

Applicant response to Local Highway Authority Comments (Hampshire County Council)			
Comment Number	Topic	Hampshire County Council Comment	Applicant Response
1	Walking, Cycling&Horse-riding	It is not clear how the likely pedestrian and cycling routes into the proposed site will be accessed from the existing pedestrian and cycling provision, both from the east across the B2149, and from Havant and Staunton Country Park to the south of the site.	Portsmouth Water’s design response has been to provide an outline design with an extensive network of walks of varying lengths forming circular walks; consideration was given to suitable distances for short and long walks that connect into existing long distance paths and cycle routes. Non-motorised access points will be from: the east along the B2149 and at the existing Forestry England ‘Forest of Bere’ car park; south east at Gypsies Plain via an improved pedestrian access at Cedar Drive; the connection to Staunton Country Park along the Avenue; from Well Meadow to the south west; a new entrance from Swanmore Road to the east by the viewing area; the existing access via the bridleway 120 to the west; and in the north west corner from the car park. At the reserved matters stage these routes, access points and connections in more detail.
2	Walking, Cycling&Horse-riding	There are no details on how the development site to the north, Land East of Horndean will be connected to the site for sustainable modes. A pedestrian connection, preferably off highway, to ensure future development and catchment area to the north will not rely on private car use to access the site should be provided.	This land is outside the applicant's land ownership or control but we will consider further opportunities for connecting to Land East of Horndean at reserved matters stage.
3	Wayfinding	A wayfinding strategy should therefore be proposed by the applicant to support this assumption and encourage sustainable trips to the site from the local area.	Portsmouth Water would be happy for any permission to include a planning condition requiring a wayfinding strategy.
4	Personal Injury Accidents	CrashMap which is not currently accepted by the Highway Authority due to the lag in available data from this system	Whilst there may be a slight lag available data from CrashMap, it is unlikely that the most recent data from the intervening months will change any trends identified; in addition, the intervening months between the reviewed data (end of 2019) and the submission of the planning application were during the covid-19 pandemic, when conditions are not considered typical (aside from Jan-March). It is unclear whether accident data during this pandemic period would be representative or acceptable. The PIC review was considered appropriate for the scale of trip generation from the site. The traffic impact across all routes, as presented within the traffic distribution note <i>TNPS02 Havant Reservoir Traffic Distribution Sensitivity Revision</i> , is very low - less than 1 vehicle on any junction during the typical weekday network peak hours, or less than 20 two-way vehicles during a weekend (mid-day).
5	Personal Injury Accidents	The applicant has provided a basic review of the recorded accidents however has not provided any context to the accidents themselves and has not included the raw data which contains further information relating to the recorded accidents.	The level of review was considered proportionate to the traffic impact from the site (see comment 4), with a detailed review being undertaken at the site accesses. No further assessment is considered necessary.
6	Personal Injury Accidents	It is not clear why the scope stops on Calshot Road at the marked location when further recorded accidents are evident on the remaining network which will be subject to additional traffic relating to this development	The cordon used in the collision analysis covers the entirety of Swanmore Road and Calshot Road. The entirety of Calshot Road was included in the collision analysis. The review within the TA identified there were a total of nine collisions on Swanmore Road / Calshot Road within the latest 5-year period. A further review of the causation factors of the collisions in the TA did not identify any common causation factors in this area. The main route to the southern access from the existing highway network would be via Swanmore Road rather than Calshot Road. Due to the non-direct nature of these routes, their comparatively longer lengths and existing traffic calming measures it is not expected that they will be utilised by vehicles associated with the site; and therefore no further review is considered necessary.
7	Personal Injury Accidents	The current information provided does not include enough information for the Highway Authority to agree with the applicant’s position that the development will not exacerbate any accident trend and will need to provide more detail to the Highway Authority, namely; · An agreed scope of assessment with the Highway Authority · Latest 5-year data from Hampshire Constabulary · A detailed review of the recorded accidents within the agreed scope · Provision of appropriate mitigation or amendments to the proposed strategy to prevent exacerbating any identified accident trends.	The level of review was considered proportionate to the traffic impact from the site (see comment 4), with a detailed review being undertaken at the site accesses. No further assessment is considered necessary.
