

Condition 26 fCTMP (HTR-ATK-XX-XX-RP-Z-0077 Rev C04)

- An area has been identified within the main CSS for the pipeline compound at the Reservoir site; however, it is not clear how vehicles will access this area, this should be confirmed. In addition, parking within this compound is limited. Confirmation is required that staff undertaking the pipeline works have sufficient on-site parking at the reservoir site to enable this to be the primary meeting place and reducing vehicles travelling directly to the more residential areas of Havant, as committed to within the consent.
 - Figure 1 below shows the pipeline compound (red) within the main CSS.
 - For the middle and southern thirds of the pipeline, pipeline vehicles are to access the reservoir site, CSS (and pipeline compound within) via the NAR (Northern Access Road, to/from the B2149, shown in blue) and travel exclusively on surfaced (tarmac) roads within the CSS before entering the surfaced pipeline compound. For the northern third of the pipeline, pipeline vehicles are to enter/exit the reservoir site using the southern access (via Swanmore Road) and are to travel along a haul road within the reservoir redline boundary before entering the CSS and pipeline compound within.



Figure 1: Main CSS and Pipeline Compound (inc. travel routes)

- Car parking will be provided on site for approximately 176 vehicles within the CSS site car park. This provides for site staff & visitors for both the reservoir and pipeline projects. Overflow parking for 20 vehicles will be provided within the compound if required.
 - Pipeline contractor staff will be provided with 30Nr. spaces total - consisting of 5Nr. spaces within the pipeline reservoir compound, and 25Nr. spaces in the CSS site car park. This provision is alongside parking provided at Bedhampton PS (20Nr. spaces) and at the separate pipeline compounds.
 - As detailed within the approved Travel Plan addendum, a shuttle bus will be available to run from both the Reservoir site and Work Area W1 (Bedhampton PS) to the separate work areas. This provision is referenced in commitment 5 and 6 in Table 2.2.
 - Peak pipeline worker numbers are expected to align with the number of total on-site parking spaces available to them. This is achievable through vehicle sharing, and use of public transport, alongside other initiatives detailed within the respective Construction Worker Travel Plan for the scheme.
- Section 2.2.1 states that there won't be a requirement for wheel washing facilities to be available to the pipeline contractor. This is not agreed; the facilities should be available if necessary to control the risk of material being taken onto the highway.

- Figure 1 above shows the location of the reservoir contractor full wheelwash (circled in green) – this caters to reservoir vehicles travelling on non-tarmacked/non concreted surfaces, prior to exiting the CSS via the NAR.
 - The pipeline contractor compound entrance/exit is located ‘upstream’ of the wheelwash, with vehicles travelling on concreted/tarmacked surface prior to the NAR (blue route) and B2149, similar to non-site staff vehicles.
 - Section 2.2.1 amended, including addition of *“Wheel washing facilities at the B2149 end of the NAR (used if required), will be shared between both the reservoir and pipeline contractor. A sweeper will be available to clean the B2149 if required.”*
 - Section 2.2.1 added: *“Wheel washing facilities at the Swanmore Road end of the Southern access route will be available to use (if required) by the pipeline contractor. A sweeper will be available to clean Swanmore Road if required.”*
- Section 2.3.3 discusses the vehicle routing and refers to the A3(M)/Hulbert Road route twice. Clarity is sought on this section on the routing options proposed, noting that these have been agreed through the Works Area Summary and should reflect that position appropriately.
 - Section 2.3.3 states: *“The middle and southern thirds will be accessed with construction traffic leaving/returning to the reservoir site via the northern access and then via the A3(M) / Hulbert Road, or directly via the A3(M) / Hulbert Road”*
 - This statement has been amended to remove reference to Hulbert Road, and subsequent text amended to include *“with routes to each separate work area detailed within each phase specific CTMP”* in line with the approved Works Area Summary.
- Table 2.1 and 2.2 reference that there is no significant impact as a result of construction worker travel during peak times, despite committing to off peak travel. The statement around the impact is not agreed. There are cumulative impacts at the A3(M) junction 3 as a result of a number of construction projects. The statement should be adjusted.
 - The statement refers to the original environmental and transport assessments (based on 250 site workers at peak times). At the time of assessment these figures showed no significant impact.
 - Table 2.1: Reservoir access via the NAR requires use of J2. Commitment 7 of Table 2.1 references co-ordination/phasing with neighbouring schemes, with details included within the specific reservoir CTMP.
 - Table 2.2: Pipeline access for the lower two thirds of the pipeline requires use of Junction 3.
 - Addition made to Table 2.2 Commitment 3: *“Commencement of other separate developments may result in a cumulative impact at Junction 3 of the A3(M). Staff travel is restricted to off-peak periods to minimise this impact.”*
- Table 2.1 and 2.2 also reference the need to separate CTMPs for the reservoir works and the pipeline works. Whilst this is agreed this should reference compliance with this framework CTMP.
 - Section 1.1 Para 4 lists Condition 12 of APP/24/00312 and the need for a CTMP to accord with the Framework CTMP.
 - Section 1.1 Para 5 lists Condition 25 of App/24/00405 and the need for a CTMP to accord with the Framework CTMP and Work Area Summary.
 - Addition made to the first commitment explanation in both Table 2.1 and Table 2.2 stating *“Phase CTMP’s are to comply with the measures set out in this Framework CTMP.”*
- Table 2.2 does not make commitments to the number of HGVs which will access across a day to the Southern Access or the need for these HGV movements to avoid school peak periods as has previously been accounted for when utilising Swanmore Road. This should be set out more clearly given that the numbers being sought to utilise Swanmore Road have been adjusted from the outline consented position of the hybrid application.

- Table 2.2 Commitment 4 states the restriction of average HGV movements across the pipeline (inclusive of the SAR) to 54Nr. in a day.
 - Proposed average, 85th percentile and maximum HGV movements utilising the SAR have been presented in the approved Works Area Summary document for the top third of the pipeline.
- Avoiding school peak periods can be seen in Table 2.2 commitment 10:
 - “Where HGV routing passes a school site, the contractor will include measures within the CTMP to mitigate impact of HGV traffic on school drop off and pick up movements.”
- The detail for HGV’s to avoid deliveries around and during school peak periods (drop-off/pick-up) is set out in the approved Works Area Summary document (Section 4.3)
 - Addition to Table 2.2 Explanation 10 *“Any phase CTMP must include plans identifying all schools along the relevant HGV and pipeline route, as well as detail site specific timing restrictions preventing HGV deliveries during school peak periods.”*