



Hampshire
County Council

Lewis Oliver
Planning Development
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant, Hampshire, PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Neil Massie	<i>My reference</i>	HTRPIPELINE	_____
<i>Direct Line</i>	0370 779 2113	<i>Your reference</i>	PP/20/00991	
<i>Date</i>	07 May 2021	<i>Email</i>	neil.massie@hants.gov.uk	

Sent by email to: planning.development@havant.gov.uk

For the attention of Lewis Oliver (Case Officer)

Dear Madam,

Havant Borough Council (PP/20/00991)

Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) development of a new pipeline 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 an underground, bi-directional pipeline linking the reservoir with the existing pumping station at Bedhampton; Emergency drawdown discharge structure at Hermitage Stream; Upgrades to existing culverts; Washout and air valve chambers (typically below ground). | Pipeline from Proposed Reservoir Site, Middle Park Way to land adjacent to, West Street, Havant

I am writing with reference to the above planning application upon which the County Council has been consulted. This response sets out the County Council's updated position on this application in its capacity as the local highway authority (Appendix A).

This response is directly linked to the County Council's response on the hybrid planning application for the reservoir (APP/20/00990 & 51680/001) and should be considered in conjunction with that application and the County Council's previously submitted comments on this application.

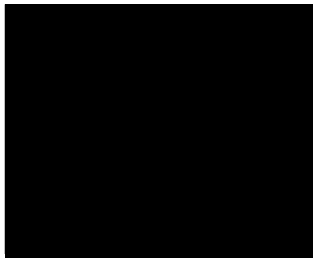
**Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI**

In summary, the County Council is supportive of the reservoir proposal in principle as it is an important infrastructure project that will help to provide reliable water supplies in Hampshire whilst also creating a new green, leisure facility for local communities.

Additionally, the Highway Authority is satisfied that the Framework CTMP covers the measures outlined in the previous response and therefore is satisfied that through continued dialogue with the applicant, and securing the CTMP through the planning process, the impact of the pipeline construction can be minimised and managed appropriately. Having regard to the above the Highway Authority raise no objection to the application subject to the conditions and required Section 106 obligations as set out in Appendix A of this response.

I trust that these comments are of assistance to you. If you wish to discuss any of the comments raised, please do not hesitate to contact my colleague Neil Massie on 0370 779 2113 who is providing a coordinating role for the County Council on this project.

Yours sincerely,



Stuart Jarvis
Director of Economy, Transport and Environment

Appendix A

Highway Authority

A separate application has been made in relation to the laying of the pipeline between Bedhampton and the proposed Havant Thicket Reservoir under application APP/20/00990. These works are linked to the wider application for the reservoir construction (APP/20/00990) and some matters between the applications overlap. The responses in relation to highway matters should be read together. Some elements of the below are repeated within the Highway Authority's previous response, however in order to provide continuity and clarity it has been stated again where necessary.

Pipeline Location

The route of the pipeline is proposed on drawing number HTR-ATK-PI-BR-DR-C-0009 and includes sections, circa 2km of the 4.5km length, which are proposed to be laid within the public highway. The following roads are included within the proposed route:

- Middle Park Way
- High Lawn Way
- Dunsbury Way
- Willisfield Road
- Riders Lane
- Highclere Avenue
- Ewhurst Close
- Purbrook Way
- Barncroft Way
- Fraser Road
- North Street
- Bedhampton Road
- Brusnwick Gardens

At this stage the detailed design of the pipeline is unknown along with the proposed construction methodology. The application sets out a broad redline boundary for the proposed works only. The details will need to be appropriately conditioned to ensure

the Highway Authority are able to agree the design/location of any works within the Highway and ensure there are no adverse impacts on any highway infrastructure.

It is forecast that works to complete the pipeline will be undertaken within 2023 and 2026. Construction of the pipeline will be undertaken in 3 periods so construction on the highway may not be continuous across the 3 years.

The Highway Authority previously requested that further information is required in order to determine that this application will not result in significant harm on the local highway network. This including the following details to be provided.

- A high-level programme of works and timetable should be submitted
- Key junctions on the local road network to be assessed for the worse case scenario of traffic impact
- Assessment of diversion of traffic during road closures/traffic management
- Framework Traffic Management Strategy showing, but not limited to, the following; Proposed diversion routes, traffic management plans, indicative programme of works, appropriate mitigation measures to minimise the impact of the works on the highway
- Personal Injury Accident data to be reviewed based on the proposed road closures/diversions
- Restricting the use of road space near existing schools
- Diversion plans for cyclists where appropriate when road closures are required.
- Framework Construction Traffic Management Plan
- Highway reinstatement proposals
- Highway tree impact assessment
- Updated construction detail plan

The applicant and the Highway Authority has been engaging in discussion over the above and a Framework Construction Traffic Management Plan has been provided for both the construction of the reservoir and the construction of the pipeline. The applicant has stated that due to the current work undertaken to date, some of the requested information cannot be provided until further detailed work is undertaken and a design and build contractor is on board, which will be appointed if planning permission is approved by the Local Planning Authority.

Construction Traffic Management Plan

In order to address a number of the concerns above a Framework Construction Traffic Management Plan has been submitted by the applicant which covers both the reservoir construction and pipeline elements of the development. The Framework CTMP outlines measures which aim to reduce the impact that associated construction vehicles will have on the local highway network. Should the Local Planning Authority be minded to approve this application, a Construction Traffic Management Plan should be secured through

condition which provides further detailed plans/information on the measures within the Framework CTMP and for the full CTMP to be in accordance with the Framework CTMP.

