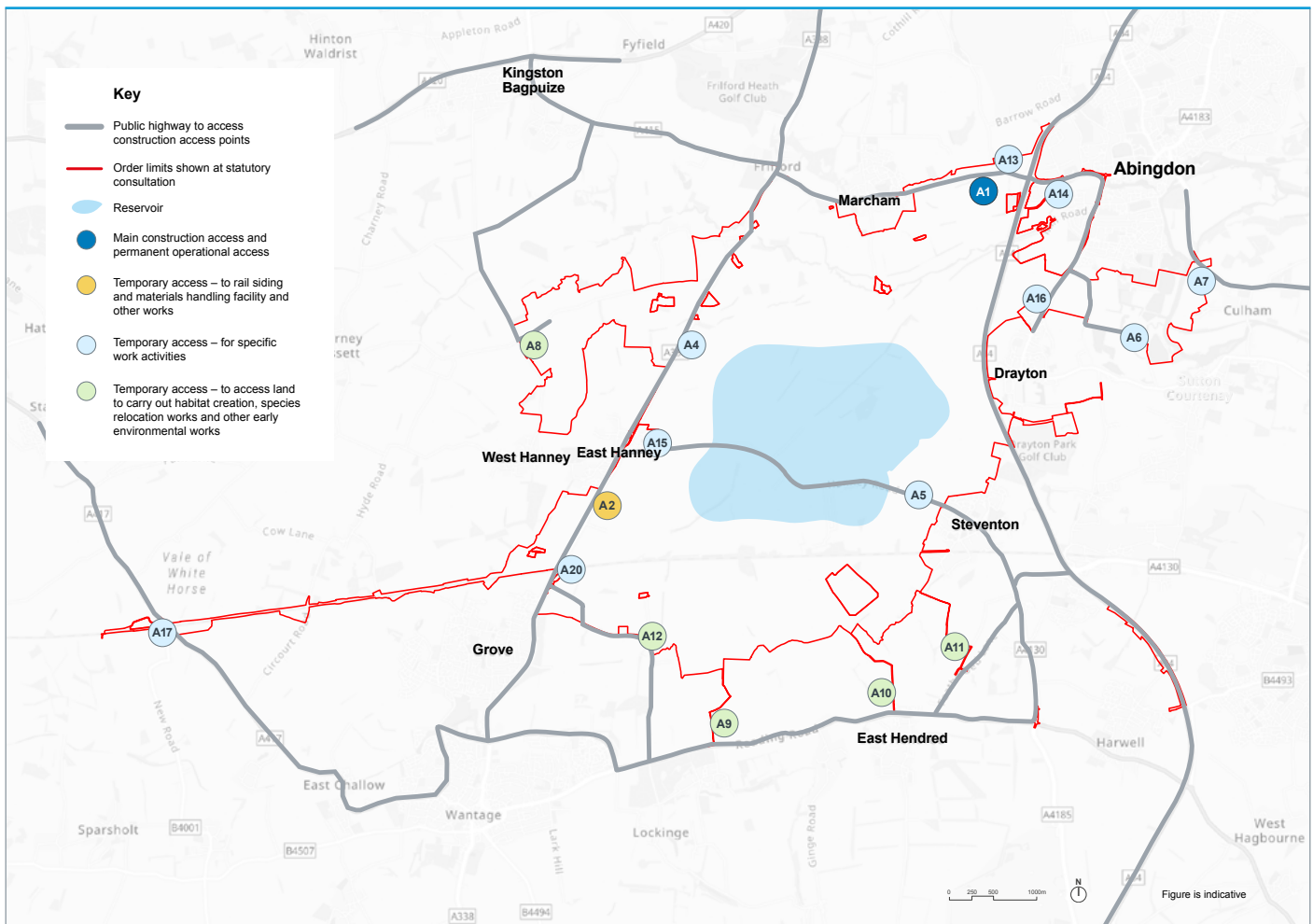


Developing our plans for access points for the proposed construction of White Horse Reservoir: Mapbook

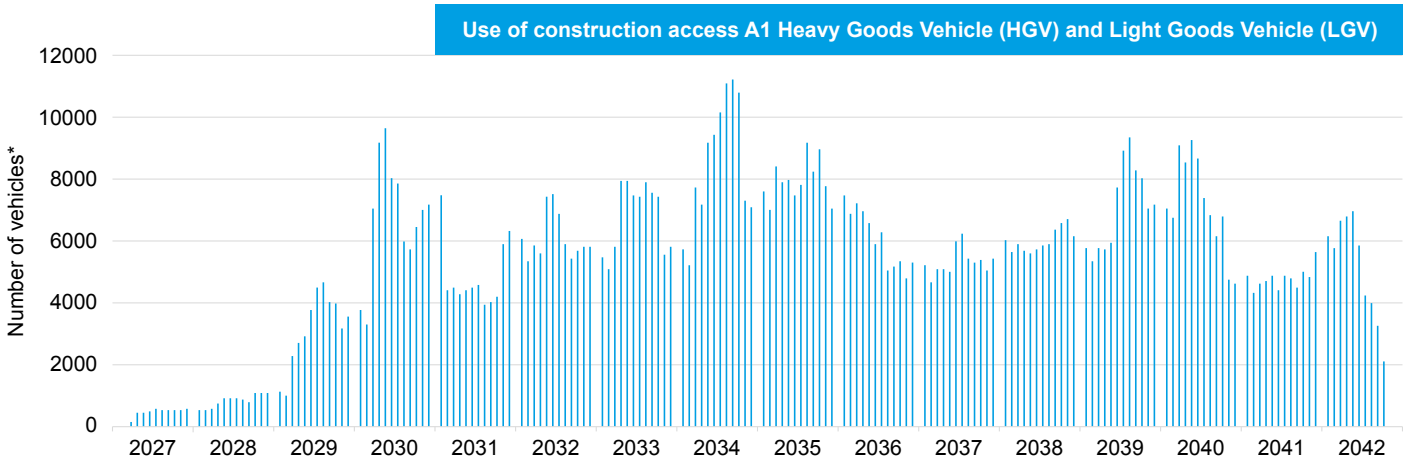
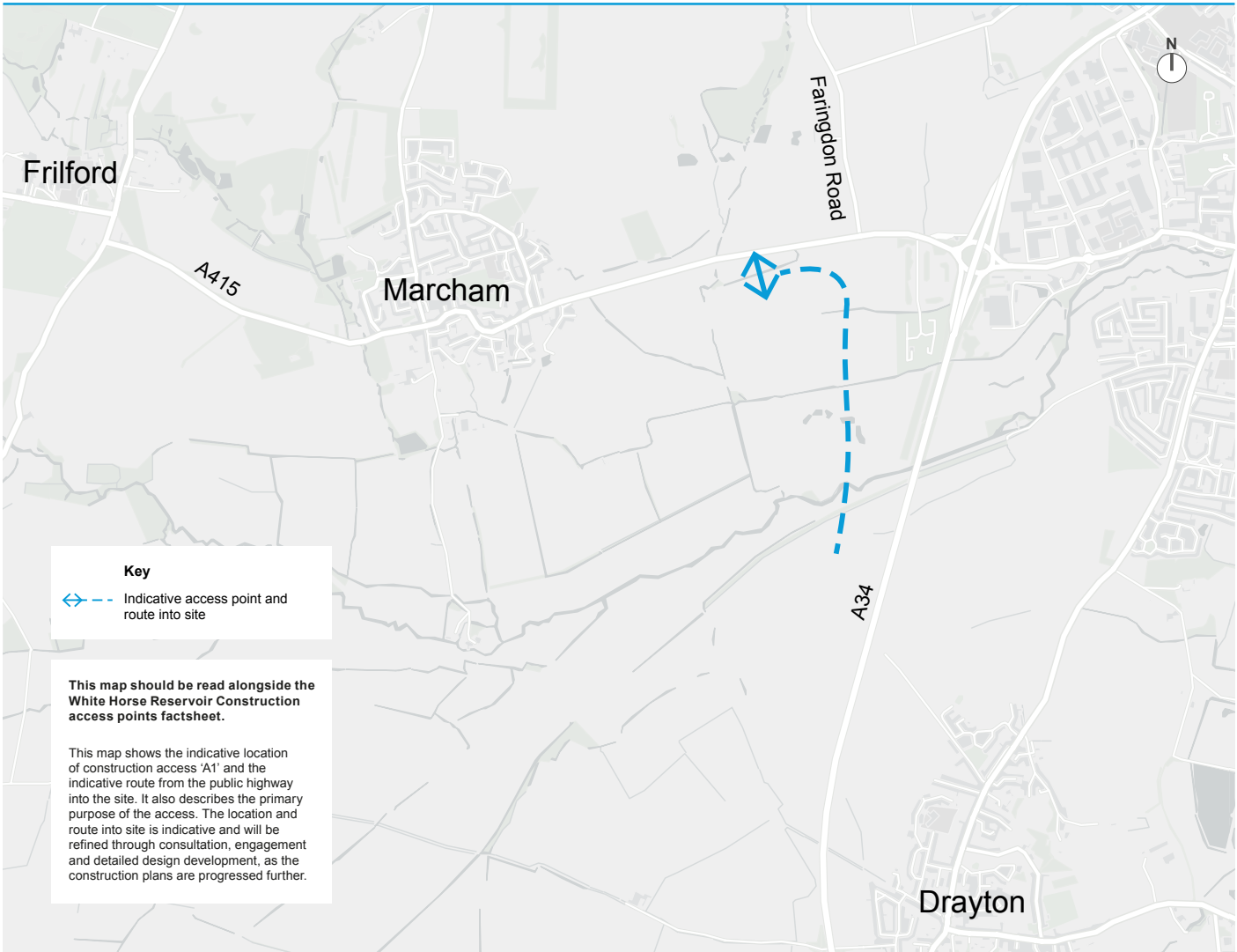
September 2026

This mapbook shows indicative locations for construction access for the White Horse Reservoir site. It should be read alongside the accompanying factsheet, which describes the proposals further. The proposed access points are part of consultation with landowners, occupiers and nearby parties who could be affected by the proposals.

Updated plan showing indicative location of construction access points



A1: Main construction access and permanent operational access

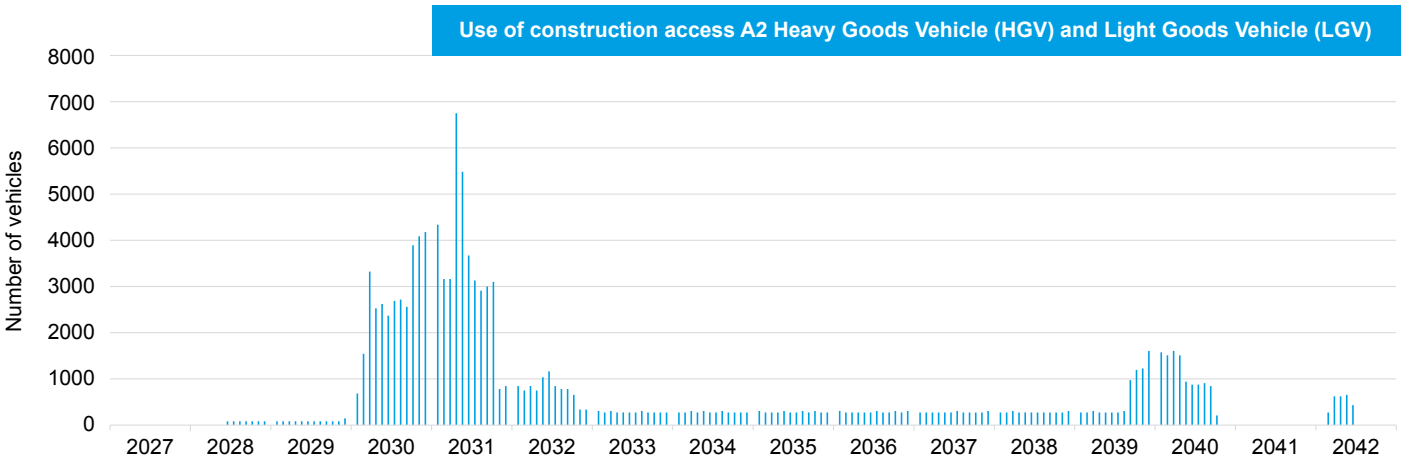
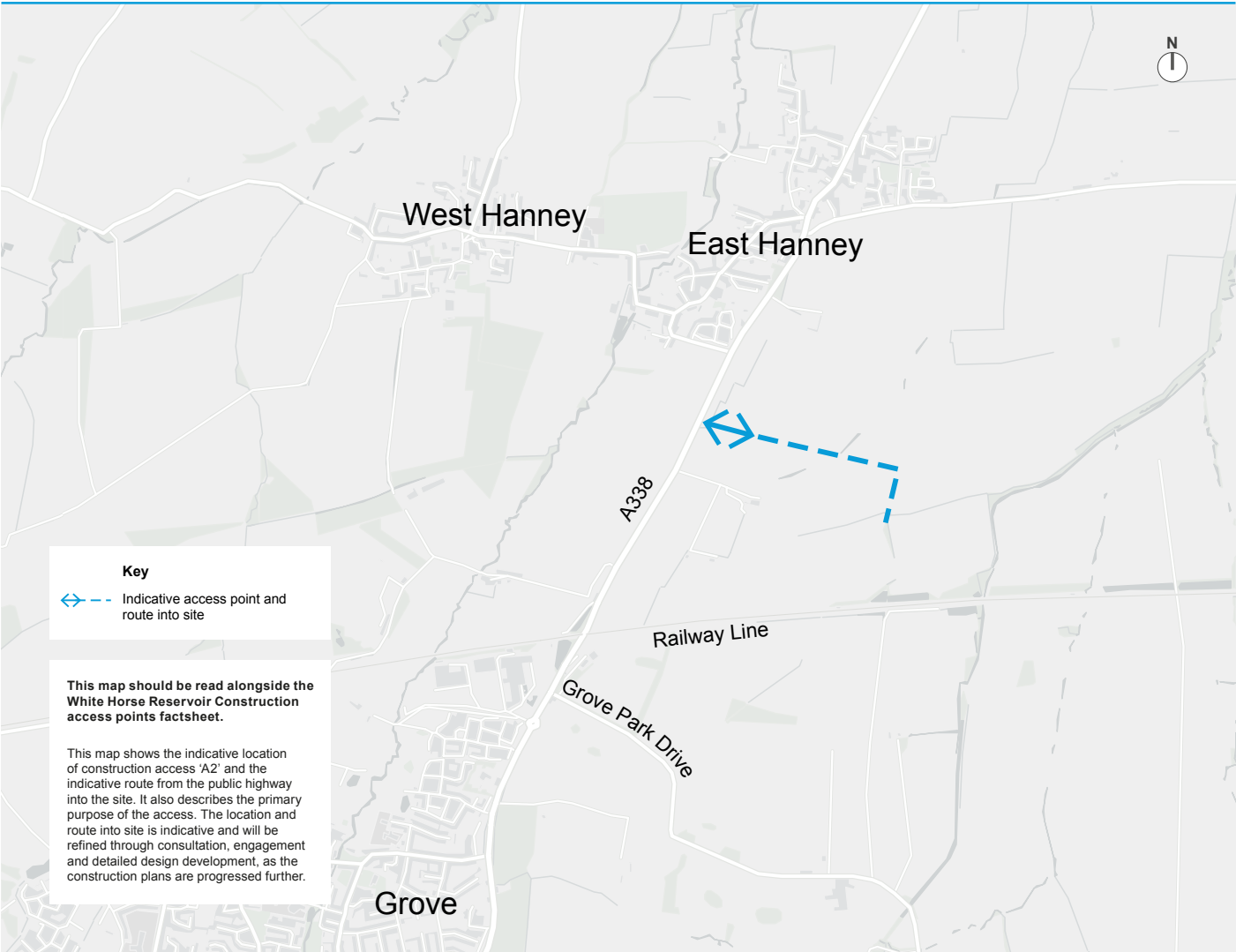


