

Summary of Consultation Comments and Responses from Portsmouth Water re the Reservoir (APP/20/00990, 51680/001) and Pipeline (APP/20/00991) Applications

Application	Consultee	Stat/ Non-Stat/ Public/ Officer/ Landowner	Topic	Summary of Consultee Comment	Portsmouth Water Response
Reservoir & Pipeline	Sally Nixon Building Control Team, HBC	Officer	Building Control	The proposed work is exempt under: BUILDING AND BUILDINGS ENGLAND AND WALES, The Building Regulations 2000, Schedule 2 Regulation 9, CLASS II, Buildings not frequented by people.	No response required.
Reservoir & Pipeline	Mrs Louise Weaver, Community Infrastructure Officer, HBC	Officer	Monitoring of Fees	Community Infrastructure Levy (CIL) - not liable as an Outline Application, at Reserved Matters Stage the retail area of the Visitor Centre could be CIL Liable if it exceeded 280sqm. S106 - This is a very specialised application and it is anticipated the need for a S106 Agreement will arise out of consultee responses. We would expect any financial contributions to be indexed. HBC Monitoring Fees: As part of the HBC 'Heads of Terms' it would be necessary to include monitoring fees. The amended CIL Regulations effective 1/9/19 'legitimise' the collection of S106 monitoring fees. We already have an agreed schedule of charges .	Noted. The planning permission will be subject to a s106 agreement to cover matters including: implementation of the biodiversity mitigation and compensation strategy; a site management plan for the reservoir site; the temporary bridleway diversion.
Reservoir & Pipeline	Hampshire Fire and Rescue Service (HFRS)	Non-Statutory	Fire Regulations	Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations, Access to the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations.	Building regulations approval will be sought at detailed design stage.
Reservoir & pipeline	Langstone Harbour Board	Non-Statutory	Impact on Langstone Harbour SSSI	Scheme includes the creation of a retained wetland habitat at its northern shore which is strongly supported. Support that water sports are to be forbidden at the reservoir which means the wetland could provide temporary refuge for birds disturbed by kayaks / jet skis / paddleboards in the harbour. The reservoir will result in reduced Nitrates entering Langstone Harbour, with Portsmouth Water modelling indicating that this reduction could be as much as 7.1kg per day while the reservoir is being filled, with considerable reductions in Nitrates entering the harbour even once the reservoir is full as run off water high in Nitrate will be stored in the reservoir where it will naturally degrade. Much has been heard about Nitrates recently and any reduction of its levels in Langstone Harbour is positive for many reasons. The reservoir site will include a visitor centre, cafe, walking trails, access to wildlife and outdoor recreation which is likely, to some degree at least, to reduce recreational pressure upon Langstone Harbour's wildlife. Many dog walkers and other outdoor recreationists (particularly those who live closer to the reservoir than the harbour) are likely to choose it as an alternative destination. The pipeline connecting the reservoir to the pumping station will have an emergency drawdown discharge structure which will release into Hermitage Stream. The drawdown structure along with the abstraction of water during the winter months when the reservoir is initially filled have, according to the projects EIS, the potential for ecological deterioration of Hermitage stream. The Hermitage stream is a very heavily modified (canalised for much of its length) water body, with numerous impassable structures for migratory fish such as salmonids and eels. Naturalising suitable sections of the stream, as well as creating fish passes would help to offset any negative impacts and should be included in the proposal. The Langstone Harbour Board recognises that there is a major negative ecological impact associated with the reservoir, in that 12.45 hectares of ancient woodland (a highly protected and irreplaceable habitat) will be lost. The applicant should do everything possible to minimise any loss of ancient woodland.	Portsmouth Water welcomes the Langstone Harbour Board's recognition of the significant benefits the reservoir will have in reducing nitrates entering the harbour. Seventy two sites were considered before the Havant Thicket site was selected. This site offers the most sustainable source of water and on-site material to create a reservoir. There will be a need to remove existing woodland to develop the reservoir, but designs were updated during the last year to reduce the impacts on the ancient woodland including, realigning the embankment, relocating the visitor car park out of Bell's Copse Woodland, retaining an area of woodland within the proposed wetland, reducing the width of the northern access route and redesigning the pipeline route to avoid Great Copse Woodland. Regrettably, 12.5 hectares of ancient woodland, made up of four small blocks of trees on the existing site, would still need to be removed to build the reservoir, so Portsmouth Water has worked closely with Natural England, Forestry England, Hampshire County Council, the Environment Agency, the local planning authorities and wildlife trusts to develop extensive plans to compensate for the loss. This includes replanting and improving at least 110 hectares of woodland and grassland near to the reservoir and further afield, creating the new wetland area described above and establishing a grant scheme to get other environmental projects in the area off the ground. Improvements would also be made to the Hermitage Stream in Havant. We are committed to finding other solutions during the detailed design stage to further reduce ancient woodland loss and ensuring that significant working buffers are maintained to protect existing woodland habitats.
Reservoir & pipeline	Traffic Management Team (HBC and EHDC)	Officer	Local highway	No comments.	None required.
Reservoir & Pipeline	Highways England	Statutory consultee	Impact on highways	No objection. Suggest the following condition: 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.	No response required. Portsmouth Water has no objection to this condition, the Outline Construction Management Plan (Environmental Statement Volume 4 Appendix A2.1)identifies the need for a Construction Traffic Management Plan .
Reservoir & Pipeline	Natural England	Statutory consultee	Biodiversity	Further information is sought on: 1. Alternative options considered for the design of the access roads 2. Clarification of measures identified in the outline compensation and mitigation strategy and in relation to the outline pipeline application. 3. A mitigation approach to address in-combination impacts on the favourable conservation status of Bechstein's bat that hibernate in Singleton and Cocking Tunnels Special Area of Conservation.	Portsmouth Water has provided a written response to Natural England to address their points, this is included with the further information provided to the local planning authorities and uploaded onto their application portals.
Reservoir & Pipeline	EHDC Regeneration & Place-Making (RPM)	Officer	Social and economic benefits	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. Clarification is sought as to the status on the 5.5m perimeter route, recommend that the entire perimeter route (both temporary and permanent bridleway diversion should be implemented) is delivered for all users. A Wayfinding Infrastructure Strategy is recommended. An Employment & Skills Plan is sought which outlines how the proposal will contribute to employment creation and training opportunities in both Havant and East Hampshire.	The ability to widen the northern access road is restricted by the existing ancient woodland. While providing a suitable access point here we have looked to minimise the impact on ancient woodland and encourage non-motorised users (NMUs) to utilise all the access points along B2149. Portsmouth Water's design response has been to provide a design with an extensive network of walks of varying lengths forming circular walks; consideration was given to suitable distances for short and long walks that connect into existing long distance paths and cycle routes. Non-motorised access points will be from: the east along the B2149 and at the existing Forestry England 'Forest of Bere' car park; south east at Gypsies Plain via an improved pedestrian access at Cedar Drive; the connection to Staunton Country Park along the Avenue; from Well Meadow to the south west; a new entrance from Swanmore Road to the east by the viewing area; the existing access via the bridleway 120 to the west; and in the north west corner from the car park. At the reserved matters stage we will consider these routes and access points in more detail. The temporary bridleway will be restored to a permissive path (allowing Forestry England to occasionally use these paths for operational reasons). Once the permissive path has been restored this will connect into the permanent bridleway allowing a circular route for all users of the reservoir. Portsmouth Water has no objection to preparing a 'Wayfinding Strategy' and 'Employment & Skills Plan' at the detailed design stage.
