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Your reference APP/20/00990 / 51680/001

Date 07 May 2021

Email 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 (APP/20/00990) & East Hampshire District Council
(51680/001)**

Hybrid application seeking: 1) Full Planning permission for Development of a reservoir for raw water storage, A pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (Ml), to support the planned bulk supply transfer of at least 21Ml/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park ; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir. 2) Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) control house partially incorporated within landscaped earth mounding adjacent to the south west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north west of the reservoir.

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

Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m). | Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

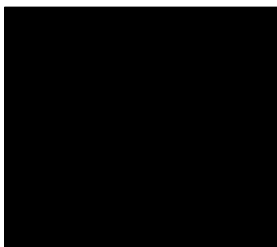
I am writing with reference to the above planning application(s) upon which the County Council has been consulted. This response sets out the County Council's updated position on this application in its capacity as the local highway authority. This response should be read in conjunction with the previously submitted comments of the County Council and is also directly linked to the County Council's response on the associated pipeline planning application (PP/20/00991) and should be considered in conjunction with that application.

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 County Council now considers that sufficient information has been submitted to enable it to provide an informed position on the overall merits of this scheme as set out in Appendix A.

The County Council supports the application subject to the inclusion of specific planning conditions and the County Council's requirements to secure obligations to make the development acceptable in planning terms as part of any resolution to grant planning permission for the hybrid planning application.

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

This response should be read in conjunction with Hampshire County Council's previous response which contained the Highway Authority's comments in Appendix A, in the letter dated 21st December 2020. The letter outlined that the application should provide additional information to ensure the application proposals are robustly assessed and any mitigation can be secured to minimise the impact of the development and promote active travel options to access the site.

The Highway Authority and the applicant have had numerous discussions in order to work through the previous response. For continuity and ease of reference, this letter will use the headings used previously. The applications, APP/20/00991 for the pipeline and APP/20/00990 for the reservoir should be reviewed and considered together due to the interlinked nature of the applications.

Assessment Phases

The application has been assessed within two phases. There is the operational phase for when the site is built and operational as a country park. There is also the construction phase which has also been assessed for its impacts in Highway terms.

Operational Phase

Accessibility

The Highway Authority raised concerns on how the proposed development will be accessed from the existing pedestrian and cycling provision, both from the east across the B2149, from Swanmore Road and from the south providing access from Staunton Country Park. The applicant has now submitted a more detailed accessibility strategy, through document HTR-ATK-XX-XX-RP-Z-0076 titled Access for Non-Motorised Users (NMUs) which includes improving existing connections from the public highway to gain access to the site for pedestrians and cyclists. This is shown in the aforementioned document in Figure 2 and the formal links comprise of;

- Improvements to the existing crossing on B2149/Castle Road junction to provide formal crossing and footway connection to the existing access track as shown on drawing HTR-ATK-XX-ZZ-DR-D-0001 which will provide access from the east (numbered 1 in Figure 2)
- Improvements for pedestrians and cyclists to the existing crossing point on the B2149 at the Forest Bere car park as shown on drawing HTR-ATK-XX-ZZ-DR-D-0002 which will provide access from the east (numbered 2 in Figure 2)
- Improvements to Swanmore Road southern access to the site to include additional pedestrian and cycle connections and tie into the Public Right of Way network as shown on drawing HTR-ATK-AR-RE-DR-D-0005 which will provide

access from Leigh Park (numbered 6 and 7 in Figure 2). The additional footway provision is focused around connecting the existing formalised crossing points associated with the bus stops to the site.

- Improvements to the Whichers Gate double mini-roundabout to provide a suitable crossing point into the site as shown indicatively on drawing HTR-ATK-XX-ZZ-DR-D-0003. It should be noted that there is a wider improvement scheme proposed for this junction highlighted through Havant Borough Council's emerging local plan and therefore a financial contribution will be secured to ensure delivery of the crossing point shown on drawing HTR-ATK-XX-ZZ-DR-D-0003 or if appropriate for timing for the monies to be used to provide appropriate crossing facilities within the wider improvement scheme at this junction, this improvement will provide access from the east (numbered 3 in Figure 2)
- Improvements to the existing walking and cycling routes through Staunton Country Park north of Middle Park Way which will provide suitable access from the south as agreed with Countryside Services
- Improvement of PRow Bridleway 121 to provide access from the southern access to the internal crossing to be agreed through Reserved Matters

The above improvements will be secured through a Section 106 legal agreement and delivered through Section 278 works or financial contribution be provided to Hampshire County Council to implement the improvement. A financial contribution is required in order to provide improvements as highlighted above.

