



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 –
Appendix 22.2 Framework Construction Traffic
Management Plan - Low Resolution Part 2

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Document Ref : 6.3.22.2

PINS Ref. : EN020022

AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 –
Appendix 22.2 – Framework Construction
Traffic Management Plan - Low Resolution
Part 2

PINS REF.: EN020022

DOCUMENT: 6.3.22.2

DATE: 14 NOVEMBER 2019

WSP

WSP House

70 Chancery Lane

London

WC2A 1AF

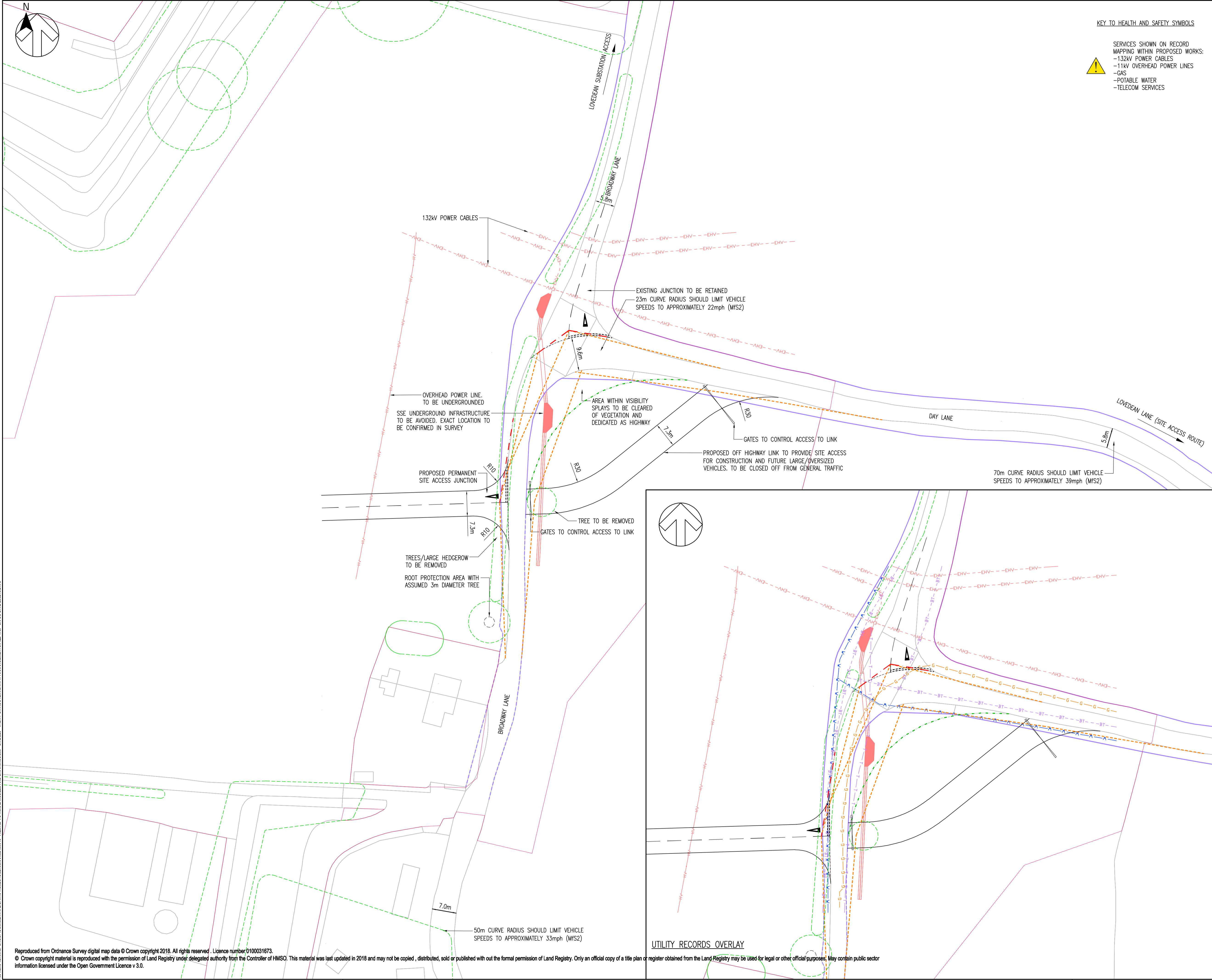
+44 20 7314 5000

www.wsp.com

DOCUMENT

Document	6.3.22.1 Environmental Statement – Volume 3 – Appendix 22.2 Framework Construction Traffic Management Plan Low Resolution Part 2
Revision	001
Document Owner	WSP UK Limited
Prepared By	M. Battle and S. Grant
Date	31 October 2019
Approved By	C. Williams
Date	14 November 2019

Appendix 2 – Converter Station Access Drawing



KEY TO HEALTH AND SAFETY SYMBOLS

⚠ SERVICES SHOWN ON RECORD MAPPING WITHIN PROPOSED WORKS:
 -132kV POWER CABLES
 -11kV OVERHEAD POWER LINES
 -GAS
 -POTABLE WATER
 -TELECOM SERVICES

- NOTES**
- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
 - CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE ENGINEER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
 - MANUAL FOR STREETS (MIS) STANDARDS HAVE BEEN ADOPTED TO EVALUATE APPROPRIATE VISIBILITY AND SPEEDS. THIS STANDARD IS TYPICALLY APPLIED TO URBAN AREAS BUT FOR THESE ELEMENTS IS MORE SUITABLE FOR MINOR RURAL ROADS THAN DMRB STANDARDS.
 - 85TH PERCENTILE SPEEDS OF 31mph MEASURED SOUTHBOUND JUST BEFORE BEND TO NORTH OF ACCESS, AND 41mph MEASURED NORTHBOUND WELL SOUTH OF THE ACCESS. 50m RADIUS BEND TO SOUTH OF ACCESS SHOULD LIMIT SPEEDS TO 33mph (MIS2 PARA 8.3.5). THEREFORE A 31mph/50kph DESIGN SPEED HAS BEEN ADOPTED.
 - 45m SSD BASED ON MIS TABLE 7.1
 - ARTICULATED LORRY / LOW LOADER VEHICLE MOVEMENTS INTO ACCESS JUNCTION AND EXISTING SUBSTATION JUNCTION WILL TAKE UP WIDTH OF CARRIAGEWAY SO WILL REQUIRE CONTROL.

- KEY**
- DEVELOPMENT CONSENT ORDER BOUNDARY
 - HIGHWAY BOUNDARY / ASSUMED HIGHWAY BOUNDARY
 - 45m FORWARD VISIBILITY
 - 2.4m x 45m VISIBILITY SPLAY
 - 2.4m x OUTSIDE OF BEND VISIBILITY SPLAY
 - ROOT PROTECTION AREA

- SERVICES KEY**
- DISCLAIMER NOTE
- INFORMATION ON THE LOCATION AND SIZE FOR EACH SERVICE HAS BEEN BASED ON RECORD INFORMATION PROVIDED BY THE RELEVANT SERVICE COMPANIES. THE POSITIONS SHOWN ARE INDICATIVE ONLY AND MAY NOT BE COMPLETE. THE PRESENCE OF SERVICES ON SITE SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION WORK OR INTRUSIVE INVESTIGATIONS.
- G — G — EXISTING GAS PIPE
 - HV — HV — EXISTING HIGH VOLTAGE (OVERHEAD)
 - EHV — EHV — EXISTING EXTRA HIGH VOLTAGE (U/G)
 - T — T — EXISTING VODAFONE CABLE
 - BT — BT — EXISTING BRITISH TELECOM (U/G)
 - W — W — EXISTING POTABLE WATER PIPE

Infrastructure Planning (Applications: Prescribed Forms & Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
02	31/10/2019	MFB	UPDATED DRG FRAME & ADDED TREE LOCATIONS	CW	CW
01	19/09/2019	MFB	FIRST ISSUE	CW	CW

DRAWING STATUS: **SUBMISSION FOR APPROVAL**

wsp

Regus House, Southampton Int. Bus. Park, George Curly Way, Southampton, SO18 2RZ, UK
 T+ 44 (0) 2380 302 529, F+ 44 (0) 2380 302 001
 wsp.com

CLIENT: **AQUIND**

PROJECT: **AQUIND Interconnector**

TITLE: **BROADWAY LANE SITE ACCESS JUNCTION - OPTION B GENERAL ARRANGEMENT**

SCALE AT:	CHECKED:	APPROVED:
1:500	CW	CW
PROJECT No:	DESIGNED:	DRAWN:
62100616	MFB	MFB
DRAWING No:	DATE:	
	19/09/2019	

DRAWING No: **AQD-WSP-UK-OS-DR-Z-200215** REV: **02**

© WSP UK Ltd

File Name: \\UK-WSPGROUP\COMMON\DATA\PROJECTS\2019\02\00000215\16-AQUIND\NO.3E MODELS AND DRAWINGS\00 - SITE\03 - TASK 1\UK ROUTE\HIGHWAY ARRANGEMENTS\AQD-WSP-UK-OS-DR-Z-200215.DWG

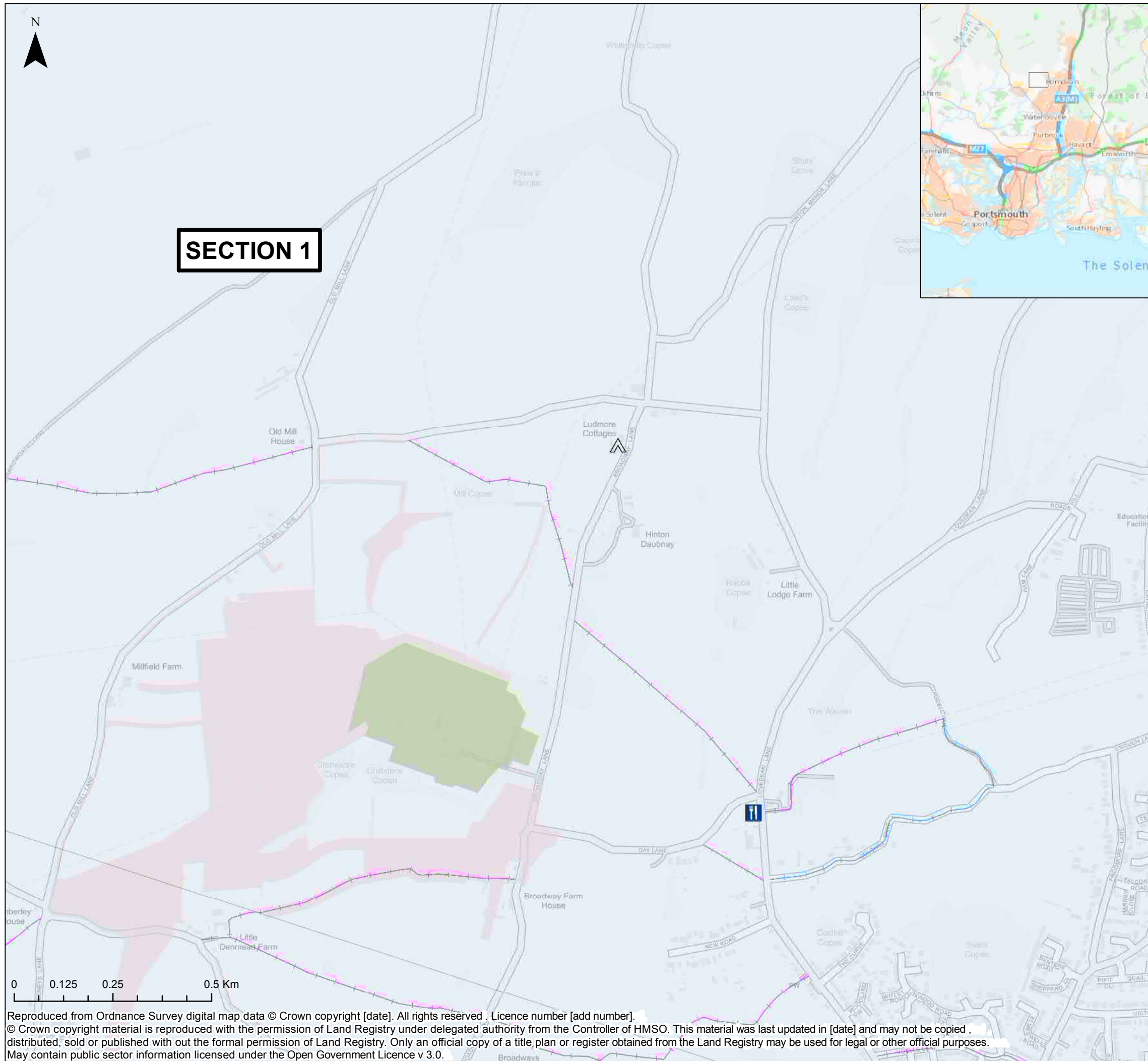
Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 0100031673.
 © Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes. May contain public sector information licensed under the Open Government Licence v 3.0.

Appendix 3 – Construction Programme

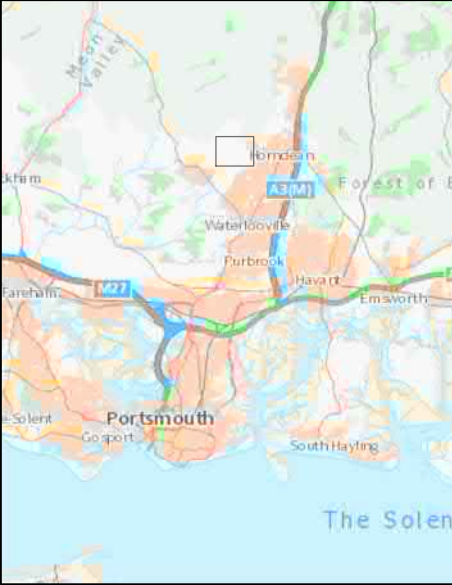
			2021		2022				2023				2024			
Key Task	Related Activities	Indicative Duration (Weeks)	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Landfall Installation	All activities		█	█	█	█	█	█	█	█	█	█				
	Preparation, drilling and duct installation	44		█	█	█	█									
	Transition Joint Bay									█	█					
	ORS											█				
Onshore Cable Installation (UK)	All activities		█	█	█	█	█	█	█	█	█					
	Route construction		█	█	█	█	█	█	█	█	█	█				
	Cable pulling								█	█						
	Jointing and terminating									█	█					

			2021		2022				2023				2024			
Key Task	Related Activities	Indicative Duration (Weeks)	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Converter Station Construction	All activities, including reinstatement		■	■	■	■	■	■	■	■	■	■	■			
	Enabling /Diversion Works		■	■	■	■										
	Main Civils Construction works					■	■	■	■	■	■					
	Mechanical and Electrical Work											■	■	■		

Appendix 4 – Sensitive Receptors and Temporary Access Locations



SECTION 1



AQUIND Interconnector

TYPE

- Campsite
- Pub
- Other Educational Facility

Education

School Type

- Other Educational Facility

Order Limits

- Order Limits

Public Rights of Way

- BOAT
- Footpath

Sections

- Sections

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



PROJECT:

AQUIND Interconnector

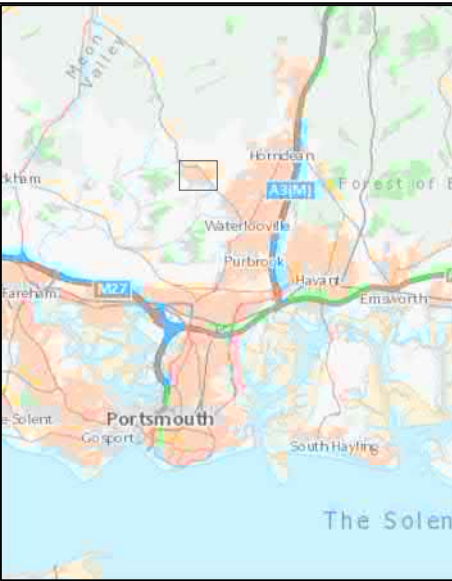
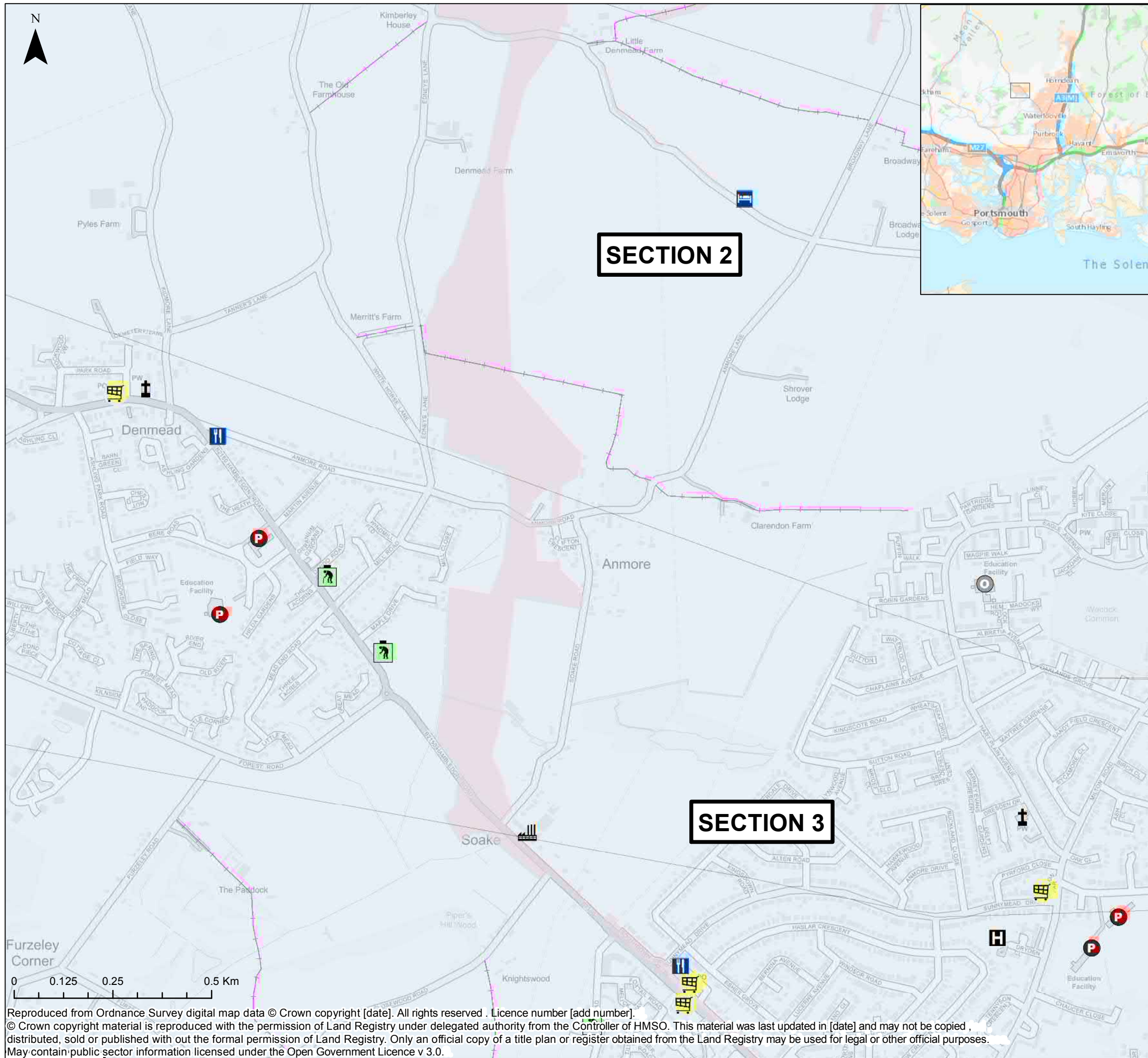
TITLE:

CTMP Sensitive Receptors - Section 1

SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG
DRAWING NO: EN020022-ESAPPENDIX-22.1.F.1		REV.NO. 01

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



AQUIND Interconnector

TYPE	B&B	Industrial Estate	Order Limits
Campsite	Leisure	Public Rights of Way	Bridleway
Caravan Park	Lifeboat Station	Footpath	Sections
Care Home	Marina	School Type	Primary
Church	Medical Group	Other Educational Facility	
Community Centre	Pub		
Education	Retail		
Guesthouse	Scout Hut		

