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Date 9 May 2024

My reference 052814

Your reference APP/20/00990

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Dear Mr Lakhan,

Havant Thicket, adjacent to Sir George Staunton Country Park, Reservoir and Pipe Line, Middle Park Way, Havant

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. 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

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section of the proposed pipeline (210m). (Approved 15.10.2021). Request to discharge conditions 4, 6, 9, 10, 12 (received 22.9.22). Request to discharge conditions 5, 29 (received 26.9.22). Request to discharge conditions 21, 22, 23 [Phase 1] (received 8.12.22) Request to discharge conditions 21, 22, 23 [Subsequent phases] (received 3.5.23) Request to discharge condition 4 [Phasing] (received 29.2.24). Request to discharge conditions 5, 6, 9, 10, 12, 27, 36 and 39 (received 11.3.24).

Thank you for the above consultation which relates to conditions 5,6,9 and 12 of application APP/20/00990.

Condition 12 applies to Highway matters and secured the CTMP and it is understood that the discharge of condition is for remaining phases of work 2 to 8 as set out within the Phasing Plan reference HTR-FUW-RZ-RE-DP-W-0507. This includes the construction of the southern access road. It is noted that these phases will also require reserved matters applications on the details however the CTMP measures can be considered in the absence of these. The CTMP remains a working document and can be amended if necessary as a result of the RM approvals impacting the CTMP requirements.

Condition 12 reads:

- A) No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council as local highways authority).*
- B) No phase of the development approved under Condition 4 shall commence until a phase specific CTMP for that parcel has been approved in writing by the local planning authority. The CTMP(s) shall include all commitments set out in the Framework CTMP, dated 31/03/2021, submitted with the planning applications and will include a Construction Traffic Management Strategy and Construction Worker Travel Plan. The CTMP shall include the following:*
- o vehicle routing plans*
 - o proposed programme and duration*
 - o number of construction personnel including travel arrangements and mitigation where necessary*
 - o alterations to the highway, including temporary and / or permanent, to enable construction*
 - o details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage)*
 - o traffic management details*
 - o compounds and laydown area details*
 - o highway condition surveys*
 - o methods for managing the site to prevent mud onto the highway*
 - o details of on-site contractor parking.*

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The CTMP shall be implemented in accordance with the agreed details.

Reason: To ensure the safe and efficient operation of the highway network.

The Construction Traffic Management Plan reference HTR-FUW-RZ-RE-HS-W-0506 Rev P07 dated 14/11/2023 has been submitted to support the discharge of condition request.

The CTMP notes that no access is permitted for the construction of these elements from Swanmore Road and all construction traffic must be from the Northern Access Road via the B2149. This is agreed as per the outline CTMP however it should be noted that in connecting the Southern Access Road works to the Highway at Swanmore Road will be required covered via a S278 agreement. Access for works undertaken on behalf of the Highway Authority in the form of S278 works would fall outside the requirements of this CTMP. Where possible to accommodate access for the construction of these works should be contained within the site but it must be recognised that elements will likely need to be undertaken and access directly from Swanmore Road. This is noted within the CTMP in section 6 paragraph d.

The use, management and signing for the B2149 access was agreed previously and is noted to remain in place throughout the construction of these phases which is welcomed.

Section 10 makes reference to all vehicles approaching from the north via the a3(M) junction 2. There is also a requirement for all vehicles to leave via the north to avoid Havant town, this is noted further within section 11 and reflected within the routing plan.

An Appendix 5 header is provided within the document but not appended and no reference is made to appendix 5. It is assumed that this is a drafting error.

The CTMP accords with the framework provided and is considered acceptable. There are considerations to the impacts and management of the Public Right of Way network and Countryside Services should be consulted on these elements directly.

Summary

No objection is raised to the discharge of the CTMP in relation to the above application.

Yours sincerely,

Holly Drury
Principal Transport Planner - Highways Development Planning
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