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Date	10 March 2025	Email	havantdc@hants.gov.uk

For attention of Narinder Lakhan

Dear Sirs

Re: APP/24/00405 At Pipeline from the reservoir to the north of Middle Park Way to Bedhampton Pumping Station, Meyrick Road, Havant.

Hybrid application seeking: 1) Full permission for development of new pipelines to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer, comprising: construction of two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; washout and air valve chambers (typically below ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and permanent diversion of Footpath 34 at Bedhampton Pumping Station.

2) Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance; and upgrades to existing culverts close to shafts five, six and eight to manage flood risk (amended description 6th March 2025). An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

Emergency Discharge Approach and Evidence Base

The Highway Authority has undertaken a number of direct meetings with the applicant regarding the emergency draw down procedure. It is understood that the Environment Agency (EA) have agreed the discharge of water into the Riders Stream and therefore as the design currently stands this requires amendments to three existing highway culverts in order to increase capacity to accommodate the emergency draw down requirements. These are located at:

1. Middle Park Way
2. Dunsbury Way
3. Purbrook Way

The EA have recommended a number of conditions around the detail of these culvert amendments, including the requirement for the details to be agreed prior to commencement and for the culverts to be maintained for the life of the development.

The Highway Authority have previously raised concerns around the design of the culverts (as set out in the response dated 04 October 2024) and the ongoing and unknown maintenance burden being placed on the Highway Authority. In the absence of the full EA consent (FRAP) and the specification of the maintenance requirements the Highway Authority is unable to agree that the details shown around the culvert amends are appropriate or agree appropriate commuted sums to cover the required maintenance liability.

In order for these discussions between the applicant, approving body and the Highway Authority as the asset owner to be undertaken the applicant has agreed to amend this detailed element of the application to an outline consideration and the details would be subject to reserved matters consent.

The Highway Authority is satisfied that a suitable design is achievable and necessary for the development, and the applicant has provided information to the Planning Authority in relation to the EIA assessment being sufficiently robust to cover a range of design solutions. It is therefore recommended that an obligation is placed on the application requiring that prior to a reserved matters application being made that the design (FRAP approval) and the maintenance requirements of the culvert works are agreed with the EA. Discussions should also be held with the Highway Authority to agree the appropriate commuted sum requirements. This agreement process should run alongside discussions with Hampshire County Council's Emergency Planning Team in relation to the emergency procedures for the Reservoir as any commuted sum arrangements will be required to cover an allowance for any emergency measures necessary.

Prior to commencement the applicant will be required to enter into the S278 technical approval process and enter into a S278 Agreement with the Highway Authority to allow construction of the culvert works on the highway (which are outside the statutory undertaker powers) and secure the commuted sum for maintenance of this asset.

Geotechnic Information

The Highway Authority have no significant concerns regarding the tunnelling works themselves.

The settlement criteria proposed is as set out below and through applying for the relevant highway permits (Hampshire County Council Permit Scheme), compliance with the Highway Authority's policy for tunnelling under the Highway (TrenchlessOperationsPublicHighway.pdf) will need to be demonstrated. In that regard further considerations around the work proposals and any settlement matters would be dealt with through the permit scheme system operated by HCC and managed through the New Roads and Street Works Act (given the applicants powers as a Statutory Undertaker). Therefore, no further planning considerations are necessary, and it is considered matters relating to these elements are dealt with through these other statutory processes.

Green	
Trigger Level	Response
<5mm	Record and notify measurements
	Review theoretical design values with actual losses and assess for trends/anomalies.
	Present Daily Shift Reports for review

Amber	
Trigger Limits	Response
>5mm <10mm	Record and notify measurements
	Check all survey readings and review consistency of all monitor readings.
	Increase frequencies of level surveys.
	Hold meeting between W&B, Stakeholder and Monitoring Contractor to discuss any mitigation measures if required.