8	Baseline Conditions	The Highway Authority however accepts that the flows and uplift factor is acceptable in this instance as the difference in the applicant’s flows and the Highway Authority’s interrogation would be equal to monthly and annual traffic flow fluctuations.	Noted

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9	Trip Generation	The report provides a detailed assessment of how the likely trip generation is calculated which the Highway Authority has reviewed and is satisfied provides a robust methodology for peak hour trip rates.	Noted
10	Trip Distribution	The applicant has then distributed the trips associated with that MSOA on the road network using journey time cordons and straight-line distances which is not considered acceptable.	Note that straight line distances was used to proportion the population within MSOAs and not in the assignment. The cordons were developed using an average speed of 60 kmh (40 mph) and a journey analysis tool. Due to the nature of the straight-line distance analysis, journey times using the road network will broadly average out over each direction/route to the site. The use of straight-line distance journey time cordons is therefore considered appropriate. However, an alternative distribution model has been presented to the LHA. Further information provided in Technical Note <i>TNPS02 Havant Reservoir Traffic Distribution Sensitivity Revision</i>
11	Trip Distribution	The Highway Authority has requested the applicant to review their trip distribution model, which is fundamental to the proposed access strategy and needs to be agreed before further work can be undertaken on determining the suitability of the accesses and wider assessment on the impact of the development.	An alternative distribution model has been presented to the LHA. Further information provided in Technical Note <i>TNPS02 Havant Reservoir Traffic Distribution Sensitivity Revision</i>
12	Access Strategy	Whilst the Highway Authority has a number of engineering concerns relating to the northern access, the principle of providing an access from the north is supported. The primary concerns relating to the southern access relate not to its junction form but the principle of the access and the routing of traffic through the Leigh Park area. This is something that has been strongly opposed through the Dunsbury application for both construction traffic, trips to the site and through traffic and this is reflected within the design. Whilst it is acknowledged that the type and frequency of trips to the proposed development are of a different scale and nature, a careful balance must be struck to ensure that a southern access does not have a determinantal effect on the Leigh Park area or give rise to additional safety concerns. Until the trip distribution is agreed, neither access proposal can be progressed or fully commented on as the final form and scale cannot be agreed.	N/A
13	Access Strategy - Northern Access – B2149	In accordance with DMRB CD123 ghost islands shall only be used where major road traffic flows allow traffic turning right out of the minor road to do so in one manoeuvre. Given average daily flows of above 15,000 on B2149 and addition of 700 daily movements on the access this would mean that Single Lane Dualling should be considered. Trip distribution is key to agree the number of likely vehicles egressing the northern access by turning right, travelling south on the B2149 to establish if this is a likely manoeuvre and may lead to vehicles stopping in the carriageway as they cannot turn right in one movement	It is not considered that single lane dualling is necessary, based on Figure 2.3.1 within CD123. The specific junction form is dependent upon an agreed distribution, however the AADT for the minor arm is between 300-500. Well below the level of 2,000 recommended within CD123 for single lane dualling. Worst case summer's weekend day is ~800-900 on the minor arm, dependent upon distribution, which is still well within the recommendation for a ghost island layout. As noted the capacity is well within the guidance for a simple right turn ghost island. There is no flow justification for single lane dualling as identified. With respect to CD 123 the following should also be taken into account. (i) Para 2.17 <i>"SLD layouts shall only be used on roads with hard strips"</i> The B2149 is not a meet the requirements for a standard width carriageway and does not have hard strips. Therefore not suitable for SLD. (ii) para 2.18.1 <i>"SLD should be used in preference to ghost island where overtaking opportunities are restricted and/or where right turning traffic would need to make this manoeuvre in two stages"</i> . It is observed that overtaking opportunities are not restricted and there is no reason to suspect that the right turn manoeuvre could not be made in a single stage as there is adequate visibility from the junction to the left and right. Therefore SLD is not considered a requirement. Further information on the northern access provided within Technical Note <i>TNPS03 Havant Reservoir Northern Access Layout</i>
