
Key
Shaft location
Shaft 6 construction route A
Shaft 6 construction route B
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap


7
Key
Shaft location
Shaft 7 construction route A
Shaft 7 construction route B
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap


8
Key
Shaft location
Shaft 8 construction route A
Shaft 8 construction route B
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap


CU
Key
Shaft location
Culvert construction route A
Culvert construction route B
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap


ED
Key
Shaft location
Emergency discharge chamber construction route
Significant local land uses
Industrial
Residential
Retail
Education
OpenStreetMap

Appendix B. Appendix B – Access tracking drawings

DO NOT SCALE

Millimetres 0 10 100

Existing parking restrictions

Temporary suspension of on-street parking.

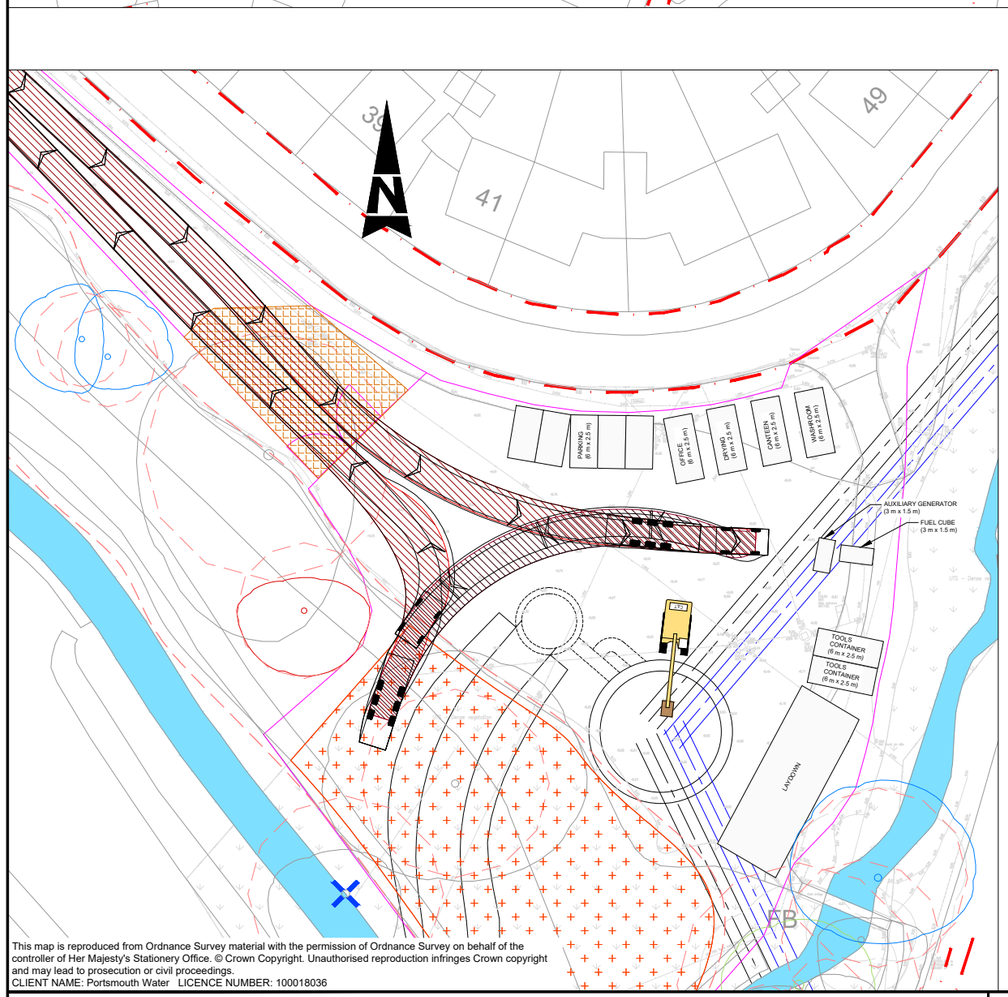
Construction drivers to be made aware of crossing point as part of CTMP

