

Havant Thicket Reservoir Project

**Phase 1 - Northern Access Planning Conditions and
Northern Access Route Reserved Matters
Application and Planning Conditions (Hybrid
Consent APP/20/00990 and 51680/001)**

Planning Supporting Statement

Portsmouth Water Ltd.

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Contents

Chapter	Page
1. Introduction	5
Overview of the Approved Scheme	5
Overview of the Hybrid Consent	5
Planning Policy Context	7
Public Consultation and Engagement	7
Environmental Impact Assessment	8
Summary of Application Submission	8
Structure of this Statement	9
2. Phase 1 Application Site	11
Site Location	11
Site Description	12
Environmental Context	13
3. Hybrid Consent	16
Introduction	16
Pre-commencement Conditions	16
4. Phase 1 Design	23
Introduction	23
Design Parameters, Standards and Principles	24
Design Evolution	24
Consultation and Engagement	27
Proposed Development	29
Arboricultural and Ecological Considerations	36
Construction Method Principles	40
Planning and Construction Timetable	42
5. Planning Policy Assessment	43
6. Summary and Conclusion	54
Appendix A. Site Location Plan	56
Appendix B. Environmental Context Plan	57
Appendix C. Draft Recreational Access Plans	58
Appendix C.1 Existing Access plan	58
Appendix C.2 Access During Construction	58
Appendix C.3 Access in Operation	58
Appendix D. Approved Scheme Decision Notices	59
Appendix D.1 HBC Reservoir Decision Notice	59
Appendix D.2 EHDC Reservoir Decision Notice	59
Appendix E. Stakeholder Forum Members	60
Appendix E.1 Strategic Advisory Group	60
Appendix E.2 Community Advisory Group	61
Appendix F. Northern Access Workshop Feedback Report	62

Tables

Table 1-1 - Schedule of Phase 1 Drawings (submitted with this application)	9
Table 3-1 - Schedule of pre-Phase 1 commencement planning conditions (submitted with this application)	18
Table 3-2 - Schedule of pre-commencement site-wide and Phase 1 planning conditions (to be submitted separately by the Contractor)	20
Table 4-1 - Summary of Phase 1 Proposals and submitted details	23
Table 4-2 - Comparison of 'No Dig' and 'Dig Down' excavation methods	27
Table 4-3 - Summary of Consultation Feedback and Responses	27
Table 4-4 – Response to condition 28	32
Table 4-5 - Timetable for the implementation of soft and hard landscaping works	33
Table 4-6 - Proposed Category B and C tree removal to accommodate the Northern Access Junction and Route within the Blendworth Fragment	37
Table 4-7 – Framework Construction Traffic Management Commitments: Reservoir Site	41

Figures

Figure 2-1 – Approved Scheme (Reservoir)	11
Figure 2-2 – Photos of the proposed junction with the B2149	12
Figure 2-3 - Woodland setting of site of the Northern Access Route	15
Figure 4-1 - No dig approach using "Cellweb" as an example	26

1. Introduction

- 1.1. This Planning Supporting Statement supports an application to Havant Borough Council (HBC) and East Hampshire District Council (EHDC) on behalf of Portsmouth Water for Reserved Matters and the discharge of Planning Conditions relating to the Northern Access in connection with the Hybrid Planning Permission (references APP/20/00990 and 51680/001) for a Reservoir and associated infrastructure (the Approved Scheme) on land at Havant Thicket, adjacent to Sir George Staunton Country Park and Middle Park Way, Havant.
- 1.2. This Planning Statement provides a description of those works forming Phase 1 (Northern Access) of the Approved Scheme and demonstrates how the proposals comply with the development parameters set by the Hybrid Consent (including proposed mitigation measures), and prevailing planning policy. The Statement also explains how the submitted information serves to provide sufficient detail to discharge the Reserved Matters application and related conditions attached to the Hybrid Consent.

Overview of the Approved Scheme

- 1.3. The reservoir, when constructed, will be filled with surplus water drawn from the springs at the Bedhampton works when flows are at their highest in winter via a new combined inlet/outlet pipeline, and will provide water supplies to Portsmouth Water customers in the summer months as required. The increase in water supplies available on completion of the scheme will help Portsmouth Water to free up existing supplies in the west of the catchment area to share with Southern Water's customers to meet the region's challenges in the future, in particular relating to abstraction licence changes, predicted population growth and climate change which will all place pressure on meeting future water supply demand.
- 1.4. Complementary to its infrastructure resilience function, the reservoir will provide a new recreational facility/resource adjacent to one of the more deprived areas in south east Hampshire, in an area which the community can access on foot, by bike, or through existing bus routes. It offers further opportunities to improve the wider footpath, cycleway and bridleway networks in the area. More than 29,500 people live within reasonable walking distance of the site (1.5km) and 120,000 people live within reasonable cycling distance of the site (4.5km).
- 1.5. The Approved Scheme will provide a new wetland habitat and associated area for nature conservation. The proximity of the reservoir to the internationally important Langstone Harbour means that it can be used as a safe retreat for roosting birds when there is disturbance in the Harbour (Special Protection Area (SPA) and Special Area of Conservation (SAC)).
- 1.6. The pipeline will also be used as an emergency draw down pipeline if the reservoir needs to be drained down in emergency conditions. Outline planning permission was secured for the Pipeline Scheme on 15th October 2021 (ref. APP/20/00991).

Overview of the Hybrid Consent

- 1.7. The Hybrid Consent granted on 15th October 2021 for the application made by Portsmouth Water was for:
 - 1) Full Planning permission for development of a reservoir for raw water storage, a pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (ML), to support the planned bulk supply transfer of at least 21ML/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir.
 - 2) Outline permission for a control house partially incorporated within landscaped earth mounding adjacent to the south west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff,

coach/minibus and disabled drivers sited to the north west of the reservoir. Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); Recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m).