14	Access Strategy - Northern Access – B2149	The independent Road Safety Audit states that the B2149 is a high-speed road subject to national speed limit. Four of the seven collisions which occurred along the route in the involved overtaking vehicles. Drivers who fail to realise there is a junction ahead may attempt to overtake a slower moving vehicle and find themselves on the wrong side of the carriageway as another driver turns out of the site access road resulting in a head-on collision or they may encounter a stationary vehicle in the right turn lane. The proposed access junction is not clearly visible on the approach when travelling northbound due to the vertical alignment of the B2149, which includes a crest curve to the south of the junction. Because of this, stopping sight distances on both approaches are substandard. The RSA1 concludes that the following measures should be investigated to overcome the fundamental safety concerns of the proposed location and form of junction: · Alterations to the vertical alignment of the B2149 · Relocation of the junction · A reduction in speed limit with supporting measures to ensure compliance It should be noted that the provision of a reduce speed limit alone would not be sufficient in overcoming the safety concerns.	As set out within the designer's response to the RSA submitted to HCC, a departure from standard (DfS) would be applied for once the distribution is agreed. This has now been submitted. Visibility is considered further in the DfS application. An assessment summary of access options for Havant Reservoir was undertaken and the proposed northern access was the preferred to the northern option. If the junction was moved to the north or south then visibility along the B2149 would be made worse. A compliant vertical alignment could be built at this location but would require the re-profiling of the carriageway vertical alignment. This is considered to have a significant environmental impact. Therefore a speed limit reduction was proposed. It should be noted that a 40mph limit to the immediate north has been approved. This is the start of the south bound taper of the ghost island. This would have traffic travelling at a lower speed and it could be logical to extend the 40mph to encompass the junction. Further information on the northern access provided within Technical Note <i>TNPS03 Havant Reservoir Northern Access Layout</i>

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15	Access Strategy – Southern Access	The RSA1 suggests that existing parked vehicles along Swanmore Road in the junction visibility splay may obstruct inter-visibility between drivers exiting the access road and drivers approaching the junction. This may increase the risk of a driver pulling out into the path of a vehicle on Swanmore Road and a collision occurring.	As set out within the designer's response to the RSA, a waiting restriction could alleviate this potential risk, and it is considered that a contribution can be secured by condition for the development of this layout
16	Access Strategy – Southern Access	It is understood that the existing Bridleway 121 which runs to the east of Swanmore Road may be impacted by the proposed access works and should be shown on the plan to ensure it can be maintained in its current position.	Noted. The plan will be revised to show Bridleway 121.
17	Access Strategy – Southern Access	1. The number of recorded accidents on Swanmore Road and Calshot Road needs to be fully investigated as per the above. It does appear to be high for a what is a residential road network. The increase in vehicular trips through this network could exacerbate an underlying trend. 2. Further to this, the area of Leigh Park is subject to traffic management measures to assist in reducing vehicular levels in this part of the road network. The proposed access strategy may compromise the effectiveness of overall traffic management policy in the area and increase future maintenance liability for the Highway Authority.	It is considered important to note that the trip generation from the site is very low with less than 1 vehicle using any route during the typical weekday network peak hours, and less than 20 two-way vehicles during a weekend (mid-day). 1. The review did not find any common causation factors, and the level of impact is considered low from the trips being generated. 2. The traffic impacts along Swanmore Road have been considered in the accompanying ES. Based on the submitted distribution model, the development is expected to generate 171 vehicles AADT along Swanmore Road, or 151 based on the alternative distribution model. Based on IEMA guidelines this level of impact is considered negligible. It is also considered pertinent to highlight that the busiest period for the reservoir would be experienced outside of typical peak times, when the road network is generally quieter. It is not clear what traffic management measures may be compromised by the proposed access strategy and level of trip generation for the Havant Reservoir.