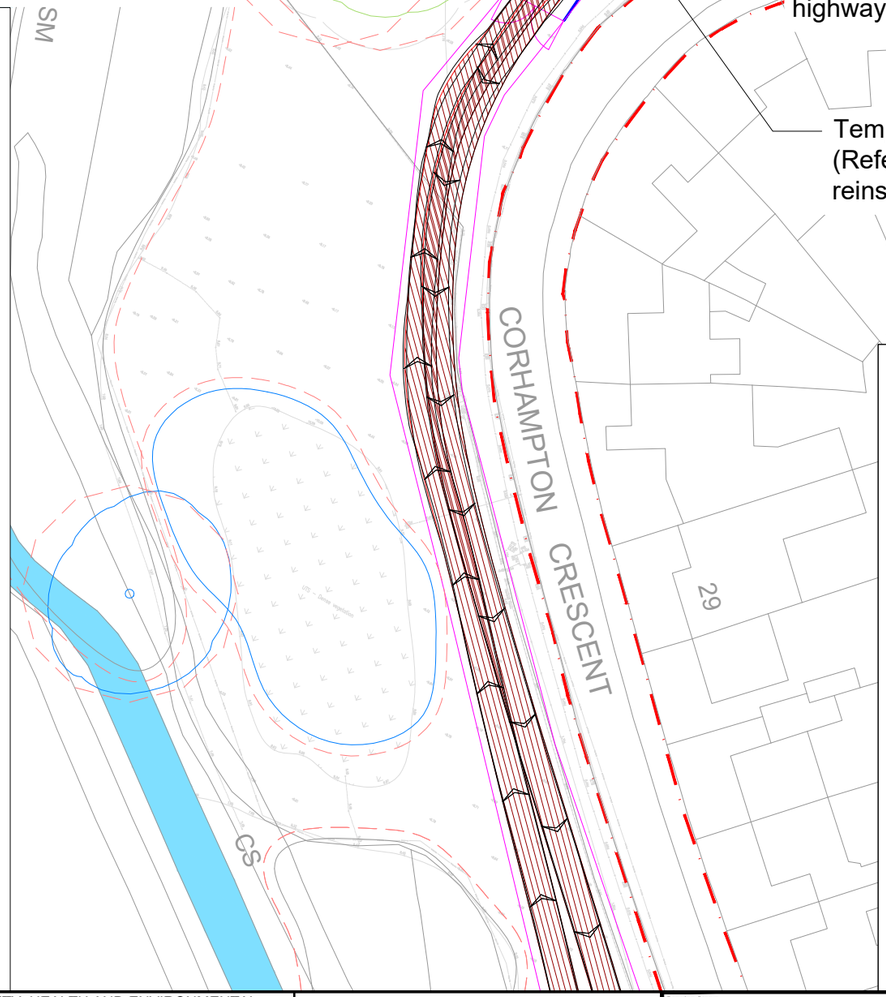
Existing parking restrictions

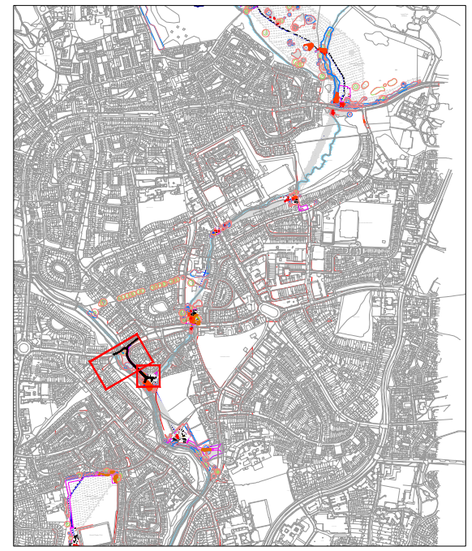
Proposed crownlifting to improve visibility

Temporary lighting arrangement to be agreed with highway authority through appropriate conditions

Temporary access point
(Refer to reinstatement plans for reinstatement details)







LOCATION PLAN
Scale 1:25000

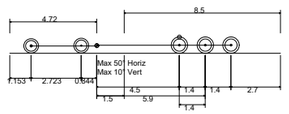
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 43m Junction Visibility Splay using posted speed (30mph)
- 2.4 x 40m Junction Visibility Splay using observed speed (29mph)
- Highway boundary



Tractor and Trailer (14.72m)

Overall Length	14.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	09/01/24	ANNOTATIONS ADDED	PM	CW	CW
P1	12/11/24	DRAWING CREATED	PM	CW	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
EMERGENCY DISCHARGE CHAMBER
SWEPT PATH ANALYSIS
TRACTOR AND TRAILER

Scale	Designed	Drawn	Checked	Authorised
NTS	PM	PM	CW	CW
Original Size: A3	Date: 12/11/24	Date: 12/11/24	Date: 12/11/24	Date: 12/11/24

Drawing Number: HA PIN HTR - ATK - HGN - ED - DR - D - 0003
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618

Revision: P2

DO NOT SCALE

Millimetres 0 10 100

Temporary suspension of on-street parking.