Red	
Trigger Limits	Response
>10mm (=> 2% Volume Loss)	Assess the cause and implement one or more of the appropriate control measures outlined above.
	Report and liaise with stakeholders
	Increase frequency of surveying
	Record and notify measurements
	Check all survey readings and review consistency of all monitor readings.
	Hold meeting between W&B and stakeholder to discuss any mitigation measures if required.

Revised Transport Assessment

A revised Transport Assessment Supplementary Briefing Note dated 10 January 2025 has been submitted by the applicant to address the outstanding comments of the response from the Highway Authority dated 04 October 2024.

The applicant has agreed that the activities at Bedhamton Pumping Station will utilise the same construction traffic routeing as agreed for the Shaft 1 Reserved Matters Application, and this is reflected within the Works Area Summary.

The vehicle routing has been amended to for Shaft 7 and the Middle Park Way Culvert, and this is covered further within this response. The vehicular access arrangements have also been amended to the Middle Park Way Culvert compound area, and this is discussed through the review of the Works Area Summary.

The Highway Authority raised concerns around the use of traffic data collected in 2020 given the timescales of this application. The applicant has undertaken a comparison of more recently collected data from the Southern Water DCO work. This comparison is for the B2149 only and demonstrates traffic volumes for June 2023 are comparable to the March 2020 data. The Highway Authority are satisfied that any changes in the traffic volumes would not alter the conclusions of the EIA.

The Transport Note also sets out the details of the AADT factor and the use of proxy sites and this is agreed and would not be considered to alter the conclusions of the assessment work.

HGV movements have been more clearly set out for links along the construction route. Swanmore Road has not been included however it is noted through the Works Area Strategy that the timing of this access means a considerable amount of the pipeline works will need to utilise the northern reservoir site access.

The impacts of increased HGV movements are significant on some of the road network, but this would be mitigated through the Works Area Summary. Through the S106 agreement the requirement to comply with the total movement numbers from the northern and southern reservoir access points should be resecured. It is noted that some further adjustment may be required to the Swanmore Road access and prior to entering the S106 an agreement on these numbers should be reached. It is understood the need to amend the Swanmore Road cap given the change in construction methods and it is considered that an appropriate figure can be agreed and controls put in place so that the impact on Swanmore Road is not severe.

Survey data has been provided from 1st October 2024 at the Purbrook Way and Middle Park Way crossings between 7am-9am and 3pm to 6pm. This shows that both crossings are well utilised with a total recorded movements of 242 Purbrook Way and 44 for Middle Park Way. Mitigation measures have been proposed within the Works Area Summary to support the continued use of these crossings.

Additional vehicle tracking has been undertaken and presented in appendix B of the Transport Note and these are considered to be acceptable.

The interaction of the Kingscroft access arrangements with the applicants' operations have been reviewed by the applicant as presented in the Kingscroft application evidence base and consider that access can be maintained at all

times. It is noted and any overlap of works will need to be dealt with cooperatively between the applicants in consultation with the Highway Authority through the S278 and CTMP processes.

Bus Service Impacts

Within the TA the applicant has considered the impacts on the bus service provision as a result of the proposed road closures on Riders Lane, Dunsbury Lane and Middle Park Way. The applicant has not identified the impacts of the closures and resulting diversions as significant. However, the Park Parade bus stops which are directly impacted mean that circa 800 service users a day will not be able to access bus provision as a result of the diversions.

The Highway Authority consider that this impact cannot be mitigated by simply advertising delays to the service.

The need for the closures is not disputed however the applicant is required to engage with the bus operators regarding the proposed diversions and should be bound by condition to provide suitable alternative bus stops which minimise the impact on the walking routes to access the bus service and directly serve Park Parade.

The applicant should also be reminded that they will be required to apply to suspend the use of the impacted bus stops via the linked application process.

Apply to suspend a bus stop | Transport and roads | Hampshire County Council

Environmental Impact Assessment

The Highway Authority has set out comments in relation to the EIA assessment within the response dated 04 October 2024. These comments have been addressed in transport terms through the provision of the Works Area Summary and additional Transport Note. An amended EIA assessment has not been provided.

