

Dated:

17th September

2025

THE COUNCIL OF THE BOROUGH OF HAVANT

and

HAMPSHIRE COUNTY COUNCIL

and

PORTSMOUTH WATER LIMITED

AGREEMENT

pursuant to section 106 of the Town and Country
Planning Act 1990 and other powers relating to
Land at Havant Thicket

Southampton, Fareham & Havant Legal Partnership

Southampton City Council

Civic Offices

Southampton

SO14 7LY

Ref: HBC-062192

THIS DEED is made on

14th September 2025

BETWEEN:

- (1) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant PO9 2AX ("the Borough Council")
- (2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire SO23 8UJ ("the County Council")
- (3) **PORTSMOUTH WATER LIMITED** a company registered in England and Wales with company registration number 02536455 and whose registered office is at Brockhampton Springs, West Street, Havant, England, PO9 1LG ("the Owner")

RECITALS

- A The Borough Council is the local planning authority for the purposes of the Act for the area in which the Land is situated.
- B The County Council is the local planning authority for the purposes of the Act and the local highway authority (save in respect of trunk roads and special roads) for the purposes of the 1980 Act for the area in which the Land is situated.
- C The Owner is the freehold owner of the Land registered with title absolute at the Land Registry under title numbers SH51309, SH57628, HP63558, SH35777 and SH63601 and SH60513 and is also the freehold owner of unregistered land as shown shaded blue and hatched green on Plan 1 attached to this Deed.
- D The Application has been submitted to the Borough Council and the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed.
- E The Borough Council has resolved to grant the Permission subject to the prior completion of this Deed.
- F The Owner has agreed that the Development shall be carried out only in accordance with the rights and obligations set out in this Deed.

IT IS AGREED AS FOLLOWS:

1 DEFINITIONS

- 1.1 In addition to the definitions set out below, a series of specific definitions are included in each of the Schedules to this Deed giving further defined terms and expressions to facilitate interpretation and unless stated to the contrary the specific definitions in the Schedules shall apply throughout this Deed where the relevant terms and expressions are used.
- 1.2 In this Deed the following expressions shall have the meanings indicated:

“1980 Act”	The Highways Act 1980
“Act”	The Town and Country Planning Act 1990 (as amended)
“Application”	The hybrid application for; Full permission for development of new pipelines to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer, comprising: construction of two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; washout and air valve chambers (typically below ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and permanent diversion of Footpath 34 at Bedhampton Pumping Station; and Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance; and upgrades to existing culverts close to shafts five, six and eight to manage flood risk (amended description 6th March 2025) allocated reference number APP/24/00405
“Borough Council’s Legal Costs”	The Borough Council’s legal costs in connection with the preparation and completion of this Deed
“Borough Council’s Monitoring Charge”	The sum of £5,467.55 (five thousand four hundred and sixty-seven pounds and fifty-five pence) towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor and enforce compliance with the terms of this Deed
“CIL Regulations”	the Community Infrastructure Levy Regulation 2010 (as amended)
“Commence”	The carrying out of a “material operation” (as defined in section 56(4) of the Act) in connection with the Development save that for the purposes of this Deed and for no other purpose; operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion

	and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements shall not be included (and “Commencement” and “Commenced” shall be construed accordingly)
“Completed”	Practically complete save for minor snagging items such that it is reasonably fit for occupation (and “Complete” and “Completion” shall be construed accordingly)
“Contributions”	Any one or number of the financial contributions required to be made pursuant to this Deed (including, for the avoidance of doubt the Borough Council’s Monitoring Charge)
“County Council’s Legal Costs”	The County Council’s legal costs in connection with the preparation and completion of this Deed
“County Council’s Monitoring Charge”	The sum of £6,800 (six thousand eight hundred pounds) towards the costs incurred by the County Council in monitoring the compliance with the planning obligations as they relate to the County Council in this deed and in discharging its statutory reporting obligations
“Deed”	This agreement made by deed
“Development”	The development of the Site in accordance with the Permission
“Development Control Fee”	The sum of £2,740 (two thousand seven hundred and forty pounds) incurred by the County Council’s transport planning officers in connection with the preparation, execution and completion of this Deed
“Enabling Powers”	Section 111 of the Local Government Act 1972 (as amended) Section 1 of the Localism Act 2011 and all other enabling powers which may be relevant for the purpose of giving validity to or facilitating the enforcement of the obligations created by this Deed
“Interest”	Interest at 4 per cent above the base lending rate of Barclays Bank Plc (calculated on a daily basis from the date on which it fell due until the actual date of payment)
“Land”	The land which comprises part of the Site and is within the red line which is either shaded blue or shaded blue and hatched green on Plan 1
“Occupation”	The occupation and/or operation and/or use of the Site for the purposes permitted by the Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation

	in relation to security operations and "Occupy" and "Occupied" shall be construed accordingly
"Plan 1"	The plan annexed hereto and marked "Plan 1"
"Plan 2"	The plan annexed hereto and marked "Plan 2"
"Permission"	The permission subject to conditions to be granted by the Borough Council pursuant to the Application
"Reinstatement Period"	means the period of the Development from and including Commencement of the Development until the Borough Council has confirmed upon receipt of an application from or on behalf of the Owner that condition 15 of the Permission has been complied with and that the relevant playing field(s) have been reinstated and are available to be used to the satisfaction of the Borough Council (in consultation, where appropriate, with Havant Rugby Football Club)
"Site"	The land shown edged with a red line on Plan 2
"Working Day(s)"	Any day which is not a Saturday, a Sunday, a bank holiday or a public holiday in England

2 INTERPRETATION

- 2.1 Where in this Deed reference is made to any clause, paragraph, schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph, schedule or recital in this Deed.
- 2.2 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all words shall be construed interchangeable in that manner.
- 2.3 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise.
- 2.4 Any reference to an act of Parliament shall include any modification, extension or re-enactment of that act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that act or deriving validity from it.
- 2.5 References to any party to this Deed shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Borough Council or the County Council the successors to their respective statutory functions.

- 2.6 References to "the parties" shall mean the parties to this Deed and reference to a "party" shall mean any one of the parties.
- 2.7 The headings and contents list are for reference only and shall not affect construction.
- 2.8 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.9 Obligations not to do something under this Deed shall be deemed to be obligations not to permit or suffer such thing to be done.

3 STATUTORY AUTHORITY

- 3.1 This Deed is made pursuant to Section 106 of the Act and the Enabling Powers.
- 3.2 The covenants, restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the Act and are enforceable by the Borough Council and the County Council as local planning authorities against the Owner, its successors in title and any person deriving title in the Land or any part of it from the Owner.

4 EFFECT OF THE AGREEMENT

- 4.1 This Deed shall take effect on the date hereof save for Schedule 1 and Schedule 3 to this Deed which shall take effect on the grant of the Permission.

5 THE OWNER'S COVENANTS

- 5.1 The Owner hereby covenants with the Borough Council and the County Council that it will observe and perform the covenants on its part contained in Schedules One to Five (inclusive).

6 THE BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COVENANTS

- 6.1 Subject to the performance by the Owner of its obligations under this Deed the Borough Council and County Council hereby separately covenant with the Owner that they will observe and perform the covenants on their respective part set out in Schedule 5.

7 RELEASE AND LAPSE

- 7.1 It is hereby agreed that the Owner shall not be liable for a breach of any of its obligations under this Deed (save for antecedent breaches) after it shall have parted with all of its respective interests in the Land.
- 7.2 It is further agreed that this Deed shall lapse and be of no further effect if:
- 7.2.1 the Permission expires; or
- 7.2.2 the Permission shall be varied or revoked other than with the consent of the Owner;
or
- 7.2.3 the Permission is quashed following a successful legal challenge.

7.3 Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Permission) granted (whether or not on appeal) after the date of this Deed.

7.4 Without prejudice to the enforceability of any obligation in this Deed as a contractual obligation on any Party to this Deed no obligation contained in this Deed shall be binding as a planning obligation on any Land in which a Party has no proprietary interest and has rights only by virtue of their statutory functions as a statutory undertaker.

8 LOCAL LAND CHARGE

8.1 This Deed is a local land charge and shall be registered as such by the Borough Council.

8.2 Upon the full satisfaction of all the terms of this Deed the Owner may request that the Borough Council procure that all entries in the register of local land charges relating to it other than those obligations which are of continuing effect be removed as soon as reasonably practicable.

9 DUTY TO ACT REASONABLY

9.1 All parties to this Deed acknowledge that they are under a duty to act reasonably and (without prejudice to generality) if any deed consent approval or expression of satisfaction is due from one party to another under the terms of this Deed the same shall not be unreasonably withheld or delayed.

10 NO FETTER ON DISCRETION OR WAIVER

10.1 Nothing contained or implied in this Deed shall prejudice or affect the rights discretions powers duties and obligations of the Borough Council or the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as a local authority.

10.2 Nothing in this Deed shall impose any contractual or other obligations on the Borough Council to grant the Permission.

10.3 No waiver (whether expressed or implied) by the Borough Council or the County Council of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Borough Council or County Council from enforcing any of the relevant terms or conditions or from acting upon any subsequent breach or default.

11 COVENANT AS TO TITLE

11.1 The Owner hereby covenants with the Borough Council and the County Council that no person other than the parties to this Deed has any interest in the Land for the purposes of Section 106 of the Act.

12 SEVERABILITY

12.1 It is agreed that if any part of this Deed shall be declared unlawful or invalid by a court of competent jurisdiction then (to the extent possible) the remainder of this Deed shall continue in full force and effect.

13 THE BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COSTS

13.1 The Owner hereby covenants with the Borough Council that it will on or before the date of this Deed pay the Borough Council's Legal Costs to the Borough Council.

13.2 The Owner hereby covenants with the Borough Council:

13.2.1 that prior to the Commencement of the Development it will pay the Borough Council's Monitoring Charge to the Borough Council; and

13.2.2 not Commence the Development unless the Borough Council's Monitoring Charge has been paid to the Borough Council.

13.3 The Owner hereby covenants with the County Council that it will on or before the date of this Deed pay the County Council's Legal Costs, the Development Control Fee and the County Council's Monitoring Charge to the County Council.

14 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999

14.1 Notwithstanding the provisions of the Contracts (Rights of Third Parties) Act 1999 no part of this Deed shall be enforceable by a third party who is not a party to the Deed and for the avoidance of doubt the terms of this Deed may be varied by Deed between the parties and the Borough Council or the County Council without the consent of any such third party.

15 NOTIFICATION OF COMMENCEMENT/OCCUPATION

15.1 The Owner covenants with the Borough Council and the County Council that it will:

15.1.1 notify the Borough Council and County Council in writing of the date of Commencement of the Development within ten Working Days of it occurring; and

15.1.2 notify the Borough Council and County Council in writing of the date of Occupation for the first time of any part of the Development within ten Working Days of it occurring; and

15.1.3 pay to the Borough Council upon written demand with evidence supplied its reasonable fees for additional monitoring caused by the Owner's non-compliance with clauses 15.1.1 or 15.1.2.

16 NOTICES

16.1 notices required to be served by one party on another under this Deed shall be served by First Class prepaid post or by email in the following manner:

16.1.1 on the Borough Council at the address shown above or by email to cil@havant.gov.uk marked "for the attention of the Executive Head of Place" and bearing the reference "s106- APP-24-00405 - Land at Havant Thicket";

16.1.2 on the County Council at The Castle, Winchester, SO23 8UJ and marked "for the attention of the Head of Legal Services" and bearing the reference "EDOC/0133/AJH";

16.1.3 on the Owner at the address as detailed above or as notified by the Owner in writing to the Borough Council and County Council;

17 PAYMENT OF THE CONTRIBUTIONS

17.1 The Contributions shall be payable to the Borough Council and/or the County Council (as the case may be) by either:

17.1.1 by BACS or telegraphic transfer; or

17.1.2 cheque made payable to Havant Borough Council or Hampshire County Council as appropriate.

17.2 All payments must state the Application reference number and the address to which this Deed relates.

17.3 Payment by cheque shall be sent to the Borough Council or the County Council (as the case may be) in accordance with the details set out in clause 16.1.1 identifying the obligation to which the payment relates.

18 INTEREST ON LATE PAYMENTS

18.1 Any amount due from the Owner under this Deed which is not paid on the due date shall be payable with Interest.

19 NOTIFICATION OF SUCCESSORS IN TITLE

19.1 The Owner covenants with the Borough Council and the County Council that it will give written notice within 5 Working Days to the Borough Council and the County Council of any change of ownership of the Land if at such time the obligations contained within this Deed have not fully been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation purchased by reference to a plan.

20 VAT

20.1 All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

21 DISPUTE RESOLUTION

21.1 Where it is provided in this Deed that a matter is to be approved (or another cognate expression is used) by the Borough Council or County Council and such approval has been refused or given conditionally in accordance with the provisions of this Deed and the Owner wishes to dispute such refusal or conditions, then the Owner may notify the Borough Council or County Council as appropriate that the matter is in dispute and:

21.1.1 the parties to the dispute shall first attempt to resolve that dispute or difference amicably including holding a meeting attended by at least one senior representative from each party within 10 Working Days of receipt of notice that a matter is in dispute;

- 21.1.2 if after a further 5 Working Days the parties are unable to resolve the dispute amicably pursuant to clause 21.1.1, one party may serve notice on the other party or parties (as the case may be) to the dispute of their intention to refer the dispute in accordance with clause 21.2 specifying in such notice:
- 21.1.2.1 the nature, basis and brief description of the dispute; and
 - 21.1.2.2 the clause or paragraph of this Deed pursuant to which the dispute has arisen; and
 - 21.1.2.3 a written request to concur as to the appropriateness of the professional qualifications of the person (or body) they propose to be appointed pursuant to clause 21.2.
- 21.2 Any such dispute or difference notified pursuant to clause 21.1.2 shall be referred to an independent and suitable person holding appropriate professional qualifications, in light of the subject matter in dispute and such person shall act as an expert whose decision shall be final and binding on the parties in the absence of manifest error and any costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 21.3 In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 21.2 or as to the appropriateness of the professional body within 10 Working Days after any party has given the other parties to the dispute or difference a written request to concur as to the appropriateness of the professional qualifications of the person (or body) to be appointed pursuant to clause 21.2 then such question may be referred by any party to the president for the time being of the Law Society for them to appoint a solicitor to determine the appropriate professional body or person to resolve the dispute such solicitor acting as an expert and their decision shall be final and binding on all parties in the absence of manifest error and their costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 21.4 Any expert howsoever appointed ("the Expert") shall be subject to the express requirement that a decision is reached and communicated to the relevant parties within the minimum practical timescale allowing for the nature and complexity of the dispute and in any event not more than twenty Working Days after the conclusion of any hearing that takes place or twenty Working Days after they have received any final written representation pursuant to clause 21.5.
- 21.5 The Expert shall be required to give notice to any of the said parties requiring them to submit to the Expert within 10 Working Days of notification of the Expert's appointment written submissions and supporting material and the other parties will be entitled to make a counter written submission within a further 10 Working Days.
- 21.6 Nothing in this clause 21 shall be taken to fetter the ability of the Borough Council or County Council to carry out its statutory functions as local planning authority or highway authority with

power to enforce any breach of the obligations entered into by the Owner in this Deed or any other planning breach in respect of the Development including but not limited to the right of the Borough Council or County Council to apply for and be granted declaratory relief injunction specific performance payment of any sum damages or any other means of enforcing this Deed.

22 SECTION 73 PERMISSION

22.1 Unless otherwise required by the Borough Council if any future planning permission is granted pursuant to section 73 of the Act for development of the Land without compliance with conditions or subject to conditions differing from those granted pursuant to the Permission ("a Section 73 Permission") then with effect from the date that any such Section 73 Permission is granted the obligations in this Deed shall (in addition to continuing to bind the Land in respect of the Permission) apply to and bind each such Section 73 Permission and the Land itself without the need for any further act by the parties and the definition of "Permission" in this Deed shall be construed to include reference respectively to the Section 73 Permission granted pursuant to any such application PROVIDED THAT nothing in this clause shall fetter the discretion of the Borough Council in determining any application under section 73 of the Act and for the avoidance of doubt any such further permission may be the subject of additional obligations.

23 SPEND IN ADVANCE

23.1 If prior to the receipt of any of the Contributions payable under the terms of this Agreement the County Council incurs any expenditure in providing facilities or services to which this Agreement authorises the Contributions to be applied then the County Council may immediately following receipt of such Contributions deduct therefrom sums equivalent to such expenditure, and it is hereby agreed and acknowledged that the County Council shall not subsequently be required to repay any Contributions set against such expenditure

24 JURISDICTION

24.1 This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England and Wales.

25 DELIVERY

25.1 This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

SCHEDULE 1 HIGHWAY OBLIGATIONS

DEFINITIONS

In this Schedule the following terms have the following meanings:

“1980 Act”	means the Highways Act 1980
“Addendum Travel Plan”	the addendum travel plan to be prepared by the Owner in accordance with the framework travel plan dated 20 th of February 2025 annexed to this Agreement that supplements the Travel Plan
“Certificate of Completion Standard”	completion to the full satisfaction of the County Council as evidenced by the issue of a certificate of completion by the County Council pursuant to the relevant Highway Agreement or Culvert Highway Works Agreement confirming that the relevant works are open to public use
“Compound Highway Works”	works required on the public highway to enable the construction, access and use of any relevant Compound Works Area
“Compound Highway Works Agreement”	agreements made under section 278 and/or section 38 or other authorisation under the 1980 Act as required by the County Council’s highways team for the delivery of the relevant Compound Highway Works and Compound Highway Re-Instatement Works (as the context requires)
“Compound Highway Re-Instatement Works”	works required on the public highway for the re-instatement of the public highway following the completion of any part of the Development within a Compound Works Area
“Compound Works Area”	those parts of the Development that are for the build out and implementation of the shafts 1 – 8 and all associated works
“Compound Works Plan”	a plan to be submitted for a Compound Works Area which shall include for the relevant Compound Works Area (where necessary); - Compound Highway Works, - Compound Highway Re-instatement Works, - material storage on the highway, - traffic management arrangements, - any works on public rights of way including diversions and any other ancillary works to facilitate the Development within the compound areas and based on the document dated 07/02/2025 and reference HTR-WAB-PI-ZZ-TN-W-0006

	attached to this Deed or any successor document submitted to and approved by the County Council
“Culvert Highway Works”	the works on the highway for the construction or alteration of culverts on Purbrook Way, Dunsbury Way or Middle Park Way
“Culvert Works”	any part of the Development that is comprised in the construction or alteration of culverts on Purbrook Way, Dunsbury Way or Middle Park Way
“Culvert Highway Works Agreement”	an agreement made under section 278 and any other relevant provisions for the authorisation for each of the relevant Culvert Highway Works and each agreement shall include a commuted sum in respect of the maintenance costs and requirements of the relevant Culvert Works for the estimated life of the reservoir
“Footpath 34 Diversion”	The diversion of Footpath 34 over a new surface and bridge to be subject rights of way on foot and by bicycle as shown on plan reference HTR-WAB-PI-BD-DR-T-0002
“Footpath 34 Diversion Works Agreement”	an agreement made under section 278 and any other relevant provisions for the delivery and completion to standard of the Footpath 34 Diversion and shall include provision for payment of the Footpath 34 Commuted Sum
“Footpath 34 Commuted Sum”	The sum for the permanent maintenance of the footpath surface, bridge and associated infrastructure of the diverted Footpath 34 which shall in the case of the footpath surface be calculated in accordance with the County Council’s relevant policy on commuted sums and in the case of the bridge shall be calculated as a sum being twice the construction cost of the bridge
“Highway Agreement”	means either a Compound Highway Works Agreement or the Southern Site Access Highways Agreement (as the context requires)
“Southern Site Access Area”	The Works Compounds or that part of the Development that use access from Swanmore Road being; - Shaft W6 Dunsbury Way, - Shaft W7 High Lawn Way - Shaft W8 and P9 of Middle Park Way, - Purbrook Way Culvert, - Dunsbury Way Culvert or - Middle Park Way Culvert

“Southern Site Access Highways Agreement”	an agreement made under section 278 and/or section 38 of the 1980 Act for the Southern Site Access Works
“Southern Site Access Works”	the southern site access works which comprise the new Swanmore Road bell mouth access and associated footway/cycleway works as shown on drawing HTR-ATK-AR-RE-DR-D-0006 Rev C04 - Access Routes Vehicle Access Junction South (Swanmore Road) attached to this Deed or any subsequent drawing approved by the County Council;
“Travel Plan”	Travel plan reference HTR-MrW-CWTP-v3 and dated 14/12/2022 annexed to this Deed
“Travel Plan Approval Fee”	the sum of £750 (seven hundred and fifty pounds) towards the costs incurred or to be incurred by the County Council in approving the Addendum Travel Plan

The Owner covenants with the Borough Council and County Council as follows:

1 SOUTHERN SITE ACCESS

- 1.1 To enter into the Southern Site Access Highway Agreement for the Southern Site Access Works prior to the Commencement of any part of the Development that is comprised in the Southern Site Access Area
- 1.2 Not to Commence or permit Commencement any part of the Development that is comprised in the Southern Site Access Area until the Southern Site Access Highways Agreement for the Southern Site Access Works have been Completed
- 1.3 To Complete the Southern Site Access Works pursuant to the Southern Site Access Highway Agreement to Certificate of Completion Standard prior to the Commencement of any part of the Development that is comprised in the Southern Site Access Area
- 1.4 Not to Commence or permit Commencement of any part of the Development comprised in the Southern Site Access Area until the Southern Site Access Works have been Completed pursuant to the Southern Site Access Highways Agreement to Certificate of Completion Standard

2 COMPOUND WORKS PLAN

- 2.1 To submit and have approved by the County Council the Compound Works Plan prior to the Commencement of any part of the Development that is comprised in a relevant Compound Works Area
- 2.2 Not to Commence or permit Commencement of any part of the Development that is comprised in a relevant Compound Works Area without the submission to and approval by the County Council of the relevant Compound Works Plan

- 2.3 To implement and comply with the relevant Compound Works Plan in accordance with the requirements of the relevant Compound Works Plan from the date of the approval of the relevant Compound Works Plan
- 2.4 To enter into the relevant Compound Highway Works Agreement for the relevant Compound Works Area as required prior to the Commencement of any part of the Development that is comprised in the relevant Compound Works Area
- 2.5 Not to Commence or permit Commencement of any part of the Development that is comprised in the relevant Compound Works Area until the relevant Compound Highway Works Agreement for the relevant Compound Works Area has been entered into
- 2.6 To Complete
 - 2.6.1 the relevant Compound Highway Works authorised in the relevant Compound Highway Works Agreement to Certificate of Completion Standard prior to the Commencement of any part of the Development that is comprised in the relevant Compound Works Area; and
 - 2.6.2 any Compound Highway Re-Instatement Works authorised in the relevant Compound Highway Works Agreement within 2 months of the Completion of any part of the Development that is comprised in the relevant Compound Works Area (or any alternative period that maybe specified in the relevant Compound Highway Works Agreement)
- 2.7 Not to Commence or permit Commencement of any part of the Development that is comprised in a Compound Works Area until the Compound Highway Works authorised in the relevant Compound Highway Works Agreement have been Completed to Certificate of Completion Standard (save for any Compound Highway Re-instatement Works).