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 60 HGV movements per hour and 41 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A2: Temporary access to rail sidings and material handling facility and other works



*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

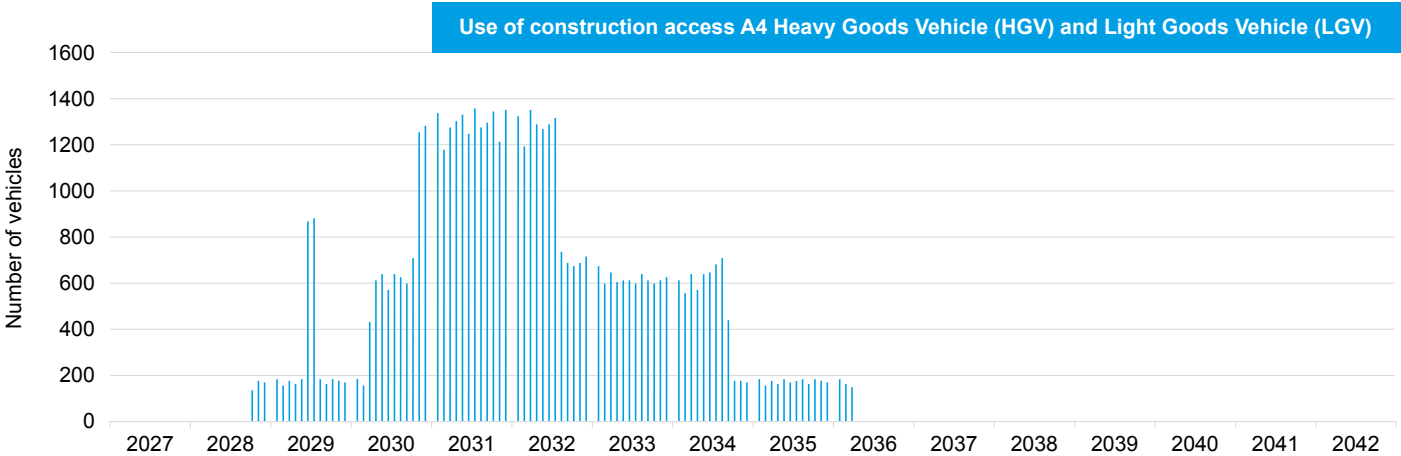
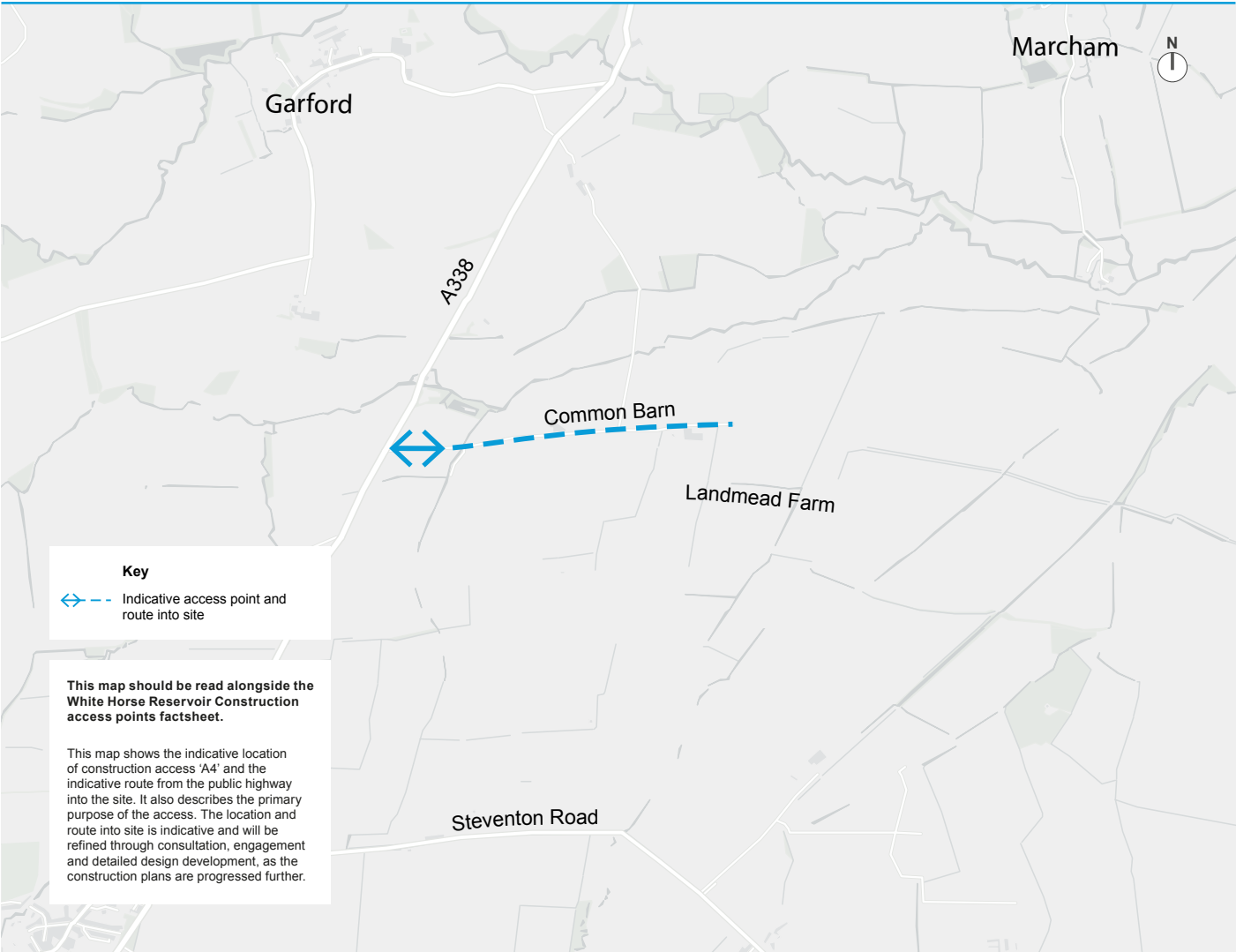
The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 51 HGV movements per hour and 6 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A3

A3 access point identified as needed during our statutory consultation last year, but has since been combined with access A2.

A4: Temporary access to land for works associated with the eastern wetlands

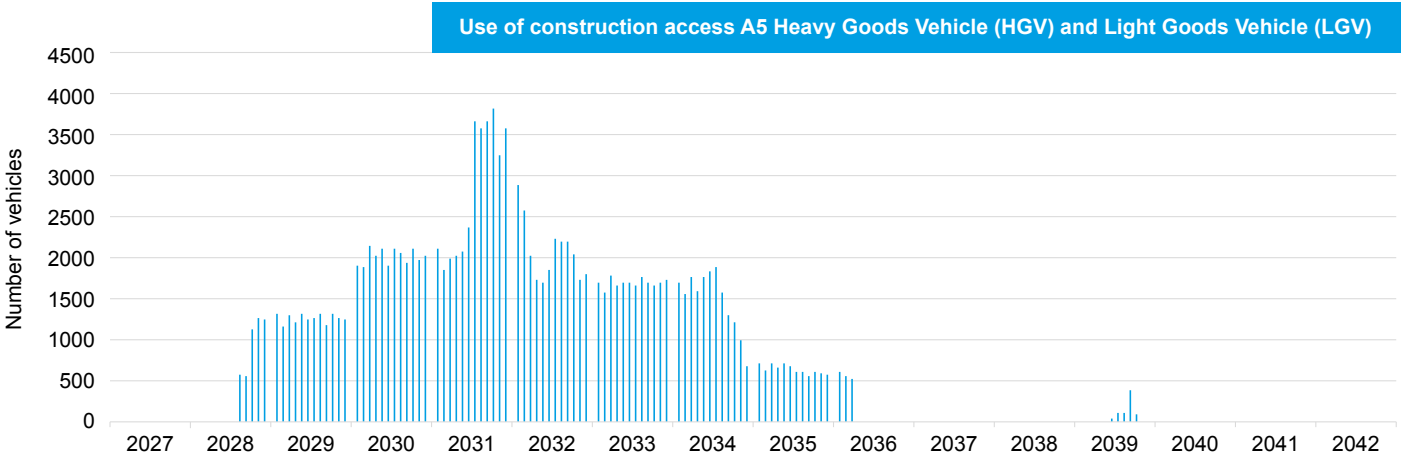
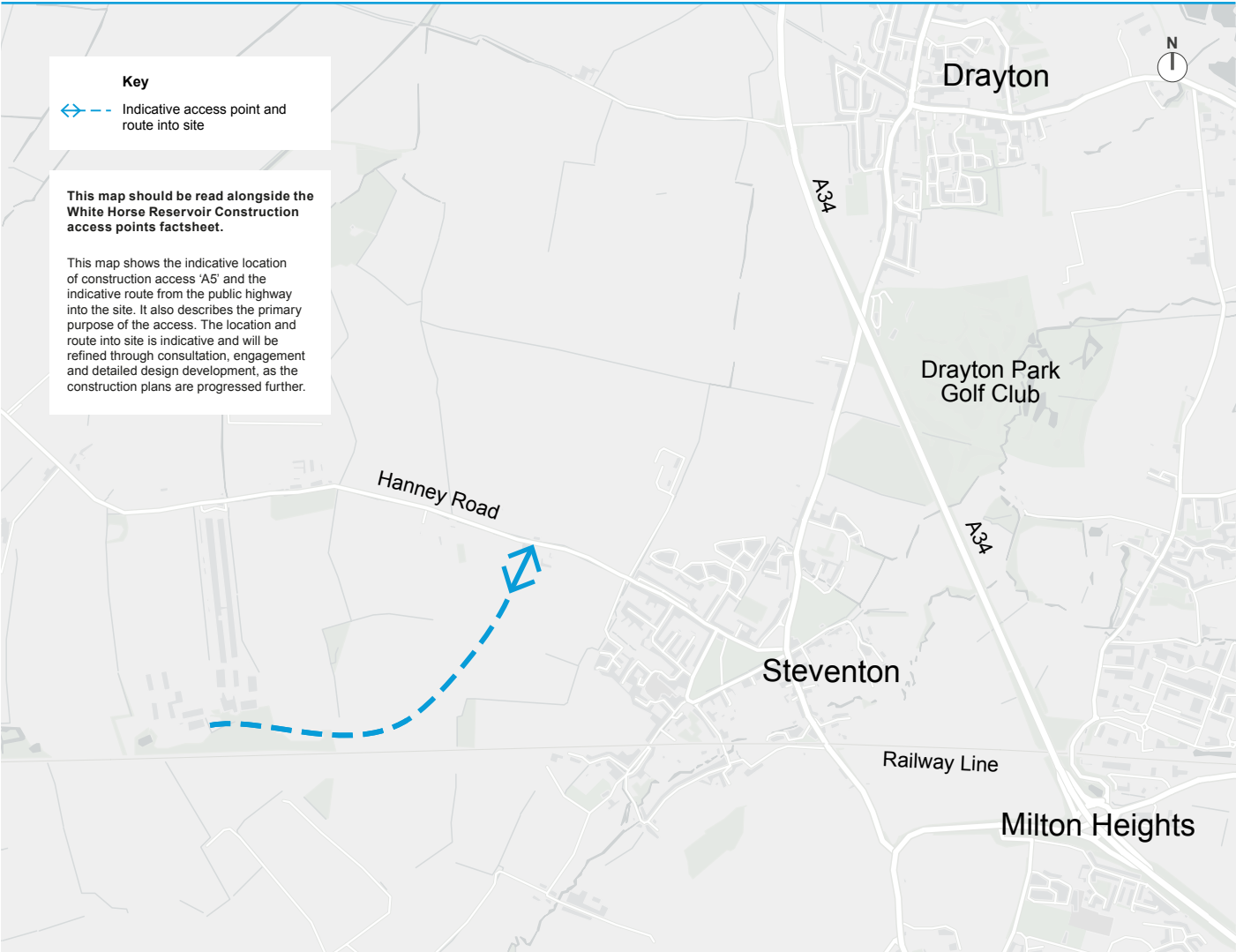