18	Access Strategy – Southern Access	The northern section of the internal access road becomes single lane with passing places, the narrowing is understood to be required due to impact on ancient woodland. The Highway Authority has concerns that this will be less attractive for motorists, due to the additional delay and increased length of northern access road to the car park which may make the southern access more attractive and attract a larger number of trips than proposed by the applicant.	This is an environmentally led scheme, with protection of ancient woodland a key objective, which has been supported during feedback from the Local Planning Authority and during public consultation. A signage and marketing strategy will be developed during detailed design which will clearly highlight the northern access as the main access. A revised distribution model has been agreed with the LHA which does not rely on signage. Further information on the distribution model that does not rely on signage provided in Technical Note <i>TNPS02 Havant Reservoir Traffic Distribution Sensitivity Revision</i>
19	Access Strategy – Through Route	Whilst the unrestricted route from the northern access to the southern access is of an unattractive nature, the Highway Authority raises concern over the potential use of this as a through route or a rat run once operational. It is likely during peak times that the route would be quicker for some road users than the existing highway routes. Measures need to be included to stop this from occurring and this should be of no burden on the Highway Authority to maintain and manage. It is also a concern that it would be utilised for antisocial behaviour such as by motorbikes outside the main operational times of the site. Confirmation that required parking standards have been met is required.	It is not clear what standard route this 'rat-run' would serve. There are a number of pedestrian crossings located within the car park area, which can be developed as raised tables at detailed design. There is also a minor priority junction between the car park and the northern access which will be developed at detailed design. Both measures would discourage the use of the site as a rat run. Further consideration of additional measures, such as ANPR access barriers and parking charges can form part of the detailed design, but it is considered that the principle of the access and routes can be agreed. There are a number of measures that will contribute to traffic calming and discourage rat-running. Between Middle Park Way and the Swanmore Road entrance to the reservoir there are three road narrowings for single way traffic over 750 metres. Within the Car Park there are three raised tables proposed for pedestrian crossing, and further there is single lane access with passing spaced to the B2149 for over 1300 metres. All these features are speed deterrents and significantly reduce the attractiveness of the route as a rat run. In addition the facility will be gated. As stated in section 5.54 of the TA; Consideration has been given to both East Hampshire and Havant Brough Council's parking policies and standards to determine whether there is any prescribed guidance with regards to the appropriate level of parking. It is considered that there is not a specific land use comparable to the Havant Thicket Reservoir within the standards and therefore parking has been determined on a first principles basis, using the parking accumulation derived from the agreed trip generation.
20	Parking	From the Highway Authorities perspective, we are concerned regarding the potential for on street parking, especially within the Leigh Park area in the vicinity of the southern access, or other pedestrian/cycle connection points to the site. Confirmation of control measures for parking should be provided.	A core parking area of 193 spaces will be provided at the site. As part of a first principles approach, the size of the car park has been calculated using the agreed trip rates and car park data from the Queen Elizabeth Country Park. It is considered that this level of parking will be sufficient to accommodate the typical parking demand at the site. However, for busy periods a supplementary over-flow parking area of 75 spaces will be developed to allow for instances where the parking demand exceeds the average peak. The appropriate availability of parking and concentration of facilities at the visitor centre adjacent to the car park will remove any need for on street parking by visitors. The car park will also alleviate the existing on street parking by dog walkers at Havant Thicket. It is considered that any further measures off-site could be secured by condition (such as on-street parking restrictions), but will be supplemented by further consideration of on-site parking charges at detailed design.

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21	Junction Assessment	TEMPRO has been utilised to factor the baseline surveys from 2020 to 2029 as the future year scenario, using suitable Havant Middle Super Output Areas and the Highway Authority is satisfied that this is acceptable. 2029 is assumed by the applicant to be the year of opening and full operation of the site.	Noted
22	Junction Assessment	There is concern that the Dell Piece East/B2149/Site Accesses junction has been modelled incorrectly as the outputs are significantly lower than the approved model associated with the Land East of Horndean application and this should be reviewed by the applicant.	The approved Dell Piece East/B2149/Site Accesses junction model produced as part of the Land East of Horndean development TA has been reviewed. The approved model has been replicated as part of the Havant Thicket Reservoir TA, and the 2030 / 2029 results (with development) are less than 1PCU / 1s delay difference (0.1 difference in RFC). No further assessment is considered necessary.
23	Junction Assessment	Other junctions included within the Land East of Horndean development application should be assessed as part of this application. This should include the A3(M) junction with improvements scenario and the new roundabout access on the B2149.	The TA for the Land East of Horndean development has been reviewed as part of the development of the Havant Thicket Reservoir TA. The review of the Land East of Horndean TA analysed the assessment results of the junctions included as part of the development and the improvements to Junction 2 of the A3(M) The assessment results in the Land East of Horndean TA provides sufficient evidence that with improvements Junction 2 of the A3 (M) and the development junctions will perform well within capacity in all scenarios. As shown in Table 5-3 of the Havant Thicket Reservoir TA, the development will not generate an impact higher than 5% at Junction 2 of the A3(M). It is considered that the assessment results provided in the Land East of Horndean TA show sufficient latent capacity to accommodate the low number of flows and impact produced by the reservoir development.
