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County Council

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<i>Date</i>	21 December 2020	<i>Email</i>	neil.massie@hants.gov.uk

Sent by email to: planning.development@havant.gov.uk

For the attention of Lewis Oliver (Case Officer)

Dear Madam,

**Havant Borough Council (APP/20/00990) & East Hampshire District Council
(51680/001)**

Hybrid application seeking: 1) Full Planning permission for Development of a reservoir for raw water storage, A pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (Ml), to support the planned bulk supply transfer of at least 21Ml/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park ; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir. 2) Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) control house partially incorporated within landscaped earth mounding adjacent to the south west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north west of the reservoir.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m). | Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

I am writing with reference to the above planning application(s) upon which the County Council has been consulted. This response sets out the County Council's position on this application in its capacity as the local highway authority, the lead local flood authority, minerals and waste planning authority and in its statutory role regarding the management of the designated public rights of way network. Please also note that you will have already received comments relating to archaeology directly from the County Archaeologist on this hybrid planning application.

In summary, whilst the County Council is supportive of the reservoir proposal in principle as it is an important infrastructure project that will help to provide reliable water supplies in Hampshire whilst also creating a new green, leisure facility for local communities the County Council ultimately considers that insufficient information has been submitted to enable it to provide an informed position on the overall merits of this scheme and cannot provide a substantive response in support of the proposal until the issues raised in Appendix A and Appendix B have been sufficiently resolved prior to determination of the hybrid planning application.

From a highway authority perspective additional information is sought from the applicant on matters relating to both the construction and operational phases before the impacts of the development can be fully understood and appropriate measures can be agreed with the applicant to minimise the impacts of the construction phase and ensure appropriate access, integration and operation of the site in the operational phase.

I trust that these comments are of assistance to you. If you wish to discuss any of the comments raised, please do not hesitate to contact my colleague Neil Massie on 0370 779 2113 who is providing a coordinating role for the County Council on this project.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Stuart Jarvis', with a stylized, flowing script.

Stuart Jarvis
Director of Economy, Transport and Environment

Appendix A

Highway Authority

The pipeline route is secured within Havant Borough Council's local plan policy AL6 however is not being reviewed as part of this application and subject to a separate planning permission under APP/20/00991.

The reservoir site has been identified in East Hampshire District Council's local plan is safeguarded from development for this proposal, however the quantum and scale of the development were not assessed as part of the local plan process. The applications and the responses should be reviewed and considered together due to the interlinked nature of the applications.

Assessment Phases

The application has been assessed within two phases. There is the operational phase for when the site is built and operational as a country park. There is also the construction phase which has also been assessed for its impacts in Highway terms.

Operational Phase

Accessibility

The applicant has provided commentary on existing pedestrian and cycling provision in the vicinity of the site, including details on the PRow network which sits within the red line boundary of this planning application. The Highway Authority are content with the review with regards existing pedestrian and cycle provision outside the PRow network. Countryside Services manage the PRow and shall make relevant comments regarding the assessment work carried out by the applicant with regards these matters.

Whilst the summary of the provision is considered appropriate it is not clear how the proposed development will be accessed from the existing pedestrian and cycling provision, both from the east across the B2149, and from Havant and Staunton Country Park to the south of the site. The applicant has suggested that 30% of all trips within a 15 minute catchment of the site will access by non-car modes, however it is not clear on the likely pedestrian and cycling routes into the proposed site and how these are integrated to provide clear and well defined connectivity.

It is noted that the applicant has been in discussion with Hampshire County Council's Countryside Service regarding the internal diversion and extension of the PRow network, however as per the above it is not clear if this includes further connections onto existing provision.

In addition, there are no details on how the development site to the north, Land East of Horndean which has resolution to grant subject to a Section 106 legal agreement, will be connected to the site for sustainable modes. A pedestrian connection, preferably off highway, to ensure future development and catchment area to the north will not rely on private car use to access the site should be provided.

Personal Injury Accidents

The applicant has provided 5 year data between 1st January 2015 and 31st December 2019 which is stated to be the latest data, however due to the timing of the application, this is not agreed by the Highway Authority. The data for the proposed access locations on the B2149 and Swanmore Road/Calshot Road have been derived from Hampshire Constabulary and is acceptable. The remaining junctions have used CrashMap which is not currently accepted by the Highway Authority due to the lag in available data from this system.

The applicant has provided a basic review of the recorded accidents however has not provided any context to the accidents themselves and has not included the raw data which contains further information relating to the recorded accidents. In addition, it is not clear why the scope stops on Calshot Road at the marked location when further recorded accidents are evident on the remaining network which will be subject to additional traffic relating to this development.