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

01	13/11/2019	SG	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

TITLE:
CTMP Sensitive Receptors - Section 2/3

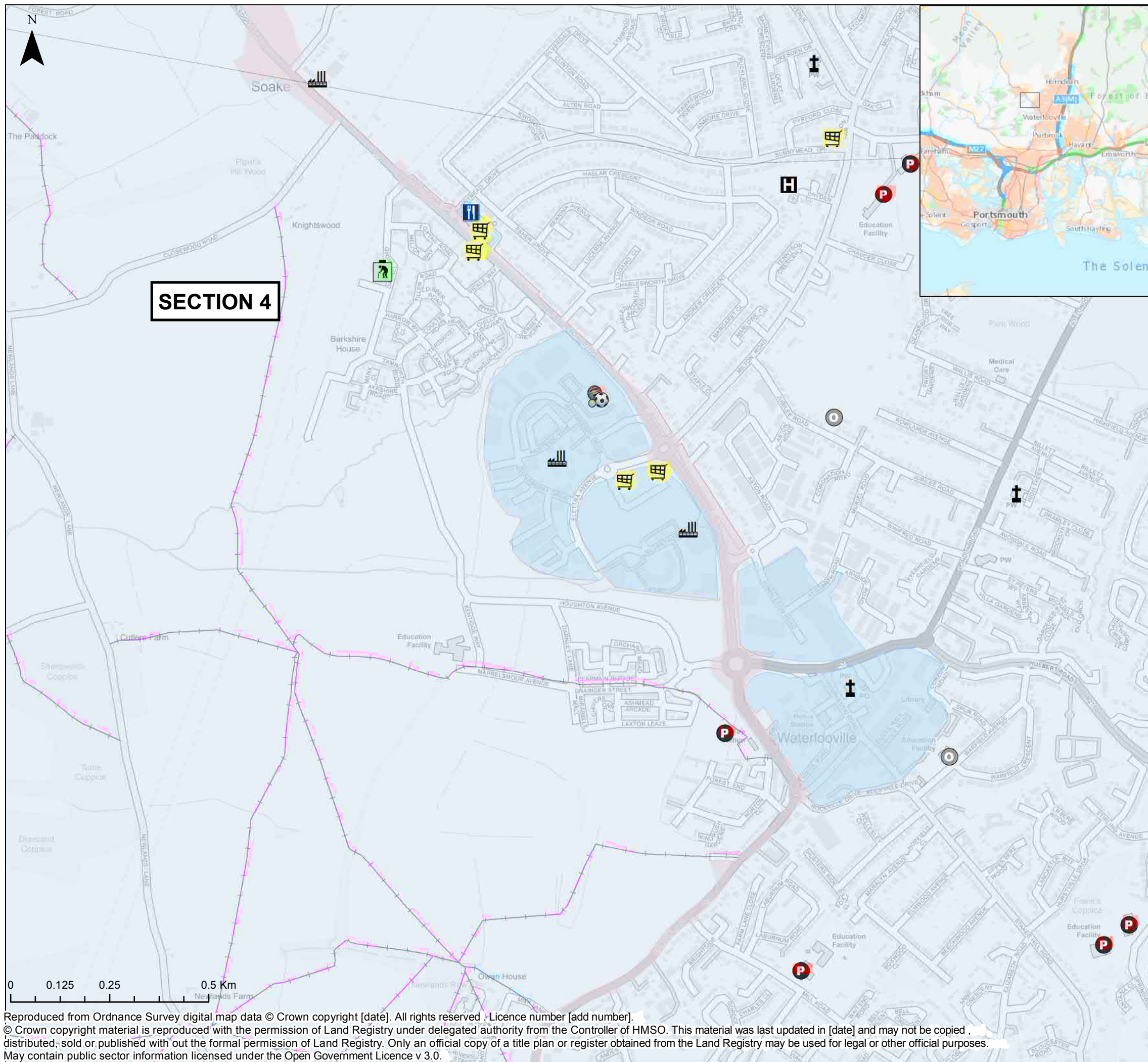
SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.2	REV.NO: 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



SECTION 4

TYPE		Order Limits
	Care Home	Public Rights of Way
	Church	Bridleway
	Industrial Estate	Footpath
	Leisure	Restricted Byway
	Medical Group	Sections
	Pub	Existing
	Retail	Primary
		Secondary
		Other Educational Facility

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 20 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

TITLE:
CTMP Sensitive Receptors - Section 4.1

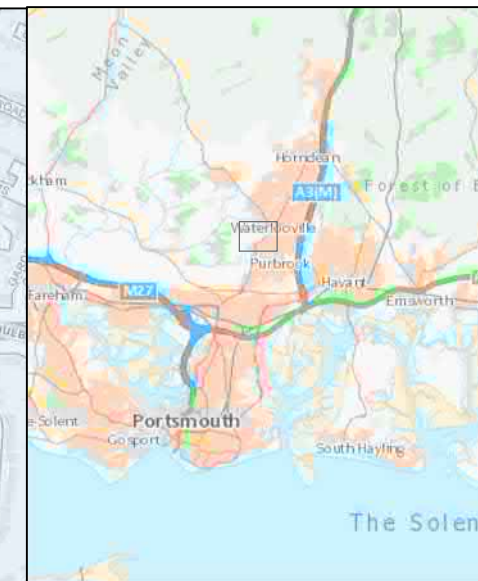
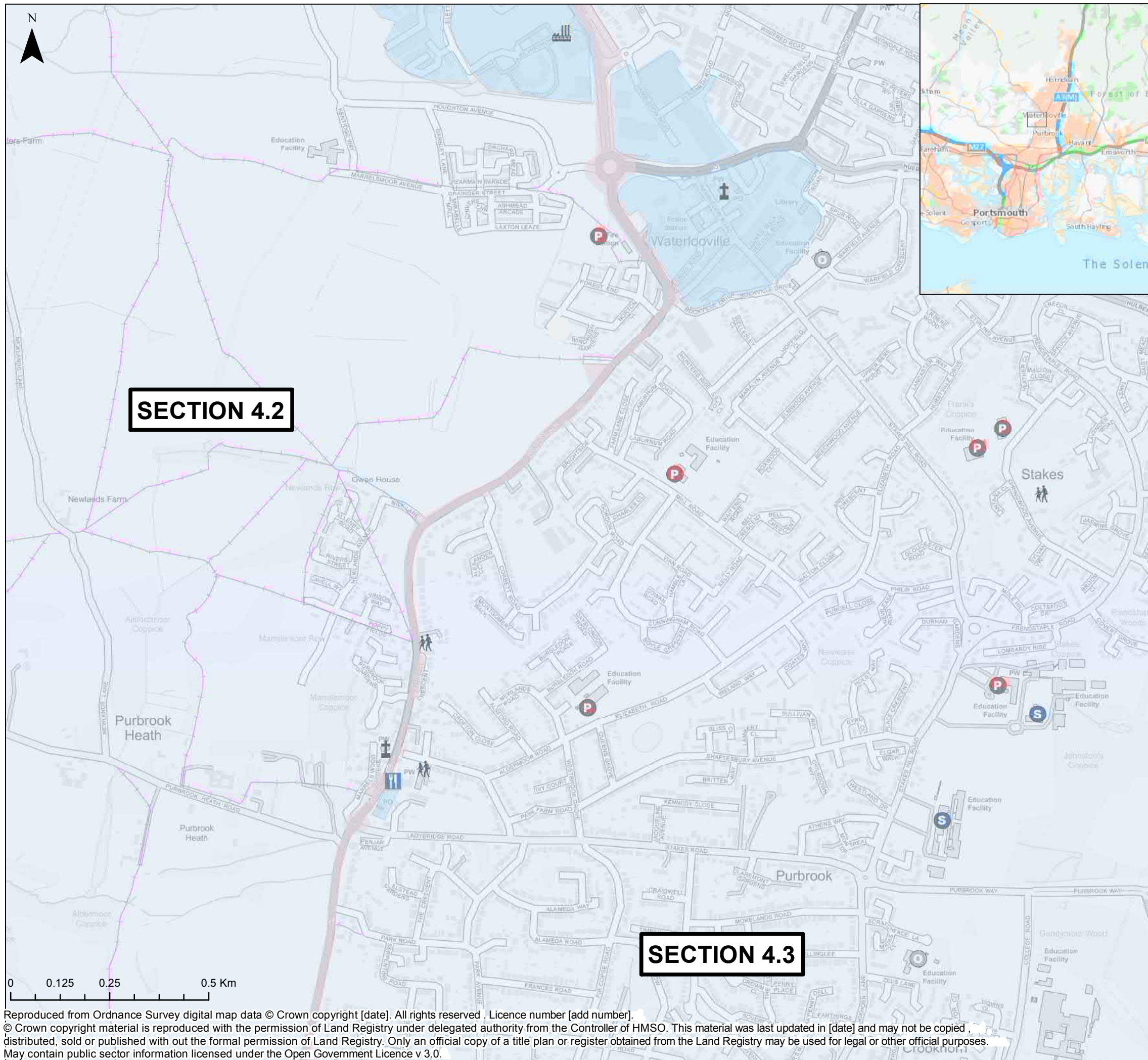
SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.3	REV.NO. 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



AQUIND Interconnector	School Type
Sections	Primary
TYPE	Secondary
Church	Other Educational Facility
Community Centre	Public Rights of Way
Industrial Estate	— BOAT
Pub	— Bridleway
Existing	— Footpath
	— Restricted Byway
	— Order Limits

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

01	13/11/2019	SG	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



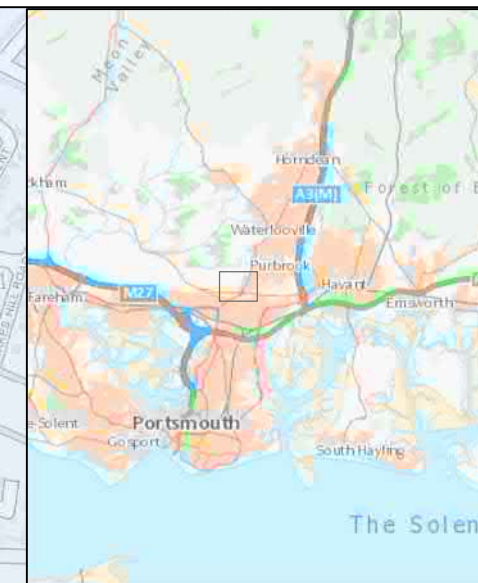
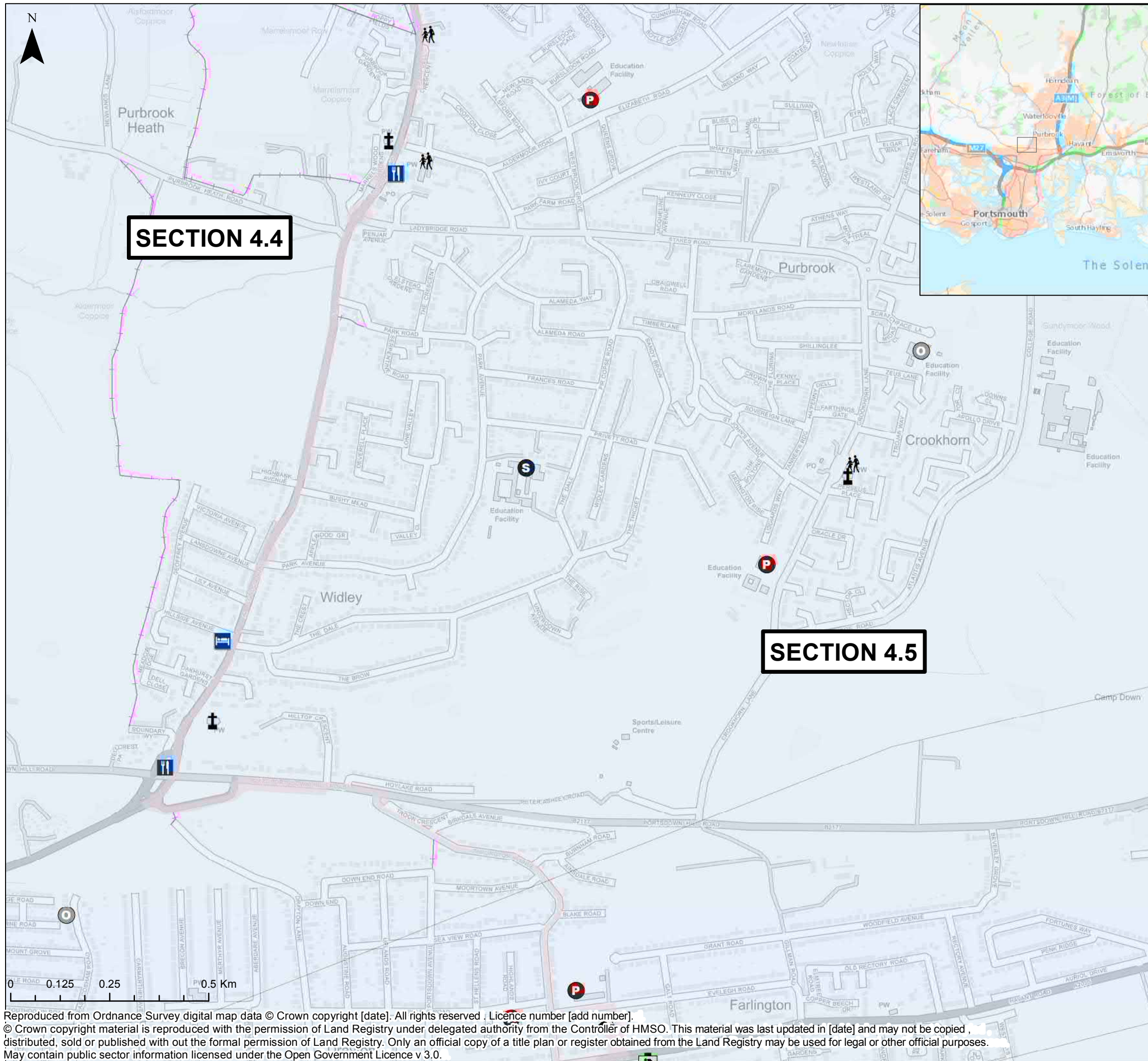
PROJECT: **AQUIND Interconnector**

TITLE: **CTMP Sensitive Receptors - Section 4.2 / 4.3**

SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG
	DATE: 13/11/2019	
DRAWING NO: EN020022-ESAPPENDIX-22.1.F.4	REV. NO. 01	

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



AQUIND Interconnector

TYPE

- Care Home
- Church
- Community Centre
- Guesthouse
- Pub
- Scout Hut
- Red Line Boundary

School Type

- Primary
- Secondary
- Other Educational Facility

Sections

- Sections
- Footpath

Public Rights of Way

- Footpath

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST DRAFT	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 20 7314 5000
wsp.com

CLIENT:



PROJECT:

AQUIND Interconnector

TITLE:

CTMP Sensitive Receptors - Section 4.4 / 4.5

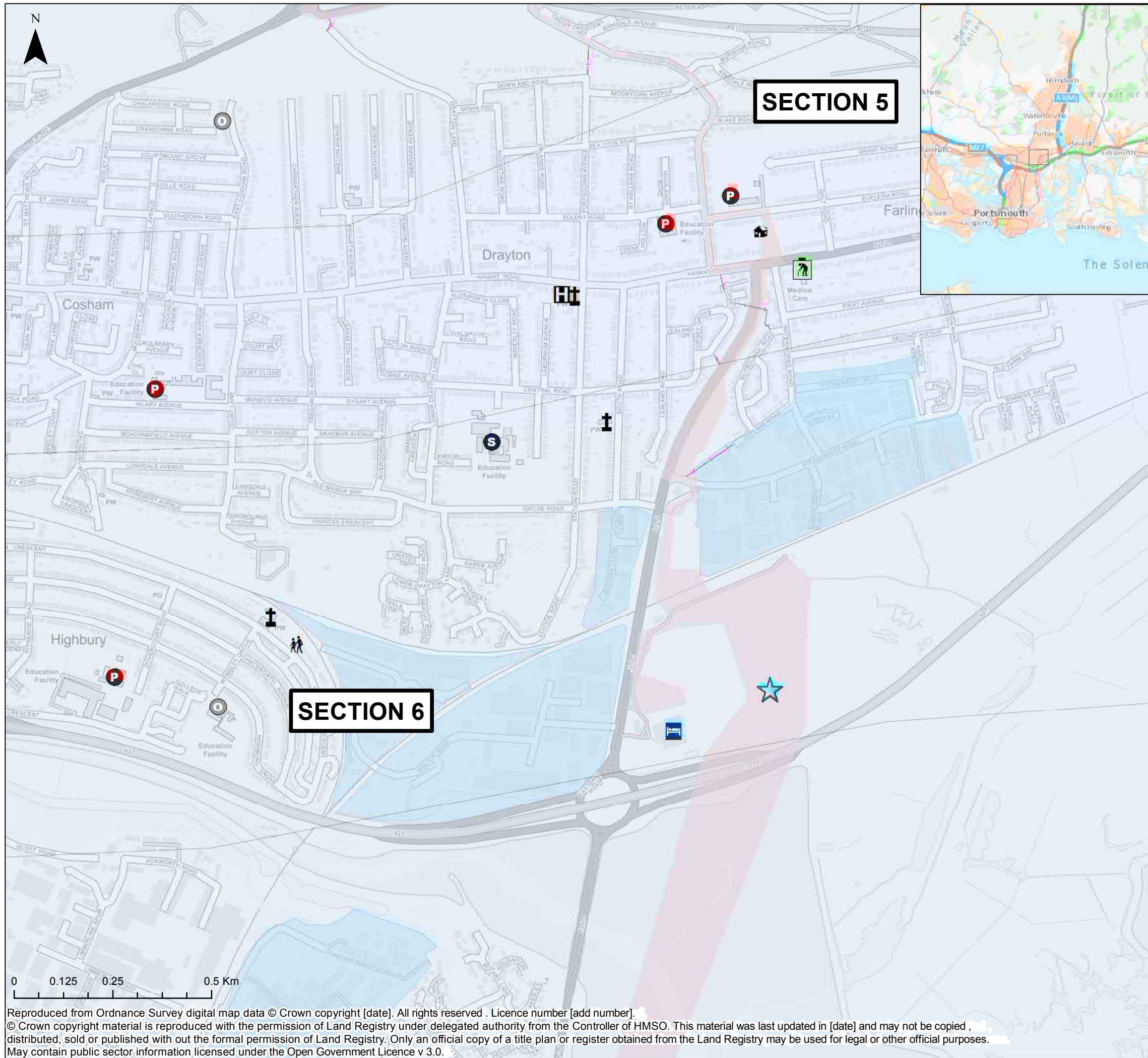
SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.5	REV.NO. 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



TYPE	
	Care Home
	Church
	Community Centre
	Guesthouse
	Medical Group
	Scout Hut
	Victorious Music Festival
	Order Limits
	Public Rights of Way
	Footpath
	Sections
	Existing
	School Type
	Primary
	Secondary
	Other Educational Facility