The Highway Authority is satisfied that the improvements to the walking and cycling access strategy provides points for local residents to reduce the reliance on private car use to access the site and ensures safe and suitable access for all users.

It should be noted that the Highway Authority previously raised that a direct link should be provided through from the Land East of Horndean development, however due to existing 3rd party land constraints this cannot currently be delivered by the applicant. Should this link be feasible in the future, the applicant should endeavour to provide the link. There are connections provided from the Land East of Horndean site to PRow 120 which provide indirect onward connections via the right of way network to the site.

Personal Injury Accident data

The applicant has provided the most up to date accident data for the agreed study area, which includes Calshott Road and Swanmore Road and the B2149. The recorded accidents are detailed in document TNPS04 Personal Injury Collision Data Review.

Calshott Road and Swanmore Road

A total of 12 collisions (five serious and seven slight) have been recorded on Swanmore Road / Calshot Road. Six of the 12 recorded collisions were located in an area of the cordon 200m west of the proposed southern access junction, which is not expected to

accommodate any of the construction and minimal operational traffic associated with the reservoir and therefore has not been considered within the review which the Highway Authority has accepted.

The applicant has acknowledged that five of the 12 collisions included pedestrians or cyclists and has agreed that pedestrian and cycle links therefore need to be improved to gain access to the site to ensure any trend is not exacerbated. The previous section outlines the agreed improvements to Swanmore Road which will be secured through a Section 106 legal agreement.

Vehicular accidents were attributed to driver error, failing to look properly, poor manoeuvre and following too close. Based on the agreed trip generation and distribution, once the proposed development is operational, there is expected to be fewer than 10 two-way trips generated during the typical network peak hours, and less than 50 trips during a weekend peak, which is unlikely to exacerbate the identified collision factors. There was no mitigatable accident pattern identified through the accident analysis.

HGV traffic associated with the construction of the pipeline will be limited and controlled through the Construction Traffic Management Plan and Traffic Management Plan.

B2149

A total of seven collisions (two serious and five slight) were recorded along the B2419 and four of the collisions recorded involved overtaking vehicles. The proposed northern vehicular access includes measures which will restrict overtaking manoeuvres along this section of the B2149. Further commentary on the northern access proposal is provided below and covers further this element of the recorded accidents. The recorded accident history on the B2149 has been considered carefully by the Highway Authority when reviewing the suitability of the proposed Northern Access and the design of the junction.

Local road network

The Highway Authority previously raised concerns over the use of CrashMap at other locations agreed with the applicant. After discussions, it is agreed that in this instance due to the Highway Authority agreeing trip distribution, the limited increase in operational traffic as a result of this development will not give rise to significant movements at the Middle Park Way/Woolston Road junction and the Middle Park Way/Purbrook Way junction. Therefore the scope of the study area was contained to those above.

The construction traffic as highlighted above will be controlled through a Construction Traffic Management Plan and Traffic Management Plan and therefore the Highway Authority is satisfied that the impact can be minimised in this location and accidents are not likely to increase as a result of this development in this location.

Trip Distribution

The Highway Authority raised concerns over the previously proposed trip distribution, which was derived from a gravity model, to establish the likely routes vehicles will use to access the proposed development and used MSOA from Census 2011 data, the use of which was considered acceptable. However, the applicant distributed the trips associated with that MSOA on the road network using journey time cordons and straight line distances which was not considered acceptable.