The current information provided does not include enough information for the Highway Authority to agree with the applicant's position that the development will not exacerbate any accident trend and will need to provide more detail to the Highway Authority, namely;

- An agreed scope of assessment with the Highway Authority
- Latest 5 year data from Hampshire Constabulary
- A detailed review of the recorded accidents within the agreed scope
- Provision of appropriate mitigation or amendments to the proposed strategy to prevent exacerbating any identified accident trends.

Baseline Conditions

Baseline traffic survey data was undertaken at 15 junctions which were previously agreed with the Highway Authority and at the time of agreeing, the assessment level and scale of the proposals were unknown.

Initial junction turning count surveys were carried out for 12 of the junctions on Saturday 7th March 2020 and Tuesday 10th March which were undertaken before full COVID-19 restrictions were in place and are therefore considered acceptable.

The remaining three junctions namely; Dell Piece East/B2149/Havant Road/Private Access, B2149/Middle Park Way and Woolston Road/Middle Park Way were

undertaken on Thursday 19th March 2020 and Saturday 21st March 2020 at which point COVID-19 restrictions were being enforced.

The applicant has applied an uplift factor of around 15% to account for the reduction of traffic volumes due to COVID-19 restrictions. This has been done by comparing ATC flows which were taken over two-week periods pre and post COVID-19 restrictions.

The Highway Authority have compared these flows with 2018 data undertaken as part of the Land East of Horndean (55562/005) development, it appears that a 15% uplift is low when comparing to the 2018 flows, which found circa 20% reduction in trips. The Highway Authority however accepts that the flows and uplift factor is acceptable in this instance as the difference in the applicant's flows and the Highway Authority's interrogation would be equal to monthly and annual traffic flow fluctuations. For example there has been a recorded 1% increase in two-way traffic flow in the 2020 AM Peak and 7% decrease in the PM peak when compared with the 2018 flows. The uplifted flows at the three aforementioned junctions are therefore considered suitable in this instance.

Trip Generation

The level of vehicular trips generated by the proposed development have been calculated in a separate report titled 'Visitor number and recreational amenity facilities review' found in Appendix A, based on reviewing alternative comparable attractions across the UK and reviewing against Queen Elizabeth Country Park to establish a peak hour trip rate.

The report provides a detailed assessment of how the likely trip generation is calculated which the Highway Authority has reviewed and is satisfied provides a robust methodology for peak hour trip rates.

Trip Distribution

As it currently stands, the Highway Authority does not agree with the distribution proposed by the applicant. A gravity model has been used to establish the likely routes vehicles will use to access the proposed development and has used MSOA from Census 2011 data, the use of which is considered acceptable. However, the applicant has then distributed the trips associated with that MSOA on the road network using journey time cordons and straight line distances which is not considered acceptable.

At present, the applicant proposes that 34% of traffic will utilise the proposed southern access onto Swanmore Road and 66% will use the northern access. Of the 66% using the northern access, it has only assigned 3% travelling north along the B2149. The current distribution shows that 32% of trips using the southern access will only travel from the west and 2% from the local area.

The Highway Authority has undertaken a desk based journey planning exercise which would distribute a greater number of vehicular trips north on the B2149 from areas such as Hayling Island, Havant, Emsworth, Chichester and to some extent Bedhampton. This is based on current journey times in the identified peak hours and accounts for current delay on the local road network. Additionally, the Land East of Horndean development will add junctions, and short term delay during construction, due to the alterations to the local road network to the north of the proposed development site.

The Highway Authority has requested the applicant to review their trip distribution model, which is fundamental to the proposed access strategy and needs to be agreed before further work can be undertaken on determining the suitability of the accesses and wider assessment on the impact of the development.

Access Strategy

The Highway Authority has previously discussed the access strategy with the applicant and tabled the concerns prior to the submission of the planning application. Whilst the Highway Authority has a number of engineering concerns relating to the northern access, the principle of providing an access from the north is supported. The primary concerns relating to the southern access relate not to its junction form but the principle of the access and the routing of traffic through the Leigh Park area. This is something that has been strongly opposed through the Dunsbury application for both construction traffic, trips to the site and through traffic and this is reflected within the design. Whilst it is acknowledged that the type and frequency of trips to the proposed development are of a different scale and nature, a careful balance must be struck to ensure that a southern access does not have a determinantal effect on the Leigh Park area or give rise to additional safety concerns. Until the trip distribution is agreed, neither access proposal can be progressed or fully commented on as the final form and scale cannot be agreed. The below commentary provides an overview of the issues which have been shared with the applicant.

Northern Access – B2149

Drawing HTR-ATK-AR-RE-DR-D-001 shows the proposed access to the north which comprises of a ghost island priority junction onto the B2149 and an independent Road Safety Audit has been submitted to support the access proposals.