Reservoir & Pipeline	Woodland Trust	Non-Statutory	Impact on ancient woodland	The Trust strongly objects to these applications on account of the impacts on ancient woods and veteran trees. When possible, we intend to submit fuller comments regarding our concerns for the loss and damage of irreplaceable habitats.	Seventy two sites were considered before the Havant Thicket site was selected. This site offers the most sustainable source of water and on-site material to create a reservoir. There will be a need to remove existing woodland to develop the reservoir, but designs were updated during the last year to reduce the impacts on the ancient woodland including, realigning the embankment, relocating the visitor car park out of Bell's Copse Woodland, retaining an area of woodland within the proposed wetland, reducing the width of the northern access route and redesigning the pipeline route to avoid Great Copse Woodland. Regrettably, 12.5 hectares of ancient woodland, made up of four small blocks of trees on the existing site, would still need to be removed to build the reservoir, so Portsmouth Water has worked closely with Natural England, Forestry England, Hampshire County Council, the Environment Agency, the local planning authorities and wildlife trusts to develop extensive plans to compensate for the loss. This includes replanting and improving at least 110 hectares of woodland and grassland near to the reservoir and further afield, creating the new wetland area described above and establishing a grant scheme to get other environmental projects in the area off the ground. Improvements would also be made to the Hermitage Stream in Havant.

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Reservoir & Pipeline	CPRE	Non-Statutory	Loss of ancient woodland	CPRE Hampshire is aware that this project has been a long time in the planning by Portsmouth Water (PW) and whilst support in principle the creation of the reservoir at this site to store water for public use, has concerns over the proposed loss and damage to areas of ancient woodland. They seek further clarification on the alternative routes and design considerations available for the access routes to the visitor centre so that it can be demonstrated that the loss of irreplaceable habitats has been kept to an absolute minimum, alternative routes should be explored. Would like the visitor centre located nearer to the existing settled areas to the SE and SW of the reservoir. Compensation package for the destruction of irreplaceable habitat or ancient woodland must be enhanced.	Through the design process 11 potential access routes were assessed, the details of which are provided in the Access Route Options Appraisal, which is included as Appendix C of the Transport Assessment Report (Appendix A13 of the Environmental Statement). The options were assessed against environmental, engineering and project drivers. Overall, the options to access the site from Swanmore Road to the south via Dunsbury Park Business Park scored highest, however Portsmouth City Council, who own and manage the business park, will not support a route through the business park due to the likely significant impact on its users. The access options to the north and west all had potential environmental, safety or traffic impacts but the option along the exiting forestry track along the western edge of Havant Thicket was the next highest scoring viable option after the Dunsbury Park option, it also secured the most support from local residents as it avoids the need for traffic to pass through Leigh Park and Rowlands Castle. In addition, this route was favoured since it would not fragment the woodland or create a significant disturbance in the centre of it. In response to the 2020 consultation, a new approach was developed to vehicular access combining the north access along the forestry track along the western edge of Havant Thicket and a southern access off Swanmore Road to 'dilute' the impact of the construction and visitor traffic that will use either route, and reduce the loss of ancient woodland by halving the width of the proposed northern access route into the site. The route has been designed to follow the existing track for the majority of its length and loss of trees and woodland habitat has been reduced as far as reasonably practicable in preliminary design. In reality this means that 12 trees, comprising invasive and lower category trees, will be lost along the whole route, with proposed passing places aligned with existing wide areas or where other forestry tracks meet. Potential impacts would largely be restricted to construction activities, such as soil compaction, changes to air quality from construction traffic and dust and would therefore be short-term habitat degradation. Ancient woodland soil arising from loss elsewhere will be used to form the road embankment slopes. Further studies will be undertaken to assess the feasibility of further reducing the woodland take by employing a "dig down" construction rather than a "build up" approach. This would remove the need for embankment slopes. Portsmouth Water has submitted an Outline Biodiversity and Mitigation Compensation Strategy with the planning applications which commits to a significant compensation package. Natural England and Hampshire County Council Ecologist are supportive of the outline proposals for biodiversity mitigation, compensation and enhancement. Natural England has confirmed in their response that it is 'a suitable compensation strategy for the loss of irreplaceable habitats'.
Reservoir & Pipeline	South Downs National Park	Non-Statutory	Landscape	Both EHDC and HBC include policies relating to the safeguarding and allocation of this site for use as a reservoir, which are also being carried forward as part of their current reviews. SDNPA has provided comment on pre-submission versions of both Local Plans, supporting the principle of these allocations. However, there are aspects of the scheme which the SNDPA consider require further information or clarification prior to the determination of the application. Further information requested: - Are there opportunities to further manage abstraction at Portsmouth Water sites within the National Park, as part of this wider package (although it is acknowledged that any issues with abstraction are separately addressed via the Water Industry National Environment Programme); for example, the existing abstraction site on the River Ems at Walderton, which is approximately 6.5km from the application proposal. - optioneering exercise and requesting that the alternative routes for northern access road are explored in more detail (as per FC and NE comments) - Support Highways England view that a Construction Traffic Management Plan and a Construction Worker Travel Plan should be secured - clarification on how the biodiversity and ecological mitigation and compensation works would be secured, as well as further details of these works, and reserve the right to comment further when additional information has been received - Further information on walking and cycling further information and sustainable transport and how these are being integrated in terms of getting to the site.	The current proposal, as outlined in and supported by the current Water Resource Management Plan 2019, will not allow Portsmouth Water to vary abstraction from Walderton. However, they we currently actively involved in assessing any possible impact our abstraction at Walderton may be having on the River Ems and are in the early stages of developing options to include in the planning for our WRMP24, that may allow us to modify our operations there. We are working with both the Friends of the River Ems and the Catchment Partnership for the Ems in the development of such options. This has no implications for the Reservoir scheme the subject of this planning application. Through the design process 11 potential access routes were assessed, the details of which are provided in the Access Route Options Appraisal, which is included as Appendix C of the Transport Assessment Report (Appendix A13 of the Environmental Statement). The options were assessed against environmental, engineering and project drivers. Overall, the options to access the site from Swanmore Road to the south via Dunsbury Park Business Park scored highest, however Portsmouth City Council, who own and manage the business park, will not support a route through the business park due to the likely significant impact on its users. The access options to the north and west all had potential environmental, safety or traffic impacts but the option along the exiting forestry track along the western edge of Havant Thicket was the next highest scoring viable option after the Dunsbury Park option, it also secured the most support from local residents as it avoids the need for traffic to pass through Leigh Park and Rowlands Castle. In addition, this route was favoured since it would not fragment the woodland or create a significant disturbance in the centre of it. In response to the 2020 consultation, a new approach was developed to vehicular access combining the north access along the forestry track along the western edge of Havant Thicket and a southern access off Swanmore Road to 'dilute' the impact of the construction and visitor traffic that will use either route, and reduce the loss of ancient woodland by halving the width of the proposed northern access route into the site. The route has been designed to follow the existing track for the majority of its length and loss of trees and woodland habitat has been reduced as far as reasonably practicable in preliminary design. In reality this means that 12 trees, comprising invasive and lower category trees, will be lost along