Existing parking restrictions

Construction drivers to be made aware of crossing point as part of CTMP

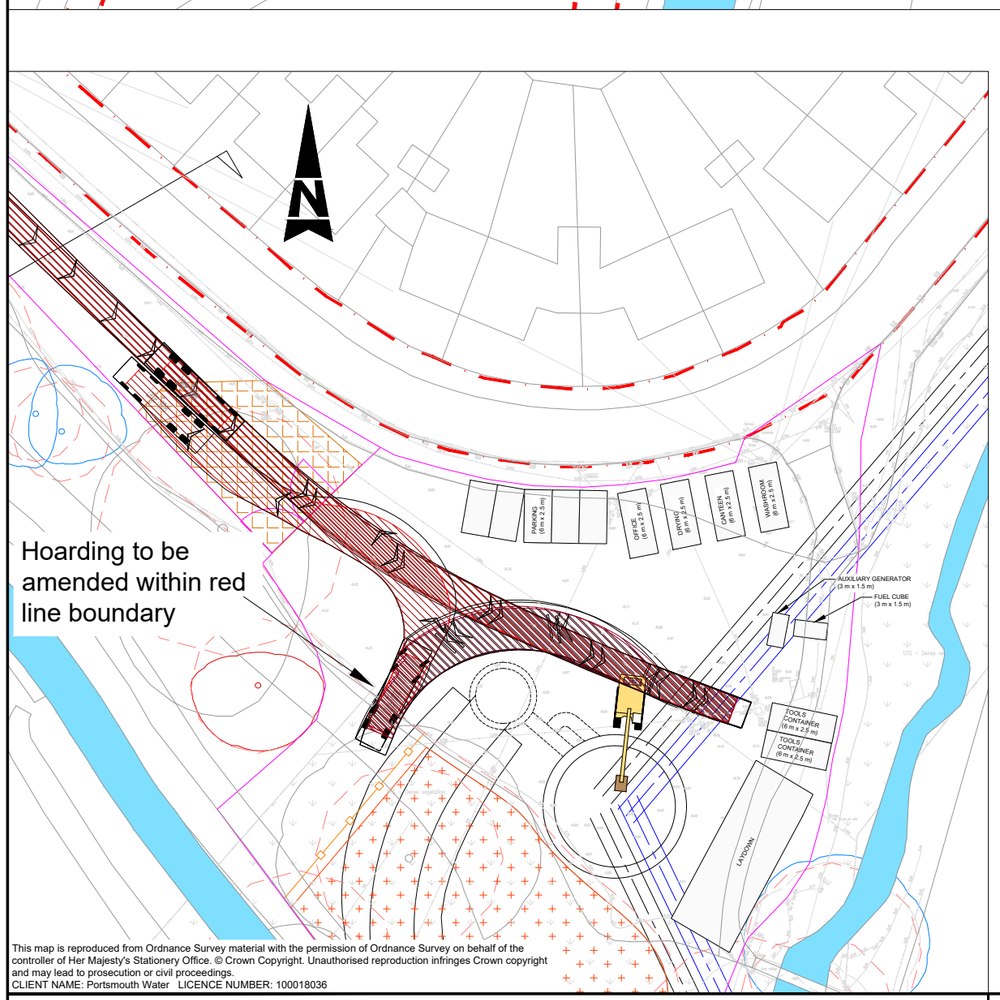
Existing parking restrictions

Potential crownlifting to improve visibility

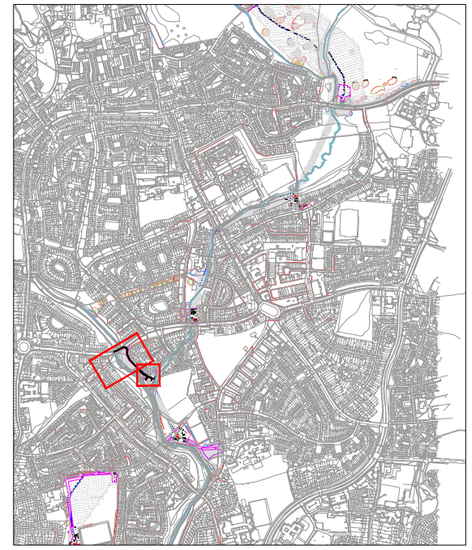
Temporary lighting arrangement to be agreed with highway authority through appropriate conditions.

Temporary access point (Refer to reinstatement plans for reinstatement details)

Hoarding to be amended within red line boundary



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036



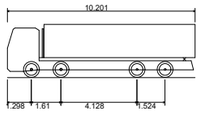
LOCATION PLAN
Scale 1:25000

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 43m Junction Visibility Splay using posted speed (30mph)
- 2.4 x 40m Junction Visibility Splay using observed speed (29mph)
- Highway boundary



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION
NONE

MAINTENANCE/CLEANING
NONE

DECOMMISSIONING/DEMOLITION
NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P7	09/01/24	ANNOTATIONS ADDED	PM	CW	CW
P6	12/11/24	ANNOTATIONS REVISED	PM	CW	CW
P5	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, SITE BOUNDARY UPDATED	PM	CW	CW
P4	29/05/24	KERB ADDED	PM	CW	CW
P3	07/03/24	PIPELINE SHAFT PLAN AMENDED	PM	PDE	CW
P2	06/12/23	PIPELINE SHAFT PLAN AMENDED	JA	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
EMERGENCY DISCHARGE CHAMBER
SWEPT PATH ANALYSIS
LARGE TIPPER

Scale	Designed	Drawn	Checked	Authorised
NTS	AE	AE	PDE	CW
Original Size	Date	Date	Date	Date
A3	07/07/23	07/07/23	07/07/23	07/07/23

Drawing Number: HA PIN HTR - ATK - HGN - ED - DR - D - 0002
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618
Revision: P7

DO NOT SCALE

Existing parking restrictions

Temporary suspension of on-street parking.

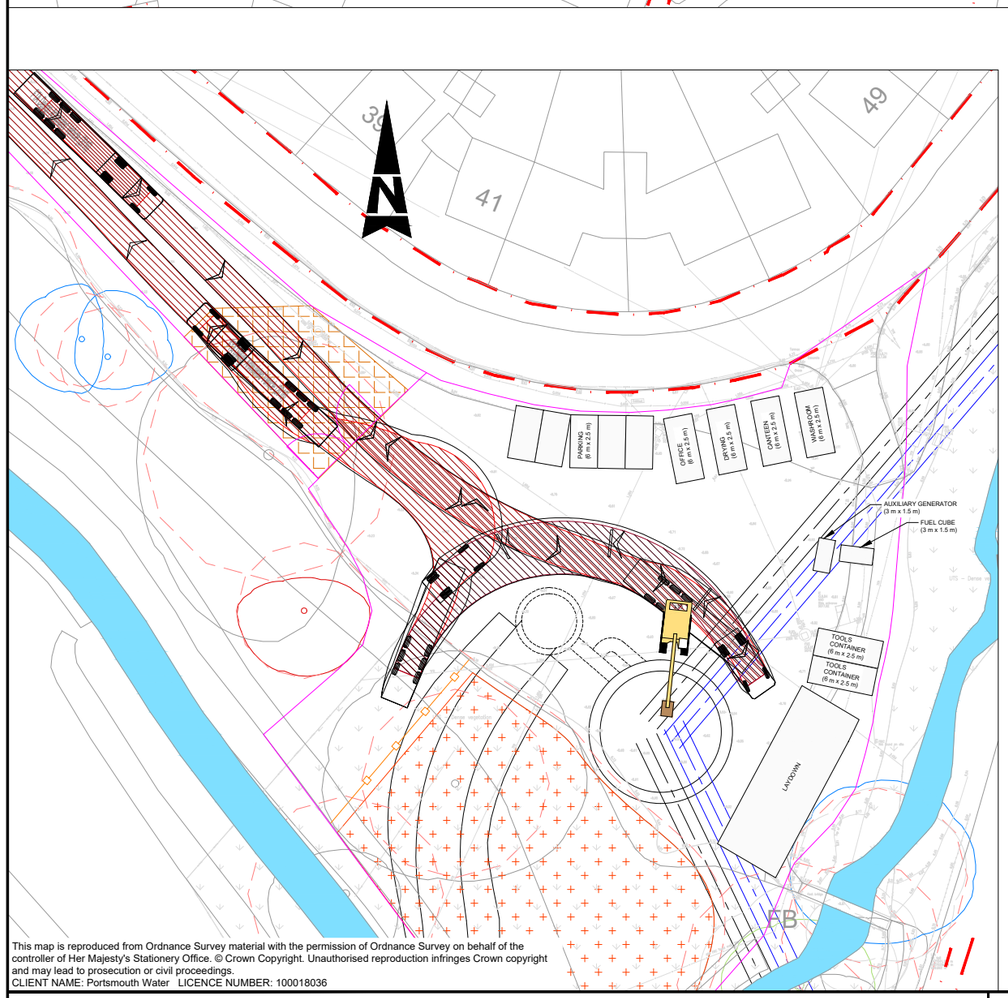
Construction drivers to be made aware of crossing point as part of CTMP

