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Date 5 August 2024

My reference 054104

Your reference APP/20/00990

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Dear Sirs,

Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

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 (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

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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). (Approved 15.10.2021).

Request to discharge conditions 4, 6, 9, 10, 12 (received 22.9.22).

Request to discharge conditions 5, 29 (received 26.9.22).

Request to discharge conditions 21, 22, 23 [Phase 1] (received 8.12.22)

Request to discharge conditions 21, 22, 23 [Subsequent phases] (received 3.5.23)

Request to discharge condition 4 [Phasing] (received 29.2.24).

Request to discharge conditions 5, 6, 9, 10, 12, 27, 36 and 39 (received 11.3.24).

Request to discharge conditions 5, 12, 20 relating to Temporary Worker Accommodation (received 16.4.24).

Request to discharge condition 26 (Drowning Risk Review)(received 24.5.24).

Request to discharge condition 32 (Construction Phase Flood Risk & Drainage Plan)(received 30/05/2024).

Request to discharge condition 28 (Landscaping for Wetlands Phase 2)(received 7.6.24).

Request to discharge condition 20 (Construction Lighting Strategy)(17.06.24).

Request to discharge condition 36 (Ecological mitigation, compensation and enhancement measures)(18/06/24).

Request to discharge condition 32 (28.06.24).

Thank you for the consultation on Condition 12 in relation to the Temporary Worker Accommodation CTMP.

Document reference HTR-FUW-RZ-RE-HS-W-0506 titled Construction Traffic Management Plan Main Reservoir Works Phases 2 to 8 has been updated and is dated 20/06/24 Rev P08. The latest revision incorporates the requirements for the Temporary Worker Accommodation and is agreeable.

It is noted that drawing TNQ4139.NW.001 has been updated to include provision of a temporary 40mph limit across the frontage. This element is not agreed through the CTMP discharge. The requirement for any speed limit change in order to comply with TSRGD Chapter 8 Safety at Street Works and Road Works Code of Practice 2013 was deemed necessary for the construction of the northern access. The Highway Authority are engaging through the statutory channels (TRO Process) to the request to extend

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the temporary limit through the construction programme, but this is not a planning matter and not a requirement of the CTMP and therefore should not be relied upon as evidence demonstrating its need.

The need for a reduced speed limit across the site frontage was considered at the Outline Planning stages and was not supported due to the existing speeds of the road and rural nature. The Northern Access has therefore been designed appropriately for the existing national speed limit requirements.

Yours sincerely,

Holly Drury
Principal Transport Planner - Highways Development Planning
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