3 CULVERT WORKS HIGHWAYS AGREEMENT

- 3.1 To enter into the relevant Culvert Highway Works Agreement for the Culvert Highway Works prior to the Commencement of any part of the Development that is comprised in the relevant Culvert Highway Works
- 3.2 Not to Commence any part of the Development that is comprised in the relevant Culvert Highway Works until the relevant Culvert Highway Works Agreement has been entered into
- 3.3 To Complete all of the Culvert Highway Works pursuant to the Culvert Highway Works Agreement(s) to Certificate of Completion Standard prior to Occupation of the Development
- 3.4 Not to Occupy the Development until all of the Culvert Highway Works have been Completed pursuant to the Culvert Highway Works Agreement to Certificate of Completion Standard
- 3.5 Where it is agreed between the Owner and the County Council in writing that the Culvert Highway Works are not required the proceeding provisions of this paragraph 3 shall cease to apply and have effect

4 ADDENDUM TRAVEL PLAN

- 4.1 To supply and have approved by the County Council the Addendum Travel Plan prior to Commencement of the Development
- 4.2 Not Commence or permit Commencement of the Development until the submission to and approval by the County Council of the Addendum Travel Plan
- 4.3 To pay the Travel Plan Approval Fee to the County Council prior to the Commencement of the Development
- 4.4 To implement and comply with the Travel Plan and the Addendum Travel Plan in accordance with the requirements and timetable of the Travel Plan and Addendum Travel Plan from the date of the approval of the Addendum Travel Plan
- 4.5 Not to Commence the Development until it has implemented any of the requirements of the Travel Plan and Addendum Travel Plan that are due to be implemented prior to the Commencement of the Development

5 FOOTPATH 34 DIVERSION

- 5.1 To enter into the Footpath 34 Diversion Works Agreement prior to the Commencement of any part of the Development that is comprised in the relevant Compound Works Area that requires the diversion of Footpath 34
- 5.2 Not close or otherwise render inaccessible Footpath 34 until the completion of the Footpath 34 Diversion Works to the County Council's satisfaction.

**SCHEDULE 2
COMMUNITY OBLIGATIONS**

DEFINITIONS

In this Schedule the following terms have the following meanings:

“Havant Rugby Football Club Contribution”	The sum of £20,000.00 (twenty thousand pounds) towards payment for additional training slots on the rugby artificial grass pitch for Havant Rugby Football Club and its affiliated teams to be used during the Reinstatement Period
“Community Contribution”	The sum of £30,000.00 (thirty thousand pounds) to be used and allocated by the Borough Council as compensation for the disturbance caused by the construction works at Hooks Farm Playing Fields to be used during the Reinstatement Period

The Owner covenants with the Borough Council as follows:

1 HAVANT RUGBY FOOTBALL CLUB CONTRIBUTION

- 1.1 To pay the Havant Rugby Football Club Contribution to the Borough Council on or prior to the date of this Deed.

2 COMMUNITY CONTRIBUTION

- 2.1 To pay the Community Contribution to the Borough Council on or prior to the date of this Deed.

**SCHEDULE 3
EMPLOYMENT AND SKILLS OBLIGATIONS**

DEFINITIONS

In this Schedule the following terms have the following meanings:

“Employment and Skills Plan”	The plan entitled “Havant Thicket Reservoir – Main Pipeline Works - Skills, Employment and Education Plan” and dated 15 January 2024 submitted with the Application as may be amended from time to time with the written approval of the Borough Council acting in its absolute discretion
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The Owner covenants with the Borough Council as follows:

1 EMPLOYMENT AND SKILLS PLAN

- 1.1 To comply with and to promote the objectives of the Employment and Skills Plan and ensure that the targets therein are met.

**SCHEDULE 4
ENVIRONMENTAL OBLIGATIONS**

DEFINITIONS

In this Schedule the following terms have the following meanings:

"LEMP Contribution"	The sum of £971 (nine hundred and seventy-one pounds) towards the Borough Council's costs of monitoring compliance with the LEMP
"LEMP"	The Landscape and Ecological Management Plan required pursuant to condition 22 of the Permission

The Owner covenants with the Borough Council as follows:

1 LEMP CONTRIBUTION

- 1.1 To pay the LEMP Contribution to the Borough Council on or prior to the date of this Deed.

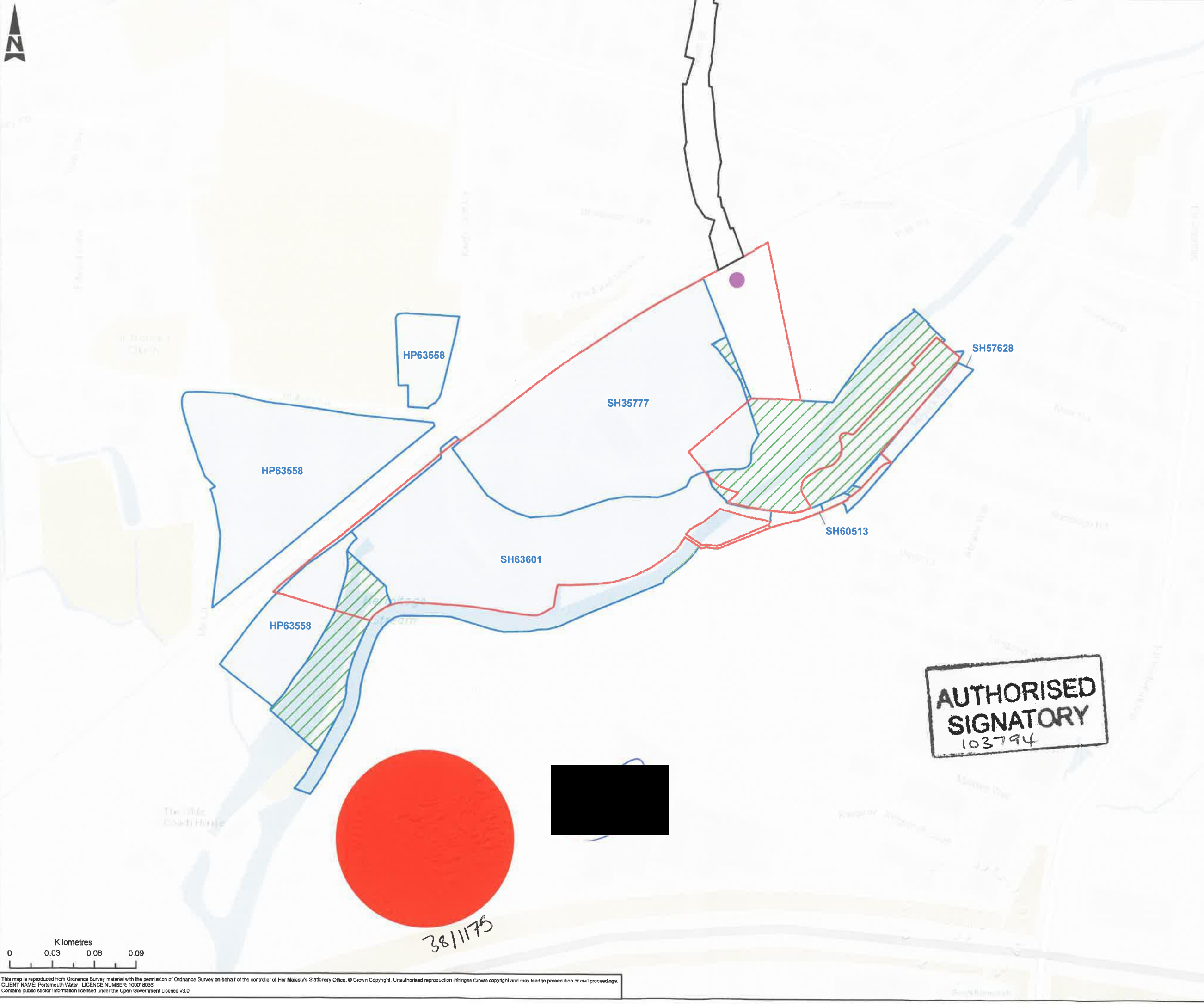
SCHEDULE 5
BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COVENANTS

The Borough Council and County Council separately covenant with the Owner as follows:

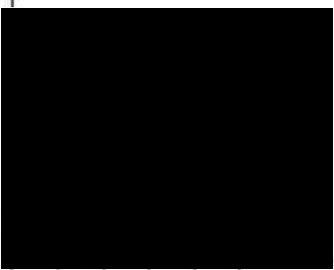
- 1 Where any payment referred to in this Deed is paid for a particular purpose it will not be used by the Borough Council or the County Council (as applicable):
 - a. unless and until the Development has been Commenced; and
 - b. otherwise than for the purpose for which it was paid or for such other purpose for the benefit of the Development and satisfying the requirements of the CIL Regulations as the Owner and the Borough Council and/or the County Council shall agree in writing.
- 2 Following receipt of a request by the Rugby Football Union (the "RFU") during and up until 12 months following the end of the Reinstatement Period the Borough Council shall as soon as practicable
 - a. pay the Havant Rugby Football Club Contribution or such part(s) thereof as requested to the RFU PROVIDED THAT the Borough Council shall not be required to make more than one such payment in any 12 month period; and
 - b. notify the Owner within 5 Working Days that a payment has been made and the amount of such payment.
- 3 Upon payment of the entire sum of Havant Rugby Football Club Contribution to the RFU, the Borough Council shall have complied with paragraph 1 of this Schedule 5.
- 4 The Borough Council and/or the County Council shall on written demand return to the Owner within 30 Working Days the unexpended or uncommitted (as the case may be) part of the Contributions:
 - a. in the event that the Permission expires, the Permission is varied or revoked other than with the consent of the Owner, or the Permission is quashed following a successful legal challenge; or
 - b. in the case of the Havant Rugby Football Club Contribution following 12 months after the end of the Reinstatement Period if the Havant Rugby Football Club Contribution or any element or part of the same remains unspent or committed unconditionally to be spent; and
 - c. in the case of the LEMP Contribution and the Community Contribution if the LEMP Contribution and the Community Contribution or any element or part of the same remains unspent or committed unconditionally to be spent within 5 years following the end of the Reinstatement Period.

ANNEX 1 PLANS

- Plan 1- Land Bound by this Deed
- Plan 2- Site Plan



- Portsmouth Water Owned Land
- Unregistered Portsmouth Water Owned Land
- Pipeline Scheme Red Line Boundary**
- Pipeline Surface and Underground Works
- Pipeline Underground Works Only
- Havant Thicket Reservoir Scheme Red Line Boundary**
- Havant Thicket Reservoir Scheme
- Pipeline Key Working Locations**
- Pipeline Key Working Locations (Launch and Reception)



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C01	EN	NW	AR	JF	PUBLISHED	04/04/2025
Rev.	Dm By	Ckd By	Rev By	Auth By	Description	Date



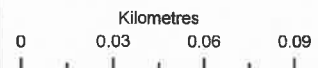
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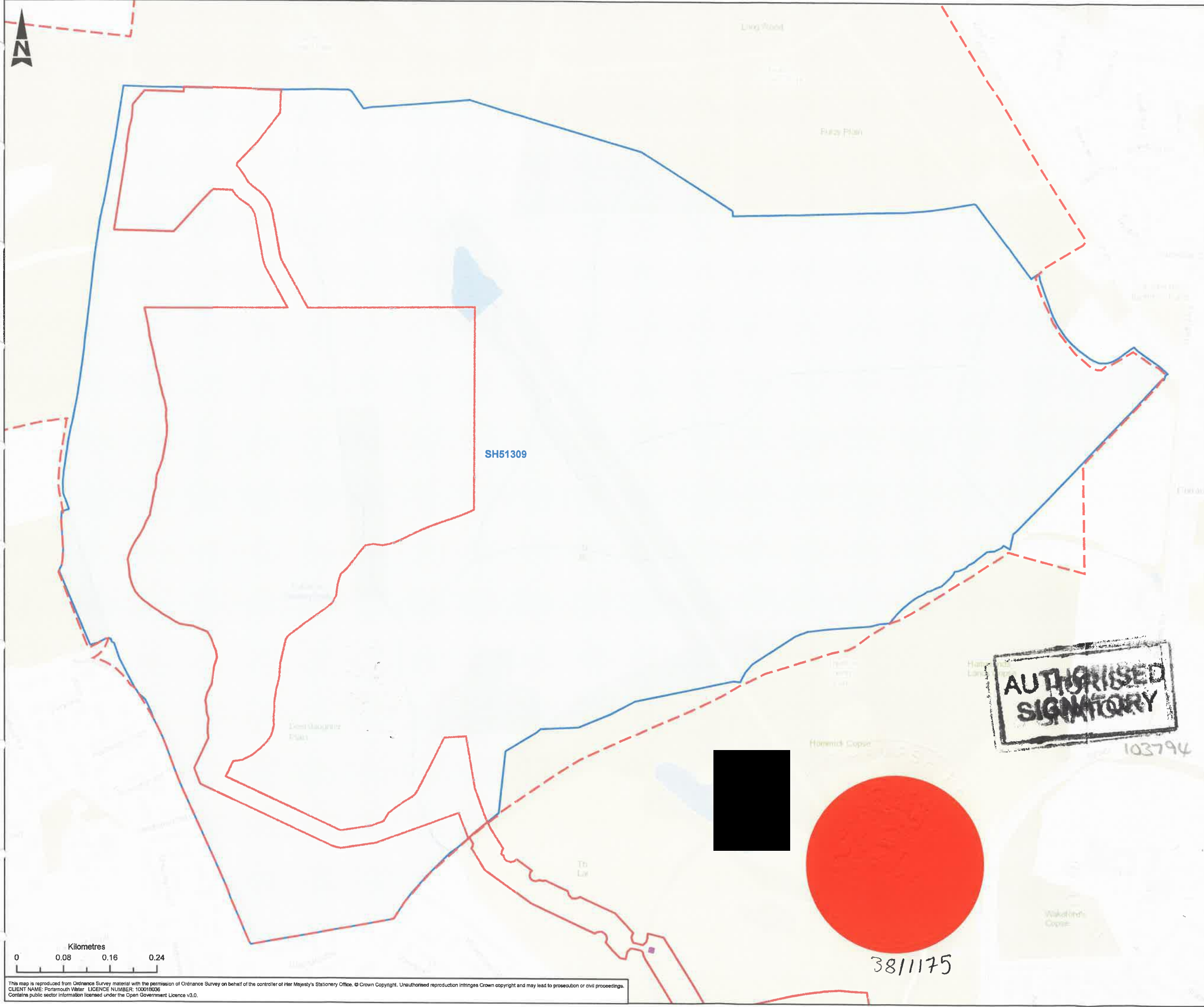
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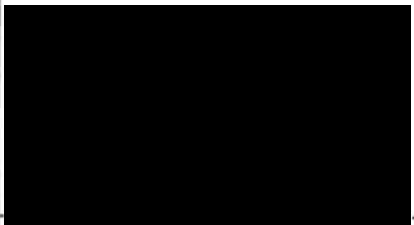


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PUBLISHED		A1		
Contractors Drawing Number:				
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Project	Originator	Volume	Location Type Role Number	
Telephone: Havant (023) 9249 9888 Fax: Havant (023) 9245 3632 Website: www.portsmouthwater.co.uk Registered Office: PO Box 8 West Street Havant Hampshire PO9 1LG REGISTERED IN ENGLAND No. 2536455				
Project Ref. No		Sheet	Scale	Sheet Size
5169117		1 of 2	1:2,500	A3
Project Title				
HAVANT THICKET RESERVOIR				
Drawing Title				
PLAN 1 – PORTSMOUTH WATER OWNED LAND WITHIN RED LINE BOUNDARY				
Portsmouth Water Drawing Number			Rev	
			C02	



- Portsmouth Water Owned Land
- Unregistered Portsmouth Water Owned Land
- Pipeline Scheme Red Line Boundary**
- Pipeline Surface and Underground Works
- Pipeline Underground Works Only
- Havant Thicket Reservoir Scheme Red Line Boundary**
- Havant Thicket Reservoir Scheme
- Pipeline Key Working Locations**
- Pipeline Key Working Locations (Launch and Reception)

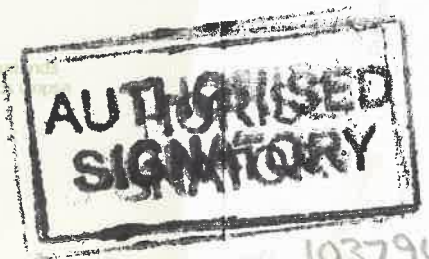


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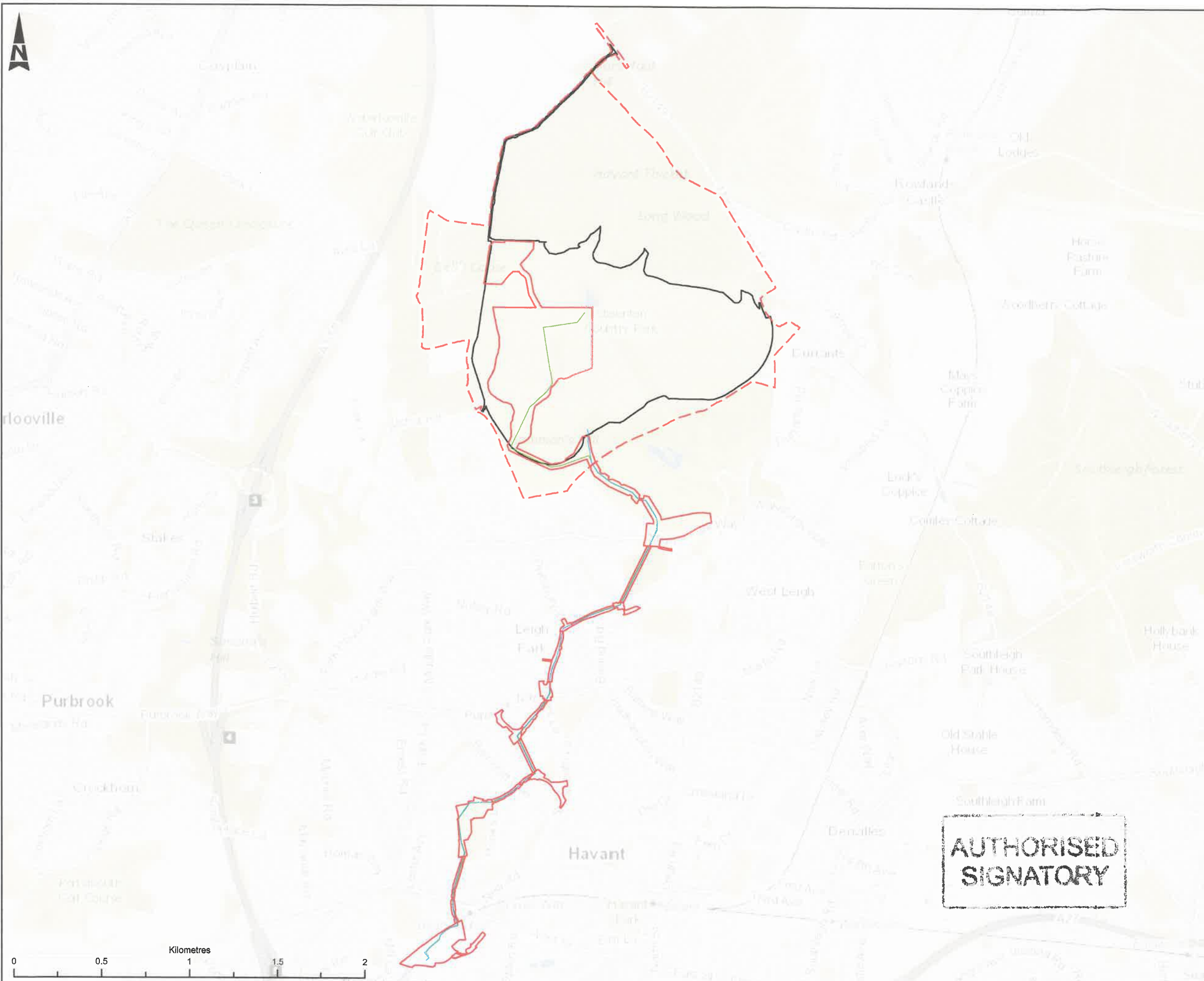
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PLAN 1 – PORTSMOUTH WATER OWNED LAND WITHIN RED LINE BOUNDARY

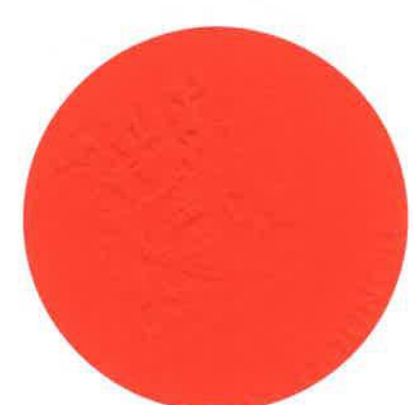
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- Reservoir Red Line Boundary
- Pipeline Red Line Boundary
- Reservoir Footprint
- Pipeline Alignment - Outlet
- Pipeline Alignment - Inlet



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Rev.	Drn By	Clk By	Rev By	Auth By	Description	Date



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Project Title
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Drawing Title
PLAN 2 - SITE LOCATION

Portsmouth Water Drawing Number	Rev
	C03

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ANNEX 2
HIGHWAYS DRAWINGS

- Compound Works document: the document dated 07/02/2025 and reference HTR-WAB-PI-ZZ-TN-W-0006
- Footpath 34 diversion: plan reference HTR-WAB-PI-BD-DR-T-0002
- Southern Access Works: drawing HTR-ATK-AR-RE-DR-D-0006 Rev C04 Access Routes Vehicle Access Junction South (Swanmore Road)

Project:	Havant Thicket Reservoir Main Pipeline Works		
Document Number:	HTR-WAB-PI-ZZ-TN-W-0006		
Author:	T. Helen	Date:	07/02/2025
Checker:	B. Phillips	Approver:	B. Curran
Document Title:	Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary)	Status:	S4 Revision: P03

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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.