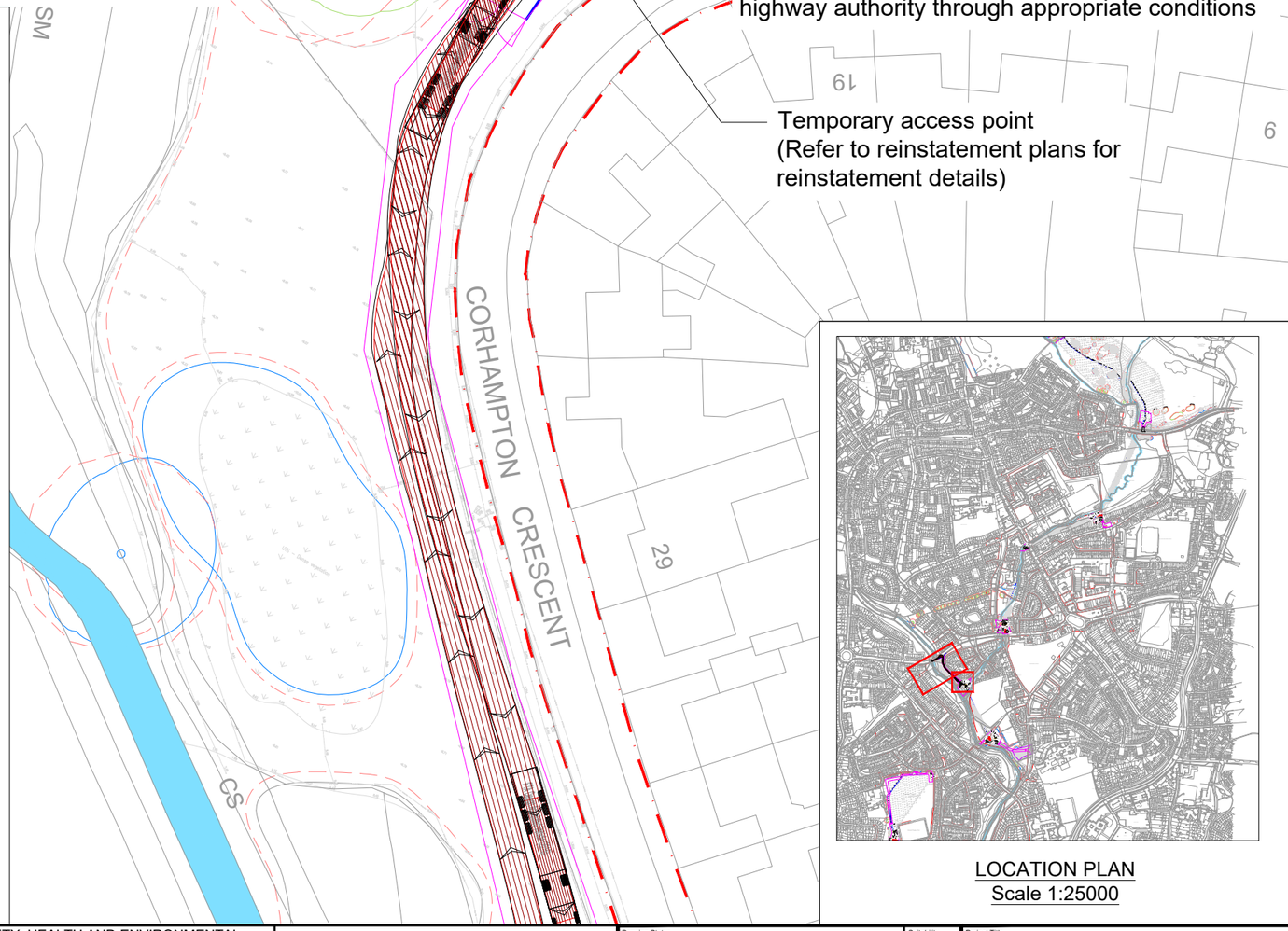
Existing parking restrictions

Proposed crownlifting to improve visibility

Temporary lighting arrangement to be agreed with highway authority through appropriate conditions

Temporary access point
(Refer to reinstatement plans for reinstatement details)





LOCATION PLAN
Scale 1:25000

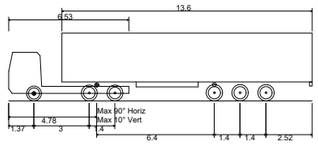
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 43m Junction Visibility Splay using posted speed (30mph)
- 2.4 x 40m Junction Visibility Splay using observed speed (29mph)
- Highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P7	09/01/24	ANNOTATIONS ADDED	PM	CW	CW
P6	13/11/24	ANNOTATIONS REVISED	PM	CW	CW
P5	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, SITE BOUNDARY UPDATED	PM	CW	CW
P4	22/05/24	VEHICLE TRACKING AMENDED	PM	CW	CW
P3	07/03/24	PIPELINE SHAFT PLAN AMENDED	PM	PDE	CW
P2	06/12/23	PIPELINE SHAFT PLAN AMENDED	JA	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

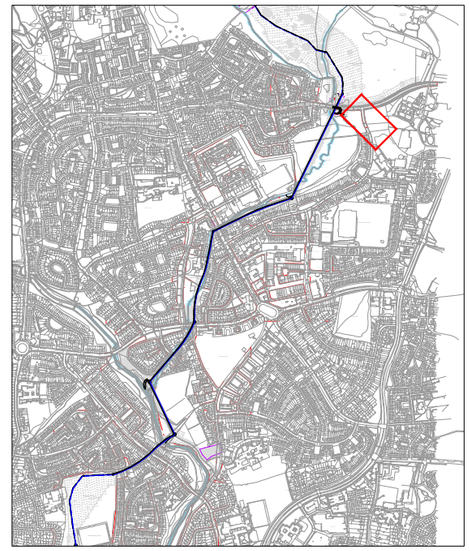
Drawing Title: SHAFT COMPOUND LAYOUT
EMERGENCY DISCHARGE CHAMBER
SWEPT PATH ANALYSIS
16.5m ARTICULATED VEHICLE

