

For the attention of: Mr G Christie, Havant Borough Council

Planning Application: APP/20/00990 (Discharge of conditions)

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

Proposal: Request to discharge conditions 4, 6, 9, 10, 12 (received 22.9.22). Request to discharge conditions 5, 29 (received 26.9.22)

Our Reference: 96368 (Tracker No: #18051)

Dear Mr G Christie,

Thank you for your letter dated 4th October 2022 consulting us on the above requests to discharge conditions at Havant Thicket Reservoir.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the A3(M), particularly junction 2.

Background

National Highways (then Highways England) submitted a formal response (HEPR) on 25th November 2020 for the reservoir proposal at this site. This response offered no objection subject to the inclusion of a condition for a Construction Traffic Management Plan (CTMP). We also requested that construction trips are, where practicable, minimised during the weekday peak periods to reduce their impact on the SRN.

Condition 5 requires a Construction Environmental Management Plan (CEMP), which includes a CTMP, to be submitted for each phase of construction.

Construction Traffic Management Plan

A CEMP has been provided for the partial discharge of condition 5, applying for phase 1 of construction. This includes a separate CTMP which includes details of vehicle movements to and from the site. The construction programme is expected to begin in 2023 and last for 3-4 years for earthworks followed by 3 years of reservoir construction.

The majority of vehicle movements are expected to occur before and after peak hours as site working hours are 07:00-18:00. In addition, we note that some staff (approximately 40 from a total of 180 during peak construction periods) will live on-site in temporary accommodation.

Exact vehicle movements are not known however HGV movements will be restricted to 32 per hour (two-way), with no more than 200 in one day. It has been stated that HGV deliveries will avoid peak times of 08:00-09:00 and 17:00-18:00.

It is proposed that all construction vehicles will be instructed to approach the site from the north via junction 2 of the A3(M). There are no proposed traffic management or road closures on the SRN, or on roads which would lead to significant diversions onto the SRN.

We offer no objection to the discharge of condition application based upon the submitted CTMP.

Summary

National Highways have reviewed the submitted details associated with the discharge of conditions for APP/20/00990 referenced above and offer no objection.

Regards

Mrs Beata Ginn

Assistant Spatial Planner (Area 3)

National Highways | Bridge House | Walnut Tree Close | Guildford GU1 4LZ

Tel: +44 (0) 300 470 1118 **Mobile:** 0787 204 6392

Web: <https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>