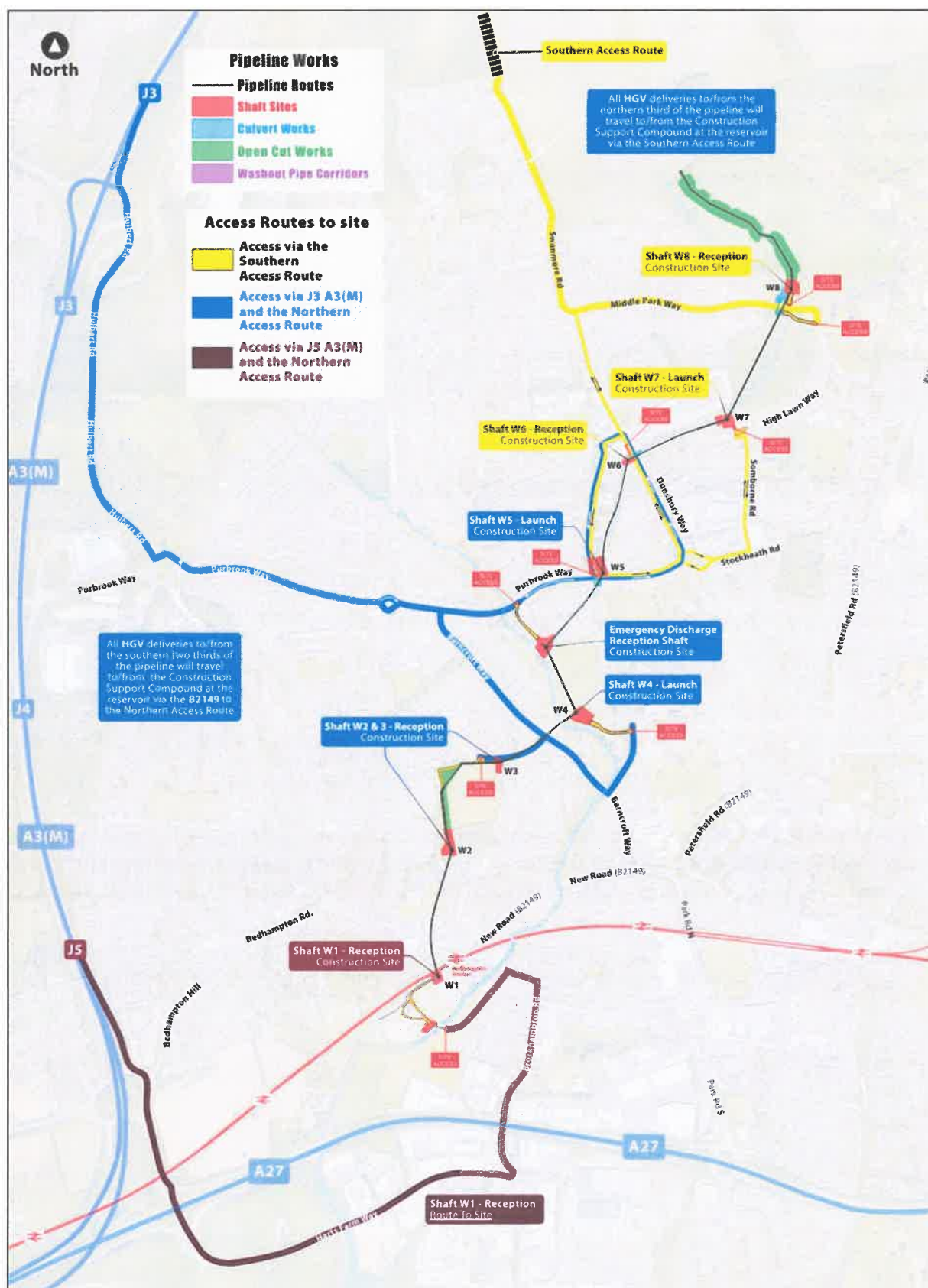


Figure 4-1 – Work Area Vehicle Routing Plan

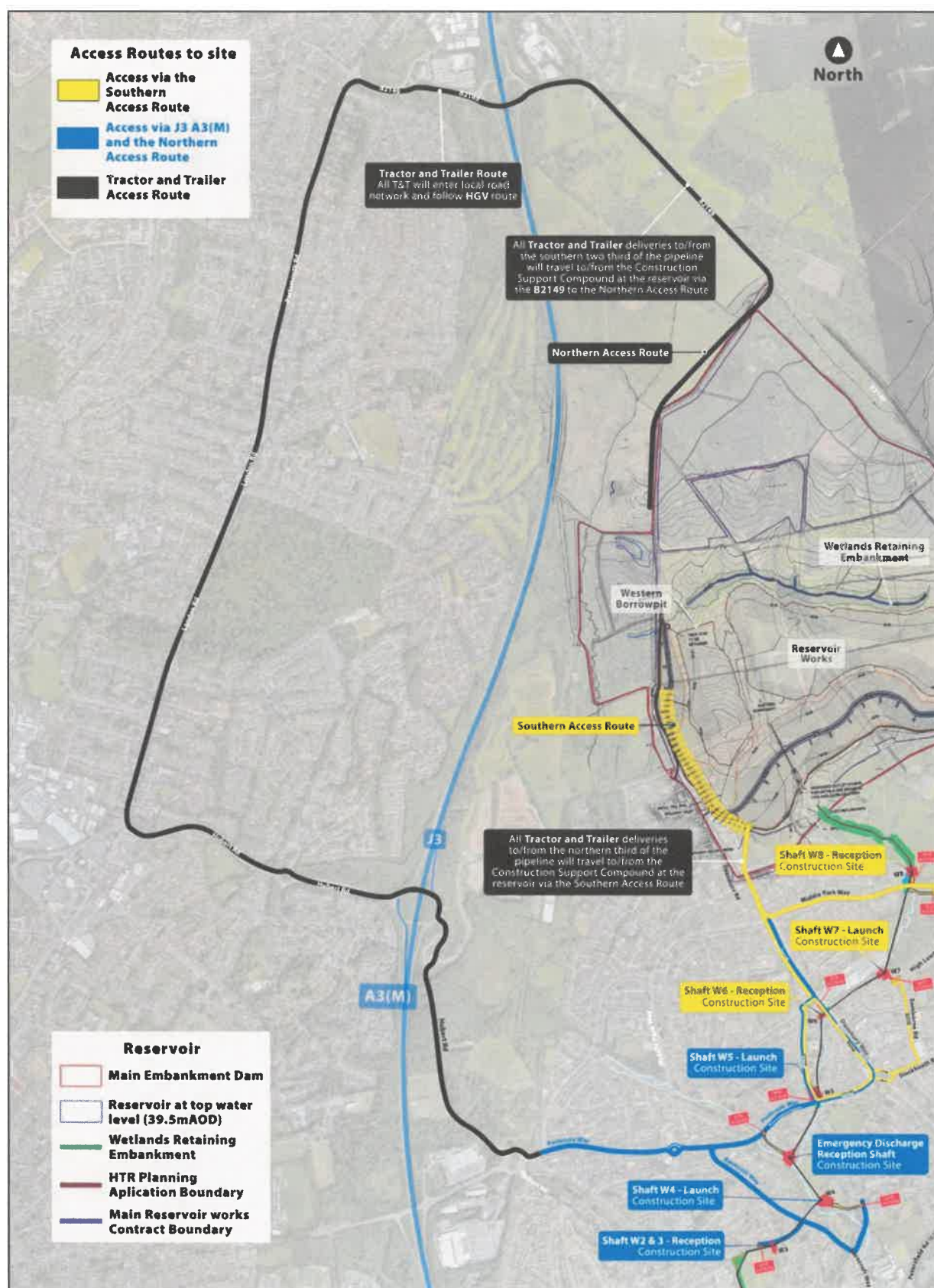


Figure 4-2 – Tractor Trailer Route

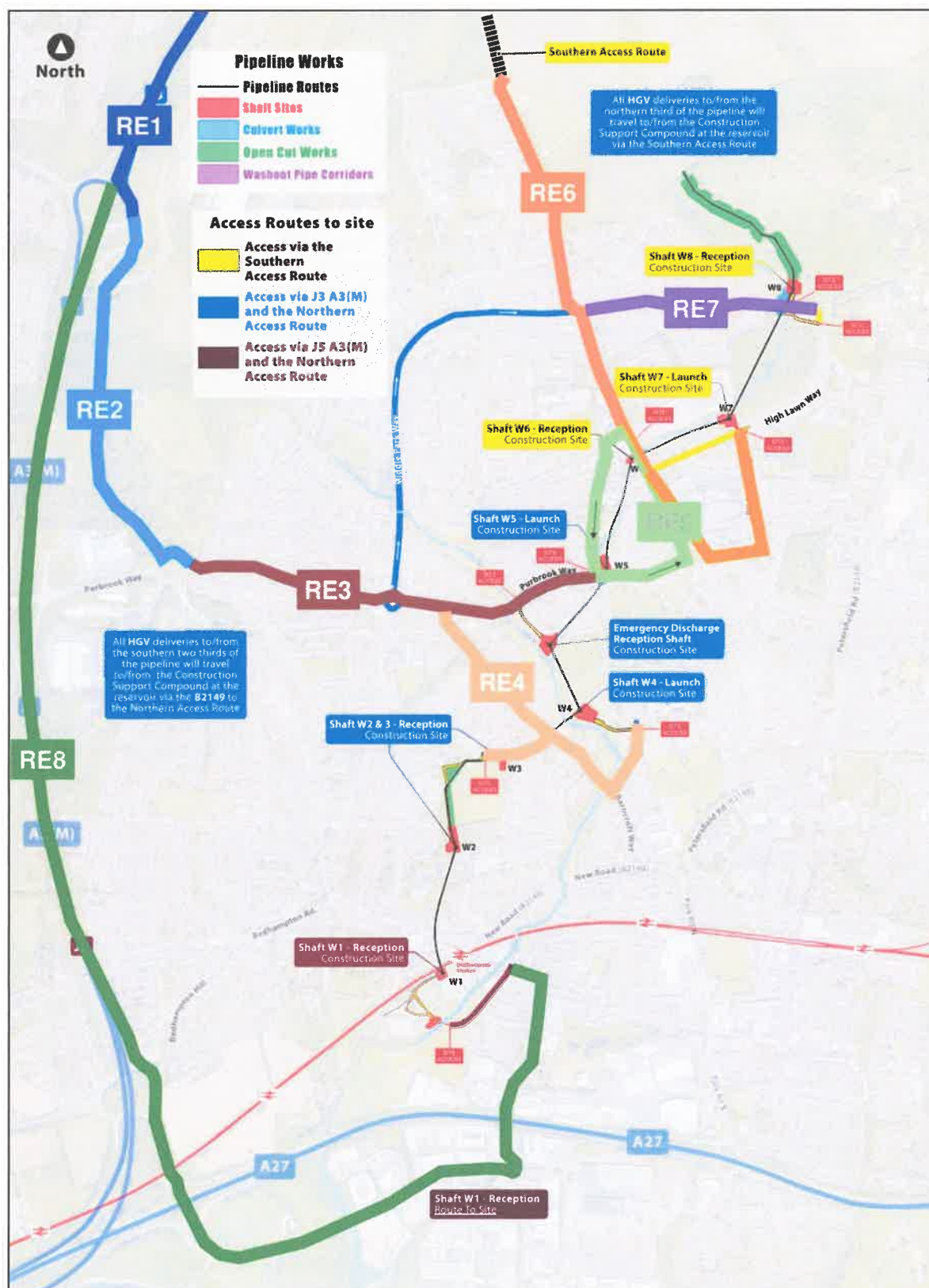


Figure 4-3 – Construction Route Elements

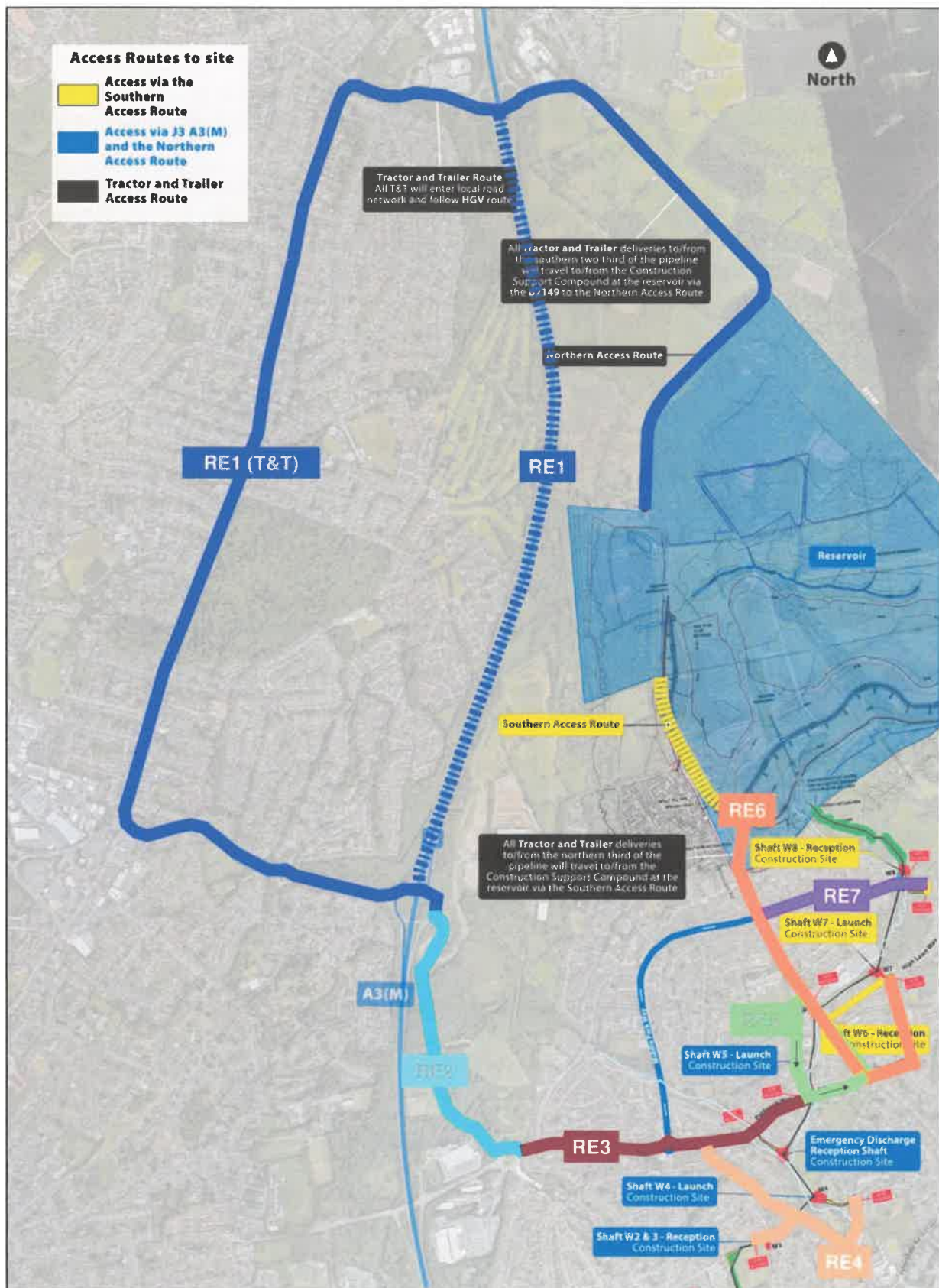


Figure 4-4 – Construction Route Elements – Tractor Trailer

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 work 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.

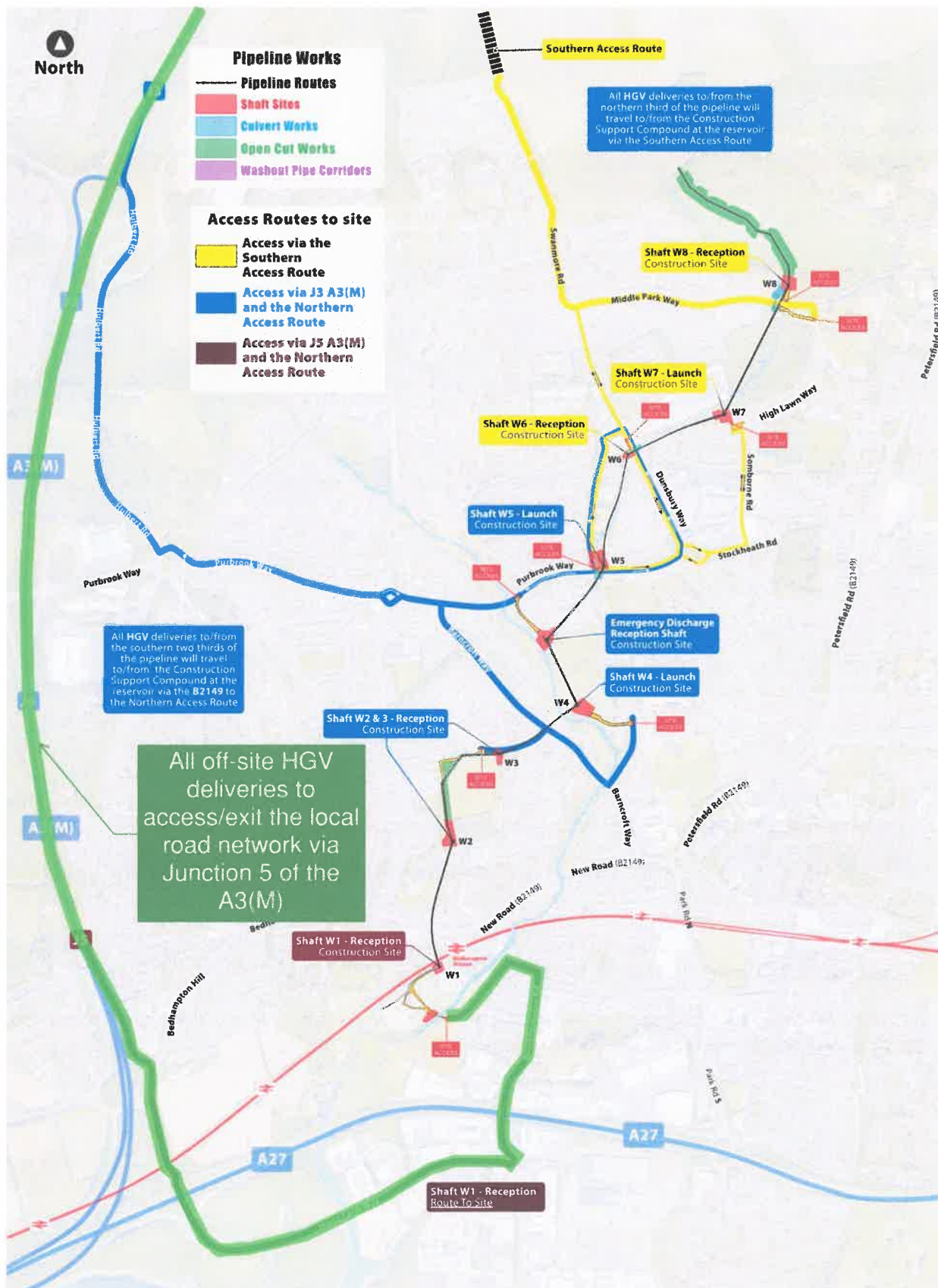


Figure 5-1 – Work Area W1 Route Plan (in green)



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 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 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-P05 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.