Framework Construction Traffic Management Plan (fCTMP)

The previously consented Outline Application for the Pipeline (APP/20/00991) includes a framework CTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021) within the decision notice. This is the same as that for the Hybrid consent for the Reservoir and should be resecured under this consent so that any future CTMP's for each works area comply with the project wide framework and the more specific details set out within the Works Area Summary.

Work Area Summary

The applicant has also provided a document titled Highway Works Area Summary dated 07 February 2025 (HTR-WAB-PI-ZZ-TN-W-006). This document seeks to agree the site-specific traffic management requirements and

compound details for each work area. The document acts to agree the parameters for the future S278 submissions to secure highway consent to construction and reinstate the compounds on highway land as well as the site-specific traffic management measures that will be required. A separate CTMP will be required for each compound area which is in accordance with the agreed Work Area Summary document. This should be secured through condition.

General Matters

The development of the pipeline is reliant on a number of tractor and trailer movements from the reservoir compound area to the various locations along the pipeline corridor.

The Highway Authority raised a concern around the use of these vehicles and additional risks to other road users. The applicant has undertaken a risk assessment considering the project risks of using the proposed tractor and trailers instead of articulated and rigid lorries (reference HTR-WAB-PI-ZZ-RA-T-0001 dated 17 January 2025). This has demonstrated that the tractor and trailer units can track all the required routes, and it is considered by the assessment that the overall project health and safety risks of the scheme will be reduced. The Highway Authority is satisfied by the conclusion and raises no further comments on this matter.

Additional information was requested in the Highway Authority's response dated 04 October 2024 in relation to arboriculture matters. These considerations have been addressed within the Works Area Summary and discussed within this response for each works area.

The need for a mix of primary and secondary welfare facilities across the site has been set out within the Works Area Summary and the position is agreed with the Highway Authority due to the requirements of other legislation. Measures have been taken to reduce vehicle movements through the location of these facilities and accompanying travel plan measures. Where primary welfare is not provided these locations are within walking distances of the primary facilities.

Concern over HGV's meeting on residential streets has been addressed through the introduction of a booking system and it is noted that the main reservoir site will be used to hold vehicles should they arrive outside of the allocated time. This is set out within section 4.2 of the Works Area Summary.

Temporary Traffic Regulation Order (TTRO) requirements to prevent parked vehicles obstructing the required access routes have been reduced where possible across the scheme. It is also agreed that these parking restrictions will only apply during the operational hours of the compound areas to alleviate some of the inconvenience caused. This is set out within section 4.5 of the Works Area Summary.

Road Closures have been minimised where possible and are considered necessary where they have been shown. Opportunities to reduce road and lane closures are encouraged and the detailed traffic management arrangements associated with the construction of the compounds will be agreed with the Highway Authority through the S278 process and may be subject to reasonable change as a result of the detailed technical approval process and NRSWA requirements.

A number of the proposed road closures and parking suspensions are required for periods of greater than 18 months but less than 2 years. TTROs generally run for a period of 18 months, however through additional advertising this can be extended to 2 years which is sufficient for the proposed works programme. Any closures longer than 2 years may not be possible within the legislative process and therefore it is vital the programme is managed to be completed within this timeframe.

HGV movements across the proposed development are referenced to be limited within a reasonable threshold (10%) of those presented within the Works Area Summary. Noncompliance with these numbers must be agreed in consultation with the Highway Authority.

Section 4.2.4 of the Works Area Summary confirms that all gates will be set back from the highway and that any haul road provision will be tarmac for the first 20m to minimise risks of mud on the highway.

Reference on some temporary access arrangements is made to the following drawing HTR-WAB-ZZ-ZZ-T-0004 whilst there is no in principle objection to the drawing the exact details for each compound access will be agreed through the S278 process and this drawing does not set a form of agreement to the access design. It is agreed that a vehicle crossover arrangement will be appropriate for temporary access arrangements.