The application has provided a revised distribution model for vehicular trips across the local road network, in discussion with the Highway Authority, and is presented within document TNPS02 Traffic Distribution Model Sensitivity Revision. Eight main routes to access the site were proposed;

- Route 1 – A3(M) South (northern access)
- Route 2 – A3(M) North (northern access)
- Route 3 – B2149 South towards Emsworth (northern access)
- Route 4 – B2149 South towards Havant (northern access)
- Route 5 – Swanmore Road – Dunsbury Way (southern access)
- Route 6 – B2149 North – across A3(M) junction 2 (northern access)
- Route 7 – Swanmore Road – Middle Park Way – Purbrook Way (southern access)
- Route 8 – Swanmore Road – Middle Park Way – Hulbert Road

The applicant has revised their assignment on these trips based on journey times, particularly through the peak hours, and has derived that 74% of operational trips will access the site through the northern access and 26% will utilise the proposed southern access. Further detail is presented in Table 3 - Route Assignment Assumptions for MSOA cordons which assumes assignment based on the trip origin. The Highway Authority is now satisfied that the methodology and figures presented are robust and therefore distribution of operational traffic is agreed.

Access Strategy

The Highway Authority previously raised concerns that 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. However, given the above, the access strategy as presented in the application can now be fully considered.

The access strategy proposed consists of two vehicular access points for the reservoir. The northern access on the B2149 is proposed to be the main access and the access via Swanmore Road, the southern access, is a minor secondary access for localised traffic. The Highway Authority is satisfied that the proposed access strategy is acceptable subject to an appropriate and robust signage strategy including the need for signage as appropriate on the strategic highway network being secured to reduce trips

associated with the development site on localised residential roads and will utilise the strategic road network where possible.

Northern Access

Drawing HTR-ATK-AR-RE-DR-D-010 shows the proposed access to the north which comprises of a ghost island priority junction onto the B2149. The Highway Authority previously commented on the Independent Road Safety Audit Stage 1 (RSA1) which was submitted by the applicant to accompany the access proposal. The RSA1 raised concerns over the access which were mirrored by the Highway Authority, which was namely the existing overtaking accident history on the B2149 and the lack of forward visibility on the main line when approaching the junction. The RSA1 concluded that the following measures should be investigated.

- Alterations to the vertical alignment of the B2149
- Relocation of the junction
- A reduction in speed limit with supporting measures to ensure compliance

The Highway Authority previously ruled out the reduction in speed limit at this time due to the nature of the existing road network in its rural feel and existing recorded speeds.

The applicant has submitted to the Highway Authority, an access optioneering exercise which is understood to have been carried out prior to this planning submission. The report contains six access options along the B2149 and considers each against certain criteria, namely engineering, environment and project drivers. Each access was given a score based on high level appraisal and the proposed northern access was considered to be the most appropriate.

The Highway Authority questioned two further options, one through the Land East of Horndean development which was discounted due to third party land constraints and unknown ecological impact which could not be overcome through the planning process. Another access to the south of the proposed access would sever the ancient woodland making it difficult for forestry management and it would result in a greater loss of the designated ancient woodland. It was therefore considered that in order to achieve the agreed access strategy, the proposed access would need to be progressed.

Junction form has also been considered by the applicant and the Highway Authority in detail. The appropriate form of the junction is based on DRMB guidance and the ability to provide an appropriate design. Design is discussed further within this section. Regarding junction from initially this is based on daily vehicle flows. Flows on the B2149 are 14,240 (7281 north bound and 6959 southbound) on average per a day and it is acceptable that peak daily movements from the proposed development are 834. Based on CD123 Revision 2 figure 2.3.1 the appropriate junction form is that of a ghost island right turn lane as presented.

Two Departure from Standards (DfS) submissions have been applied for by the applicant, which is for the visibility on the main line as raised in the RSA1. The vertical alignment of the B2149 as existing, presents a crest and sag on the approach to the proposed access locations and therefore stopping sight distances are compromised. As part of the DfS submissions, the applicant proposed mitigation in order to reduce the risks highlighted within the RSA1.