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 6 HGV movements per hour and 7 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A5: Temporary access to works at the eastern end of the East Hanney to Steventon road diversion realignment

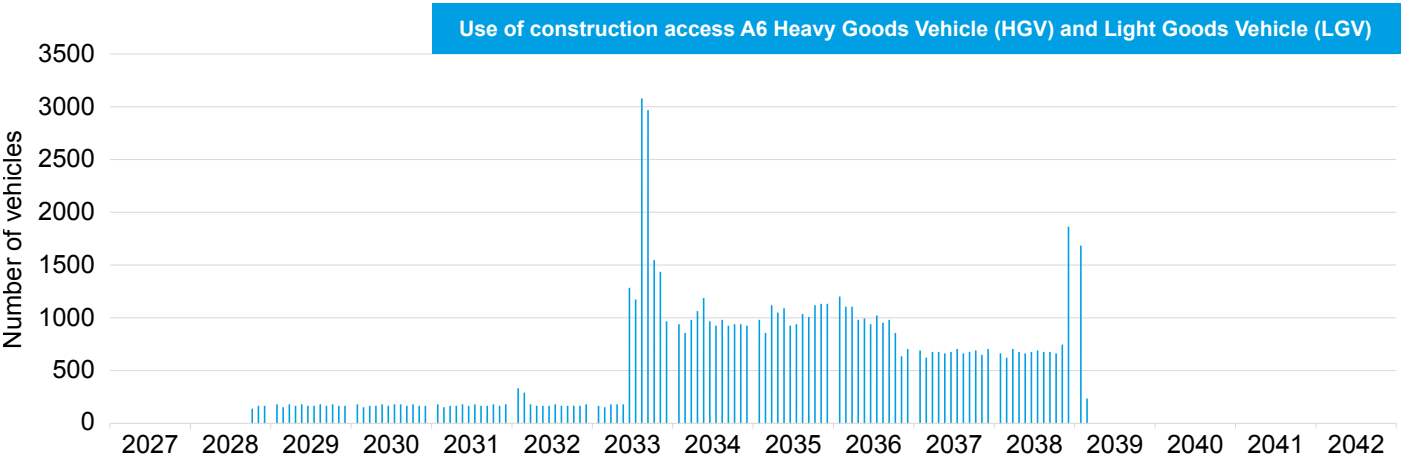
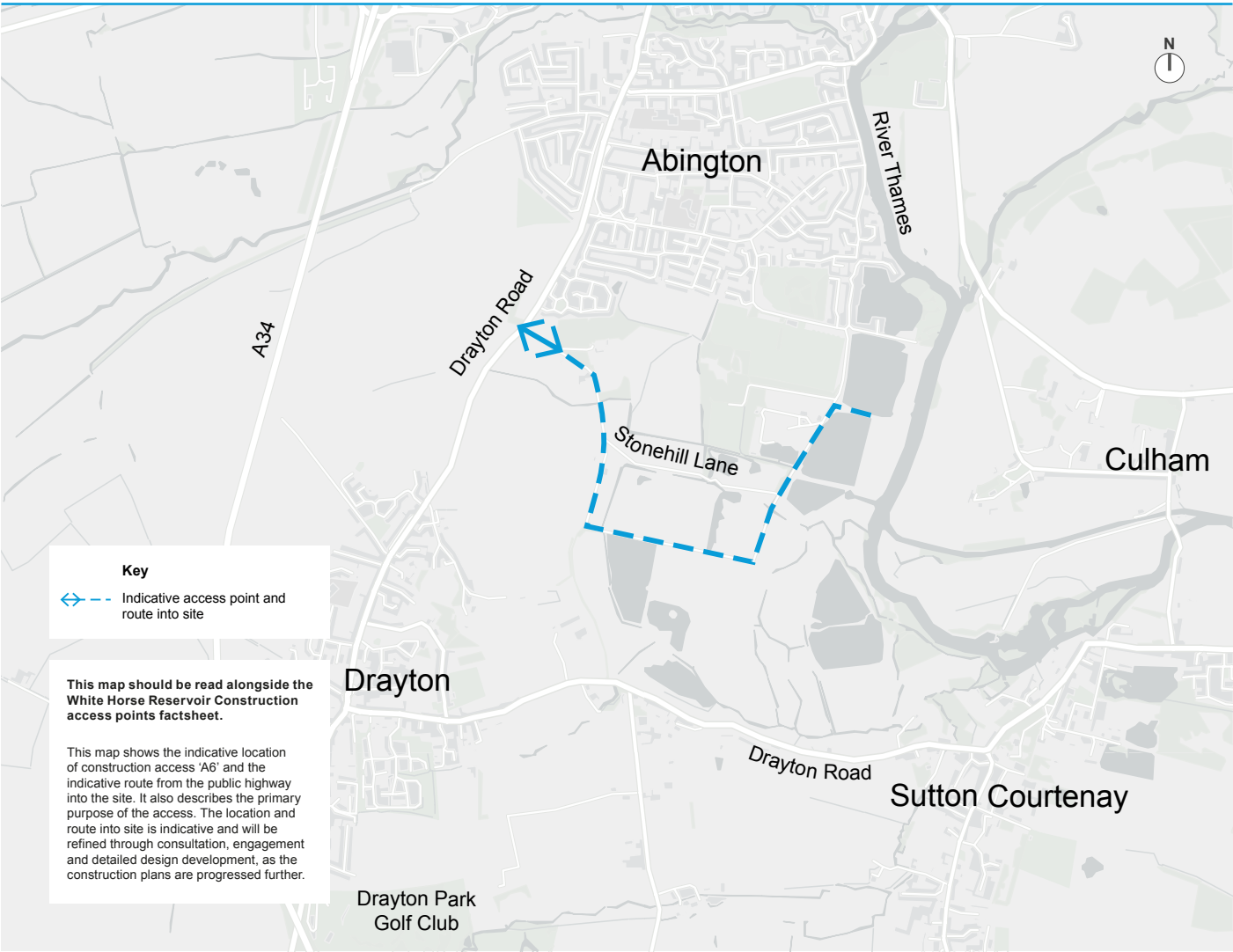


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 16 HGV movements per hour and 16 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A6: Temporary access to set up and access construction compound needed to create the intake-outfall structure on the River Thames riverbank, and associated work

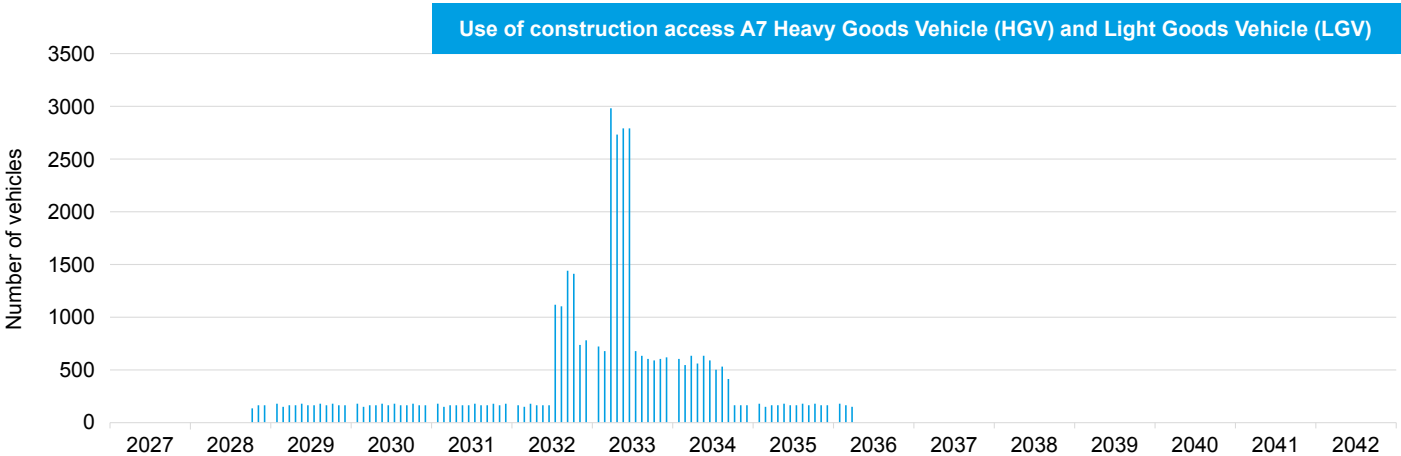
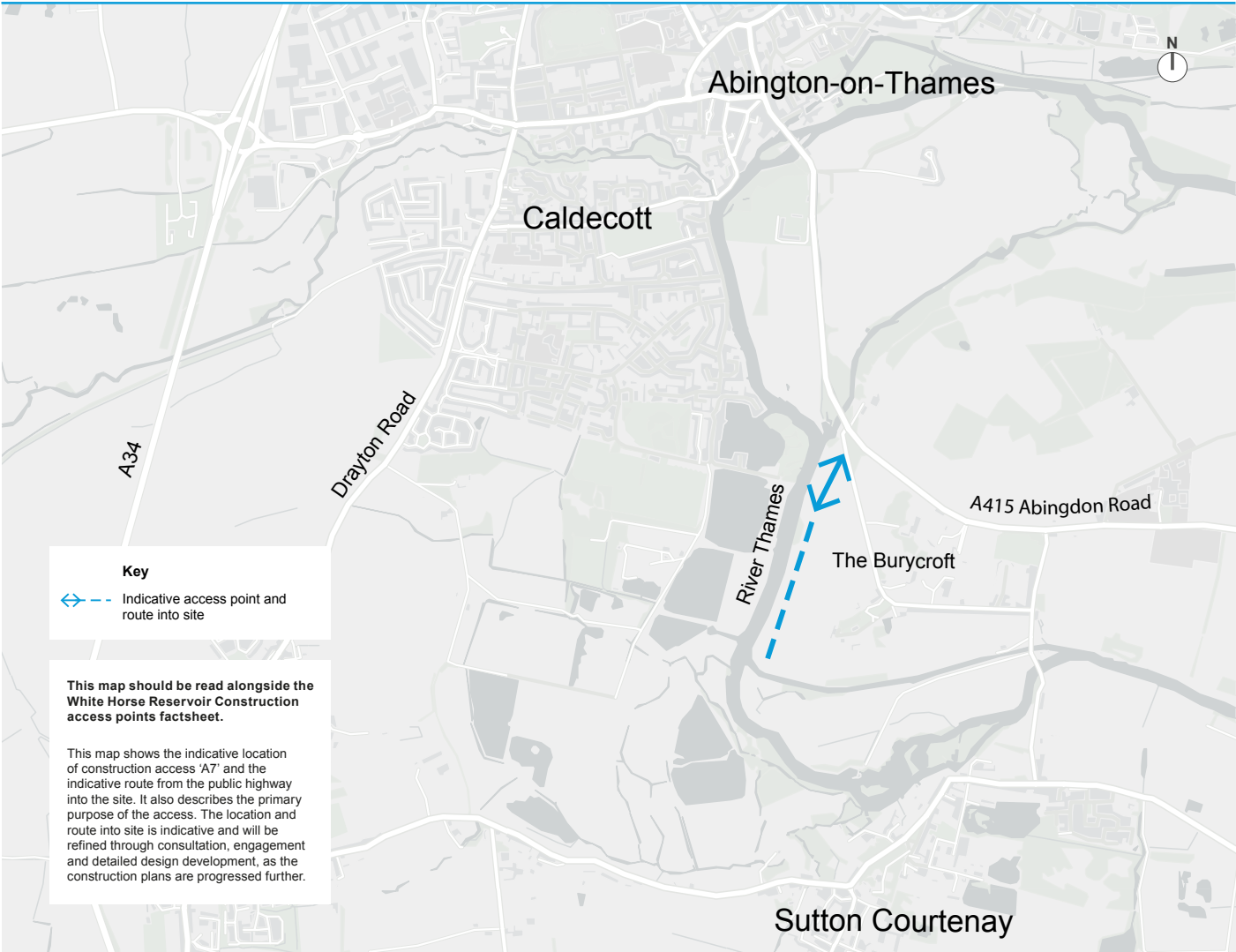


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 24 HGV movements per hour and 6 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works

A7: Temporary access to land, to establish a berm on the east bank of the River Thames

