

Site: Land west of, Hulbert Road, Havant, PO9 3TB

Proposal: Outline planning application with all matters reserved except access for the development of up to 120 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.

Application Number: APP/20/00441

Our Reference: 88910 (Tracker No: 10999)

Dear Lesley,

Thank you for your letter, dated 11th August 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 in particular for this application A3(M) Junctions 3 and 4.

Having examined the above application we have identified from the few drawings submitted that the applicant is proposing the construction of what appears to be a 3 metre high bund with a 1.8m high acoustic fence on top of the bund adjacent to the A3(M), a significant bund at this location would require further investigations. In general we would look to have a distance from the toe of the bund to the highway boundary, equidistant to the height of the bund (in this case 3m), at all times, this includes during construction. We would direct conditions to this effect in any formal planning application, alongside the maintenance of a slope no steeper than 1 in 3. There would need to be significant evidence to enable us to consider a lesser distance than this.

The carriageway of the A3(M) is drained via a system of road gulleys set into the kerb line at the back of the hard shoulder. There could be significant run-off at times of heavy rain, particularly if the bund may contain a high clay content. The highway land must be safeguarded against any impacts of this run off, and the highway and verge drainage systems must not be used to drain any run-off from the bund. Therefore, a suitable drainage system with sufficient capacity demonstrated within the site boundary, must be provided to satisfactorily deal with surface water run-off from face of the bund.

Given that the proposal is for the construction of a significant bund adjacent to the A3(M), we would expect supporting information to include documentation in accordance with CD622 – Managing Geotechnical Risk. Supporting information should also include ground investigation works and slope stability analysis. It is

suggested that the applicant produces a Preliminary Sources Study Report which collates all the background information.

We would also be concerned to ensure that any construction activities likely to create dust be controlled to prevent dust blowing across the motorway where it may reduce visibility for drivers and increase safety risk. Access and egress to the site shall be from the local road network only not from the A3(M). We would wish to see a transport assessment detailing the routing to and from the site, and the daily trips throughout the construction period so that we can identify any potential impacts on the operation of the SRN and agree mitigations as necessary.

We look forward to working with the applicant to address our concern and we therefore request a meeting with them at their earliest convenience to discuss their proposal. In the interim we ask that the application is not determined (other than a refusal) until such time as we have resolved our concerns in order for us to provide a Formal Recommendation.

Kind Regards,
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Area 3 Assistant Spatial Planner

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