It is proposed that the B2149 will be reprofiled in order to reduce the crest and will be filled in the sag to provide a flatter gradient which improves the forward visibility on the main line. The applicant has stated that the reprofiling will not result in any further impact on tree loss. The Planning Authority should satisfy themselves that this is the case. It is acknowledged that the B2149 experiences movement due to the soil conditions and there is flexibility within the proposed reprofiling. The Highway Authority will impose that the scheme is subject to an extended maintenance period to cover the entire construction phase until 12 months after the site becomes operational to the public or 12 months post construction traffic movements stopping whichever is later. This will include, but not be limited to, monitoring any movement of the B2149 which will need to be rectified by the applicant should movement occur within the maintenance period.

In order to reduce overtaking opportunities, the applicant has proposed traffic islands to be provided north and south of the access junction. Additionally, a solid white line will be painted on the B2149 which restricts vehicles from overtaking manoeuvrers.

Visibility from the access to the near side kerb, as shown on drawing HTR-ATK-AR-RE-DR-D-0010, is based on recorded speeds and takes the gradient of the road into account as per Hampshire County Council's TG3 document. The plan shows that visibility can be achieved within the public highway and land controlled by the applicant. The applicant has also submitted long sections of the visibility splays which shows that the crest and sag of the B2149, in this instance, does not impact the splays. Land required for the visibility splays that sits outside the current highway boundary will need to be dedicated as Highway as part of the s278 process.

Having regard to the above the Highway Authority is satisfied that the proposed northern access can be delivered subject to further detailed design which will be subject to Hampshire County Council's Section 278 design check process. The detailed design process will ensure that the vertical reprofiling of the B2149 can be achieved as set out by the applicant, without the need for tree loss. Should this not be achieved, either the reprofiling cannot be implemented as stated or if it results in tree loss, the applicant will not be able to proceed with implementing the junction and will be required to revisit planning approval for access.

The access must be constructed prior to any commencement on site and may be subject to traffic management measures through the construction period to better manage access for HGV movements. Conditions and obligations will be required to carefully ensure that only works that can be appropriately accessed in advance of the northern

access being constructed to the satisfaction of the Highway Authority, including the reprofiling is undertaken.

Southern Access

The southern access is proposed in the form of a priority junction from Swanmore Road as shown on drawing HTR-ATK-AR-RE-DR-D-0006. The Highway Authority stated that the following concerns needed to be overcome in order for the access to be acceptable.

- On-street parking near the junction may restrict visibility splays
- Bridleway 121 would be impacted by the proposed junction
- Underlying accident trend on Swanmore Road

The applicant has agreed to provide a TRO payment to restrict parking within the visibility splays of the junction and will be secured through a Section 106 legal agreement.

Bridleway 121 will need to be altered and this will be secured through the planning process as advised by the Rights of Way team. Drawing HTR-ATK-AR-RE-DR-D-0005 shows that the extension of the Bridleway will capture cyclists using the Swanmore Road access by introducing dropped kerbs to join a shared footway/cycleway into the site on the northern side of the junction. A footway will be provided between the proposed site and the bus stop to the north of the access. This ties the access point to the west into the existing footway provision in Swanmore Road. To the south of the access an additional footway connection will be provided from the bus stop to the south of the existing vehicle maintenance access point. This access point will become the primary pedestrian and cycle access point to the site from Swanmore Road and tie internally directly into the shared use provision within the site.

Bridleway 121 along the western boundary of the site will cross the internal access road further within the site at an appropriate point to be agreed through reserved matters.

Having regard to the above the Highway Authority is satisfied that the southern access junction can be delivered. It will be subject to further detailed design through Hampshire County Council's Section 278 design check process. The access will need to be in prior to any commencement of any phase on site that requires access via the Swanmore Road. As per the northern access, there may need to be additional traffic management measures through the CTMP which will restrict access to the public.

Through Route

Drawings HTR-ATK-AR-RE-DR-D-0001 and HTR-ATK-AR-RE-DR-D-0005, shows the access route from the northern access to the southern access. The Highway Authority raised concern over the potential use of this as a through route or a rat run once operational as it is likely during peak times that the route would be quicker for some road users than the existing highway routes. The applicant has agreed to implement a barrier system and will be secured through the condition/obligation. It is also noted that the

applicant has stated that the internal access roads and car park strategy, which are matters to be dealt with at a later stage and may include altering the widths of the access road from the southern access junction, will discourage through traffic by design. The Highway Authority requests that they are consulted on these proposals when they come forward.

