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Date	17 December 2025	Email	havantdc@hants.gov.uk

For attention of Mr Lakhan

Dear Sirs

Re: APP/25/00796 At Pipeline from proposed reservoir near Middle Park Way to Bedhampton Pumping Station, Havant

**Discharge of Conditions listed below re planning permission
APP/24/00405:**

**Condition No. 6 (Community Liaison Plan),
Condition No. 26 (Framework Construction Traffic Management Plan),
Condition No. 38 (Phasing Plan)**

Partial Discharge for the conditions below:

**Condition No. 20 (Pollution Management and Mitigation Plan) for Phases 2 and 3 of the development;
Condition No. 25 (Construction Traffic Management Plan (CTMP) for Phases 2 and 3 of the development;
Condition No. 33 (Details of Works Area/Compounds) for Phases 2 and 3 of the development.**

Thank you for the consultation on the above application to discharge conditions related to permission APP/25/00796. Conditions 26, 38, 25 and 33 relate to highway matters.

Condition 26

Condition 26 reads:

Submission of Updated Framework Construction Traffic Management Plan (fCTMP) Prior to the commencement of development an updated Framework Construction Traffic Management Plan (fCTMP) (which includes the Reservoir Site) shall be submitted to and approved in writing by the Local

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Planning Authority (in consultation with Hampshire County Council as local highways authority).

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

Document HTR-ATK-XX-XX-RP-Z-0077 Rev C02 has been submitted in order to discharge this condition in relation to a single fCTMP that covers the Reservoir and Pipeline works collectively.

An area has been identified within the main CSS for the pipeline compound at the Reservoir site; however, it is not clear how vehicles will access this area, this should be confirmed. In addition, parking within this compound is limited. Confirmation is required that staff undertaking the pipeline works have sufficient on-site parking at the reservoir site to enable this to be the primary meeting place and reducing vehicles travelling directly to the more residential areas of Havant, as committed to within the consent.

Section 2.2.1 states that there won't be a requirement for wheel washing facilities to be available to the pipeline contractor. This is not agreed; the facilities should be available if necessary to control the risk of material being taken onto the highway.

Section 2.3.3 discusses the vehicle routing and refers to the A3(M)/Hulbert Road route twice. Clarity is sought on this section on the routing options proposed, noting that these have been agreed through the Works Area Summary and should reflect that position appropriately.

Table 2.1 and 2.2 reference that there is no significant impact as a result of construction worker travel during peak times, despite committing to off peak travel. The statement around the impact is not agreed. There are cumulative impacts at the A3(M) junction 3 as a result of a number of construction projects. The statement should be adjusted.

Table 2.1 and 2.2 also reference the need to separate CTMPs for the reservoir works and the pipeline works. Whilst this is agreed this should reference compliance with this framework CTMP.

Table 2.2 does not make commitments to the number of HGVs which will access across a day to the Southern Access or the need for these HGV movements to avoid school peak periods as has previously been accounted for when utilising Swanmore Road. This should be set out more clearly given that the numbers being sought to utilise Swanmore Road have been adjusted from the outline consented position of the hybrid application.

Condition 38

Condition 38 reads:

Phasing Plan *Prior to the commencement of development, a detailed phasing plan for the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan and no variation shall be made without the prior written approval of the Local Planning Authority. Approval will not be given if in the reasonable opinion of the Local Planning Authority the proposed variation creates new environmental impacts which exceed the range or scale of those measured and assessed in the Environmental Statement (including the further information) and which the Local Planning Authority considers may require further or additional mitigation measures.*

Reason: The Environmental Impact and merits of the proposed development have been assessed on this basis

The Phasing Plan should be supported by a summary confirming compliance of the programme with the Works Area Summary and that the secured overlap of road closures etc has been considered and accounted for within the works programme. Subject to this confirmation the Highway Authority raises no further comments on the proposed phasing.

The programme may be influenced by road space availability and the applicant should engage with the Highway Authority directly via the S278 process on road space availability.