Scale	Designed	Drawn	Checked	Authorised
NTS	AE	AE	PDE	CW
Original Size: A3	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23

Drawing Number: HA PIN HTR - ATK - HGN - ED - DR - D - 0001
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618
Revision: P7

DO NOT SCALE



LOCATION PLAN
Scale 1:25000

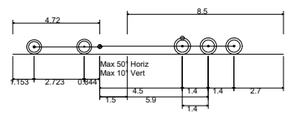
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Tractor and Trailer (14.72m)

Overall Length	14.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	14/01/25	VEHICLE TRACKING AMENDED	PM	CW	CW
P1	12/11/24	DRAWING CREATED	PM	CW	CW

Millimetres 0 10 100

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

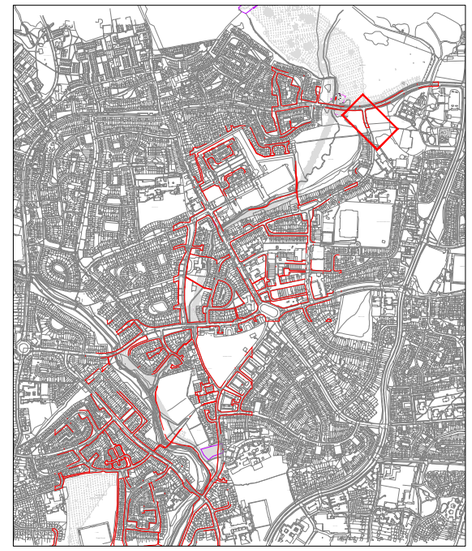
Drawing Title: SHAFT COMPOUND LAYOUT
CULVERT ACCESS
SWEPT PATH ANALYSIS
TRACTOR AND TRAILER

Scale	Designed	Drawn	Checked	Authorised
1:500	PM	PM	CW	CW
Original Size	Date	Date	Date	Date
A3	12/11/24	12/11/24	12/11/24	12/11/24

Drawing Number: HA PIN HTR - ATK - HGN - CU - DR - D - 0003
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618
Revision: P2

DO NOT SCALE



LOCATION PLAN
Scale 1:25000

School crossing to be managed through the CTMP

Temporary access point
(Refer to reinstatement plans for reinstatement details)

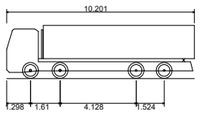
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P6	14/01/25	VEHICLE TRACKING REVISED	PM	CW	CW
P5	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, TRACKING UPDATED	PM	CW	CW
P4	29/05/24	ANNOTATION ON MINI-ROUNDABOUT ADDED	PM	CW	CW
P3	07/03/24	VEHICLE TRACKING AMENDED	PM	PDE	CW
P2	12/12/23	NOTES AMENDED	JA	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

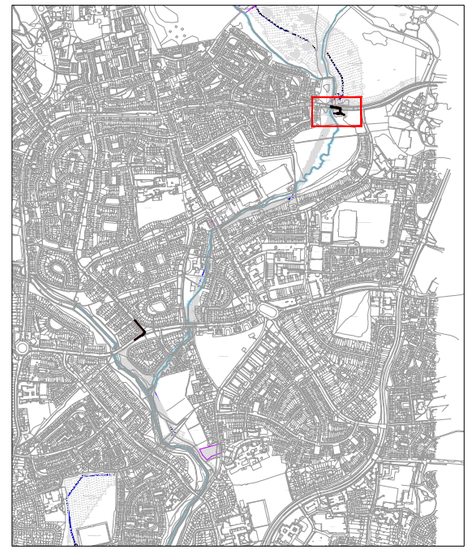
Drawing Title: SHAFT COMPOUND LAYOUT
CULVERT ACCESS
SWEPT PATH ANALYSIS
LARGE TIPPER

Scale	Designed	Drawn	Checked	Authorised
1:500	AE	AE	PDE	CW
Original Size: A3	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23

Drawing Number: HA PIN HTR - ATK - HGN - CU - DR - D - 0002
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618
Revision: P6

DO NOT SCALE



LOCATION PLAN
Scale 1:25000

Millimetres 100 10 0

LAYDOWN

TOOLS CONTAINER (6 m x 2.5 m)

TOOLS CONTAINER (6 m x 2.5 m)

OASIS UNIT (6 m x 2.5 m)

GENERATOR (6 m x 2.5 m)

MUCK BAY

MIDDLE [illegible]

416

23.5m

Temporary access point
(Refer to reinstatement plans for reinstatement details)

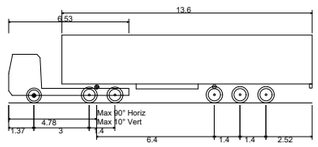
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P6	14/01/24	VEHICLE TRACKING REVISED	PM	CW	CW
P5	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, TRACKING UPDATED	PM	CW	CW
P4	29/05/24	ANNOTATION ON MINI-ROUNDABOUT ADDED	PM	CW	CW
P3	07/03/24	VEHICLE TRACKING AMENDED	PM	PDE	CW
P2	12/12/23	NOTES AMENDED	JA	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION

Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
CULVERT ACCESS
SWEPT PATH ANALYSIS
16.5m ARTICULATED VEHICLE

Scale	Designed	Drawn	Checked	Authorised
1:500	AE	AE	PDE	CW
Original Size: A3	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23	Date: 07/07/23