the whole route, with proposed passing places aligned with existing wide areas or where other forestry tracks meet. Potential impacts would largely be restricted to construction activities, such as soil compaction, changes to air quality from construction traffic and dust and would therefore be short-term habitat degradation. Ancient woodland soil arising from loss elsewhere will be used to form the road embankment slopes. Further studies will be undertaken to assess the feasibility of further reducing the woodland take by employing a "dig down" construction rather than a "build up" approach. This would remove the need for embankment slopes. The Outline Environmental Management Plan (OEMP) (Environmental Statement Volume 4 Appendix A2.1) commits Portsmouth Water to preparing a Construction Traffic Management Plan (including travel plan) and Construction Environmental Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, limit and manage impacts on the environment, and avoid risk of flooding and disruption. The implementation of the Outline Biodiversity Mitigation and Compensation Strategy which was submitted with the planning applications will be the subject of a Section 106 planning agreement to ensure the commitments are realised. Portsmouth Water is liaising closely with the HCC Ecologist to develop the approach for taking this forward and the mechanisms for enforcing the commitments and ensuring effective management and monitoring of the plans. Portsmouth Water's design response has been to provide a design with an extensive network of walks of varying lengths forming circular walks; consideration was given to suitable distances for short and long walks that connect into existing long distance paths and cycle routes. Pedestrian access points will be from: the east at the existing Forestry England 'Forest of Bere' car park; south east at Gypsies Plain via an improved pedestrian access at Cedar Drive; the connection to Staunton Country Park along the Avenue; from Swanmore Road to the east by the viewing area; and in the north west corner from the car park.
Reservoir	David Hopkins, County Archaeologist, Hampshire County Council	Officer	Archaeology	Cannot fully endorse the findings of the ES Chapter 8 (Historic Environment) in relation archaeological matters. Don't agree that effects of the scheme on archaeology is 'slight' adverse. However, doesn't believe archaeology to be an overriding matter and happy for archaeological evaluation and mitigation to be secured by the use of archaeological conditions. Suggest such conditions should explicitly reference archaeological survey, archaeological mitigation and appropriate reporting of results. However given the discrepancy between the level of mitigation which it is my advice is needed in order to satisfy the planning authority that the development can be sustainable with regard to archaeological matters, and the level of mitigation currently suggested by para 8.79 of the ES, it is strongly recommend that the planning authority seek some amendment or addendum to the ES from the applicant prior to the determination of the application to confirm that any AMP secured by archaeological conditions will include provision for archaeological remains beyond the prehistoric, the already known and Park related, and will include for example provision for Roman and medieval remains, including earthworks potentially associated with the landscape use as a Chase in the medieval period.	Further to additional correspondence, David Hopkins has confirmed that he is happy to advise the planning authority that in his opinion archaeological matters are not overriding and can be secured by an archaeological condition (or conditions) attached to a planning permission. He further states that he is happy that the condition (or conditions) secure an Archaeological Management Plan (AMP), the AMP to provide appropriately for all aspects of archaeological recording (recognising that the inadvertent exclusions implied by the ES were not intended and so would not be applied. i.e. archaeology encountered would be recorded on it's merits/significance).
Reservoir	Simon Hasted Senior Leisure Officer, Community, HBC	Officer	Leisure	Fully supports the potential leisure infrastructure and physical activity opportunities associated to the proposed reservoir and its surroundings, including walking and cycling networks, visitor centre, play provision and watersport potential, provides a significant opportunity to positively impact on the health profile. Would like to see further detail with regards to both land and water serving leisure facilities and the opportunity to consult on the detailed design of such, in relation to local need.	HBC officers will be consulted on detailed design.
Reservoir	Harry Mitchell, Landscape Architect, HBC	Officer	LVIA and trees	Concerns with the amount of the construction occurring within the RPAs of existing trees to facilitated the proposals, large number of trees proposed to be removed and require greater assurances to ensure that no further loss of trees occur to the detriment of the landscape character of the area. Requests a more robust mitigation strategy which clearly demonstrates how the development conforms to BS 5837:2012 tree in relation to design, demolition and construction - The proposed shared footpath which runs along the eastern edge of the reservoir up towards the new car park ends abruptly with no further connection into the development. We require further details on how all cycle routes will connect to the wider network and how that transition occurs. - It is noted that the play area sits within close proximity to the bin store the car park with the only hard surfaced connection to the car park to the west, which doesn't afford for the most safest or pleasant locations. Given the amount of open space which is available a more suitable location should be explored. - There should be DDA compliant footpath with sufficient connectivity to allow wheelchair users to navigate around the site. Widths should be a minimum width of 2m to facilitate two wheelchair users to pass each other comfortably. - The location of the cycle storage location does not afford the most natural surveillance which could lead to the increase of bike theft and the reduction in cycle trips. All effort should be made to encourage sustainable transportation and as such a more appropriate location should be explored. - There does not seem to be a clear permanent cycle route around the reservoir, the masterplan suggests a temporary bridleway (which is to be reinstated to permissive path), we require a permanent hard surfaced designated cycle route which allows users to cycle around the reservoir, which connects to the wider cycle network. - There is a lack of seating with the proposed viewing area. - There seems to be a divergence from the previous plans which indicated to the presence of water sports within the reservoir.	Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (ES Volume 4 Appendix A2.1) records Portsmouth Water's commitments to undertake tree surveys, update the Arboriculture Impact Assessment, prepare an Arboricultural Method Statement and tree protection plans, and Ecological Mitigation and Management Plans for agreement with the Local Planning Authority as part of the detail design to avoid, retain and protect mature trees during the works. - The proposed shared footpath will connect into the existing permissive path in the eastern section allowing for a circular route for all users around the reservoir. Some pathway improvements to existing paths will be determined during the detailed design stage. - The general location of the playground has been based on a number of factors including noise disturbance and safety, for example, we are aiming to minimise noise disturbance to the proposed Wetland so would seek a location away from this area. The proximity to the visitor centre and a strong vegetative buffer from the car park would make this the safest and most convenient place for users with children. The exact location of the bin store will be determined at reserved matter stage. - Pathway widths we be a minimum of 2m in all locations and will be developed during detailed design. - Noted regarding cycle storage and this will be considered during detailed design to integrate the best possible solution. Some cycle hoops will also be provided closer to the visitor centre. - The temporary bridleway will be restored to a permissive path allowing Forestry England to occasionally use these paths for operational reasons. Once the permissive path has been restored this will connect into the permanent bridleway allowing a circular route for all users of the reservoir. Some pathway improvements to existing paths will be determined during the detailed design stage. The self-binding gravel surfacing has followed advice and guidelines provided by Hampshire County Council. - Noted regarding seating this will be addressed at the next stage. - Consultation with key stakeholders including the Havant Thicket Stakeholder Group identified that a 'medium' activity strategy has the strongest fit with the project objectives considered and the site's environmental capacity. This was the subject of public consultation in 2020 and there was a high level of community support for this scenario which will ensure the quiet and rural nature of the Site is maintained and facilities compliment those provided at Staunton Country Park. Watersports would change the nature of the reservoir to a much busier place with many more visitors and cars. In addition, health and safety aspects also limit the use of water sports as the reservoir is very deep and cold and could be required to drain with little notice being provided.