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

TITLE:
CTMP Sensitive Receptors - Section 5.1 / 5.2 / 6

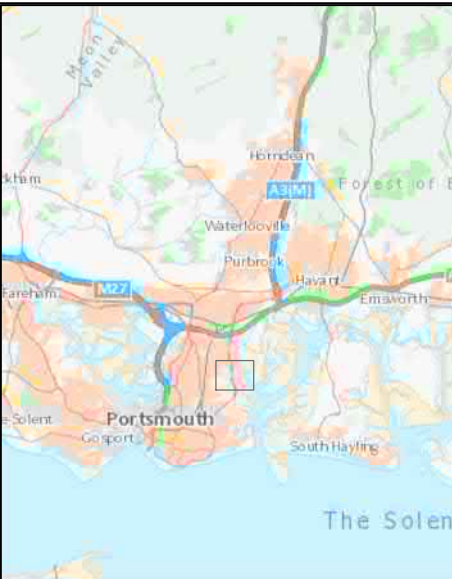
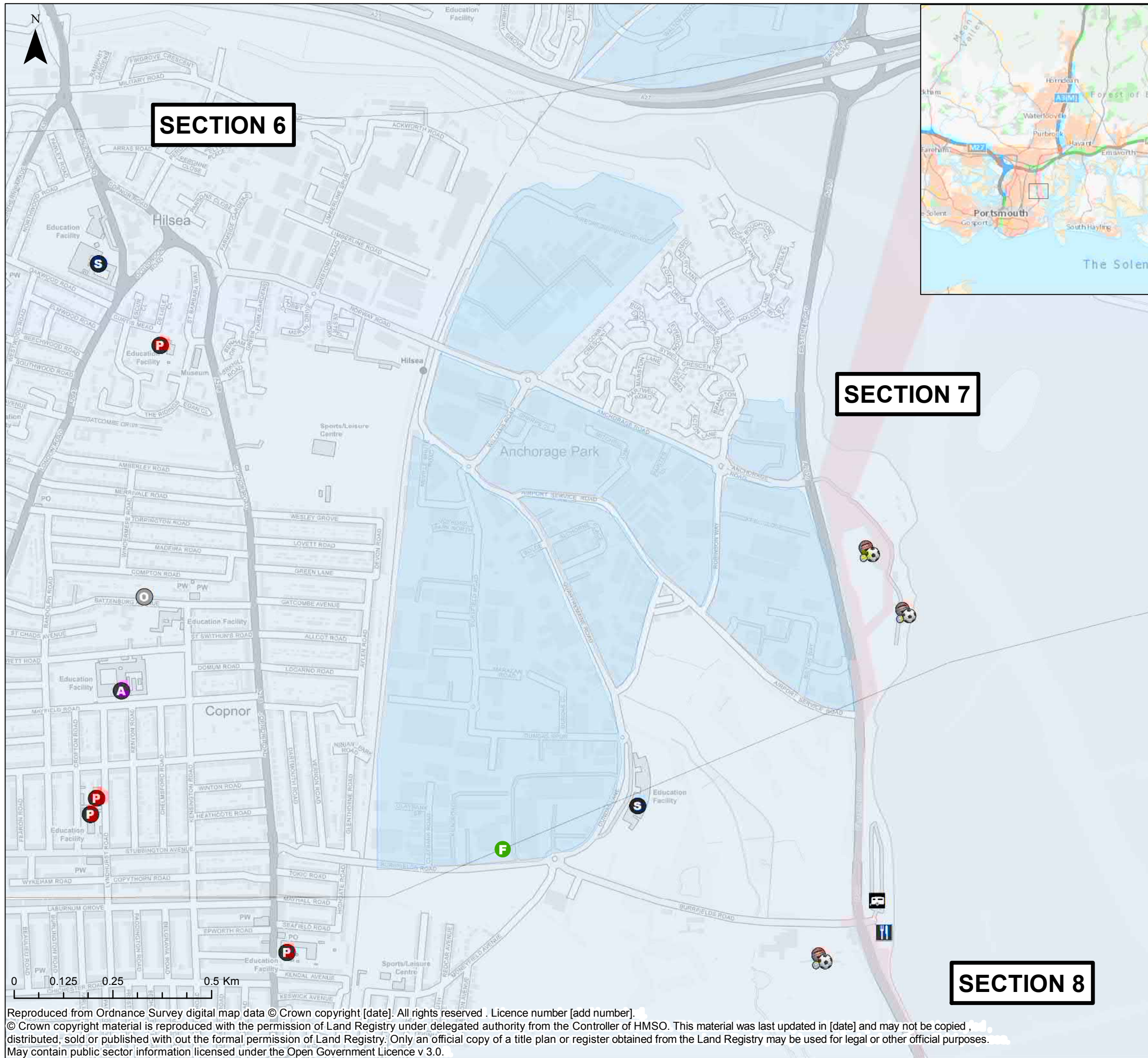
SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.6	REV.NO: 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved . Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.



TYPE	School Type	Sections
Caravan Park	Nursery	Existing
Leisure	Primary	
Pub	Middle Deemed Primary	
Order Limits	Secondary	
Public Rights of Way BOAT	Middle Deemed Secondary	
Bridleway	Further Education	
Footpath	All Through	
Restricted Byway	Other Educational Facility	

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

01	13/11/2019	SG	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

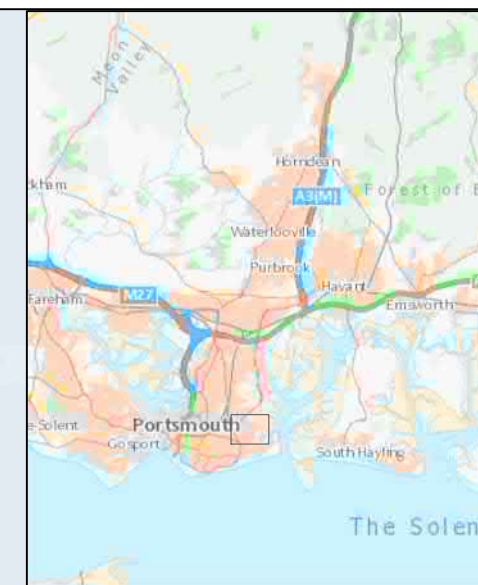
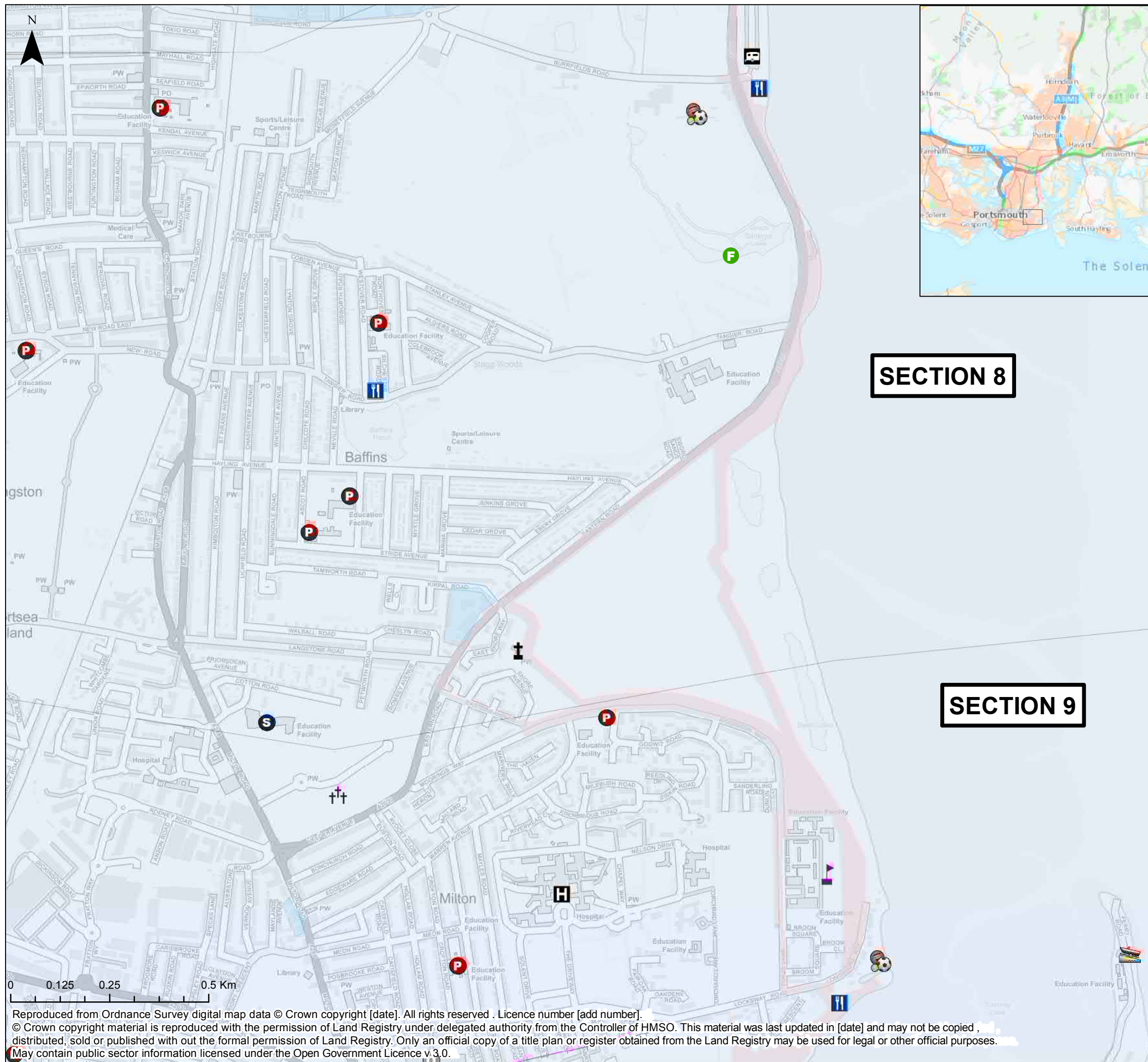
TITLE:
CTMP Sensitive Receptors - Section 7 / 8.1

SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG
		DATE: 13/11/2019
DRAWING NO: EN020022-ESAPPENDIX-22.1.F.7	REV.NO. 01	

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved. Licence number [add number].

© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes. May contain public sector information licensed under the Open Government Licence v 3.0.



TYPE

- Caravan Park
- Cemetery
- Church
- Education
- Leisure
- Lifeboat Station
- Medical Group
- Pub

- Order Limits
- Public Rights of Way
- Footpath
- Sections
- Existing
- School Type
 - Primary
 - Secondary
 - Other Educational Facility
 - Further Education

SECTION 8

SECTION 9

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

TITLE:
CTMP Sensitive Receptors - Section 8.2 / 9

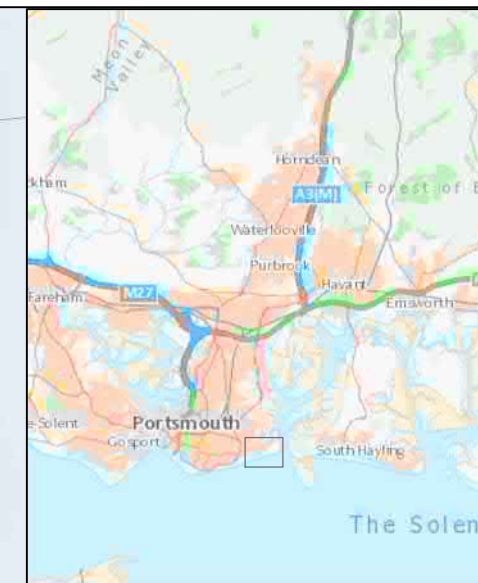
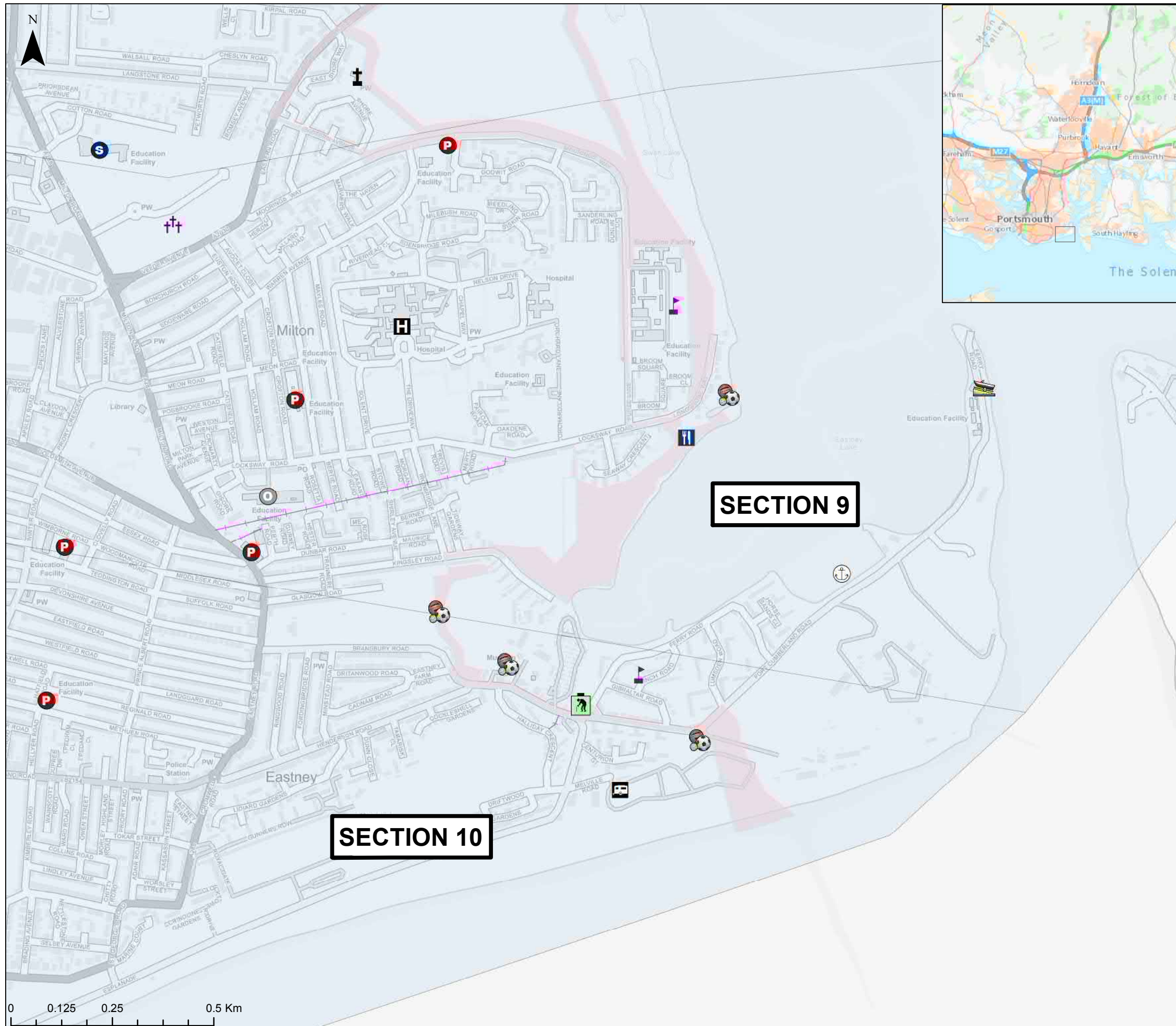
SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.8	REV.NO: 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved . Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v.3.0.



TYPE		Public Rights of Way	
	Caravan Park		Footpath
	Care Home		Order Limits
	Cemetery		School Type
	Church		Primary
	Education		Secondary
	Leisure		Other Educational Facility
	Lifeboat Station		Sections
	Marina		
	Medical Group		
	Pub		

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: **FINAL**



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 20 7314 5000
wsp.com

CLIENT:



PROJECT:
AQUIND Interconnector

TITLE:
Outline Traffic Management Proposals - Section 10

SCALE AT A3 1:9,651	CHECKED: CW	APPROVED: CW
------------------------	----------------	-----------------

PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 13/11/2019
-------------------------	-----------------	--------------	---------------------

DRAWING NO: EN020022-ESAPPENDIX-22.1.F.9	REV.NO. 01
--	----------------------

© WSP UK Ltd

Reproduced from Ordnance Survey digital map data © Crown copyright [date]. All rights reserved . Licence number [add number].
© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated in [date] and may not be copied, distributed, sold or published with out the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.
May contain public sector information licensed under the Open Government Licence v 3.0.

Appendix 5 – Abnormal Indivisible Load Study

COLLETT

EXPERTS IN MOTION



Route Access Survey
333100

A3(M) J2 to AQUIND Lovedean

WSP
September 2019



COLLETT
EXPERTS IN MOTION

Victoria Terminal
Albert Road
HALIFAX
West Yorkshire
HX2 0DF

Mistral Point
AW Nielsen Road
GOOLE
East Yorkshire
DN14 6UE

Baltic House
Central Dock Road
GRANGEMOUTH
Central Scotland
FK3 8TY

Tel. +44 (0) 8456 255 233
Fax +44 (0) 8456 255 244
Email info@collett.co.uk
www.collett.co.uk

Contents

REPORT DETAILS 3

1. EXECUTIVE SUMMARY 5

2. INTRODUCTION 7

3. CANDIDATE ABNORMAL LOADS 7

4. ABNORMAL INDIVISIBLE LOAD PROFILES 7

6. ROUTE ASSESSMENT OVERVIEW 8

7. IMPORTANT NOTES 21

APPENDIX 1 – TRANSFORMER DRAWING

APPENDIX 2 – LOADED CONFIGURATION DRAWINGS

APPENDIX 3 – SWEEP PATH ANALYSIS

Report Details**Report for**

Stewart Urquhart
WSP
Three White Rose Office Park
Millshaw Park Lane
Leeds
LS11 0DL

Attendees of Survey

Steven Mangham

Time / Date of Survey: 2nd July 2019

General weather conditions: Mixed

Issued by

Steven Mangham

Approved by

Steven Mangham

Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF
Tel: +44 (0) 8456 255288
Fax: +44 (0) 8456 255244

Document Revisions

No	Date	Details
1	04/11/2019	Updated to client comments
2	08/11/2019	Updated to client comments

Non-Disclosure Notice

The methodology contained in this report is provided to you in confidence and must not be disclosed or copied to third parties without the prior written agreement of Collett & Sons Limited. Disclosure of that information may constitute an actionable breach of confidence or may otherwise prejudice our commercial interests. Any third party who obtains access to this report by any means will, in any event, be subject to the Third Party Disclaimer set out below.

Third Party Disclaimer

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Collett & Sons Limited at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. Collett & Sons Limited excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud or any other matter in relation to which we cannot legally exclude liability.

Company Profile

Collett & Sons Ltd established in Halifax over 45 years ago specialise in the multimodal logistics throughout the UK, Europe and Worldwide.

Our Company owns a modern fleet of over 60 vehicles and over 100 trailers, operating from 3 depots located in Halifax, Goole and Grangemouth.

The depots situated in Goole and Grangemouth offer strategically located sites suitable to provide central hubs for distribution throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity in order to be able to handle all various abnormal load types. As logistical partners, the company is able to offer the complete transport solution from point of manufacture through to job site.

Collett & Sons Limited operate an in-house consultancy that deals with transport feasibility, route and site access surveys, Swept Path Analysis, Traffic Management Plans, Test Drives and Environment Statements.

In addition to consulting services, Collett & Sons Limited delivers the following services;

- Marine
- Port Operation
- Heavy Lift Storage
- Heavy Transport
- Project Management
- Freight Forwarding
- Heavy Lift
- General Haulage
- Warehousing
- Test Station (DVSA-authorized)
- SHEQ Training



Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF

+44 (0) 8456 255288
renewables@collett.co.uk
www.collett.co.uk

1. Executive Summary

- 1.1. This report comprises of a study of the road route as detailed here in for the road transport of a transformer to the proposed AQUIND Lovedean site, Lovedean, Hampshire.
- 1.2. One route has been assessed from the A3(M) Junction 2 to the Day Lane/Broadway Lane junction, Lovedean.
- 1.3. Due to the height of the proposed transformer and subsequent vehicle configuration, a suitable high load route is required from Port to start of the route detailed in this report body.

Third party land

- 1.4. Third party land is required that the Day Lane/Broadway Lane junction if Option 2 is selected as the preferred method of navigating that junction.

Road widening

- 1.5. Road widening within highways owned land is required at the A3/Lovedean Lane junction on the nearside footpath. Area to be made suitable to withstand axle loadings.

Modifications to street furniture

- 1.6. Modifications to street furniture will be required along the route at a number of locations. The locations where street furniture removal is required are: B2149/A3 Junction, A3/Lovedean Lane Junction, Right bend on Lovedean Lane, Lovedean Lane/Day Lane Junction and Day Lane/Broadway Lane Junction.

Vertical Alignment and Height Clearances

- 1.7. Due to the length and nature of the route there are a high number of overhead utility lines. The heights of these lines have not been assessed as part of this survey and further investigation is required with the utility companies, once the final load dimensions are determined, to establish their cable heights and any remedial measures that may be required.
- 1.8. There are no overhead structures on the routes.
- 1.9. On Day Lane, there is an incline gradient which will require the loaded vehicle to be towed. Towing vehicles will be required for deliveries.

Structural Assessment

- 1.10. Consultation with the relevant authorities has not been undertaken as part of this assessment due to the high G.V.W of the loaded configuration.
- 1.11. For loads of this nature, it is usually expected/recommended that full structural surveys are undertaken of any structures on the route. Once the exact load dimensions are established, consultation with the relevant authorities is required to determine the structural suitability of the route.
- 1.12. It should be noted that this route has been used for delivery of transformers to the Lovedean facility although that does not necessarily mean that this route is suitable for loads of this nature.