Parking

Concerns were raised previously 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. The applicant has confirmed that they are willing to provide a financial contribution of £24,000 to cover costs of implementing parking restrictions through a Traffic Regulation Order, as required to prevent nuisance parking. This includes parking measures on Swanmore Road which is highlighted above in the Southern Access section.

Junction Assessment

The junction modelling previously could not be fully assessed by the Highway Authority until the vehicle trip distribution for the site had been agreed, however given agreement on these matters the Highway Authority can now review in full.

As highlighted in the last response, 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. In addition to acceptable growth rates, consideration has been given to specific developments within the immediate vicinity of the site. Traffic flows from the nearby developments of Land East of Horndean 55562/005 and Dunsbury Hill Farm APP/12/00338 have been included within the future baseline flows.

The junctions which have been assessed based on the information to date and are included within the TA are:

- Dell Piece East/B4129 Roundabout;
- Northern Site Access/B4219;
- Southern Site Access/Swanmore Road;
- Swanmore Road/Middle Park Way Priority Junction;
- Woolston Road/Middle Park Way Mini Roundabout,
- Purbrook Way/Middle Park Way Roundabout

Due to the now agreed trip distribution, the Southern Site access/Swanmore Road, Dell Piece East/B4129 roundabout, Swanmore Road/Middle Park Way Priority junction and Woolston Road/Middle Park Way mini roundabout do not a significant increase in trips

through the junctions which would result in a significant change in the modelling presented in the original TA. This has therefore not been revisited.

It is shown through the modelling that there will be sufficient spare capacity in the 2029 with development future year scenario through the following junctions:

- Dell Piece East/B2149 (with Land East of Horndean improvements)
- Swanmore Road/Middle Park Way junction
- the Middle Park/Woolston Road mini roundabout.

The Middle Park Way/Purbrook Way roundabout modelling shows that there is an arm which operates over theoretical capacity in the PM peak and the Saturday peak. This is evident in the 2029 base scenario with an RFC value of 1.04 and delay of 6 seconds on the Purbrook Way East arm. The 2029 with development scenario shows a very minor increase of 0.01 in RFC and 1 additional second delay as a result of the trips associated with this site. The Highway Authority is therefore satisfied that the operational traffic associated with this site will not result in a significant impact on the local highway network.

The trip distribution has resulted in minor changes to the modelling for the northern access and as a result the junction will see a delay to right turning vehicles from the site access of 26 seconds in the PM peak. There will be minimal queuing traffic within the right turn lane on the B2149 and the access junction. The Highway Authority accepts that the junction will operate well within capacity.

Strategic Signing and Wayfinding

The applicant has agreed to secure a Wayfinding Infrastructure Strategy which will include the design and location of signage across the site and include key areas surrounding Havant Thicket such as, but not limited to, Dunsbury Park, Horndean, Leigh Park, Rowlands Castle and Staunton County Park. The strategy will be for both vehicular and active travel modes.

Vehicular signage will direct traffic to the northern access junction from strategic routes and the applicant should include a plan which shows where these will be located for inclusion within the s106 agreement. The active travel mode signage will direct users of the site to the access points which have been discussed above to ensure safe and suitable access is promoted.

Construction Phase

Trip Generation

Clarity was 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 applicant has highlighted that 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 additional 30 HGV movements associated with the pipeline works at 270 LGV and car movements in relation to these works.

The applicant has now provided a Framework Construction Traffic Management Plan which contains measures, but is not limited to, to restrict the movement of HGV and staff trips for both the construction of the reservoir and the pipeline through the traditional peak times of 08:00-09:00 and 17:00-18:00 across the local road network. Where school drop off and pick up movements, both vehicular and active travel modes, be impacted HGV trips will be limited to arriving/departing outside of this window.

In addition to this, the applicant has agreed that HGV movements during weekdays will be restricted to 32 (16 arrivals and 16 departures) per hour with no more than 200 in a day (100 arrivals and 100 departures). On Saturdays HGV movements will be restricted to 32 per hour (16 arrivals and 16 departures) between 9am and 1pm.