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Reservoir	S York, Gosport NPT Neighbourhood Police Office - Hampshire Constabulary	Non-Statutory	Crime and disorder	Regular reports of crime and disorder occurring within this area relating to riding of motor cycles about the area. Two vehicular accesses are to be created into the development one from Swanmore Road and the other from Manor Lodge Road (B2149). This will create a short cut between Swanmore Road and Manor Lodge Road (B2149) this connectivity will increase the opportunities for crime and disorder (Anti-Social Behaviour (ASB)), within the nearby area and the development itself. To reduce the opportunities for crime and disorder, a single vehicular access to the development should be provided from Manor Lodge Road (B2149), as is currently the case. If consent is granted for the vehicular accesses and vehicular connectivity as shown, Hampshire Constabulary object to this aspect of the development. This proposal will create a number of cycle and pedestrian walkways, all of which will be ideal for the riding of motor cycles. Isolated site particularly at night, vulnerable to crime and disorder. Site should be secured with alarm system, CCTV and lighting.	The planning application will be subject to a s106 agreement which will ensure a tripartite site management plan is developed between Portsmouth Water, Hampshire County Council and Forestry England. Consideration of anti social behaviour will inform the site management arrangements and detailed design of the access routes, car park and visitor centre. Detailed design will include measures to ensure rat running is prevented.
Reservoir	Andrew Biltcliffe Regeneration Project Manager, HBC	Officer	Social and economic benefits	Whilst not disputing the environmental benefits of the Scheme, he considers more prominence should be given the economic and social benefits of the scheme through comprehensive sustainability appraisal.	A stand alone Benefit Report has been prepared which brings together all the benefits in one document. This has been submitted as further information and can be found on the local authority application portals.
Reservoir	Historic England	Statutory consultee	Historic environment	Historic England view that the proposals meet the tests set out in Local plan policy and accepts that there is a strong justification for the harm entailed that could meet the requirements of paragraph 194 of the NPPF - there is an unmet need to provide resilient water supplies for the areas covered by Portsmouth Water and Southern Water over the next 25 years, enabling Southern Water to meet its legal obligations to reduce water abstraction from the River Itchen and acknowledge that there are few other locations that this need can be met other than at Havant Thicket. Therefore, it is for the LPAs to weigh the benefits of providing the reservoir against the harm to the significance of the registered park as is required by paragraph 196 of the NPPF. HE recognise that providing a reservoir to secure reliable drinking water for years to come is a public benefit and potentially a very significant one that may outweigh the harm to the park.	No response required.
Reservoir	Forestry England	Landowner	Impact on ancient woodland	FE cannot agree to any proposal that would destroy ancient woodland or agree to other mitigation work on our land that conflict with our existing management plans, policies and regulatory duties. At this stage FE do not feel the mitigation proposals are fully aligned with these principles FE has agreed with PW to continue to advise PW upon these matters but would reiterate that whilst supportive in principle of the 'project', FE must be beholden to these wider responsibilities.	There are ongoing discussions between Portsmouth Water and Forestry England around the mitigation and management plan.
Reservoir	Forestry Commission	Non-Statutory	Impact on ancient woodland	Objects to loss of ancient woodland for associated activities such as northern access road. whilst appreciate water resources drivers for the reservoir, loss of ancient woodland should be restricted to that which is absolutely necessary for the reservoir i.e. footprint and dam, associated activities such as access road do not meet wholly exceptional description quoted in NPPF. The compensation strategy should include for significant new woodland planting	Through the design process 11 potential access routes were assessed, the details of which are provided in the Access Route Options Appraisal, which is included as Appendix C of the Transport Assessment Report (Appendix A13 of the Environmental Statement). The options were assessed against environmental, engineering and project drivers. Overall, the options to access the site from Swanmore Road to the south via Dunsbury Park Business Park scored highest, however Portsmouth City Council, who own and manage the business park, will not support a route through the business park due to the likely significant impact on its users. The access options to the north and west all had potential environmental, safety or traffic impacts but the option along the exiting forestry track along the western edge of Havant Thicket was the next highest scoring viable option after the Dunsbury Park option, it also secured the most support from local residents as it avoids the need for traffic to pass through Leigh Park and Rowlands Castle. In addition, this route was favoured since it would not fragment the woodland or create a significant disturbance in the centre of it. In response to the 2020 consultation, a new approach was developed to vehicular access combining the north access along the forestry track along the western edge of Havant Thicket and a southern access off Swanmore Road to 'dilute' the impact of the construction and visitor traffic that will use either route, and reduce the loss of ancient woodland by halving the width of the proposed northern access route into the site. The route has been designed to follow the existing track for the majority of its length and loss of trees and woodland habitat has been reduced as far as reasonably practicable in preliminary design. In reality this means that 12 trees, comprising invasive and lower category trees, will be lost along the whole route, with proposed passing places aligned with existing wide areas or where other forestry tracks meet. Potential impacts would largely be restricted to construction activities, such as soil compaction, changes to air quality from construction traffic and dust and would therefore be short-term habitat degradation. Ancient woodland soil arising from loss elsewhere will be used to form the road embankment slopes. Further studies will be undertaken to assess the feasibility of further reducing the woodland take by employing a "dig down" construction rather than a "build up" approach. This would remove the need for embankment slopes. Portsmouth Water has submitted an Outline Biodiversity and Mitigation Compensation Strategy with the planning applications which commits to a significant compensation package. Natural England and Hampshire County Council Ecologist are supportive of the outline proposals for biodiversity mitigation, compensation and enhancement. Natural England has confirmed in their response that it is 'a suitable compensation strategy for the loss of irreplaceable habitats'.
Reservoir	EHDC Drainage Team	Officer	Flooding	No objection subject to no increase in flood risk, both during construction and post development. Assume HBC will provide comments regarding the proposed spillway and any potential downstream impacts. No objection to outline application for development of visitor centre, subject to detailed design and satisfactory drainage systems. The proposals will generate increased run-off, which must be attenuated on site and not increase flood risk elsewhere. The drainage systems must be designed to cater for the 1:100 year + 40% climate change event. It is assumed that foul drainage will discharge to the existing public foul sewerage system, subject to Southern Water approval.	No response required.