Other areas of note

- 1.13. Tree pruning will be required at numerous locations to ensure that a clear envelope is present for the vehicle.
- 1.14. As part of the delivery convoy, tree surgeons and utility companies will be required to accompany the loads to make any necessary amendments.

Unloading on site to Bund/Plinth

- 1.15. Once the loaded vehicle arrives at the proposed site, the load will require unloading to the bund/plinth.

- 1.16.** It is recommended that the proposed site is designed to allow the loaded girder set to navigate alongside the plinth, where the transformer can then be unloaded from the Girder set and then moved into position using the Jack and Skate method.
- 1.17.** If this site cannot be designed to achieve the above, transshipment on site to a SPMT vehicle will be required to move then transformer to the plinth for Jacking and Skating.

2. Introduction

- 2.1 Collett & Sons Ltd. were commissioned by WSP to undertake an abnormal loads route access study to assess the transportation of a transformer components to the proposed AQUIND Lovedean Facility at Lovedean, Hampshire.
- 2.2 The road routes as detailed herein are for the road transport of the transformer component identified in Section 4.
- 2.3 The purpose of this report is to detail access from Junction 2 of the A3(M).

3. Candidate Abnormal Loads

- 3.1. WSP have requested that the assessment on which this report is compiled be based on the following Cargo Details: Length 10200mm, depth 4100mm, height 5100mm.

4. Abnormal Indivisible Load Profiles

- 4.1. The abnormal load components are assessed based on weight, length, width and height and loaded to the most appropriate vehicle the weights and dimensions of these are detailed below. The loading diagrams are detailed in Appendix 1.

4.2.	COL-D-333100-1-1
LIN STORAGE TANK	
	Loaded vehicle dimensions
Overall vehicle Length	79.415m
Rigid Length	34.332m
Width	6.20m
Height	5.452m
Gross Vehicle Weight exc. Tractor Units	492.82Te
Maximum axle line weight	15.275Te

5. Responses from Statutory Consultees (Structures Suitability)

Summary of Structural Issues

- 5.1. Consultation with the relevant authorities has not been undertaken as part of this assessment due to the high G.V.W of the loaded configuration.
- 5.2. For loads of this nature, it is usually expected/recommended that full structural surveys are undertaken of any structures on the route. Once the exact load dimensions are established, consultation with the relevant authorities is required to determine the structural suitability of the route.
- 5.3. It should be noted that this route has been used for delivery of transformers to the Lovedean facility although that does not necessarily mean that this route is suitable for loads of this nature.

6. Route Assessment Overview

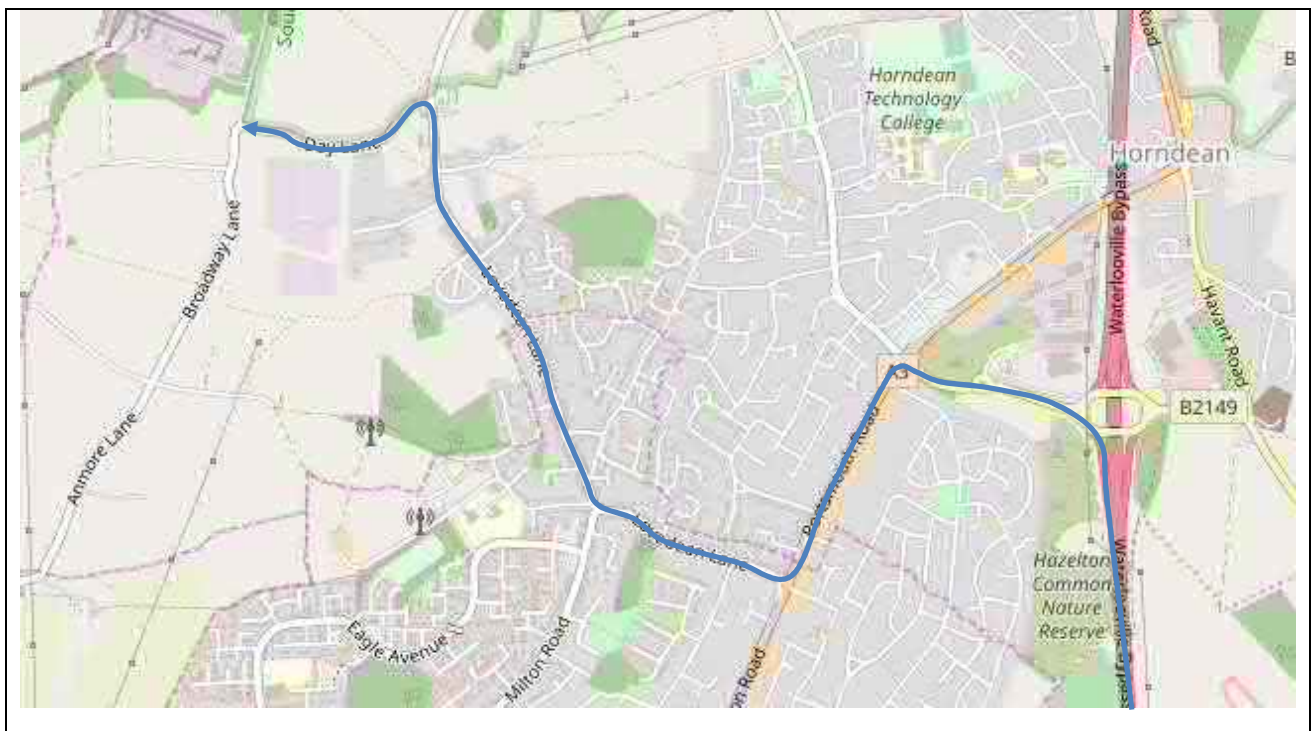
- 6.1. This section of the report illustrates the route assessed for the delivery of the storage tank components from Ellesmere Port to Air Liquide Facility at Coleshill.
- 6.2. For the purpose of this report, one route to the site was surveyed. All the routes surveyed in this report have been identified by Collett Consulting.

6.3.

Route A

Start Location	M3 Junction 2	Distance of Route	Km	Miles
Via:	B2149/A3/Lovedean Ln		4.1	2.5
<ul style="list-style-type: none"> • Exit M3 Northbound at Junction 2 • At roundabout, turn left onto B2149 • At roundabout, continue straight on B2149 • Turn left onto A3 • Turn right onto Lovedean Lane • Turn left onto Day Lane • At junction with Broadway Lane, continue onto new access road. 				

6.4. Map Overview



6.5. Amendment Categorisation

For the purposes of this report, the route amendments have been identified into 3 categories.

Major Amendments – Third Party Land, Road Widening

Minor Amendments – Modifications to Street Furniture, Pruning, Contraflow Manoeuvre, Manual Steering

No Amendments - Location is suitable as assessed during this survey




The categories have been colour coded for each report item as per the below key.


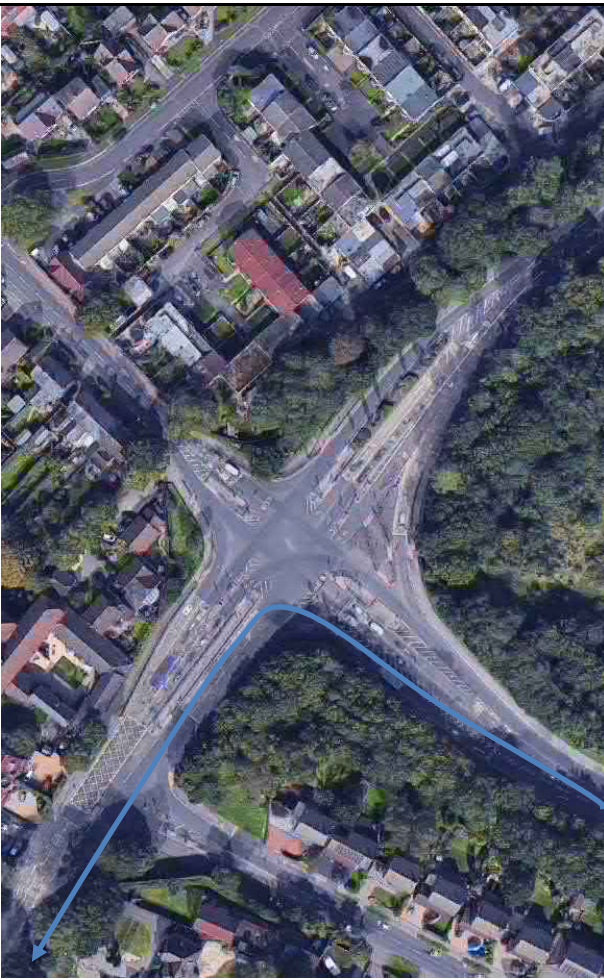
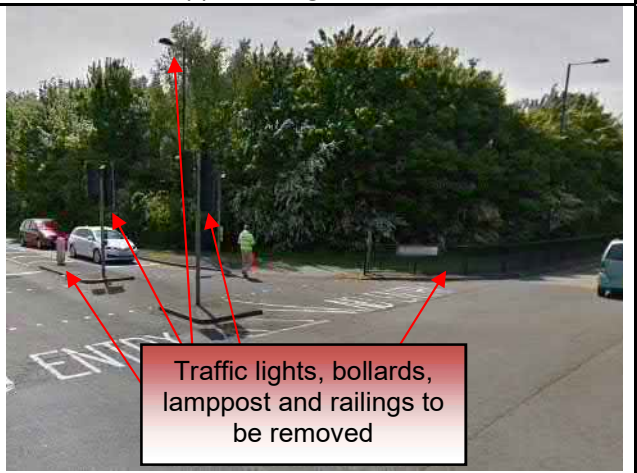
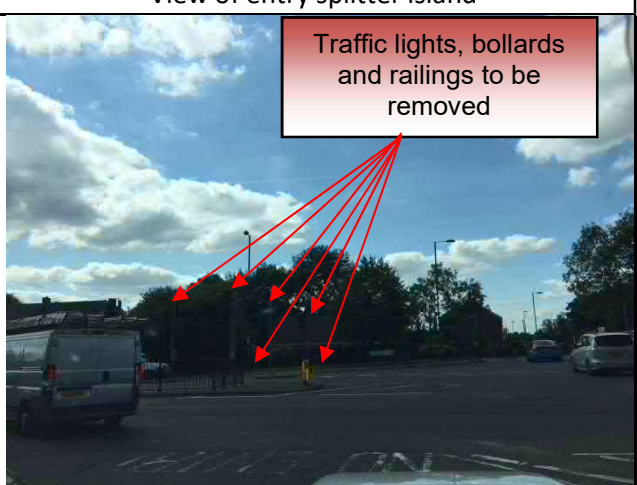
KEY			
	Major Amendments		Minor Amendments
	No Amendments		





6.6. Map extract of survey locations




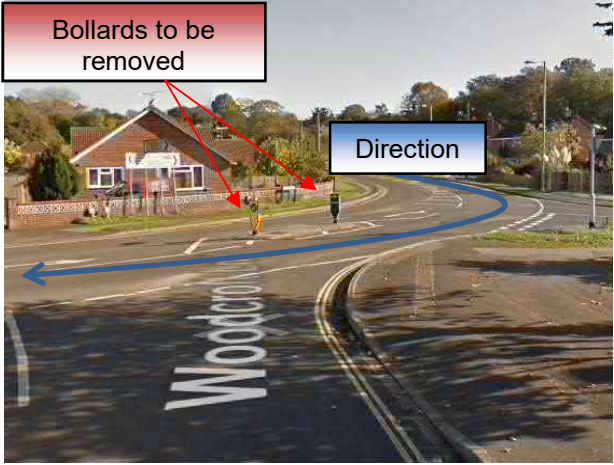

ITEM NUMBER	6.6.1		LOCATION	A3(M) JUNCTION 2/B2149 ROUNDABOUT	
DIRECTION	Take 1st Exit at the roundabout				
GRID REFERENCE	SU 70411 12347				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that pruning of vegetation on the nearside will need to be made in order for the vehicle to pass through this section of the route.					
			View of exiting the roundabout		
					
Vehicle Direction					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis	
RELATED DOCUMENT NUMBERS		COL-D-333100-10-2			

ITEM NUMBER	6.6.2		LOCATION	B2149 ROUNDABOUT	
DIRECTION	Take 1st Exit at the roundabout				
GRID REFERENCE	SU 70065 12480				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
Visual inspection indicates that the vehicle will have no issues at this location.					
			Entry to roundabout		
					
			Vehicle Direction		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A	
RELATED DOCUMENT NUMBERS		N/A			

ITEM NUMBER	6.6.3		LOCATION	B2149/A3 JUNCTION	
DIRECTION	Turn left at this junction				
GRID REFERENCE	SU 69831 12559				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Swept path analysis indicates that modifications to street furniture are required at this location. The filter splitter lane, traffic lights and bollards to be removed.</p> <p>The central reservation needs to be cleared to allow over sail, removal of traffic lights and barriers on the offside are also required.</p> <p>Loaded vehicle will contraflow the central reservation on the A3.</p>			 <p>Approaching Crossroads</p>		
 <p>Aerial View of Location</p>			 <p>Traffic lights, bollards, lamppost and railings to be removed</p> <p>View of entry splitter island</p>		
			 <p>Traffic lights, bollards and railings to be removed</p> <p>View of splitter island</p>		
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS			COL-D-333100-10-3		




ITEM NUMBER	6.6.4		LOCATION	SPLITTER ISLAND ON A3	
DIRECTION	Continue straight at this location				
GRID REFERENCE	SU 69566 12079				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Visual inspection indicates that pruning of vegetation will be required at this location.</p> <p>Tree on nearside to be pruned to provide a clear envelope.</p>					
			View of splitter island		
					
Vehicle Direction			View of splitter island		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A	
RELATED DOCUMENT NUMBERS		N/A			





ITEM NUMBER	6.6.5		LOCATION	A3/LOVEDEAN LANE JUNCTION	
DIRECTION	Turn right at this junction				
GRID REFERENCE	SU 69483 11884				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Swept path analysis indicates that road widening is required on the nearside of the A3 to allow axles to run on the footpath area. Area to be made suitable to withstand axle loadings.</p> <p>Swept path analysis indicates that modifications to street furniture are required on the nearside at this location.</p> <p>Road signs to be removed in order for the trailer to oversail the grass patch.</p>					
			Reverse view of junction		
					
			View of approaching junction		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS			COL-D-333100-10-4		



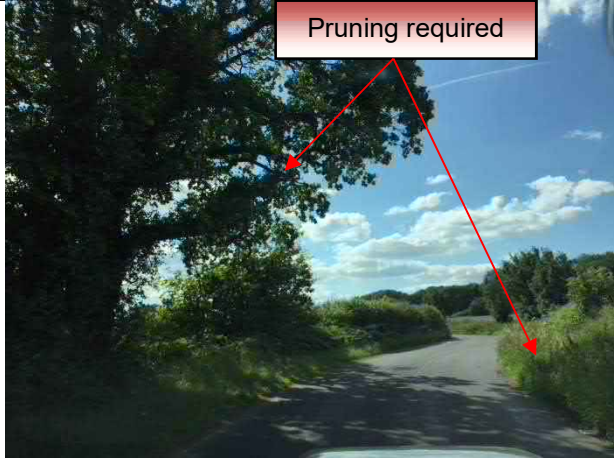

ITEM NUMBER	6.6.6		LOCATION	RIGHT BEND ON LOVEDEAN LANE
DIRECTION	Continue straight at this location			
GRID REFERENCE	SU 68900 12105			
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION	
<p>Swept path analysis indicates that modifications to street furniture will be required at this location.</p> <p>Bollards on the splitter island to be removed to allow trailer oversail.</p>				
			Approaching right bend	
				
			Reverse view of vehicle direction	
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE
				Swept Path Analysis
RELATED DOCUMENT NUMBERS			COL-D-333100-10-5	

6.7. Map extract of survey locations



ITEM NUMBER	6.7.1	LOCATION	LOVEDEAN LANE/DAY LANE JUNCTION
DIRECTION	Turn left at this junction		
GRID REFERENCE	SU 68375 13325		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
<p>Swept path analysis indicates that modifications to street furniture on the nearside will be needed at this location,</p> <p>Road sign to be removed to allow the vehicle to oversail land on the nearside of the bend.</p> <p>Trailer to be raised to oversail area.</p> <p>**NOTE** From this junction to the junction with Broadway Lane, there is an incline in the road levels.</p> <p>It is anticipated that a towing vehicle(s) will be required on this stretch of road.</p>		 <p>Vehicle Direction</p>	
		 <p>Reverse view of junction</p>	
 <p>Aerial View of Location</p>			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	COL-D-333100-10-6		

ITEM NUMBER	6.7.2		LOCATION	RIGHT BEND ON DAY LANE	
DIRECTION	Continue straight at this location				
GRID REFERENCE	SU 68227 13211				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
Visual inspection indicates that pruning will be required on both sides of the road.					
			View of approaching right bend		
					
Pruning of trees required			Direction		
Pruning of trees before right bend			Vehicle Direction		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?			NO	TYPE	N/A
RELATED DOCUMENT NUMBERS			N/A		

ITEM NUMBER	6.7.3		LOCATION	S-BEND ON DAY LANE	
DIRECTION	Continue straight at this location				
GRID REFERENCE	SU 67975 13207				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
Visual inspection indicates that pruning will be required on both sides of the road at this location.					
			View of approaching S-Bend		
					
Vehicle Direction		View of S-Bend			
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A	
RELATED DOCUMENT NUMBERS		N/A			

ITEM NUMBER	6.7.4	LOCATION	DAY LANE/PROPOSED ACCESS TRACK JUNCTION	
DIRECTION	Continue straight at this location			
GRID REFERENCE	SU 67788 13245			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>OPTION 1 – COL-D-333100-10-7 Swept path analysis indicates that hedgerow on the nearside to be removed and cleared to allow the girder set to navigate onto the road. New access as per drawing required and modifications undertaken to accommodate this.</p> <p>OPTION 2 – COL-D-333100-10-8 Swept path analysis indicates that new track to be constructed through third party land on the nearside. Hedgerow to be removed to allow new track to be constructed. New access as per drawing required and modifications undertaken to accommodate this.</p> <p>GENERAL Both these options are considered to be more cost effective and less disruptive than creating a transhipment area in land on the nearside at the Solar frame.</p> <p>Both these options allow for the load to be transported to the final destination without the need to tranship to a SPMT vehicle or similar.</p>		 <p>View of proposed access track junction</p>  <p>View of proposed access track entrance</p>		
 <p>Aerial View of Location</p>				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	SWEPT PATH ANALYSIS
RELATED DOCUMENT NUMBERS		COL-D-333100-10-7/8		

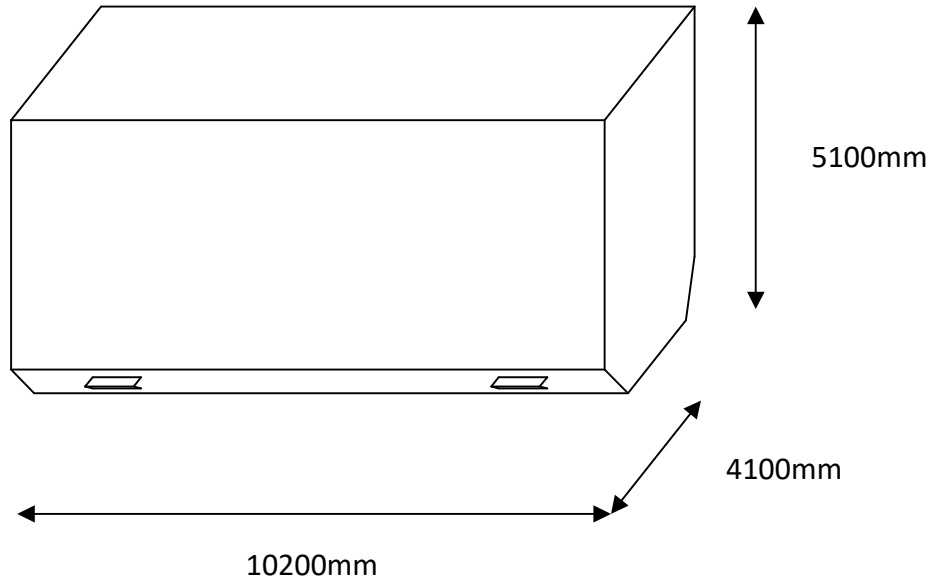
7. Important Notes

- 7.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive.
- 7.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- 7.3. A Police escort or pilot car will be required in order to assist with traffic control for the entire route surveyed.
- 7.4. Permits will be required for the movement of all loads. These permits are at the discretion of the Highways Agency (H.A). Therefore, approval of these permits by the H.A is a major consideration before any movements can be undertaken.
- 7.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.
- 7.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a suitable minimum envelope.
- 7.7. All street furniture, signage etc. along the nominated route must be removed to allow a suitable minimum envelope on the road. Other specific street furniture has been nominated in this report to facilitate over-sailed and swept areas.
- 7.8. Overhead utility cables have not been measured as part of this survey and correspondence with the utility companies regarding cable heights and possible remedial solutions should be undertaken prior to any delivery.
- 7.9. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.
- 7.10. Land take is usually referred to when land is required from private land owners; road widening is usually referred to when land is required within highways boundaries. However the details of the nominated land take and road widening contained in this report are highlighting the expected areas of concern, and can only be confirmed by swept path analysis. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- 7.11. All inspections and assessments are made for the road movement of loaded trailer equipment carrying specific storage tank components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.
- 7.12. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- 7.13. This report is based solely on a preliminary visual inspection. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver to site using this route before further structural analysis has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