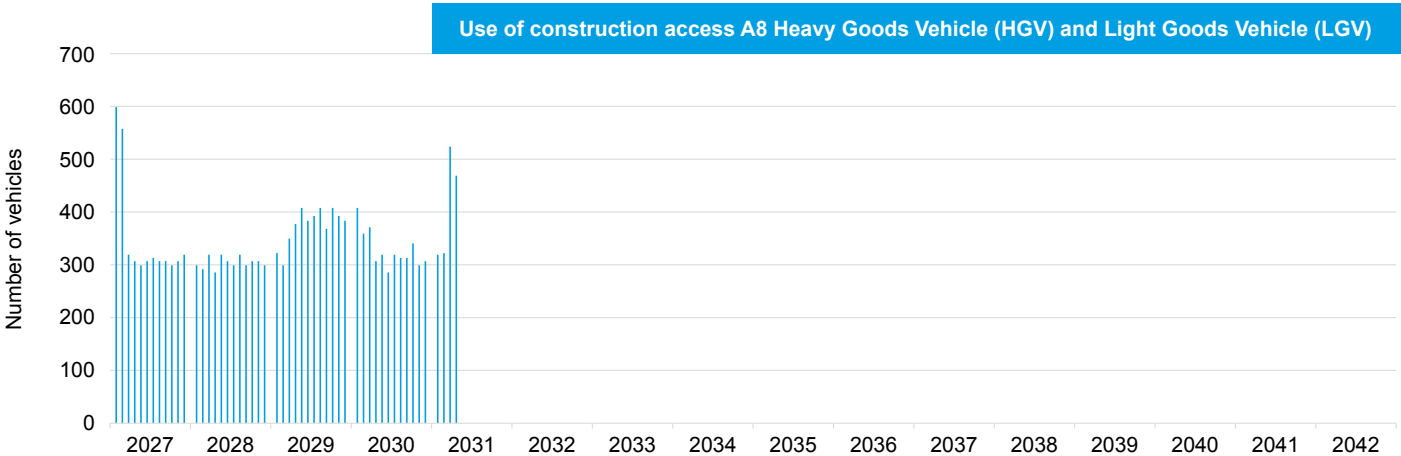
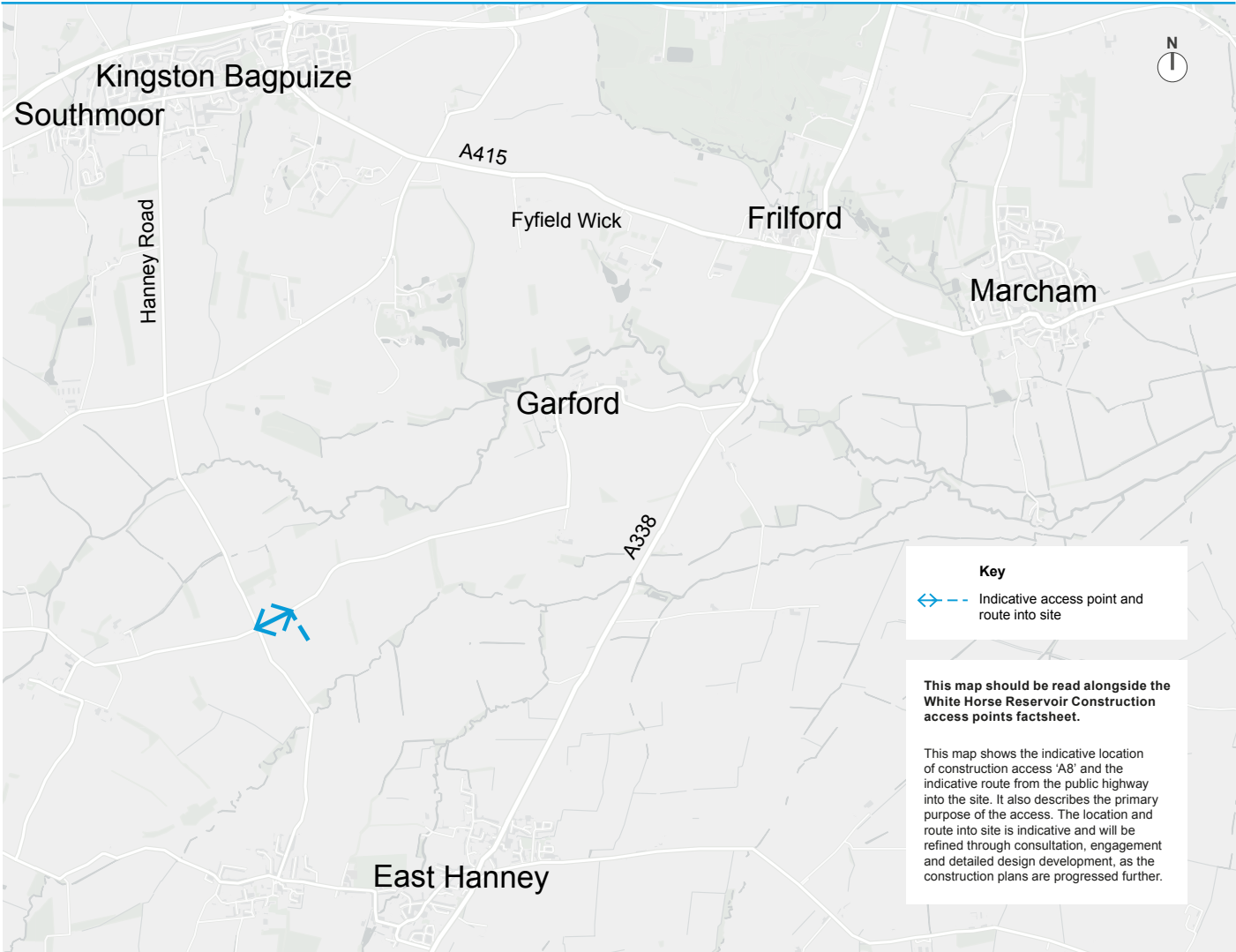


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 21 HGV movements per hour and 4 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A8: Temporary access to land to carry out habitat creation, species relocation works and other early environmental works

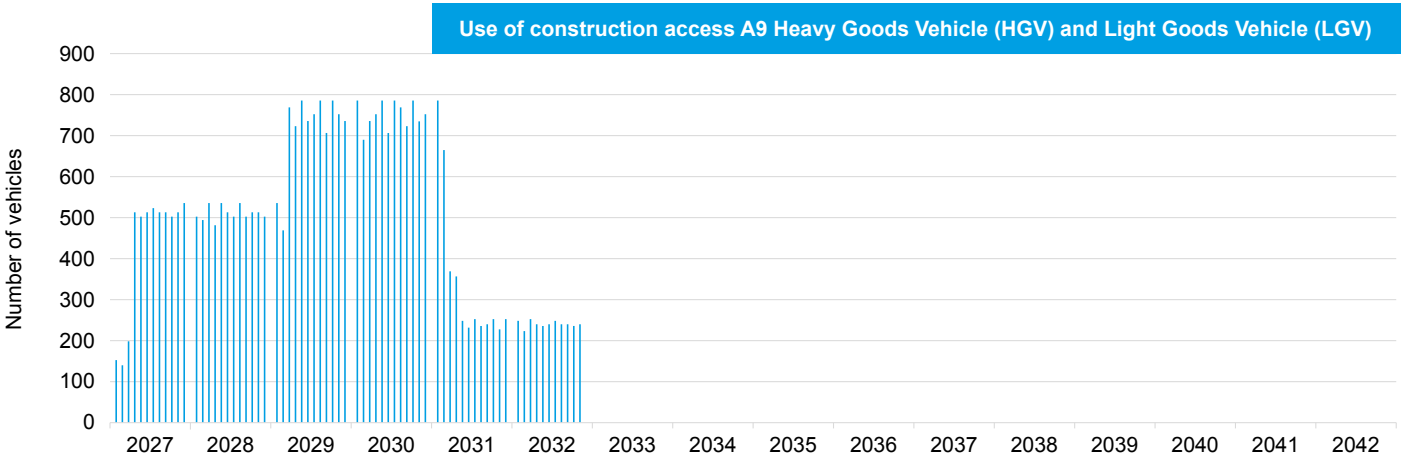
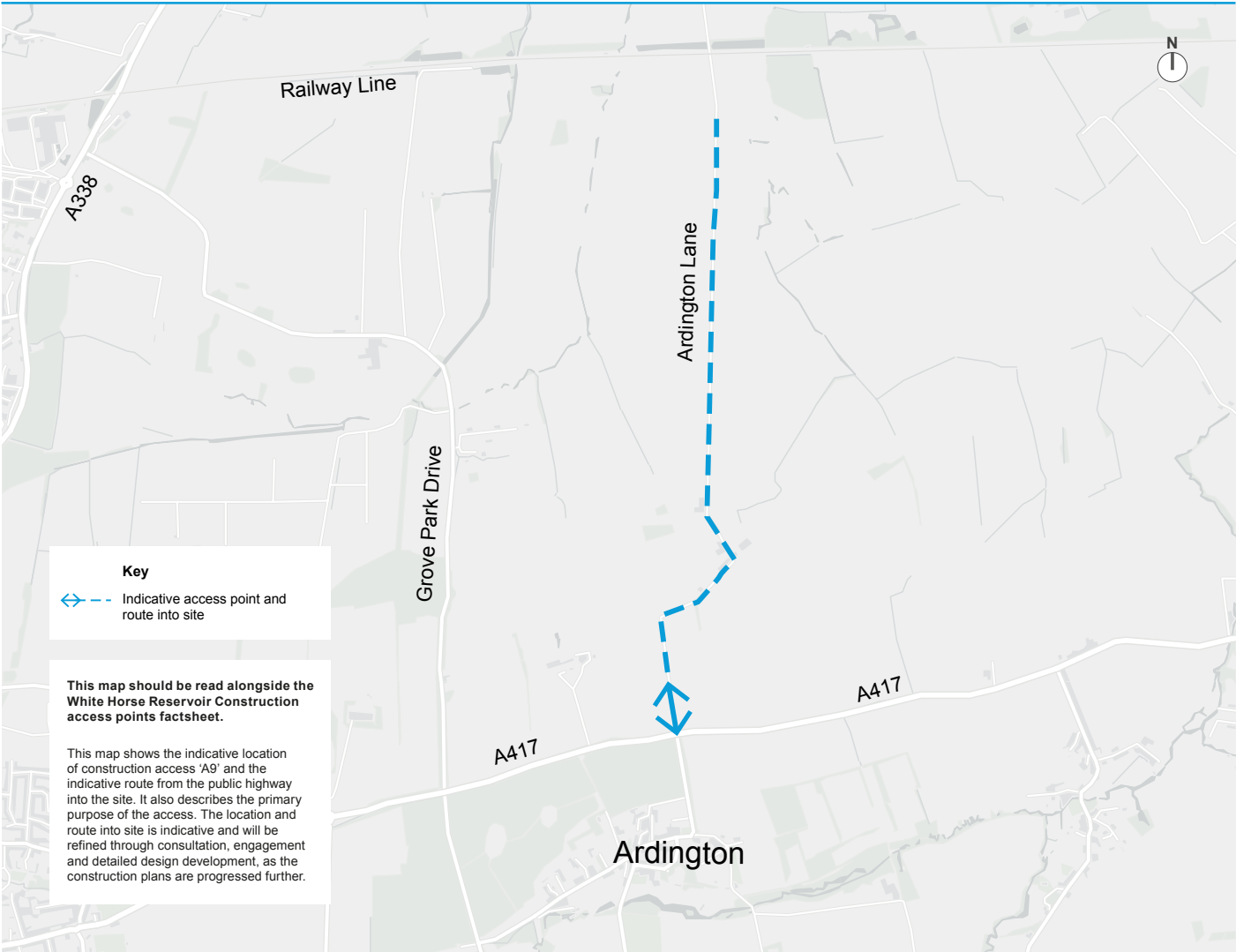


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 8 HGV movements per hour and 3 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A9: Temporary access to land to carry out habitat creation, species relocation works and other early environmental works