Reservoir	Rowlands Castle Parish Council	Non-Statutory		No objection but caveats this with a request that a variety of key associated issues be addressed more robustly in the outline plans and supporting documentation in order to address stakeholder and community feedback. EHDC is requested to ask for the outline plans to be updated prior to granting approval. RCPC supports the provision of a new reservoir adjacent to Havant Thicket as a means of improving water resilience in the southern counties together with enhanced environmental features, particularly the wetland. It also supports providing some recreational amenities around the reservoir, (walking, cycling, horse-riding tracks; viewpoints and a degree of visitor support infrastructure (parking, café, educational facilities). It does not support the overdevelopment of visitor infrastructure so that the area is overburdened with visitors and the natural peace and tranquillity of the area lost as a result. The whole issue of the visitor centre, its location and the surrounding infrastructure needs to be reviewed and the expert advice provided over time be drawn upon to provide a more harmonious arrangement. Further information on: - Whichers Gate (double roundabout) Junction Capacity Analysis - Provision of a more frequent bus service to/through the area needs to be encouraged. - Anti social behaviour - Visitor Trip Distribution - Consideration of Construction Impact - Accessibility and Connectivity - safety of pedestrians and cyclists across B2149 - Water based activities - Parking charges - Visitor Centre Location	Whichers Gate: The traffic routeing model has been re-submitted to the local highway authority, which relies less on a signage and marketing strategy to direct visitors. Therefore, the number of vehicles potentially routeing through the Whichers Gate junction has been revised. With the revised traffic routeing, the impact is still forecast to be less than 3% on any arm during a weekend peak hour (mid-day), and significantly less (<1%) during the typical highway network peak hours (weekdays 8-9am and 5-6pm), when the background traffic is higher; on this basis, the impact on the capacity of the junction is not expected to be material. Provision of a more frequent bus service: The site is well served by the number 23 bus service with 3 services per an hour. Visitors travelling to the site via bus will be encouraged to use this service which will be advertised on the visitor centre marketing material. Bus use will continue to be reviewed and opportunities for expansion can be explored through the implementation of the travel plan. Anti-social behaviour: permission will be subject to a s106 agreement which will ensure a tripartite site management plan is developed between Portsmouth Water, Hampshire County Council and Forestry England. Consideration of anti social behaviour will inform the site management arrangements and detailed design of the access routes, car park and visitor centre. Detailed design will include measures to prevent rat running. Visitor Trip Distribution: The visitor trip distribution has been revised to rely less on a signage and marketing strategy, and incorporates input from the local highway authority. The revised model includes 16% of visitors using the B2149 south of the northern access. Consideration of Construction Impact: The cumulative construction impact will continue to be discussed with the local highway authority, as detailed construction plans from both sites emerge. Table 3.2 in the Record of Environmental Actions and Commitments in the Outline Environmental Management Plan (Environmental Statement Volume 4 Appendix A2.1) records Portsmouth Water's commitment to the local planning authority to prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, plus opportunities for recreation and leisure. Accessibility and connectivity: In relation to the route from St. John's CEC Primary School there is an existing pedestrian crossing point with tactile paving, dropped kerbs and a refuge island on the southern arm of the Whichers Gate roundabout. Consideration of further opportunities will be on-going throughout detailed design. Portsmouth Water's design response has been to provide a design with an extensive network of walks of varying lengths forming circular walks; consideration was given to suitable distances for short and long walks that connect into existing long distance paths and cycle routes. Non-motorised access points will be from: the east along the B2149 and at the existing Forestry England 'Forest of Bere' car park; south east at Gypsies Plain via an improved pedestrian access at Cedar Drive; the connection to Staunton Country Park along the Avenue; from Well Meadow to the south west; a new entrance from Swanmore Road to the east by the viewing area; the existing access via the bridleway 120 to the west; and in the north west corner from the car park. At the reserved matters stage we will consider these routes and access points in more detail. Water based activities: There are currently no plans to offer use of the reservoir for public water sports at this stage. Parking charges: parking charges and car park management will inform the site management plan. Visitor centre location: The annual UK water company conservation, access and recreation conference was hosted by Portsmouth Water in November 2019, with attendance from key members of UK water companies. This allowed Portsmouth Water to gain insights and advice from other water companies who also have visitor centres and recreational areas on their sites. The outcome of the workshop was a preferred waterside location for the visitor. This was supported by the Havant Thicket Stakeholder Workshop in February 2020. In addition, having the visitor centre closer to the water's edge means the car park does not need to encroach on Bell's Copse ancient woodland. Detailed design can ensure the location doesn't result in disturbance to birds on the water or in the wetland. There is lots of experience of building visitor centres that also function as hides for the visitors to watch the birds from – for example the Wildfowl and Wetland Trust are particularly good at this. It will need to be sensitive and sustainable design.
Reservoir	Ramblers	Non-Statutory	PRoW	Considers that the application provides for very few paths or access to be created and limited to paths around the southern edge which are necessary for maintenance and another for diversion of an existing PRoW, the application misses the opportunity to improve the connectivity of the greater path network and the resulting encouragement of walking. The existing permissive paths and access to the site has little legal protection now or after the proposed reservoir is completed - suggest that the paths be dedicated as PRoW including the proposed temporary diversion of bridleway is dedicated as a permanent path giving a complete circle of the reservoir.	New Non Motorised User (NMU) access will be provided along Swanmore Road and improved access by Durants Road roundabout. Existing NMU entry locations will remain unchanged at Well Meadow, Winterslow Drive, Durants Road and in Staunton Country Park. The combination of these new and existing routes allow for a variety of different users to access the reservoir and its associated facilities. The temporary bridleway will be restored to a permissive path allowing Forestry England to occasionally use these paths for operational reasons. Once the permissive path has been restored this will connect into the permanent bridleway allowing a circular route for all users of the reservoir. Some pathway improvements to existing paths will be determined during the detailed design stage.

Application	Consultee	Stat/ Non-Stat/ Public/ Officer/ Landowner	Topic	Summary of Consultee Comment	Portsmouth Water Response
Reservoir	Friends of the Earth	Non-Statutory	Loss of ancient woodland, effective ecological management plan.	Accept that the reservoir is needed in the future although loss of ancient woodland high price to pay but justified if it enable water extraction from the Rivers Itchen and Test to stop. Concerns relate to ensuring the mitigation proposed is implemented on site through a competent Ecology Clerk of Works and an effective Ecological Management Plan can be agreed between Portsmouth Water, Hampshire County Council and Forestry. Concern of the position of the Visitor Centre so close to wetland, agree with Hampshire and Isle of Wight Wildlife Trust that the Visitor Centre should be moved as far north-west of the reservoir as possible. Agree with Cycling for the UK that all paths and tracks proposed should be accessible for all including cyclists and disabled users. It is understood that although a pumped storage reservoir, it will not be possible to generate much electricity when water is being drawn down. PW should seek to save energy and make of renewables.	The requirement for an Ecological Management Plan for the site will be included in the s106 agreement along with mechanisms to ensure that the commitments set out in the Outline Biodiversity Mitigation and Compensation Strategy are implemented, managed and monitored. The annual UK water company conservation, access and recreation conference was hosted by Portsmouth Water in November 2019, with attendance from key members of UK water companies. This allowed Portsmouth Water to gain insights and advice from other water companies who also have visitor centres and recreational areas on their sites. The outcome of the workshop was a preferred waterside location for the visitor. This was supported by the Havant Thicket Stakeholder Workshop in February 2020. In addition, having the visitor centre closer to the water's edge means the car park does not need to encroach on Bell's Copse ancient woodland. Detailed design can ensure the location doesn't result in disturbance to birds on the water or in the wetland. There is lots of experience of building visitor centres that also function as hides for the visitors to watch the birds from – for example the Wildfowl and Wetland Trust are particularly good at this. It will need to be sensitive design, but sensitive design is strong in Portsmouth Water's ethos for this site. Planning permission will be subject to a planning condition seeking a Renewable Energy Strategy.