Staff and contractors working on the construction of the reservoir will be restricted to 125 and will arrive and depart the site outside of the peak hours.

Construction Routing

It has now been agreed that the construction routing for HGV and staff trips to the reservoir site is to be from the A3(M) - Junction 2 – B2149 – Northern Site Access and vice versa for HGV and staff trips leaving the site. Due to the length of construction period and number of vehicles associated with the construction phase, the applicant has committed, through the CTMP, that any defects on the construction routes caused by HGV traffic associated from the development site will be made good.

As stated within the Framework CTMP, the applicant will agree with the Highway Authority a programme for periodical condition surveys, and the triggers for any remedial or interim remedial works that are needed.

The applicant has acknowledged committed schemes in the area, namely Aquind Interconnector and Land East of Horndean, and will engage with both developers to ensure the impact of all three developments is minimised where possible, and specifically at the A3(M) junction 2.

Junction Assessment

Prior to the agreement of all construction related trips arriving and departing the site outside the peak hours the Highway Authority raised concerns over the operation of the local road network due to the localised routing of traffic associated with construction. The study area was agreed to be the proposed northern access to the A3(M) J2, which should include the new and improved junctions being implemented as part of the Land East of Horndean development. It should be noted that this only relates to staff worker trips and does not relate to HGV movements which were always considered to be undertaken outside the peak hours.

The applicant has provided a Technical Note which presents the following junctions have been modelled using industry standard software ARCADY and LINSIG.

- A3 (M) Junction 2 with Land East of Horndean Signalisation Improvement Scheme.
- Dell Piece East/Havant Road/Land East of Horndean Access Roundabout
- B2149/East and West Accesses to the Land East of Horndean Development Roundabout

To undertake modelling in the future year scenario assessments, TEMPRO growth factors have been used. In addition to this, the applicant has included Land East of Horndean construction staff traffic of 60 trips in the AM and PM peak respectively. and the following scenarios have been modelled;

- 2023 Base
- 2023 Base + Construction Staff Trips
- 2026 Base
- 2026 Base + Construction Staff Trips

The future years of 2023 and 2026 have been used as these represent the start and end of the peak construction period of the reservoir site.

A3 (M) Junction 2 with Land East of Horndean Signalisation Improvement Scheme.

This junction has been assessed using LINGSIG and in the 2026 baseline + development scenario in the PM peak shows that the junction result in a practical reserve capacity of -0.9%. The arm which is most impacted is the south right ahead arm on the circulatory and has a Degree of Saturation of 90.9% which indicates that queuing traffic may not be cleared after each green signal. The results show that the junction does still operate within theoretical capacity and whilst the construction staff traffic does worsen the operation of the junction, it will not result in a significant impact and delay on the local road network.

Dell Piece East/Havant Road/Land East of Horndean Access Roundabout

This junction has been assessed using ARCADY and in the 2026 baseline + development scenario and shows that the junction will operate within theoretical capacity with the highest RFC of 0.62, found on the Dell Piece East arm in the AM peak hour and a delay of 5 seconds.

B2149/East and West Accesses to the Land East of Horndean Development Roundabout

This junction has been assessed using ARCADY and in the 2026 baseline + development scenario and shows that the junction will operate within theoretical capacity

with the highest RFC of 0.78, found on the Havant Road North arm in the AM peak hour and a delay of 6 seconds.

Notwithstanding the above assessment results, it is acknowledged that the modelling represents the worse case scenario of all staff arriving in separate vehicles to the site within the identified peak period. The CTMP and the Travel Plan will reduce travel to the site within the peak hour periods and therefore the Highway Authority is satisfied that the construction traffic will not result in a severe impact on the local highway network, subject to the aforementioned mitigation in the form of CTMP and Travel Plan.

CTMP

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, some detailed above, 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.