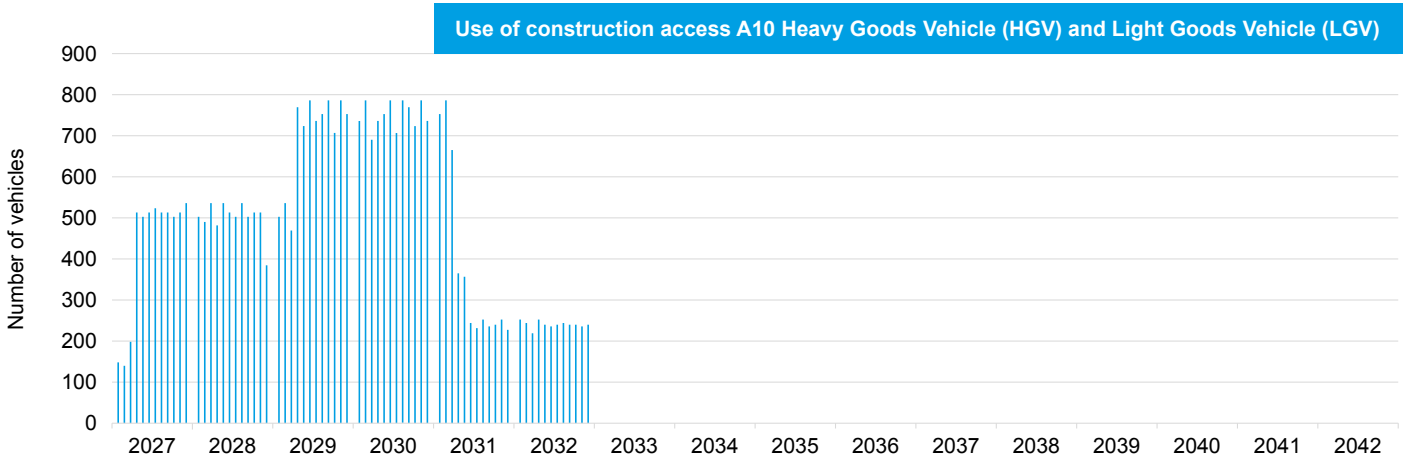
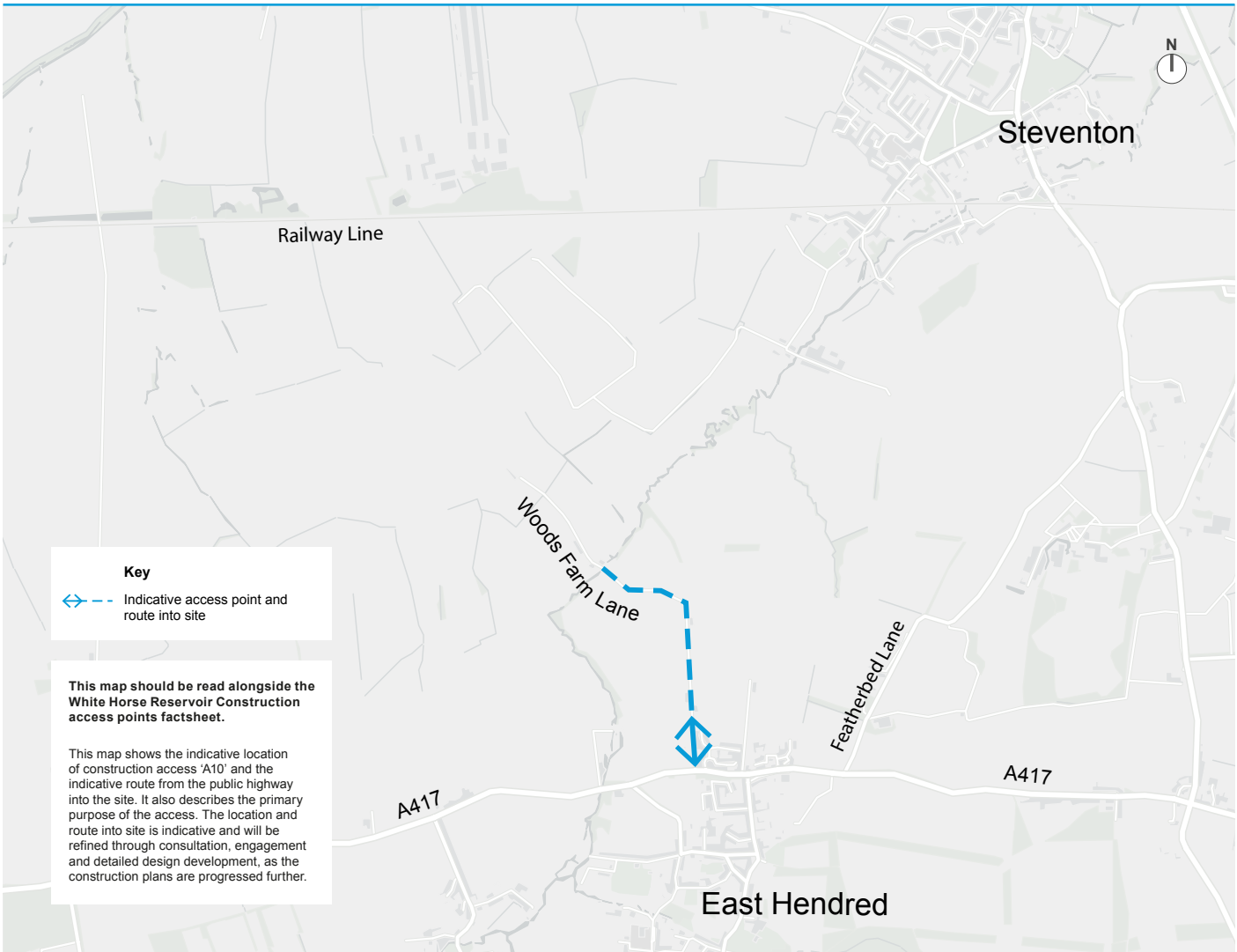


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 1 HGV movements per hour and 6 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A10: Temporary access to carry out habitat creation, species relocation works and other early environmental works

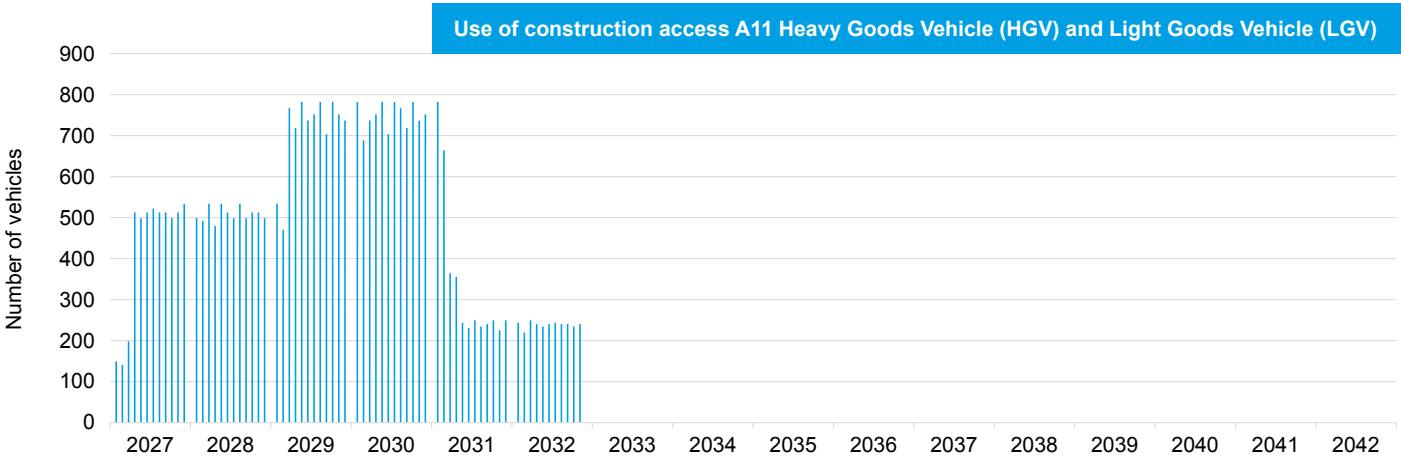
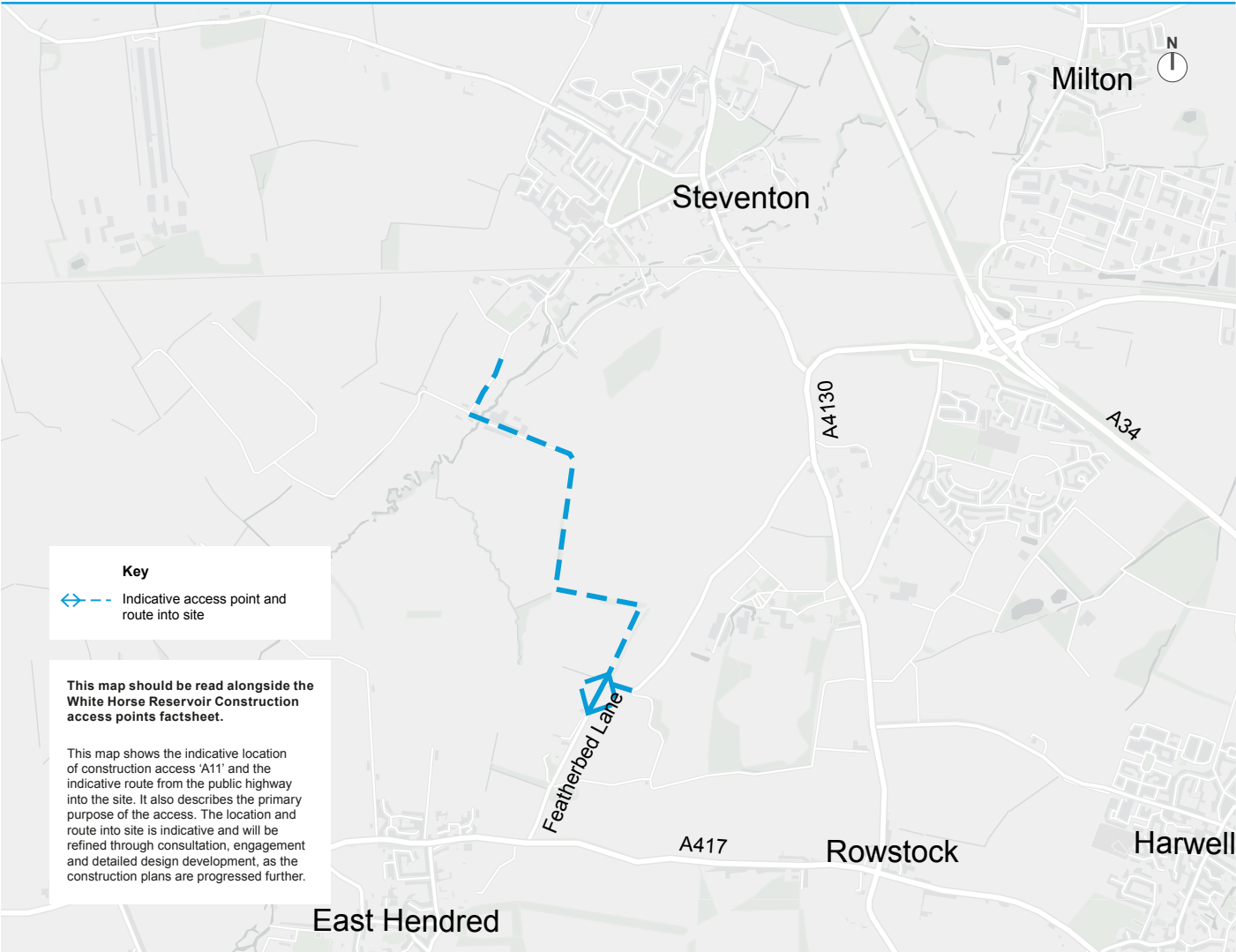


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 1 HGV movements per hour and 6 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A11: Temporary access to land to carry out habitat creation, species relocation works and other early environmental works