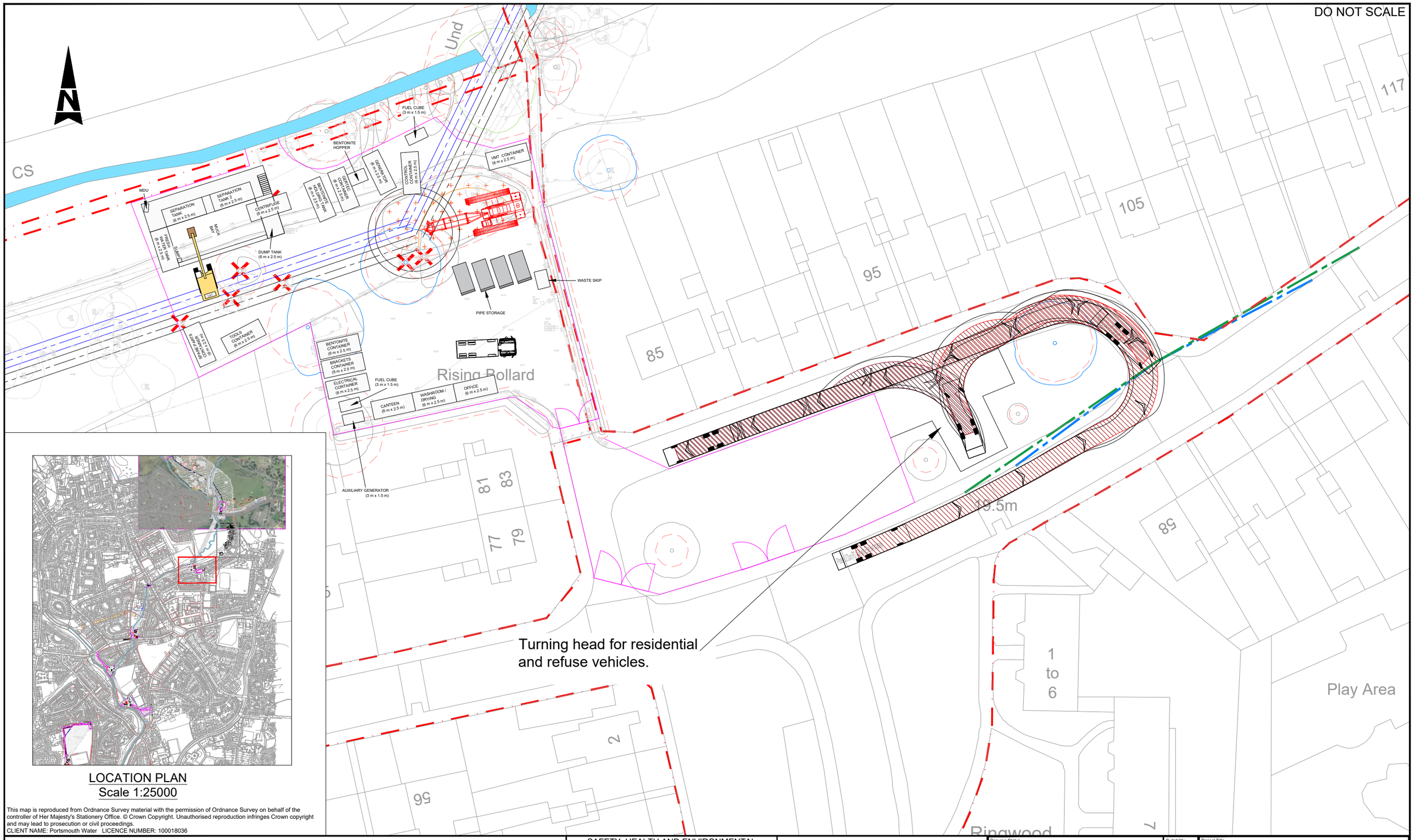
Drawing Number: HA PIN HTR CU - ATK - HGN - DR - D - 0001
(Originator - Volume - Location - Type - Role - Number)

Project Ref. No.: 5218618

Revision: P6

DO NOT SCALE

Millimetres 100 10 0



LOCATION PLAN
Scale 1:25000

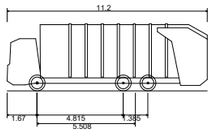
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Refuse Vehicle - Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	19/02/25	VEHICLE TRACKING AMENDED	PM	CW	CW
P1	16/01/25	DRAWING CREATED	PM	CW	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 7
SWEPT PATH ANALYSIS
REFUSE VEHICLE

Scale	Designed	Drawn	Checked	Authorised
1:500	PM	PM	CW	CW
Original Size	**Date**	**Date**	**Date**	**Date**
A3	09/01/25	09/01/25	09/01/25	09/01/25

Drawing Number: HA PIN HTR - ATK - HGN - 07 - DR - D - 0005
(Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5218618

Revision: P2

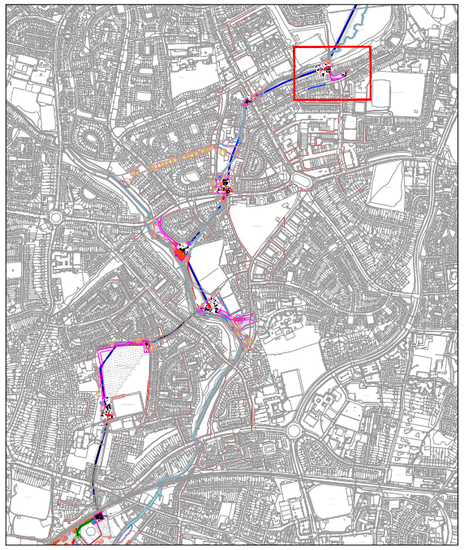
DO NOT SCALE

Millimetres 100 10 0

Temporary access point
(Refer to reinstatement plans
for reinstatement details)

Green space to be reinstated through
planning condition

Temporary suspension of
on-street parking.