Works Area 1

Works area 1 is situated at the existing Water Treatment Works site at Bedhampton Springs. Details are shown for this area on the following drawings:

- Bedhampton and Shaft W1 Site Compound Layout drawing HTR-WAB-PI-W1-DR-T-0001 Rev P012
- Landscape Reinstatement Plan HTR-ATK-PL-XX-DR-L-0001 Rev P06
- Public Right of Way Diversion Plan HTR-WAB-PI-BD-DR-T-0002 Rev P05

Tracking has been provided for HGV movements to the site utilising the agreed vehicle routing for Shaft 1's RM application, utilising the northern access of the Reservoir site via the A3(M) to Harts Farm Way, Brockhampton Road, West Street and to Meyrick Road. The principle is agreed.

Reference is made to no amendments to the public highway being required to access the site. This is agreed however the Kingscroft development site are proposing to amend the access to this development parcel. The works will need to be coordinated to ensure appropriate access can be maintained. This can be dealt with through the CTMP provision for this works area at the time of delivery. The programme forecasts works in this area being undertaken in Q2 of 2025 and Q2/Q3 of 2026 so conflicts between work timeframes are possible.

The southern footway on West Street/Meyrick Road junction is referenced but is not shown on the tracking drawings. Closure of this footway was not agreed for Shaft 1 and is not considered necessary. If there are concerns regarding HGV interactions at this point this should be managed by the deployment of banksman to the area for the scheduled deliveries by HGVs. This should be reflected within any final CTMP submission for this works area.

Movement numbers for HGVs at this compound are a maximum of 10 HGVs a day (20 movements) for up to 2 days with an overall average of between 1 and 3 HGVs a day. The impacts of these movements is considered acceptable.

Construction workers for this compound area are assumed to be 30 with 20 parking spaces being provided. It is understood that parking numbers here are higher than other compound areas due to this being the main compound for the pipeline contractors. The Highway Authority is satisfied with the parking provision given commitments within the Travel Plan to minimise construction worker movements.

Previously parking displacement from this compound access requirements was higher than that consented through the Shaft 1 RM application. However, this have been adjusted within the Works Area Summary and reflects the previously agreed parameters.

A revised drawing of the compound area has been provided reference HTR-WAB-PI-BD-DR-T-0002 Rev P05 setting out proposed works to the new diverted PRoW. These meet the future vision requirements for the route and therefore are agreeable from a Highway Authority perspective. In relation to the areas of land outside the diversion but within the applicant's control, the Highway Authority was seeking these to be upgraded alongside the diversion. The applicant has asked that these improvements be progressed outside the planning process and have submitted a letter dated 24 February 2025 committing to ongoing engagement with the County Council on obtaining the additional width requirements that are within there gift. This is acceptable to the Highway Authority.

It is noted that the additional improvement works to the PRoW are not shown on the landscape reinstatement plan however they are considered to be secured through drawing HTR-WAB-PI-BD-DR-T-0002 Rev P05.

Works Areas 2, 3 and P2 – Hooks Farm Way

Details are shown for this area on the following drawings:

- Shaft W2 Site Compound Layout HTR-WAB-PI-W2-DR-T-0001 Rev P06
- Shaft W3 Site Compound Layout HTR-WAB-PI-W3-DR-T-0001 Rev P06
- Landscape Reinstatement HTR-ATK-PL-XX-DR-L-0002 Rev P06 and HTR-ATK-PL-XX-DR-L-0003 Rev P07

Access routeing is proposed via the northern Reservoir access onto the network via the A3(M), Hulbert Road, Purbrook Way, Barncroft Way and then onto Hooks Farm Way. This is agreed. The applicant has set out within the Works Area Summary the considerations of alternative access arrangements to this compound/works area and it is agreed that the proposal presents the most appropriate option for access given the constraints of the site.

