
To: Lewis Oliver, Case Officer
From: EHDC Regeneration & Place-Making (RPM) Team
Date: Tuesday 15th December 2020

Re: Planning Application Reference No. **51680/001**

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 at 1:200 year) drought conditions;
- Construction of an earth embankment adjacent to Staunton County 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; and
- Provision of viewing areas on the southern embankment and western edge of the reservoir.

2) **Outline application for:**

- Control house partially incorporated within landscaped earth mounding adjacent to the southwest embankment;
- Provision of other earth embankments;
- Construction of a visitor centre / café 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 northwest 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 a 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).

Site Address: Havant Thicket Winter Storage Reservoir, Manor Lodge Road, Rowlands Castle.

Summary

The majority of the South East is classed as a "seriously water-stressed" area. The delivery of Havant Thicket Reservoir will provide over 35% of the water supply needed in the region over the next 25 years. This will include freeing up Portsmouth Water's existing supplies in the west of the catchment area in order to share with Southern Water's customers and help address the company's forecast deficit.

The Regeneration & Place-Making (RPM) Team support the proposal as it will not only provide a much-needed infrastructure asset, but also provide recreational and leisure opportunities for residents living in the southern parishes of Clanfield, Horndean and Rowlands Castle. In addition, the project provides a number of opportunities to enhance pedestrian and cycle routes and linkages between Havant Thicket, Leigh Park, Dunsbury Park and the southern parishes.

The Team has provided further comments, including recommendations, below.

Access & Movement

The [Enhance East Hampshire \(EEH\) Place-Making Strategy](#)¹ was approved in September 2019. The Strategy highlights the overarching place-making priorities for the southern parishes of Clanfield, Horndean and Rowlands Castle. These are:

- 1) To improve facilities and infrastructure for walking and cycling;
- 2) To improve connectivity to Havant Thicket, Dunsbury Way and Waterlooville; and
- 3) To support the villages to develop and articulate a strong sense of place.

Priorities 1) and 2) are of relevance and have informed the short-to-medium term recommendation to develop a programme of cycle and footpath network improvements which connect the southern parishes with Havant Thicket and Dunsbury Park.

The East Hampshire [Local Cycling and Walking Infrastructure Plan](#)² (LCWIP) was approved in October 2020. The LCWIP expands upon the recommendation in the EEH Strategy and recommends the following interventions:

- Hdn 15 – The introduction of 30mph speed limits along Havant Road (B2149);
- Hdn 30 – The delivery of a new walking/cycling route through Land east of Horndean (LEOH); and
 - *This is being delivered by the developer following resolution to grant outline consent.*
- Row 1 – The delivery of a new cycle link between Horndean and Rowlands Castle Station.

It is acknowledged that the applicant can only facilitate new pedestrian and cycle routes within the (red line) development boundary. However, given the proximity of the northern access to the southern parcel of LEOH³, amendments to the northern access and link road between the northern (Havant Road) and southern (Swanmore Road) accesses could help achieve greater connection between Havant Thicket and the southern parishes by:

- Delivering a segregated walking and cycling route between both accesses;
- Amending the Havant Road TRO to a 30mph speed limit between the north access and LEOH⁴; and
- Liaising with Hampshire County Council (HCC) to ensure that HCC can provide a cycle route between LEOH and the proposed northern access of Havant Thicket in the future.

The above will help provide and contribute to pedestrian and cycle connectivity between Horndean, Havant Thicket and Dunsbury Park. It will also partly contribute to the greater aspiration to provide a new cycle link between Horndean and Rowlands Castle Station.

Notwithstanding the above, the Team is supportive of the following which will help improve and the health and wellbeing offer in and around the local area:

- The delivery of pedestrian and cycle access to Rowlands Castle;
- The delivery of bridleways to Hampshire County Council's recommended standard of 3m width⁵;
- The pedestrian and cycle connection between Rowlands Castle and Staunton Country Park via Havant Thicket; and
- The extensive network of various walking (including circular) walking routes.

