

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375

Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line

Date 11 June 2024

My reference 053272

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 consultation on the above planning application. The applicant is seeking to discharge conditions 4, 5, 6, 7, 8, 10, 13, 12, 14, 19, 20, 21 and 22 in relation to Shaft 1 of the proposed pipeline application being considered under planning reference APP/24/00204. Conditions 7 and 8 relate to highway matters.

The supporting documentation to support this discharge of condition application overlaps requirements for the outline Phase 2-8 requirements which is confusing when reviewing. The Highway Authority are unclear as to why a variety of different documents have been submitted. A single document should be provided which addresses matters holistically. There is concern that a separate CTMP and CMS relating to construction activities for Shaft 1 will provide confusion over the necessary requirements which are to be followed.

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Condition 7

Condition 7 reads as follows:

- 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:*
- *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*
 - *Details of on-site contractor parking*

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

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

To discharge this condition the applicant has submitted a Construction Traffic Management Plan (reference HTR-WAB-PI-W1-PL-W-0001 rev Sf-P03) and a Construction Workers Travel Plan (reference HTR-WAB-PI-W1-PL-W-0002 Rev S4-P03) both dated 07 March 2024. The Highway Authority have reviewed these documents and have the following comments to make.

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It is understood that the applicant is seeking to part discharge this planning condition as this is the only phase to be discharged as part of the outline planning consent.

Construction Traffic Management Plan:

Vehicle routing plans:

The vehicle routing for the site from the site compound for the reservoir itself is laid out within Section 4 of the CTMP (Figure 2) and Appendix A. The CTMP suggests vehicle routing is via route RE1 and RE2.

The Highway Authority understand a separate Deed of Variation for the S106 legal agreement is being progressed to allow Shaft 1 to be built from the northern access via the B2149 and not the southern access into the reservoir via Swanmore Road. The progression of this DoV is reliant on the CTMP being agreed.

The Highway Authority is content with route RE1 however are concerned with route RE2 due to the presence of construction traffic through the residential areas of Bedhampton and reliance on the Bedhampton level crossing to access the site. This routing would not be acceptable. It is requested that RE2 remains along the A3(M), routes along Harts Farm Way, Brockhampton Road and Meyrick Road via West Street. Construction traffic should not route via the Bedhampton level crossing, and this commitment should be provided within the CTMP.

The routing for the tractor and trailer is not agreed. Under no circumstances should any vehicles route via Rowlands Castle and Havant Town to access the site. The use of tractors and trailers for transporting materials is not considered appropriate given the need for reliance on residential routes and routes that go against the outline consent.

The access arrangement from Meyrick Road has not considered the realignment of the existing access proposed as part of the Kingscroft Farm development (APP/22/00669). Notwithstanding, the timescales of this development coming forward are currently unclear and it is understood based on the phasing plan that the shaft is to be constructed before this application will be determined. Consideration should be given by the Planning Authority on how these conflicting planning consents are managed in terms of phasing of delivery.

Proposed programme and duration of works:

Section 10 outlines the programme and sequencing of works for Shaft 1. Construction is to take c. 4 months. This is noted.

Number of construction personnel including travel arrangements and mitigation where necessary:

Section 11 outlines during peak construction periods 30 members of staff will be on site at one time. The Construction Worker Travel Plan also submitted to support the discharge of condition 7 provides further details on staff and contractor travel movements. The suitability of this is discussed further below.

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

Section 8 identifies the need for temporary parking restrictions along West Street, and at both sides of the Meyrick Road, West Street junction to allow access and egress for construction vehicles via Meyrick Road. It is understood this will be required for c. 3 months. The agreement of temporary parking restrictions is subject to a separate statutory process. A commitment should be provided within the CTMP to state that construction works cannot commence until this license has been obtained.

Swept path analysis for the largest vehicle intended to access the site should be shown at the Meyrick Road/West Street junction to ensure these movements can be accommodated. A restriction on the size of vehicles to access the site may be considered necessary to ensure safe and suitable access can be maintained during the construction period.

The indicative location of temporary parking restrictions is shown within Figure 3 of the CTMP; however, this figure does not tally up with the commentary provided on the temporary parking restrictions. This suggests vehicles are to route via Knox Road and Ranelagh Road to access the site which will not be included within the agreed vehicle routing.

The applicant should demonstrate that there is appropriate parking capacity on local neighbouring roads to ensure that any overspill parking can be accommodated whilst the temporary parking restriction is in place. A parking survey should be undertaken to evidence this. Consideration should be given towards provision of a temporary parking area and discussions should be held with neighbouring landowners should there not be appropriate capacity on nearby roads for the overspill parking required. This should be outlined within the CTMP.

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

Section 11 outlines the vehicle type and movements associated however this is unclear if this relates solely to the Shaft or Havant Thicket in its entirety. There are questions on the use of a tractor and trailer in terms of the vehicle routing and therefore alternative vehicles may be considered more appropriate.

HGV movements are restricted to 30 daily (15 arrivals and departures). There are concerns as to whether this number of HGV movements could be accommodated on the site considering restrictions on the deliveries as discussed below and the nature of the local roads. The scheduling of these deliveries should be confirmed. Frequency of all movements for construction of Shaft 1 should be confirmed and included within the CTMP. This restriction applies to the use of the Southern Access to Havant Thicket and isn't specific to the construction of this shaft. Details of the vehicle movements of all types associated with this shaft construction should be clearly set out.