Hooks Farm Lane is insufficient in width to accommodate two-way flow by HGVs as evident from the tracking drawings provided. The provision of the booking system and HGV management measures set out within the Works Area Summary will ensure movements are managed.

The maximum HGV movements required at this location is 25 HGVs a day with this number operational for around a month. The average when considered against the mean and 85th percentile is between 5 and 13 a day.

HGV movements during school pick up and collection times have been set out to be restricted within the Works Area Summary. Timing restriction needs to be set out more clearly. An hour during the school start and finish time is considered appropriate. The details of these restrictions should be clear in the full CTMP.

It is unclear why a footway diversion is required at the site access for this compound area. This could be managed by a banksman and negate the need to close the footway. This point is applicable to a number of compound locations. Given the vegetation and existing trees on the southern side of Hooks Farm Way and driveway accesses on the northern side achieving appropriate temporary crossing provision is unlikely to be achievable. The appropriate management can be agreed with the Highway Authority at the S278 approval stage of the project. The impact of the construction works on the general public should be limited where practicable.

The proposed temporary access points on Hook's Farm Way have the potential to impact highway trees. This is not noted in the Works Area Summary. The most notable highway asset being the mature ash. The tree is likely to root predominately into the green open space to the south. There may be a requirement to crown lift to facilitate HGV access and this should be addressed through the S278 submission and technical approval with the Highway Authority. Any impact on highway trees will be required to be appropriately

mitigated as per Hampshire's Technical Guidance Note 15 and secured within the s278 agreement.

The access gates to the site have been set back so that a vehicle can leave the carriageway should the gates be shut.

Works Area 4 – Stockheath Lane

The access requirements and works for this compound are shown on drawings:

- Shaft W4 Site Compound Layout HTR-WAB-PI-W4-DR-T-0001 Rev P06
- Landscape Reinstatement Plan HTR-ATK-PL-XX-DR-L-0004 Rev P05

Vehicle routeing to this compound is proposed via the northern access to the Reservoir site the A3(M), Hulbert Road, Purbrook Way, Barncroft Way and then Stockheath Lane. This is agreed as the most appropriate route.

Lorry movements are forecast at a maximum of 21 HGVs a day for 1 day with an average between 5 and 9 HGVs a day.

It should be noted that the paths through the area impacted by the compound are not a highway asset and therefore responsibility for the standard of reinstatement sits with the asset owner. For the footpath diversions on Stockheath Lane itself this utilises an existing crossing point to facilitate crossing to the south. To the north there is no such provision. Given the length of time of the works the crossing provision will need to be reviewed as part of the S278 submission and a new crossing may be required to support any diversion. Alternatively given the low lorry movements and the adopted booking system, conflict could be managed through banksman and no formal footway diversion required.

The required parking suspensions have been reduced and will be considered further through the S278 technical approval process with parking controlled only where necessary.

Emergency Discharge Works Area

Details are shown for this area on the following drawings:

- ED Shaft and Chamber Site Compound Layout HTR-WAB-PI-ED-DR-T-0001 Rev P06
- Emergency Discharge Permanent Site Plan HTR-WAB-PI-ED-T-0002 Rev P05
- Landscape Reinstatement Plan HTR-ATK-PL-XX-DR-L-0005 Rev P07

The vehicle routeing to the site is from the northern access and this is agreed.

Original considerations suggested that no parking suspensions were required on Purbrook Way however review of the tracking demonstrated potential conflict with vehicles parking in the layby. It has therefore been included in the Works Area Summary that the parking for 1 space will be applied to the layby on Purbrook Way and this is agreed as necessary by the Highway Authority to safely accommodate the required tracking movements.

Concerns were previously raised around the proximity of the zebra crossing on Purbrook Way to the access. The Works Area Summary commits to advisory signage within the site for exiting vehicles to be aware of the zebra crossing and vulnerable road users.