The applicant has set out that the Construction Traffic Management Plan will include the following;

- Vehicle routing plans;
- Proposed programme and duration;
- Number of construction personnel including travel arrangements and mitigation where necessary;
- Alterations to the highway, including temporary and / or permanent, to enable construction;
- Details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage);
- Traffic management details;
- Compounds and laydown area details;
- Highway condition surveys;
- Methods for managing the site to prevent mud onto the highway; and
- Details of onsite contractor parking.

The construction phasing of the reservoir will be dynamic and should be consider a live document throughout the construction period. It will be important for the applicant to continue dialogue with the Highway Authority and Local Planning Authority to ensure measures are agreed prior to significant periods of HGV and staff traffic. This should also work alongside and compliment any traffic management arrangements for other committed developments and their CTMP.

Travel Plan

A Framework Work Place Travel Plan has been provided by the applicant to reduce the number of staff vehicle movements and promote sustainable travel modes if they are local or car/minibus share if from afar. The Framework Travel Plan does not provide enough detail on the measures that will be utilised to reduce the reliance on private car however the Highway Authority is satisfied that through continued dialogue, once further details on the contractors and staff to be used to operate at this site are known, a sufficient Full Travel Plan can be provided prior to any commencement on site.

The Full Travel Plan should contain a commitment to provide HCC with information of the contractor and where their staff will be originating from. If large staff numbers from a contractor are being housed at a hotel(s) the applicant should propose a shuttle bus to reduce all staff using a private car. If the contractors are local additional measures can be provided to make sustainable travel more attractive to staff.

An action plan should be included in the FTP which details each measure to be conducted as part of the Travel Plan (including resources to be allocated to the TPC role). A cost estimate for these items must be included which is used to approximate a Travel Plan Bond.

The Framework Travel Plan will be secured through a Section 106 legal agreement and the applicant will be required to pay Hampshire County Council's Travel Plan approval and monitoring fees. In addition to this, the applicant is required to cost the measures contained within the Framework Travel and those highlighted above to calculate a Travel Plan Bond which should also be secured through the Section 106 legal agreement.

Recommendation

The Highway Authority raise no objection to the proposed development subject to the following conditions and obligations.

Conditions

- Provision of a full CTMP prior to commencement
- To implement amendments to the vertical profile of the B2149 to the satisfaction of the Highway Authority and in accordance with drawing HTR-ATK-AR-RE-DR-D-0010 to achieve the implementation of the site access prior to commencement. In the interest of Highway Safety.
- Provision of details of the sustainable travel connections internal to the site and how these connect to the proposed offsite provision. For the position and alignment of these to be agreed by the Highway Authority.
- Phasing plan to be submitted prior to commencement.
- Barriers to prevent through traffic within the site to be provided prior to connection of the northern access and southern access and the site being open to the public.

- Details to be provided of the internal crossing point on the southern access road to tie into Bridleway 121 prior to the site being open to the public.

Obligations

- Provision of a full work place travel plan in accordance with the framework travel plan prior to commencement
- Payment of £1500 Travel Plan Approval Fee prior to commencement
- Payment of £15,000 Travel Plan Monitoring Fee prior to commencement
- Provision of a travel plan bond prior to commencement calculated at 110% the cost of the measures identified within the approved full travel plan.
- To enter into a s278 agreement for the southern access and for the access to be constructed to the satisfaction of the Highway Authority prior to commencement of any phase which requires use of this access as permitted through the approved CTMP
- To enter into a S278 agreement for the northern access and for the access to be constructed to the satisfaction of the Highway Authority prior to commencement on site.
- To pay the contribution for the Whichers Gate sustainable user improvements
- To pay the contribution or enter into a S278 agreement for the B2149 sustainable access improvements
- To pay the contribution for sustainable access improvements for between Middle Park Way and the southern bounds of the proposed development.
- Prior to operation of the site for a detailed vehicle signage strategy to be submitted and approved by the relevant Highway Authority and this to be implemented prior to occupation.
- Details of the Wayfinding strategy and infrastructure to be provided to the Highway Authority for approval and implemented prior to the site being operational
- To pay the southern access TRO contribution of £6,000 prior to completion of the southern access
- To pay the offsite TRO contribution of £24,000 prior to the site becoming operational to the public.