LOCATION PLAN
Scale 1:25000

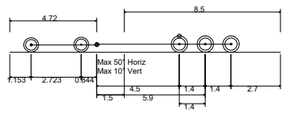
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Tractor and Trailer (14.72m)

Overall Length	14.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	16/01/25	VEHICLE TRACKING REVISED	PM	CW	CW
P1	12/11/24	DRAWING CREATED	PM	CW	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

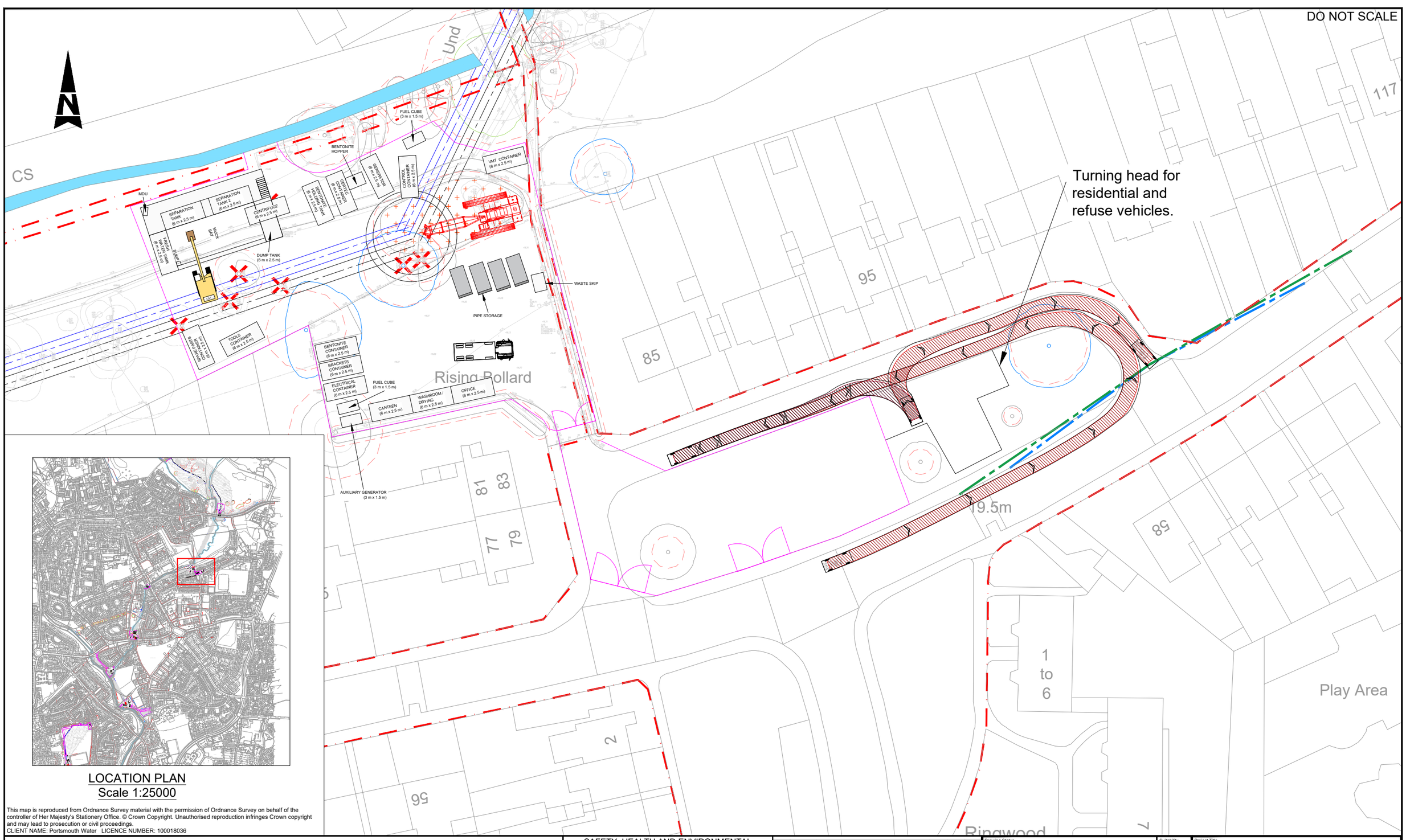
Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 7
SWEPT PATH ANALYSIS
TRACTOR AND TRAILER

Scale	Designed	Drawn	Checked	Authorised
NTS	PM	PM	CW	CW
Original Size	Date	Date	Date	Date
A3	12/11/24	12/11/24	12/11/24	12/11/24

Drawing Number: HA PIN HTR - Originator ATK - Volume HGN - Location 07 - Type DR - Role D - Number 0004
Project Ref. No.: 5218618
Revision: P2

DO NOT SCALE

Millimetres 100 10 0



LOCATION PLAN
Scale 1:25000

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION
NONE

MAINTENANCE/CLEANING
NONE

DECOMMISSIONING/DEMOLITION
NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P3	16/01/25	VEHICLE TRACKING UPDATED	PM	CW	CW
P2	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, SITE BOUNDARY UPDATED	PM	CW	CW
P1	28/02/24	DRAWING CREATED	PM	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 7
SWEPT PATH ANALYSIS
PRIVATE CAR

Scale	Designed	Drawn	Checked	Authorised
1:500	PM	PM	PDE	CW
Original Size: A3	Date: 28/02/24	Date: 28/02/24	Date: 28/02/24	Date: 28/02/24

Drawing Number: HA PIN HTR - ATK - HGN - 07 - DR - D - 0003
(Originator | Volume | Location | Type | Role | Number)

Project Ref. No.: 5218618
Revision: P3

DO NOT SCALE

Millimetres 0 10 100

Temporary access point
(Refer to reinstatement plans
for reinstatement details)

Green space to be reinstated through
planning condition

Temporary suspension of
on-street parking.

Rising Rollard

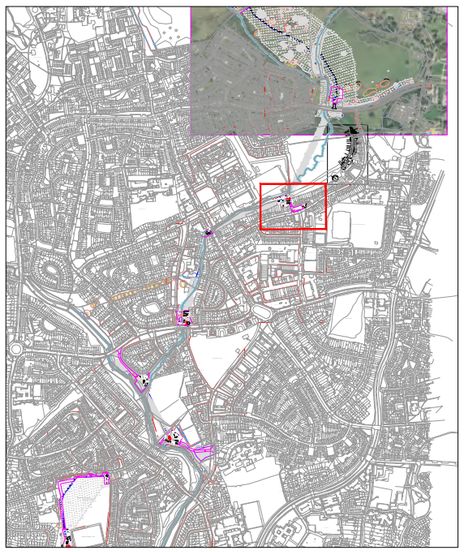
Ringwood
House

Play Area

Tennis Courts

Pavilion

FOXCOTT GROVE



LOCATION PLAN
Scale 1:25000

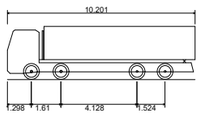
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P5	16/01/25	VEHICLE TRACKING UPDATED	PM	CW	CW
P4	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, SITE BOUNDARY UPDATED	PM	CW	CW
P3	29/05/24	VEHICLE TRACKING REVISED	PM	CW	CW
P2	28/02/24	SHAFT PLAN AMENDED	PM	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 7
SWEPT PATH ANALYSIS
LARGE TIPPER

