

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Sophie Osborne	<i>My reference</i>	058261
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/25/00351
<i>Date</i>	27 November 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam,

**Re: APP/25/00351 At Bedhampton Pumping Station, Meyrick Road,
Havant**

**Planning Application for a Battery Energy Storage System on Land at
Portsmouth Water Bedhampton Water Treatment Works, Meyrick Road,
Havant, PO9 3HB**

Thank you for your consultation on the above planning application. The applicant is seeking consent for a battery storage facility. To support this application, the applicant has submitted a general arrangement plan, planning statement and outline construction traffic management plan which the Highway Authority have reviewed and have the following comments to make.

The Planning Statement sets out that a Transport Statement has been submitted to support this planning application, however this does not appear to be available on the planning portal. It is assumed that this covers all transport related matters associated with the site, including trip generation, and swept path analysis etc, and therefore this should be submitted for comment by the Highway Authority.

The Planning Statement provides a summary of relevant planning applications on the land in question but does not acknowledge adjacent planning applications/committed developments that would have implications for the proposed development. These applications are as follows:

1. Land at Kingscroft Farm
2. Havant Thicket Reservoir and associated pipelines
3. Southern Water DCO

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

The applicant would be required to assess the impact of this development on these committed developments. The redline for this application appears to overlap the redlines for both the Southern Water DCO and Havant Thicket consents. Clear narrative is required to set out how these developments will interact with each other to ensure that the delivery of these committed developments is not prejudiced by this development proposal.

Reinstatement works have been secured as part of the Havant Thicket consents on this land and the final form needs to be duly considered as part of this application.

Reference is made within the Planning Statement that no PRow amendments are proposed or sought as part of this planning application. Through the Havant Thicket application, the diversion of the existing PRow has been secured as well as upgrading this to encompass cycle rights. This is a clear aspiration as set out within the Havant Thicket consent and has not been referenced within the covering letter. It is understood through the Havant Thicket consent Portsmouth Water have provided a letter of comfort outlining that any proposals on this land would not prejudice the deliverability of this strategic link. The plans for this development currently do not consider the need to encompass the upgraded PRow and even appears to conflict with the PRow on its existing alignment.

The assessment of the impact of this development on the committed developments is a key consideration of this planning application.

Construction Traffic Management Plan (CTMP)

The applicant has submitted a CTMP dated March 2025 to support this planning application. The Highway Authority consider that the CTMP should either be secured via a pre-commencement condition or in the form of a Framework that sets out all scenarios should be secured through any future planning consent with a full CTMP based on the framework to be discharged prior to any commencement on site. This is considered necessary given that the site would not be permitted to commence until the works associate with the committed developments have been delivered.

Should the applicant seek to provide a fCTMP to be secured via this planning consent it should be made clear that the document is to be considered as a framework with a full CTMP to be submitted. The Highway Authority have reviewed the submitted CTMP and have the following comments to make. These should be updated and included before any agreement can be sought to a framework document should this be the route the applicant wishes to go down.

Section 2 – Construction Programme:

During Construction

Paragraph 2.4 sets out that a temporary construction compound and HGV turning area will be provided with suitable space for vehicles to park and turn. A diagram should be provided setting out the layout of the site compound with

suitable swept path analysis demonstrating that HGVs are able to manoeuvre within the compound to access and egress in forward gear.

Table 2.2 of the CTMP provides the expected vehicle types during construction which ranges from LGVs to large trippers and articulated vehicles. The number of associated vehicle movements on a daily basis for each vehicle type should be specified. Careful consideration on the number of larger vehicle movements needs to be given to minimise the impact on adjacent residential streets, particularly Meyrick Road. This has been key when assessing the acceptability of the construction movements for the committed developments and the same approach will be taken here.