The design was not appropriate for the realigned cycleway from Corhampton Crescent as previously submitted due to conflicts with the access gates. This has been amended within the reinstatement drawing HTR-WAB-PI-ED-DR-T-0003 rev P03. The access point to the walking and cycling route is now wider. The proximity to the gates remains a concern and through the S278 process it should be considered if the route can meet the access road further north. This is in highway terms considered to be a minor change and one that can be addressed at the s278 stage. The diversion shown on the compound drawing for this route may be a more acceptable final arrangement.

The site access requires the relocation or loss of existing highway trees which will be subject to CAVAT payments as per Hampshire County Council's TG10. Any works to highway trees will be undertaken by the County Council at the applicant's cost. This shall be agreed and secured through the S278 agreement for these works.

Works Area 5 – Riders Lane

Details are shown for this area on the following drawings:

- Shaft W5 Site Compound Layout drawing HTR-WAB-PI-DR-T-0001 Rev P05
- Landscape Reinstatement Plan HTR-ATK-PL-XX-DR-L-0006 Rev P05

Works to the Purbrook Way culvert are to be undertaken from the same compound areas as shaft 5. Comments relating to this works area therefore stand for the culvert works. The constraints of the site require the closure of Riders Lane as proposed and the Highway Authority raise no issues with the proposal subject to ensuring appropriate TTRO applications are made as discussed within this response.

The shaft itself still sits partially within the highway boundary, its future implications have been reduced through a slight relocation further from the carriageway and footway. Given that the applicant is a statutory undertaker they have powers to implement such features in the highway to support their infrastructure provision and therefore the Highway Authority welcome the

reduction in the shafts impacts on the highway and raise no further concern around this matter.

Material storage is still to be undertaken on the highway within the extent of the works area and will need to be licenced appropriately. This is noted within the Works Area Summary. The extent of footway closure has been minimised and the gates set back through revisions to the design, and these are supported. Appropriate signage to inform pedestrians of the diversion to the southern footway should be agreed through the S278. There are a number of existing formal crossings on Purbrook Way that can be utilised.

HGV generation for this works area is forecast as a maximum of 14 HGVs for a period of 1 day and then 4 to 11 HGVs a day for the remainder of the works.

Vehicle routeing has been amended for this site in relation to the shaft works to utilise the northern access of the Reservoir to Purbrook Way and then a one way arrangement along Dunsbury Way and down Riders Lane to access the compound. For the culvert works the southern access will be utilised via Swanmore Road and Dunsbury Way directly to Riders Lane.

The western side of the footpath diversion utilises an existing refuge crossing point however the eastern side has no formal crossing facilities. Given the length of the closure formal crossing provision may be provided to minimise the impact of the works. This is to be agreed through the S278 design check process.

The extent of parking controls required around this compound have been reviewed and amended. There is no longer parking restrictions shown on Riders Lane south of Purbrook Way.

The proposed temporary widening of the existing junction bell mouth may impact highways trees depending on how far construction extends into Riders Lane. Highways trees are within approximately 10-15m of the junction. Details around impacts on highway trees will be reviewed at the S278 stage and TG15 will apply if any are impacted.

The carriageway of Riders Lane is now shown within the reinstatement plan for this works area as per drawing HTR-ATK-PL-XX-DR-L-0006 Rev P05. Further refinement of the reinstatement requirements will be made through the S278 works and agreed with the Highway Authority through the completion of the S278 process.

Works Area 6 – Dunsbury Way

Details are shown for this area on the following drawings:

- Shaft W6 Site Compound Layout drawing HTR-WAB-PI-W6-DR-T-0001 Rev P06

- Landscape Reinstatement Plan HTR-ATK-PL-XX-DR-L-0007 Rev P06

Works to the Dunsbury Way culvert will be undertaken in the same works area as for Shaft 6.

It is noted that the refuge island is to be removed and reinstated. This has been shown on the revised reinstatement plan HTR-ATK-PL-XX-DR-L-0007 Rev P06.

Highway trees are required to be removed to support this compound and works. This is agreed to be acceptable subject to payment of the CAVAT value as set out in Hampshire County Councils TG15 and secured through the s278 for this compound works.