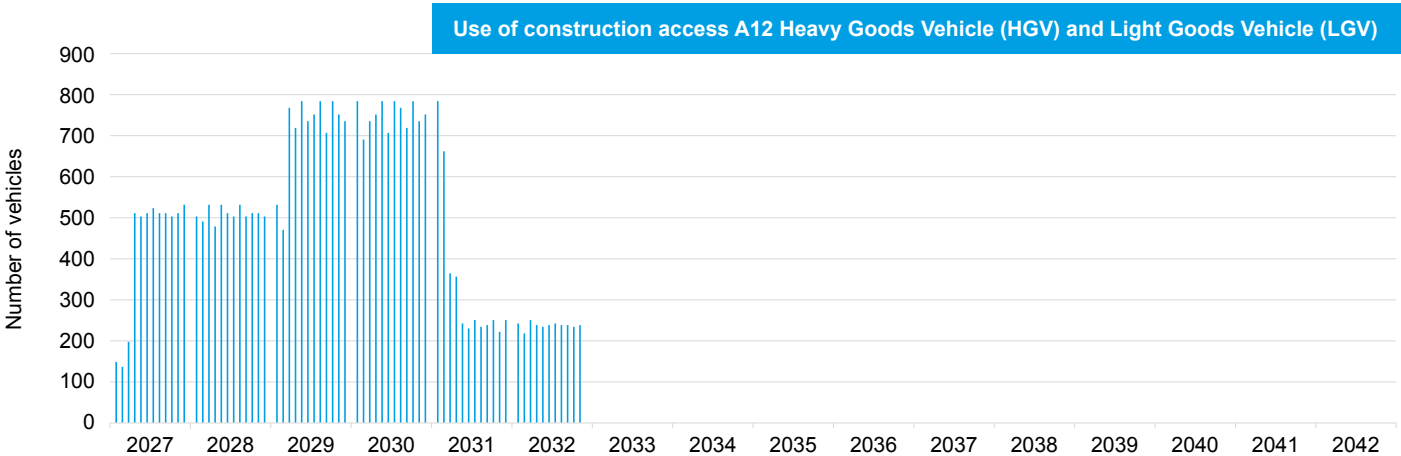
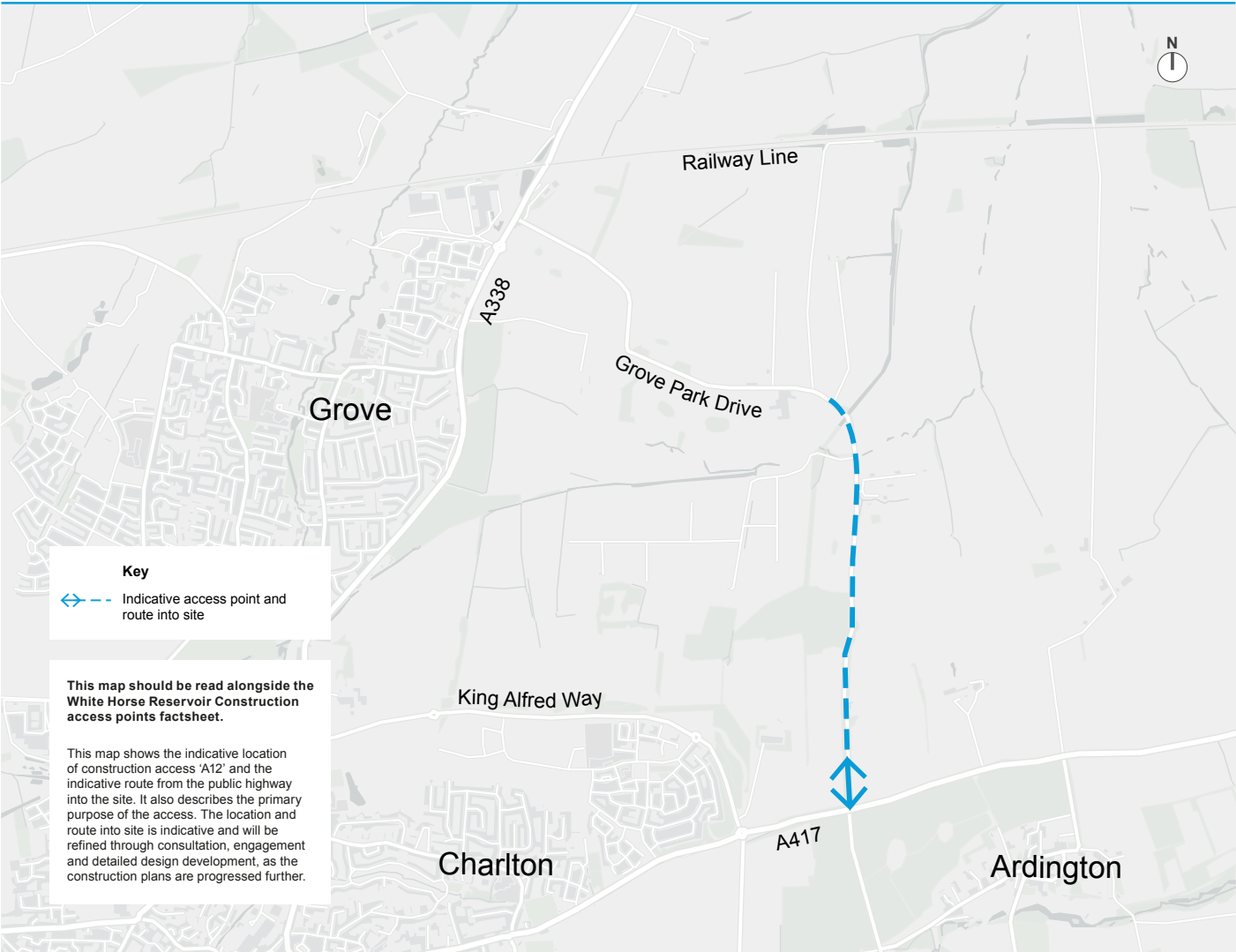


*Anticipated number of HG and LG vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 1 HG movements per hour and 6 LG movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A12: Temporary access to land to carry out habitat creation, species relocation works and other early environmental works

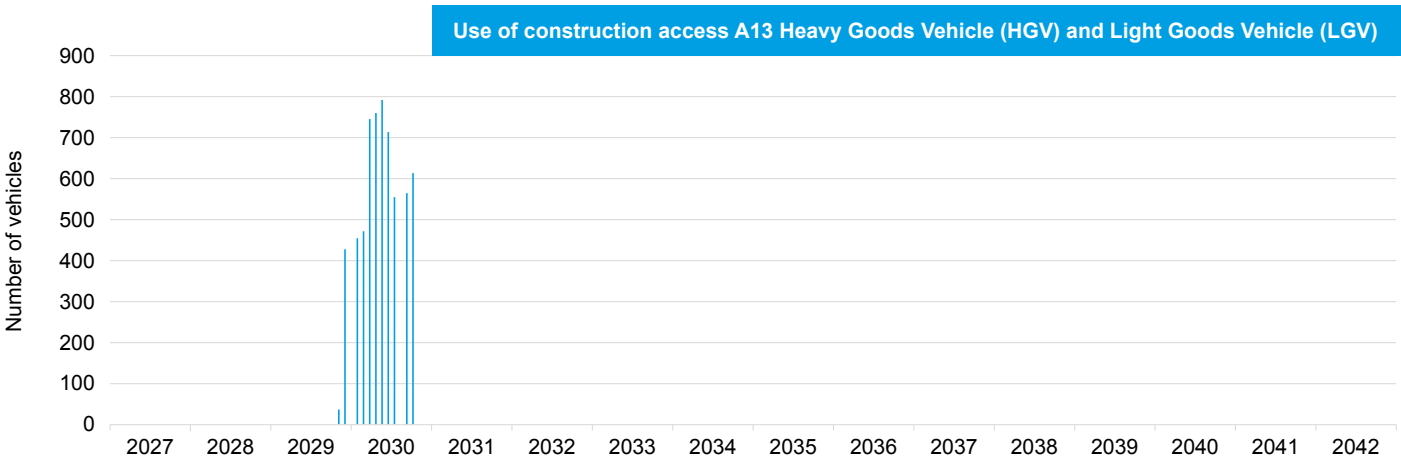
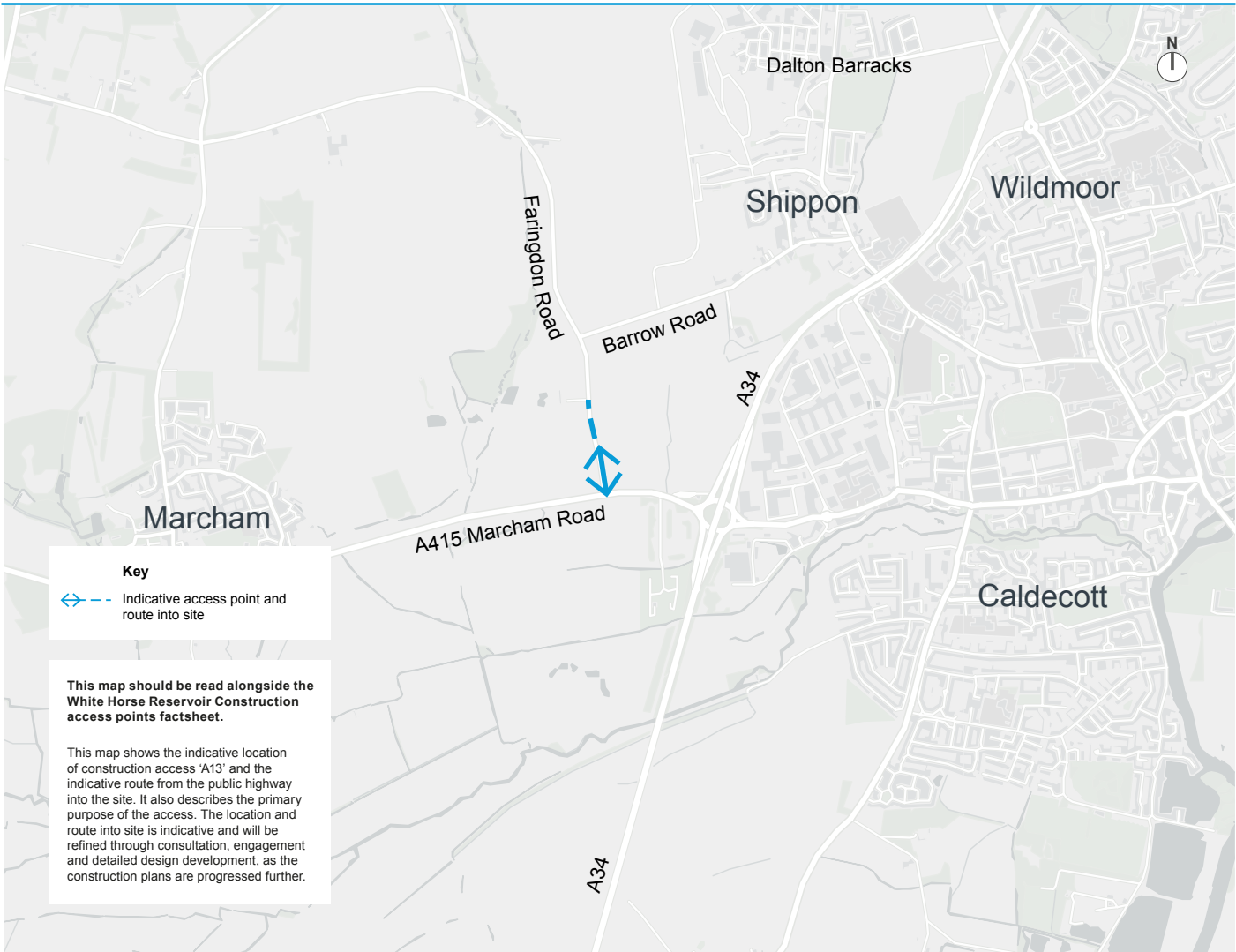


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 1 HGV movements per hour and 6 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A13: Temporary access to set up and access a construction compound for the A34 Marcham Interchange works (west) and A415 Marcham Road roundabout

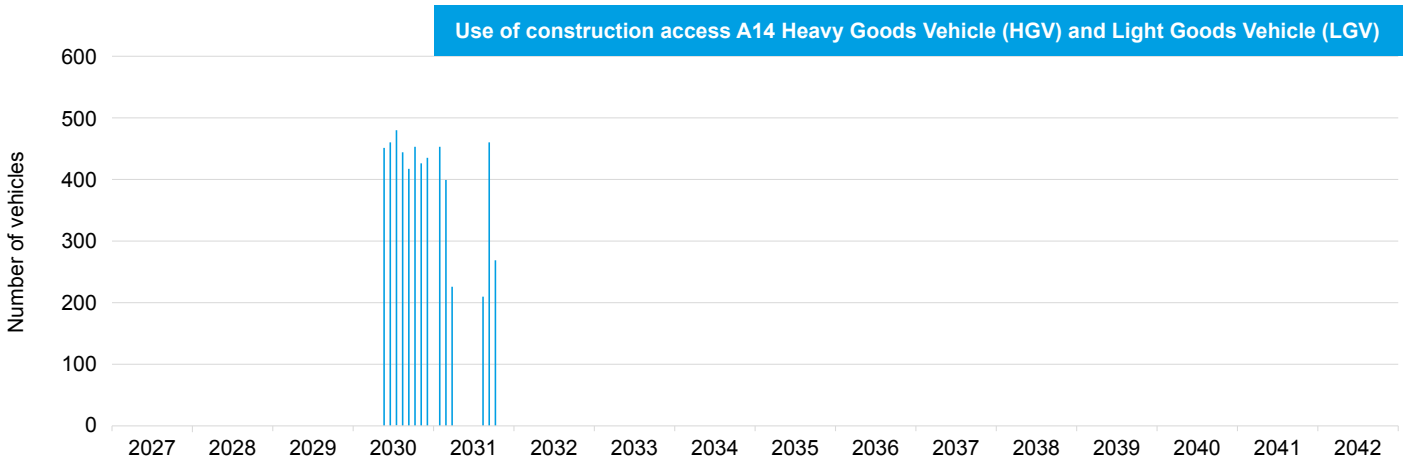
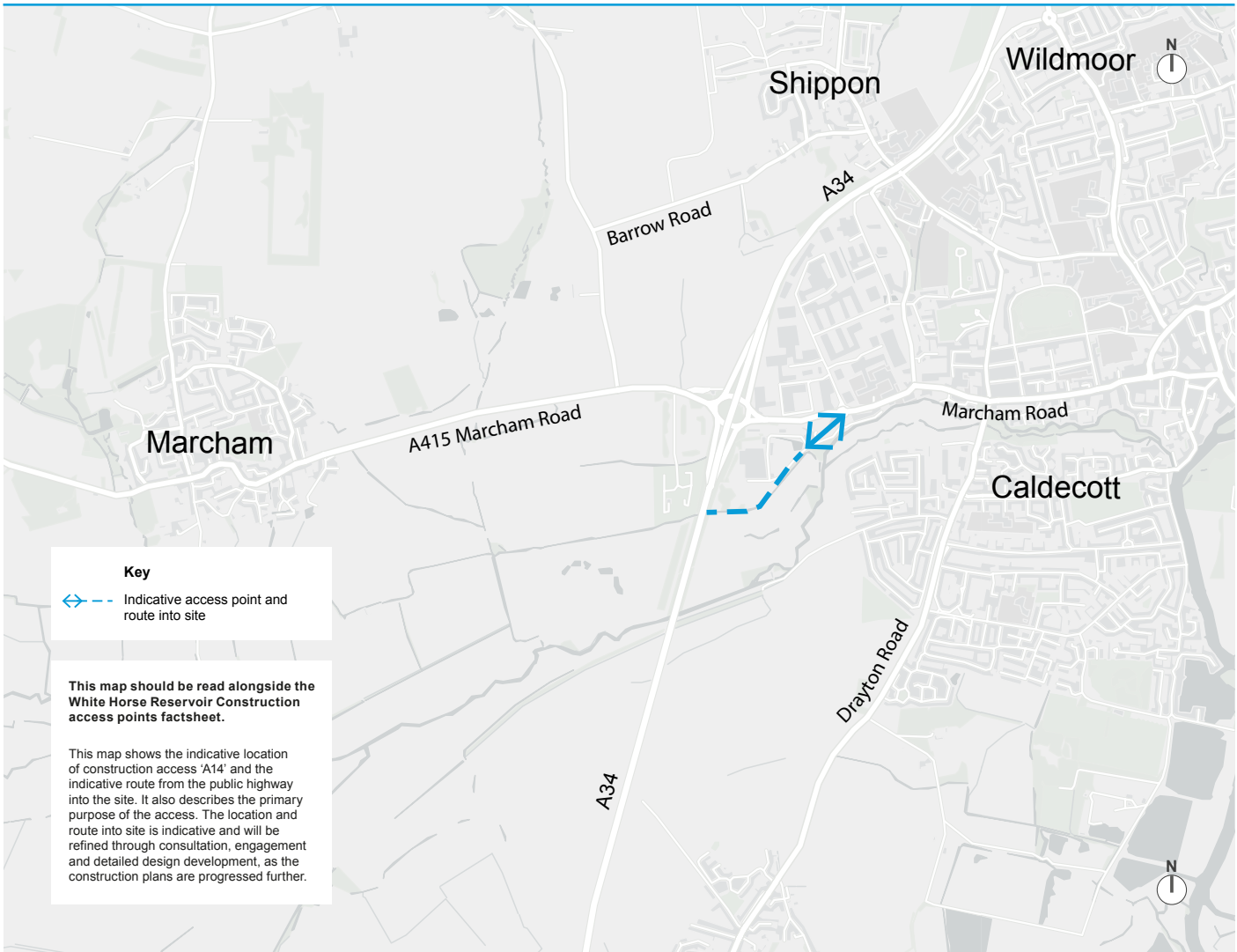