Paragraph 2.58 envisages 25 construction workers during peak construction with this likely to be lower outside of peak times (c. 10 a day). Reference is made to ensuring that any parking on the public highway will be enforced which is acknowledged. Final parking numbers are to be confirmed once the level of staff has been finalised. The provision of a CWTP to promote car sharing and trips via sustainable modes is acknowledged to minimise single occupancy vehicle trips.

Delivery Booking System

Deliveries are to be made outside of the weekday AM and PM peak hours (08:00-09:00 and 17:00-18:00 respectively). The CTMP references HGV deliveries only and this should encompass all deliveries to the development site. They are to be co-ordinated to ensure they are spread out as far as practically possible which is considered appropriate.

Paragraph 2.13 references that the compound will be of sufficient size to accommodate 2 HGVs at one time. This will provide appropriate spacing to ensure vehicles to not access/egress at the same time. Given the nature of the local highway network two HGVs will be unable to pass until south of the Brockhampton Road/Marples Way/Solent Road roundabout. As requested, the site compound drawing should be provided to ensure that this is achievable in practice.

Use of a banksman to assist with manoeuvring of vehicles is considered acceptable as well as protecting pedestrian movements along Meyrick Road.

Section 3.0 – Vehicle Routing and Access:

The proposed construction vehicle routing relying on the Bedhampton Level crossing set out within Figure 3.1 and summarised within paragraph 3.3 is not agreed. The construction traffic routing should mirror that agreed for the Havant Thicket consent via Harts Farm Way, Brockhampton Road, West Street and Meyrick Road. This approach will be mirrored for Kingscroft Farm and the Southern Water DCO. The CTMP should therefore be updated.

Through the Havant Thicket application, it has been determined that a temporary TRO along West Street and Meyrick Road is essential to allow the safe and suitable access for construction vehicles given existing constraints.

This will be the same for the Kingscroft Farm development and the Southern Water DCO. The ability for the applicant to layer these temporary TROs would need to be duly considered for the construction of this development site.

Through the Kingscroft Farm consent alterations have been secured to the existing access arrangement into the Portsmouth Water land. This has however been suitably tracked for articulated vehicles to it has been evidenced that access can be achieved. Acknowledgement to these amendments should be set out within the CTMP and the planning application in general.

Loading

It is confirmed that vehicles are to access and egress the site in forward gear using an available turning area. As set out above, suitable swept path analysis should be provided to demonstrate that this would be achievable. The use of a banksman to assist movements is considered appropriate.

Contractor Parking

It is noted that contractor parking is to be provided within the compound. As set out above this should provide adequate parking for the number of expected contractors on site at one time. Any overspill parking on the local highway network would not be acceptable; this includes the development roads within the Kingscroft Farm development once this comes forward.

Section 4.0 – Strategies to Reduce Impacts:

Traffic Management

The reference to signage is welcomed. The applicant should be made aware that any placement of signage on the highway will require a separate licence agreement with the Highway Authority with further information found at the following link: <https://www.hants.gov.uk/transport/licencesandpermits>

Other traffic management measures referenced within this response should be summarised within this section.

Control of Dust and Dirt Emissions

Paragraph 4.17 references provision of a wheel wash facility from commencement through to completion. This is acknowledged. The wheel wash facility should be located as close to the site egress as possible and appropriately annotated on a site compound drawing. The reference to access to a road sweeper regularly is also acknowledged.

Implementation of a Staff Travel Plan

Implementation of a staff travel plan is welcomed to minimise single occupancy vehicle trips to the site. This includes use of a minibus, car sharing and sustainable transport modes.

Other Measures

Paragraph 4.28 references implementation of a banksman at the site entrance to protect pedestrians and other road users when construction related vehicles

are accessing/egressing the site. This should also reference public right of way users given the proximity to the existing and proposed realignment. The treatment and protection of the PRow during construction activities should be clearly set out within the fCTMP.

Recommendations

Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be provided on this planning application. Consideration of the committed developments on the same parcel of land and within the vicinity of the site is critical and engagement with the Highway Authority is welcomed on this matter.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050