- 1.8. The planning permission is subject to planning conditions and a Section 106 Legal Agreement which commits Portsmouth Water to:
- Deliver offsite biodiversity compensation and mitigation including:
 - Habitat restoration of up to 72 hectares of Southleigh Forest
 - 80 hectares of new wood pasture and neutral grassland habitat
 - Deliver a Capital Grant Scheme to provide funding to study and enhance biodiversity locally with a sum of £40,000 provided per annum for local conservation projects over a 30 year period;
 - Provide up to 5.5km of watercourse improvement to compensate for the loss of 3.7km of ephemeral stream;
 - Provide financial contributions towards the upgrading of Public Rights of Way connected to the site;
 - Provide financial contributions to provide crossings for non-motorised users to access the site from the east across the B2149;
 - Enter into a highway agreement (Section 278) for off-site highway works on B2149 and not to commence development until those works have been completed;
 - Prepare a Detailed Biodiversity Mitigation and Compensation Strategy including a Landscape Ecological Management Plan;
 - Provide a temporary diverted bridleway (Havant 120/Rowlands Castle 29) through Havant Thicket for the period of construction;
 - Prepare a Travel Plan and Construction Traffic Management Plan;
 - Prepare an employment and skills plan; and
 - Prepare a Site Management Plan.

Phase 1 Scheme

- 1.9. As part of the Hybrid consent, full planning permission was granted for the Northern Access Junction, subject to Planning Conditions, and outline planning permission was granted for the Northern Access Route along an existing track to the reservoir site, subject to Reserved Matters Application and Planning Conditions. The access junction on and adjoining the B2149 is subject to a Section 278 Agreement with the Local Highway Authority (Hampshire County Council) as this will become adopted Highway. The access area adjoining this and the access route to the reservoir comprise Phase 1 of the approved reservoir scheme. This Planning Statement supports the submission of this Reserved Matters Application and Planning Conditions applications (Phase 1 Application) to HBC and EHDC. All proposed works are within the footprint and red line boundary of the Approved Reservoir Scheme.
- 1.10. The design of the works along the B2149 which are part of the s278 Agreement are inextricably linked to the Phase 1 Scheme and are discussed for information as part of this application. The detail for these works has been submitted to Hampshire County Council for approval.
- 1.11. The Phase 1 Scheme will link the reservoir site with the B2149. The adoption of the Northern Access as the main route to the reservoir was the outcome of an optioneering and consultation exercise which informed the Approved Scheme. There is a secondary access proposed to the south off Swanmore Road. The Northern Access will take up 100% of the reservoir construction traffic and 67% of the pipeline construction traffic. This approach will ensure that the reservoir construction traffic will not pass through residential areas.
- 1.12. On completion of the construction phase, the Northern Access will remain open as a permanent access route for regional visitor traffic. The southern access will accommodate local traffic.
- 1.13. More information is provided in Chapter 3.

Planning Policy Context

- 1.14. The Phase 1 Scheme lies within the administrative boundaries of two local planning authorities, HBC and EHDC, and adjacent to the South Downs National Park (SDNP) authority.
- 1.15. HBC's adopted local plan comprises the Havant Borough Core Strategy adopted in March 2011 and the Havant Borough Local Plan (Allocations) adopted in July 2014.
- 1.16. Work commenced on the replacement Havant Borough Local Plan in 2016. The Submission Draft Local Plan was submitted to the Secretary of State for Housing Communities and Local Government on 12 February 2021. The planning inspectors examining the draft local plan advised that the document be withdrawn from the examination process after expressing concerns about whether the proposed housing site allocations could be delivered. Following consideration of the Inspectors' advice, the Council confirmed in a press release in February 2022, that the Submission Draft Local Plan would be withdrawn.
- 1.17. The East Hampshire District Local Plan: Joint Core Strategy was adopted in June 2014, and covers the whole of the East Hampshire District, including those parts inside the SDNP. (It has now been superseded in the SDNP by the South Downs Local Plan, which was adopted on 2 July 2019).
- 1.18. The replacement East Hampshire District Local Plan is currently being prepared, which covers areas in East Hampshire outside of the SDNP. The Draft Local Plan 2017-2036 has been subject to consultation from February to March 2019, with the consultation draft (focussing on large development sites) consulted on from September to October 2019. The preparation of the Pre-Submission Draft Local Plan is awaited (Regulation 19).
- 1.19. HBC and EHDC granted planning permission for the Approved Scheme, local plan policies or allocations relating to the Approved Scheme are supportive of the principle of the development.
- 1.20. Chapter 5 of this Planning Supporting Statement provides an assessment of the Phase 1 Scheme against the relevant national and local planning policies.

Public Consultation and Engagement

- 1.21. Extensive community engagement has been carried out since 2004 on the Approved Reservoir Scheme and Approved Pipeline Scheme. Portsmouth water gave over 60 presentations to local groups, set up a key stakeholder group comprising local community representatives, and ran a school engagement programme in 2008 and 2020.
- 1.22. In 2008, and again in 2020, dedicated websites were set up and several newsletters were sent out, along with regular updates via email, post and social media. There were two formal consultation periods, one in 2008 and the other in 2020, as well as a drop-in public exhibition in November 2019.
- 1.23. The consultation in 2008 included 11 public exhibitions. Feedback demonstrated a high level of support for the reservoir proposals and, where concerns were expressed, people accepted that some impacts were an inevitable consequence of a project of this scale and nature. In Spring 2020, due to the Covid-19 situation, it wasn't possible to have face-to-face engagement, so Portsmouth Water ran a series of public webinars that included interviews with the project team as well as a live Q&A, which was very well received. A large promotional campaign was launched to reach as many people as possible, including posting 50,000 leaflets to local households with details on how to get involved and find out more. Both consultations included on and offline materials and methods to reach as wide an audience as possible. The consultation was a great success, with good levels of feedback received and general support for the approach and the proposals.
- 1.24. As well as the formal consultation periods and ongoing engagement activities, Portsmouth Water carried out both qualitative and quantitative customer insight research to understand the attitudes and views of customers in the vicinity of the reservoir as well as further afield. In May 2019 they undertook qualitative research, specifically focus groups, and this was followed by 100 quantitative telephone interviews carried out in January 2020.
- 1.25. Feedback received since 2004 has demonstrated a high level of support for the reservoir proposals, most recently with 80 per cent of people providing feedback during the 2020 public consultation period either strongly agreeing or agreeing with the proposals.
- 1.26. Alongside the data extracted from the 2020 consultation feedback form, there was a large number of comments which came in from the various channels used, which was analysed. Portsmouth Water has responded to each theme and a Spring Consultation Report was published in August 2020 which included a 'you said, we did' section.