It should be noted that any permanent highway alterations as a result of the pipeline construction may result in the applicant being required to enter into a Section 278 legal agreement.

The applicant has set out in the Framework Construction Traffic Management Plan for the pipeline element that the full CTMP will include the following;

- A Full CTMP for any phase of works area;
- Detailed programme and duration of construction;
- Restrictions of the number construction personnel per day to a maximum of 125 workers. The CTMP secured restricted travel arrangements to be outside of peak hours and further mitigation where necessary;
- Detail of any alterations to the highway, including temporary and / or permanent, to enable construction and to obtain the necessary highway approvals for any changes;
- Details of the number of construction and delivery vehicles permitted to utilise the southern access fixed at up to 30 HGV movements per day and 6 per hour.
- Traffic management details of the pipeline installation;
- Details of any additional compounds and laydown area which are not located within the reservoir site
- Highway condition surveys of all construction traffic routes;
- Wheel washing facilities for managing the site to prevent mud onto the highway and road sweepers to be utilised if required;
- Details of onsite contractor parking;
- Commitment to avoid school term times where the pipeline runs close to a school

The Highway Authority is satisfied that through securing the Framework CTMP and the obligation for the applicant to provide a Full CTMP in accordance with the Framework CTMP prior to any works phase, any impact on the local road network can be suitably mitigated against. This will compliment the formal highway licences/agreements and permits the applicant will need to apply for when constructing the pipeline under the highway. Traffic Management plans will need to be provided, which should include pedestrian, cycling and vehicular diversions for every phase of works undertaken. The details of the CTMP are further covered in the Highway Authority's reservoir response.

The applicant has included in Appendix A of the Framework CTMP, a table of proposed road closures and diversion routes. The Highway Authority has undertaken a high level review and is concerned over the Dunsbury Way closure and the diversion on to Riders Lane. Whilst this is not a matter for the Local Planning Authority to consider at this stage, it is a note to the applicant to revisit the diversion routing and the Highway Authority welcomes continued engagement with the applicant to ensure traffic management and diversions are suitable agreed in a timely manner.

Highway Trees

The Highway Authority cannot find any additional Arboricultural information on the impact and potential loss/damage to highway trees as part of this application, however this is in part due to the pipeline route not being finalised at this time. In order to progress this matter, the Highway Authority is willing to secure the need for a Arboricultural Method Statement undertaken by a qualified Arboriculturist to be provided, specifically for the impact on highway trees, when the pipeline route is finalised. This should include the following:

- Arboricultural information in line with BS5837:2012 Trees in relation to demolition, design and construction
- Tree survey data indicating any trees growing on HCC land
- Tree constraints plan (TCP) showing how trees have been considered in the design proposal to minimise impact on important trees
- Arboricultural Impact Assessment (AIA) including a clear description of all trees lost or pruned for the proposal
- Tree Protection Plan (TPP) showing how retained trees will be safeguarded through the proposal and construction phase.
- Where county-owned trees have to be removed a CAVAT (Capital Asset Valuation for Amenity Trees) system and workings for this valuation

The Section 106 legal agreement will secure the above and the applicant will need to agree that no trees will be removed/pruned/cut until a CAVAT assessment has been agreed with the Highway Authority and the applicant will pay any mitigation costing should any highway trees need to be felled. A commitment to pay any required CAVAT payments must be secured within the S106 agreement. The Highway Authority welcome engagement throughout the design process to determine tree ownership and requirements for any tree works. No works can be undertaken to any highway tree without the required method statement and agreement from the Highway Authority.

Recommendation

The Highway Authority is satisfied that the Framework CTMP covers the measures outlined in the previous response and therefore is satisfied that through continued dialogue with the applicant, and securing the CTMP through planning the impact of the pipeline construction can be minimised and managed appropriately. Having regard to the above the Highway Authority raise no objection to the application subject to the following conditions and Section 106 obligations;

Conditions

- Provision of a full CTMP prior to commencement of any phase of the pipeline
- Provide a full phasing plan prior to the commencement on site
- Prior to commencement of any phase for the proposed cable location details and construction methods to be submitted to the planning authority for approval in consultation with the Highway Authority. This should include provision of the following:
 - a) Proposed pipe location and the location of any supporting infrastructure
 - b) Proposed construction methodology
 - c) Proposed reinstatement
 - d) Details of any impacts on existing services or highway infrastructureThe above details should be submitted along side the proposed traffic management construction measures as set out below. On Completion of the works 'as built' drawings should be provided to the Highway Authority.
- Prior to any phase being commenced, details of traffic management and construction measures to include but not be limited to;
 - (a) Vehicular, pedestrian and cyclist diversion plans
 - (b) Details of type of traffic management
 - (c) Details of highway reinstatement
 - (d) Construction detail

Obligations

- Commitment to pay to the Highway Authority any required CAVAT payment prior to the loss of any highway trees
- For the provision of Arboricultural Method Statements prior to the commencement of any phase of works on the highway that impact highway trees.
- No pipeline works can start on site until such time as the Northern Access and Southern Access as secured within the reservoir application have been built to Hampshire County Council's satisfaction through application APP/20/00990

- Prior to any phase being commenced a Full Travel Plan to be provided to the Highway Authority to agree. The measures contained within should be based on the Framework Travel Plan submitted with the reservoir application including:
 - (a) Minibus travel for staff to pipeline from compound in the reservoir site
 - (b) Collective travel from hotel(s) should these be provided
 - (c) Sustainable transport incentives for local staff
 - (d) Action plan to reduce reliance on private car use
 - (e) Travel Plan Bond
- Payment of the £1500 travel plan approval and £3000 per annum monitoring fees unless already complied with under application APP/20/00990.