In accordance with DMRB CD123 ghost islands shall only be used where major road traffic flows allow traffic turning right out of the minor road to do so in one manoeuvre. Given average daily flows of above 15,000 on B2149 and addition of 700 daily movements on the access this would mean that Single Lane Dualling should be considered. Trip distribution is key to agree the number of likely vehicles egressing the northern access by turning right, travelling south on the B2149 to establish if this is a likely manoeuvre and may lead to vehicles stopping in the carriageway as they cannot turn right in one movement.

The independent Road Safety Audit states that the B2149 is a high speed road subject to national speed limit. Four of the seven collisions which occurred along the route in the involved overtaking vehicles. Drivers who fail to realise there is a junction ahead may attempt to overtake a slower moving vehicle and find themselves on the wrong side of the carriageway as another driver turns out of the site access road resulting in a head-on collision or they may encounter a stationary vehicle in the right turn lane.

The proposed access junction is not clearly visible on the approach when travelling northbound due to the vertical alignment of the B2149, which includes a crest curve to the south of the junction. Because of this, stopping sight distances on both approaches are substandard.

The RSA1 concludes that the following measures should be investigated to overcome the fundamental safety concerns of the proposed location and form of junction

- Alterations to the vertical alignment of the B2149
- Relocation of the junction
- A reduction in speed limit with supporting measures to ensure compliance

It should be noted that the provision of a reduce speed limit alone would not be sufficient in overcoming the safety concerns.

Southern Access

The southern access is proposed in the form of a priority junction from Swanmore Road as shown on drawing HTR-ATK-AR-RE-DR-D-0006.

The RSA1 suggests that existing parked vehicles along Swanmore Road in the junction visibility splay may obstruct intervisibility between drivers exiting the access road and drivers approaching the junction. This may increase the risk of a driver pulling out into the path of a vehicle on Swanmore Road and a collision occurring.

It is understood that the existing Bridleway 121 which runs to the east of Swanmore Road may be impacted by the proposed access works and should be shown on the plan to ensure it can be maintained in its current position.

The number of recorded accidents on Swanmore Road and Calshot Road needs to be fully investigated as per the above. It does appear to be high for a what is a residential road network. The increase in vehicular trips through this network could exacerbate an underlying trend. Further to this, the area of Leigh Park is subject to traffic management measures to assist in reducing vehicular levels in this part of the road network. The proposed access strategy may compromise the effectiveness of overall traffic management policy in the area and increase future maintenance liability for the Highway Authority.

The northern section of the internal access road becomes single lane with passing places, the narrowing is understood to be required due to impact on ancient woodland. The Highway Authority has concerns that this will be less attractive for motorists, due to the additional delay and increased length of northern access road to the car park which may make the southern access more attractive and attract a larger number of trips than proposed by the applicant.

Through Route

The proposed access road as shown on drawings HTR-ATK-AR-RE-DR-D-0001 and NTR-ATK-AR-Re-DR-D-0005, shows an unrestricted route from the northern access to the southern access. Whilst as noted above it is of an unattractive nature the Highway Authority raises concern over the potential use of this as a through route or a rat run once operational as it is likely during peak times that the route would be quicker for some road users than the existing highway routes. Measures need to be included to stop this from occurring and this should be of no burden on the Highway Authority to maintain and manage. It is also a concern that it would be utilised for antisocial behaviour such as by motorbikes outside the main operational times of the site.

Parking

Parking requirements are set and controlled by the Parking Authority and will be considered by the Planning Authority. Confirmation that required parking standards have been met is required.

From the Highway Authorities perspective, we are concerned regarding the potential for on street parking, especially within the Leigh Park area in the vicinity of the southern access, or other pedestrian/cycle connection points to the site. Confirmation of control measures for parking should be provided. Depending on the controls to be provided it may be necessary to provide funding for implementation of TRO's as required to prevent nuisance parking.

If parking charges and controls are required measures such as the use of ANPR access barriers as have been implemented across a number of Forestry Commission locations and Country Parks within the County may provide both provision for parking controls and act as a physical preventative measure to prevent a through route from being created.

Junction Assessment

The junction modelling cannot be fully assessed by the Highway Authority until the vehicle trip distribution for the site has been agreed and further assessment may be required.

TEMPRO has been utilised to factor the baseline surveys from 2020 to 2029 as the future year scenario, using suitable Havant Middle Super Output Areas and the

Highway Authority is satisfied that this is acceptable. 2029 is assumed by the applicant to be the year of opening and full operation of the site.

In addition to acceptable growth rates, consideration has been given to specific developments within the immediate vicinity of the site. Traffic flows from the nearby developments of Land East of Horndean 55562/005 and Dunsbury Hill Farm APP/12/00338 have been included within the future baseline flows.

The junctions which have been assessed based on the information to date and are included within the TA are:

- Dell Piece East/B4129 Roundabout;
- Northern Site Access/B4219;
- Southern Site Access/Swanmore Road;
- Swanmore Road/Middle Park Way Priority Junction;
- Woolston Road/Middle Park Way Mini Roundabout, and;
- Purbrook Way/Middle Park Way Roundabout.