- 1.27. The most frequent concerns with the Approved Scheme surrounded the loss of ancient woodland; the impacts of either access road option on local roads, residents and ancient woodland; and the disruption caused by construction. In response, a new approach to access was developed which combined both options. This will 'dilute' 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.
- 1.28. More detailed information on the consultation that has taken place, and the feedback received, is included within the Statement of Community Involvement which accompanied the reservoir and pipeline planning applications.
- 1.29. Further stakeholder engagement has taken place in relation to the detail of the Phase 1 Scheme with HBC/EHDC, Hampshire County Council (HCC), Natural England, the Strategic Advisory Group and the Community Advisory Group and an Access Subgroup. This engagement is summarised in Section 4 below.

Environmental Impact Assessment

- 1.30. The application which formed the subject of the Hybrid Consent was supported by an Environmental Statement (ES) which reported the findings of the Environmental Impact Assessment (EIA) undertaken in view of the scale and nature of the development for which permission was being sought. The assessment of the likely significant environmental effects of the proposed development was undertaken on the basis that they fell within Schedule 2, Category 10(i) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, which relates to dams and other installations designed to hold water or store it on a long-term basis.
- 1.31. The EIA process was based on a number of parameters for a range of elements proposed as part of the reservoir site and pipeline. The parameters were set out in Table 2.2 of the Development Specification document approved as part of the Hybrid Consent.
- 1.32. The approved parameters applied to the Northern Access Route from the junction with the B2149 to the reservoir car park, are a single lane, single 3.65m wide carriageway with passing bays and 0.4m verges with 0.9m embankment slopes and a 6.45m wide footprint. This has provided the 'development envelope' for the detailed design of the Northern Access Route.
- 1.33. The proposed Phase 1 Scheme will not lead to any new or additional likely significant effects on the environment that were not identified or assessed at the outline stage. As such it is considered that there is no requirement for a further EIA to be undertaken in connection with the Phase 1 Reserved Matters application.

Summary of Application Submission

- 1.34. A range of professional disciplines have been involved in the preparation of this Phase 1 Application submission. The application is supported by a number of documents and drawings covering a range of planning, technical and environmental issues relevant to the approval of the Reserved Matters and discharge of conditions.
- 1.35. In the course of the preparation of this submission, the approach to the Reserved Matters, the scope of supporting information, and the requirements of all relevant conditions were discussed and agreed with HBC/EHDC and HCC officers.
- 1.36. The officers' comments have been carefully considered and have directly informed this submission. In accordance with the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) Order 2015, the planning submission comprises the following documents specific to the Phase 1 Scheme:
 - Application forms, including Certificates of Ownership, and notices duly completed;
 - Planning Supporting Statement (this Statement);
 - Details of the siting, scale, external appearance and the landscaping for part of the development approved in outline (Condition 2);
 - Lighting Strategy (Condition 20) although we aren't proposing any lighting and refer to this in Chapter 4;
 - Updated Arboricultural Impact Assessment (Condition 27);
 - Landscape and planting proposals (Condition 28);

- Drainage Strategy (Condition 32);
- Ecological Mitigation, Compensation and Enhancement Measures (Condition 36); and
- Soil Management Plan (Condition 39).

1.37. The following plans and drawings also form part of this application:

- General Arrangement drawings for Highway design
- General Arrangement drawings for Landscape design
- General Arrangement drawings for Drainage design
- Cross Sections
- Tree Works and Protection drawings.

1.38. A list is included in Table 1-1 below.

1.39. Separate application submissions will be made by the Contractor to discharge planning conditions relating to:

- Phasing Strategy (Condition 4);
- Construction Environmental Management Plan (Condition 5);
- Construction Method Statement (Condition 6);
- Construction Noise & Vibration Management Plan (Conditions 9 and 10);
- Construction Traffic Management Plan (Condition 12);
- Archaeological management plan, programme and recording (Conditions 21, 22, 23); and
- Renewable Energy Strategy (Condition 29).

Structure of this Statement

1.40. This Statement is divided into the following chapters:

- Chapter 1 provides a general introduction to the Reserved Matters proposals and background to the Phase 1 Scheme;
- Chapter 2 sets out a description of the Phase 1 Application Site and its surroundings, including the environmental context of the Phase 1 Scheme;
- Chapter 3 sets out the Hybrid Consent requirements including the Planning Conditions and Reserved Matters Application to be discharged for the Phase 1 Scheme;
- Chapter 4 describes the Phase 1 proposals in detail, including the design parameters and the engineering and environmental considerations that informed the design development of the Phase 1 Scheme.
- Chapter 5 evaluates the proposed Phase 1 Scheme against prevailing planning policy; and
- Chapter 6 presents a conclusion to the Statement.

