

Application Ref: APP/22/00681

Applicant Responses to Key Issues Arising From Consultation Comments Received in Relation to Application

Application for approval of all Reserved Matters relating to Phase 1 (northern access route from Manor Lodge Road (B2149)) of the Havant Thicket Reservoir Project (Hybrid permission APP/20/00990) and approval of condition Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39 also in relation to the northern access route.

https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_253812

Issue Number	Key Issues arising from Consultation Comments received	Responses
1	Highway Safety	
1.01	No reference is made to the security of the northern entrance during construction and non-working hours and what form this will take.	The access of the B2149 is proposed as a vehicular access only. There will be two gates operating. The first gate is at the B2149 access end and it will be closed when the site is shut to the public. The other gate is between the northern access route and the visitor centre car park. This will be locked outside of opening hours. In the interim period when the reservoir is undergoing construction or filling then access and security will be controlled by the Contractor.
1.02	There is no mention of a reduced speed limit on the B2149 at this new junction which is adding an extra hazard to what is already a dangerous road with a history of accidents. 40mph speed limit requested for the B2149. The speed limit should be carried forward to the Dell Piece roundabout.	The works to the B2149 have been approved by Hampshire County Council as part of a Section 278 agreement and are not part of the Phase 1 planning application (drawings of the access were submitted for information only). Access and the northern access route will be for construction traffic only until the visitor centre is open to the public (in 2029). When the northern access road is open to the public it will be for vehicular traffic only. The non-motorised user access will be via the Land East of Horndean Development via a dedicated non-motorised user access and other access points. There is no permanent speed reduction for the section of the B2149 that covers the proposed access junction that leads to the reservoir. A 40 mph speed reduction was sought for the B2149 from the Highway Authority, but not granted. A temporary speed reduction was granted for the duration of the construction works.
1.03	An additional danger is added by allowing traffic to turn right from the access road when it would be sensible to direct all egressing vehicles to turn left and use the next roundabout to turn back safely.	The works to the B2149 have been approved by Hampshire County Council as part of a Section 278 agreement and are not part of the Phase 1 planning application (drawings of the access were submitted for information only). For the construction phase of the works all construction traffic will approach from the direction of Horndean and only permitted to turn left towards Horndean when leaving the site. When the reservoir site and visitor site becomes operational in about 7 years time normal traffic will be able to turn left/right onto the B2149. The assessment found that the numbers turning right out of the site are relatively low (less than 10 vehicles during the busiest hour (or 14% of all visitors to the site). The junction layout has been modelled using accepted industry software to test whether right-turning vehicles block vehicles from turning left. The junction bellmouth will be flared so that the small volume of traffic making to turn right can do so without causing a delay. It is considered that the queueing space into the reservoir is appropriate for the level of traffic expected. It is also important to highlight that a balance needs to be struck between vehicles queueing within the site and the amount of tree-loss required to facilitate a two-lane exit road.
1.04	An important point in any event, if these safety features are disregarded, the bell mouth of the access road at the junction should have a normal tarmacadam surface with directional road markings thereon to reduce the danger of accidents caused by confusion.	The bellmouth and first 150m of the access road will be of bituminous (tarmacadam) construction.

2	Traffic Management	
2.01	There is no explanation of how traffic on this single lane track will be managed. What will happen when the car park is full and vehicles are still arriving along the track. Vehicles trying to leave (either from the parking area or because of frustration trying to execute U turns) will potentially cause a log jam regardless of the passing points provided.	The northern access route has been designed as a single carriageway with passing bays to limit tree loss and impacts on woodland habitat and protect root systems where possible. The passing bays will help to limit tailbacks and it is considered that the design is appropriate for the level of traffic expected. The passing bays are set a recommended distance apart. The traffic will give way when required and use the passing bays to allow vehicles to pass. This will be signposted to advise traffic when they have right of way. Car park management will be addressed as part of the tripartite Site Management Plan (between Portsmouth Water, Hampshire County Council and Forestry England) which must be approved prior to construction of the visitor facilities. It is anticipated that there would be a system put in place that would limit and control the number of vehicles accessing the site to the capacity of the car park thereby minimising any queuing or traffic congestion at the access and along the access routes when the car park is full. Part of the parking system could include variable message signage (battery or solar powered) during periods of peak demand on the visitor centre (e.g. summer weekends) to warn people who haven't looked online.