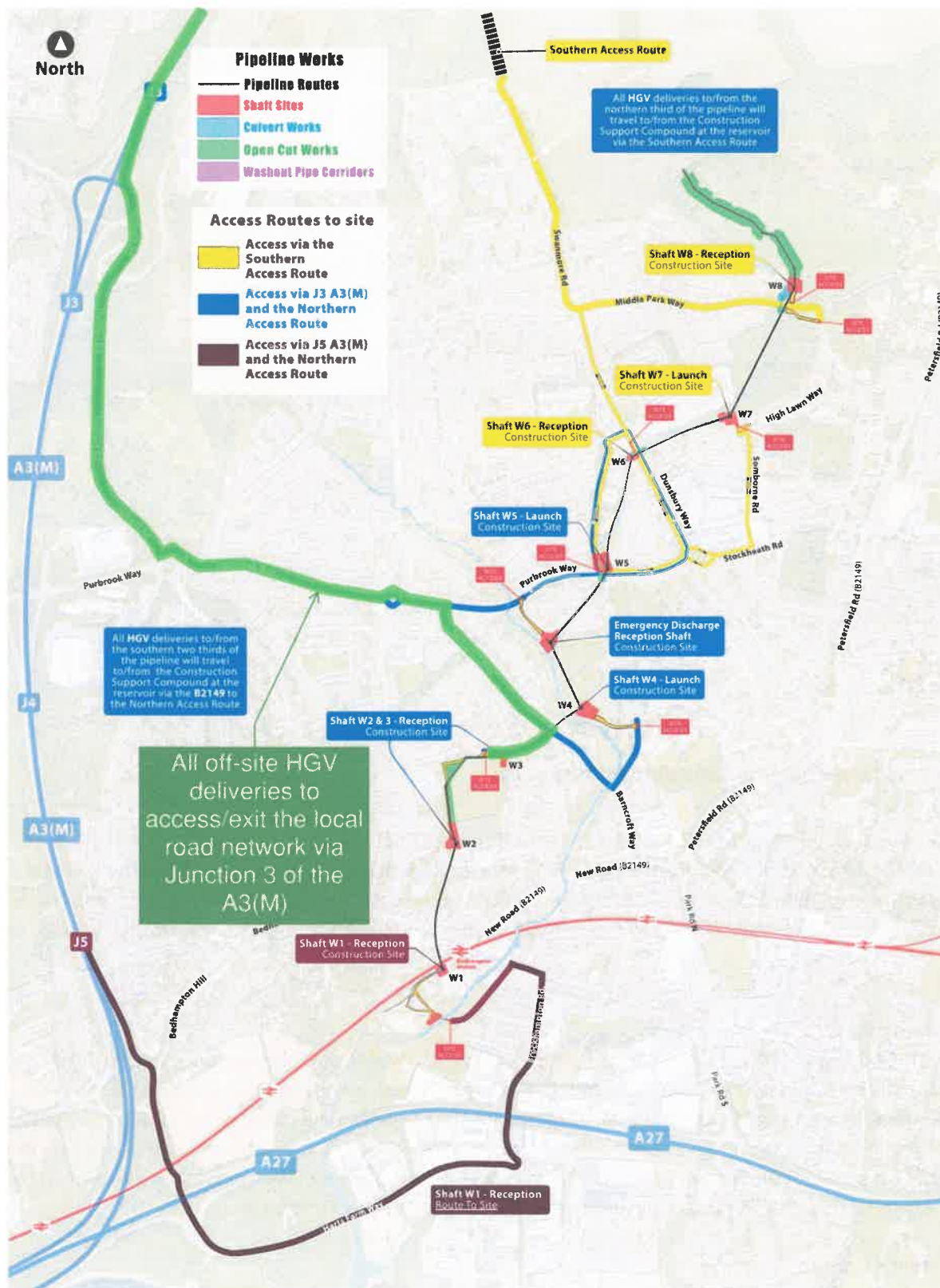


Figure 6-1 – Work Area W2, W3 & P2 Routing Plan (in green)



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

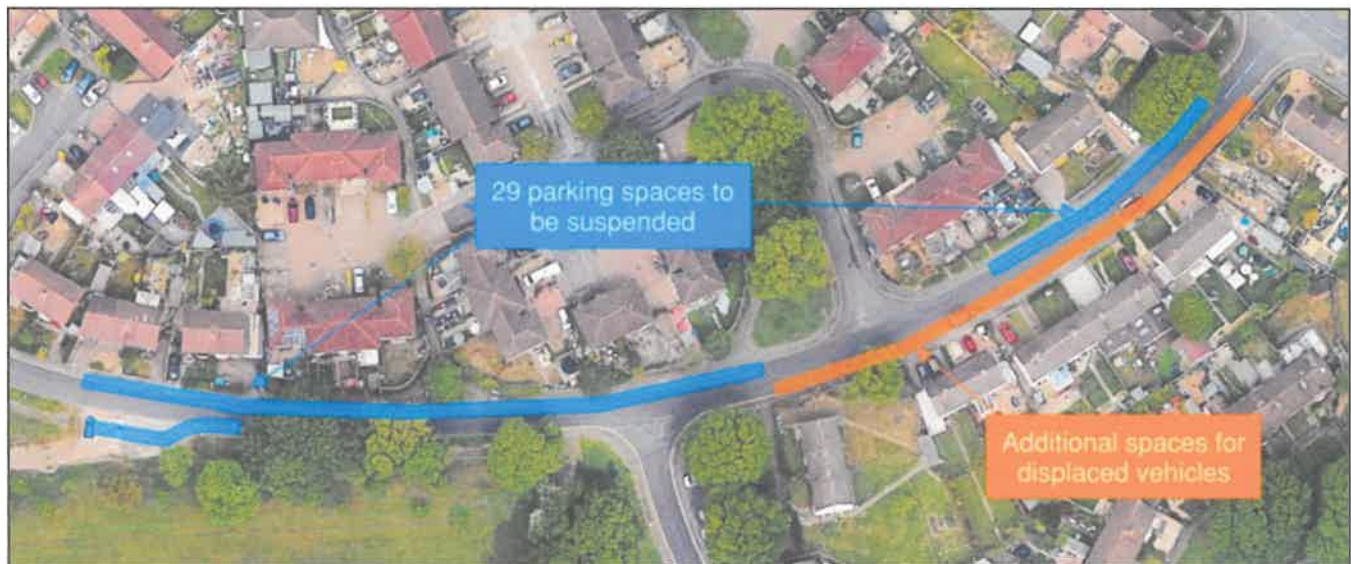


Figure 6-5 – Parking Suspensions at Hooks Farm Way

6.9 Consents and Licences

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

Table 6-9 – Required Consents and 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	
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.

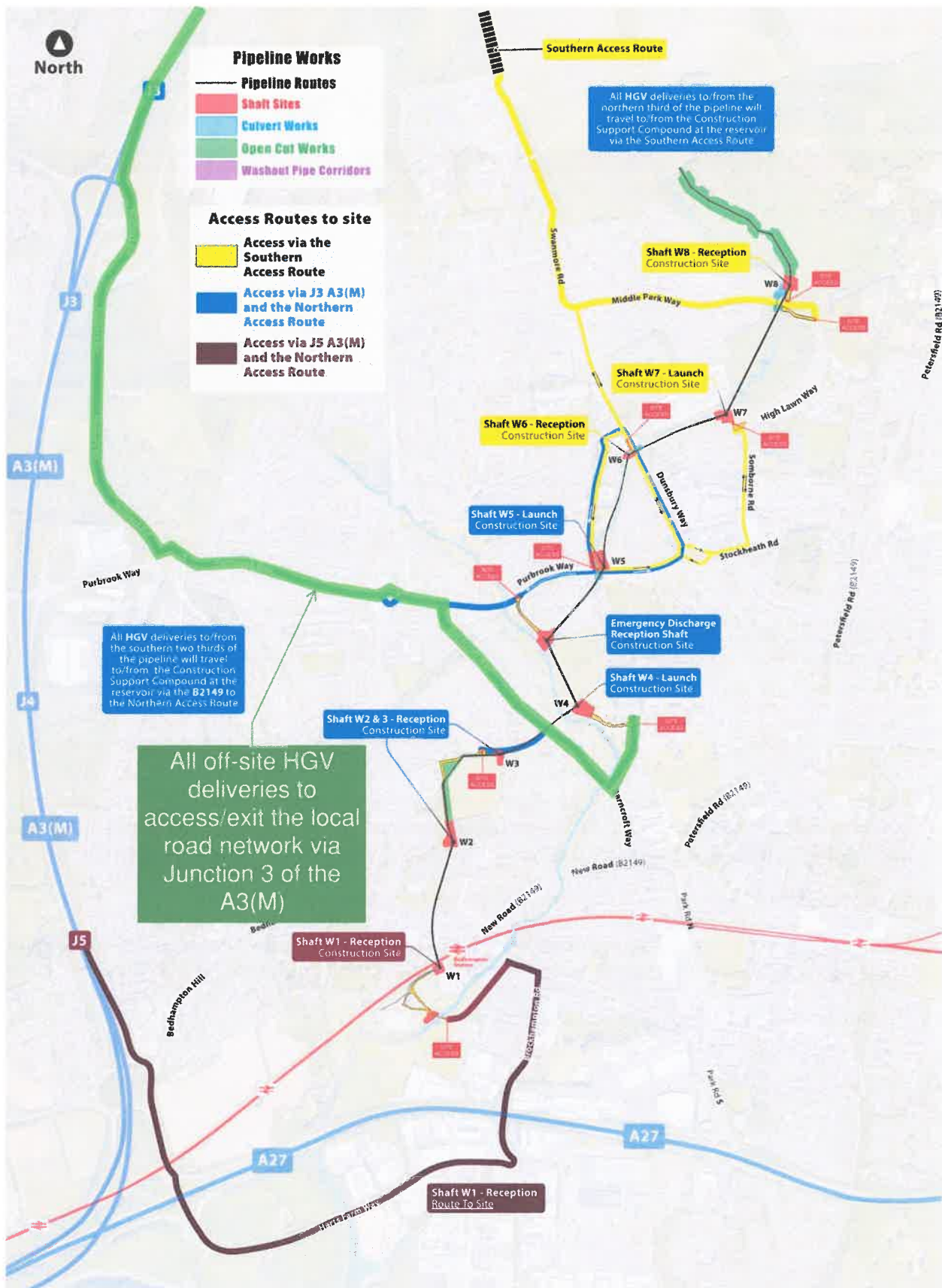


Figure 7-1 – Work Area W4 Routing Plan (in green)

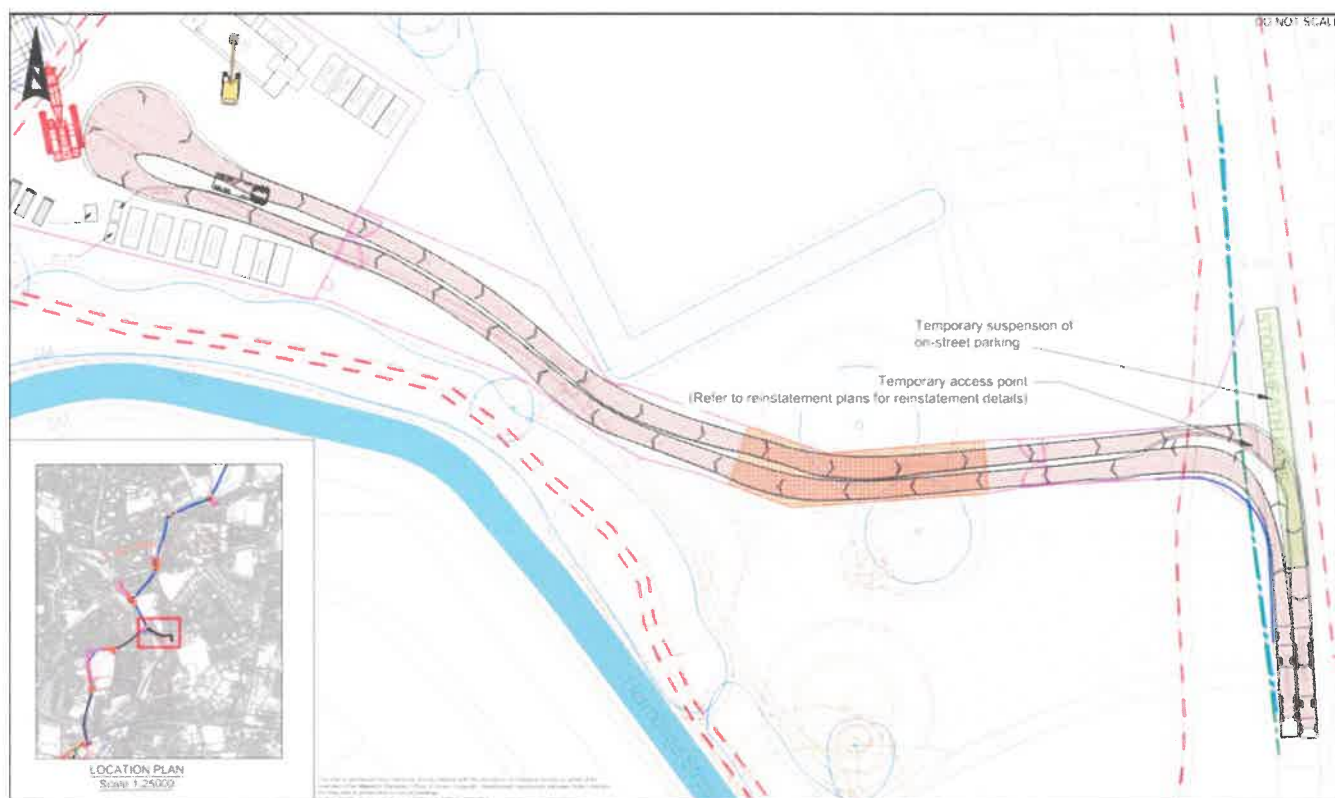


Figure 7-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

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 (T&T)	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 Licences

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.

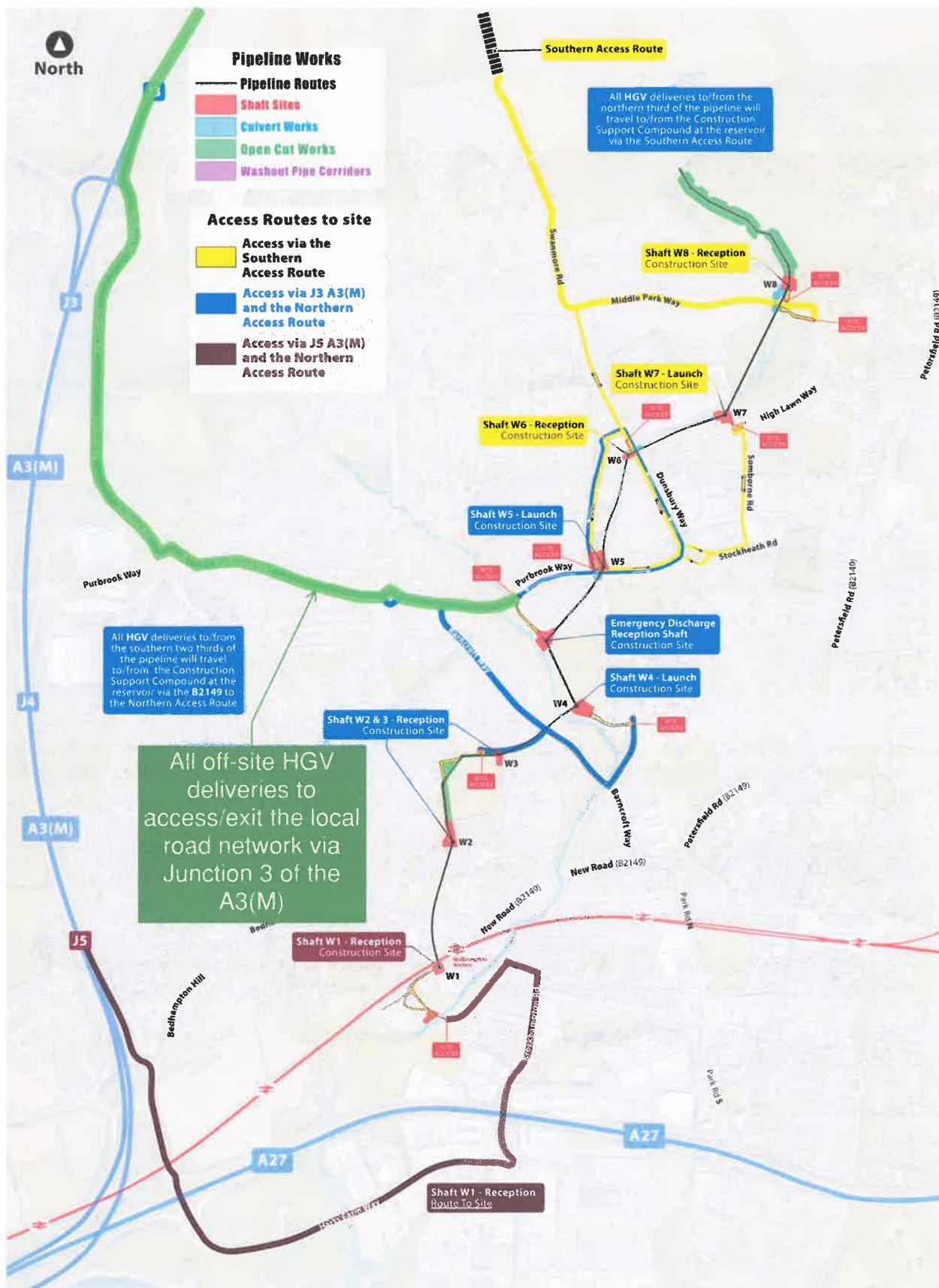


Figure 8-1 – ED Area Routing Plan (in green)

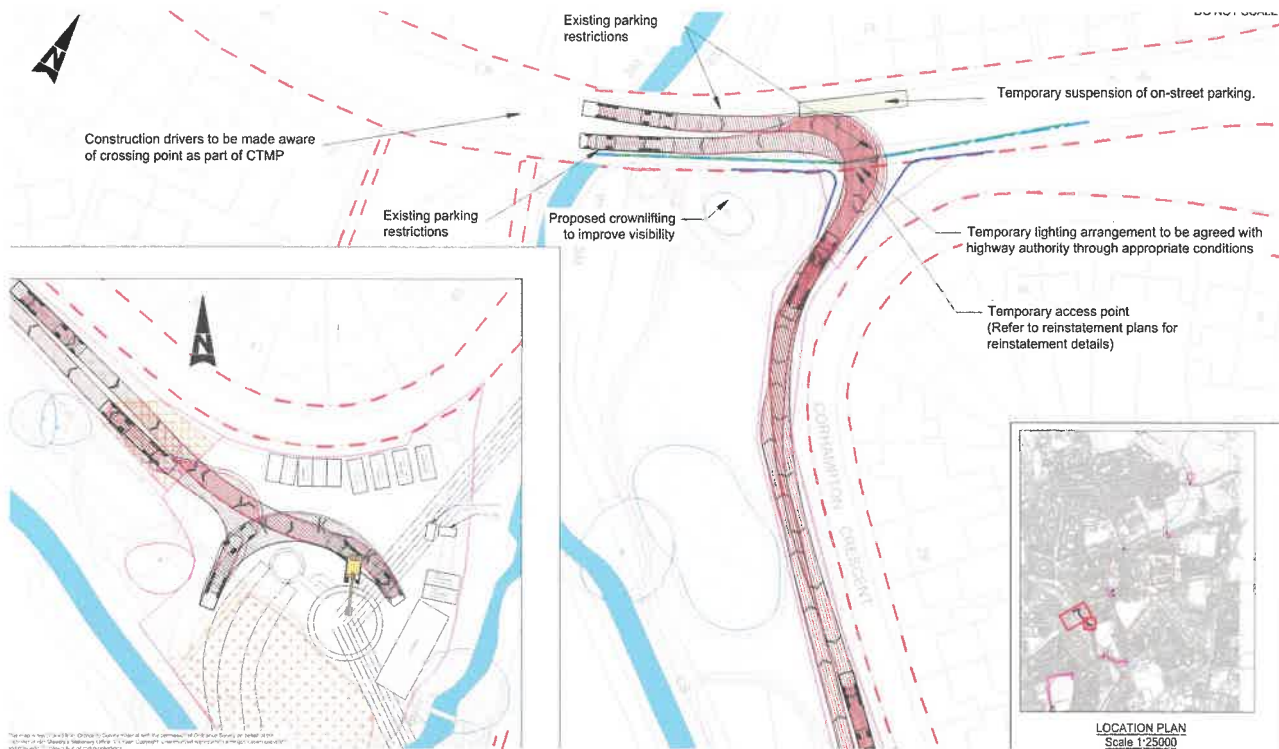


Figure 8-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

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 (T&T)	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.