Table 1-1 - Schedule of Phase 1 Drawings (submitted with this application)

Drawing Number	Drawing Title
	Phase 1 Application Site Location Plan
Highway design	
HTR-ATK-AR-RE-DR-D-0017	B2149 General Arrangement Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 4)
HTR-ATK-AR-RE-DR-D-0018	Phase 1 Northern Access General Arrangement (Sheet 2 of 4)
HTR-ATK-AR-RE-DR-D-0019	Phase 1 Northern Access General Arrangement (Sheet 3 of 4)
HTR-ATK-AR-RE-DR-D-0022	Northern Access Road Pavement Layout (Sheet 2 of 3)
HTR-ATK-AR-RE-DR-D-0023	Northern Access Road Pavement Layout (Sheet 3 of 3)

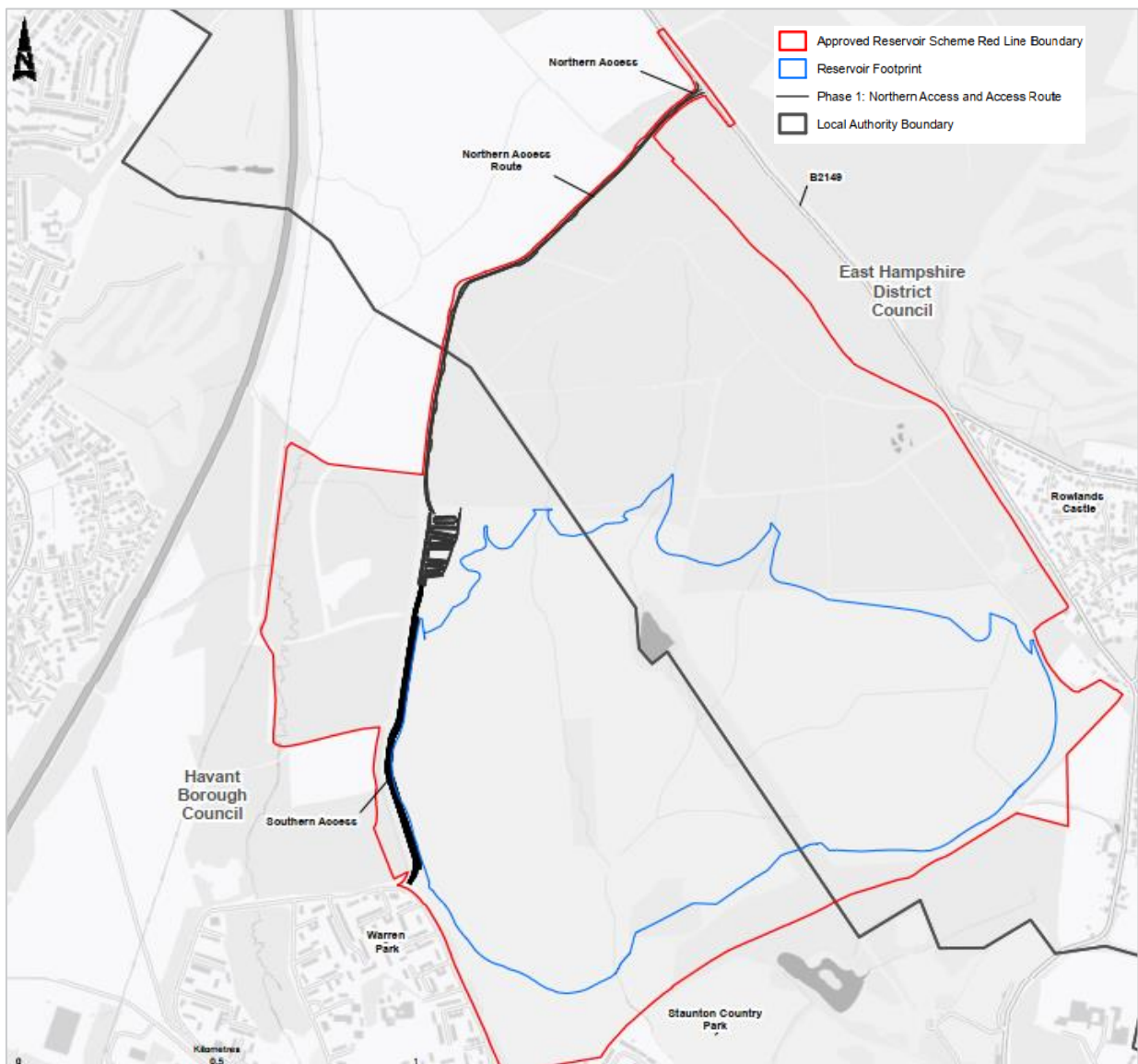
HTR-ATK-AR-RE-DR-D-0024	B2149 Typical Cross Sections (To show Tie-in with Phase 1, for info only) (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0027	Northern Access Proposed Traffic Signs and Road Markings (Sheet 2 of 3)
HTR-ATK-AR-RE-DR-D-0029	Northern Access Proposed Traffic Signs and Road Markings (Sheet 3 of 3)
HTR-ATK-AR-RE-DR-D-0072	Phase 1 Northern Access - Typical Cross Sections (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0073	Pavement Build Up and Tie In Details (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0078	Northern Access Road Detailed Cross Sections (Sheet 3 of 8)
HTR-ATK-AR-RE-DR-D-0079	Northern Access Road - Detailed Cross Sections (Sheet 4 of 8)
HTR-ATK-AR-RE-DR-D-0080	Northern Access Road - Detailed Cross Sections (Sheet 5 of 8)
HTR-ATK-AR-RE-DR-D-0081	Northern Access Road - Detailed Cross Sections (Sheet 6 of 8)
HTR-ATK-AR-RE-DR-D-0082	Northern Access Road - Detailed Cross Sections (Sheet 7 of 8)
HTR-ATK-AR-RE-DR-D-0083	Northern Access Road - Detailed Cross Sections (Sheet 8 of 8)
Drainage design	
HTR-ATK-AR-ZZ-SK-D-0018	B2149 North Access Junction Drainage Layout (to show tie-in with Phase 1) (Sheet 1 of 3)
HTR-ATK-AR-ZZ-SK-D-0019	Northern Access Drainage Layout (Sheet 2 of 3)
HTR-ATK-AR-ZZ-SK-D-0020	Northern Access Drainage Layout (Sheet 3 of 3)
HTR-ATK-AR-ZZ-SK-D-0033	Check Dam Details (Sheet 3 of 3)
Landscape design	
HTR-ATK-ZZ-ZZ-DR-L-0027	Landscape Plan Northern Access (Sheet 1 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0028	Landscape Plan Northern Access (Sheet 2 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0029	Landscape Plan Northern Access (Sheet 3 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0030	Landscape Plan Northern Access (Sheet 4 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0046	Landscape Sections Northern Access (Sheet 1 of 3)
HTR-ATK-ZZ-ZZ-DR-L-0047	Landscape Sections Northern Access (Sheet 2 of 3)
HTR-ATK-ZZ-ZZ-DR-L-0048	Landscape Sections Northern Access (Sheet 3 of 3)
HTR-ATK-XX-ZZ-DE-L-0001	Landscape Tree Pit Detail (Sheet 1 of 1)
Tree/Vegetation Clearance	
HTR-ATK-RZ-RE-DR-L-1141	B2149 North Access Junction Tree Works Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 3)
HTR-ATK-RZ-RE-DR-L-1143	Northern Access Road Tree Works Plan (Sheet 2 of 3)
HTR-ATK-RZ-RE-DR-L-1144	Northern Access Road Tree Works Plan (Sheet 3 of 3)
Tree Protection Plans	
HTR-ATK-RZ-RE-DR-L-1145	B2149 North Access Junction Tree Protection Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 3)
HTR-ATK-RZ-RE-DR-L-1146	Northern Access Tree Protection Plan (Sheet 2 of 3)
HTR-ATK-RZ-RE-DR-L-1147	Northern Access Tree Protection Plan (Sheet 3 of 3)