2.02	Although there are a good number of passing places on the Northern Access route it is considered that one should be lengthened and one more should be improved. With the possibility of queuing exit traffic the passing place between 230-260m from the entrance could be extended eastwards and thus run from 210-260m allowing 2/3 more cars to be in that section if there is a queue to leave. Landscape Drawing No 1 of 4 shows no trees in that area that would be impacted. Secondly, between 800-850m on the blind bend there is a passing place shown on the east side (Drawing 3 of 4) but use could be made of the area of the existing track on the west side to improve width and also visibility at this point and give northbound vehicles a better chance of seeing round the bend.	The spacing of the passing bays has been determined based on design guidance. The bay sites have been carefully considered and agreed with the environment team. The prime overall object was to limit the loss of ancient woodland as far as practical. Where loss was needed tree loss was to be avoided where possible. Ancient woodland is defined as the topsoil and soil structure present and not the trees. So the suggestion for extension at the first location would lead to further loss of ancient woodland. At the second location mentioned (800-850) we had to create a vertical profile that was suitable for cellweb construction. This was achieved by reducing the gradients on the approaches to this corner. Positioning the passing bay on the inside, limits the footprint and ancient woodland loss as the ground falls to the west. If it was placed to the west as suggested, as the ground slopes down it would require a significantly larger footprint and more loss of ancient woodland.
3	Preventing unauthorised motorcycle access	
3.01	There is an existing significant problem with unauthorised motorcycles at Havant Thicket. Preventing the antisocial behaviour resulting from motorcycles and scramble bikes entering Havant Thicket is a key concern. Preventing motorcycle access to the woodland is also essential to protect the Ancient Woodland habitats, European Protected Species and other wildlife from disturbance, which is a material planning consideration. There are no effective plans to prevent motorcycle accessing and using the sites where wildlife needs quiet and supportive management. Will there be plans to exclude bikes from the Northern Access to make it inaccessible to motorbikes?	Once the site is open to the public there will be two gates operating. The first gate is at the B2149 access end and it will be closed when the site is shut to the public. The other gate is between the northern access route and the visitor centre car park. This will be locked outside of opening hours. The landscape plans submitted with the phase 1 application illustrate the location of gates and fences alongside the northern access route along with retractable bollards (including at the turning head) to prevent motorised vehicles accessing Havant Thicket. In the interim period when the reservoir is undergoing construction or filling then access and security will be controlled by the Contractor. It is anticipated that the proposed development will help to address anti social behaviour in Havant Thicket through natural surveillance from increased numbers of recreational users, site management and by providing good quality recreational facilities.
3.02	The pedestrian / cycle gate shown on Landscape Plan 3 of 4 for the Horndean access point will not prevent motorcycle access to the path (ride) and woodland. The type of gate to be provided here needs to be considered further.	Noted and agreed. We have explored different options and propose a 'kissing gate' capable of accommodating pedestrians, low mobility users and cyclists whilst preventing motorbike usage. We would be happy for this to be conditioned.

3.03	Unsure if the type of field gate currently shown on the inset to Landscape Plan 1 of 4 will be adequate to prevent motorcycle access to the ride and woodland. The robust stockproof fence will need to link up to the gates to prevent a weak point in the access.	We consider the proposed Triangular Vehicular Barrier a strong lockable steel barrier capable of controlling vehicle access including motorbikes. In addition during the construction works this gate will be monitored 24/7 and once the construction period finishes and a wayfinding strategy is in place, there will be the opportunity of adding a 'gateway entrance' feature gate.
3.04	A timber post and rail fence is shown on either side of the northern access bell mouth junction to the east of the new entrance gate. The fence is not shown joining up to the ditch, leaving a small gap through which motorcycles could pass to access the woodland. Concerned that motorbikes may be able to cross the relatively shallow ditches with perpendicular concrete 'checkdams' (150mm wide) along the visibility splays. The applicant must provide a robust fence, which ideally would be in the form of metal railings, along the edge of the visibility splays and new road to prevent access to the woodland at this vulnerable location adjacent to the B2149.	The ditches we are proposing are 2550mm wide and 700mm deep and the timber fence will taper to the edge of the ditch, therefore acting as a motorbike deterrent.