Scale	Designed	Drawn	Checked	Authorised
NTS	AE	AE	PDE	CW
Original Size	Date	Date	Date	Date
A3	07/07/23	07/07/23	07/07/23	07/07/23

Drawing Number: HA PIN HTR 07 | Originator ATK | Volume HGN | Location | Type DR | Role D | Number 0002
Project Ref. No.: 5218618
Revision: P5

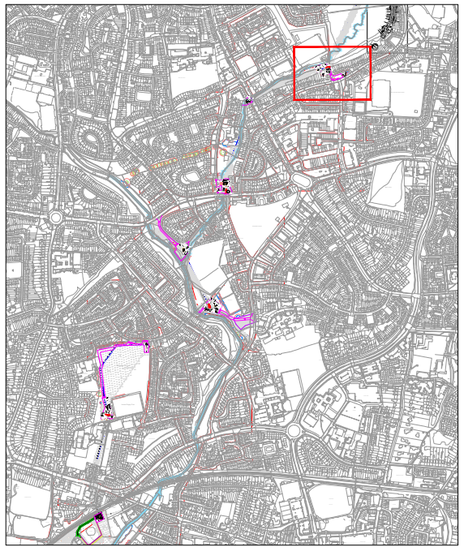
DO NOT SCALE

Millimetres 100 10 0

Temporary access point
(Refer to reinstatement plans
for reinstatement details)

Green space to be reinstated through
planning condition

Temporary suspension of
on-street parking.



LOCATION PLAN
Scale 1:25000

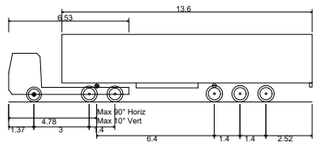
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- 2.4 x 25m Junction Visibility Splay using posted speed (20mph)
- 2.4 x 33m Junction Visibility Splay using observed speed (24mph)
- Highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION
NONE

MAINTENANCE/CLEANING
NONE

DECOMMISSIONING/DEMOLITION
NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P5	16/01/25	VEHICLE TRACKING REVISED	PM	CW	CW
P4	29/10/24	VISIBILITY SPLAY REVISED, HIGHWAY BOUNDARY ADDED, SITE BOUNDARY UPDATED	PM	CW	CW
P3	29/05/24	VEHICLE TRACKING REVISED	PM	CW	CW
P2	28/02/24	SHAFT PLAN AMENDED	PM	PDE	CW
P1	07/07/23	DRAWING CREATED	AE	PDE	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 7
SWEPT PATH ANALYSIS
16.5m ARTICULATED TRUCK

Scale	Designed	Drawn	Checked	Authorised
NTS	AE	AE	PDE	CW
Original Size	Date	Date	Date	Date
A3	07/07/23	07/07/23	07/07/23	07/07/23

Drawing Number: HA PIN HTR 07 - Originator ATK - Volume HGN - Location - Type DR - Role D - Number 0001

Project Ref. No.: 5218618

Revision: P5

DO NOT SCALE

Millimetres 100 10 0

Refuge island to be removed and reinstated, to be secured by appropriate condition

Temporary access point (Refer to reinstatement plans for reinstatement details)

Staunton Heights

4.9m

14.6m

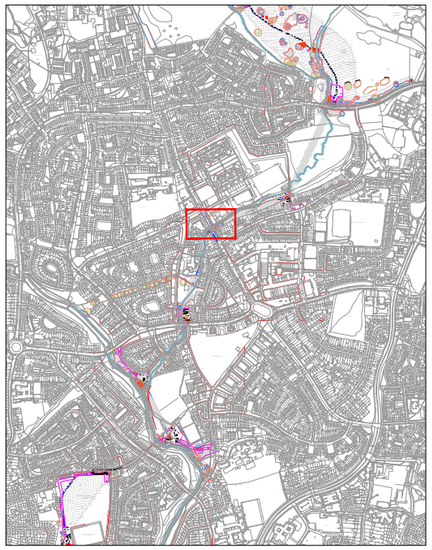
Ward Bay

FB

AUXILIARY GENERATOR (3 m x 1.5 m)

CHEMICAL UNIT (6.1 m x 2.5 m)

TANKER CONTAINER (6.1 m x 2.5 m)



LOCATION PLAN
Scale 1:25000

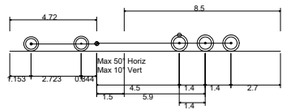
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
CLIENT NAME: Portsmouth Water LICENCE NUMBER: 100018036

Notes:

1. Preliminary design only.

Key:

- Construction Site Hoarding
- Fill Pipeline
- Return Pipeline
- Highway boundary



Tractor and Trailer (14.72m)

Overall Length	14.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	09/01/25	ANNOTATION ADDED	PM	CW	CW
P1	12/11/24	DRAWING CREATED	PM	CW	CW

Drawing Status: FOR INFORMATION
Suitability: S2

ATKINS
West Glamorgan House
12 Orchard Street
Swansea
West Glamorgan
SA1 5AD
Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Client: PORTSMOUTH WATER

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: SHAFT COMPOUND LAYOUT
SHAFT 6
SWEPT PATH ANALYSIS
TRACTOR AND TRAILER

Scale	Designed	Drawn	Checked	Authorised
2:1	PM	PM	CW	CW
Original Size	**Date**	**Date**	**Date**	**Date**
A3	12/11/24	12/11/24	12/11/24	12/11/24

Drawing Number: HA PIN HTR 06 | Originator ATK | Volume HGN | Location DR | Type D | Role - | Number 0003
Project Ref. No.: 5218618
Revision: P2