There is concern that the Dell Piece East/B2149/Site Accesses junction has been modelled incorrectly as the outputs are significantly lower than the approved model associated with the Land East of Horndean application and this should be reviewed by the applicant.

Other junctions included within the Land East of Horndean development application should be assessed as part of this application. This should include the A3(M) junction with improvements scenario and the new roundabout access on the B2149.

Construction traffic will result in a significant daily increase in trips across the network and it is not clear if these will be during peak times. The applicant needs to fully assess the impact of construction traffic across the network and may need to include two assessments, one scenario for operation traffic and one for construction traffic.

Strategic signing

Trips which are non-local or outside of the 15 minute cordon, will have a higher chance of using the strategic road network. The applicant should propose a strategic signing strategy to ensure this network is used, rather than local roads. This should be presented at this stage to ensure an appropriate level of review is undertaken by the necessary consultees and secured through planning condition or Section 106 obligation should permission be granted.

Wayfinding

As the site will be a key visitor attraction for the local area and the assumption that walking and cycling for a 15 minute radius from the site will be proposed at 30% of the modal choice it is key that the development can be easily located from the existing pedestrian and cycle network. A wayfinding strategy should therefore be proposed by

the applicant to support this assumption and encourage sustainable trips to the site from the local area.

Construction Phase

Within this application the assessment of the impacts of the construction phase have been reviewed by the highway authority.

Pipeline Route

The pipeline route is subject to a separate application, APP/20/00991, and additional supporting information. A separate response to this application shall be provided and should be read in conjunction with this response by the Planning Authority.

Trip Generation

The applicant has included information regarding the level of construction traffic which will be present for 9 years from 2021 to 2029, as per the applicant's commentary, whilst the reservoir, and associated infrastructure included within this planning application, is being constructed.

At the peak of construction starting 2023, there will be circa 200 two-way HGV movements per day and 250 smaller vehicles per day accessing the site with regards the reservoir construction. There will then be an addition 30 HGV movements associated with the pipeline works at 270 LGV and car movements in relation to these works. Whilst measures can be implemented through a Construction Traffic Management Plan the proposed trip generation for construction vehicles is significant. It is not known whether the HGV trips will be spread throughout the day or focussed on particular time periods. Clarity is sought on how the trips will arrive throughout the day and whether any restrictions are to be applied to the site to control HGV arrivals.

Trip Assignment

Routing to the site for construction of the reservoir and onsite facilities is proposed to be on the strategic road network, A3(M) and then onto the B2149 and through the proposed access to the north. At pre-application discussions there were initial ideas tabled to route construction traffic via the Dunsbury Hill Farm site. This would remove construction traffic from junction 2 of the A3(M) and away from the Land East of Horndean development area. The Highway Authority would like further clarification on why this route is no longer being explored. The current NSIP for the Aquind project is forecasting a construction programme which coincides with this application and the vehicle routing details overlap at junction 2. It would therefore be highly beneficial for the operation of the highway if alternative access arrangements can be achieved.

Junction Assessments

The applicant has assessed the impact of construction traffic along the route within the ES Chapter 13. This is at a high level for the purpose of the EA assessment and fails to identify that there are significant increases in traffic generation as a result of the construction traffic. The proposed generation from construction for a significant period cannot be deemed to be a negligible impact. Roads which are currently subject to no HGV traffic are to be exposed to significant daily demand. No junction modelling or detailed assessment on the capacity of the road network and the impacts of the prolonged construction period has been undertaken and must be considered by the applicant. This should consider the joint impact of other significant and emerging schemes in the area.

During the construction phase the vehicle routing at the A3(M) junction 2 roundabout will be under considerable more pressure with a number of development schemes overlapping including Aquind and the Land East of Horndean development site. Assessment must be carried out at this junction for the construction phase to demonstrate its effective working and to understand the impacts of the additional traffic on the approved improvement scheme to be provided by the Land East of Horndean site.

In addition the impacts of junctions along the construction corridor must be assessed to ensure any issues which may arise can be appropriately addressed.

Construction Traffic Management Plan

Whilst information relevant to a CTMP has been provided within the supporting documentation a full framework construction traffic management plan must be provided to support the application and include appropriate measures to ensure the impact from the construction traffic is minimised, which should be separate to the pipeline CTMP. This should include but not be limited to:

- Appropriate directional signage for construction traffic to the site
- The provision of long term facilities for contractor parking;
- The arrangements for deliveries associated with all construction works;
- Methods and phasing of construction works;
- Suitable wheel washing facilities which given the nature of the development should be via a suitable drive through wheel wash.
- Vehicle routing proposals and appropriate signage strategy details

The construction period is planned to last around 9 years which due to the increase in HGV's may be detrimental to the existing carriageway and ongoing maintenance. A pre-condition survey should be undertaken by the applicant prior to any commencement on site to assess the condition of the construction route. At the end of the construction period, the applicant will need to make good any defects caused by HGV traffic, in agreement with the Highway Authority.