24	Strategic signage	The applicant should propose a strategic signing strategy to ensure the strategic network is used, rather than local roads. This should be presented at this stage to ensure an appropriate level of review is undertaken by the necessary consultees and secured through planning condition or Section 106 obligation should permission be granted.	It is considered that the principle of a signage strategy can form part of a condition, and should not need to be agreed prior to acceptance of the principle of access, as the revised distribution model does not rely on a marketing and signage strategy.
25	Trip Generation	At the peak of construction starting 2023, there will be circa 200 two-way HGV movements per day and 250 smaller vehicles per day accessing the site with regards the reservoir construction. There will then be an addition 30 HGV movements associated with the pipeline works at 270 LGV and car movements in relation to these works. Whilst measures can be implemented through a Construction Traffic Management Plan the proposed trip generation for construction vehicles is significant. It is not known whether the HGV trips will be spread throughout the day or focussed on particular time periods. Clarity is sought on how the trips will arrive throughout the day and whether any restrictions are to be applied to the site to control HGV arrivals	The specific construction details will be determined through the detailed design process, however it is envisaged that there would be an element of control of vehicles. During the peak it would be anticipated that the vehicles would be spread across the day, avoiding the peak hours as far as is reasonably practicable. Note that the 270 LGVs referred to for the pipeline would not be located on the local road network, with mini-buses being used to transport workers from the welfare facilities on site to the relevant section of the pipeline. This information is included within the ES chapter for reference.
26	Trip Assignment	1. The Highway Authority would like further clarification on why use of via the route via the Dunsbury Hill Farm site is no longer being explored. 2. The current NSIP for the Aquind project is forecasting a construction programme which coincides with this application and the vehicle routing details overlap at junction 2.	1. The sharing of information with regards to Dunsbury Hill Farm site was explained as being confidential, due to the on-going negotiations with the landowner. An agreement was not achieved due to potential impact on the business park and potential tenants, in addition to significant engineering constraints to the north of the business park. After onsite investigation it was concluded that features such as a watercourse, varied topography and a Bridleway along Park Way would pose significant engineering and environmental challenges to delivery of an access at this location. This option has therefore not been considered further. 2. It is understood that the construction traffic routeing associated with the Aquind development and converter station is as follows: A3(M) Junction 2 – B2149 Dell Piece West – A3 Portsmouth Road – Lovedean Lane – Day Lane – Broadway Lane. Traffic associated with sections 4,5,6 and 7 of the onshore cable corridor construction will also pass through Junction 2 of the A3 (M). These routes, whilst sharing potential junctions, are not the same route proposed for the reservoir. The full construction management plan will include further detail to ensure coordination with neighbouring developments are far as reasonably practicable.

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27	Junction Assessment	The proposed generation from construction for a significant period cannot be deemed to be a negligible impact. Roads which are currently subject to no HGV traffic are to be exposed to significant daily demand. No junction modelling or detailed assessment on the capacity of the road network and the impacts of the prolonged construction period has been undertaken and must be considered by the applicant. This should consider the joint impact of other significant and emerging schemes in the area	As detailed in the Environmental Statement, the impact of construction traffic has been evaluated using the IEMA guidelines and referred to other large infrastructure projects within the UK. With reference to the sensitivity of receptors and the magnitude of change, significance levels have been applied to the potential significant effects. Although it is acknowledged that any increase in HGVs may be perceptible to local residents in the setting where none are currently observed, such as Swanmore Road (L45), Ellisfield Road (L47), Fraser Road (L51) and Highclere Avenue (L52), the number of HGVs across the day, 15 HGVs in each direction, equates to one HGV every 30 minutes for a temporary period. This number is not considered significant in environmental assessment terms. Through analysis using the IEMA guidelines, the highest percentage impact on a link with existing HGV traffic is on the B2149 North of the Northern Access (L43) during the development's construction phase, which according to the assessment matrix is medium in terms of magnitude of change. As detailed in Table 13-8 of the EIA, changes in all traffic during the worst-case construction scenario do not exceed 5%; it is therefore not considered proportionate to carry out any further junction modelling as part of the construction phase using. Whilst the management of construction vehicles on the highway network will be coordinated with other sites and detailed in the EMP to avoid compounding impacts.