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 5 HGV movements per hour and 3 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A14: To set and access a construction compound for the A34 Marcham Interchange works (east)

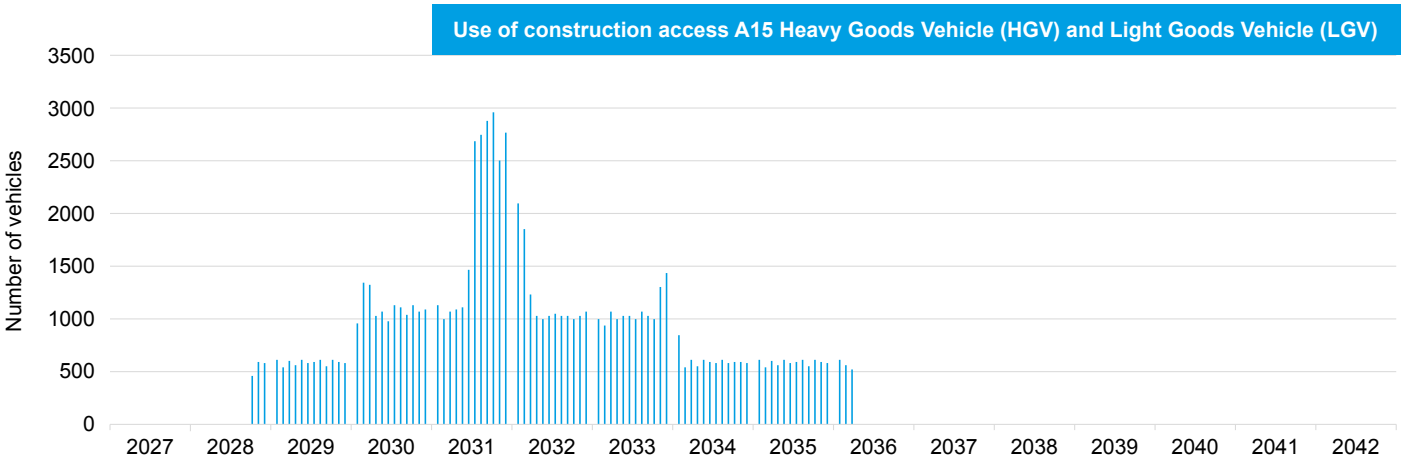
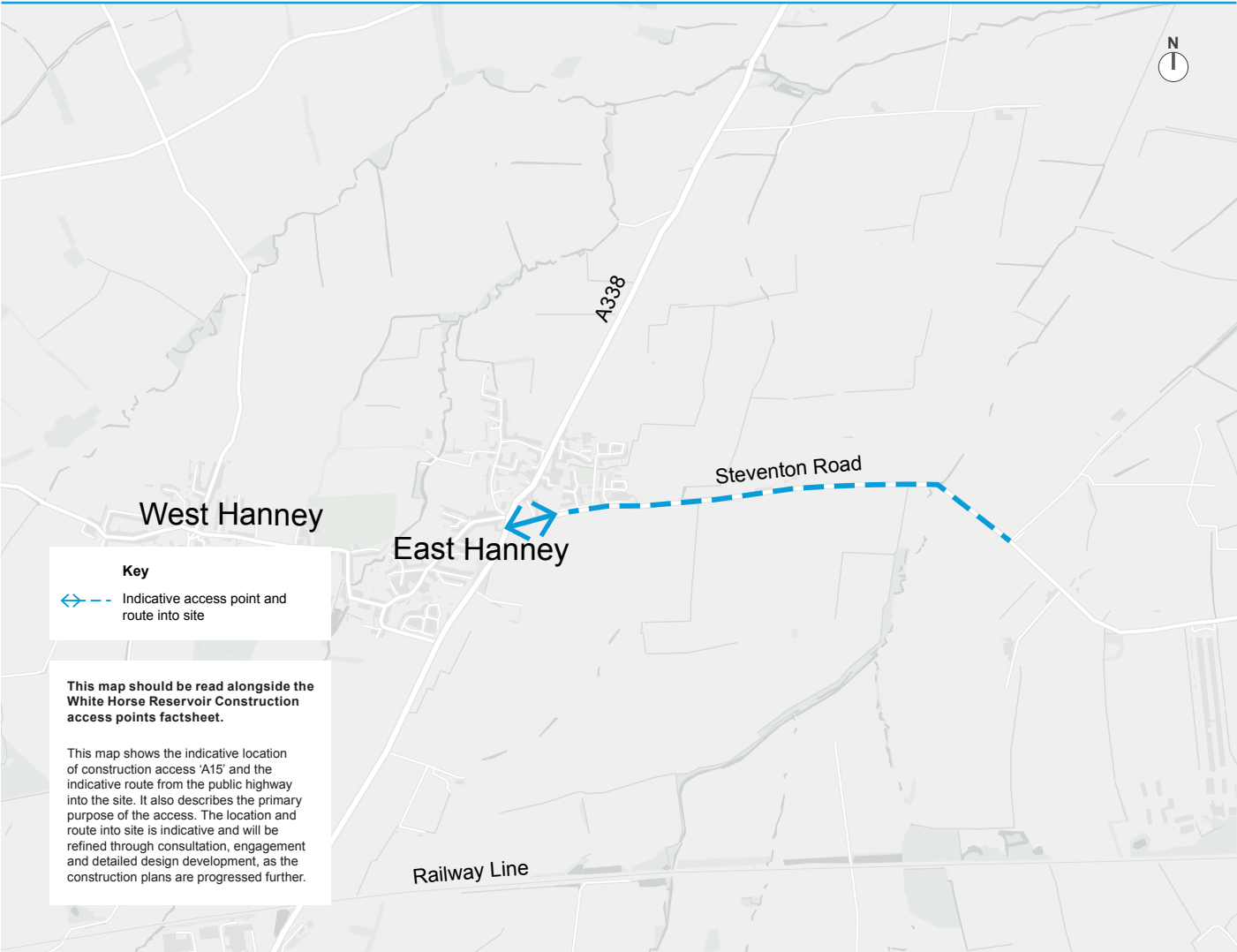


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 4 HGV movements per hour and 3 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A15: Temporary access to set up and access a construction compound for works at the western end of the East Hanney to Steventon road realignment, and undertake works including a trial embankment, ecology works, archaeological investigations, utility diversion and demolition works

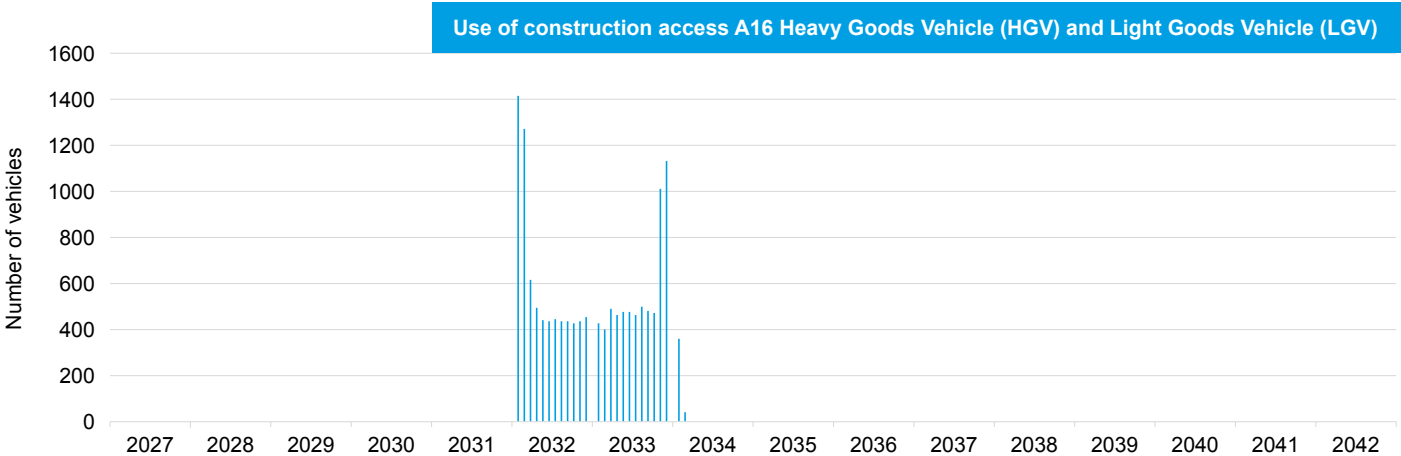
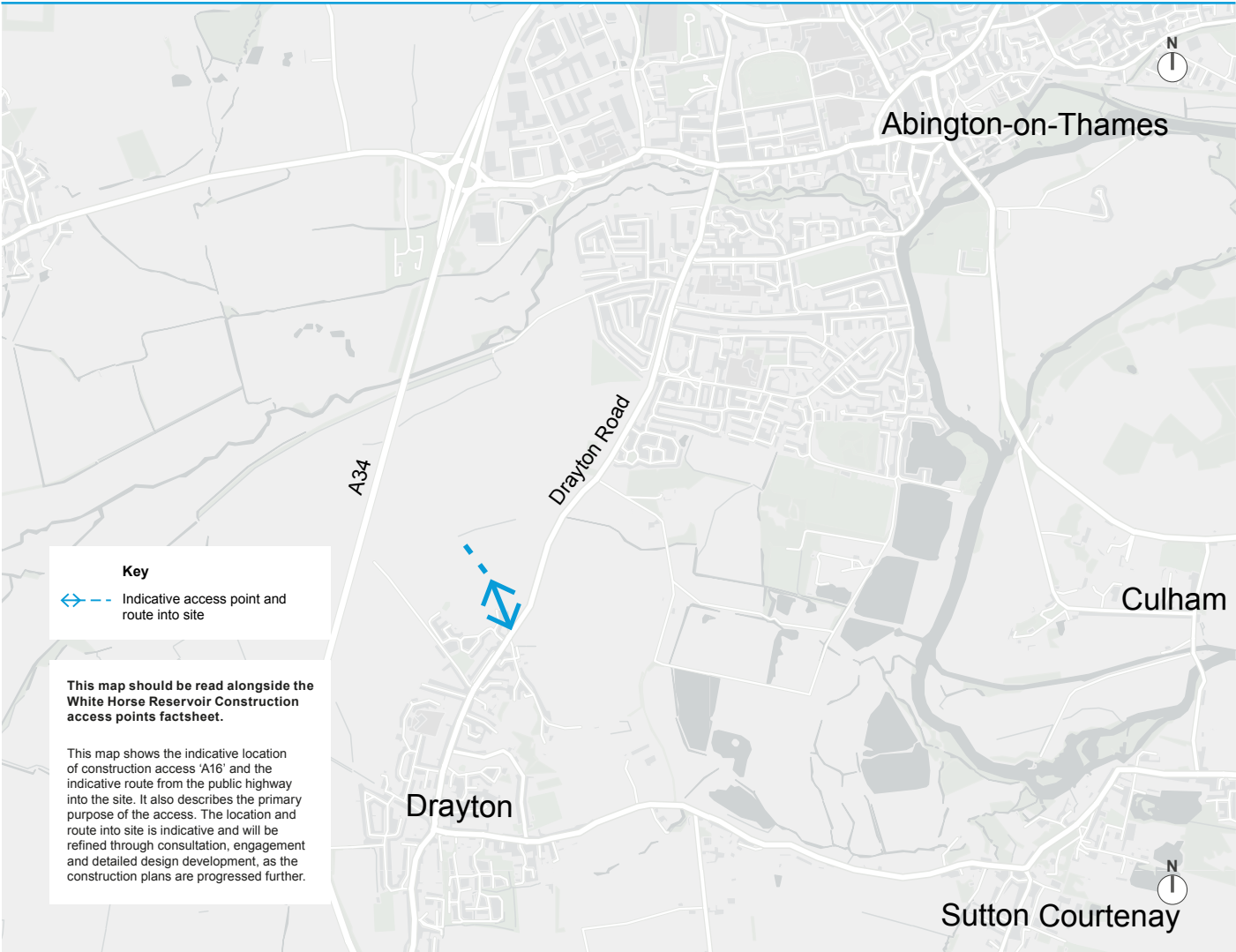