In addition to the above, the development to the north Land East of Horndean, will more than likely be on site and implementing changes to the B2149 which will need to be given further thought by the applicant. The Highway Authority needs to ensure that any damages caused by HGV traffic associated with this development is rectified by the applicant and does not become a burden to the Land East of Horndean developer.

OEMP

The OEMP contains seven objectives relating to Traffic and Transport to manage the environmental effects and impact of the development, which are:

- Minimise impact of HGV traffic on the highway network
- Minimise impact of construction traffic during typical network peak hours
- Minimise use of construction routes of local road
- Minimise the impact of PRoW closure/diversion
- Minimise staff car trips
- Maximise opportunities for all modes of travel

The first six objectives will be linked to a detailed Construction Traffic Management Plan and the bottom objective is linked to the Construction and Operational Travel Plan. Whilst the principle of the above objectives is considered appropriate, the Highway Authority needs to agree and approve both the Framework Construction Traffic Management Plan the Framework Travel Plan in order for the OEMP to contain suitable measures to reduce the environmental impact of the development.

Framework Travel Plan

A framework travel plan has been provided for construction staff. This is being reviewed by Hampshire County Council's Travel Plan team and any comments will be forwarded to the applicant direct.

Mitigation

The ES Chapter 13 refers to measures which have been taken to reduce the impacts of construction. These are listed as:

- Development of an OEMP in Appendix A2.1 in ES Volume 4
- Reviewing construction sequencing to smooth out the 'peak' in construction traffic as far as possible
- Reviewing construction routes to make use of the principal road network where possible
- Reviewing the use of multiple access points to reduce the time period an impact may be experienced by the local population.

Whilst measures are welcomed such as those listed above given the scale of the project and potential impacts of construction vehicles it may be necessary to provide

additional mitigation measures, with commitments to work with other nearby construction projects to ensure works are delivered in a way which minimises the impacts of the construction phase.

Highway Authority Summary

Additional information is sought from the applicant on both matters relating to the construction and operational phases before the impacts of the development can be fully understood and appropriate measures can be agreed with the applicant to minimise the impacts of the construction phase and ensure appropriate access, integration and operation of the site in the operational phase.

Appendix B

Public Rights of Way

The Countryside Service are responding as Highway Authority in respect of Public Rights of Way and managers of Staunton Country Park and Countryside Site, Staunton Farm.

The Countryside Service have been actively involved in discussions with Portsmouth Water regarding the development of the Reservoir and Visitor Centre proposals and held detailed discussions on Public Rights of Way Diversion, Environmental Mitigation and the development of the Country Park and Visitor Centre. The Countryside Service is minded to support this application subject to additional information being provided.

Site Context

The application site is part of a Country Park designation that includes Hampshire County Council's Staunton Country Park in the south, maintained and managed by the Countryside Service. Havant Thicket and Forest of Bere Accessible Woodland are maintained by Forestry England.

Sites of Importance for Nature Conservation within the reservoir application sites and affected by pipeline include Thicket Bottom, Thicket Bottom Woods and Lake, Middle Clearing and immediately adjacent to Great Copse and Cabbagefield Row. Round Wood, Middle Clearing, Great Wood and Cabbagefield Row are Ancient Semi Natural Woodland sites of principal importance. A range of important species including large reptile populations and nationally and internationally protected species including dormice and an assemblage of bat species are supported by the biodiversity habitats and range of landscapes on the site and adjacent land.

Havant Bridleway 121 runs adjacent to the southwestern boundary of the Country Park and within the site to the west of the proposed southern vehicular access at Swanmore Road. Havant Bridleway 120 crosses from Bridleway 123 (Park Lane) and Bells Copse SINC east-west through the centre of the proposed reservoir. This bridleway route continues on Rowlands Castle Bridleway 29 in East Hampshire District.

Public Bridleways and permissive paths across Staunton Country Park provide a network of pedestrian, equestrian or cycle routes connecting communities of Warren Park, Leigh Park, Havant, Durrant and Rowlands Castle. The Staunton Way and Shipwrights Way long-distance promoted routes connect Staunton Country Park and provide off-road cycle trail around the Country Park and form a gateway to the South Downs National Park.

A copy of the Definitive Map of Rights of Way and HCC Countryside Sites can be found at <https://maps.hants.gov.uk/rightsofwaydefinitivemap/>

Please see attached map -. [PROW Green Infrastructure Access context Staunton Reservoir Outline Masterplan & PROW Highway Access](#)

Principle of the development

The creation of a storage reservoir of subregional importance, provides a unique opportunity for the County Council to work collaboratively with Portsmouth Water and Forestry England. The Countryside Service supports the application for the creation of a new visitor centre, provision of additional education and water-related facilities that connect to and complement the facilities currently provided by Hampshire County Council at Staunton Country Park. It will help to attract day visitors and to enhance green infrastructure links for local communities as well as improving access to the South Downs National Park.