APPENDIX 1

TRANSFORMER DRAWING

Estimated Transformer Dimensions

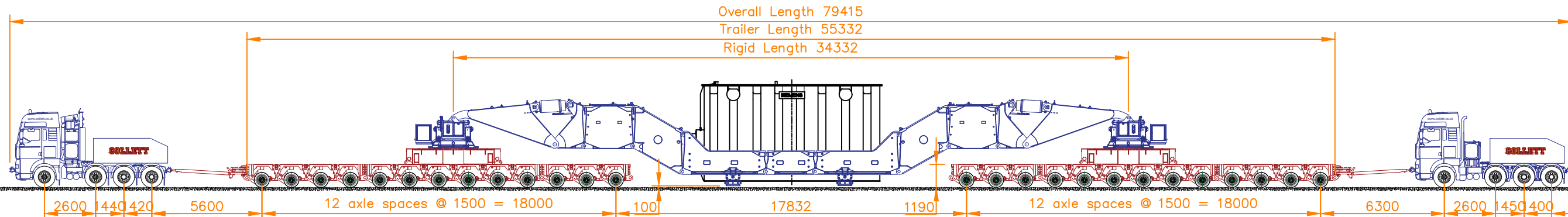


Shipping mass 332000 Kg

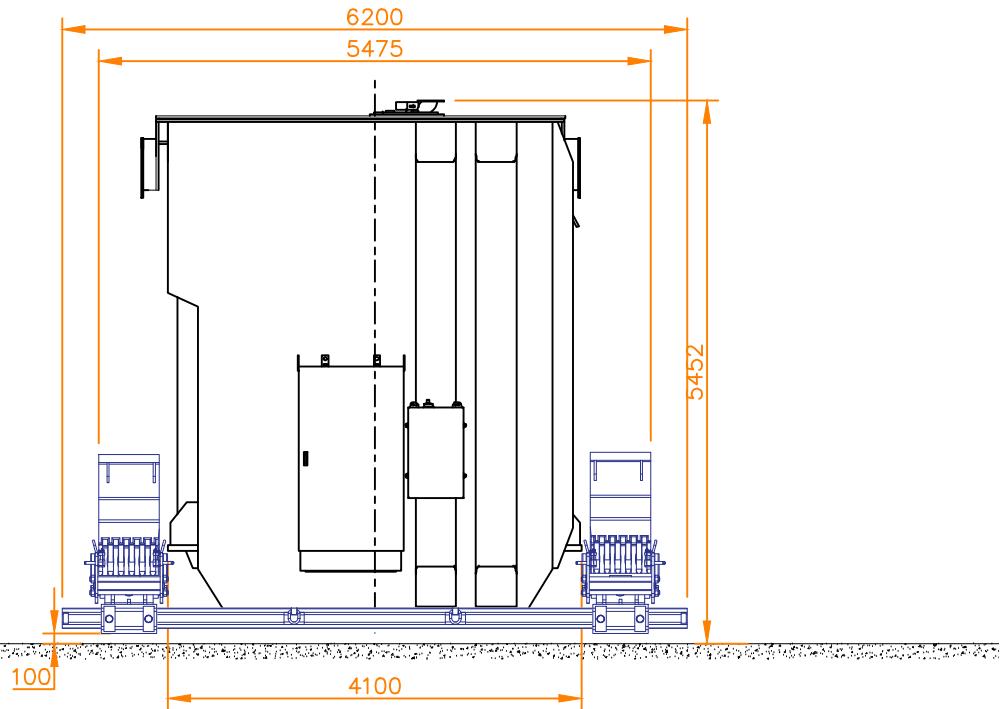
APPENDIX 2

LOADED CONFIGURATION DRAWING

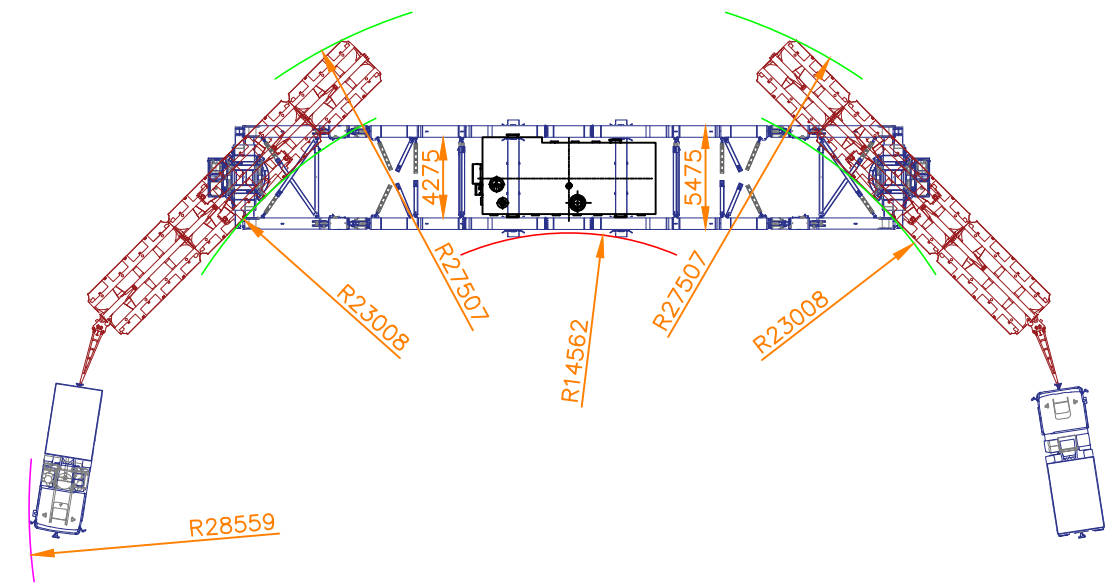
SIDE ELEVATION VIEW. SCALE 1:225



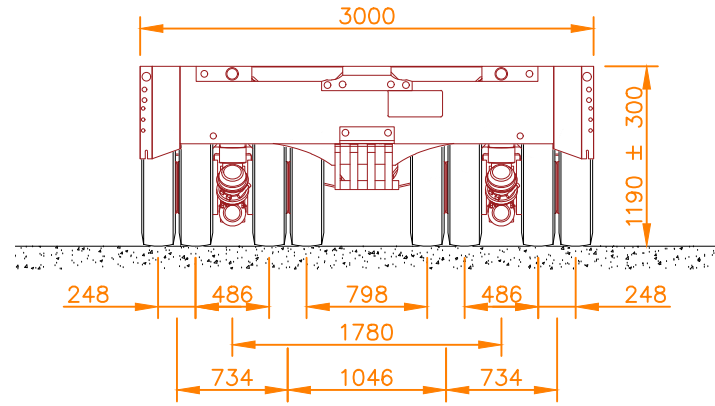
TRAF0 ON BEAMS REAR ELEVATION VIEW. SCALE 1:75



TURNING PLAN VIEW. SCALE 1:400



END ELEVATION VIEW OF MODULAR AXLES. SCALE 1:50



For Information

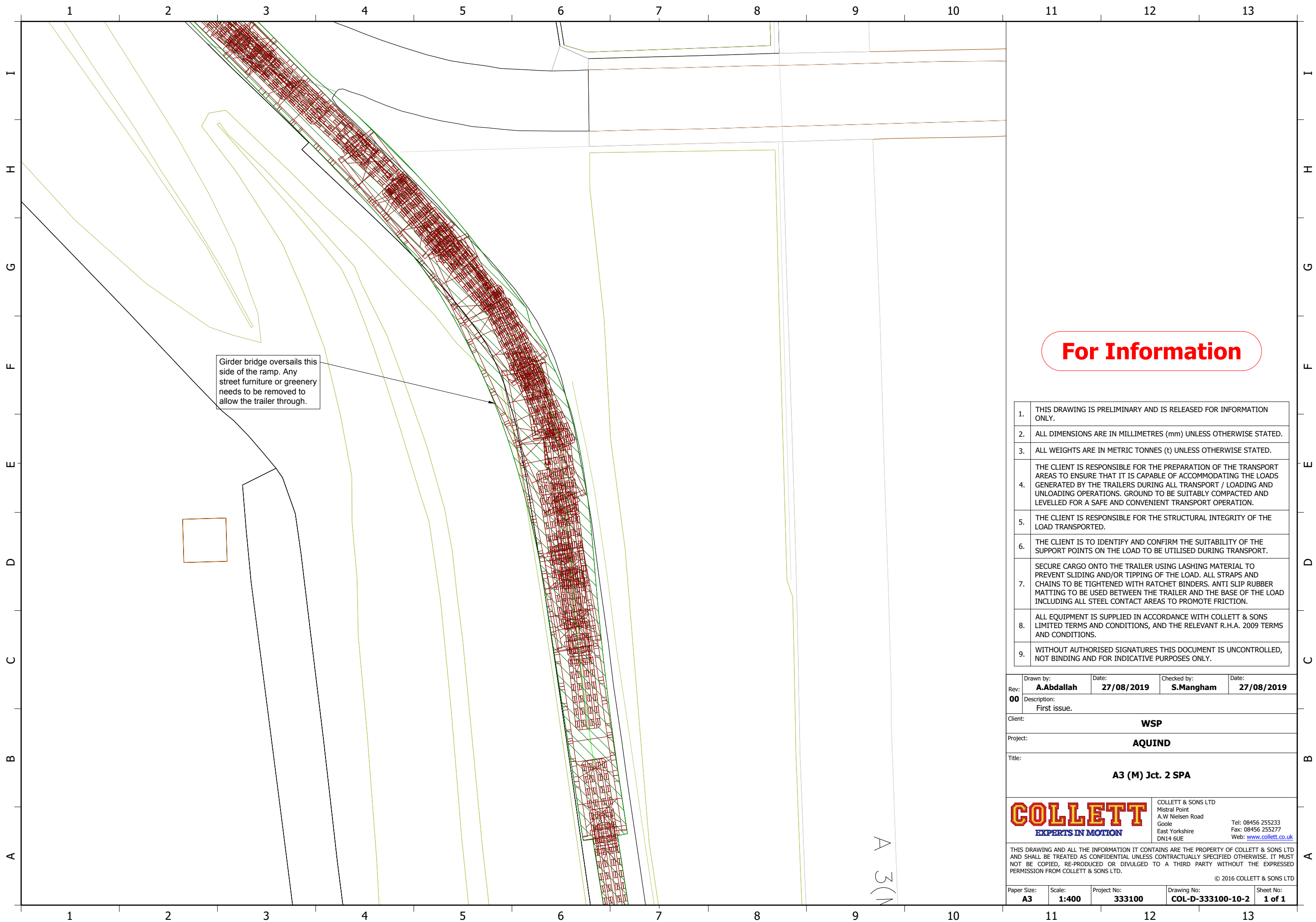
- THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
- ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
- ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
- THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
- THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
- ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
- WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Weights Table		
Type	Description	Weight
Type of Trailer	13 Axle Girder Set 13 Axle	160.820 t
Type of Load	Transformer	332.000 t
	Total loaded weight excluding tractor units	492.820 t
	Load per axle line on trailer	15.275 t
	Load per axle per file	7.638 t
	Load per wheel on trailer	1.909 t
Abnormal Load Classification: Special Order (BE16)		

Drawn by:	Date:	Checked by:	Date:
Rev: 00	A.Abdallah	27/08/2019	E.Crosby
Description: First issue.			
Client:		WSP	
Project:		AQUIND	
Title: Transformer Transport Arrangement			
COLLETT EXPERTS IN MOTION		COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk	
THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.			
Paper Size:	Scale:	Project No:	Drawing No:
A3	As Noted	333100	COL-D-333100-1-1
			Sheet No: 1 of 1

APPENDIX 3

SWEPT PATH ANALYSIS DRAWINGS



For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Rev:	Drawn by:	Date:	Checked by:	Date:
00	A.Abdallah	27/08/2019	S.Mangham	27/08/2019
Description: First issue.				

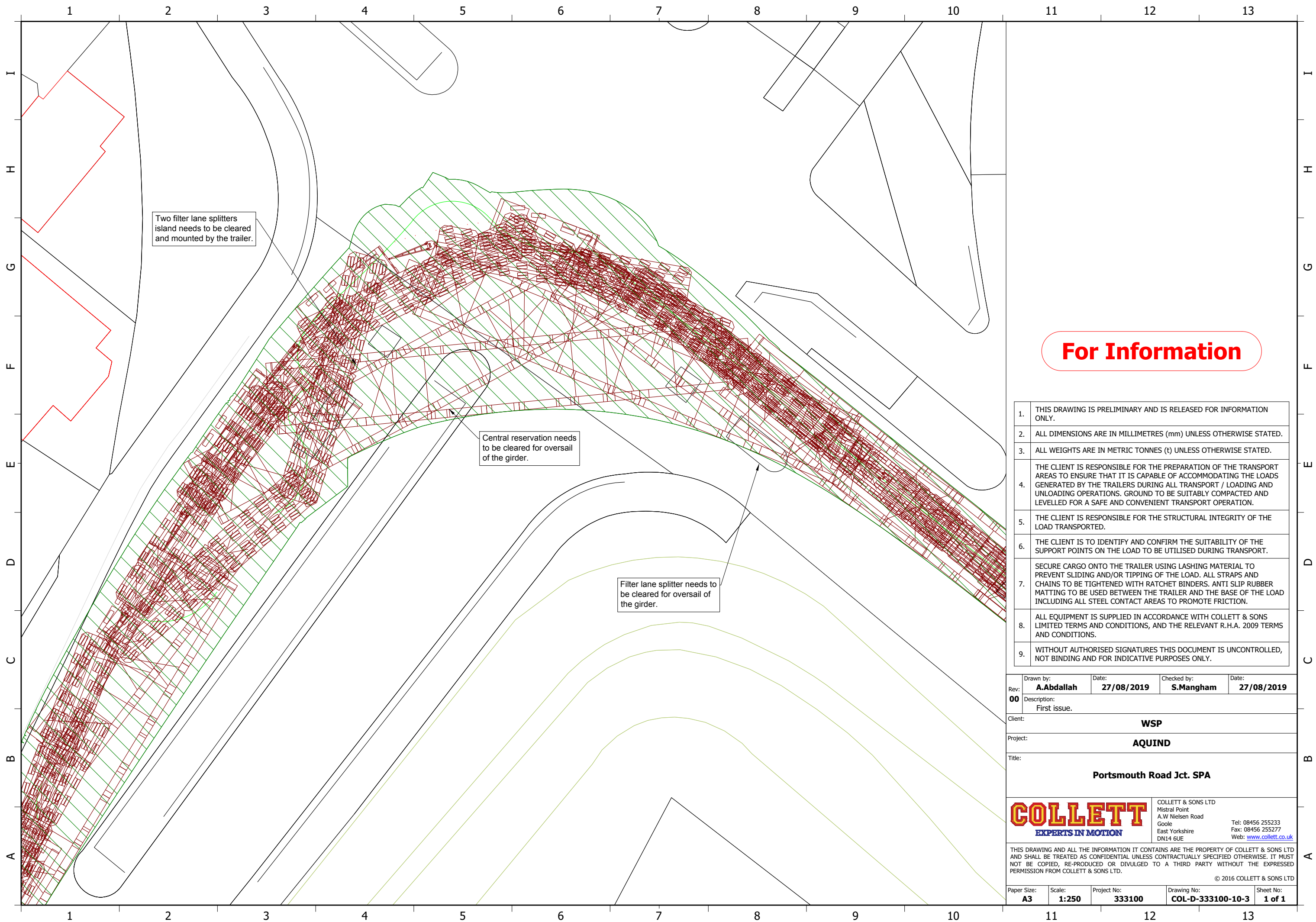
Client:	WSP
Project:	AQUIND
Title:	A3 (M) Jct. 2 SPA

COLLETT EXPERTS IN MOTION	COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE	Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk
	THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.	

© 2016 COLLETT & SONS LTD

Paper Size:	Scale:	Project No:	Drawing No:	Sheet No:
A3	1:400	333100	COL-D-333100-10-2	1 of 1

A 3(N)



For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Rev:	A.Abdallah	Date:	27/08/2019
		Checked by:	S.Mangham
		Date:	27/08/2019
Description: First issue.			

Client: **WSP**

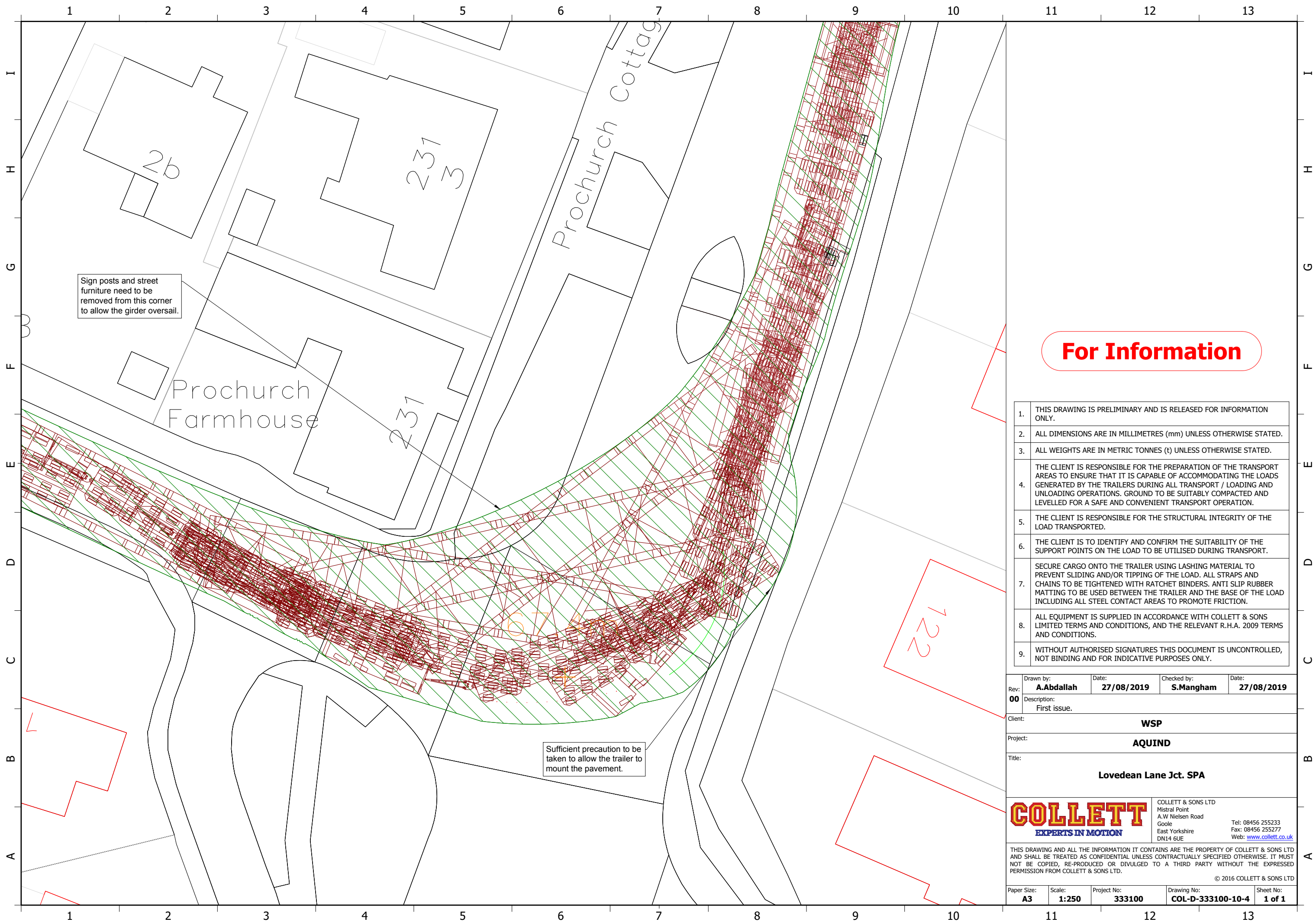
Project: **AQUIND**

Title: **Portsmouth Road Jct. SPA**

COLLETT EXPERTS IN MOTION	COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk
-------------------------------------	---

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

Paper Size: A3	Scale: 1:250	Project No: 333100	Drawing No: COL-D-333100-10-3	Sheet No: 1 of 1
-----------------------	---------------------	---------------------------	--------------------------------------	-------------------------



For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Drawn by:	Date:	Checked by:	Date:
A.Abdallah	27/08/2019	S.Mangham	27/08/2019
Rev:	Description:		
00	First issue.		