4	Footpath closures	
4.01	The access road will be superimposed on the route of the present boundary footpath used by walkers, runners and cyclists. Since all of these will, we are told, be discouraged from using the new road the existing footpaths leading to the boundary footpath will need to be closed at their source or preferably as an alternative a new boundary footpath be created. On the plans submitted it appears that three such footpaths are shown. The one near the bell-mouth appears to allow a connection with the access road and allows passage to the new road and across the access road onto private land. The second (to the west) just feeds onto the new access road. The third caters for the new sustainable connection with the LEOD development. The first two of the footpaths are protected by field-gates but it is not clear if these will normally be closed to pedestrians and cyclists. Pedestrians straying inadvertently onto the B2149 will be faced with a dangerously busy road with no footpaths for protection.	The landscape drawings illustrate the location of fences and gates at the points of access onto the Northern Access Route. The first two gated accesses alongside the Northern Access Route will remain closed and locked if not in use for Forestry England (FE). These gates are for FE vehicles and contractors only. If necessary pedestrians prohibited signs can be added to these gates. The third access on the west side, as noted, is to provide a non motorised access from the Land East of Horndean into Havant Thicket across the access road. Signage will be added to ensure users traverse along the east-west axis. In addition to providing good quality cycle, pedestrian and equestrian paths within the reservoir site and Havant Thicket and contributing to improved connections into the site, Portsmouth Water is developing an Access and Recreation Strategy with Forestry England, Hampshire County Council and the Havant Thicket Stakeholder Group which is informing opportunities for connections around the wider site and site management measures.
5	Northern Access gate	
5.01	Further consideration should be given to the proposed location of the northern access gate to prevent fly tipping and anti-social behaviour within the bell mouth apron of the new junction at night. The gate is currently positioned quite a way into the Thicket from the B2149 leaving a secluded area off the road that, at night, could be used for fly-tipping or other anti-social behaviour. It would be better if the gate could be moved closer to the B2149 so that the area left between the gate and the road can easily be seen by passing traffic. It would of course need to be wider and probably a double gate to span the wider carriageway.	The location of the Northern Access Route has been selected taking into account traffic management and safety of road users to allow for a safe entrance at the junction point. During the construction phase which will last for approximately 7 years, the access to the site will be controlled by the Contractor, with a locked gate outside of working hours. Any flytipping in the bell mouth of the Northern Access Route will be monitored by the Contractor and cleared. The set back of the gate is to enable construction lorries to safely exit the B2149. During the operational phase (when public access will be introduced) it is understood that the gate will be closed and locked between dusk and dawn. This will be monitored and managed as part of the Site Management Plan arrangements.
5.02	The opening hours for the northern access gate are not provided.	The general public will not be permitted to use the Northern Access Route during the construction stage, as it will form part of the construction compound access. It will be open to visitor traffic in 2029. Visitor opening hours and site management will be considered as part of the preparation of the tripartite Site Management Plan.

5.03	Request for additional information on the quality and appearance of the proposed new access gate and associated fencing. Proposal for a bespoke robust metal gate and railings, incorporating art, to give this gateway main entrance to the reservoir a commanding sense of place and arrival at a destination, while being in keeping with the rural setting.	The design will be fully developed once a site-wide wayfinding strategy and branding is in place, which will include the opportunity to introduce a 'gateway entrance' feature gate.
6	Northern Access drainage	
6.01	Landscape Plan Sheet 4 of 4 and the Drainage Layout Plan (3 of 3) show a small 'detention basin' that is to hold surface water drainage from the southern end of the enhanced roadside drainage ditch. This is to have a 'hydrobrake' to slow flows during storm events. The existing pond feature immediately to the south appears to be unchanged on the base map. Clearly additional water storage will be needed here so why not just enhance the existing pond at Bell's Copse rather than building a separate detention basin. The enhanced pond will store more water and provide greater wildlife value because of its size. Enlarging the existing pond is probably the cheaper option as well. The LPA is urged to discuss this matter with PW and determine the best way forward.	The proposed basin, which is essentially a section of widened ditch, allows flows to be restricted to existing rates from the new impermeable area associated with the northern access route. It keeps the road drainage separate from the downstream pond and watercourses and restricts the amount of contaminants mobilised by runoff on the new road from reaching the existing pond and habitats at Bell's Copse. It will be accessible via the road and more easily maintained by Portsmouth Water. The existing pond at Bell's Copse receives runoff from the wider woodland catchment and has several outgoing ditch systems along its length. Combining the northern access route drainage with this pond and restricting flows as necessary as a result of the increase in impermeable area associated with the northern access road would not be practicable.