2. Phase 1 Application Site

Site Location

- 2.1. The Phase 1 Application Site, comprising the northern access with the B2149 down into the reservoir site, is located to the north of the town of Havant, in the county of Hampshire. Phase 1 lies within the two local planning authorities of HBC and EHDC. The boundary of the South Downs National Park (SDNP) lies to the east.
- 2.2. The proposals form part of the Approved Scheme, which includes the reservoir at Havant Thicket and the Approved pipeline connection from the reservoir to Bedhampton Springs. The reservoir site itself includes Havant Thicket land to the north, which will accommodate the Phase 1 Scheme, habitat mitigation and footpaths.
- 2.3. Figure 2.1 below shows the location of the Approved Reservoir Scheme, including the Northern Access and Northern Access Route (Phase 1). A separate Reserved Matters Application will be submitted for the detailed design of the Southern Access Route.

Figure 2-1 – Approved Scheme (Reservoir)



- 2.4. The northern access junction is located adjacent to the B2149 Manor Lodge Road between A3(M) Junction 2 and Rowlands Castle. The boundary of the SDNP lies on the north east side of the B2149 at this location (directly opposite the junction), Havant Thicket lies to the south and Blendworth Common to the west.
- 2.5. The Phase 1 Scheme extends from the B2149 in a south westly direction and skirts around the western edge of Havant Thicket utilising an existing Forestry England track for a distance of approximately 1,407 metres(m) to reach a clearing where the future car park and visitor centre will be located as part of the Approved Scheme.
- 2.6. A Site Location Plan for Phase 1 is included in Appendix A.

Site Description

- 2.7. The B2149 approaches to the Northern Access Junction are wooded on both sides and aligned with trees and low level scrub. The location where the junction will be developed, is currently demarked by a steel five bar gate, which leads into an area of woodland vegetation (Figure 2-2).
- 2.8. The northern part of the Phase 1 Scheme passes through an area of woodland habitat known as the Blendworth Fragment which will require some tree and vegetation clearance. The remainder of the route then joins an existing track along the western edge of Havant Thicket woodland which is wide and open, aligned with trees and scrub.

Figure 2-2 – Photos of the proposed junction with the B2149



View looking south east from the access point with the B2149



Top: View looking north west from the access along the B2149

Bottom: View looking south east from the access along the B2149



View looking south west from the access point on the B2149 into the Blendworth Fragment



A typical view of the existing Forestry England track which will accommodate the Northern Access Route

Environmental Context

- 2.9. An Environmental Context Plan is provided as Appendix B. The Northern Access Route runs through the edge of the Havant Thicket woodland directly north of the approved reservoir site. The woodland is owned and managed by Forestry England for timber production and is also classified as ancient / ancient replanted woodland. A significant part of Havant Thicket woodland is listed as Plantation on Ancient Woodland Sites (PAWS). Portsmouth Water has recently purchased the land accommodating the Northern Access Route from Forestry England.
- 2.10. The existing track is within Havant Thicket and Havant Thicket (South-West Corner) Site of Importance for Nature Conservation (SINC) and the Blendworth Fragment section is within Idsworth Common SINC.
- 2.11. In the wider site context, the approved reservoir lies within a shallow valley located between the residential settlements of Leigh Park and Rowlands Castle. It has an area of approximately 160 ha and comprises predominantly open grassland with some woodland, vegetation and ditches.
- 2.12. At the centre of the approved reservoir site is an area designated as Ancient Woodland that runs from the south east to north west known as The Avenue. This woodland is being felled to accommodate the reservoir, however an informal path continues north west from the alignment of the Avenue until it meets with the Northern Access Route at a junction of the two tracks in the southern section of the route (See Appendix C1, Existing Access Plan).
- 2.13. A Public Right of Way (the Havant 120 / Rowlands Castle 29 bridleway) extends across the reservoir site from east to west, from Manor Lodge Road in the east to Park Lane in the west linking Rowlands Castle with Cowplain. This bridleway will be diverted temporarily to the north through Havant Thicket during construction and permanently to the south of the embankment once the reservoir has been constructed. Within the Havant Thicket woodland there is a network of gravel logging routes and grassed routes (See Appendices C2 and C3, Access During Construction and Operation).
- 2.14. There are no watercourses which cross the Phase 1 Application Site and the Site does not lie within an area liable to flooding.