Client:	WSP
Project:	AQUIND
Title:	Lovedean Lane Jct. SPA

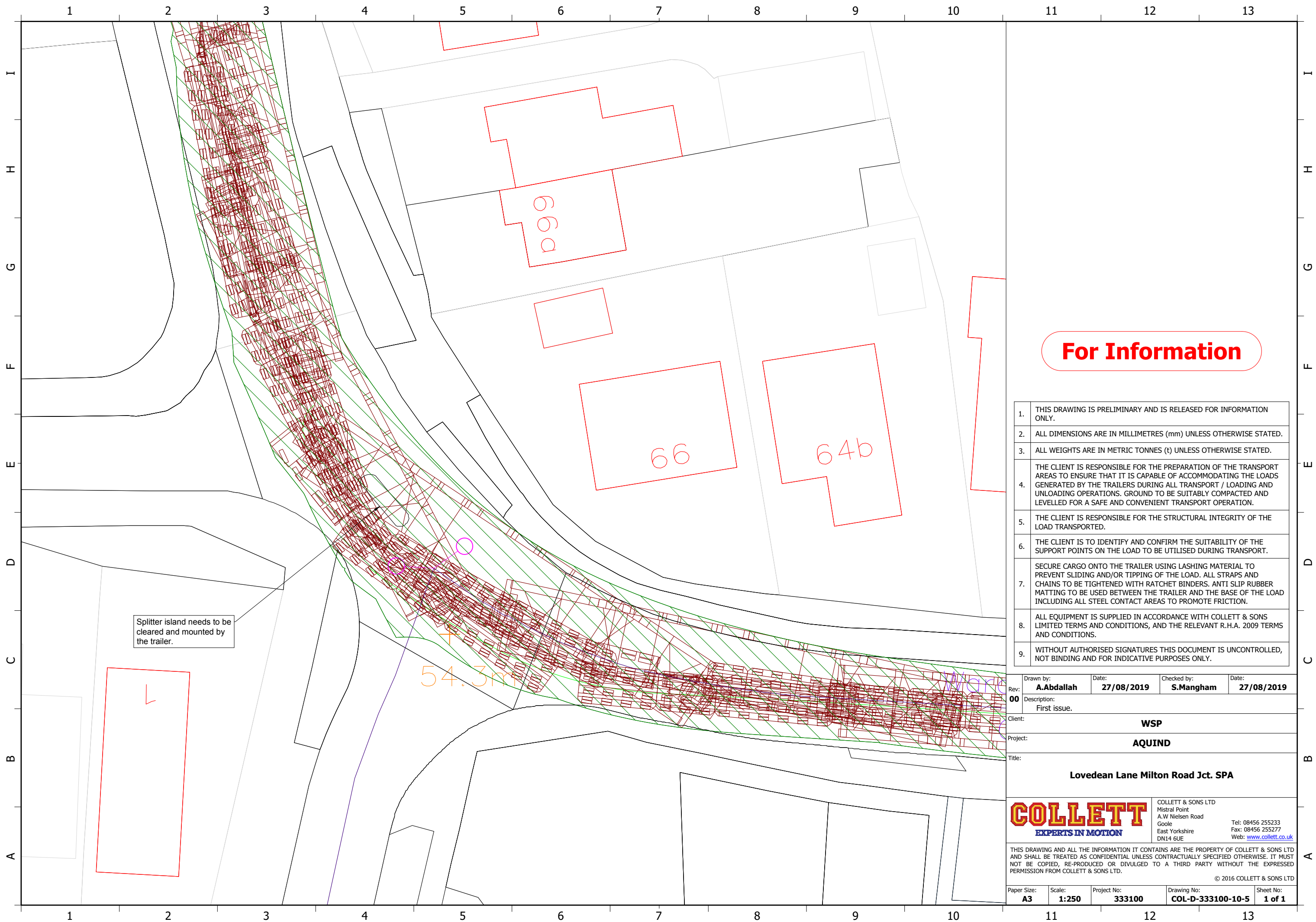
COLLETT
EXPERTS IN MOTION

COLLETT & SONS LTD
Mistral Point
A.W Nielsen Road
Goole
East Yorkshire
DN14 6UE

Tel: 08456 255233
Fax: 08456 255277
Web: www.collett.co.uk

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

Paper Size:	Scale:	Project No:	Drawing No:	Sheet No:
A3	1:250	333100	COL-D-333100-10-4	1 of 1



For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Rev:	A.Abdallah	Date:	27/08/2019
Checked by:	S.Mangham	Date:	27/08/2019
Description: First issue.			

Client:	WSP
Project:	AQUIND
Title:	Lovedean Lane Milton Road Jct. SPA

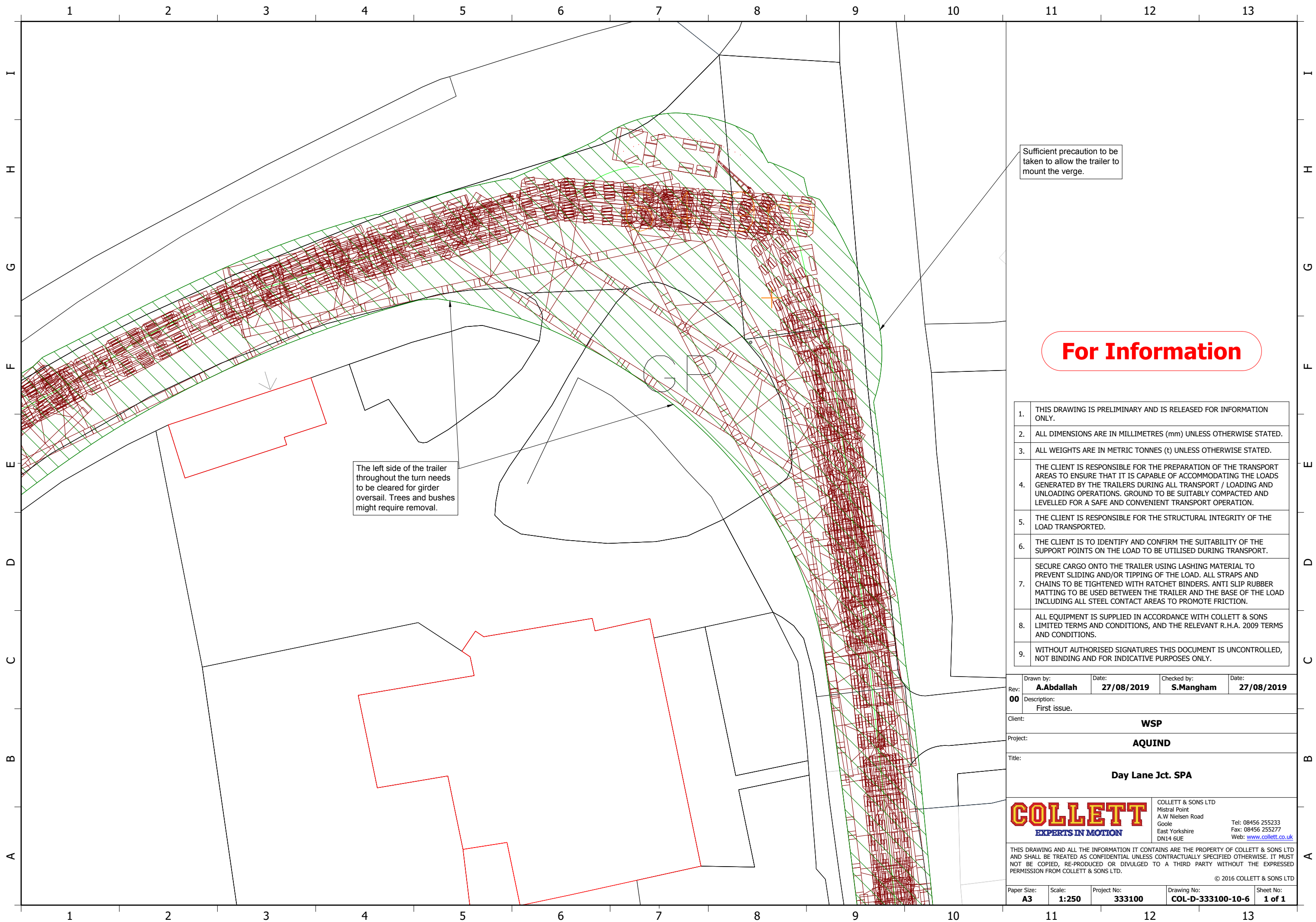
	COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk
--	---

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

Paper Size:	A3	Scale:	1:250	Project No:	333100	Drawing No:	COL-D-333100-10-5	Sheet No:	1 of 1
-------------	----	--------	-------	-------------	--------	-------------	-------------------	-----------	--------

Splitter island needs to be cleared and mounted by the trailer.

54.3m



Sufficient precaution to be taken to allow the trailer to mount the verge.

The left side of the trailer throughout the turn needs to be cleared for girder oversail. Trees and bushes might require removal.

For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Drawn by:	Date:	Checked by:	Date:
A.Abdallah	27/08/2019	S.Mangham	27/08/2019

Rev: **00** Description: First issue.

Client: **WSP**

Project: **AQUIND**

Title: **Day Lane Jct. SPA**

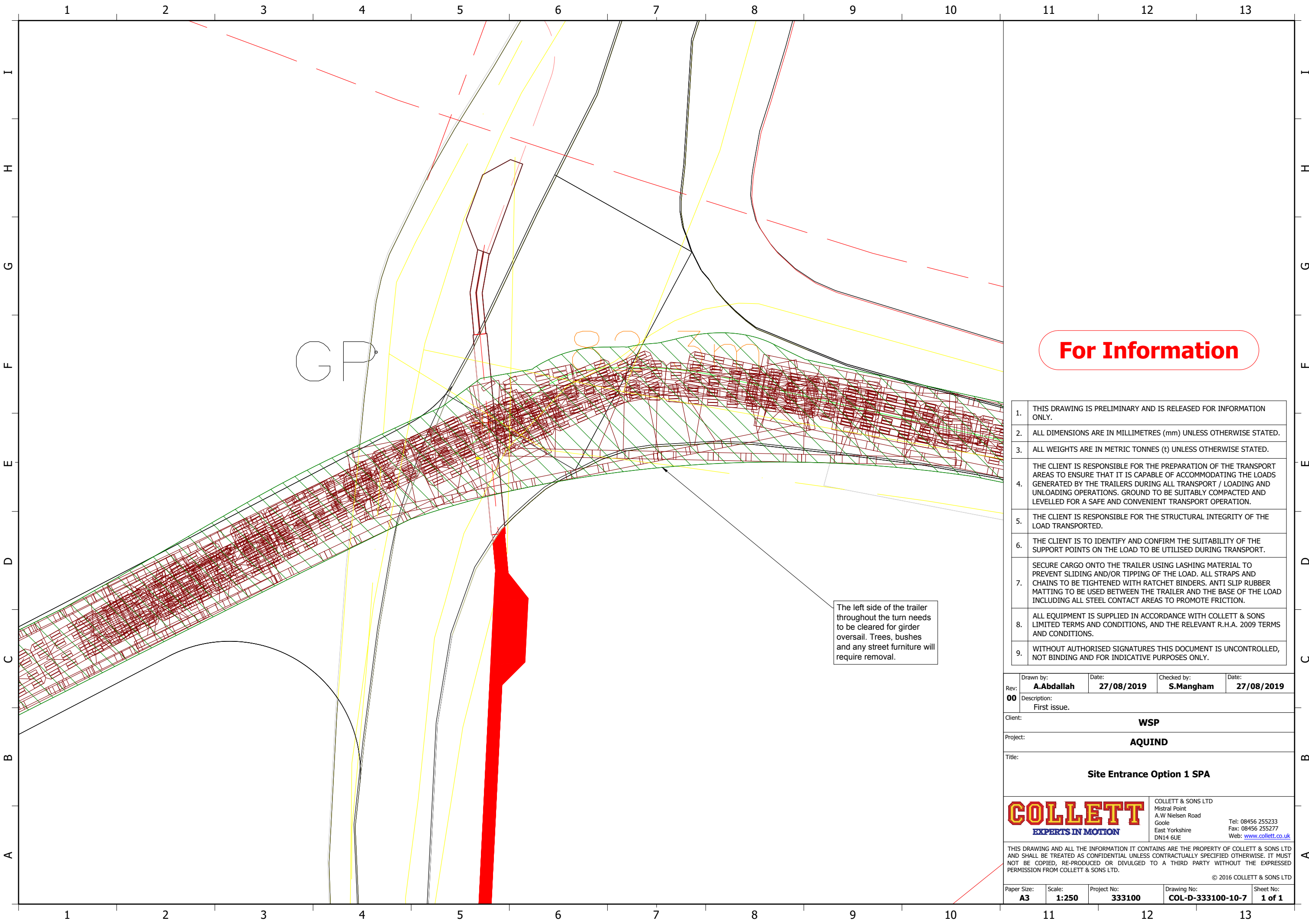


COLLETT & SONS LTD
 Mistral Point
 A.W Nielsen Road
 Goole
 East Yorkshire
 DN14 6UE
 Tel: 08456 255233
 Fax: 08456 255277
 Web: www.collett.co.uk

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

© 2016 COLLETT & SONS LTD

Paper Size:	Scale:	Project No:	Drawing No:	Sheet No:
A3	1:250	333100	COL-D-333100-10-6	1 of 1



For Information

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Rev: 00	Drawn by: A.Abdallah	Date: 27/08/2019	Checked by: S.Mangham	Date: 27/08/2019
Description: First issue.				

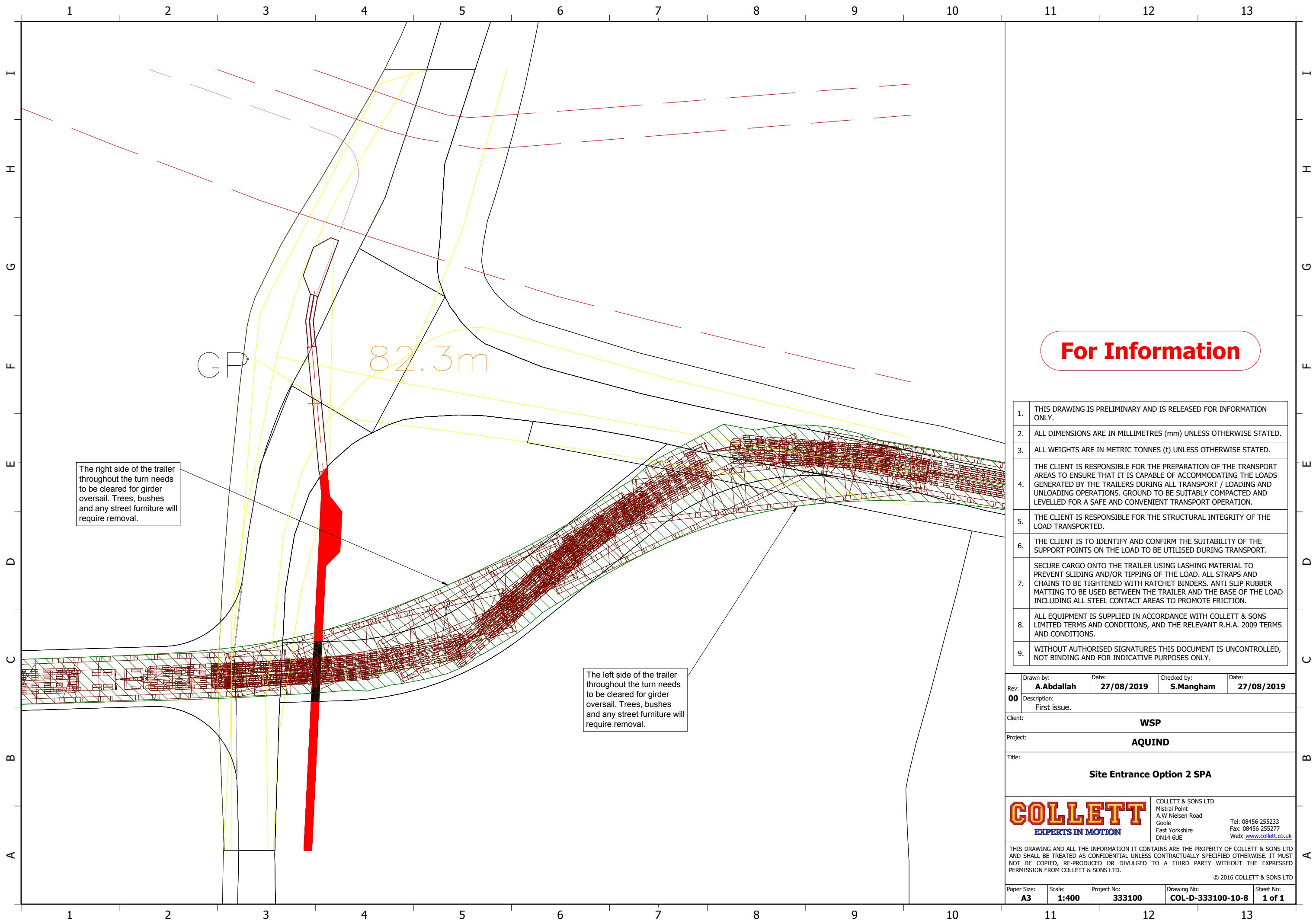
Client:	WSP
Project:	AQUIND
Title:	Site Entrance Option 1 SPA

	COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk
--	---

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

Paper Size: A3	Scale: 1:250	Project No: 333100	Drawing No: COL-D-333100-10-7	Sheet No: 1 of 1
-----------------------	---------------------	---------------------------	--------------------------------------	-------------------------

© 2016 COLLETT & SONS LTD



For Information

The right side of the trailer throughout the turn needs to be cleared for girder oversail. Trees, bushes and any street furniture will require removal.

The left side of the trailer throughout the turn needs to be cleared for girder oversail. Trees, bushes and any street furniture will require removal.

1. THIS DRAWING IS PRELIMINARY AND IS RELEASED FOR INFORMATION ONLY.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE STATED.
3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
8. ALL EQUIPMENT IS SUPPLIED IN ACCORDANCE WITH COLLETT & SONS LIMITED TERMS AND CONDITIONS, AND THE RELEVANT R.H.A. 2009 TERMS AND CONDITIONS.
9. WITHOUT AUTHORISED SIGNATURES THIS DOCUMENT IS UNCONTROLLED, NOT BINDING AND FOR INDICATIVE PURPOSES ONLY.

Rev:	A.Abdallah	Date:	27/08/2019	Checked by:	S.Mangham
				Date:	27/08/2019
Description: First issue.					