6.02	At the northern end of the access road the ditches at the B2149 junction are being widened to accommodate more surface water run-off and that will pass through a culvert which will be replaced flowing east below the B2149. There is no indication as to where the existing culvert (replacement pipe) will flow to, this needs to be established and if there is an opportunity for a new pond within The Holt this should be done as part of achieving water retention in areas important for wildlife so that water is more available in future hot summers.	The existing culvert discharges to the embankment on the northern side of the B2149. Water dissipates into ditches and into the wider forestry area. There is no requirement for additional storage on the eastern side of the B2149 due to it being provided on the western side within the field as part of the ditch system. Furthermore a pond in that location would require removal of further ancient woodland.
7	Proposed bollards	
7.01	Spacing of retractable bollards – 5m is too wide to prevent vehicle passage, and more thought needs to be given to how a vehicle, cycle and pedestrian gate(s) will be accommodated. This is too wide where the ride for future access to Horndean crosses the access road as a vehicle could easily turn off at this point, so it is proposed that the bollard spacing is reduced to 2m spacing across either entrance to the ride and intended route to Horndean. Spacing of wooden bollards along road edge is not specified.	No pedestrians or cyclists will be permitted to use this access, which is for vehicular access only. Retractable bollards are placed at 2.5 m centres (bollards are 150mm width) which leaves an opening of 2.35 between bollards. Along the remaining section of the northern access road, non removable bollards are placed at 5m centres which creates a gap of 4.85m; this in combination with a 1:2 embankment which will design out the incentive for cars to parallel park or drive through them. This decision to provide wider spacing was made to reduce the number of bollards needed, with corresponding reductions in the carbon footprint and the use of valuable resources.
8	Provision of a dead hedge as a wildlife corridor	
8.01	The landscape drawings show a dead hedge on the outer (north /west) side of the northern access road. This is described on the text labels as, "Infill western boundary of the northern access with site-won brash to allow for a functional wildlife corridor." The dead hedge is shown as discontinuous in places, for example, behind some passing bays (230 to 260m, 330 to 370m, 530 to 570m). If the dead hedge is to provide the function of a wildlife corridor what is proposed at these gaps?	The dead hedge is to be located along the western boundary of the Northern Access Road, the illustrative line on the landscape drawing represents the extents. A detailed approach and method (derived from onsite surveys) shall be defined, indicating where to infill with brash and how to incorporate existing vegetation in the dead hedge. Native whip planting to be incorporated for gap filling. The dead hedge will be managed under the Landscape and Ecological Management Plan (HTR-ATK-ZZ-ZZ-RP-L-0002).

9	Protection of the Park Pale bank	
9.01	The Phase 1 Planning Statement refers at page 47 (5.36) to keeping the width of the road to a minimum where it passes through the Park Pale bank. There should be a specific requirement to fence off the bank during construction works to protect the bank from accidental damage, storage of materials etc. This should be confirmed in the Planning Statement and CEMP.	The Northern Access Route is kept to a minimum in this location with no passing bays. It is worth emphasising here that Park Pale does not appear in the Historic Environment Record (HER) for the area and consequently it has not been addressed as a heritage asset in the Environmental Statement of the Hybrid Consent. The bank has not been well preserved and should be a higher and larger ditch if was recognised as a heritage asset. There is therefore no evidence to warrant any signage indicators.
10	Recreation plans not updated to reflect stakeholder feedback	
10.01	The Draft Recreational Access Plans for construction and operation shown at Appendix C of the Supporting Planning Statement have not been updated to address errors and reflect the feedback of stakeholders, especially the Environmental Sub Group feedback, that the alternative proposed surfaced cycle route to be provided should not be located in the northern part of Havant Thicket to ensure this part remains quiet for wildlife and those who walk there. An alternative cycle track was submitted to Portsmouth Water and this needs to be agreed and reflected in future plans together with surfacing requirements i.e. smooth gravel to be in keeping with the rural character of the area.	The Draft Recreational Access Plans were provided for information only and are not a requirement of the Reservoir planning permission. These Access and Recreation plans have since been updated as part of the preparation of an Access and Recreation Strategy, taking into account comments from the Havant Thicket Stakeholder Group, Forestry England and Hampshire County Council. This strategy has not yet been finalised.