Partial Discharge of Conditions

Documents have been submitted in order to partially discharge conditions 25 and 33 in relation to Phases 2 and 3 of the phasing plan. It is understood that Phase 2 covers works access from Meyrick Road (Shaft W1), at the Havant Rugby Club land accessed via Hooks Farm Way (Shaft W2, W3 and P2), Stockheath Lane compound for shaft W4, through to the compound at Corhampton Crescent access via Purbrook Way (emergency ED Shaft and associated permanent works).

Condition 25

Condition 25 reads:

Submission of Construction Traffic Management Plan (CTMP)

Prior to commencement of any phase of development a full Construction Traffic Management Plan (CTMP) in accordance with the framework CTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021 or as amended) and Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). The CTMP should confirm site compound arrangements, access details, all works on the highway and any works in the PRow network, and reinstatement plans.

Reason: To ensure the safe and efficient operation of the highway network and to safeguard residential amenity.

The CTMP submitted is in relation to the Phase 2b only which includes works for pipeline section 1 and 2 and compounds W2 and W3. The CTMP HTR-WAB-PI-W2-PL-W-0001 seeks to discharge conditions 25, 24 and 28. Clarity is therefore sought on the discharge proposals for the application. Conditions 24 and 28 are shown from the document below.

Condition 24 – Details of Bus Stop Relocation and Footpath Diversion Routes

Prior to the closure of any bus stops and roads, details shall be submitted to and approved in writing by the Local Planning Authority, of alternative temporary bus stop locations and pedestrian and vehicular diversions and walking routes, to include provision for fencing adjacent to the Hermitage Stream, and construction details of any diverted routes. Once the development is completed these temporary locations will be removed and the land reinstated to its former condition.

Reason: In the interests of sustainable travel and inclusive access and accord with the NPPF.

Condition 28 – Details Inclusive Access and Disabled Parking

Prior to any public use of any temporary footpaths and permanent footpath diversions, including the closure and reversion of any disabled parking bays, details shall be submitted and approved in writing by the Local Planning Authority of a scheme indicating the provision to be made within that phase for people with disabilities. The agreed scheme shall be implemented before the footpath, diversions and parking concerned are brought into first use.

Reason: In the interests of social inclusion and sustainable development.

Generally, the contents of the CTMP reflects the previously agreed parameters of the Works Area Summary and is therefore agreed. There are however a number of points missing which are required before the condition should be discharged in relation to this works area including:

- The vehicle routing is from the reservoir site where deliveries to site will be managed from but this is not set out in the CTMP that vehicles are required to go to the main compound first.
- There are no commitments to provide wheel washing on site or road sweeping if necessary.
- The access to the haul road has been set back from the highway but the gates should also be set back for the access to the Hook's Farm Way compound so as not to obstruct the footway.
- The existing PRow and associated diversion route should be shown on a plan within the CTMP.

Condition 33

Condition 33 reads:

Details of Works Area/Compounds Notwithstanding the details provided with the works areas Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) the following details shall be provided prior to works commencing at each compound works area location: i. Location of plant and compounds and other storage facilities. ii. Details of the external appearance of welfare, site

offices, facilities including location of windows. iii. Details of boundary treatments and temporary and site-specific acoustic screening. iv. Details of service and delivery times. v. Details of acoustic screening and plant insulation including generators vi. Details of named site contact at the works location. vii. Reinstatement works along boundary and screen planting. viii. Details of any generators, their operational requirements. The development shall be carried out in accordance with the approved details and retained thereafter.

Reasons: In the interest of residential amenity, air quality and appearance and character of the area. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

The compound details are subject to S278 requirements of the Highway Authority in order to permit the access arrangements and ensure compliance with the Works Area Summary secured through the consent. Information in relation to Phase 2 and 3 of the works. The Highway Authority have only received the compound s278 submission for the Rugby Club compound areas at present and these are subject to the S278 review process. We are therefore unable at this time to recommend the partial discharge of this condition. A revised request should be made when the information has been approved by the Highway Authority.

Recommendations

The Highway Authority require further information before we can positively recommend that the conditions are discharged to the Planning Authority. If you wish to discuss the contents of this response, please do not hesitate to contact me.

Yours faithfully,

Ben Clifton
Strategic Transport Manager
Hampshire 2050