Reservoir	Cycling for the UK	Non-Statutory	Cycling	Minor changes suggested to maximise the visitor number and make the site as successful as possible for cyclists. Considers the scheme doesn't fully comply with HBC Local Plan Policy DM11. Clarification needed on whether proposed track between Castle Road and Bell's Copse is intended for cycle use (as outline masterplan shows it for pedestrian use only).	The existing bridleway is boggy and not suitable for cyclists. Our proposal allows for a multi user surface along the bridleway enhancing connectivity in the area. The temporary bridleway will be restored to a permissive path allowing Forestry England to occasionally use these paths for operational reasons. Once the permissive path has been restored this will connect into the permanent bridleway allowing a circular route for all users of the reservoir. It is the intention that this permissive path will be utilised by cyclists. Some pathway improvements to existing paths will be determined during the detailed design stage.
Reservoir	Sports England	Non-Statutory	Playing pitches, open space	The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par.003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but gives general advice to aid the assessment.	No response required.
Reservoir	Southern Water	Non-Statutory	Assets	Investigations indicate that Southern Water can facilitate foul sewerage (at manhole reference SU71082801) disposal to service the proposed development. Southern Water requires a formal application for any new connection to the public foul sewer to be made by the applicant or developer.	No response required.
Reservoir	HCC Policy Team	Officer	Trip distribution and accesses.	HCC Highways concerns over trip distribution, concern over visibility of northern access, seeks measures to avoid rat running and on street parking at southern access	Following discussions with HCC Highways team, the visitor trip distribution has been revised and agreed. This has been submitted as further information and can be found on the application portals. A Departure from Standards Application has been submitted to Hampshire County Council to demonstrate visibility at the northern access is acceptable. Measures to avoid rat running will be incorporated in the detailed design of the access routes and within the Site Management Plan. It is anticipated that any planning permission will be subject to measures to avoid on street parking around the southern access. A separate schedule of responses addressing all points raised is submitted alongside this one.
Reservoir	The Gardens Trust	Non-Statutory	Loss of ancient woodland	It is very unfortunate that the new reservoir will destroy part of the Grade II* registered park and garden (RPG) of Leigh Park and truncate the avenue. However, we appreciate that there is very little option for alternative suitable locations for the reservoir. We very much regret the loss of ancient woodland but have to accept that the public benefit outweighs the substantial damage to the RPG, and the new reservoir, if permitted, will stop water extraction from important chalk streams. We would suggest that suitable discreet interpretation be sited on the viewing area to enable visitors to understand the lost landscape.	Portsmouth Water will incorporate interpretation on site to enable visitors to understand the lost landscape.
Reservoir	NHS South East	Non-Statutory	Housing	As there are is no housing proposed in the development South Eastern Hampshire Clinical Commissioning Group does not wish to make any further comments at this time.	No response required.
Reservoir	Tristan Norton, HCC ecology	Officer	Ecology	Supportive of the outline proposals for biodiversity mitigation, compensation and enhancement but consider that further details are required at this stage if the LPA is able to secure measures by condition. Overall conclusion is that despite very obvious significant impacts to the current nature conservation value of the site, the scheme as proposed is likely to deliver substantial biodiversity value in the medium-to-long term, albeit in a different form to the habitats that currently exist. Suggest that the following information is required prior to determination: - Further details of any agreement between the applicant and third-party landowners that will provide reassurance that long-term habitat enhancements will be delivered – what is proposed, where will it be delivered, by whom and when? - Further details of the off-site wood-pasture/grassland compensation scheme – location, timeframes, responsibilities, management/monitoring, predicted effects on habitats, species, ecological network. - Further details of compensatory and enhancement proposals for off-site watercourses. - Further details of the proposed Capital Grants Scheme. - Further details of on-site, post-construction habitat management	Portsmouth Water is developing a series of action plans for the delivery of different elements of the mitigation and compensation in consultation with the Hampshire County Council Ecologist that will be agreed by section 106.
Reservoir	Jennifer Winter, EHDC Senior Planning Policy Officer	Officer	Planning Policy	Planning Policy supports the principle of developing a new water storage reservoir at Havant Thicket, for reasons of securing water resources to meet future demands. Planning Policy also supports the recreational benefits alongside the reservoir, including the proposed network of footpaths, cycle routes and bridleways. However, concerns are raised in relation to the loss of SINCs, areas of ancient woodland and veteran trees, in terms of Policy CP21 of the Joint Core Strategy and the NPPF. It will be important to demonstrate that the potential impacts on biodiversity have been appropriately considered, mitigated and (where necessary) compensated for, taking into account the NPPF and Natural England's consultation response.	Considerable work has gone into the design of this project in order to minimise impacts on the environment. Through its evolution, from site selection to the design stage, it has been environmentally led, and every effort has been made to minimise the site impacts. However, as with any project of this scale, there will be changes to the local environment, and in response to that, what we consider to be an ambitious but deliverable mitigation and compensation package, has been designed and we are committed to delivering the measures detailed in the Mitigation and Compensation Strategy. The measures will be designed in consultation with the Hampshire County Council ecologist to ensure that our commitments are clearly set out in the s106 legal agreement, will be enforceable and will be subject to a monitoring strategy in order that the predicted benefits of the mitigation measures can be measured and, where necessary, further actions implemented.
Reservoir	Public	Public	Ancient Woodland	Objections to location and loss of ancient woodland and habitats	Portsmouth Water considered 72 sites before selecting the Havant Thicket site, which offers the most sustainable source of water and on-site material to create a reservoir. Options to try and retain the Avenue were considered but regrettably, existing woodland will need to be removed to develop the reservoir. We have continually reviewed the design to see how we can reduce the amount which would be lost. By realigning the embankment, relocating the visitor car park out of Bell's Copse woodland, retaining an area of woodland in the proposed wetland, redesigning the pipeline route to avoid Great Copse Woodland and reducing the northern access road to single carriageway, we have now reduced this to 12.5 hectares. We have worked closely with Natural England, Forestry England, Hampshire County Council, the Environment Agency, local planning authorities and wildlife trusts to develop extensive plans to compensate for the loss. This includes replanting and improving at least 110 hectares of woodland and grassland near to the reservoir and further afield, creating a 10ha new wetland area and establishing a grant scheme to get other environmental projects in the area off the ground. Improvements would also be made to the Hermitage Stream in Havant. Extensive surveys have already been carried out to look for and monitor wildlife, such as dormice and bats, and new habitats will be established for wildlife to migrate to before work to build the reservoir would begin.