11	Night time working - Condition 11	
11.01	The original outline consent prevents night time working at the site, unless a scheme is submitted and approved by the LPA. The Phase 1 Planning Statement refers on page 40 (4.83, penultimate bullet) to; "Restricting when work can be carried out i.e. not overnight, except where all impacts can be fully mitigated." Night time working would require lights which would impact on bats and the night time ecology of the Ancient Woodland. Therefore, night time working should not be permitted for the Phase 1 construction. The LPA needs to consider whether the prevention of night time working is adequately covered by the existing hybrid planning consent Condition 11, or that there needs to be a condition specifically attached to any consent granted for the Northern Access Road to prevent night time working during construction of the road, junction and associated structures? (Reason is to protect the night time ecology including European Protected Species).	There will be no overnight working. The Phase 1 Construction Environmental Management Plan (CEMP) now submitted for approval states that in determining the lighting arrangement on site, consideration will be given to sensitive receptors that may experience a nuisance by light. The site compound for the Phase 1 works will cover a small area, with low level LED lighting only provided on the welfare unit. It is not expected that works will be undertaken after sunset and therefore the use of high-level tower floodlights will not be employed.
12	Ecological Clerk of Works (ECoW)	
12.01	For the preliminary works/ site clearance to date the ECoW has been provided by the contractor. There have already been problems identified where ecological good practice has not been followed, for example, in relation to vegetation clearance. Section 1.6 and Table 8.1 (row B3) of the Phase 1 Ecological Mitigation Compensation & Enhancement Measures (EMC&EM) state that the ECoW is to be appointed by the Reservoir Contractor team. Section 6.1 confirms that PW will delegate this role. The Parish Council is concerned this means that the ECoW will report to and be funded by the Contractor, putting them in the position of being susceptible to inappropriate pressure that is not appropriate for work on such an environmentally sensitive site. The ECoW needs to be fully independent from the Contractor and employed directly by PW	The Ecological Clerk of Works (ECoW) is a suitably qualified and experienced person, provided by environmental consultants, Royal Haskoning DHV, part of the Reservoir Contractor team. 'Suitably qualified' should ideally mean that the ECoW has a degree or similar level qualification in an ecological-related subject, and be a member of the Chartered Institute for Ecology and Environmental Management, and therefore subject to the standards of professional competence and conduct set by the institute. Portsmouth Water's Environmental Manager, supported by their environmental consultants including ECOSA who hold the EPS Licences, shall oversee the implementation of the biodiversity mitigation and compensation, and shall also undertake technical audit of the measures implemented during construction including the work of the ECoW.

13	Landscape and Ecological Management Plan (LEMP)	
13.01	Wider wildlife corridors are needed on the east and west sides of the reservoir. Detailed embankment and path designs are needed to show how these can be bolstered. On the west side consideration also needs to be given to the development of land at Cabbagefield Row (App/21/00989) which may also reduce the width of the wildlife corridor on that side of the reservoir. These wildlife corridors have an important function in linking ancient woodland areas north and south of the reservoir.	The LEMP was submitting on the planning portal alongside the Phase 1 Reserved Matters Application (RMA) for information, and has now been approved. It is the first iteration and will be updated and submitted alongside subsequent RMAs as the detailed design for different phases progresses. Reference to wildlife corridors and functional habitats is included in the LEMP, including clarity on the short, medium and long term function of habitats. Work is ongoing to provide an appropriate design for the eastern side of the reservoir in collaboration with the contractor that would maintain a wooded corridor on this side and be consistent with the biodiversity mitigation and compensation strategy. Portsmouth Water made comments on the Cabbagefield Row planning application and raised concerns with regards to the cumulative effects on wildlife of the development with the reservoir scheme.
13.02	The alternative cycle route in this plan takes cyclists through the quiet area in the North creating a disruptive effect on wildlife and should not be used. Will the plan include measures to keep cyclists away from this area?	The potential effects on biodiversity features will be taken into consideration during the design of the cycle route diversion. Appropriate mitigation measures will be put in place where there are potentially significant effects, which could include avoidance of routes/areas where necessary.
