
Note

To: Kristina King - Planning and Development
From: Sophie Champion - Development Planning
Our Reference: 6/3/6/Min(2908)
Copies to:
Date: 22 February 2012

Subject: Petersfield WTW, Durford Road, Petersfield

Thank you for sending me a copy of the planning application for the above site. The application seeks permission to upgrade the existing wastewater treatment works (WTW) to include a new Ferric Dosing Kiosk and Effluent Monitoring Kiosk.

The site is accessed from Harrier Way via the private road Durford Road (east) which becomes a single lane road leading into the site.

A temporary construction compound will be constructed within the WTW site, which is considered to be permitted development under the Town and Country Planning Order 1995. There will be sufficient space within the WTW to accommodate the turning and parking of the additional vehicles associated with the construction of these works.

It is noted there would be a need to undertake some minor lopping and crown lifting of trees at the beginning of the access road from Harrier Road to enable large loads to be delivered into the WTW. An application for the Tree Works has been made to East Hampshire District Council to cover this work. The applicant should liaise with the East Hampshire Area Highways Office to assess whether any traffic management measures are required during the tree works.

A public footpath follows Durford Road for the first 200 metres from Harrier Road. Whilst this part of the site access road is shared with a public right of way, it is accepted that users of the right of way already share the route with vehicles servicing the site. The additional construction traffic is therefore not thought to pose an additional safety risk. The development will have no permanent impact on this public right of way.

The construction period for these works is anticipated to be 21 weeks. During this time there will be some additional traffic movements attributable to the site. The supporting statement estimates that during the first two weeks of mobilisation works, there will be up to 12 articulated lorry movements and approximately 10 light van/car movements each week. During the remainder of the construction period there will be daily visits by site staff and management, making up to 80 movements per week in cars/lights vans. The number of heavy vehicles is expected to be 10 movements per week. There is not

intended to be any construction traffic associated with the scheme on weekends or bank holidays. These figures are stated to be the maximum number in any one week. It is not considered that these temporary works will have a significant effect on the highway network.

Following completion of the scheme there will be no significant change in traffic movements. There will be a requirement for a delivery to take place one every three months and routine maintenance vehicles will continue to visit the site in accordance with the current arrangements. The route taken to access the site is considered suitable to accommodate these movements. It is not anticipated that the additional vehicle movements will have a significant effect on the highway network.

It is noted that a site HASEMP will be prepared as part of the scheme development. The plan will be compiled by the site construction manager with inputs from the planning team. It will be used on site to manage and minimise the potential environmental impacts of construction activities. The site HASEMP should include the details normally required in a construction traffic management plan, such as lorry routes, parking and turning provision on site and measures to prevent mud from being deposited on the highway. This will be required to be submitted to the planning authority and be approved prior to commencement of the development.

Therefore I raise no highway objection to this planning application subject to the following conditions:

- A Construction Traffic Management Plan or site HASEMP shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety

- Details of measures to be taken to prevent mud and debris from vehicles leaving the site during the construction works being deposited on the public highway shall be submitted to and approved by the Minerals Planning Authority in writing and fully implemented before the development commences. Such measures shall be retained for the duration of the construction period

Reason: *In the interest of highway safety*