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Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 21 October 2022

My reference 047626
Your reference APP/20/00990
Email havantdc@hants.gov.uk

Dear Sir,

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 (MI), to support the planned bulk supply transfer of at least 21MI/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

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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). (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).

Thank you for consulting the Highway Authority on the above planning application. Conditions 5 and 12 relates 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, 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. Condition 5 should not be discharged until condition 12 has been satisfactorily met and the CEMP amended accordingly. Comments regarding the CTMP and the Construction Worker Travel Plan to control the impacts of the site to meet the requirements of the CEMP have been set out in response to condition 12.

Notwithstanding the above, it is noted that section 3.6 of the CEMP states that no wheel washing facilities will be provided because no vehicles will be taken off hard surfaced roads. The Highway Authority require the provision of wheel wash stations to ensure that no debris is spread from the site onto the public highway. With construction activities taking place around the compound area, there is no guarantee that the

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tarmacked areas will remain clear of mud and/or migratory material. A commitment to provide wheel wash facilities, along with their location should be noted and shown within the CEMP and CTMP.

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.

The applicant has submitted document HTR-MRW-CTMP v.1.2 Construction Worker Travel Plan 9th September 2022 along with HTR-MRW-CTMP v.1.2 Construction Traffic Management Plan 9th September 2022.

Construction Traffic Management Plan (CTMP)

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 should be 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.

It is unclear why the CTMP does not include the Swanmore Road access works which are part of the main reservoir application and utilised for construction only for the

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pipeline application. The timing and CTMP requirements for the Swanmore Road access should be included within this CTMP. Reference is made within paragraph 4(d) about potential to utilise Swanmore Road access with agreement from the Highway Authority. This is not acceptable and should be removed. Access through the outline application and framework CTMP is only approved via Swanmore Road for pipeline construction works.

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 should be 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.

A book in system is to be provided to manage deliveries to and from the site. The Highway Authority have responded separately to the reserved matters planning application for the formation of the northern access route to request the provision of tracking along the access road given the single way working arrangement. This tracking is also required to confirm that a car parked in one of the laybys can safely pass a vehicle delivering to the site. Further measures may need to be provided if the tracking shows that these movements are unachievable.

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.

The main construction works are forecast to take place over a 3 – 4 year period with further landscaping and footway works to follow. During this time, the maximum number of hourly HGV movements is to be capped at 32 per hour (16 arrivals and 16 departures), or 200 over the course of a day (100 arrivals and 100 departures). HGV deliveries will avoid the peak times of 08:00 – 09:00 and 17:00 – 18:00 which is considered acceptable and in accordance with the framework CTMP.

Peak summertime work will result in 180 staff on site at any given time, with 40 members living on site in temporary resident. It is unclear whether this element has permission or whether a separate approval is required. Confirmation is sought from the Planning Authority on this point. No assessment of additional movements from onsite accommodation have been considered by the Authority and how this may offset against the reduction in daily travel to work trips.

To cater for the staff driving to site, a 220-vehicle car park is proposed next to the site compound, with overflow parking available adjacent to the project office if required. The potential quantum of additional parking should be provided. All parking must be

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provided on site to avoid overspill parking on the highway. The car parking situation will be monitored during peak times and additional areas of hard standing provided should the parking provision prove inadequate.

Along with the site access wheel wash, a plan should be produced to demonstrate the location of wheel wash facilities throughout the site, including at the access to the B2149. A road sweeper should be available on demand of the Highway Authority if the measures prove ineffective and debris is spread onto the B2149.

Given the extent of the construction works, a full pre-condition survey should be undertaken of the HGV routes to the development, with any damage caused as a result of the frequent HGV movements rectified by the applicant.

Construction Worker Travel Plan (The travel plan)

A CWTP has been submitted to provide a strategy for reducing the number of vehicular movements undertaken by contractors working on the Havant Thicket project. The document sets out some meaningful measures to encourage active travel and these are supported.

Reference is made within the CTMP regarding providing on site accommodation to reduce travel demand for half of the staff who travel long distances. Reference is also made to B&B accommodation being utilised. It would appear there may be greater scope to increase the use of shared travel arrangements at least locally of those staying in B&B's. Clarification is sought on the distance of those staying in B&B accommodation from the site. It would appear there are opportunities to offer meaningful sustainable travel opportunities to those that are not staying on site to reduce travel demand. The most appropriate type of measures would be dependent on the distance from the site alternative accommodation is but could include further shuttle bus provision, car sharing or bike provision.

A large carpark is provided on site, but no controls are proposed to encourage car sharing to site. The size of the car park and seems large given the quantum of staff and the fact that some staff will be living on site. Clarity is sought on the parking provision needed and how access for parking is to be managed to discourage access by private car and encourage car sharing and sustainable modes of travel.

We have been provided details of the travel plan coordinator and request clarity within the travel plan on the number of hours they are allocated to monitor the travel plan.

The targets increase year on year and its unclear whether this is an appropriate mechanism. It is thought that the targets should be consistent across the year. What percentage would be appropriate is dependent on the overall provision with regards to opportunities of shuttle bus provision.

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The reference to provision of Amazon vouchers as an incentive is welcomed. The Highway Authority will seek to agree the appropriate threshold and value of the vouchers to ensure that they are a meaningful measure. It is unsure why this cannot be agreed at this stage.

Recommendation

The Highway Authority require amendments to the CTMP and to the travel plan to be made before a recommendation can be made to discharge condition 5 or 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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