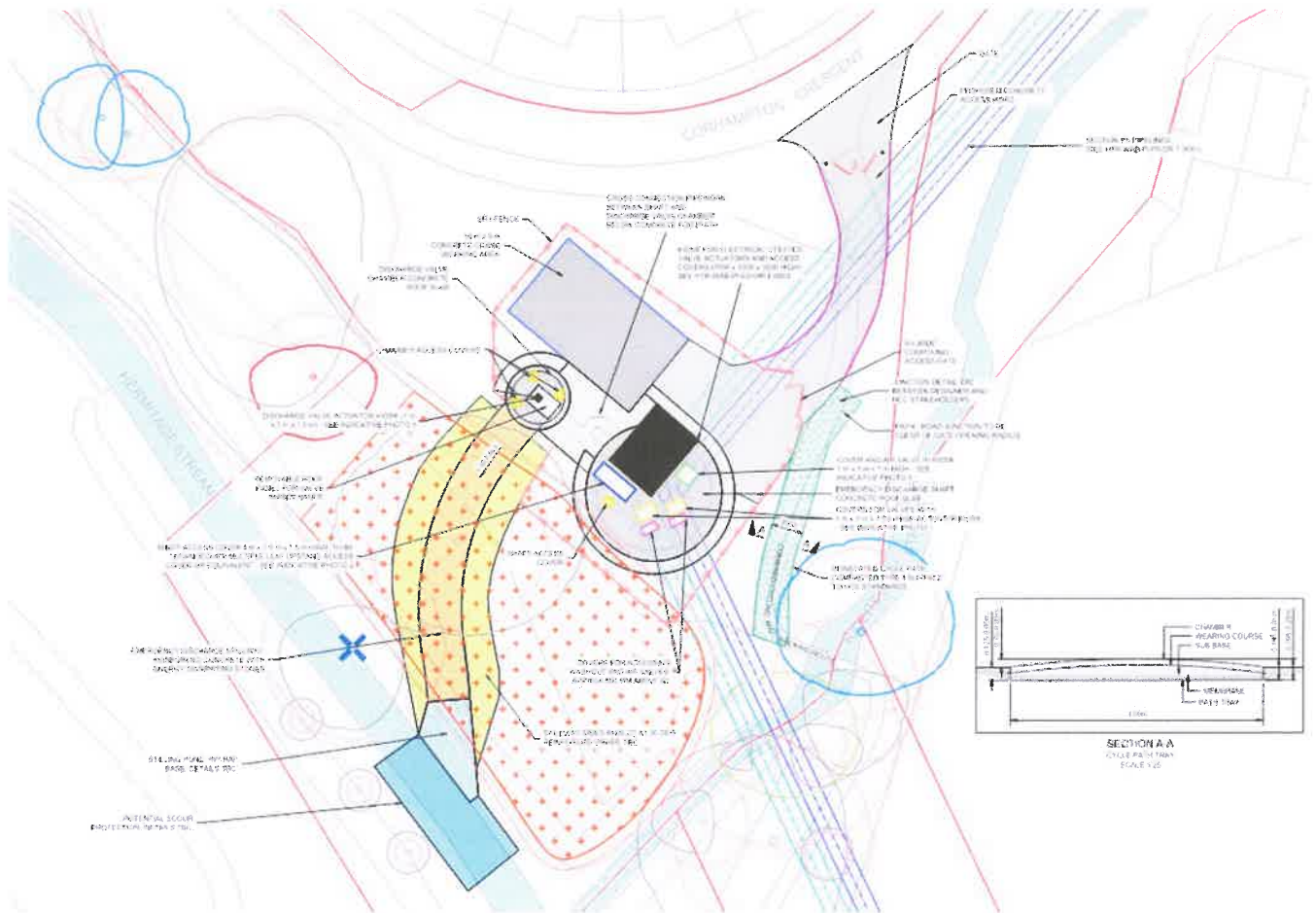


Figure 8-5 – ED Permanent Site Layout

See reinstatement drawing HTR-ATK-PL-XX-DR-L-0005-P0 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																		
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	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.

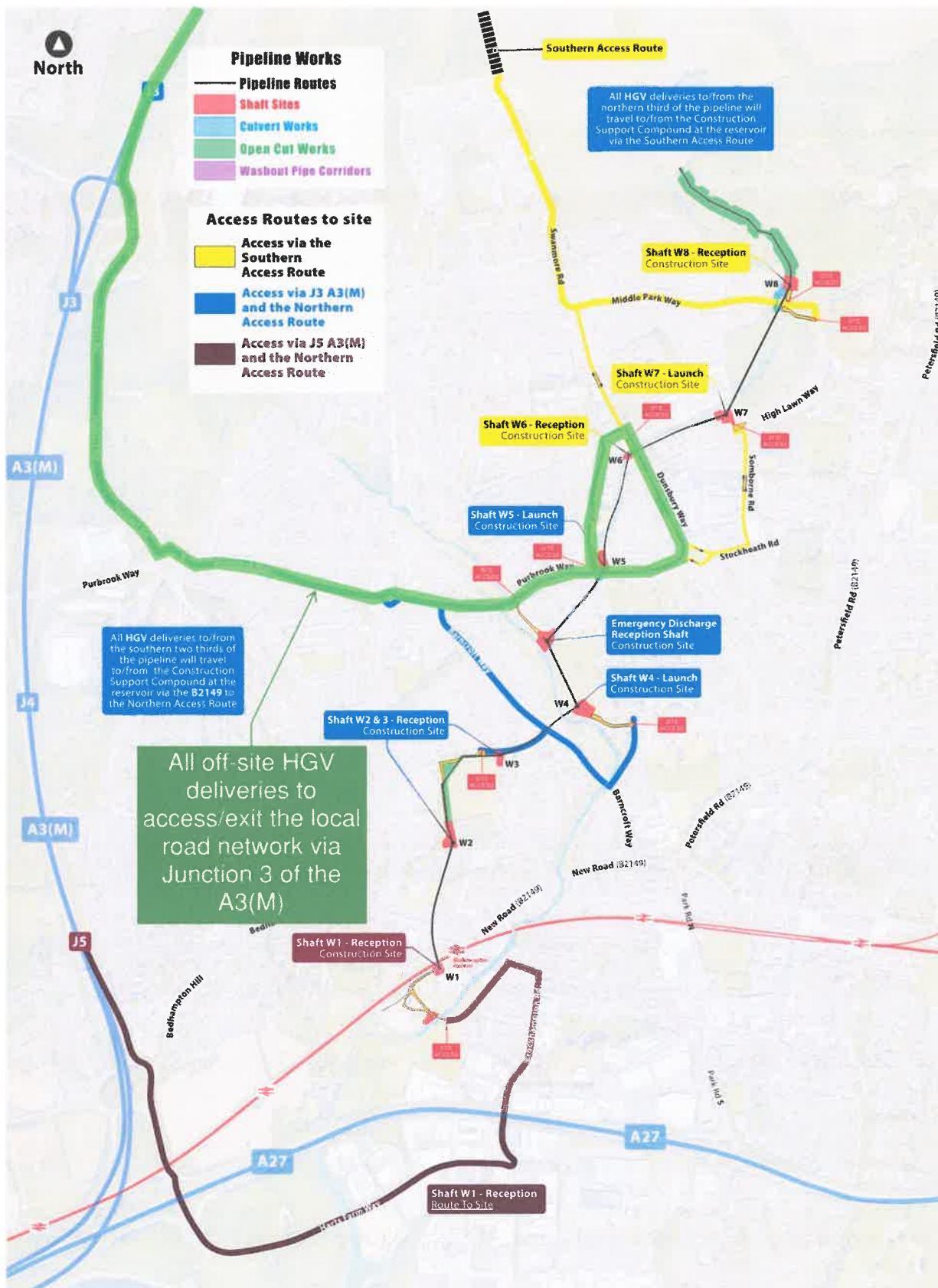


Figure 9-1 – Work Area W5 Routing Plan (in green)



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 (T&T)	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

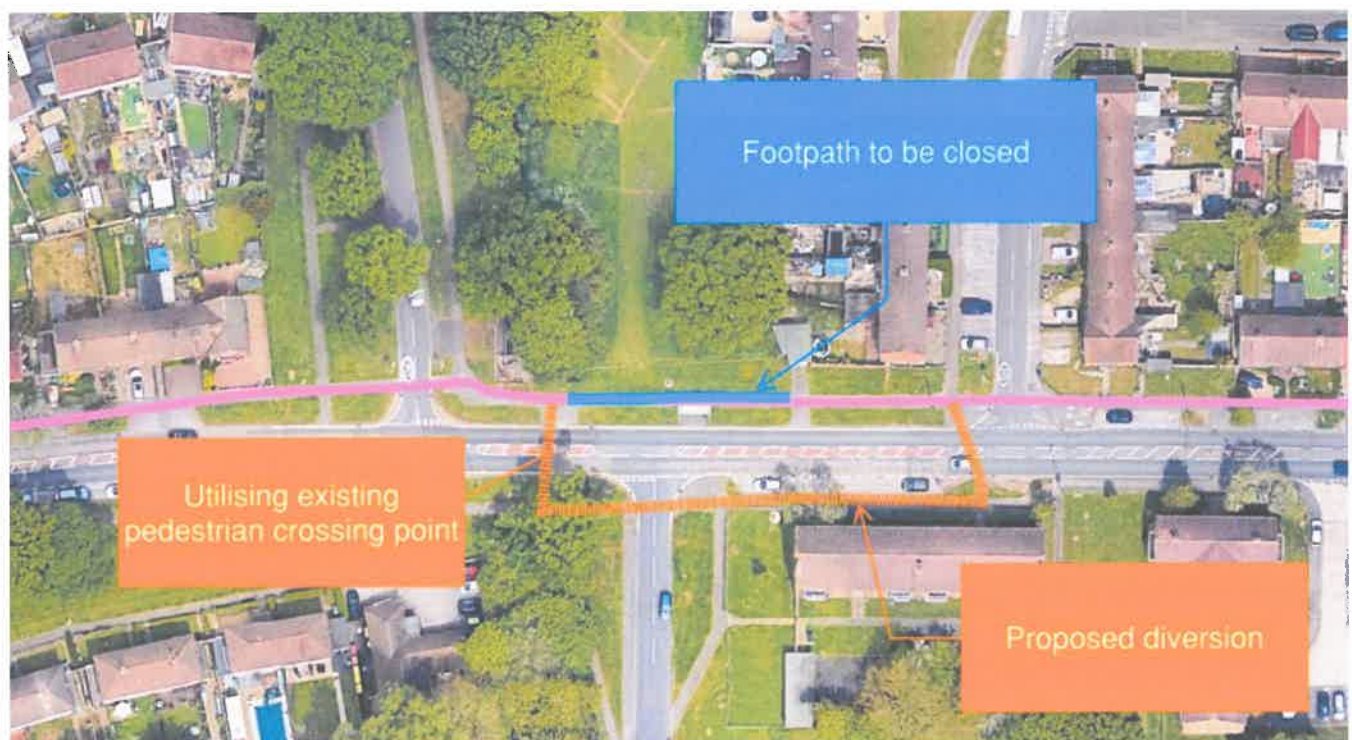


Figure 9-3 –Riders Lane PRoW Closure and Diversion



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			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.



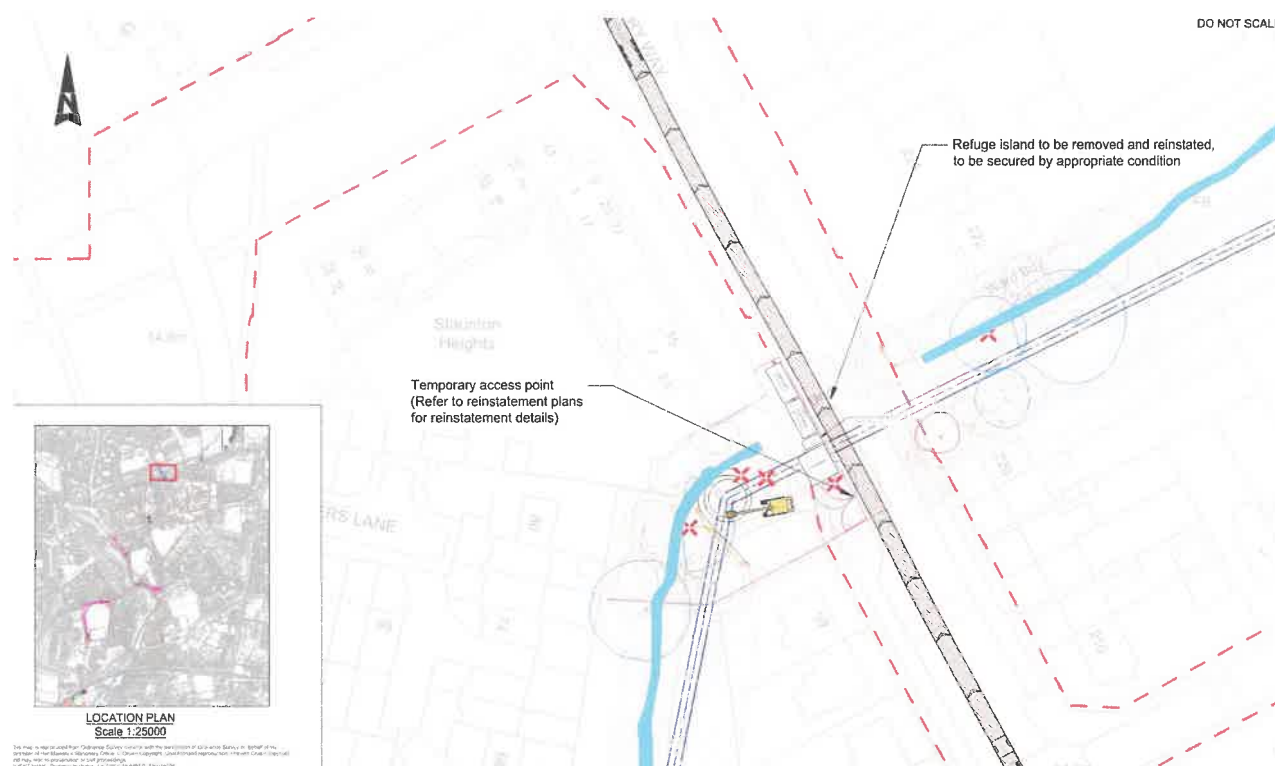


Figure 10-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

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 Licences

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-P04 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.

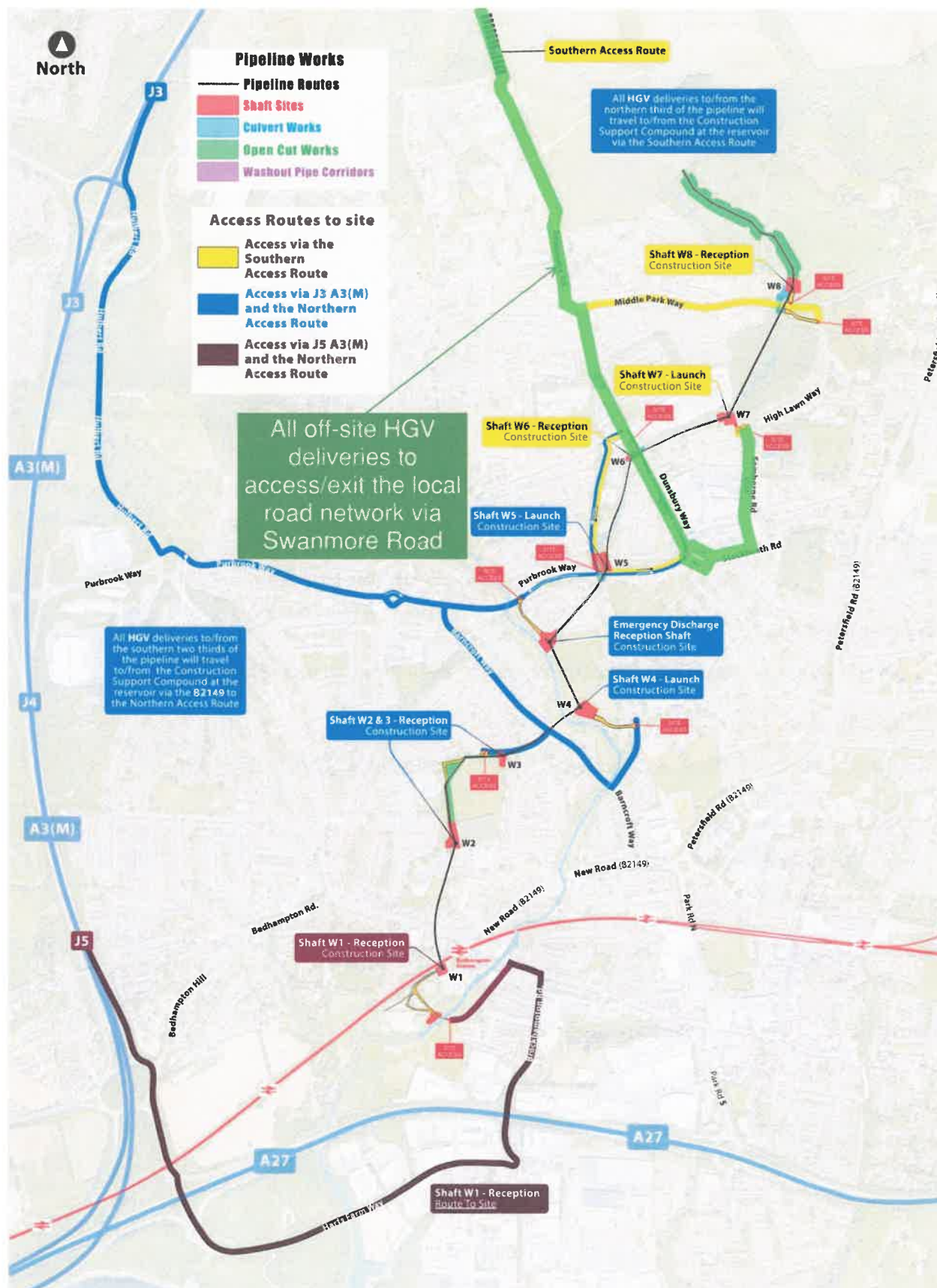


Figure 11-1 – Work Area W7 Routing Plan (in green)



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 Licences

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-P05 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						
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.

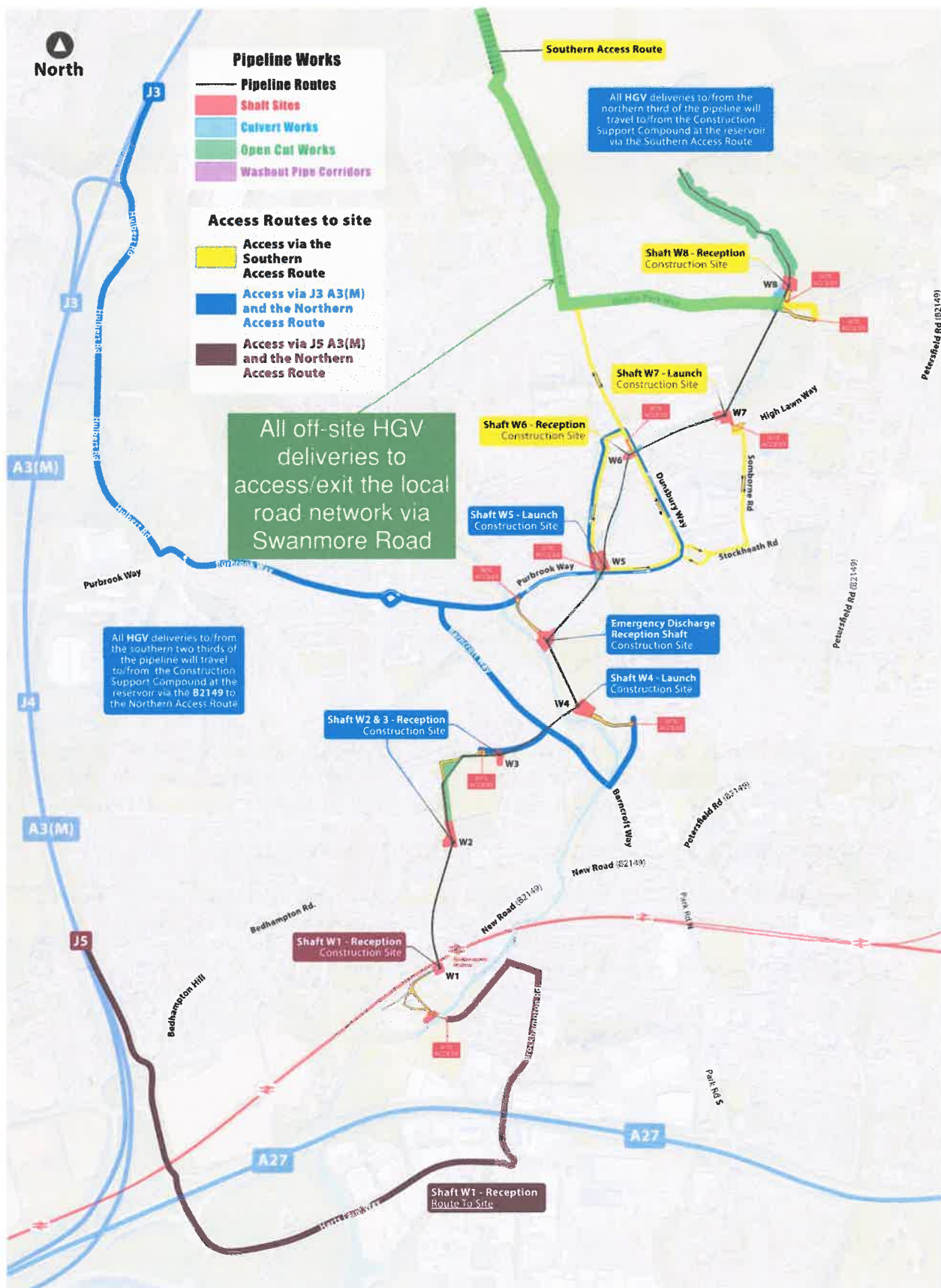


Figure 12-1 – Work Area W8 Routing Plan (in green)

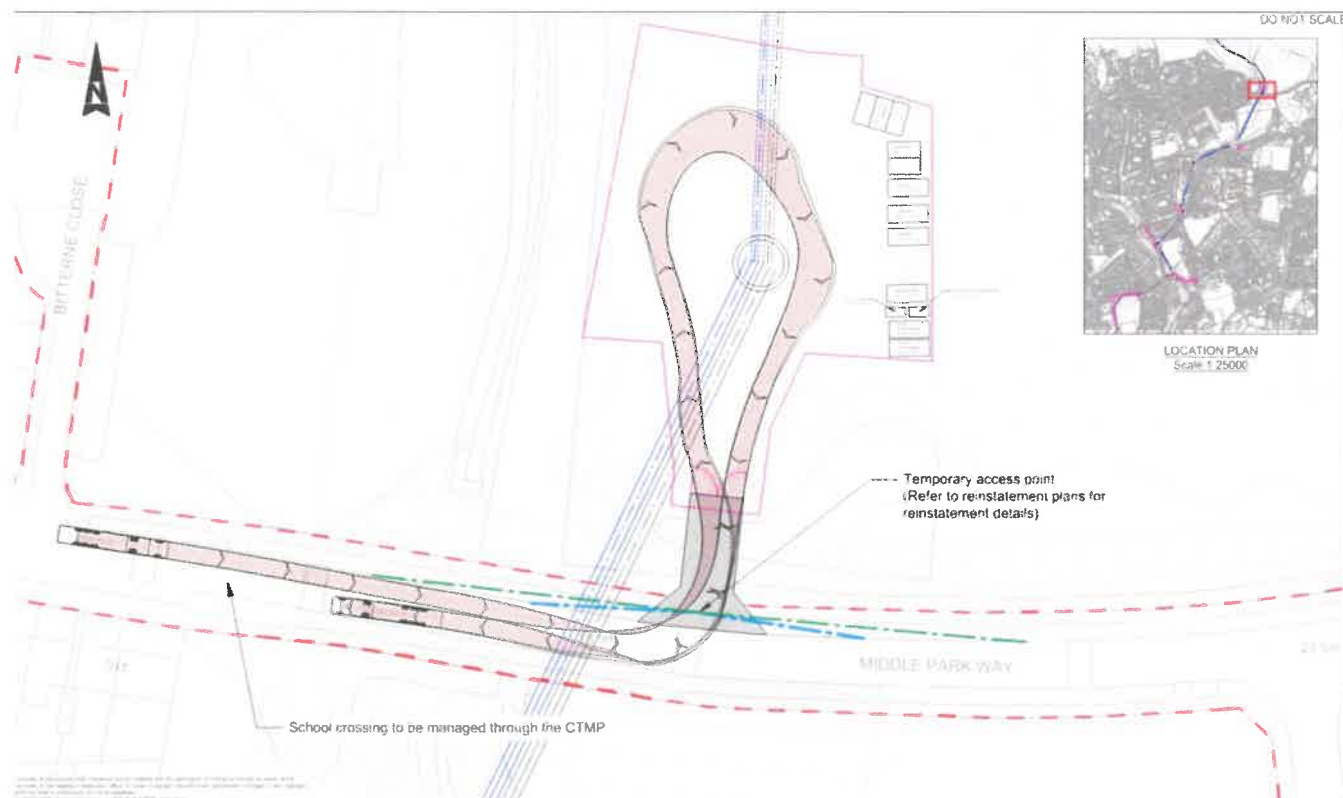


Figure 12-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

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-P05 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.

