



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: South East Regional Director
Operations Directorate
Southeast Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Narinder Lakhan, Havant Borough Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: APP/24/00405

Location: Pipeline from the reservoir to the north of Middle Park Way to Bedhampton Pumping Station, Meyrick Road, Havant.

Proposal: Hybrid application seeking: 1) Full permission for development of new pipelines to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer, comprising: construction of two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; upgrades to existing culverts close to shafts five, six and eight to manage flood risk; washout and air valve chambers (typically below ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and permanent diversion of Footpath 34 at Bedhampton Pumping Station. 2) Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance. An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

National Highways Ref: NH/24/06949

Referring to the consultation on the planning application referenced above, in the vicinity of the A3(M) that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);**
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

Signature:

Date: 16/07/2024



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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a 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.

National Highways is concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A3(M).

We have reviewed information available on your planning portal and note that this proposal is for a new pipeline route and design to transfer water from Bedhampton Springs to fill the reservoir in Havant. The proposal is for the same purpose as planning app ref. APP/20/00991, already approved in October 2021.

A pipeline route from the reservoir to Bedhampton Springs is safeguarded in the adopted local plans through HBC Policy CS18, CS19 and AL6.

It is our understanding that this application is a result of new ways being investigated to improve the route and design of the pipeline and further reduce its impact on local communities. In addition to that, alternative innovative construction techniques have been explored to allow more efficient and effective delivery. The new pipeline will be up to 5.3km in length (extending into the reservoir footprint) and will comprise two new water pipes, installed at a depth of between 3m and 10m underground (well below roads, footpaths, utilities, watercourses and tree roots and avoid going directly under houses).

The Traffic and Transportation Assessment provided in Chapter 13 of the ES explains that proposal is focused on construction activities on smaller areas, with less road closures, shorter lengths/durations and short diversions. Additionally, new design will have significantly smaller workforce (reduction to 65 at the peak, from previously stated 125).

Recommendation

In a view of this, we request that construction trips are, where practicable, minimised during the weekday peak periods to reduce their impact on the Strategic Road Network and its junctions. Careful consideration should also be given to the construction phasing of the development to ensure that it does not add to any construction impacts from other developments or schemes in the vicinity of this development. Therefore, we recommend that condition for a Construction Traffic Management Plan is attached to any planning permission that may be granted for the planning application ref: APP/24/00405.

Condition 1: Construction Traffic Management Plan

Prior to the commencement of the development hereby permitted a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The plan shall include as a minimum:

- Construction phasing
- Construction routing plans;
- Permitted Construction traffic arrival and departure times.

Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with National Highways.

Reason: To mitigate any adverse impact from the development on the A3(M) in accordance with DfT Circular 01/2022.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.