¹ Available at: <https://www.easthants.gov.uk/enhance-east-hampshire>

² Available at: <https://www.easthants.gov.uk/cycling-walking-strategy>

³ On 11th June 2020, the EHDC Planning Committee resolve to grant planning permission for 800 new homes, employment, a local centre and open space subject to the completion of a s106 legal agreement.

⁴ As part of the outline proposal, the Havant Road TRO will be amended to provide 30mph speeds from the Dell Piece East roundabout to the southern parcel of LEOH, before increasing to 40mph and then the national speed limit.

⁵ As confirmed in Paragraph 6.82 in the Design & Access Statement.

The Team is supportive of the 5.5km perimeter route. However, clarification is sought as to the status of the route. The plans submitted imply the delivery of a bridleway in the south and west (purple-dashed line), whilst a temporary bridleway (pink-dashed line) is proposed in the north and east that will be reinstated to permissive path access. **The Team heavily recommends that the entire perimeter route is delivered to standards for, and secured as, a bridleway appropriate for leisure, recreational and commuter cyclists.** This will ensure pedestrian and cycle connection between Dunsbury Park, Havant Thicket, Horndean, Leigh Park and Rowlands Castle. In addition, **the Team recommends that a planning condition is included which states that details – including materials, surfacing and width – are submitted to the LPAs for approval prior to delivery.**

In addition, the following is recommended and should be conditioned to ensure pedestrian and cycle connections and movements are achieved:

- Bridleway 121 is enhanced to facilitate greater pedestrian and cycle access⁶; and
- A Wayfinding Infrastructure Strategy is prepared and submitted to include the design and location of signage, seating and public art across Havant Thicket.

Regarding the latter, the signage should not be limited to the visitor centre, trails and bird watching areas, but should also include key areas surrounding Havant Thicket such as, but not limited to, Dunsbury Park, Horndean, Leigh Park, Rowlands Castle and Staunton County Park.

It is anticipated that all the above will help contribute to the provisions of criteria h) to j) of Policy S31 in the emerging East Hampshire Local Plan 2036.

Biodiversity, Ecology & Trees

The Team is supportive of the creation of wetland habitats for birds, along with the extensive planting of woodlands, trees, hedgerows and wildflowers.

The East Hampshire [Climate & Environment Strategy 2020-25](#)⁷ was approved in August 2020 and sets out the council's commitment to see the net planting of over 120,000 trees. This follows the council's climate emergency declaration in Summer 2019. Given the amount of tree removal and planting associated with this project, it is requested that the number of trees removed and planted is accurately recorded against the council's planting commitment.

Visitor Centre

It is understood that the proposed visitor centre and car park lies within the administrative boundary of Havant Borough Council (HBC). This is respected; however, the Team would recommend the following is delivered in line with both councils' emerging low carbon / resource efficient design policies:

- Any non-residential buildings achieve BREEAM certification and/or contribute to a reduction in greenhouse gas emissions using Passivhaus principles and renewable technology (i.e. solar PV);
- Electric Vehicle (EV) parking spaces and charging points are provided;
- Cycle parking space numbers are confirmed; and
- Cycle parking is provided as covered sheffield stands.

Regarding the latter, cycle parking for e-bikes, tandem bikes, cargo bikes and bicycles used by disabled visitors should be considered and provided.

⁶ Bridleway 121 runs along the west boundary of the site and emerges at Manor Lodge Road (adjacent to the Rowlands Castle War Memorial).

⁷ Available at: <https://www.easthants.gov.uk/energy-strategies>

Social & Economic Benefits for the Local Area

The proposal will provide numerous employment and training opportunities in both the construction and operational phases. As such, **it is requested that an Employment & Skills Plan is prepared and submitted** which outlines how the proposal will contribute to employment creation and training opportunities in both Havant and East Hampshire. This request further reflects the comments submitted by our Havant colleagues regarding the importance of also considering the economic and social benefits of the proposal.