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 14 HGV movements per hour and 11 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A16: Temporary access to set up and access construction compound for works associated with the intermediate shaft for the river tunnel

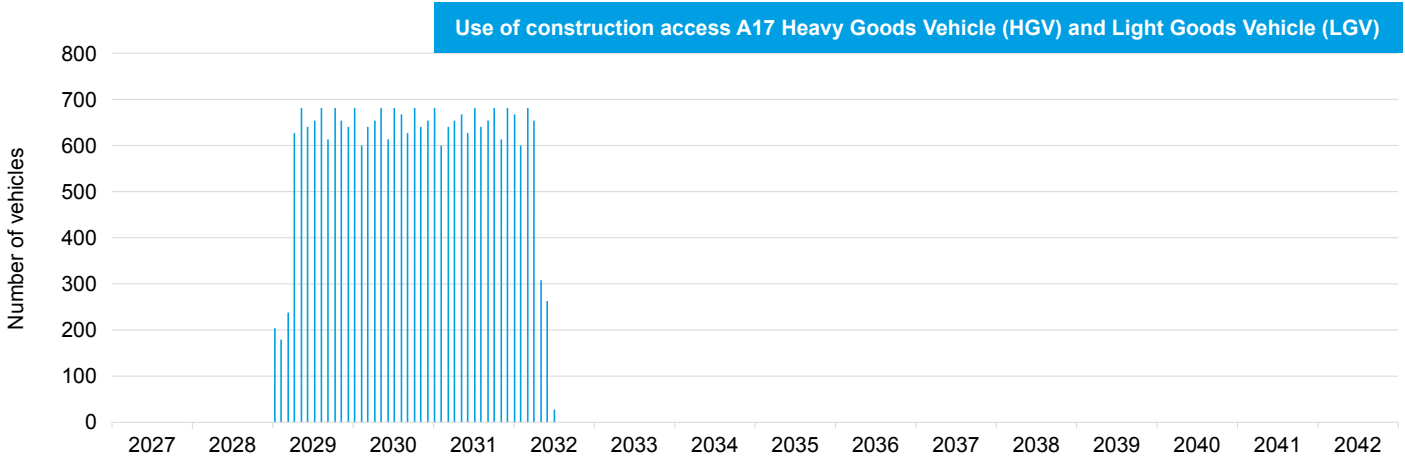
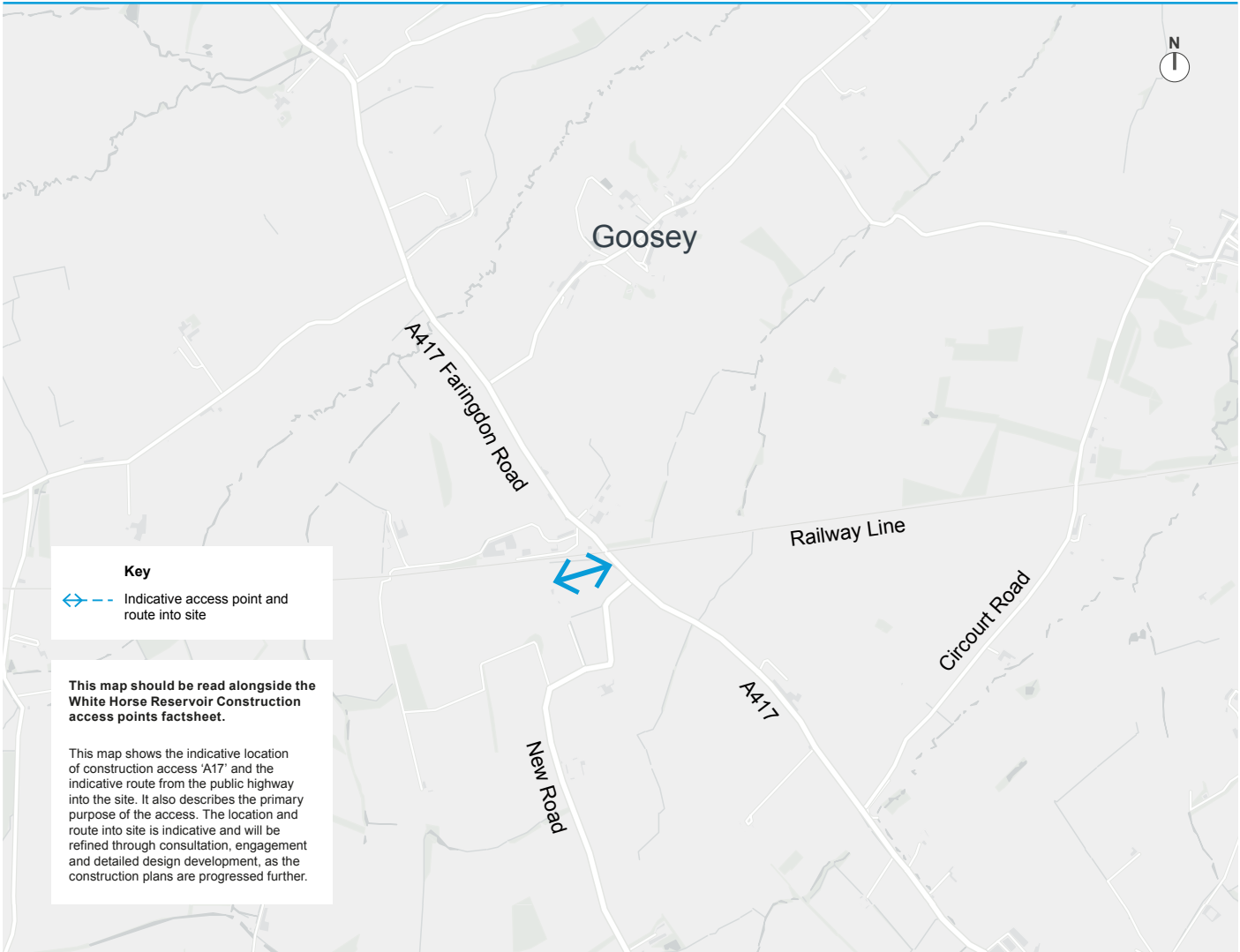


*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 12 HGV movements per hour and 3 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.

A17: Temporary access to set up and access a compound for works to the railway (via Network Rail land)



*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 3 HGV movements per hour and 3 LGV movements per hour.

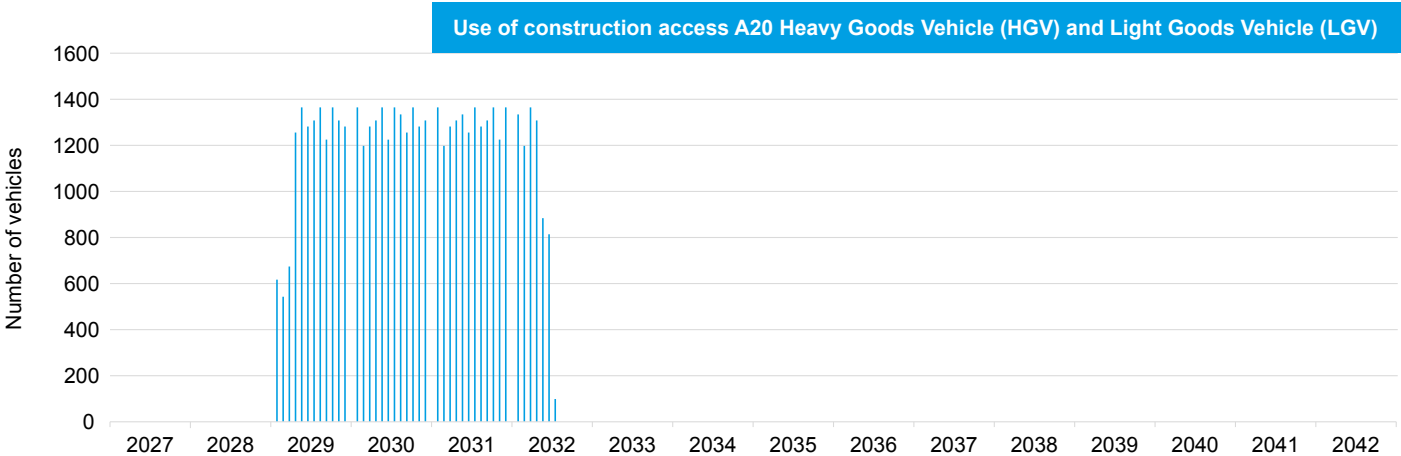
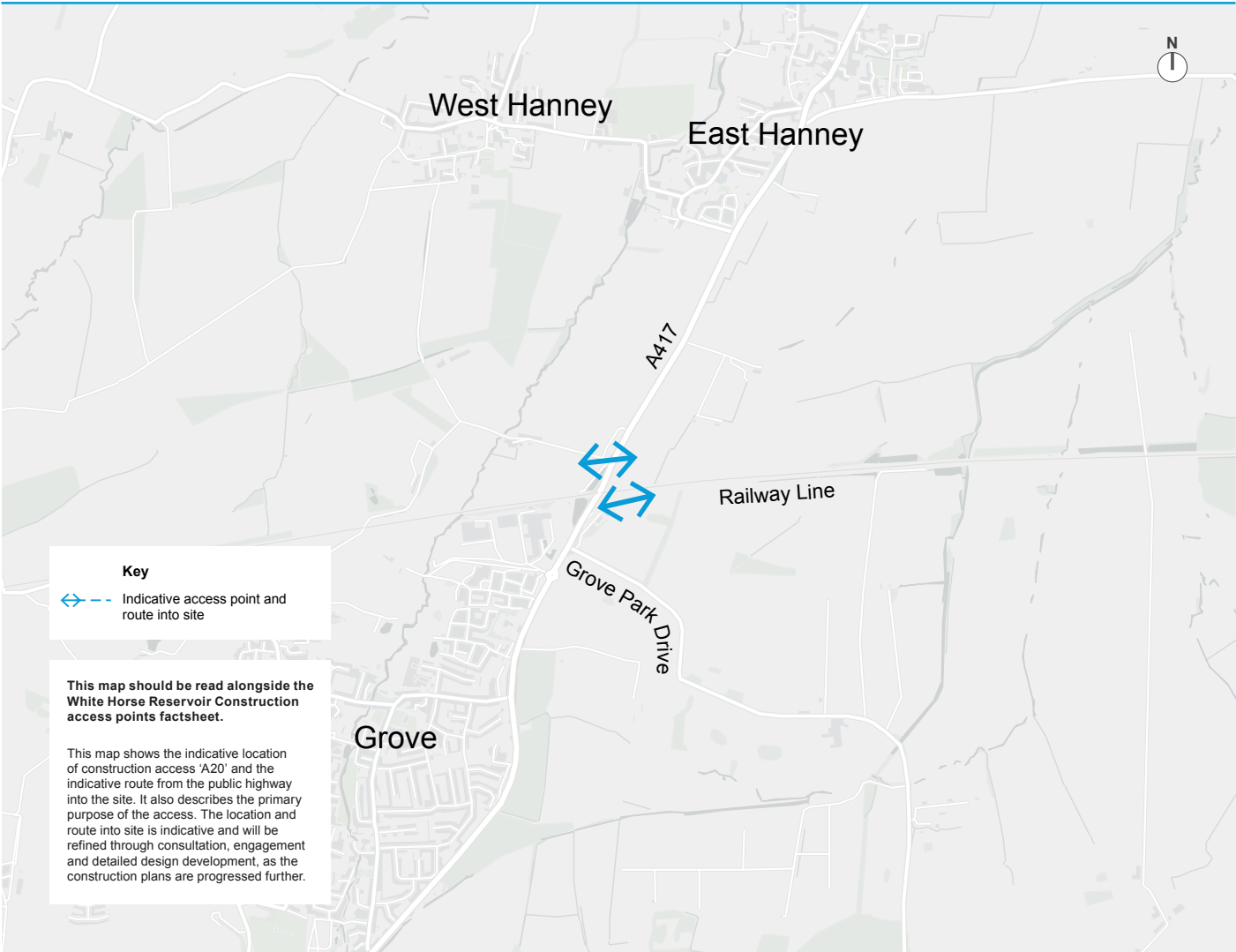
These figures are indicative and subject to discussions with landowners around early works.

A18 / A19

A18 and A19 were identified as potential construction access locations during the development of the construction strategy.

Following further design development and construction planning, these access points are no longer proposed and would not be used during construction.

A20: Temporary access to set up and access a compound for works to the railway



*Anticipated number of HGV and LGV vehicles using the junction per month during the construction period

The graph above shows the indicative traffic forecast for this access in each month throughout the construction period. An example of what this means in terms of hourly movements (in and out) during the peak month for this access is: 7 HGV movements per hour and 9 LGV movements per hour.

These figures are indicative and subject to discussions with landowners around early works.



White Horse Reservoir

A space for nature, a place for people

Delivered in partnership by



AffinityWater

Southern
Water.
Ensuring water for life

To find out more about our proposals, please visit: www.thames-sro.co.uk