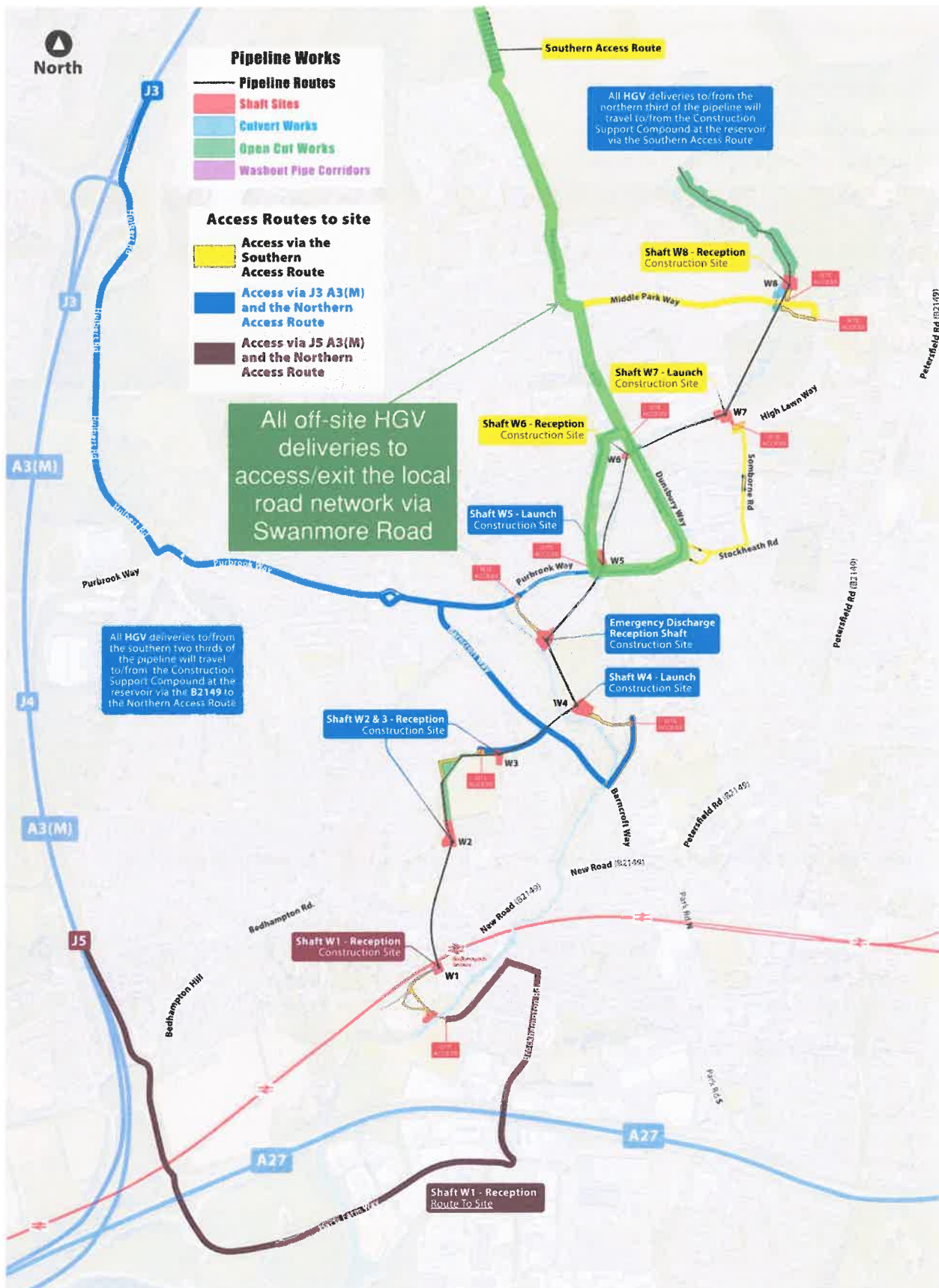


Figure 13-1 – Purbrook Way Culvert Work Area Routing Plan (in green)



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.

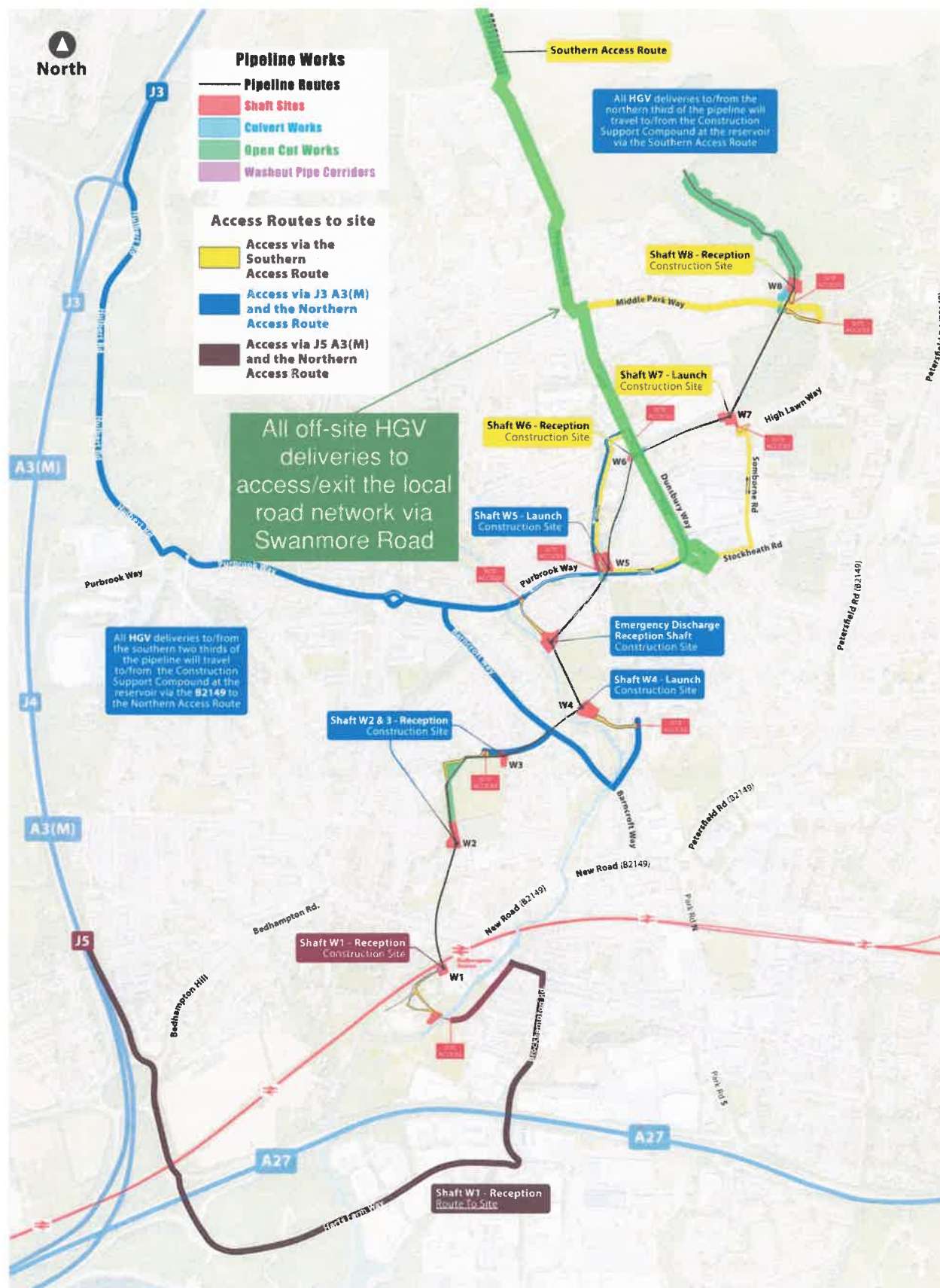


Figure 14-1 – Dunsbury Way Culvert Work Area Routing Plan (in green)

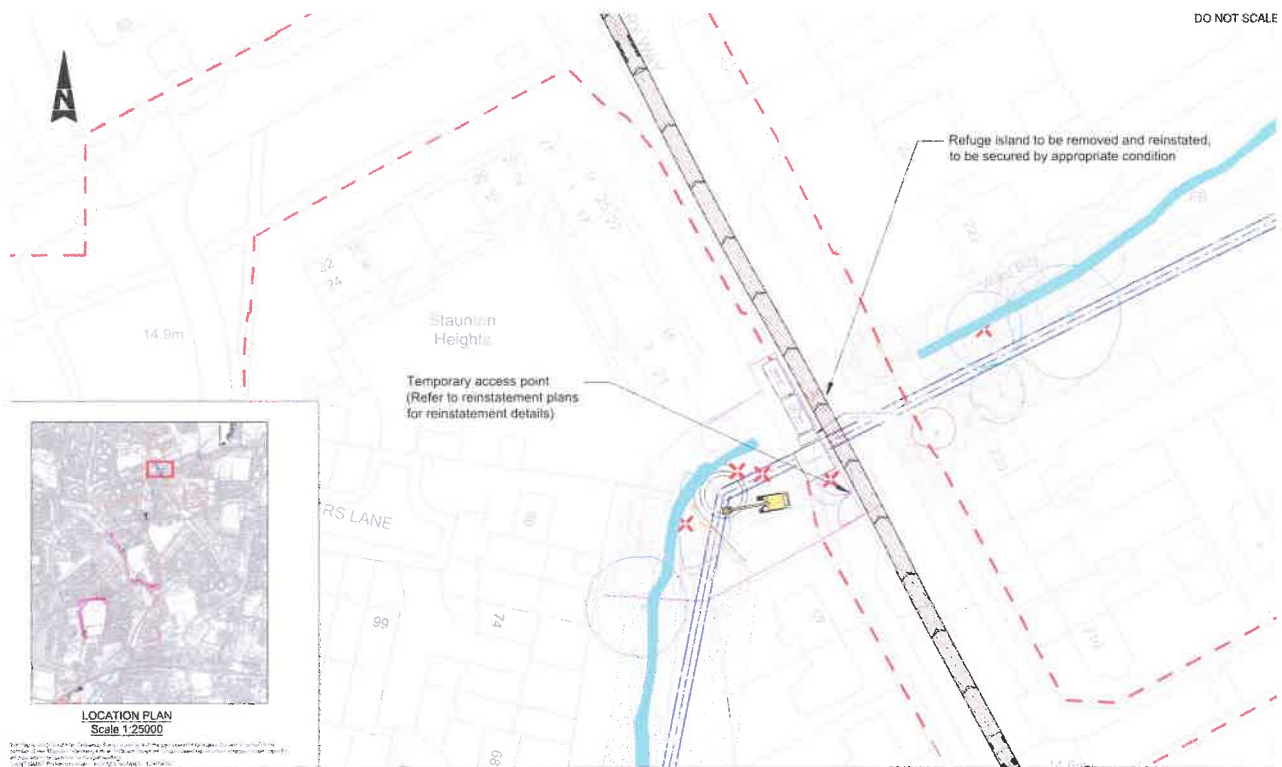


Figure 14-2 – Swept Path Analysis for 16.5m Long Articulated Lorries

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-P04 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								
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.

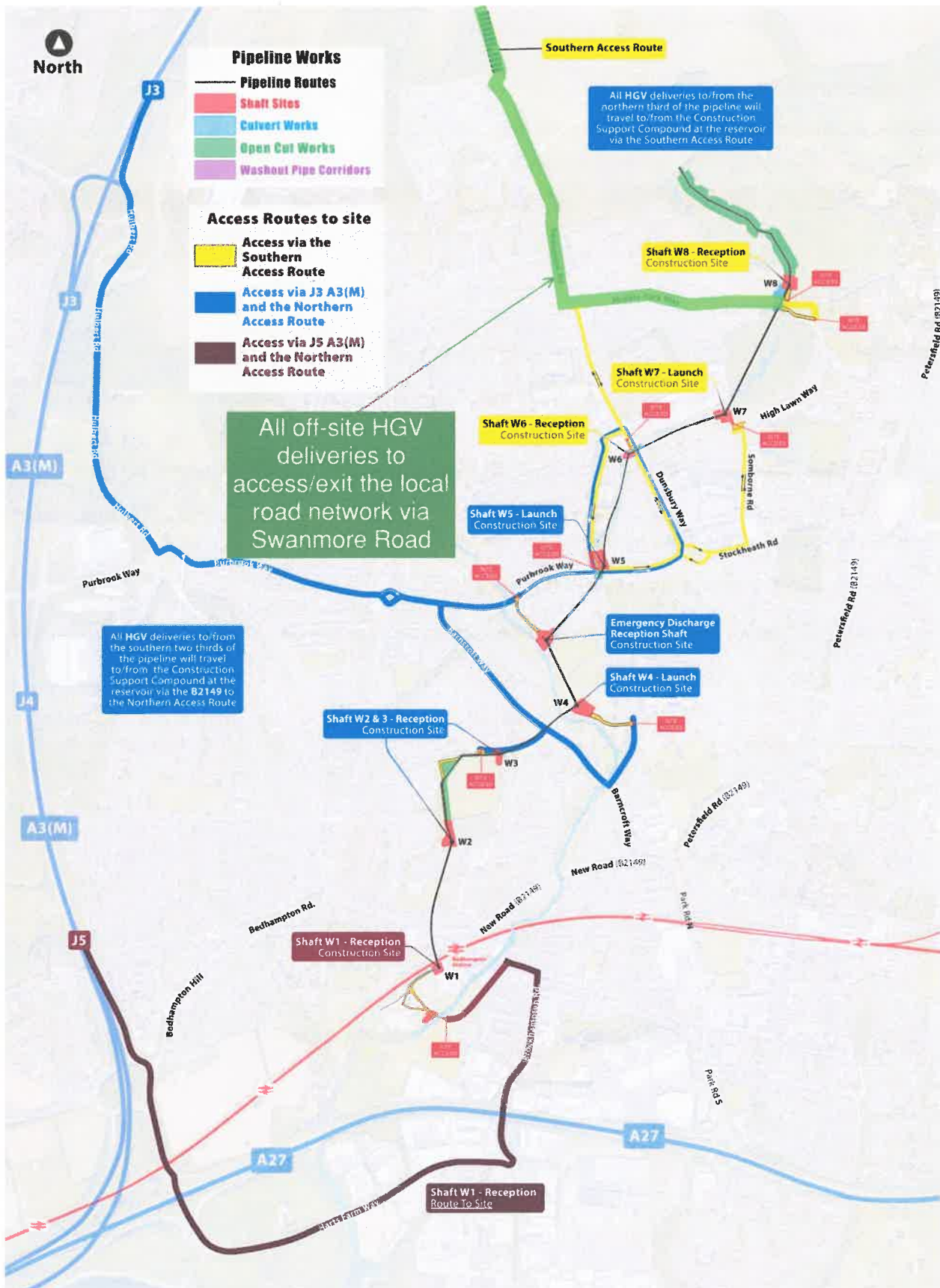


Figure 15-1 – Middle Park Way Culvert Work Area Routing Plan (in green)



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

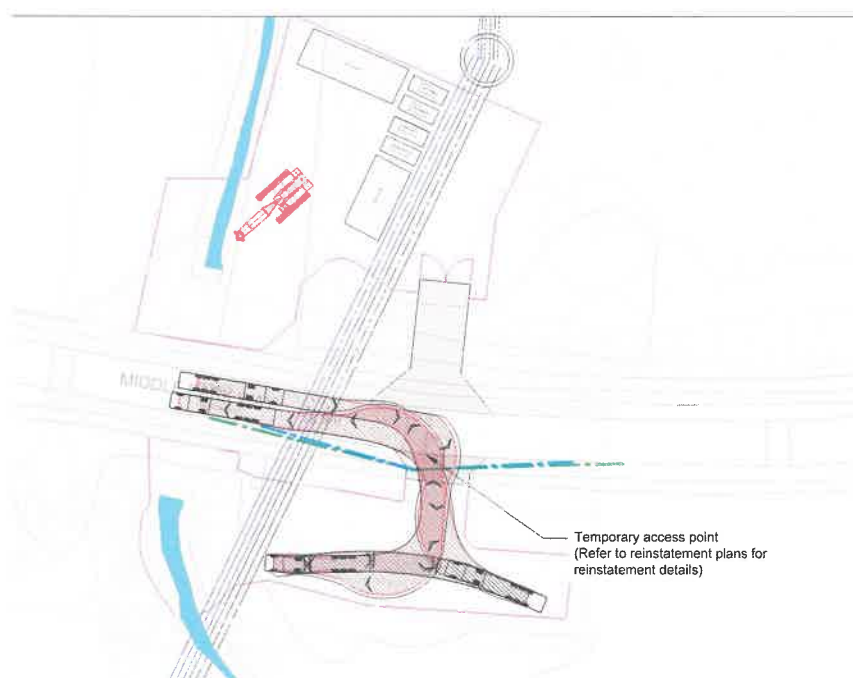


Figure 15-3 - Swept Path Analysis for 16.5m Long Articulated Lorries

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 Licenses

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.

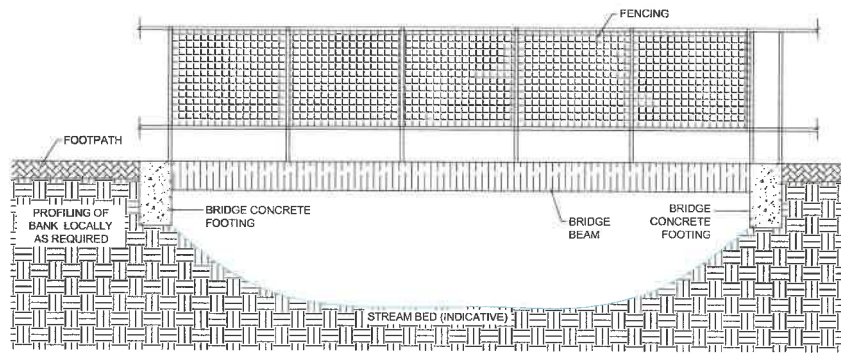
See reinstatement drawing HTR-ATK-PL-XX-DR-L-0009-P05 in Appendix D.