Reservoir	Public	Public	Need	Question the need for reservoir	The Planning Application (Planning Statement and Environmental Statement) demonstrates that there is an overriding public need for the Scheme and a lack of suitable alternative sites, or design solutions within the preferred site, which avoids loss of ancient woodland. The reservoir would boost the resilience of water supplies in the water-stressed South East. It also has a fundamental role to play in protecting two internationally protected chalk streams in Hampshire – the River Test and River Itchen. A compensation strategy comprising extensive mitigation and compensation measures has been developed in discussion with Natural England, the Environment Agency, the local planning authorities and Hampshire County Council.
Reservoir	Public	Public	Open Space	Concerns over access to open space and enjoyment of countryside. How will anti-social behaviour be addressed?	The landscape will change as a result of the scheme, however the plans include creation of a new 10ha wetland to support threatened species of local and migrating birds, as well as new woodlands, hedgerows and wildflower banks, and improve existing woodlands. Portsmouth Water began planting new trees in 2019, with a further 3,000 planted in 2020 to create a memorial garden and provide a future foraging habitat for the 13 species of bat recorded on the site. In addition, the proposals include a visitor centre with education facilities, play and picnic areas and paths for walking, running, dog walking, cycling and horse riding which will be accessible to all ages and abilities. The existing bridleway will be diverted to the south of the reservoir and form part of a long circular route connecting to existing bridleways, this will connect to Staunton Country Park and allow people who can't use the proposed staircase to access the viewing areas. Portsmouth Water will continue to explore ways the site can support local residents, with a particular focus on providing great facilities. A Site Management Plan between Portsmouth Water, Hampshire County Council and Forestry England will inform the management of the facilities and include measures to tackle anti social behaviour. Detailed comments on cycle and footpaths will be taken on board at the reserved matters (detailed design) stage.

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Reservoir	Public	Public	Traffic	Concerns over traffic impacts	A comprehensive Transport Assessment has been undertaken, to consider the potential impacts and effects of the reservoir site and access routes, and pipeline in traffic and transport terms, during both construction and operation. The assessment has been informed by a programme of traffic surveys, and discussion with the relevant highway. An assessment of Traffic and Transportation is also included in Chapter 13 of the ES. The assessments undertaken demonstrate that the development proposal will not have any significant adverse impacts in highway terms.
Reservoir	Public	Public	Construction	How will Portsmouth Water minimise disruption from construction activities?	Portsmouth Water is committed to minimising the construction impacts of this development as far as practicable, impacts on the community and mitigation are discussed within Chapter 18 of the Environmental Statement (Population and Human Health). Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (Environmental Statement Volume 4 Appendix A2.1) records Portsmouth Water's commitments to the local planning authority to prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, plus opportunities for recreation and leisure. Measures will include: using alternating routes for construction traffic to relieve congestion; routing construction vehicles along main roads such as the A3(M) to divert construction traffic away from residential areas; using other areas for parking for the construction teams and to store materials away from the working sites to reduce the number of construction vehicles travelling there; staggering site activities to reduce traffic and restricting when work can be carried out i.e. not overnight except where impacts can be mitigated; avoid coinciding with other major construction activities in the area. Although the period from start to completion will be about 10 years, actual reservoir construction activities will take around 3.5 years. The reservoir will take a number of years to fill once completed.
Reservoir	Public	Public	Water sports	Why has water sport activity has been excluded?	Consultation with key stakeholders including the Havant Thicket Stakeholder Group identified that a 'medium' activity strategy has the strongest fit with the project objectives considered and the site's environmental capacity. This was the subject of public consultation in 2020 and there was a high level of community support for this scenario which will ensure the quiet and rural nature of the Site is maintained and facilities complement those provided at Staunton Country Park. Watersports would change the nature of the reservoir to a much busier place with many more visitors and cars. In addition, health and safety aspects also limit the use of water sports as the reservoir is very deep and cold and could be required to drain with little notice being provided.
Reservoir	Public	Public	Visitor centre	Why is the visitor centre located close to the waters edge? Will it have an impact on wildlife in the wetland?	The annual UK water company conservation, access and recreation conference was hosted by Portsmouth Water in November 2019, with attendance from key members of UK water companies. This allowed Portsmouth Water to gain insights and advice from other water companies who also have visitor centres and recreational areas on their sites. The outcome of the workshop was a preferred waterside location for the visitor. This was supported by the Havant Thicket Stakeholder Workshop in February 2020. The location of the visitor centre and bird hide will provide a close connection with nature and allow for expansive views within the wetlands and across the reservoir. In addition, having the visitor centre closer to the water's edge means the car park can be accommodated within the site without encroaching on Bell's Copse ancient woodland. Detailed design can ensure the location doesn't result in disturbance to birds on the water or in the wetland. There is lots of experience of building visitor centres that also function as hides for the visitors to watch the birds from – for example the Wildfowl and Wetland Trust are particularly good at this. It will need to be a sensitive and sustainable design and this will be developed further at detailed design stage in consultation with the public and other stakeholders.
Reservoir	Public	Public	Carbon	How will Portsmouth Water mitigate CO2 emissions?	Environmental Statement Volume 2 chapter 16, Paras 16.33 – 16.47 describes the design, mitigation and enhancement measures embedded in the scheme design. The overall total greenhouse gas emissions of approx. 226, 000 tCO2e as a result of these measures provides a baseline so that any further measures identified during the detail design and construction and would reduce emissions further, the significant compensation planting was not factored into this calculation so we will be looking to maximise opportunities for greenhouse gas removals through sequestration by vegetation.
Pipeline	Southern Water	Non-Statutory	Assets	Protection of assets and suggested conditions - In order to protect public sewers, request the following condition is attached to the planning permission; 'the developer must agree with Southern Water, prior to commencement of the development, the measures to be taken to protect the public sewers.	No response required. Planning condition.
Pipeline	Historic England	Statutory consultee	Historic environment	No comment on the basis of the information available to date, HE do not wish to offer any comments, suggest that the LPA seek the views of specialist conservation and archaeological advisers, as relevant. It is not necessary for HE to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice, please contact us to explain your request.	No response required.