The development, phased over approximately ten years, for a reservoir, visitor centre and cafe, recreation and education facilities, picnic and play areas, 269 visitor car parking spaces and coach parking to the north west of the reservoir, wetland creation and provision of perimeter access roads, bridleways, cycle paths and footpaths have the potential for both significant positive and negative impacts on access to the countryside, Rights of Way and Staunton Country Park, managed by Hampshire Countryside Service and so the Countryside Service offers the following technical comments on the proposals.

Ecological Impact, Mitigation and Compensation

In order to compensate for the loss of habitat, the submitted Outline Biodiversity Mitigation Compensation Strategy includes restoration, creation and management proposals for Forestry England's Havant Thicket and planting proposals within Hampshire County Council's land ownership.

Protected species mitigation submitted in the application includes work with the Countryside Service to protect and conserve species populations and supporting habitats. The Countryside Service will engage and work in collaboration with the applicant on grazing and long-term grassland management to achieve sustainable habitat and landscape improvements and restoration.

Prior to determination of the application the County Council's Countryside Service advise that a detailed Biodiversity Mitigation Compensation Strategy and a detailed costed long-term landscape and ecological management plan should be submitted to the Local Planning Authorities in order to secure relevant contributions and resources for monitoring, remediation and enhancements to maintain and improve species populations and biodiversity habitats.

S106 Legal Agreement requirements:

Should the application be approved the County Council will require contributions for the Biodiversity Mitigation Compensation Strategy, species monitoring and habitat enhancement schemes to be implemented to be secured via a S106 legal agreement. This will be necessary for the County Council to secure the proposed mitigation whilst also achieving a net benefit for biodiversity, alongside the ecological and landscape improvements to the County Council's landholdings as well as species mitigation and habitat management.

Mitigation and Improvements to Public Bridleways, Footpaths and Green Infrastructure Connections

On-site paths and public Bridleways

Hampshire County Council's Countryside Service support the creation of additional footpaths and cycleways within the Country Park and the provision of surfaced alternative Public Bridleway around the south of the reservoir and north of the County Council's land.

The County Council notes that the Environmental Statement Traffic and Transport Chapter 13 does not include Bridleway 121 on Swanmore Road or consider the impact of the vehicular access on cyclists and horse riders.

The position of Bridleway 121 is not shown on the submitted access and tree protection plans, and the route actually used on the ground differs from the Definitive line (that is, the legally recorded route) of the path. It should also be noted that the use of Bridleway 121 by horse riders is currently obstructed.

It is therefore advised that the applicant needs to consider this issue and amend Vehicle Access Route South plan drawings in this location to show the existing Bridleway 121 and how it integrates with the southern vehicular access cycle and equestrian access from Swanmore road. The Countryside Service require the applicant to revise the plan drawings to show the integration of Bridleway 121 and the proposed vehicular, pedestrian and cycle and equestrian access from Swanmore road to the site.

The Countryside Service therefore recommend that the Vehicle Access Route South plans HTR-ATK-AR-RE-DR-D-0005 and 0006 are revised to include where the new access integrates with Bridleway 121 and access for cyclists and pedestrians from Swanmore Road.

S106 Legal Agreement requirements:

In order to provide access to the Country Park and visitor facilities and accommodate the increase in pedestrian, cyclist and equestrian use, the costs of drainage and

surfacing improvements to Bridleway 121 and a contribution for the increased cost of maintenance must be secured.

Section 257 – Diversion, extinguishment, and creation of alternative Rights of Way

The reservoir creation proposal would require the permanent diversion to the south of Rowlands Castle Bridleway 29 and Havant Bridleway 120. During the construction phase the proposed new route would be temporarily stopped up and an alternative temporary route provided through Havant Thicket. An application must therefore be made to Havant Borough Council and East Hampshire District Council as the Planning Authorities for the diversion, or extinguishment and creation, of the alternative Rights of Way under section 257 (S257) of the Town & Country Planning Act.

The granting of a planning permission does not authorise developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under S257 for diversion or extinguishment will invariably be made or confirmed. The Countryside Service are unable to provide a temporary closure on a route that is to be diverted until the S257 Order has been confirmed.

The Countryside Service therefore advise that the submission of an application or applications to the Local Planning Authorities for the alternative Bridleway is considered alongside the current planning applications and submitted at the earliest opportunity.

As Highway Authority legally responsible for the designated Rights of Way network and its maintenance, the Countryside Service advise that the detail of the construction and surfacing and proposals for long term surface repairs of the Bridleway diversion route should be agreed prior to determination of the application.