Client: **WSP**

Project: **AQUIND**

Title: **Site Entrance Option 2 SPA**

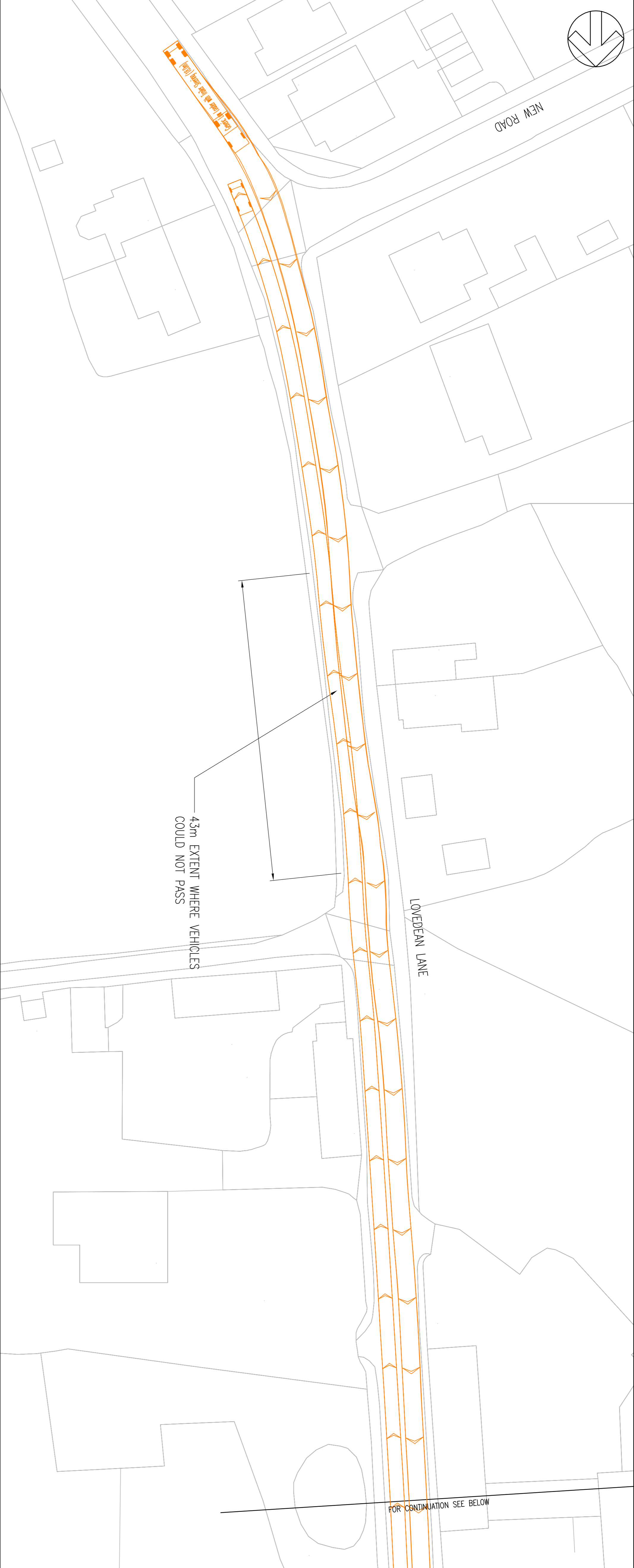
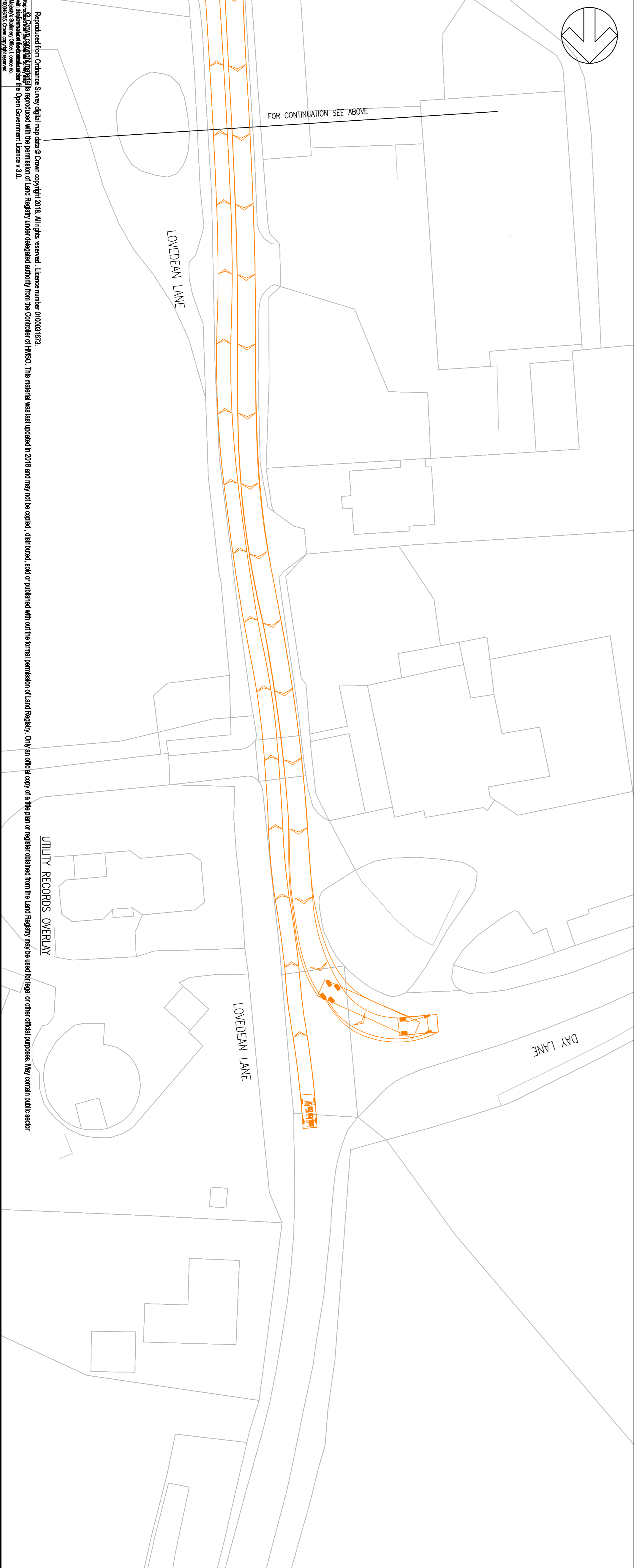
COLLETT EXPERTS IN MOTION	COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk
-------------------------------------	---

THIS DRAWING AND ALL THE INFORMATION IT CONTAINS ARE THE PROPERTY OF COLLETT & SONS LTD AND SHALL BE TREATED AS CONFIDENTIAL UNLESS CONTRACTUALLY SPECIFIED OTHERWISE. IT MUST NOT BE COPIED, RE-PRODUCED OR DIVULGED TO A THIRD PARTY WITHOUT THE EXPRESSED PERMISSION FROM COLLETT & SONS LTD.

Paper Size:	A3	Scale:	1:400	Project No:	333100	Drawing No:	COL-D-333100-10-8	Sheet No:	1 of 1
-------------	----	--------	-------	-------------	--------	-------------	-------------------	-----------	--------

© 2016 COLLETT & SONS LTD

Appendix 6 – Swept Path Analysis

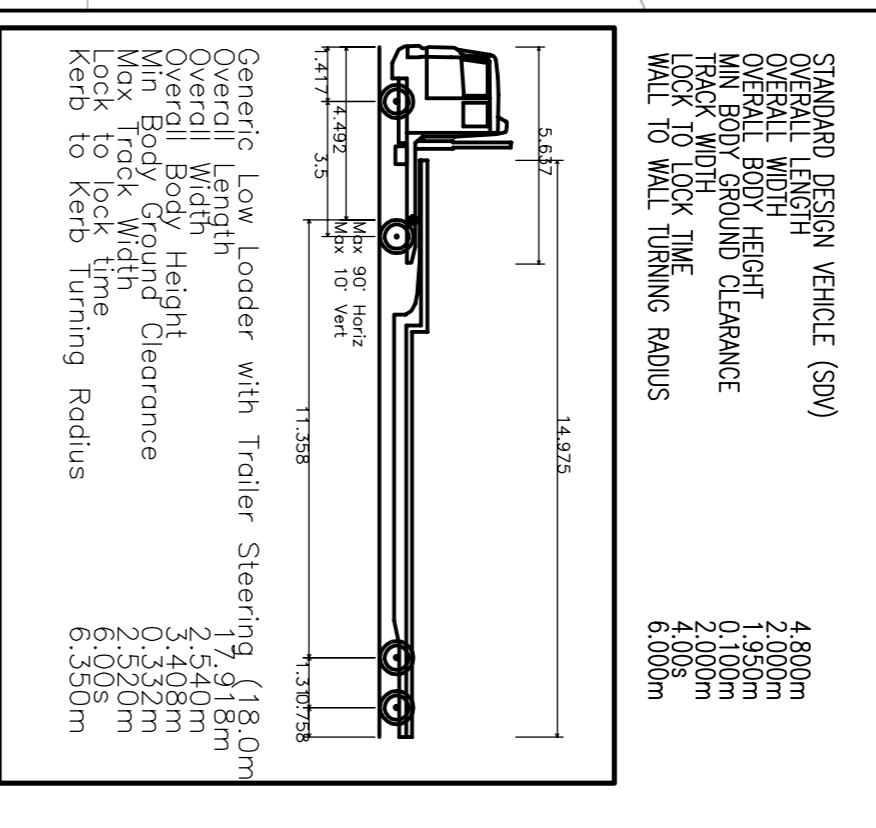


NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
2. CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR SPECIFICATIONS BETWEEN THE ENGINEER AND GIVEN BY OTHERS SHALL BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
3. VEHICLES TRACKED AT 10mph.
4. TRACKING IS BASED ON OS MAPPING DATA. THIS MAY BE INACCURATE AND THE AVAILABLE CARRIAGEWAY MAY BE WIDER OR NARROWER THAN INDICATED.

KEY

— DEVELOPMENT CONSENT ORDER BOUNDARY



Infrastructure Planning Applications: Prescribed Forms & Procedure (Regulations 2009 - Regulation 5(2)(i))

REV	DATE	BY	DESCRIPTION	CHK	APP
01	26/10/2019	MB	FIRST ISSUE	MB	SW

DRAWING STATUS: SUBMISSION FOR APPROVAL

wsp

Gowood House, 2 Gowood Square, Southampton, SO16 2BE, UK
T+44 (0) 2381 101 700
wsp.com

AQUIND

AQUIND Interconnector

PROJECT: LOVEDEAN LANE LOW LOADER TRACKING SHEET 1 OF 1

TITLE: LOVEDEAN LANE LOW LOADER TRACKING SHEET 1 OF 1

SCALE: 1:500

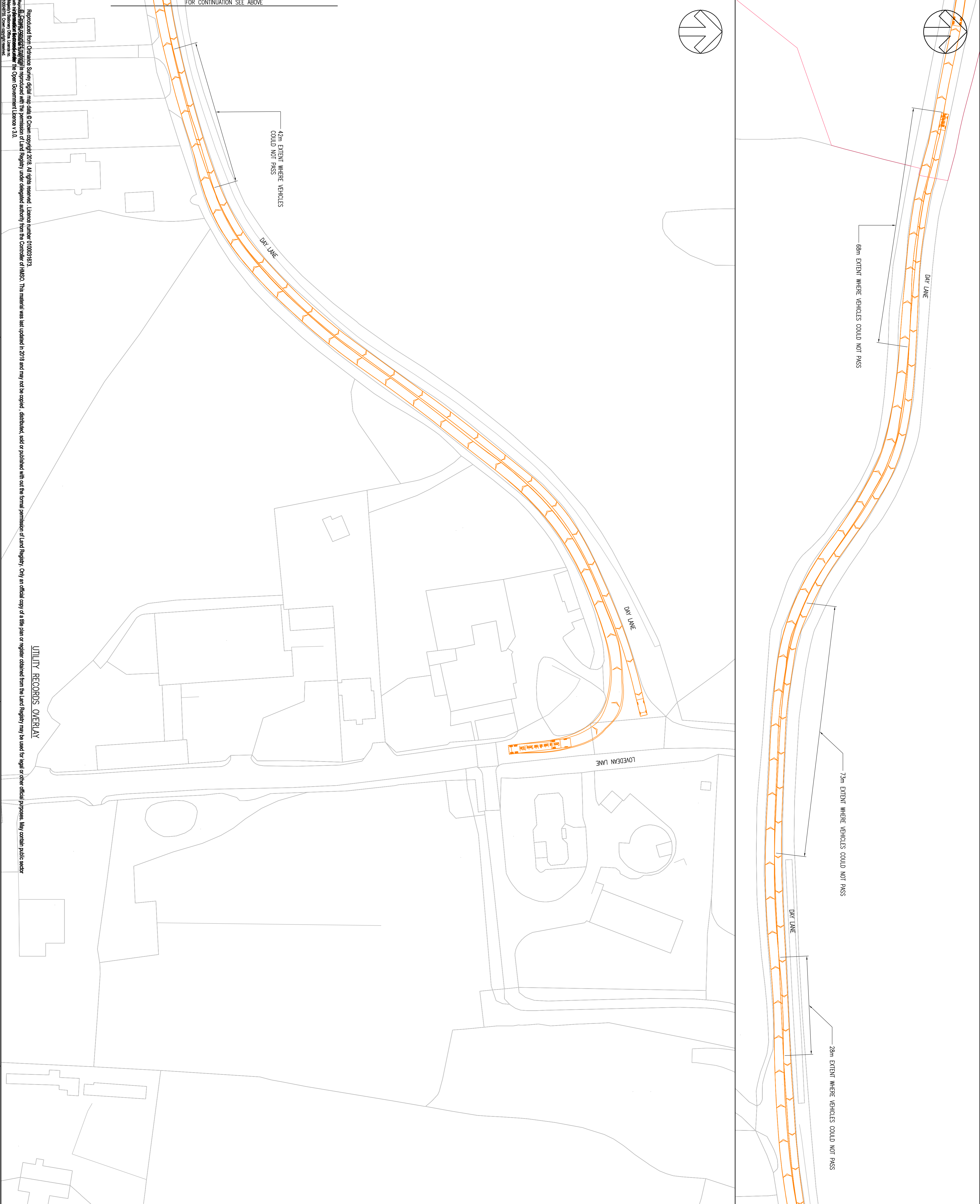
DESIGNED	DRAWN	CHECKED	DATE
MB	MB	DP	26/10/2019

PRODUCT: AQUIND Interconnector

PROJECT NO: AAD-WSP-UK-OS-DR-Z-200215

DRAWING NO: 01

Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 0100031673. Ordnance Survey is a registered trademark of Ordnance Survey Limited. This material was last updated in 2018 and may not be copied, distributed, sold or published without the formal permission of Ordnance Survey. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Ordnance Survey is a registered trademark of Ordnance Survey Limited.



FOR CONTINUATION SEE ABOVE

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE STATED
- CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR SPECIFICATIONS PRECEDES THE FINISHED DRAWING UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. ANY CHANGES MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
- VEHICLES TRACKED AT 10mph.
- TRACKING IS BASED ON OS MAPPING DATA. THIS MAY BE INACCURATE AND THE AVAILABLE CARRIAGEWAY MAY BE WIDER OR NARROWER THAN INDICATED.

KEY

- DEVELOPMENT CONSENT ORDER BOUNDARY

STANDARD DESIGN VEHICLE (SDV)

OVERALL LENGTH	4.800m
OVERALL WIDTH	2.050m
OVERALL HEIGHT	1.950m
MAX. BODY GROUND CLEARANCE	0.100m
MAX. WHEEL GROUND CLEARANCE	0.100m
LOCK TO LOCK TIME	4.000m
WALL TO WALL TURNING RADIUS	6.000m

Generic Low Loader with Trailer Steering (18.0m)

Overall Length	19.918m
Overall Width	2.240m
Max Body Ground Clearance	0.3320m
Max Track Width	2.520m
Lock to lock time	6.000m
Kerb to kerb turning Radius	6.3500m

Infrastructure Planning (Applications Prescribed Forms & Procedure) Regulations 2009 - Regulation 3(2)(b)

REV	DATE	BY	DESCRIPTION	CHK	APP
01	26/10/2019	MB	FIRST ISSUE	MB	MB

DRAWING STATUS: SUBMISSION FOR APPROVAL

CLIENT: AQUIND

PROJECT: AQUIND Interconnector

SCALE: 1:500

TITLE: DAY LANE LOW LOADER TRACKING SHEET 1 OF 1

DATE: 26/10/2019

PROJECT NO: ACD-WSP-UK-OS-DR-Z-200215

REVISION: 01

Based on Ordnance Survey digital map data © Crown Copyright 2018. All rights reserved. Licence number 0100031673.
 The Ordnance Survey name and logo are the registered trademarks of Ordnance Survey. Ordnance Survey is a registered trademark of the Ordnance Survey. Ordnance Survey is a registered trademark of the Ordnance Survey.
 All other names and logos are the registered trademarks of their respective owners.
 Utility Records Overlay
 WSP GROUP
 WSP UK Ltd
 WSP.COM

Appendix 7 – Framework Construction Worker Travel Plan



AQUIND Limited

AQUIND INTERCONNECTOR

Construction Worker Travel Plan

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Document Ref: 6.3.22.2

PINS Ref.: EN020022

AQUIND Limited

AQUIND INTERCONNECTOR

Construction Worker Travel Plan

PINS REF.: EN020022

DOCUMENT: 6.3.22.2

DATE: 14 NOVEMBER 2019

WSP

4th Floor

6 Devonshire Square

London

EC2M 4YE

+44 20 7337 1700

+44 20 7337 1701

www.wsp.com

DOCUMENT

Document	Construction Worker Travel Plan
Revision	001
Document Owner	WSP UK Limited
Prepared By	O. Thompson
Date	27 October 2019
Approved By	C Williams
Date	30 October 2019

CONTENTS

1.	INTRODUCTION	6
<hr/>		
1.1.	INTRODUCTION	6
1.2.	BENEFITS OF A WORKPLACE TRAVEL PLAN	6
1.3.	TRAVEL PLAN DOCUMENT STRUCTURE	7
2.	DEVELOPMENT PROPOSALS AND ACCESSIBILITY	8
<hr/>		
2.1.	INTRODUCTION	8
2.2.	SITE LOCATION	8
2.3.	PROPOSED DEVELOPMENT	9
2.4.	PROPOSED CONSTRUCTION ACCESS TO THE CONVERTER STATION SITE	9
2.5.	PUBLIC TRANSPORT	11
2.6.	CYCLE ACCESS	12
3.	TRAVEL PLAN VISION AND OBJECTIVES	13
<hr/>		
3.1.	TRAVEL PLAN VISION	13
3.2.	TRAVEL PLAN OBJECTIVES	13
4.	TRAVEL PLAN MANAGEMENT	14
5.	TRAVEL PLAN MEASURES	15
<hr/>		
5.1.	INTRODUCTION	15
5.2.	TRAVEL INFORMATION AND ADVICE	16
5.3.	MANAGING CAR BASED TRAVEL	16
5.4.	PROMOTING PUBLIC TRANSPORT	17
5.5.	SUMMARY	17
6.	IMPLEMENTATION ACTION PLAN	18

7.	TARGETS AND MONITORING	19
7.1.	TRAVEL PLAN TARGET	19
7.2.	MONITORING	19
8.	CONCLUSION	20
8.1.	SUMMARY	20
8.2.	CONCLUSION	20

TABLES

Table 1 - Local Bus Services	11
Table 2 - Destination available from Havant Railway Station	12

PLATES

Figure 2.1 – Site location	8
-----------------------------------	----------

1. INTRODUCTION

1.1. INTRODUCTION

1.1.1..1.1 This Framework Construction Worker Travel Plan (CWTP) has been prepared by WSP on behalf of AQUIND Limited in support of Development Consent Order (DCO) to construct and operate an electricity interconnector between France and UK, known as AQUIND Interconnector.

1.1.1..1.2 The Framework CWTP relates to construction stage of the Onshore components of the Proposed Development and specifically the following:

- The Onshore Cable consisting of two HVDC Circuits between Landfall in Eastney and Lovedean Converter Station;
- A Converter Station and associated electrical and telecommunications infrastructure in Lovedean; and
- HVAC Cables, and associated infrastructure connecting the Converter Station to the Great Britain electrical transmission network, the National Grid, at Lovedean Substation.

1.1.1..1.3 The Framework CWTP applies to the construction workforce for each of the Onshore components of the Proposed Development, noting that the Converter Station will form the main compound for all construction works. This means that all construction workers will start and end their working day at the Converter Station.