Ecology

- 2.15. Thirteen species of bats were recorded within the area of the Approved Scheme including Bechstein's bat. The Approved Scheme area also supports a population of hazel dormouse, a range of priority bird species, reptiles and a small population of great crested newt within ponds on the eastern side of Havant Thicket woodland, outside the reservoir site footprint. Badgers are known to forage within the reservoir site, but there are no active setts.
- 2.16. Dormice have also been confirmed as present within the woodland affected by the access route. The vegetation also has the potential to support nesting birds and a potential reptile hibernaculum is present at the southern end of the access route. The closest pond known to support great crested newts is 1km from the access route and no badger setts have been identified close to the route.

Heritage

- 2.17. The historic environment within the reservoir footprint of the Approved Scheme includes portions of the Grade II* Registered Park and Garden (RPG) at Leigh Park (Staunton Country Park) and the Sir George Staunton Conservation Area. The Approved Scheme would remove a portion of the Grade II* RPG at Leigh Park, specifically a designed "ride" called the Avenue, which was cut from existing woodland during the late 19th century. As outlined above, the Avenue pedestrian path has a junction with the proposed access route.
- 2.18. There is a possible Park Pale (ancient woodbank), in the form of a low earth embankment that runs close to the Phase 1 Scheme through the Blendworth Fragment and continues along the western and northern edge of Havant Thicket. It is possible that the park pale may have also served as a parish/estate boundary. It should be noted that the Park Pale does not appear in the Historic Environment Record for the area and was not addressed as a heritage asset within the Approved Scheme Environmental Statement. The woodbank has not been well preserved and there is no evidence to warrant any signage indicators along the proposed route.

Landscape setting

- 2.19. In terms of the wider landscape setting, the Approved Scheme area has a mixture of character that represents both the wider surrounding landscape character and a relationship to the 19th century historic parkland adjacent (Leigh Park Gardens). The reservoir site is generally similar to the surrounding landscape character of cleared woodland, but instead of agricultural open land there is open grassland with scattered trees more typical of parkland landscape. It has a number of distinctive landscape features in relation to the historic parkland estate and the former Forest of Bere.
- 2.20. The Phase 1 site is rural in landscape character, within a woodland setting. The existing track is aligned with boundary tree planting and passes through ancient woodland habitat. Figure 2.3 illustrates the context of the Scheme along the edge of Havant Thicket woodland.

Figure 2-3 - Woodland setting of site of the Northern Access Route



Top: A typical view looking north along the northern section of the existing track before the Blendworth Fragment

Bottom: A typical view looking north along the southern section of the existing track

Top: View looking north as the existing route bends round to the east

Bottom: View looking north from the southernmost end of the proposed route (existing turning circle)

3. Hybrid Consent

Introduction

- 3.1. As set out in paragraph 1.7 above, the Hybrid Consent was granted on 15th October 2021 by HBC (Application Ref. APP/20/00990) and EHDC (Application Ref. 51680/001). Copies of the Decision Notices are included as Appendix D.
- 3.2. A Hybrid Consent means detailed approval is provided for some elements of the project (for example, storage capacity, embankment, access points and viewing areas), and outline approval is provided for other parts (such as, the wetland, control house, visitor centre and car park, access routes and recreational facilities). The designs for the outline elements of the reservoir are illustrative, but within certain parameters - for example, maximum height and footprint or area covered. Reflecting this, the Approved Reservoir Permission is subject to reserved matters (where detailed designs will be submitted for approval for those outline elements), and a series of planning conditions.
- 3.3. The Hybrid Consent includes the following elements which comprise **Phase 1** of the Approved Scheme:
- Full planning permission granted for the Northern Access, subject to Planning Conditions; and
 - Outline planning permission granted for the Northern Access Route, from the access area to the reservoir site, subject to Reserved Matters Application and Planning Conditions.
- 3.4. Connected to the Phase 1 works, Portsmouth Water is progressing the design of the off-site junction highway works on the B2149, which will become adopted highway and is, therefore, subject to a Section 278 Highways Agreement between Portsmouth Water and the Local Highway Authority (HCC).
- 3.5. The Reserved Matters proposals are set out in detail in Chapter 4 of this Statement. The following section focusses on the Planning Conditions that are required to be submitted to the two Local Planning Authorities (HBC and EHDC) as part of the Reserved Matters application, to ensure they are approved before construction of the Phase 1 Scheme can start on site.

Pre-commencement Conditions

- 3.6. The Hybrid Consent includes a series of Pre-commencement Conditions which relate to all development forming part of the Approved Scheme¹ and others that relate to each phase of the Approved Scheme. Tables 3-1 and 3-2 provide schedules of the Pre-commencement Conditions required to be submitted to, and discharged by, HBC and EHDC, to enable the development of the Phase 1 Scheme to start. The Tables provide the following details:
- relevant condition numbers;
 - the scope and type of each condition;
 - the requirements of each condition;
 - some explanatory notes regarding the context of the conditions; and
 - where more information can be found on the details prepared for each condition, either within this Statement or in separate documents.
- 3.7. In summary, the following Site-Wide Pre-commencement Conditions need to be discharged before any construction of the Approved Scheme can start:
- Condition 4 - Phasing Plan
 - Condition 9 - Construction Noise & Vibration Management Plan (CNVMP)

¹ The s106 agreement defines the 'Commencement of Development' as the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Reservoir Development pursuant to the Reservoir Planning Permissions is begun other than (for the purposes of this Agreement and for no other purpose) operations consisting of: tree clearance, site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services.