S106 Legal Agreement requirements:

Following submission of applications for S257 diversion on to the alternative Bridleway, construction details, obligations and the contribution to the Countryside Service towards the cost of maintaining Bridleway 29 and Bridleway 120 will need to be secured via the S106 legal agreement. It is important to note that the County Council is not usually able to transfer maintenance duties to the developer.

Off-site paths and public Bridleways and Green Infrastructure Connections

The proposed vehicular access to the visitor centre from the south and west is from Swanmore Road across Bridleway 121 via a current pedestrian access to the Country Park. The Reservoir Outline Masterplan includes a pedestrian access to the south of this access but does not currently take account of the Bridleway which crosses from Swanmore Road into the Country Park and the need to accommodate equestrian as well as cycle and pedestrian access which should be provided.

On-site development proposals in the Outline Master Plan include a network of paths for walking, cycling and horse-riding. The enhancement of paths which link to the site and improve connectivity to the area is required by the emerging Havant Local Plan Policy KS8 (e), (j) and (k), but not included in the development proposals.

It is important that the applicant demonstrates an understanding of how the existing Bridleway network integrates with the development proposals as there are constraints but also opportunities provided by these routes maintained by Hampshire Countryside Service already available to horse riders, cyclists and pedestrians connecting Staunton Country Park and Havant Thicket to Waterloooville ,Warren Park, Leigh Park and Rowlands Castle which should be enhanced to improve access to the new visitor facilities.

S106 Legal Agreement requirements:

In order to provide access to the temporary northern bridleway (which would have a lifespan of up to 8 years), encourage sustainable travel to the visitor centre and to enhance the connection of the permanent Bridleway diversion for pedestrian, cyclists and horse riders and existing communities from Dunsbury Farm via Park Lane Bridleway 123 and from Leigh Park at Bittern Close a contribution for the maintenance of Bridleway 120 and 123 will be required.

Construction Environmental Management Plan

Where paths and tracks are crossed by construction traffic (e.g. Bridleway 121), an appropriate traffic management system should be secured and implemented through a planning condition to ensure the safety and convenience of users of the rights of way and access to Bere Wood, Havant Thicket and Hampshire County Council's Staunton Country Park to the south.

Traffic and Transport Assessment

The Countryside Service advise that the Traffic and Transport Assessment should be revised to include all the Rights of Way within the vicinity of the development and the opportunities provided to enhance the existing equestrian, cycle and pedestrian network to mitigate impact of the development and improve access to this green infrastructure resource.

It is also recommended that the Traffic and Transport Assessment should provide further assessment of impacts to horse riders on the east of the development including assessment of road safety for the revised eastern access and connections around Wichersgate and links to the Shipwrights Way Rowlands Castle Bridleway 24.

S106 Legal Agreement requirements:

Highway improvements should be secured to promote safe sustainable transport options for non-motorised access to the Country Park and new visitor facilities.

Countryside Service Summary

Hampshire County Council's Countryside Service are minded to support this planning application subject to the following additional information and revised plans being submitted for clarification, alongside the recommended mitigation and contributions to be secured by planning condition and / or S106 legal agreement:

- Implementation / funding of landscaping and habitat creation on Hampshire County Council land.
- Costed Landscape and Ecological Mitigation Management and Monitoring Plans – for both construction and long-term management phases.
- A Construction Environmental Management Plan.
- Amendment of the Traffic and Transport Assessment to include omitted Bridleways and connections to the site.
- Review and revision of equestrian and vehicle access at Swanmore Lane
- Surfacing of on-site Bridleway 121.
- Contribution for surfacing off-site of Bridleway 120, Bridleway 123 and Footpath from Leigh Park in Staunton Country Park.
- Contribution towards Footpath 505 in south, Staunton Country Park paths and Bridleway 24 Shipwrights Way.
- S257 application(s) submission. Confirmation and Certification; and Commuted sum contribution for maintenance.

Appendix C

Lead Local Flood Authority

Hampshire County Council as Lead Local Flood Authority has provided comments in relation to the above application in our role as statutory consultee on surface water drainage for major developments.

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

The County Council has reviewed the following documents relating to the above application:

- Flood Risk Assessment Report; Doc No: HTR-ATK-XX-XX-RP-Z-0042 C02; dated: 01/09/20.

It is the Lead Local Flood Authority's understanding that this is a hybrid planning application which includes a Full Planning Application (phase 1) and an Outline Planning Application (phase 2).

Bearing in mind the different information and level of details required by the different stages within the planning process, we have chosen to provide different advice for phase 1 and phase 2 for ease of reference:

1) Full Planning permission for Development of a reservoir for raw water storage, A pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (MI), to support the planned bulk supply transfer of at least 21MI/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir.

