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Enquiries To Sophie Osborne

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Date 30 July 2024

My reference 053957

Your reference APP/20/00991

Email havantdc@hants.gov.uk

Dear Mr Lakhan,

Pipeline from Proposed Reservoir Site, Middle Park Way to land adjacent to, West Street, Havant

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). (Approved 15.10.21). Request to discharge conditions 4, 12, 16, 21 and 22 (12.3.24). Request to discharge conditions 5, 6, 7, 8, 10, 13, 14, 19 and 20 (26.3.24).

Thank you for your reconsultation on the above planning application. The Highway Authority wish to make the following comments. For clarity condition 7 relates to highway matters.

In response to previous comments raised by the Highway Authority dated 11 June 2024 the applicant has submitted a revised CTMP (reference HTR-WAB-PI-W1-PL-W-0001 Rev P05) dated 08 July 2024 which the Highway Authority have reviewed and have the following comments to make.

The Highway Authority remain concerned with the provision of a separate CTMP being submitted to support Shaft 1 activities rather than a single document considering all construction matters relating to Havant Thicket Reservoir holistically. The key concern

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relates to monitoring the total number of vehicle movements utilising the northern access as agreed within the framework CTMP and how this will be complied with these two documents running parallel. It is unclear on the total cumulative vehicle movements proposed to utilise the northern access and makes any enforcement challenging if this exceeds the restriction imposed. This still needs consideration from the applicant as to how this will be put forward if a standalone CTMP is still proposed. The applicant could table out the cumulative vehicle movements requiring use of the northern access (including Shaft 1) to ensure that this does not exceed the restrictions place within the framework CTMP.

Additionally, the CTMP does not refer to the ongoing conversations on the 40mph speed limit on the B2149 during construction periods for vehicles routing from the northern access and these conversations should be referenced.

Construction Traffic Management Plan:

Vehicle Routing Plans:

Reference is still made to route via Bedhampton railway station (Route A) along with the route that was suggested via Harts Farm Way/Brockhampton Lane/West Street etc (Route B). Route A is not agreed and reference to this route needs to be removed throughout the documentation. Commitment still needs to be provided that no construction vehicles will route via the Bedhampton level crossing has not been considered. The sensitivity test analysis is noted and confirms acceptability of use of Route B.

Noted that reference to tractor and trailer movements have now been removed.

Alterations to the highway, including temporary and/or permanent, to enable construction

Comments raised within the response dated 11 June 2024 remain outstanding here regarding parking restrictions. It is acknowledged that swept path analysis has now been provided it is unclear on what vehicle has been tracked and the dimensions. The tracking requires swinging into the opposite side of the carriageway to undertake the manoeuvre into Meyrick Road when turning left in which is unacceptable. Even the left manoeuvre from Brockhampton Road onto West Street would require the parking restrictions due to the presence of parked cars.

Details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage):

It is still unclear whether the 30 HGV movements a day are required for the shaft construction, it is understood however that this relates to the southern access restrictions. Details of the vehicle movements specific to the shaft construction should be clearly laid out within the CTMP. It is understood however based on Table 5 the sensitivity test work undertaken that only an average of 2 and maximum of 8 two-way HGV movements. As raised above this should be considered inline with the restrictions on the total number of HGV movements from the northern access.

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Other traffic movements are unable to be confirmed until the construction traffic workers travel plan has been agreed. This should however be included within the CTMP which is the document used for enforcement purposes.

Comments raised on vehicle timings remain outstanding as per previous response dated 11 June 2024.

Traffic Management Details:

Still no supporting swept path analysis drawings have been provided to confirm ability of largest vehicle to manoeuvre on site. Comments raised in response dated 11 June 2024 still stand.

Compounds and laydown area details:

It is unclear if any engagement had with Hampshire Countryside services on the proposals and the temporary diversion of the PRoW. The revised CTMP has no site compound layout and therefore unclear if any of the comments raised have been considered.

Highway condition survey:

Previous comments remain outstanding and need to be addressed as laid out within response dated 11 June 2024.

Methods for managing the site to prevent mud onto the highway:

Previous comments remain outstanding and need to be addressed as laid out within response dated 11 June 2024.

Details of on-street contractor parking:

The commentary within the CTMP under section 14 still contradicts the construction workers travel plan which I note has also not been provided to support this DoC. Comments raised within responded dated 11 June 2024 therefore still stand.

Construction Workers Travel Plan:

No revised Construction Workers Travel Plan has been submitted to support this discharge of condition. Comments within the previous response dated 11 June 2024 therefore still stand.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on the partial discharge of condition 7.

Yours sincerely,

Director of Hampshire 2050
Gary Westbrook

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