28	Junction Assessment	During the construction phase the vehicle routing at the A3(M) junction 2 roundabout will be under considerably more pressure with a number of development schemes overlapping including Aquind and the Land East of Horndean development site. Assessment must be carried out at this junction for the construction phase to demonstrate its effective working and to understand the impacts of the additional traffic on the approved improvement scheme to be provided by the Land East of Horndean site.	The review of the improved junction, as set out within the TA found that there was residual capacity being built into the junction, though an exact layout had not been fully agreed at the time of writing. Further assessment of the construction impact will form part of the construction management plan that will accompany the detailed design of the reservoir.
29	Construction Traffic Management Plan	Whilst information relevant to a CTMP has been provided within the supporting documentation a full framework construction traffic management plan must be provided to support the application and include appropriate measures to ensure the impact from the construction traffic is minimised, which should be separate to the pipeline CTMP. This should include but not be limited to: · Appropriate directional signage for construction traffic to the site · The provision of long-term facilities for contractor parking; · The arrangements for deliveries associated with all construction works; · Methods and phasing of construction works; · Suitable wheel washing facilities which given the nature of the development should be via a suitable drive through wheel wash. · Vehicle routing proposals and appropriate signage strategy details	The application for the reservoir is predominantly outline. The detail that would be included within the CTMP is dependent upon the detailed design of the reservoir and access routes; the principles of a CTMP are set out within the OEMP, and it is anticipated that the detailed management of construction can be conditioned at this stage. There will be further opportunities for consultation through the reserved matters applications and planning conditions.
30	Construction Traffic Management Plan	The construction period is planned to last around 9 years which due to the increase in HGV's may be detrimental to the existing carriageway and ongoing maintenance. A pre-condition survey should be undertaken by the applicant prior to any commencement on site to assess the condition of the construction route. At the end of the construction period, the applicant will need to make good any defects caused by HGV traffic, in agreement with the Highway Authority.	Noted; it is anticipated that this can be conditioned. Please note the reservoir will not be fully operational until 2029 however, the main works of the reservoir will take only 3.5 yrs with the remaining years being required to fill the reservoir.
31	Construction Traffic Management Plan	The development to the north Land East of Horndean, will more than likely be on site and implementing changes to the B2149 which will need to be given further thought by the applicant. The Highway Authority needs to ensure that any damages caused by HGV traffic associated with this development is rectified by the applicant and does not become a burden to the Land East of Horndean developer.	The appointed contractor by Portsmouth Water will liaise with the developer at the Land East of Horndean to ensure coordination of construction. Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (Environmental Statement Volume 4 Appendix A2.1) records Portsmouth Water's commitments to the local planning authority to prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, plus opportunities for recreation and leisure.

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32	OEMP	The OEMP contains seven objectives relating to Traffic and Transport to manage the environmental effects and impact of the development, which are: · Minimise impact of HGV traffic on the highway network · Minimise impact of construction traffic during typical network peak hours · Minimise use of construction routes of local road · Minimise the impact of PRoW closure/diversion · Minimise staff car trips · Minimise staff car trips · Maximise opportunities for all modes of travel The first six objectives will be linked to a detailed Construction Traffic Management Plan and the bottom objective is linked to the Construction and Operational Travel Plan. Whilst the principle of the above objectives is considered appropriate, the Highway Authority needs to agree and approve both the Framework Construction Traffic Management Plan the Framework Travel Plan in order for the OEMP to contain suitable measures to reduce the environmental impact of the development.	As above, a Construction Management Plan will be prepared once the detailed design of the reservoir has been completed.
33	Framework Travel Plan	A framework travel plan has been provided for construction staff. This is being reviewed by Hampshire County Council’s Travel Plan team and any comments will be forwarded to the applicant direct.	
34	Mitigation	The ES Chapter 13 refers to measures which have been taken to reduce the impacts of construction. These are listed as: · Development of an OEMP in Appendix A2.1 in ES Volume 4 · Reviewing construction sequencing to smooth out the ‘peak’ in construction traffic as far as possible · Reviewing construction routes to make use of the principal road network where possible · Reviewing the use of multiple access points to reduce the time period an impact may be experienced by the local population. Whilst measures are welcomed such as those listed above given the scale of the project and potential impacts of construction vehicles it may be necessary to provide additional mitigation measures, with commitments to work with other nearby construction projects to ensure works are delivered in a way which minimises the impacts of the construction phase.	Noted, and it is anticipated that this can be secured via condition.