The County Council note that this is a planning application for development of a reservoir and the development proposals do not include any large increases of impermeable surfaces which could increase surface water flood risk on or off site.

The submitted model result maps within the Flood Risk Assessment show the flood depths and extents of the existing baseline conditions, and for the expected operational and emergency situations including the breach scenario. Therefore, the Environment Agency (EA) should be consulted considering that they are responsible for the flood risk management associated with artificial sources.

The reservoir footprint will occupy the space of some ordinary watercourses. This will require Ordinary Watercourse Consent which is separate from planning.

The County Council as the Lead Local Flood Authority has no objection to the proposals.

2) Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) control house partially incorporated within landscaped earth mounding adjacent to the south west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north west of the reservoir. Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m).

The applicant has not submitted any information on how surface water runoff from the infrastructure that supports the new reservoir (access roads, new car park, visitor centre, etc) will be managed. Bearing in mind that this is an outline planning application, at this stage we would expect an outline drainage strategy which includes sufficient information to cover each points of our surface water checklist.

Additionally, the applicant should submit a Construction Environmental Management Plan (CEMP) to show how surface water will be managed during construction phase of both planning applications.

Nevertheless, considering that this is an Outline Planning Application and the nature of the development, the County Council is content that these matters can be addressed through the use of suitable worded planning conditions, as set out below:

1. No development shall begin until a detailed surface water drainage scheme for the site has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

- a. Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.*
- b. Detailed hydraulic calculations for all rainfall events, including the listed below. The hydraulic calculations should take into account the connectivity of the entire drainage features including the discharge location(s). The results should include*

design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference that the submitted drainage layout.

- c. Confirmation on how impacts of high groundwater will be managed in the design of the proposed drainage system to ensure that storage capacity is not lost, and structural integrity is maintained.*
- d. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.*
- e. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.*

2. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;

- a. Maintenance schedules for each drainage feature type and ownership*
- b. Details of protection measures.*

The County Council would also recommend that the applicant is directed to our website <http://www3.hants.gov.uk/flooding/hampshireflooding/drainagesystems.htm> for further information on recommended surface water drainage techniques.

Please note that Hampshire County Council as Lead Local Flood Authority will not comment on the fluvial systems as these are outside our remit.

As a statutory consultee, the County Council has a duty to respond to consultations within 21 days. The 21-day period will not begin until we have received sufficient information to enable us to provide a meaningful response. Please ensure all data is sent to us via the relevant Local Planning Authority.

For guidance on providing the correct information, please review the checklist and associated guidance document available on our website.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information

Appendix D

Minerals & Waste Planning Authority

Hampshire County Council as the local minerals and waste planning authority is pleased to see that the applicant has acknowledged within paragraphs 5.90 – 5.93 and A.87 – A.93 of the Portsmouth Water Planning Statement, the proposed development lies within the mineral and waste consultation area (MWCA) – Minerals section. This area is informed by the mineral safeguarding area (MSA) as defined through Policy 15: Safeguarding – mineral resources of the adopted Hampshire Minerals and Waste Plan (2013) (HMWP) and indicates where viable, safeguarded mineral resources are likely to be present.

The purpose of this policy is to protect potentially economically viable mineral resource deposits from needless and unnecessary sterilisation. The policy seeks to encourage the recovery, where possible, of potential viable mineral resources prior to development, this concept is known as prior-extraction.

Prior-extraction offers potential opportunities to reuse recovered minerals within the development itself or upcycle them to nearby aggregate recycling facilities. This in turn has strong potential to reduce the amount of waste generated through excavation on site as well as reducing the need for imported construction material.

As stated within the Planning Statement, the application proposes to reuse approximately 1.7 million m³ of excavated material within the development itself. Based upon our data, there is potentially approximately 73.62 ha of safeguarded Brick Clay material underlying the reservoir area. While the reuse of excavated material is supported under Policy 15 of the HMWP, the County Council would like to encourage the applicant to liaise with an operator who utilises Brick Clay to ascertain any demand for the mineral resources potentially underlying the site. Currently, Hampshire has one operational brickworks – Michelmersh Brickworks, near Romsey.

As the application confirms that the development will reuse material excavated as part of the reservoir, the County Council request that the applicant provide the following further detail within a construction management plan secured by planning condition. A statement outlining:

- i. *a method for ensuring that safeguarded minerals that can be viably recovered during the development operations are recovered and put to beneficial use; and*
- ii. *a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the MPA.*

Hampshire County Council is available to discuss this further with Havant Borough Council and/or East Hampshire District Council, as well as the applicant, in forming a suitable agreement following the receipt of the required information.

Further information on safeguarding and Hampshire County Council's approach to it is available in the adopted Minerals and Waste Safeguarding in Hampshire Supplementary Planning Document, which can be found on our website:
<http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home/hmwpspds.htm>