13.03	The triangle of woodland, south of Round Wood, proposed in the original plan, but not in the current one, should be retained, to support the western wildlife corridor.	The LEMP is based on the Outline Biodiversity Mitigation and Compensation Strategy, which was approved as part of the hybrid planning application, and the new woodland areas are shown on Map 4 of this document. It is not clear which triangle of woodland the comment refers to. The 12.5m of stock mesh fence which separated the planted trees in Block E (52m2) from the Hampshire County Council (HCC) parkland was previously removed by HCC and can be accessed by livestock. Portsmouth Water will liaise with HCC on replacement. However it is noted that there are a number of issues we need to consider: - HCC has recently installed new perimeter fencing around the whole parkland area in this location - this means that access to maintain Block E will not be possible if the stock mesh fence is reinstated. - The area is bordered by a number of specimen parkland trees that overshadow this planting area which will impact establishment. - Deer will still be able to access Block E even with a stock proof fence in place and could damage any new replacement planting.
13.04	Portsmouth Water originally committed to a 10 year environmental maintenance period for phases 1 and 2. This should not change in view of the tremendous environmental disturbance that this project will cause and to adequately ensure the survival of new areas of planting and habitat. If only 5 years is allowed it should at least only be reckoned from this year to 2027.	Clarification has been provided in the aftercare report (para 2.4) explaining that the initial aftercare period of 5 years (2022 – 2027) will ensure that trees and shrubs that die will be replaced. After 5 years it is expected that the maintenance of these areas including the aftercare and replanting commitment up to 10 years from planting will be undertaken as part of a site wide 30 year management strategy.
13.05	The northern part of Havant Thicket needs more protection for potential biodiversity and the proposed surfaced cycle path needs to be set further south for this reason.	Comment will be taken on board to inform design of the upgrades to permissive paths within Havant Thicket.
13.06	Even if the cycle path uses a gravelled track for landscape reasons, the main pedestrian paths need to be of smooth tarmac to enable people with wheelchairs and pushchairs to enjoy them.	Comment will be taken on board to inform design of the upgrades to permissive paths within Havant Thicket.
13.07	The position of the south-west flow compensation from the Control House to Riders Lane stream has changed and will adversely impact off site mature trees. This should be positioned as in the original plan.	The first iteration of the LEMP has now been approved, the consultation comments on later phases will be taken on board however these phases will be part of the detailed design and reserved matters applications which will be subject to specific ecological mitigation measures and subsequent iterations of the LEMP.

13.08	The plan for seasonally fluctuating water levels in the wetlands to enhance biodiversity should be retained. This would be lost if recycled water was to be fed into the reservoir. Will the annual seasonally fluctuating water levels in the wetland continue to be part of the plan as this application suggests this will not happen. It suggests that the waters will only fluctuate when there is drawdown. That would now allow for the seasonal emergence of island for breeding birds or the muddy verges needed by migrating wading birds.	The wetland retaining structure will retain water at natural levels in the wetland when the main reservoir water levels are low, such as during lengthy operations or drought. The wetland will be subject to detailed design and construction at a later phase of the Scheme. Full details will be provided as part of the Wetland Reserved Matter Application.
13.09	Urgent timescales are needed for the 80 ha. of mitigation and compensation woodland in Southleigh Forest and elsewhere. There is a risk that the loss of ancient woodland will have occurred before this starts.	Portsmouth Water is engaging with local landowners for the 80 ha of mitigation and compensation and implementation works are underway at at least one site as well as at Southleigh Woodland. The S106 Agreement (Clause 2.4) stipulates that prior to occupation of the Reservoir Development, Portsmouth Water must submit evidence of their legal right to deliver 80 (eighty) hectares of new wood pasture and neutral grassland habitat, details of where the new wood pasture and neutral grassland will be located together with a timetable for delivery with reference to the timetable for delivery of the Reservoir Development and details of long-term management and maintenance of the newly created wood pasture and neutral grassland habitat.
13.10	Will the plan show how and when the offsite mitigation and compensatory projects will be delivered in a timely way as the Ancient Woodland loss has already occurred. To be effective, these need to implemented now.	The LEMP covers on-site areas within the red line boundary for the Scheme and It does not cover specific off-site compensation for biodiversity. Management of off-site areas is being set out in specific management plans (see response to 13.09 above).
13.11	There is inappropriate management proposed for areas which have recently been planted with young trees. As habitat in transition from grassland to woodland they will have an important role in providing wildlife corridors and need more sensitive management, allowing an understorey of growth to establish.	Section 6.0 of the LEMP provides details of the 30 year woodland management strategy. Regular inspections shall be undertaken at quarterly intervals by Portsmouth Water in liaison with the contractor responsible for aftercare and management with regular feedback into the maintenance programme. These inspection will commence as part of the initial 5 year establishment period.