- Condition 10 - Construction noise and vibration (updated assessment)
- Condition 12 - Construction Traffic Management Plan (CTMP)
- Condition 19 - Construction of Northern Access Junction (via the s278 Agreement)
- Condition 29 - Renewable Energy Strategy

3.8. The following Phase-specific conditions need to be discharged before Phase 1 construction can commence:

- Condition 2 - Details of the siting, scale, external appearance and the landscaping for part of the development approved in outline (Reserved Matters Application);
- Condition 5 - Construction Environmental Management Plan (CEMP)
- Condition 6 - Construction Method Statement (CMS)
- Condition 12 - (Phase-specific) Construction Traffic Management Plan (CTMP)
- Condition 13 - Site access for people with disabilities
- Condition 21 - Archaeological Management Plan (AMP)
- Condition 22 - Archaeological Mitigation Plan Programme (AMMP)
- Condition 23 - Archaeological Evaluation Recording
- Condition 27 - Tree Survey and updated Arboricultural Impact Assessment
- Condition 28 - Landscape and planting details
- Condition 32 - Drainage Scheme
- Condition 36 - Ecological mitigation, compensation and enhancement measures
- Condition 37 - European Protected Species (EPS) licences
- Condition 39 - Soil Management Plan

3.9. With relevance to the Phase 1 Scheme, details pursuant to Planning Conditions 2, 13, 27, 28, 32, 36, 37 and 39 are submitted as part of this Reserved Matters application for approval by the Local Planning Authorities (HBC and EHDC).

3.10. With relevance to the Site-Wide conditions and Phase 1 Scheme, details pursuant to Planning Conditions 4, 5, 6, 9, 10, 12, 21, 22, 23 and 29 will be the subject of separate applications to be prepared by the Contractor and submitted to the Local Planning Authorities for approval.

3.11. The Section 106 Legal Agreement also includes some commitments which will need to be discharged prior to commencement of development (excluding site enabling works):

- Provide financial contributions to provide crossings for non-motorised users to access the site from the east across the B2149;
- Enter into a highway agreement (Section 278) for off-site highway works on B2149 and not to commence development until those works have been completed;
- Prepare a Detailed Biodiversity Mitigation and Compensation Strategy including a Landscape Ecological Management Plan;
- Provide a temporary diverted bridleway (Havant 120/Rowlands Castle 29) through Havant Thicket for the period of construction prior to closure of the existing bridleway;
- Prepare a Travel Plan and Construction Traffic Management Plan; and
- Prepare an employment and skills plan.

3.12. The information to discharge these commitments will be submitted directly to HBC/EHDC for approval.

Table 3-1 - Schedule of pre-Phase 1 commencement planning conditions (submitted with this application)

Condition Number	Scope of Condition	Summary of condition requirements	Explanation / Notes	Further information
Condition 2	Design	Details of the siting, scale and external appearance of the development, and the landscaping of the site ("the reserved matters").	This is the primary condition setting out the requirements of the Reserved Matters application for the Phase 1 Scheme. Separate Reserved Matters application(s) will be required for the other components of the Approved Scheme which have outline planning permission.	Chapter 4 of this Planning Statement provides a description of the Phase 1 proposals. Drawings are also submitted as part of this Reserved Matters application (see Table 4-1)
Condition 13	Site access for people with disabilities	A scheme indicating the provision to be made for people with disabilities to gain access to publicly accessible areas and buildings.	Disabled access details specific to the Phase 1 Scheme are included in Chapter 4 of this Planning Statement. There are no buildings proposed within the Phase 1 Scheme and the only areas of Phase 1 accessible to non-motorised users (NMUs) are the two NMU crossings over the proposed route detailed in the Landscape Drawings.	Chapter 4 of this Planning Statement provides an overview of access for all NMUs. The accompanying drawings provide details of NMU crossings and links to the network. Appendix C includes Draft Recreational Access Drawings for the reservoir site for information only (existing, during construction and in operation)
Condition 20	Lighting Strategy	A Lighting Strategy for phase or parcel.	There will be no street lighting and no requirement to illuminate the traffic signs, to reduce the environmental impact of the development, which has been accepted by HCC. The reservoir will only be open to the public in daylight hours	Chapter 4 confirms that there will be no lighting as part of the Phase 1 proposals.
Condition 27	Tree Survey and updated Arboricultural Impact Assessment	Tree Survey and updated Arboricultural Impact Assessment (including a Tree Constraints Plan), Arboricultural Method Statement and Tree Protection Plan showing the tree or group of trees, the Root Protection Area(s) and the crown spread(s) in relation to the proposed development. All tree root protection areas identified, shall be protected by protection fencing in accordance with BS 5837:2012.	Tree Surveys and an Arboricultural Impact Assessment (AIA) have been completed for the site-wide Approved Scheme. A Tree Survey has been carried out and an updated AIA prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.	An Updated AIA is submitted as part of this Reserved Matters application. Chapter 4 of this Planning Statement provides a summary of the Updated AIA.
Condition 28	Landscape and planting details	Full details of the proposed landscaping, setting out how the landscape scheme complies with	A Landscape Scheme has been prepared specific to the Phase 1 proposals, to be	Chapter 4 of this Planning Statement sets out the Landscape Strategy and

Condition Number	Scope of Condition	Summary of condition requirements	Explanation / Notes	Further information
		the approved planning drawings (any subsequent amendments shall be agreed in writing with the Local Planning Authority). The details shall include: i) Written specifications, ii) Planting methods, tree pits & guying methods, iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, iv) Retained areas of grassland cover, scrub, hedgerow, trees and woodland, v) Manner and treatment of watercourses, ditches and banks, vi) Details of all hard surfaces (e.g. paths, access ways, seating areas), including their appearance, depth and permeability, ix) A timetable for implementation of the soft and hard landscaping works.	discharged prior to starting the construction of the Phase 1 Scheme.	addresses the requirements of Condition 28. Landscape drawings are submitted as part of this Reserved Matters application and to support discharge of this condition (see Table 4-1).
Condition 32	Drainage Scheme	A detailed drainage scheme, to ensure the development will not increase the risk of flooding.	A Drainage Strategy has been prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.	A drainage strategy is submitted as part of this Reserved Matters application and to support discharge of this condition, drainage details area included on the accompanying drawings (see Table 4-1). Chapter 4 of this Planning Statement provides a summary.
Condition 36	Ecological mitigation, compensation and enhancement measures	Full details of all ecological mitigation, compensation and enhancement measures (to be informed as necessary by up-to-date survey and assessment) and on-going monitoring of mitigation measures.	A document setting out the proposed ecological mitigation, compensation and enhancement measures has been prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.	Phase 1 Ecological Mitigation, Compensation and Enhancement Measures, Atkins, June 2022 is submitted as part of this Reserved Matters application. Chapter 4 of this Planning Statement provides a summary.