There is an existing embankment around the culvert that supports the consented development at the former Dairy Crest site. Any impacts on the embankment as a result of the works should not impact the Dairy Crest consent. Details around this matter will need to be considered further as part of any culvert reserved matters application.

Works Area 7 – High Lawn Way

Details are shown for this area on the following drawings:

- Shaft W7 Site Compound Layout drawing HTR-WAB-PI-W7-DR-T-0001 Rev P07
- Landscape Reinstatement Plan drawing HTR-ATK-PL-XX-DR-L-0008 Rev P06

The access strategy for the High Lawn Way compound has been revised to reduce displacement of parking on High Lawn Way and improve accessibility of the site. Vehicles will now route to the site via Dunsbury Way and Somborne Drive which is the existing HGV route for the area. This will result in some displacement of 20 parking spaces on the carriageway at the northern end of Somborne Drive. There is scope to utilise the Greywell Public Car Park for the displaced parking and this should be explored by the applicant for the detailed CTMP for this works area. Areas are identified within the Works Area Strategy for the displaced parking to relocate on the highway, however it is observed that these areas are already subject to high parking stress and therefore the above solution is necessary to manage the impact of the development.

The footpath running north/south on the eastern side of the compound will be required to be closed and access will be required from Dunsbury Way. The principle is agreed and careful works programming should ensure that these areas of highway are not closed at the same time.

There is a highway tree within the compound area of the site which is noted to be protected within the Works Area Summary although not annotated on the

drawings. This protection requirement is agreed and the details of the tree protection will be secured through the S278 process.

Tracking of the compound area and turning areas for the public have been provided for all appropriate vehicle types and are demonstrated to be achievable.

The disabled bay in the vicinity of the works will be relocated as necessary. This is an advisory disabled bay and not subject to a formal TRO. Any relocation requirements should be discussed directly with the resident impacted by such requirements.

Works Area 8 and 9 – Middle Park Way

Details are shown for this area on the following drawings:

- Shaft W8 Site Compound Layout drawing JTR-WAB-PI-W8-DR-T-0001 Rev P05
- Landscape Reinstatement Plan drawing HTR-ATK-PL-XX-DR-L-0009 Rev P06
- Section P9 Open Cut Site Plan drawing HTR-WAB-PI-P9-DR-T-0002 Rev P05

In light of the comments previously made on the proposed access to this compound area for the Middle Park Way culvert works from High Lawn Way the access to the land to the south of Middle Park Way has been amended to be from Middle Park Way itself due to the tracking constraints of the Middle Park Way/High Lawn Way junction. This access proposal is considered appropriate and seeks to minimise hedgerow loss through allowing vehicle movements to come straight across from the northern access.

This has been amended on the open cut drawing but is noted to refer to the incorrect outline site compound layout which details the access arrangements. This should be HTR-WAB-PI-W8-DR-T-0004 Rev P05.

Culvert Compounds

General comments relating to the culvert works areas have been provided under the shaft compound considerations. However, it is noted that the application has been amended to consider the culvert works as Outline only. As this is the case the details provided in the Works Area Summary may be subject to change as a result of the final design and therefore drawings submitted showing details of these works are considered indicative only. The Planning Authority should be satisfied that the Environmental Impact Assessment is sufficient should the works differ from those presented. The Highway Authority will review the requirements set out within the Works Area Summary through the S278 process and seek to minimise the impacts of any agreed works.

Reinstatement

Reinstatement drawings have been submitted by the applicant which show the extent of reinstatement works at and around the compounds. Reinstatement of the highway will be subject to the need for a S278 agreement and be secured holistically within the technical approvals and S278 process for the compounds in accordance with the drawings submitted. It is requested that unless otherwise agreed in writing with the Highway Authority that reinstatement works are completed within 2 months of the works at any given compound being complete. This should be appropriately forward programmed with the Highway Authority to ensure road space availability does not delay the reinstatement works.