Appendix A Swept Path Analysis

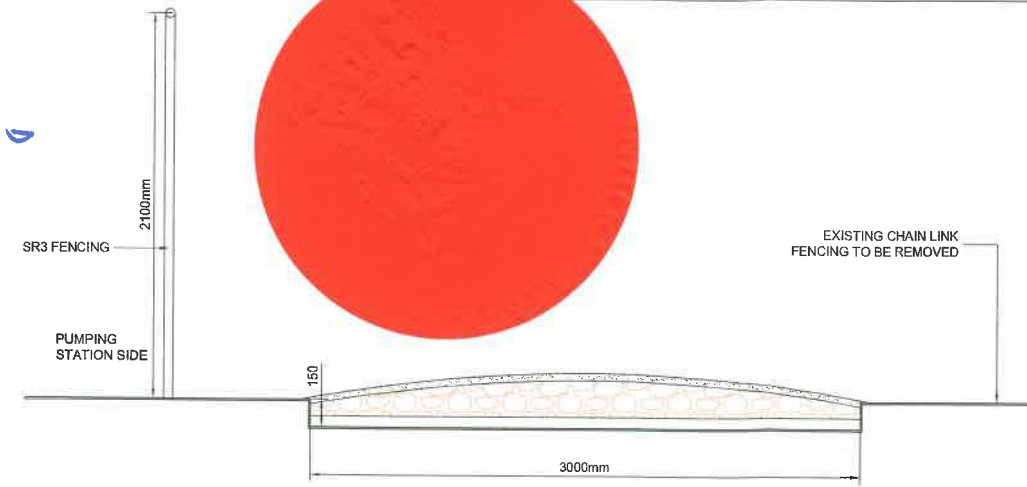
Appendix B Site Compound Drawings

Appendix C Parking Survey Results

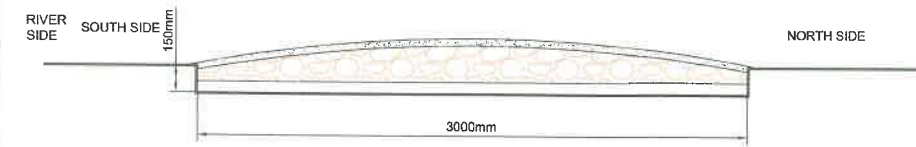
Appendix D Reinstatement Drawings



SECTION C-C
NOT TO SCALE



SECTION A-A
SCALE 1:20



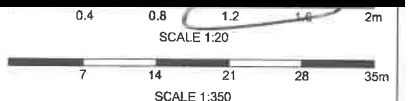
SECTION B-B
SCALE 1:20



NOTES:

1. FOOTPATH REINSTATEMENT TO HAMPSHIRE COUNTRYSIDE GUIDANCE FOR PATH SURFACING (2024) AND HAMPSHIRE HIGHWAYS 'TYPE 4' PATH DETAIL. SEE HCC11/C050.
2. FOOTPATH CORRIDOR TO BE MIN. 3m WIDE IN NEWLY INSTALLED SECTIONS.

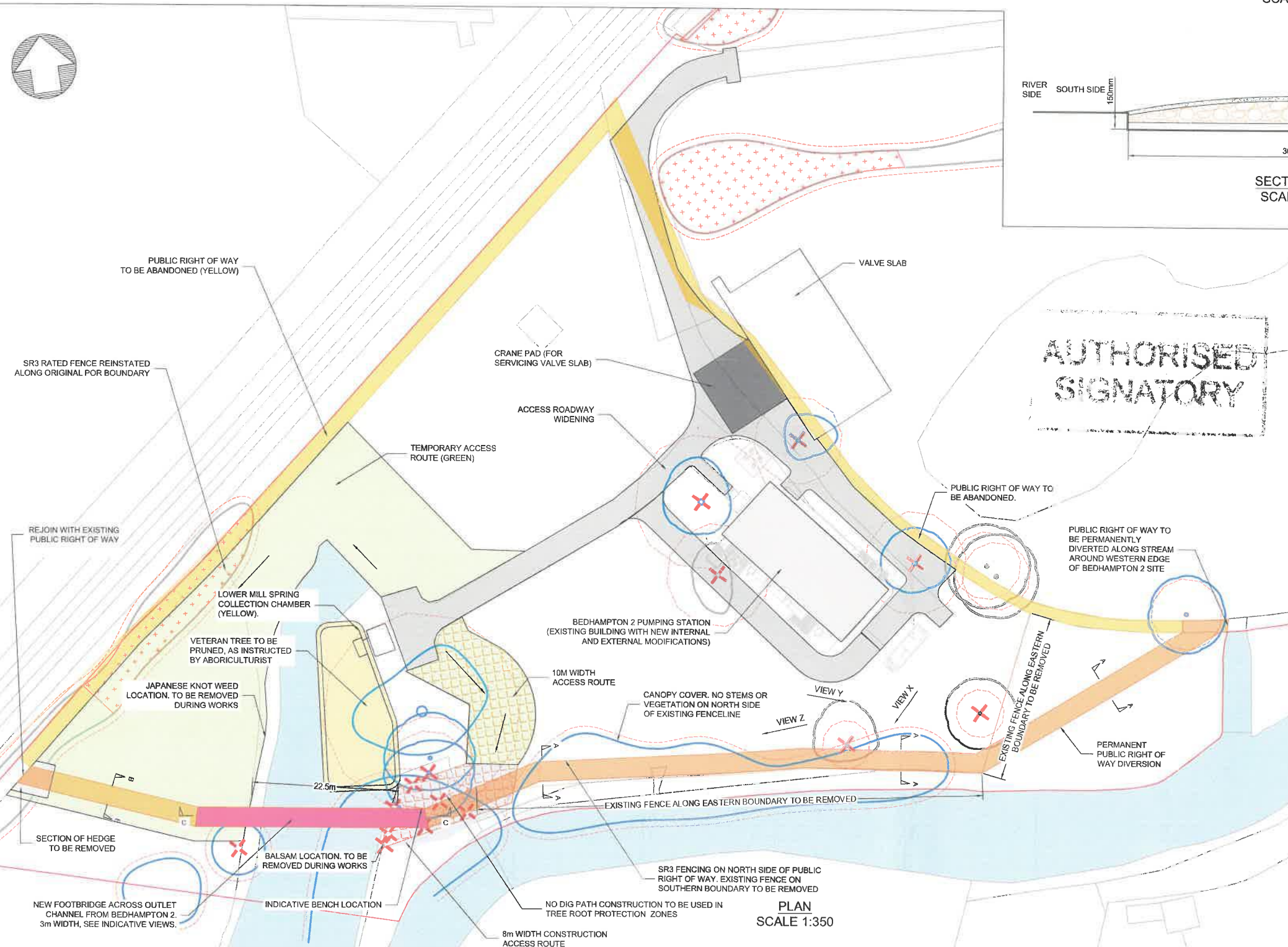
- REDLINE BOUNDARY
- FILL PIPELINE
- RETURN PIPELINE
- FARLINGTON CONNECTION PIPELINE
- PUBLIC RIGHT OF WAY CLOSURE
- SPRING CHAMBER
- TEMPORARY ACCESS
- PROPOSED PROW DIVERSION
- 'NO-DIG' CONSTRUCTION METHOD AREA
- CAT. A TREE
- CAT. B TREE
- CAT. U TREE
- CAT. C TREE
- ROOT PROTECTION AREA (RPA)
- PROTECTIVE FENCE
- TREE GROUP/ HEDGE REMOVAL
- TREE REMOVAL
- TREE PROTECTION MATTING



Rev	By	Chk	App	Description	Date
P06	A4	BP	BC	RED LINE BOUNDARY ADDED	28/01/25
P06	A4	RD	BF	PROW ROUTE UPDATE	13/01/25
P06	A4	BP	BF	INCORPORATING COMMENTS	02/10/24

WARD & BURKE

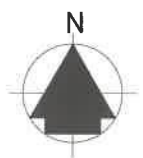
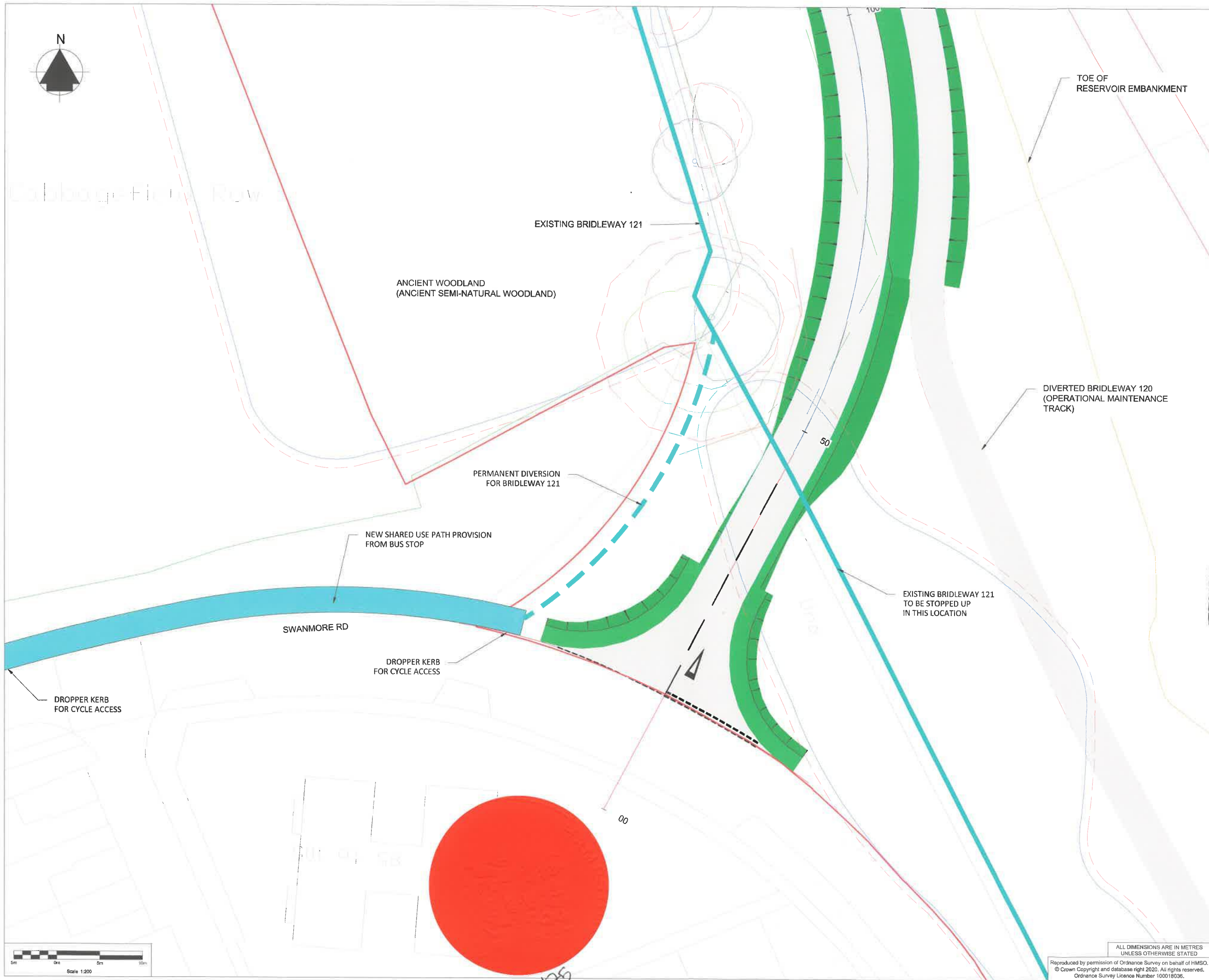
Drawing Suitability:	APPROVED FOR DETAILED DESIGN	Status:	A4
Contractors Drawing Number:	HTR-WAB-PI-BD-DR-T-0002		
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REGISTERED IN ENGLAND No.	2639455		
Date:	28/01/25	Scale:	1:350
Sheet:	01 of 01	Sheet Size:	A1
Project Title:	HAVANT THICKET RESERVOIR		
Drawing Title:	BEDHAMPTON TO HTR PIPELINE PUBLIC RIGHT OF WAY DIVERSION PLAN		
Portsmouth Water Drawing Number:		Rev:	P06



PLAN
SCALE 1:350



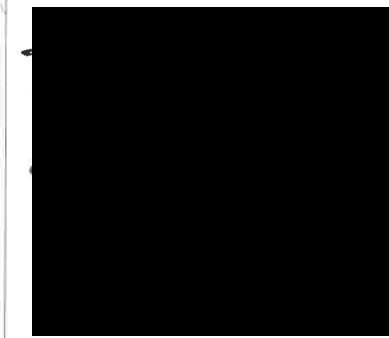
103794



- KEY** (not to scale)
- Category A tree
 - Category B tree
 - Category U tree
 - Category C tree
 - Root Protection Area (RPA)
 - Ancient Woodland boundary
 - Ancient Woodland 15m offset boundary
 - Red Line Boundary

NOTES

1. All dimensions in metres unless otherwise stated.



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, all significant residual risks (moderate to very high) are indicated on the drawing with warning triangles, the risk register, in its entirety, is available on drawings HTR-ATK-ZZ-ZZ-DR-HS-0001 to 0007. The reference numbers shown against each triangle will correlate to risks shown on these schedules.

Environmental Risks are not shown on the drawings and reference should be made to the following document – HTR-ATK-XX-XX-RP-Z-0069 Outline Environmental

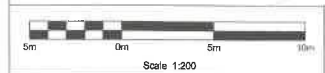
AUTHORISED SIGNATORY
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C01	EC	AIH	AIH	WI	First Issue	13/08/20
A1	EC	AIH	WI	FOR PLANNING		09/11/20
C03	EC	AIH	WI	FOR TENDER		19/11/20
D2	EC	AIH	WI	FOR PLANNING		15/03/21
C04	EC	AIH	WI	FOR PLANNING		15/03/21
A1	EC	AIH	WI	FOR PLANNING		15/03/21
Rev. Status	Drn By	Ckd By	Rev By	Auth By	Description	Date

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Havant Hampshire PO8 1LG		REGISTERED IN ENGLAND No. 2536455		
Project Ref. No:	Sheet:	Scale:	Sheet Size:	
HTR	1 of 1	1:200	A1	
Project Title:				
HAVANT THICKET RESERVOIR				
Drawing Title:				
ACCESS ROUTES VEHICLE ACCESS JUNCTION SOUTH (SWANMORE ROAD)				
Portsmouth Water Drawing Number:				Rev:
				C04



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ANNEX 3
TRAVEL PLAN

- Travel Plan: reference HTR-MrW-CWTP-v3 dated 14/12/2022
- Travel Plan-Addendum: reference HTR-WAB-PI-ZZ-PL-W-0002 dated 20th February 2025.

Havant Thicket Reservoir

Construction Worker Travel Plan

Main Reservoir Works Phase

14/12/2022 | v3

Document Reference : HTR-MrW-CWTP-v3



Version Control Register

Version	Date	Author	Reviewed By	Approved By	Notes
1	28/07/22	Angela Spinks	Chris Williams		
1.1	05/09/22	Angela Spinks			
1.2	09/09/22	Dan Argles			
2	14/11/22	Dan Argles			Updated in line with comments from HCC
3	14/12/22	Dan Argles	Angela Spinks		Revised in line with HCC comments

Contents

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Introduction

This report details the Havant Thicket Reservoir Construction Worker Travel Plan (CWTP) for Future Water staff and operatives, sub-contractor specialists, and visitors to site for the Main Reservoir Works (MRW). The purpose is to encourage more sustainable transport use, which benefits society and the environment.

This has been produced with the support of senior management who endorse the measures in the plan.

This CWTP describes the existing situation, transport options and measures to encourage uptake of more sustainable transport. Plus targets and plans to monitor, manage and action this CWTP.

The possible transportation options are summarised below:

Transport Options

	Transport options	Comments
Most Sustainable to Least Sustainable	No travel: work remotely from home	This report aims to provide practical measures to encourage uptake of active travel, public transport and car sharing where this is a viable option.
	Active travel: walking/cycling (including electric bikes).	
	Public Transport	
	Car-sharing	
	Private vehicle (electric/hybrid)	We recognise in some situations, private car is the most suitable transport option.
	Private vehicle – car, van, motorbike, (fossil fuels)	

Aim

The aim of this CWTP is to encourage uptake of more sustainable transport as this benefits society and the environment.

Existing situation

Site location and layout

The site is located to the north of Havant in Hampshire, and adjacent to the A3 (west) and the B2149 (east).

There are two ways to access the site: see Site Access Plan in Fig.1.

The northern access route (NAR) via the B2149 is for vehicle traffic only. The B2149 junction will be improved to provide the NAR, which is a dedicated access for vehicles (to ensure vehicles can avoid the residential area).

The western bridleway via Swanmore Road can be used by pedestrians and cyclists to enter the site (no vehicle access during MRWs).



FIG 1. SITE ACCESS PLAN

Car parking will be provided on site within the main compound for 176 vehicles. This provides for site staff & visitors for both the reservoir and pipeline projects. See indicative site layout in appendix 2.

The number of staff using the compound from the pipeline project is expected to be lower than originally assessed at planning, so whilst the reservoir numbers may have increased this is offset by less staff from the pipeline team.

The site compound will also include cycle parking, electric charging points, storage areas, space for temporary worker accommodation and a welfare area with showers, lockers and a changing area (see Indicative site layout in Appendix 2).

Working patterns

This CWTP is for the MRWs only. MRWs are expected to take 3 to 4 years.

During the summer “earthwork seasons” (when it is drier and the days are longer) more people will be working on-site. During peak construction: 180 people are expected to be working at the site, which could amount to 340 vehicle movements a day, if all worker’s commute by private car with no car sharing (plus any visitors to site). So this CWTP is important to limit congestion and other travel and environmental impacts during these months.

During the winter, far fewer workers and traffic numbers are expected: 70 workers, and potentially 140 traffic movements per day if all worker’s commute by private car with no car sharing.



During peak construction, of the 180 workers per day:

- 67% (120) are local
- 33% (60) are living away
- 50 of those living away, originate from north Wales & the north West
- 10 of those living away, originate from Sussex/Kent
- 50 of the workers living away can stay in bunkabins or mobile homes onsite (space has been allocated for this number of units).
- 10 of those living away it is anticipated will stay local B&B accommodation.

Operatives work the same shift patterns due to practical reasons (daylight) and planning restrictions on working hours:

Monday to Friday: from 0700 to 1800 (0700 to 0730 morning briefing – no construction before 0730)

Saturday: from 0600 to 1300

Sundays and bank holidays: no working.

Most staff will be working the hours as above, but some support office staff will be working shorter days:

from 0830 to 1700

Transport options

Based on a survey in 2018, the average employee spends £1,738 per year travelling to work (ref:1). That's £7.25 per day, based on working 5 days a week, 48 weeks of the year.

According to research conducted by the TUC (quoted in ref:1) the average commuting time is 59 minutes.

These parameters have been used as a guide when considering viable modes of transport.

No Travel: work remotely from home

All Future Water staff have digital equipment to facilitate remote working and this will be encouraged, where practicable. Due to the nature of the work it is not possible for most of the team to work remotely, as their physical presence on-site is required to do their job.

Active Travel: walking and cycling

A person walking can cover 3 or 4 miles in the average commuting time (59 minutes) (ref:1). Local workers from Havant, Rowlands Castle, Bedhampton, Cowplain, Horndean, Catherington or Waterlooville could consider walking to work.

Around 6 miles is considered a manageable cycle commute (ref:2). Local workers from Havant, Rowlands Castle, Bedhampton, Cowplain, Horndean, Catherington, Waterlooville and north Portsmouth could consider cycling to work.

The NAR is not suitable for access via active travel, as it is for vehicle use only. In any case, it is unlikely this route would be selected for active travel because it would only be convenient for workers walking/cycling from Horndean, Catherington or Waterlooville. However, persons living these areas would have to cross the A3 and there are limited crossing points, discouraging walking/cycling from these areas. Also the NAR is accessed from B2149, which

is narrow, with no cycle lane provision, and there is no pedestrian footpath on the approach to the NAR.

The western bridleway could be a safer route for active travel, as there is a footpath alongside the Swanmore Road leading to the bridleway, plus the surrounding streets are residential (possibly making it safer). The routes from Havant, Rowlands Castle, Bedhampton, could avoid major roads and it is feasible that people could walk or cycle from these areas; and/or cycle from the north Portsmouth area.

Active travel is healthy and cheap; however, there are some disincentives that make it impractical and/or dissuade people from using active travel:

- Long distances for travel
- Need to carry equipment or passengers
- Weather (too hot, wet, windy or cold)
- Safety concerns (e.g. cycling on roads with busy commuter traffic, travelling during early morning/late afternoon when it is more likely to be dark, less busy)
- Mobility or other health issues

Public transport: train

The nearest train station is Havant 4 miles away, via the NAR (vehicle access only); or 2 miles away via the western bridleway (access for pedestrians and cycles). Even 2 miles (estimated 40 mins walk) is probably too far to walk after a train journey, but it is a short distance to cycle (estimated 10 mins). As set out in the measures, to make train travel more viable it is proposed to run a pick-up/drop-off to Havant station.

Havant is well connected with by train to the south coast and London; however, the London train routes have been excluded as the morning train won't get people to site early enough and the cost is prohibitive (especially when you consider average London salaries are much higher than Portsmouth):

Trains to/from Havant

Destination	Journey time	Ticket cost (per day)	
		Anytime RTN ticket	Monthly ticket
Portsmouth and Southsea	13 mins	5.60	4.56
Portsmouth Harbour	20 mins	5.60	4.56
Littlehampton	40 mins	11.60	7.42
Southampton Central	40 mins	23.70	11.69
Brighton	1 hr 15 mins	21.90	11.69
London Waterloo	1 hr 30 mins	41.70	23.54
London Victoria	1 hr 50 mins	41.70	23.54

Looking at train times to get to Havant between 06:25 and 06:40 and leaving Havant between 18:40 and 18:54 the following stations are viable to commute to/from site via train to Havant:

- Emsworth [EMS]
- Southbourne [SOB]
- Chichester [CCH]
- Barnham [BAA]
- Angmering [ANG]
- Worthing [WRH]
- Lancing [LAC]
- Shoreham-by-Sea [SSE]
- Southwick [SWK]
- Portslade [PLD]
- Hove [HOV]
- Barnham
- Ford [FOD]
- Littlehampton
- Cosham [CSA]
- Fareham [FRM]
- Swanwick [SNW]

Public transport: bus

The main buses that serve the site are:

- 20 [Havant - West Leigh - Leigh Park - Cosham – Portsmouth]. Buses start early enough (get off at Leigh Park bus stop and enter via western bridleway).
- 23 [Leigh Park - Havant - Cosham – Portsmouth – Southsea]. Buses start early enough (get off at Leigh Park bus stop and enter via western bridleway).
- 27 [Rowlands Castle - Havant - Emsworth]; However the buses don't start early enough, so this route could not be relied upon to get to work on time.