Pipeline	Harry Mitchell, Landscape Architect, HBC	Officer	LVIA and trees	Concerns with the loss of trees and vegetation and the potential impact on the landscape character as a result of this application. Greater clarity on any potential planting easement zone for the pipeline and what impacts this could have on existing mature trees e.g. tree G807D is a large Oak with a high water demand and falls in close proximity to the pipeline. Will a standard 3.0 easement area be applied and if so will there be a subsequent impact on existing trees? The reduction in tree numbers could be detrimental to the existing green infrastructure and landscape character and LPA would look to seek replacement trees to mitigate against any loss.	All mature trees, including veterans, will be protected through appropriate mitigation measures or through the realignment of the route to avoid trees. In addition, damage to existing trees, shrubs, hedges and other significant vegetation to be retained on site will be minimised. Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (ES Volume 4 Appendix A2.1) records Portsmouth Water's commitments to undertake tree surveys, update the Arboriculture Impact Assessment, prepare an Arboricultural Method Statement and tree protection plans, and Ecological Mitigation and Management Plans for agreement with the Local Planning Authority as part of the detail design to avoid, retain and protect mature trees during the works (see PipelineB4 and B6 and PipelineLV1-3).
Pipeline	David Hopkins, County Archaeologist, Hampshire County Council	Officer	Archaeology	Cannot fully endorse the findings of the ES Chapter 8 (Historic Environment) in relation archaeological matters. The archaeological watching brief that is proposed will be set out within the AMP and secured therefore by archaeological condition attached to the planning permission, happy to endorse the principle of an AMP to describe appropriate archaeological monitoring of the pipeline construction and to secure the protection of Chad's Well by fencing and boring.	We have confirmed with David Hopkins that archaeological matters are not overriding and can be secured by an archaeological condition (or conditions) attached to a planning permission.
Pipeline	Ramblers	Non-Statutory	PRoW	The PRoWs affected by the pipeline are not considered in the application – the focus is on the impact on the roads directly affected and the need for road closures as construction proceeds - but a number of footpaths will be affected directly.	The temporary impacts of the pipeline construction on PRoWs are addressed in the Population and Human Health Chapter of the Environmental Statement (Chapter 18). Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (Environmental Statement Volume 4 Appendix A2.1) records Portsmouth Water's commitments to the local planning authority to prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, plus opportunities for recreation and leisure.
Pipeline	Public	Public	Construction disruption	Cuts through Leigh Park, disrupting traffic, access to schools, access to homes, access to shops, and damage to green spaces by cutting alongside Hermitage Stream. Risk of flooding for residents if the pipeline ever bursts or is damaged. Damage to trees.	Unfortunately there is no avoiding the fact the construction of the pipeline along this section will cause disruption, however it will be temporary and phased, the impacts and mitigation are discussed within Chapter 18 of the Environmental Statement (Population and Human Health). Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (Environmental Statement Volume 4 Appendix A2.1) records Portsmouth Water's commitments to the local planning authority to: - Prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, plus opportunities for recreation and leisure. - Prepare a Construction Environmental Management Plan, Ecological Mitigation and Management Plan and Drainage Strategy Plan for agreement with the local planning authority as part of the detail design to limit and manage impacts on the community and environment, and avoid risk of flooding and disruption. - Prepare a Drainage Management Strategy and Ecological Mitigation and Management Plan for agreement with the local planning authority as part of the detail design to limit and manage impacts on community and environmental receptors. All mature trees, including veterans, will be protected through appropriate mitigation measures or through the realignment of the route to avoid trees. In addition, damage to existing trees, shrubs, hedges and other significant vegetation to be retained on site will be minimised.
Pipeline	Public	Public	Confirmation of route, impact on properties	With regards the pipeline along Chadswell Meadow, can someone confirm the exact route? It looks like it is on the path, but it is not clear if that is the case. Will the path be dug up for the works? If so, how will the path be restored once works are complete (such as a complete re surface). Assume access to properties (driveways, paths and gardens) will be available all of the time? What form will the work take? assume the road will need to be blocked off at times for works traffic, bearing in mind the Volvo garage staff all park here and so do residents from the Havant/Bedhampton Road. Do you know how long the works will take in the area? Just so we understand the length of time we will be disrupted for.	Generally the pipeline route will be located in the mid section of the trafficked lane and there will be cases where the route will cross the footpath. There will be some cases where the footpath will be closed for construction safety, such as material deliveries back filling and loading and un-loading, however in this instance a visual survey of the state of the footpath will be undertaken and the status returned after completion. Portsmouth Water will prepare a Construction Traffic Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities and maintain travel access. Upon agreement with the owner there may be a short period where a driveway will be closed to allow excavation but a hard steel plate will be put in place to allow access. The owner will be adequately notified. Should outline consent be granted, residents will be consulted at the detailed design stage and there will be ongoing communication throughout the construction period. During detailed design there will be settlement calculations undertaken to inform the construction method and depth suitable. This section is to be installed via trenchless methods, i.e. tunnelling. This section also passes under the railway line, there are strict parameters regarding settlement. The exact route will be confirmed at reserved matters stage and the public will have a further opportunity to review detailed plans and information.
Pipeline	HCC Policy Team	Officer	Local traffic impact, Arboriculture assessment and tree protection plan	More information required. Insufficient detail within the information provided for the Highway Authority to be satisfied that the proposed development will not result in significant harm on the highway. Seeks framework construction traffic management plan as part of application to ensure appropriate measures are secured to minimise the impact of the proposals where possible on the local highway network and to the public. Seeks arboriculture impact assessment and tree protection plan. The construction phase at schools will need to be outside of term time to minimise the impacts on the operation of the schools.	All mature trees, including veterans, will be protected through appropriate mitigation measures or through the realignment of the route to avoid trees. In addition, damage to existing trees, shrubs, hedges and other significant vegetation to be retained on site will be minimised. Table 3.2 in the Record of Environmental Actions and Commitments (REAC) in the Outline Environmental Management Plan (OEMP) (ES Volume 4 Appendix A2.1) records Portsmouth Water's commitments to undertake tree surveys, update the Arboriculture Impact Assessment, prepare an Arboricultural Method Statement and tree protection plans, and Ecological Mitigation and Management Plans for agreement with the Local Planning Authority as part of the detail design to avoid, retain and protect mature trees during the works (see PipelineB4 and B6 and PipelineLV1-3). The OEMP also commits Portsmouth Water to preparing a Construction Traffic Management Plan and Construction Environmental Management Plan for agreement with the local planning authority as part of the detail design to minimise adverse effects on local communities, maintain travel access and manage access to open space and public rights of way, limit and manage impacts on the environment, and avoid risk of flooding and disruption.

Application	Consultee	Stat/ Non-Stat/ Public/ Officer/ Landowner	Topic	Summary of Consultee Comment	Portsmouth Water Response
Pipeline	Network Rail	Non-Statutory	Assets	Requirements for protection of network rail assets, possible Applicant will need to enter into Asset Protection Agreement. It states the applicant will be required to contact Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk. As the proposed works include the construction of a new pipeline under the railway, the applicant will be required to gain an easement. To gain this contact should be made with the team via Easements&wayleaves@networkrail.co.uk	No response required. Information to be included in pipeline contractor works information pack.
Pipeline	HBC Environmental Health Officer	Officer	Noise	The construction works at the Reservoir and along the access road do not give significant cause for concern. Neither does the assessment of vibration for the scheme. Would like to see more detail regarding the pipeline open trench construction noise impacts, and measures that might be taken to mitigate noise.	Further information provided in email dated 02/02/2021.