Public Right of Way Interactions

The Countryside Services team will provide specific comments regarding the impact on Public Rights of Way.

It should be noted that reinstatement of any PRoW should be included within the future S278 submissions to the Highway Authority to ensure appropriate reinstatement of the surface, whether that be a formally surfaced route or part of an informal grassed route.

Travel Plan

A travel plan addendum has been provided reference HTR-WAB-PI-ZZ-PL-002 Rev S4-PO6 dated 20 February 2025. This document is an addendum to the consented travel plan for the reservoir works reference HTR-MRW-CWTP-V3 dated 14 December 2022. The addendum travel plan seeks to work alongside side the consented travel plan with additional measures which are specific to the pipeline works including commitments in relation to the use of the reservoir parking and any shuttle bus as well as additional shuttle bus provision from Bedhampton Station. The Highway Authority are content with the proposed addendum. An additional approval fee of £750 is required for the addendum and should be secured through the S106. It is considered that the existing monitoring fee for the full travel plan is sufficient to cover both documents, however confirmation ahead of the drafting of the S106 will be required on whether the travel plan bond held by the Highway Authority is able to be applied to both agreements. An additional bond requirement may be necessary if this is not the case.

Phasing Plan

A phasing plan document has been submitted to support the application reference HTR-WAB-PI-ZZ-PL-W-0006 dated 20 February 2025. Whilst this is useful to understand the proposed build programme this must remain with some elements of flexibility to accommodate road space availability. Any conditions securing compliance with the phasing plan should facilitate such reasonable adjustments to the plan and there should be ongoing engagement between all

parties to ensure broad compliance with the overall phasing proposals can be achieved.

Recommendations

The Highway Authority raise no objection to the application subject to the following conditions and obligations. It is noted that drawings remain within the latest submission of details relating to the proposed culvert works. As these are outline matters and the principles of the works design are not agreed any planning consent should not reference these drawings within the consented plans so as not to bind the Highway Authority to details which are not agreed with Hampshire County Council as an asset owner.

Conditions

Prior to the implementation of any road closure to identify and agree appropriate diversion routes and alternative bus stop provision with the service providers in consultation with the Highway Authority.

Reason – In the interest of access to sustainable travel opportunities.

Prior to commencement of any phase a full CTMP in accordance with the fCTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021) and Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) should be submitted to the Planning Authority for approval in consultation with the Highway Authority.

Reason – In the interest of Highway Safety.

Details of the culvert design for Purbrook Way, Dunsbury Way and Middle Park Way along with the agreed Flood Water Management Plan and FRAP approval from the EA to be submitted as a reserved matters application along with a maintenance strategy for the structures.

Reason – In the interest of Highway Safety

Obligations

Prior to commencement of the development to implement the addendum travel plan and pay all associated approval, monitoring and bond requirements.

Prior to the commencement of any works area to submit the detailed compound arrangements and reinstatement works inclusive of access details, all works on the highway and any works to the Public Right of Way network.

Prior to the commencement of any works area to have entered into a S278 agreement in relation to the technically approved compound arrangements and to have completed these works to the satisfaction of the Highway Authority in

accordance with the approved plans referenced within this response for each works area.

Within 2 months of the completion of the works within any works area for the reinstatement works to be completed to the satisfaction of the Highway Authority (unless otherwise agreed in writing) in accordance with the approved plans referenced within this response for each works area.

Prior to commencement of any works to the Purbrook Way, Dunsbury Way or Middle Park Way culvert for the applicant to have entered into a S278 agreement with the Highway Authority to enable delivery of the required improvement works. This requires the entering of the S278 Technical Approval process and agreement to an appropriate commuted sum to cover the maintenance requirements for the benefit of the emergency plan for the life of the reservoir.

I trust the above is clear but please contact Holly Drury should you wish to discuss further

Yours faithfully,

Ben Clifton

Strategic Transport Manager

Hampshire 2050