The number 23 is perhaps the most convenient as it drops off at the bus stop adjacent to the western bridleway.

Unlimited bus travel for 1 month on local buses is £66 or £4.50 per day.

Car sharing

There is a clear financial incentive to do this, to save commuting costs (petrol/diesel, car wear and tear). But there are some disincentives that make it impractical and/or dissuade people from car share including:

- there is not a suitable "match" for car sharing (two people need to be going the same way, at the same time).
- security concerns (you may not want your colleagues to know where you live, or accept/give lifts).
- need for personal space before and after a long day.
- concerns over sharing a confined space (covid risk).
- passengers are a distraction for the driver.

- not wanting to increase journey time picking up/dropping off or waiting around for somebody if they are not ready.

Private car (electric/hybrid)

The company car policy incentivises the use of hybrid and electric vehicles (better rates of car allowance); and encourages selection of more efficient cars as it is not possible to get a car allowance for cars with excessive engine size or emissions. Company cars are also required to have at least 4 seats, facilitating car sharing.

Measures



FIG 3. TRAVEL PLAN PYRAMID (REF: HAMPSHIRE COUNTY COUNCIL'S 'A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS' (2009))

Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009) categorises measures by a hierarchy in the "Travel Plan Pyramid". Location and Parking restraint (etc) are "hard" measures, which force more sustainable choices to be made. The location for Havant Thicket Reservoir is fixed: so the "soft" measures to incentivise behaviour such as marketing, awareness and promotion, and a coordinator, have been selected.

To facilitate the development of the CWTP, a Travel Plan Coordinator (TPC): Angela Spinks has been appointment by Future Water, and will be responsible for holistic implementation of CWTP measures.

CWTP Measures

Mode	Incentive	Approx Cost	Implementation Date	Owner
Active Travel	Cycle to work scheme and leaflets about this scheme to be available on site and posters on the travel noticeboard (in the rest area).	£50.00	Q4 2023	TPC
	Secure cycle parking	£2,000	Q3 2023	Project Delivery Team
	Showers on-site	In project costs	Q3 2023	Project Delivery Team
	Lockers for storing clothes	In project costs	Q3 2023	Project Delivery Team
	On site security	In project costs	Q3 2023	Security Manager
Public Transport: Train	For workforce: Minibus pick-up at station 06:45 ready to start for 07:00; and then drop-off at train station 18:20 ready for outgoing trains from 18:40.	In project costs	Q2 2024 if demand requires	TPC
	For visitors: Introduce "collection from station" "collection from Portsmouth Water Offices/OPI" service for visitors. Information on this and sustainable transport modes to be provided to visitors.	In project costs	Q3 2023	TPC

Mode	Incentive	Approx Cost	Implementation Date	Owner
Public Transport: Bus	Provision of clear public transport information, available on travel noticeboard in the rest area.	£50.00	Q4 2023	TPC
	Scheme where workforce can submit their train tickets into a raffle to be drawn monthly with prizes of £25 Amazon & High Street shopping vouchers.	£1,200	Q4 2023	TPC
	Scheme where workforce can submit their train tickets into a raffle to be drawn monthly with prizes of £25 Amazon & High Street shopping vouchers.	£1,200	Q4 2023	TPC
	Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives.	FOC	Q4 2023	TPC
	Provision of clear public transport information, available on travel noticeboard in the rest area.	£50.00	Q4 2023	TPC
	Works buses / shuttle buses (if cluster of employees from specific area).	In project costs	Q2 2024 if demand requires	TPC
Car sharing	For visitors: Introduce "collection from station" "collection from Portsmouth Water Offices/OPI" service for visitors. Information on this and sustainable transport modes to be provided to visitors.	In project costs	Q3 2023	TPC
	Travel notice board where people can post a notice expressing an interest in car sharing, provide priority parking for car sharing	FOC	Q3 2023	TPC
	Scheme where car sharers (both driver and the sharer) are entered into a monthly draw for with prizes such as Amazon or High Street shopping vouchers. The value of the vouchers would be in the region of £25	£1,200	Q4 2023	TPC
Private vehicle (electric/hybrid)	Provision of 4nr charging points for electric vehicles.	£9,037.41	Q3 2023	Project Delivery Team
Private vehicle (fossil fuels)	Provide secure parking facilities for those who travel by motorcycle/moped.	In project costs	Q3 2023	Security Manager

Targets

SMART (specific, measurable, achievable, relevant and time-bound) targets will be developed once the travel baseline at the site is fully understood. A suitable rationale will be provided for each target with reference to the specific site location, nature of the Scheme and local transport infrastructure.

It is anticipated targets will be set as per the following structure as summarised in the table as below:

- X% of staff commutes (less than 6 miles) to be via active travel (walking or cycling).
- Less than X% of staff commutes to be via private car (with no car sharing).

CWTP Targets

Mode	Distance	X% staff commutes				
		Baseline	CWTP year 1	CWTP year 2	CWTP year 3	CWTP year 4
Active Travel	<6 miles	B	B	B+3%	B	B
	6-15 miles	B	B	B+3%	B	B
Public Transport: Train	<6 miles	B	B	B+5%	B	B
	6-15 miles	B	B	B+5%	B	B
	15-30 miles	B	B	B+5%	B	B
	30-50 miles	B	B	B+5%	B	B
	>50 miles	B	B	B+5%	B	B
Public Transport: Bus	<6 miles	B	B	B+5%	B	B
	6-15 miles	B	B	B+5%	B	B
	15-30 miles	B	B	B+5%	B	B
Car sharing	<6 miles	B	B	B+6%	B	B
	6-15 miles	B	B	B+6%	B	B
	15-30 miles	B	B	B+6%	B	B
	30-50 miles	B	B	B+6%	B	B
	>50 miles	B	B	B+3%	B	B
		Less than X% staff commutes				
		Baseline	CWTP year 1	CWTP year 2	CWTP year 3	CWTP year 4
Private car (electric/hybrid)	<6 miles	B	B	B-5%	B	B
	6-15 miles	B	B	B-5%	B	B
	15-30 miles	B	B	B-5%	B	B
	30-50 miles	B	B	B-3%	B	B
	>50 miles	B	B	B-3%	B	B
Private car (fossil fuels)	<6 miles	B	B	B-5%	B	B
	6-15 miles	B	B	B-5%	B	B
	15-30 miles	B	B	B-5%	B	B
	30-50 miles	B	B	B-3%	B	B
	>50 miles	B	B	B-3%	B	B

Targets are split by distance travelled as most sustainable modes of transport (active travel) are limited to short distances. Specifically 6 miles has been selected as it is considered a manageable cycle commute (ref:2).

To ensure any targets are realistic: it is important to take a baseline survey to learn the starting situation.

Management, Monitoring and Action Plan

Management

The TPC will be responsible for implementing and promoting the CWTP. This TPC will be responsible for engaging with Hampshire County Council on construction activities, through the development of the Construction Traffic Management Plan (CTMP).

Monitoring and Action plan

Monitoring and Action plan

Timing	Monitoring and Action
Prior to works starting/recruitment stage (as soon as possible to avoid missed opportunities)	- Survey asking distance to travel to work and intended mode of transport. - Survey of attitudes towards proposed incentives. - Meet with local transport services to see if any improvements can be made to services to improve uptake.
At commencement	- Travel noticeboard in the rest area: Provide information about selected incentives for sustainable transport (informed by original survey). - Travel noticeboard in the rest area: Provide information/timetables for public transportation. - Establish minibus service to collect/drop-off to the station. - Provide initial briefing/information session about transport options available and incentives.
During season 1	- Provide regular (monthly) refresher briefings about transport options available and incentives. - Regularly (monthly) update the travel noticeboard (if timetables etc. have been updated). - Aim to collect (via monthly survey during morning briefing) the following information to track modes of transport: distance travelled, mode of transport, car sharing y/n. - Collect data on uptake of incentives. - Survey of attitudes towards the incentives and if improvements could be made. - Analyse trends in transport use. - Review meeting with coordinator, site management, council, bus companies as appropriate.
End season 1	- Report trends in transport use. - Report uptake of incentives. - Consider incentives to take forward for next year, and plan for next year.

Enforcement

We will inform as best we can using noticeboards and regular briefings and the coordinator will manage, action and monitor progress (as above).

Havant Thicket Reservoir

Construction Worker Travel Plan - Addendum

20th February 2025

Rev: S4-P06

Suitable for Construction Approval

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Issue and Revision Record

Havant Thicket Reservoir Main Pipeline Works

Construction Workers Travel Plan - Addendum

Document Title: Construction Workers Travel Plan - Addendum

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Client Project Number: C725

Client: Portsmouth Water Ltd

Project Location: Meyrick Road, Bedhampton, PO9 1NR

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P02	01/05/2024	AON	BC	JD	Updated in line with DG comments
P03	22/05/2024	TH	BC	JD	Updated in line with client comments
P04	28/06/2024	TH	BC	JD	Updated in line with REAC requirements
P05	05/02/2025	TH	BC	JD	Updated in line with planning consultation
P06	20/02/2025	TH	TF	BC	Updated to reflect discussions with HCC Highways

Document Status: S4

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Introduction

This document is an Addendum to the approved Havant Thicket Reservoir Construction Worker Travel Plan (CWTP), document refer HTR-MRW-CWTP Version 3, and should be read in conjunction with the approved CWTP. The document is structured in the same format as the approved CWTP and only includes additional information/requirements pertinent to the Main Pipeline Works under each heading. As such some sections may be blank or have limited additional text.

The Main Pipeline Works (MPW) is a revised pipeline scheme between the Havant Thicket Reservoir and Bedhampton springs and pumping station. Following outline approval of a pipeline scheme in October 2021 (Havant Borough Council ref. APP/20/00991), a new pipeline route and design have been identified, which needs a new planning approval. There has also been a change in approach to deliver additional resilience to the water network, with an additional pipe now being proposed. The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently to ensure maximum efficiency is achieved, with construction programme durations, and subsequent disruption to local residents minimised.

Existing Circumstances

Site Location and Layout

As well as the main site for the Reservoir works, the MPW element of the scheme has 11 other distinct site locations as listed below:

- Work Area W1 (*off Meyrick Road*)
- Work Area W2 and W3 (*off Hooks Farm Way*)
- Work Area W4 (*off Stockheath Lane*)
- Emergency Discharge (ED) Work Area (*off Purbrook Way*)
- Work Area W5 (*off Purbrook Way and Riders Lane*)
- Work Area W6 (*off Dunsbury Way*)
- Work Area W7 (*off High Lawn Way*)
- Work Area W8 (*off Middle Park Way*)
- Work Area at Purbrook Way Culvert (*adjacent to Shaft W5*)
- Work Area at Dunsbury Way Culvert (*adjacent to Shaft W6*)
- Work Area at Middle Park Way Culvert (*adjacent to Shaft W8*)

Figure 1 below shows the location of each of these 11 additional work areas across the scheme, and the primary road network used to access them.

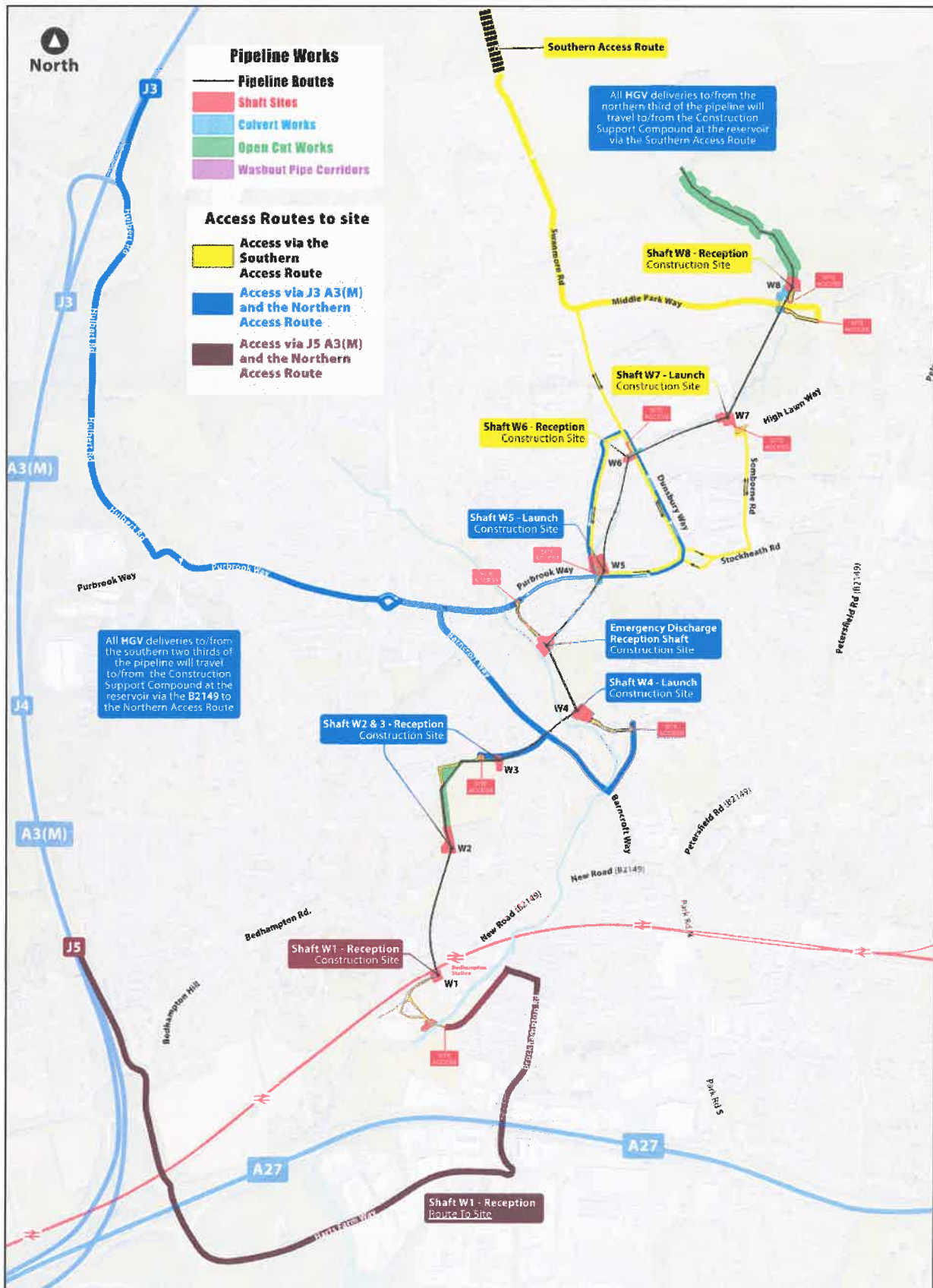


Figure 1 – Work Area Locations and Access Routes

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 worker 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 of work at a given location. During peak construction, there will be 65 workers across the site at any one time.

- It is anticipated that approximately 45 workers will be living or staying locally, in accommodation close to site and within travelling distance
- The remaining 20 workers will be living away, originating from surrounding counties.

Workers will be encouraged to use travel options as outlined below, including a shuttle bus from the Reservoir Site. Limited parking will also be provided at each worksite as summarised in Table 1 below and which outlines:

- Typical number of workers
- Number of car 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.

Table 1 – Parking Spaces at each Work Area

Work Area	Number of Workers	Number of Spaces	Welfare Type	Nearest Primary Welfare
Work Area W1	30	20	Primary	
Work Area W2, W3 & P2	30	12	Primary	
Work Area W4	20	10	Primary	
Work Area at ED	10	5	Secondary	Work Area W4
Work Area W5	20	5	Primary	
Work Area W6	8	2	Secondary	Work Area W7
Work Area W7	20	8	Primary	
Work Area W8	15	8	Primary	
Purbrook Way Culvert	10	5	Primary	
Dunsbury Way Culvert	8	2	Secondary	Work Area W7
Middle Park Way Culvert	8	0	None	Work Area W8
Reservoir Site	10	30	Primary	

Working Patterns

The Main Pipeline Works will take approximately 3 years to construct.

During peak construction, 65 people are expected to be working across the site, which would amount to 65 vehicle movements per day if all workers commute by private car with no car sharing. This CWTP is important to limit congestion and other travel and environmental impacts during the construction period and ensure that there will be no lasting impact with the travel arrangements that will be in place.

During peak construction, of the 65 workers per day:

- It is anticipated that approximately 45 workers will be living or staying locally, in accommodation close to site and within travelling distance
- The remaining 20 workers will be living away, originating from surrounding counties.

Transport options

No Travel: Work Remotely from Home

No additional options over and above that included in the approved CWTP.

Active Travel: Walking and Cycling

Local workers on the MPW element of the scheme from Havant, Bedhampton, Langstone, Warbington and Farlington could consider walking. Local workers from Havant, Bedhampton, Langstone, Warbington, Farlington, Horndean, Waterlooville and East Portsmouth could consider cycling.

Public Transport: Train

The nearest train stations are Bedhampton Train Station and Havant Train Station.

- Work Area W1 - Bedhampton Train Station is 0.3 miles away, which is a 6 minute walk
- Work Area W2 - and W3 - Bedhampton Train Station is 0.5 miles away, which is a 12 minute walk
- Work Area W4 - Bedhampton Train Station is 0.7 miles away, which is a 15 minute walk
- Work Area ED - Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Work Area W5 and Purbrook Way Culvert- Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Work Area W6 and Dunsbury Way Culvert - Havant Train Station is 1.2 miles away, which is a 26 minute walk
- Work Area W7 - Havant Train Station is 1.3 miles away, which is a 30 minute walk
- Work Area W8 and Middle Park Way Culvert - Havant Train Station is 1.7 miles away, which is a 37 minute walk
- Main Reservoir Site - Havant Train Station is 4 miles away, via the NAR (vehicle access only); or 2 miles away via the western bridleway (access for pedestrians and cycles).

A shuttle bus will run from Work Area W1 (6-minute walk from Bedhampton train station) to each work area at the start and end of each shift.

Public Transport: Bus

The main buses that serve the closest bus stops are:

- **Work Area W1**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W2 & W3**
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W4**
 - 37 Havant [Petersfield-Clanfield-Waterlooville-Havant]; running every 40 minutes from 0638 until 1123, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- **Work Area ED**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes

- 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W5 & Purbrook Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W6 and Dunsbury Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W7**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- **Work Area W8 and Middle Park Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
- **Reservoir Site**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes

Table 2 summarises the distance from each work area to the nearest bus stop and time it would take to walk that distance.

Table 2 – Distance between each Work Area and closest Bus Stop

Work Area	Distance from bus stop (m)	Walk Time (min)
Work Area W1	560	7
Work Area W2, W3 & P2	240	3
Work Area W4	480	6
Work Area at ED	330	4
Work Area W5	0	0
Work Area W6	165	2
Work Area W7	500	6
Work Area W8	400	5
Purbrook Way Culvert	0	0
Dunsbury Way Culvert	165	2
Middle Park Way Culvert	400	5
Reservoir Site	1000	12

Car sharing

There is a clear financial incentive to do this, to save commuting costs (petrol/diesel, car wear and tear), but there are some hindrances that make it impractical and/or dissuade people from car share including:

- There is not a suitable "match" for car sharing (two people need to be going the same way, at the same time).
- Security concerns (you may not want your colleagues to know where you live, or accept/give lifts).
- Need for personal space before and after a long day.
- Concerns over sharing a confined space (covid risk).
- Passengers are a distraction for the driver.
- Not wanting to increase journey time picking up/dropping off or waiting around for somebody if they are not ready.

Private car (electric/hybrid)

No additional options over and above that included in the approved CWTP.

Private bus provided by WAB

Limited parking will be provided within each working site compound. Where this space is not available or capacity within the compound is reached, a shuttle bus will be used. A shuttle bus will be provided from the main reservoir site, where adequate parking will be available, to each of the works areas at the start and end of each shift. This will prevent staff vehicles causing congestion on surrounding roads and provide alternative travel arrangements for members of staff.

The shuttle bus will also run from Work Area W1, which is within walking distance of Bedhampton Train Station, for anyone commuting by train.

Measures

To ensure the co-ordination between both the Pipeline and Reservoir Schemes, a Travel Plan Coordinator (TPC): Tamar Helen has been appointed by Ward and Burke, and will be responsible for holistic implementation of CWTP measures in conjunction with TPC for the approved CWTP.

CWTP Measures

No additional measures over and above that included in the approved CWTP.

Targets

CWTP Targets

No additional targets over and above that included in the approved CWTP.

Management, Monitoring and Action Plan

Management

No additional management over and above that included in the approved CWTP.

Monitoring and Action Plan

No additional monitoring over and above that included in the approved CWTP.

Enforcement

No additional enforcement over and above that included in the approved CWTP.

Executed as a Deed by affixing the)
common Seal of **THE COUNCIL**)
OF THE BOROUGH OF HAVANT)

103794

Executed as a Deed by affixing the)
common seal of **HAMPSHIRE**)
COUNTY COUNCIL in the)
presence of: -)

Andrew Hottel
Schoch



Authorised Signatory



38/1175

Executed as a Deed by)
PORTSMOUTH WATER LIMITED)
acting by a Director

[Redacted]

Director Name

[Redacted]

Director Signature

and

Director/ Company Secretary

[Redacted]

~~Director/~~ Company Secretary Name

[Redacted]

~~Director/~~ Company Secretary Signature

OR

Executed as a deed by)
PORTSMOUTH WATER LIMITED)
acting by a director)

In the presence of:

Signature of Director:

.....

Name of Director:

.....

Signature of witness:

.....

Name (in BLOCK CAPITALS):

.....

Address:

.....

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