1.1.1..1.4 The Framework CWTP details the tasks involved in developing initiatives for the Travel Plan, including management and co-ordination, which are set in the context of clear objectives to increase use of sustainable travel options and reduce single-occupancy car trips to and from the Proposed Development.

1.2. BENEFITS OF A WORKPLACE TRAVEL PLAN

1.2.1..1.1 This CWTP is a requirement of the planning application process, to support the aims of sustainable development and to help mitigate the transport demands and potential traffic impacts of the construction of the converter station.

1.2.1..1.2 Travel Plans establish a number of key benefits that extend to employees and the broader local area. These key benefits include:

- Improved quality of life for employees - through adopting healthier lifestyles e.g. replacing short car journeys with walking and cycling;
- Improved local air quality- through reduced traffic congestion in the local community, as a result of the use of alternative modes of the private car for many local journeys;

- Less vehicle congestion on local roads - as a result of fewer cars attempting to depart and access the construction site; and
- Cost savings for car sharers -by sharing journeys with colleagues, employees can benefit from sharing the financial and time cost of making these journeys.

1.2.1..1.3

By identifying an appropriate package of measures and ensuring a consistent approach and ensuring a consistent approach to delivering a WTP, a number of stakeholders will experience the benefits.

1.3. TRAVEL PLAN DOCUMENT STRUCTURE

1.3.1..1.1

This Travel Plan is set out in a further seven chapters:

- **Chapter 2** outlines the site access opportunities including current walking, cycling and public transport links, and the development proposals;
- **Chapter 3** sets out the Travel Plan vision and objectives;
- **Chapter 4** sets out the Travel Plan management strategy;
- **Chapter 5** outlines the Travel Plan measures;
- **Chapter 6** details the Travel Plan implementation action plan;
- **Chapter 7** presents targets and monitoring; and
- **Chapter 8** concludes the Travel Plan.

2. DEVELOPMENT PROPOSALS AND ACCESSIBILITY

2.1. INTRODUCTION

2.1.1..1.1 This chapter outlines the development proposals and reviews the existing transport conditions near the proposed construction site. Details of the existing walking and cycling networks, and public transport services are presented, along with a brief description of the local highway network.

2.2. SITE LOCATION

2.2.1..1.1 The proposed site location for the construction of the Interconnector Electricity Converter is located within agricultural land on the edge of the village of Lovedean, Hampshire. Lovedean is located approximately 13.5km to the north of Portsmouth city centre.

Figure 2.1 – Site location



2.2.1..1.2 The Converter Station area spans a number of small fields divided by hedgerows.

2.2.1..1.3 Individual farm properties are situated to the north, west and south of the Converter Station Area, connected by rural lanes. The existing Lovedean substation, associated pylons and overhead lines are dominant elements in the landscape of the proposed location and immediate surrounding area. It is located approximately 180m – 200m from the South Downs National Park boundary at its closest point, to the north and west.

2.3. PROPOSED DEVELOPMENT

2.3.1..1.1 The Applicant is proposing to construct and operate an electricity interconnector between France and the UK known as AQUIND Interconnector ('the Project').

2.3.1..1.2 The Project comprises a new marine and onshore High Voltage Direct Current ('HVDC') power cable transmission link between Normandy in France and Eastney, Hampshire, converter stations in both England and France and infrastructure necessary to facilitate the import and export of electricity between the high voltage alternating current ("HVAC") electricity transmission networks both countries.

2.3.1..1.3 The Onshore Components of the Proposed Development comprise the Converter Station, the Onshore Cable Corridor and the Landfall.

2.3.1..1.4 The UK Converter Station is proposed to be located adjacent to the existing National Grid Electricity Transmission ('NGET') substation, north-west of the village of Lovedean within the administrative boundary of Winchester City Council ('WCC').

2.3.1..1.5 The proposed Onshore Cable Route will travel through the administrative boundaries of WCC, Havant Borough Council ('HBC') and PCC, reaching the proposed Landfall location at Eastney, a district in the south-east of Portsmouth.

2.3.1..1.6 The Converter Station will act as the main construction compound for all Onshore components during the construction stage, meaning all construction workers will start and end their day at this location. Car parking for 150-200 vehicles will be provided at the Converter Station during the construction period.

2.4. PROPOSED CONSTRUCTION ACCESS TO THE CONVERTER STATION SITE

2.4.1..1.1 The proposed access to the Converter Station for Construction and Operational Stages will be taken from Broadway Lane.

2.4.1..1.2 The proposed access junction will implement a gated highway link between Day Lane, east of the existing bend, and at Broadway Lane, south of the existing bend. This will provide a managed facility for vehicles entering the site during the construction period with vehicle movements across Broadway Lane able to be marshalled. This link also provides for abnormal load movements and would be retained as a permanent feature (unadopted) to allow future access with such vehicles should it be required. General verge / vegetation clearance will be required on all sides of Broadway Lane to ensure that adequate visibility splay requirements are met, with all required land falling within the proposed Order Limit.

2.4.1..1.3 Construction worker trips by car to and from the Converter Station will all be required to use the following permitted route:

- A3(M) Junction 2 – B2149 Dell Piece West – A3 Portsmouth Road – Lovedean Lane – Day Lane – Broadway Lane.

2.4.1..1.4 These routes are described briefly in the following paragraphs.

A3(M)

2.4.1..1.5 The A3(M) is a dual carriageway subject to national speed limit which routes to the east of the study area, it merges with the A27 at Havant and continues onto Guildford and London. Converter Station traffic will exit the A3(M) at Junction 2 (Horndean).

B2149 DELL PIECE WEST

2.4.1..1.6 Dell Piece West is a section of road between A3 (M) Junction 2 and Lakesmere Road. The route is subject to national speed limit and has narrow footway provision on its northern carriageway. After passing the Morrisons roundabout the speed limit reduces to 40 mph and a wide shared use footway/cycleway is provided on the northern carriageway.

A3 PORTSMOUTH ROAD

2.4.1..1.7 A3 Portsmouth Road routes for approximately 2.6km from A3 London Road to the junction with B2149 Dell Piece West. The road is subject to a 30mph speed limit and has footway provision on both sides of the carriageway. Residential properties are located on both sides of the carriageway but are separated from traffic by wide footways / shared-use paths.

2.4.1..1.8 There are bus stops located on either side of the road however only 4 bus stops are located along the construction traffic section of the road. Two bus stops are located on either side of the road approximately 100m from the junction with B2149 Dell Piece West and two bus stops are located either side of the road outside the junction with Keydell Avenue.

LOVEDEAN LANE

2.4.1..1.9 Lovedean Lane routes from A3 (Cowplain) to Downhouse Road for approximately 4.3km, providing access mainly to residential properties. Footways are provided up until the route leaves Lovedean and Coldhill Lane. The speed limit along this route is 30mph until Lovedean Lane passes Day Lane, here the speed limit is extended to 60mph. No bus stops are located along this route.

DAY LANE

2.4.1..1.10 Day Lane is a rural lane with a length of approximately 630 metres and connects Lovedean Lane to Broadway Lane. The lane is subject to a 60mph speed limit and has no footway provision or bus stops.

2.5. PUBLIC TRANSPORT

BUS

2.5.1..1.1 The nearest bus stops that serves services that fir with the proposed working hours or 07:00 to 19:00 is on A3 Portsmouth Road (at the junction with Lovedean Lane), which is a 33-minute walk from the Converter Station. This serves the Number 8 service to Clanfield, Waterlooville, Cosham Portsmouth City Centre and Southsea. In addition, bus services can be accessed from Eagle Avenue in Wecock Farm approximately 2.6km from the site location. This stop is served by First Bus route Number 7 and Stagecoach bus route Number 8, although neither provide a suitable arrival times to be used at the start of the day. At a typical walking speed of 4.8km/h, the stop will comprise of a 30-minute journey by foot from the site, via Day Lane, Lovedean Lane and Day Lane.

2.5.1..1.2 A summary of all bus routes accessible from the Converter station are shown in Table 1 below.

Table 1 - Local Bus Services

Service No.	Route	Start / Finish Times	Nearest bus stop from Converter Station
7 / 7C	City Centre – Cosham – Waterlooville – Wecock Farm	Bus arrival time at start of day : 06:39 Bus departure times at end of day: 19:44	Eagle Avenue, 30-minute walk
8	Clarence Pier – City Centre – Cosham – Waterlooville - Clanfield	Bus arrival time at start of day : 05:56, 06:30 Bus departure times at end of day: 20:05	A3 Portsmouth Road, 33-minute walk
37	Havant – Waterlooville – Cowplain – Clanfield - Petersfield	Bus arrival time at start of day : 06:07 Bus departure times at end of day: 19:58	A3 Portsmouth Road, 33-minute walk
39	Havant – Purbrook – Waterlooville – Wecock Farm	Bus arrival time at start of day : 06:37 Bus departure times at end of day: 19:11	Eagle Avenue, 30-minute walk

RAIL

- 2.5.1..1.3 Bedhampton Railway station is located approximately 10.4km south-east from the construction site but has no direct bus route from the station to the site or a cycle route.
- 2.5.1..1.4 Havant Railway station is also located approximately 12.3km south-east from the construction site. This could be accessed using bus service 37, which starts and ends at Havant bus station which is a six minute walk from the railway station. A summary of destinations that can be reached from Havant railway station are shown in Table 2.

Table 2 - Destination available from Havant Railway Station

Destination	Frequency	Travel Time
Portsmouth	5-6 per hour	12-18 minutes
Southampton	3-4 per hour	41-59 minutes
Chichester	3-4 per hour	11-21 minutes
Brighton	3-4 per hour	60-81 minutes
Guildford	4 per hour	46-56 minutes
London Waterloo	4 per hour	85-120 minutes

2.6. CYCLE ACCESS

- 2.6.1..1.1 The closest Sustrans route in proximity to the site is National Cycle Network (NCN) Route 222, which is approximately 24km long and provides a connection between Portsmouth and Petersfield. The route is located approximately 2.8km to the south-east of the construction site on A3 Portsmouth Road, connecting into Petersfield in the north and Waterlooville and Portsmouth tot the south.
- 2.6.1..1.2 In addition to the NCN 222, other roads around the Converter Station are suitable for cycling, including Lovedean lane, Milton Road, Day Lane and Broadway Lane.

3. TRAVEL PLAN VISION AND OBJECTIVES

3.1. TRAVEL PLAN VISION

3.1.1..1.1 The overarching vision for the development and implementation of the CWTP is outlined below:

“The proposed construction of the Proposed Development will accommodate employees and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.”

3.1.1..1.2 This vision will assist in guiding the development, implementation and evolution of this CWTP helping to ensure visitor journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the site. As a result, this will reduce traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality and enhance the operational road safety of the surrounding highway network.

3.2. TRAVEL PLAN OBJECTIVES

3.2.1..1.1 In pursuit of the vision set out above, the CWTP will be guided by specific objectives as outlined below:

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

3.2.1..1.2 These objectives will help define and shape the package of measures to be introduced, collectively helping to achieve the vision statement.

4. TRAVEL PLAN MANAGEMENT

- 4.1.1..1.1 A Travel Plan Co-ordinator (TPC) will be identified who is responsible for implementing and promoting the CWTP.
- 4.1.1..1.2 The role will initially mean planning for all agreed deliverables to be established, integrated and available for use by employees and visitors as intended. More generally the role of TPC will encompass:
- Maintaining day-to-day responsibility for delivering the plan, including the agreed programme of measures;
 - Acting as the main point of contact for queries relating to visitor and employee travel and liaising with transport service providers as required;
 - Monitoring the plan to determine progress against the objectives, and preparing a concise annual monitoring report summarising modal outcomes for employee and visitor travel; and
 - Working in partnership with AQUIND and other local employers to explore area-wide travel planning opportunities
- 4.1.1..1.3 The TPC will be a part-time position and will be appointed by AQUIND prior to occupation of the construction site.

5. TRAVEL PLAN MEASURES

5.1. INTRODUCTION

5.1.1..1.1 This CWTP has been developed to provide a range of measures to facilitate and encourage sustainable travel at the development.

5.1.1..1.2 Promoting car sharing, public transport and cycling will play a vital role in achieving a desirable outcome. Whilst many employees and visitors are likely to access the site using their own private vehicles, there remains opportunities to support car sharing.

5.1.1..1.3 The section presents travel planning measures proposed for the site, in four specific areas, and concludes by summarising how each element directly support the CWTP objectives. The four areas are summarised in Figure 5-1, and presented in further detail throughout this section.

Figure 5-1- Travel planning approach



5.2. TRAVEL INFORMATION AND ADVICE

TRAVEL INFORMATION NOTICE BOARD

5.2.1.1.1 A travel information board will be created for the site that draws together multi-modal travel information into a single place for employees and visitors to view. The notice board will be placed in an area visible to employees, and will be regularly updated by the TPC. The notice board will include bus service and rail connections, car sharing opportunities and parking information.

5.2.1.1.2 This will represent a primary means of promoting sustainable travel options to all site users at an early stage. The notice board will also promote information relating to new travel initiatives that may be introduced, transport service improvements and timetable where appropriate.

PROMOTION EVENTS

5.2.1.1.3 The promotion of sustainable travel throughout the year will be undertaken through involvement in national activities such as 'Ride to Work Week' and car sharing awareness events. These events will be advertised on the travel information notice board to actively encourage uptake. The coordination of these events will be facilitated by the TPC.

5.3. MANAGING CAR BASED TRAVEL

CAR SHARING

5.3.1.1.1 Promoting and managing shared car journeys can be facilitated through advertising opportunities to partake in the car share scheme on the travel information board and promoted to staff by the TPC. A car-sharing mobile app could also be developed to assist within this initiative.

PROMOTING ACTIVE TRAVEL

5.3.1.1.2 Information on local walking and cycling routes will be promoted to staff via the travel information notice board. Secure cycle parking facilities will also be provided at the Converter Station compound.

CYCLE TO WORK SCHEME

5.3.1.1.3 Cycle to work schemes are a popular initiative for employees to source a bicycle and cycling equipment as a tax-free benefit. Cyclescheme is one such provider in the UK. The scheme is based on a tax-efficient salary-sacrifice arrangement and allows employees to be loaned bikes and accessories through their employer, with costs typically over 12-18 months, before purchasing the bike for a small sum at the end of the hire period. The scheme allows employees to spend up to £1,000 on bikes and equipment, tax-free, potentially saving a significant proportion of the overall value. The TPC will notify employee of cycle to work schemes available to them.

5.4. PROMOTING PUBLIC TRANSPORT

- 5.4.1..1.1 Timetabling information for local bus and rail services will be included on the travel information notice board, and will be regularly updated by the TPC.
- 5.4.1..1.2 Given the distance from the nearest train station to the construction site, it is anticipated that rail will not be a chosen mode of travel. A potential mitigation measure that could be considered is the provision a shuttle bus from the Havant Railway station to the site to promote a genuine modal shift towards rail.

5.5. SUMMARY

- 5.5.1..1.1 This chapter has highlighted a variety of travel planning measures to be introduced at the proposed development to encourage the use of sustainable transport options by employees and visitors. Some measures focus on raising awareness and providing travel information and advice so individuals can make informed choices on how to access the site and not otherwise assume car-based travel is the only viable option.
- 5.5.1..1.2 Other measures are designed to then actively encourage individuals to use these modes, ensuring the CWTP remains proactive in achieving its stated objectives over time. This includes investing in supporting infrastructure and services and rewarding sustainable travel patterns.
- 5.5.1..1.3 The TPC will provide a focal point for overseeing delivery and responding to changing travel demands over time with either revised or additional measures where benefits become apparent, and where investment can be focussed to achieve the most benefit.

6. IMPLEMENTATION ACTION PLAN

- 6.1.1..1.1 The site management will ultimately be responsible for implementing the measures set out within this Travel Plan. The measures will be implemented by the appointed TPC, who will assume day-to-day responsibility.

Table. 6-1. Implementation Action Plans

Travel Plan Measures	Delivery Trigger / Time	Delivery Responsibility
Appointment of TPC	Prior to initial occupation	Site Management
Full Travel Survey Undertaken	6 months post occupation	TPC
Travel Information Notice Board	From occupation, and to be regularly updated through-out occupancy	TPC
Promotional events	One month after occupation, and at regular intervals through-out occupancy	TPC
Promotion of car sharing	From occupation, and at regular intervals through-out occupancy	TPC
Provision of timetabling information	From occupation, to be updated when appropriate	TPC
'Cycle2work' scheme	From Occupation	Employer

7. TARGETS AND MONITORING

7.1. TRAVEL PLAN TARGET

7.1.1..1.1 The measures presented by this CWTP will ensure both employees and visitors are made aware of different travel options to access the construction site, and that sustainable travel options are actively promoted. The success of the measures set out in this CWTP will be assessed through a series of specific, measurable, achievable, realistic and time-bound (SMART) targets.

7.1.1..1.2 When considering the targets set out for the proposed development, and the subsequent monitoring of these targets, it is important to note the temporary nature of the construction site. As the proposed construction of the converter will only be short term, it is not feasible to implement the type of long-term targets that would be typically included in a workplace travel plan. Therefore, all included targets are intended for short-term implementation and monitoring.

7.1.1..1.3 Due to the nature of the specialist construction skills workers required for the project, it is determined that these workers will travel from further afield than typical construction workers. Therefore, it has been determined the use of Census Data relating to the method of travel to work will not be a representative example of workers modal share. To provide a robust and representative method of determining initial travel modal shares it is assumed that all workers will drive to the site with a private car occupancy rate of 1.0

7.1.1..1.4 Therefore, due to the limited public transport opportunities close to the site and the distance travelled by the workers, the most appropriate measures for reducing trip generation are promotion of car sharing and provision of a shuttle bus service to / from Havant railway station. As such, the following framework targets are considered appropriate for the Proposed Development:

- 5% of construction workers participating; and
- 5% of construction workers traveling to the site by train and shuttle bus.

7.1.1..1.5 These targets, can be adjusted dependent on the results from the Full Travel Survey undertaken 6 months post occupation of the construction site.

7.2. MONITORING

7.2.1..1.1 The CWTP target, and construction workers modal travel splits will be monitored by the TPC through the undertaking of travel surveys at 6 months, 1 year and 2 years into the construction stage. This will enable monitoring/ potential adjustments to be made to the CWTP to reduce single occupancy vehicle travel to/from the site.

8. CONCLUSION

8.1. SUMMARY

8.1.1..1.1 This Framework CWTP has been prepared by WSP on behalf of AQUIND Limited in support of DCO to construct and operate an electricity interconnector between France and UK, known as AQUIND Interconnector. The Framework CWTP relates to construction stage of the Onshore components of the Proposed Development and specifically the following:

- The Onshore Cable consisting of two HVDC Circuits between Landfall in Eastney and Lovedean Converter Station;
- A Converter Station and associated electrical and telecommunications infrastructure in Lovedean; and
- HVAC Cables, and associated infrastructure connecting the Converter Station to the Great Britain electrical transmission network, the National Grid, at Lovedean Substation.

8.1.1..1.2 The Framework CWTP applies to the construction workforce for each of the Onshore components of the Proposed Development, noting that the Converter Station will form the main compound for all construction works. This means that all construction workers will start and end their working day at the Converter Station.

8.1.1..1.3 The CWTP will be an iterative document, managed and implemented by a Travel Plan Co-ordinator (TPC), to provide relevant information relating to initiatives and measures aimed to reduce single occupancy car trips generated by the construction site.

8.1.1..1.4 Due to the nature of the specialist construction skills workers required for the project, it is determined that these workers will travel from further afield than typical construction workers. Therefore, due to the limited public transport opportunities close to the site and the distance travelled by the workers, the most appropriate measures for reducing trip generation are promotion of car sharing and provision of a shuttle bus service to / from Havant railway station.

8.2. CONCLUSION

8.2.1..1.1 The CWTP has considered the sustainable transport initiatives and measures that can be implemented to promote a reduction in single occupancy car use to the proposed Converter Station during the construction stage. Having regard to the nature of the proposals, and the specialist workers required for construction, a target of a 5% shift towards car sharing and 5% shift towards train travel has been proposed for the site. The WTP will be actively managed and monitored by a TPC.

8.2.1..1.2 It is therefore concluded that the WTP provides a sustainable access strategy for the proposed development.

