

Houghton, Michelle

From: Strongitharm, Glen <Glen.Strongitharm@highwaysengland.co.uk>
Sent: 25 November 2020 14:30
To: Havant Planning and Development Mailbox New
Cc: Blake, Patrick; Ginn, Beata; Townend, Zoe; Planning SE; transportplanning@dft.gov.uk; Spatial Planning
Subject: Re: #11837/89677 - FORMAL RESPONSE to Planning Application - APP/20/00990 - Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant, PO9 4NX
Attachments: 20201125 Formal Recommendation - APP-20-00990 - Havant Thicket adj Sir George Staunton Country Park Middle Park Way.pdf

For the attention of: Lewis Oliver

Site: Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant, PO9 4NX

Proposal: 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. 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).

Application Number: APP/20/00990

Our Reference: 89677 (Tracker No: 11837)

Dear Lewis,

Thank you for your letter, dated 16th November 2020, regarding the above application.

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

In the case of this development proposal, our interest is in the A3(M) and A27.

Having examined the above application we do not offer an objection to the proposal. However, 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 junction. 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 propose a Construction Traffic Management Plan be conditioned which is set out below and in our attached response:

1. No development shall take place until a detailed Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England).

Reason: To mitigate any adverse impact from the development on the A3(M). To ensure that the A3(M) continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Kind Regards,
Glen

Glen Strongitharm

Assistant Spatial Planner (Area 3 & 5)

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: www.highwaysengland.co.uk

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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Network Delivery and Development
South East Region
Highways England.
PlanningSE@highwaysengland.co.uk

To: Havant Borough Council – FAO Lewis Oliver

CC: transportplanning@dft.gov.uk
Spatialplanning@highwaysengland.co.uk

Council's Reference: APP/20/00990

Referring to the Hybrid planning application for:

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.

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).”

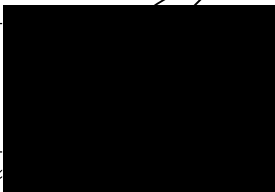
referenced above, dated 16 November 2020 at Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant, PO9 4NX. Notice is hereby given that Highways England’s formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);**
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

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

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk.

Signature:		Date: 25/11/2020
Name: Patrick Blake	Position: Spatial Planner (Area 3)	
Highways England: Bridge House, Walnut Tree Close, Guildford, GU1 4LZ Patrick.Blake@highwaysengland.co.uk		

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

Annex A Highways England recommended Planning Conditions /

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as 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 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.

This response represents our formal recommendations with regard to the Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant, PO9 4NX application and has been prepared by Glen Strongitharm.

Highways England has no objection to the 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.

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subject to the below proposed planning condition to mitigate the impact on the A3(M) by the development proposal:

1. No development shall take place until a detailed Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England).

Reason: To mitigate any adverse impact from the development on the A3(M). To ensure that the A3(M) continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.