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Date 19 December 2022

My reference 6/3/6/423 (048276)

Your reference APP/22/00681

Email havantdc@hants.gov.uk

Dear ,

Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

Application for approval of all Reserved Matters relating to Phase 1 (northern access route from Manor Lodge Road (B2149)) of the Havant Thicket Reservoir Project (Hybrid permission APP/20/00990) and approval of condition Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39 also in relation to the northern access route.

Thank you for consulting the Highway Authority on the revised information to discharge conditions 5 and 12 which relate to highway matters and have been reviewed accordingly.

Condition 5

Condition 5 reads:

No phase of the development approved under Condition 4 shall commence until a phase specific Construction Environmental Management Plan for that parcel has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall be based upon, and be in broad accordance with, Volume 4 Appendix A2.1 of the application Environmental Statement (Outline Environmental Management Plan). It should demonstrate that the risk to controlled waters will be appropriately managed,

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

and include both temporary and permanent construction features and detail information on locations of proposed techniques such as cofferdams, culverting and piping and the associated flood risks and mitigation measures. The development shall be carried out strictly in accordance with the approved details.

Reason: To ensure that the construction process is carried out in a manner which will minimise disturbance, pollution & nuisance to neighbouring properties or within the public realm. To avoid inappropriate parking practices, and turning and manoeuvring of construction vehicles which adversely impact either the use- or safety- of the public highway. This condition is imposed having due regard to policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National

In highway terms the contents of the CEMP reflect that which are set out within the CTMP submitted to discharge condition 12. The Highway Authority therefore raise no objection to the discharge of this condition.

Condition 12

Condition 12 reads:

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

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

Head of Highways (Area Offices)
Tim Lawton BEng CEng MICE MCIHT
Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Construction Traffic Management Plan (CTMP)

The applicant has made amendments to the CTMP submitted in document reference HTR-MRW-CTMP-V2 dated 14th November 2022.

Works are currently being undertaken on site through a CTMP approved for pre-commencement works in accordance with the pre-commencement CTMP. This CTMP applies until such time as the northern access work have been completed, at this time all access from Swanmore Road via the temporary access should cease except for that permitted through the revised CTMP in relation to the pipeline construction or the construction of the Swanmore Road S278 works. This has now been acknowledged within the CTMP and any works not completed that are being undertaken from the southern access migrated to the new compound facilities. This includes tree felling works.

The Swanmore Road access requirements are now set out within the CTMP with regards the formation of the junction. The document also acknowledges that no construction activities for the reservoir are permitted from this junction.

During the main construction phase of the reservoir, all access will be taken via the new access constructed onto the B2149, with the subsequent 'northern access route' providing a route to the compound location. It is noted that this point will be manned to ensure only authorised vehicles can access the site. Whilst the plan goes on to note the wheel washing management, section 4 of the CTMP has been updated to include a commitment to provide wheel washing facilities before vehicles egress onto the B2149 to ensure that no debris or migratory material is dragged onto the highway.

Tracking information was requested in order to ensure suitability of the northern access road for construction. This has now been provided on drawing HTR-ATK-AR-RE-DR-D-0031 Rev C01 and considered acceptable, and it is noted that movements are also to be managed as set out within the CTMP.

Signage will be provided where the PRoW network interfaces with construction traffic routing to the site. These measures should be discussed separately with the Countryside Services team to confirm that the proposed measures are suitable.

It has been confirmed that the temporary residential element on site is within permitted development and therefore the Highway Authority have no further comments. Measures have been included in the Travel Plan to accommodate movements for workers on foot and on bike to Swanmore Road via the existing PRoW network. This will aid in further reducing the traffic impact of the construction workers and is agreed.

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The car parking provision has been reviewed alongside measure to encourage sustainable travel through the construction worker travel plan. It is now proposed to provide a car park for 176 vehicles. There remains opportunity to provide additional parking for an additional 20 vehicles in the event it is needed.

The CTMP has committed within the risk assessment to undertake a precondition survey of the B2149 in the vicinity of the site. It should be noted by the applicant that any damage as a result of the increased HGV movements that is evident as a result of construction will be required to be repaired at their expense. It is noted by the Highway Authority that as agreed at outline planning the s278 northern access works are subject to an extended maintenance period till a period of time post all construction being complete.

Construction Worker Travel Plan (The travel plan)

The travel plan has been amended in accordance with our comments raised within our response dated 17th October 2022. The Highway Authority are now satisfied with the travel plan reference HTR-MrW-CWTP-V3 dated 14th December 2022.

Recommendation

The Highway Authority raise no objection to the discharge of conditions 5 and 12.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Holly Drury on the number noted above.

Yours Sincerely,

Holly Drury

Principal Transport Planner – Highways Development Planning

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