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Section 12 outlines site working hours are between 08:30-18:00 Monday-Friday and 09:00-13:00 on Saturdays. No works are to take place on Sundays and Bank Holidays. HGV deliveries are specifically restricted between 09:00-17:00 and are to avoid the weekday network peak periods of 08:00-09:00 and 17:00-18:00. This should encompass all deliveries to the site and not just HGVs and the wording should be revised. Additionally, the CTMP should be updated to reflect that no deliveries should also be undertaken between the Saturday peak period of 12:00-13:00.

Commentary about liaison with the Highway Authority if vehicle timings need to be revised is agreed.

Traffic management details:

Section 6 outlines that deliveries are to be scheduled to ensure that congestion and queuing on the highway is minimised. Deliveries are to be pre-booked and scheduled in advance as referenced within Section 7.

Section 7 raises that there is an appropriate turning area on site to allow vehicles to manoeuvre to egress the site in forward gear. No supporting swept path analysis has been provided to support this statement and it is requested this is submitted for the largest vehicle requiring access to the site. Restrictions on vehicle types accessing the site may be required if suitable turning facilities cannot be accommodated within the bounds of the site.

Compounds and laydown area details:

The construction routing for Shaft 1 will have an implication existing PRoWs. Engagement should be had with Hampshire Countryside Services on these proposals should any diversions be required, or works be undertaken on the PRoW.

Section 8 of the CTMP outlines the provision of signage and safe crossing points being agreed prior to commencement of construction works. This arrangement is identified within Figure 4. In addition to these measures a gate man/Marshall will be present at the main entrance who can assist safe pedestrian crossings of the PRoW which crosses the site entrance by holding vehicle movements.

The site compound layout drawing submitted within the CMS has been stretched and is not particularly legible. It is requested a separate drawing is provided in a more legible format. Notwithstanding the Highway Authority gather that a temporary PRoW diversion is required to facilitate these works. Agreement should be sought from Hampshire Countryside Services on the PRoW development in order to facilitate the construction works. Appropriate segregation of pedestrian routes into the site should be provided and identified on the site compound drawing.

The CTMP outlines that signage and measures are to be agreed prior to commencement. This is not agreed, and these details should be included within the CTMP for agreement with the Highway Authority. The applicant will be required to

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obtain an appropriate license to erect signage on the highway should this be a requirement.

Highway condition surveys:

Section 8 identifies the provision of a dilapidation (pre-commencement) survey along Meyrick Road and West Street ahead of construction activities taking place. The scope of this survey should also include Brockhampton Road between West Street and the Solent Road/Marples Way roundabout. This should be reflected within the CTMP. A commitment should also be provided to state that should any damages to the highway occur, they will be reverted back to the condition prior to commencement at the applicant's expense.

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

Section 6 and 14 of the CTMP refers to the use of wheel washing facilities at the site access/egress. A gates person is to inspect wheels to ensure they have been subject to wheel washing. This is welcomed. The location of the wheel wash should be appropriately identified on a drawing. A stronger commitment should be provided to state these facilities will be available for the whole of the construction period.

A road sweeper is also to be available for use when required should mud or debris spread onto the public highway. A commitment should be provided to state that access to the road sweeper will be available for the whole construction period.

Details of on-site contractor parking

15 car parking are proposed within the site compound area. The CTMP states that this is adequate based on the number of staff expected at one time. This suggests that workers are to travel separately to the site which is contrary to the agreement within the construction workers travel plan for the Phases 2-8 of the outline consent. This should be clarified. In the absence of an agreed construction workers travel plan the Highway Authority are unable to confirm the suitability of these proposals.

Provision of cycle and motorcycle parking is also proposed albeit these numbers have not been confirmed within the CTMP. A separate access is proposed into the site for these movements. The location of this should be clarified and clearly laid out on the site compound drawing.

Any matters relating to movements of contractors should accord with the approved travel plan for Phases 2-8 which should encompass the construction of Shaft 1.

Construction Workers Travel Plan:

It is unclear why a different version of the temporary worker accommodation travel plan has been as part of the Shaft 1 discharge of condition when one has been previously agreed as part of the outline consent works for Phases 2-8 of the pipeline permission.

It is unclear why a separate construction workers travel plan has been submitted to support this discharge of condition for Shaft 1. Clarity is requested as to why these

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documents differ. In the absence of these being clarified the Highway Authority have not reviewed this construction workers travel plan in detail.

Recommendation:

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.

Condition 8

Condition 8 reads as follows:

No phase of the development approved under Condition 4 shall commence until a phase specific Traffic management and construction measures for that parcel has been submitted to, and approved in writing by, the Local Planning Authority. This shall include the following:

- a) Vehicular, pedestrian and cyclist diversion plans*
- b) Details of type of traffic management*
- c) Details of highway reinstatement*
- d) Construction methodology and details*
- e) Material and spoil storage*

The development shall be implemented in accordance with the approved details.

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

The expectation for Condition 8 was for this to be discharged as part of the full construction programme for Havant Thicket and not for separate phases such as Shaft 1. As the construction of Shaft 1 does not require any working on or under the highway then no traffic management measures are required.

The requirement for the temporary TRO is secured through the CTMP to be discharged under condition 7. Therefore, the applicant is not required to discharge condition 8 to construct Shaft 1.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook