Kings Road, Emsworth
Equipment Kiosk in support of sewerage improvements

Planning Application
Supporting Statement
Planning Portal Reference: PP-01152272

On Behalf of Southern Water

September 2010

VALID APPLICATION
- 2 SEP 2010
DIRECTORATE OF DEVELOPMENT
HAMPSHIRE COUNTY COUNCIL

4D

A joint venture between United Utilities, Costain and MWH

During normal conditions sewage flows will follow the existing sewer. As flows increase at the start of heavy rainfall the sewer will continue to take flow and allow solids and debris deposited in the sewer during low flow conditions to be flushed through the system for treatment at the Wastewater Treatment Works. As heavy rainfall continues the increased pipe size provides additional storage but the sewer eventually becomes unable to take the full flow. At this point, the flow is rises through the 6mm two dimensional screen to spill into the CSO pipe.

This method of operation ensures that the flow released from the CSO is diluted by rainfall running off roofs and hard surfaces. As the rainfall and subsequent runoff subsides, direct flows to the sewer drop below full capacity. The flow to the CSO ceases and any solids caught on the screen fall back into the sewer to be passed to the treatment works for removal.

3.1 Site Location

The proposed Equipment Kiosk be located on the pavement on the western side of Kings Road as shown on drawing (No. AB.5500044.0Z0702).

Site Address: Kings Road Equipment Kiosk
Adj. 56 Kings Road
Emsworth
Hampshire
PO10 7HW

3.2 Extent of Development

The total area affected by the development, including areas affected by pipe laying and temporary works is approximately 1,700m^2.

The only item above ground level on completion will be the Equipment Kiosk which will have a footprint of less than 0.5m^2.

3.3 Scope of Works

The scope of the proposed development is shown on Drawing No. AB.5500044.0Z0702. Table 1 lists the proposed new structures and provides details of their material and finish.

3.4 Need for Planning Consent

The Equipment Kiosk will require planning permission as it is above ground and not on 'operational' land.

3.4.1 *Equipment Kiosk (1.No.)*

The Equipment Kiosk is required to provide a weatherproof cover to house the electric control panel and telemetry equipment for the proposed weir chamber. The new Kiosk will be located on the pavement on the eastern side of Kings Road as shown on drawing No. AB. 5500044.0Z0703. It will be 0.80m x 0.30m and 1.2m high, constructed in Glass Reinforced Plastic (GRP), coloured dark green to BS 4800 ref. 14-C-39. The kiosk will be placed on a concrete plinth which will be 0.05m wider than the kiosk and 0.15m above the level of the existing pavement making the top of the kiosk 1.35m above the adjacent pavement in total.

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Table 1: Proposed Items for Kings Road WPS, Emsworth.

Item No.	Item of Development	Description	Planning Requirement	Height (m) (Above Local Ground Level)	Width (m)	Length (m)	Material	Finish	Foundation Depth (approx) (m)
1	Equipment Kiosk	Kiosk to house electrical control panel and telemetry equipment (ultrasonic level detection equipment) for the proposed weir chamber.	Planning Consent Required	1.20 (1.35 with plinth)	0.30 (0.40 with plinth)	1.20 (1.35 with plinth)	Glass Reinforced Plastic (GRP) and Concrete Plinth	Dark Green to BS4800 Ref 14-C-39	0.30
2	Manholes (8No. Refurbishments 2No. new)	Manholes to provide access for maintenance purposes -	Permitted Development	Ground level	1.50 diameter		Reinforced Concrete	Concrete/ Steel Covers	3.00- 3.50 deep
3	Weir Chamber	Chamber to separate normal and storm flows from the existing mains along Barnard Gate and Kings Road.	Permitted Development	Ground Level	1.50 diameter		Reinforced Concrete	Concrete/ Steel Covers	3.00- 3.50 deep
4	Gravity Sewer	Gravity sewer to transfer flows from the proposed Weir Chamber into the proposed Pumping Station.	Permitted Development	Below Ground Level	0.50 diameter	220 (approximately)	Ductile Iron	N/A	Maximum of 3.50
5	Surface water drainage upgrade	Upgrading existing surface water connection to CSO and reconfiguring to take full CSO flows.	Permitted Development	Below Ground Level	0.50 diameter	80 (approximately)	Ductile Iron	N/A	Maximum of 3.50
5	Temporary Contractors Compound	The compound will consist of site cabins and welfare/storage facilities.	Permitted Development	The compound will be located within the working area adjacent to Kings Road and Barnard Gate.					

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Construction traffic will access the site from the A259 via Beach Road. A traffic management plan will be put in place for the duration of the scheme to ensure pedestrian and traffic access is maintained at all times with as little disturbance as possible.

The traffic management plan, diversions for pedestrians, cyclists and vehicles will be done to the standards required by the New Roads and Street Works Act 1991 (NRSWA), and will be agreed with West Sussex County Council Highways Department prior to construction commencing.

3.10.4 *Traffic Movements during Operation*

On completion, the only increase in vehicle movements will be occasional visits by Southern Water operational staff in light vans to the site. Visits will be made during normal working hours to ensure the system is operating correctly. In the case of a significant system failure, the system will be visited by operational staff in light vans with the possible use of vacuum tankers.

3.11 Construction Management

A site Health and Safety & Environmental Management Plan (HASEMP) will be prepared as part of the scheme development to manage and minimise the potential environmental impacts of construction activities. Good working practices will be stipulated in the HASEMP and will be audited and enforced by 4 Delivery Ltd.

3.12 Site Lighting

Lighting will be required during winter months for use in the temporary contractor's compound, and working areas. This will ensure safe working conditions. Lighting will be angled downward and shaded to minimise light spill.

Lighting will not be left on overnight and will only be activated when needed.

The proposed works do not require any permanent lighting. No permanent lighting will be installed.

3.13 Manning Levels

The site will be unmanned, with occasional maintenance visits from a Southern Water operative.

3.14 Site Restoration

All areas of hardstanding impacted by the proposed development will be restored on a like for like basis on completion of the construction activities.

The setup and remediation steps will be set out in the site HASEMP to be followed during the construction activities and restoration of the area.

Any other areas impacted by construction activities will be returned to their original condition on completion of the construction programme.

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Natural Beauty for its visual or landscape importance. However, this separation moves the development into the urban setting of Emsworth and only distant views of the kiosk would be possible from the Solent Way which follows the coastal path.

The proposed works are located on the existing pavement on the western side of Kings Road. It will be hidden from No 56 Kings Road by its boundary hedge. It will be visible from upper windows of 11Kings Road but would otherwise only be visible to those in the street.

The size of the kiosk has been determined by the equipment enclosed within it and the kiosk is the smallest possible to provide a safe cover to that equipment and comply with client specifications. It will be viewed against the backdrop of the adjacent hedge and will be finished in a dark green colour to make it blend with the vegetation in the area as much as possible.

Construction plant will be visible from traffic moving along surrounding roads and from nearby residential properties. These are assessed as temporary impacts of low significance.

We conclude that given the location and scale of the proposed development, visual impacts will be minor.

4.4 Odour and Dust

Sewers are normally not sealed to allow air to enter and leave them at manholes and 'soil stacks' open to the atmosphere on most buildings at a point above eves level. This avoids problems with sewer flows causing vacuum or compression of air spaces within the sewerage system. Access hatches to the uprated sewer and weir chamber will be provided with close fitting covers which will be largely airtight.

During construction there is a potential risk of dust emissions associated with the excavation and handling of materials. However, in this case most of the site will remain covered in hard standing, minimising the opportunity for rising dust. Dust control by wetting is a standard site practise incorporated within HASEMPs and will be carried out if necessary.

Local roads will be kept clear of spoil.

After the construction has been completed no noticeable increase in odour or dust are predicted.

4.5 Noise

4.5.1 *Construction Noise*

Construction will require a variety of construction machinery, e.g. trucks, excavators and lorries, which will be working in close proximity to residential dwellings.

During construction there will be increased noise levels. Highest levels will be generated when cutting or breaking through existing paving/road metalling, although this will be of short duration in any one location (a day or two).

Activities will be limited to normal working hours to minimise disturbance to most residents.

Due to the limited scale and nature of the proposed works it is therefore assessed that construction noise impacts will be acceptable.

4.5.2 *Operational Noise*

The modified/new sewers and CSO screen will not be inherently noise producing.

It is therefore assessed that there will be no noticeable increase in operational noise levels.

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Due to the scale and nature of works it is assessed that there will be no significant impact on the residents located within the vicinity of Kings Road/ Warblington Road. The impacts will be minor and for a temporary period only.

The effects of Noise, Odour and Traffic on residents, caused by this development, are assessed in other parts of this document.

4.8 Rights of Way

The Solent Way runs along the coast to the south of the development. It will not be obstructed by the development.

4.9 Summary

Standard good working practices and careful supervision during construction will ensure compliance with legislation and environmental protection. These practices will be stipulated and addressed in the site HASEMP for the scheme.

No significant issues have been identified due to the construction process.

No significant environmental impacts have been identified in relation to the completed scheme.

5 POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be given to the development plan, for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. The adopted development plan relevant to the determination of the application is the West Sussex Structure Plan 2001- 2016.

Policy ERA8's objective is that provision should be made for sufficient capacity to manage the waste that will arise in West Sussex taking into account the need to minimise landfill and to balance environmental, social and economic needs and to resist development that would prevent or hinder the management of waste. The other strand of the policy indicates that the West Sussex Waste Local Plan will include specific policies to ensure the identification of suitable sites for waste management facilities in suitable locations to meet identified needs whilst minimising environmental impact. The recent change in government has meant that the timetable for the production of the new West Sussex Minerals and Waste Core Strategy is now suspended. Therefore, the County Council as Waste Planning Authority prepared and approved on 23rd July 2005 a non-statutory Waste Local Plan for Development Control purposes, and this remains the County Council's approved land use planning strategy for waste and the basis for the control of waste development. Whilst it does not form part of the statutory development plan, it is a material consideration in making planning decisions. Policy U5 of the non – statutory plan is relevant to the applicant's proposal in that… *'Proposals for additional facilities for the treatment of wastewater at existing sites will be permitted provided that they would not have an unacceptable impact under the other policies of the Plan'*. In respect of the latter part of policy the explanatory text informs the County Council's approach to Waste Water Treatment Works which supports joint working with the water companies in order to minimise the environmental impacts of any developments and to ensure the provision of sustainable wastewater treatment facilities.

The sections of this supporting statement and submitted documentation accompanying the application demonstrate that given the need for the works to improve waste water management, the development proposed is proportionate to the need and will have minimal environmental impact. In these circumstances and having regard to the provisions of the development plan and all material considerations, we consider planning permission should be granted.

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APPENDIX 1 - ENVIRONMENTAL APPRAISAL

Ecologically Designated Areas	The site lies 50m to the north of the Solent Coast which is ecologically important and protected under UK, European and international designations, particularly for overwintering wading birds.	No direct effects on this area. Consultation with Natural England, including method statement to ensure actions are acceptable. The Solent Way runs along the coastal road at this point, making movements of vehicles and people, particularly with dogs, common. This reduces the importance of construction based human activity at a greater distance from bird resting/feeding locations than this regular disturbance.	Toolbox talk to keep staff away from coast while wearing high visibility clothing. Use of scrim netting on heras fence panels locally on Kings Road to screen activity.	No negative impacts.	None required.
Current Land Use	Effects on pavement.	Obstruction of pavement.	Design – minimise area of effect. Manage development to ensure access is maintained. Local liaison to ensure needs of residents are met.	Slight loss of pavement width.	None required – design ensures remaining width is adequate.
Landscape Designation/ Visual	The site does not lie within any areas designated for landscape or visual aspects.	Visual impact.	Design- make visual appearance acceptable by use of design, position, and colour. Fully reinstate areas temporarily affected by construction.	Residual visual impact.	None.

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Environmental Issues	Description	Potential Impacts (positive and negative)	Mitigation measures	Potential Impacts (positive and negative)	Operational Controls
Reptiles	The site does not contain suitable habitat to support reptiles.	None.	None.	No impacts.	None required.
Water Voles	The site is unsuitable for Water Voles as no suitable habitat is present..	No impacts.	None required.	No impacts.	None required.
Dormice	There is no suitable dormouse habitat in the area.	No impacts	None required. No hedgerows, woodland, scrub and favoured dormouse habitat e.g. hazel, will be affected by proposed works.	No impacts.	None required.
Birds	The site provides no suitable habitat for bird presence.	No impacts.	None required.	No impacts.	None required.
Bats	The site provides no suitable habitat for bat presence.	No impacts.	None required.	No impacts.	None required.
Aquatic ecology	There are no local above ground watercourses.	No impacts.	None required.	No impacts.	None required.
Water Quality	There are no local above ground watercourses.	No impacts.	None required.	No impacts.	None required.
Ground Conditions	There is no indication that historic contamination may exist at the site.	No impacts.	None required.	No impacts.	None required.

Environmental Issue	Description	Construction: Potential impacts (before mitigation)	Construction: Controls	Operation: Potential impacts (positive and negative)	Operation: Controls
Air Quality / Odour	There is a risk of dust emissions associated with the excavation and handing of materials during construction.	No significant impact.	Normal site practise of dust control by wetting dust generating activities or areas will be carried out if necessary. These will be incorporated within the HASEMP.	No impacts.	No impacts.
Traffic	Traffic impacts	Increased traffic on Kings Road.	The local roads have adequate capacity for the vehicle movements required by the development. The site HASEMP will consider traffic movements and how they will be managed. A traffic management plan will be produced prior to site establishment and implemented during the development.	None.	None required.

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DESIGN AND ACCESS STATEMENT – KINGS ROAD, EMSWORTH

For the avoidance of doubt.

Southern Water's position is that the proposed works are engineering operations works which do not require a Design and Access Statement under the provisions of the GPDO. This Design and Access Statement is therefore submitted on a without prejudice basis and in the interests of expediency to allow the proposed development to be considered.

Equipment Kiosk in support of Sewerage Upgrade

Design

The CSO at the southern end of Kings Road, Emsworth is currently not meeting the Environment Agency and OFWAT standard of no more than ten spills in excess of 50m3 per year and therefore modifications to the sewer system are required to comply with this requirement. As part of these modifications, the proposed development is required to provide ultrasonic measurement of flows in the sewer.

The process proposed has been identified as the best available methodology to modify the frequency and magnitude of CSO operation following catchment modelling and field data collection. The sewerage improvements require an above ground kiosk to ensure sensitive equipment is kept in a suitable environment and is accessible for occasional access. The kiosk will be modest in scale and proportionate to the electrical equipment located within it.

The kiosk is necessarily situated close to the underground chamber within which the monitor will be sited but it has been possible to locate it on the widest piece of adjacent pavement to ensure adequate pedestrian space is still available, similar to that of adjacent sections of pavement. The position of the chamber is controlled by the existing sewer layout.

The design, scale, layout and appearance of the proposed kiosk will ensure that the character of the Kings Road area will not be adversely affected by the proposed development. It does not have a dominating presence, and will not have a significant visual impact on the surrounding area.

Access

The location of the kiosk will allow access to the equipment from the highway network without compromising highway safety either from pedestrian or vehicular movements. Short term parking is available immediately adjacent on Kings Road or at eh southern end of Kings Road where it terminates. Access to the development structures will be from Kings Road with the kiosk being located on the back of the pavement adjacent to the western side of the road.

Visiting maintenance workers are required to carry materials and tools with them and therefore will always access the site by light company vehicle. This means specific provision of access to public transport is not relevant to this site.

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4D Planning Team Leader
September 2010

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Kings Road, Emsworth WTW
Site Photographs – Plates 1 to 5

September 2010

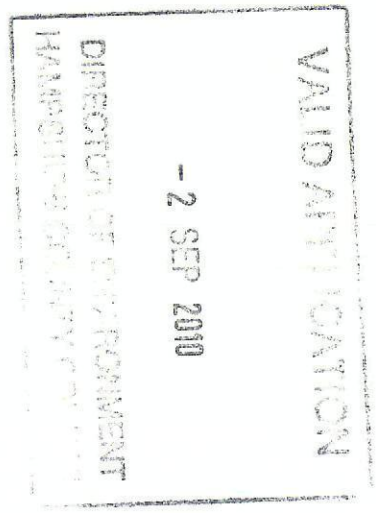



Plate 2 Looking south along Kings Road from the junction with Warbington Road



Plate 4 Proposed kiosk location on Kings road

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Kings Road, Emsworth WTW
Site Photographs – Plates 6 to 10

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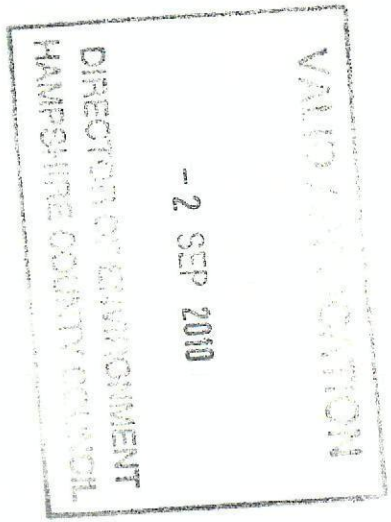



Plate 7 Looking southwest along Warbington Road from the junction with Kings Road



Plate 9 Looking west along the Solent Way from the southern end of Kings Road.

Note: Construction works are local house extension building.