13.12	25 dormouse boxes are insufficient to compensate for what will be lost in the Avenue. Additional boxes are needed in woodland to the north of the Avenue, put in place before the Avenue is felled.	The EPS Licence Requirements relating to dormouse (and bats) are included in Section 3.0 of the LEMP. The installation of 25 nest boxes has been approved by Natural England as part of the licence agreement, to be implemented and managed as follows: 1) Installation of 25 nest boxes to be installed. Nest box checks to be carried out twice a year in May/June and in September/October. 2) Annual surveys 2022 - 2025, then every other year in 2027, 2029, 2032, 2035. 3) A check of dormouse boxes will be carried out each winter during construction and 5 years post-construction, to clean out boxes and replace if boxes are damaged or removed. 4) Checks of new planting to ensure successful establishment during construction period and first 5 years following completion of development. Any failed plants to be replaced with stock that is one year more mature. 5) Consider any specific management of the woodland area and habitat development that may be required.
13.13	Amphibian relocation programme from Upper Lake is not yet completed although was due in June 2022. It must be completed before felling of the Avenue and construction start.	Amphibian translocation will be completed prior to felling in this area and construction.
13.14	When and where will the skylark mitigation work be done as it needs to be completed before 2023's breeding season and the reservoir construction starts. No home means no birds and 93% of British bird population has been lost since 1970, that is 90 million birds.	A part of the retained grassland within the reservoir site shall be managed specifically for skylark and meadow pipit, by providing a variety of short and taller sward heights. A survey to establish the status of habitat and target species within the site will be undertaken at the next opportunity. Enhanced habitat for skylarks will be included in the 80 ha of new wood pasture and neutral grassland habitat will be created off site through partnerships between Portsmouth Water and local landowners.

13.15	There needs to be a hedge along the north east boundary to prevent public access to the wetlands.	On the boundary of the reservoir site with Havant Thicket woodland north-east of the reservoir there will be management of the existing willow shrubs on the ditch line to create a laid hedgerow. In addition, an area will be fenced within the reservoir site to create a buffer of habitat adjacent to the north-east boundary where scrub will be allowed to develop. This combination of hedgerow, scrub buffer and fence will restrict public access to the reservoir and wetland in this location. The first iteration of the LEMP has now been approved, the consultation comments on later phases will be taken on board however these phases will be part of the detailed design and reserved matters applications which will be subject to specific ecological mitigation measures and subsequent iterations of the LEMP.
13.16	Additional tree planting is needed within Havant Thicket to compensate for loss of trees important to commuting bats, along the Northern Access route.	The northern access and access route has been designed to minimise the loss of trees as far as possible. There is no additional loss of ancient woodland over and above that permitted by the hybrid reservoir permission and compensated for as part of that permission. There will be no loss of trees along the northern access route between the park pale (the former boundary of the Forestry England land and East Hampshire DC land known as the Blendworth Fragment) and the works required at the southern end of the route. These works are localised and involve removal of mostly younger trees and shrubs to facilitate drainage of the track and is not expected to have a significant effect on commuting bats. The integrity of the commuting route along the northern access route will be maintained. The route through the area of the Blendworth Fragment has been selected to limit the impacts on high quality trees.
13.17	Will Bells Copse be enhanced as per original plan as this has been omitted from this latest application?	The first iteration of the LEMP has now been approved. This includes measures to enhance Bell's Copse including coppicing and management of the pylon wayleave to the west of the copse. Additional management objectives, including clearance of trees and shrubs around the pond/wetland area in the north of Bell's Copse will be included in subsequent iterations of the LEMP.
13.18	Will the ponds be protected from dogs by a stock fence and a dead hedge? The thicket is heavily used by dog walkers and the ponds will need protection if they are going to fulfil their function as rich wildlife habitats. The number dogs in UK has risen from 8.5 million to 12.5 million since 2020 so the pressure on wildlife is greater than ever.	The LEMP includes a prescription to install dead hedging around the pond complexes in the east of Havant Thicket woodland. The effectiveness of dead hedging in preventing dog access shall be monitored and, if necessary, fencing shall be upgraded to FE specification post and wire fencing with rabbit-proof netting.
13.19	Does the plan include a total ban on any night working to protect the bat population, which includes one of Europe's rarest bats?	See response to comment 11.01 above.