Condition Number	Scope of Condition	Summary of condition requirements	Explanation / Notes	Further information
Condition 37	European Protected Species (EPS) licences	Prior to the clearance of trees within the reservoir footprint, European Protected Species (EPS) licences for hazel dormouse and bats shall be submitted to Natural England. The requirements of the licences shall be adhered to, unless varied through agreement with Natural England.	EPS licences were submitted to and approved by Natural England and provide the requisite approval to enable tree clearance associated with the Phase 1 works to take place in April 2022. These licences have been modified to cover the B2149.	This is covered in the Phase 1 Ecological Mitigation, Compensation and Enhancement Measures, Atkins, June 2022 submitted as part of this Reserved Matters application. Chapter 4 of this Planning Statement provides a summary.
Condition 39	Soil Management Plan	A Soil Management Plan, to include separate management of ancient woodland soils for restoration. The Plan shall include a timetable for the carrying out of the works, once approved.	A Framework Soil Management Plan has been prepared, to be discharged prior to starting the construction of the Phase 1 Scheme.	A Framework Soil Management Plan is submitted as part of this Reserved Matters application. Chapter 4 of this Planning Statement provides a summary.

Table 3-2 - Schedule of pre-commencement site-wide and Phase 1 planning conditions (to be submitted separately by the Contractor)

Condition Number	Scope of Condition	Relevant Phase of the development	Summary of condition requirements	Explanation / Notes
Condition 4	Phasing Plan	Site-wide pre-commencement condition	A phasing plan for the development.	An overarching Phasing Plan for the whole Approved Scheme. This will include details of each component phase of the Approved Scheme. To be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 5	Construction Environmental Management Plan (CEMP)	PHASE 1 SCHEME: Northern Access	A phase specific Construction Environmental Management Plan, to be based upon, and in broad accordance with, Volume 4 Appendix A2.1 of the application Environmental Statement (Outline Environmental Management Plan). It should demonstrate that the risk to controlled waters will be appropriately managed, including associated flood risks and mitigation measures.	A separate CEMP for each phase of development is to be submitted prior to commencement. To be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 6	Construction Method	PHASE 1 SCHEME: Northern Access	A Construction Method Statement (CMS) specific to phase of development.	An overarching CMS for the whole Approved Scheme. This includes details of each component phase of the Approved Scheme.

	Statement (CMS)			To be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 9	Construction Noise & Vibration Management Plan (CNVMP)	Site-wide pre-commencement condition	A Construction Noise and Vibration Management Plan, including a targeted scheme wide construction noise and vibration monitoring and reporting programme.	To be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 10	Construction noise and vibration (updated assessment)	Site-wide pre-commencement condition	A revised and updated assessment of potential noise and vibration arising during construction, to be prepared in accordance with BS 5228-1:2009+A1:2014. The assessments shall include likely eligibility for noise insulation or temporary re- housing if required.	To be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 12	Construction Traffic Management Plan (CTMP)	Site-wide pre-commencement condition and for each phase PHASE 1 SCHEME: Northern Access	A Construction Traffic Management Plan (CTMP), to be prepared in consultation with the Hampshire County Council highways authority, specific to the phase of development. The CTMP(s) shall include all commitments set out in the Framework CTMP, dated 31/03/2021, submitted with the Reservoir and Pipeline planning applications and will include a Construction Traffic Management Strategy and Construction Worker Travel Plan. The CTMP shall include the proposed vehicle routing plans; programme and duration; number of construction personnel and travel arrangements; alterations to the highway (temporary and permanent), to enable construction; number of construction and delivery vehicles using the public highway; traffic management details; compounds and laydown area details; highway condition surveys; methods for managing the site to prevent mud onto the highway; and details of on-site contractor parking.	A site-wide CTMP is to be prepared (including separate CTMPs for each phase of development). A CTMP is being prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 21	Archaeological Management Plan	PHASE 1 SCHEME: Northern Access	An Archaeological Management Plan (AMP), which will provide appropriately for all aspects of archaeological recording and will serve as an over-arching Written Scheme of Investigation for all archaeological works.	An AMP is being prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 22	Archaeological Mitigation Plan Programme (AMMP)	PHASE 1 SCHEME: Northern Access	A written scheme for the programme of archaeological mitigation within that Development Phase area.	An AMMP is being prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.

Condition 23	Archaeological Evaluation Recording	PHASE 1 SCHEME: Northern Access	A Written Scheme for recording all historic assets within that Development Phase area. This condition may be discharged on an individual Development Phase basis or on a section by section basis.	A written scheme for recording the archaeological evaluation works has been prepared specific to the Phase 1 proposals, to be discharged prior to starting the construction of the Phase 1 Scheme.
Condition 29	Renewable Energy Strategy	Site-wide pre-commencement condition	A Renewable Energy Strategy for the Approved Scheme.	A site-wide Renewable Energy Strategy is required to be discharged prior to starting the construction of the Phase 1 Scheme.

4. Phase 1 Design

Introduction

- 4.1. This section describes the design of Phase 1 proposals in more detail, including the material produced in response to the requirements of the Planning Conditions relevant to the Phase 1 Scheme, which are submitted as part of this application.
- 4.2. The established development parameters and the design evolution of the Phase 1 proposals are presented, emphasising the various factors considered in terms of engineering, ecology, landscape, and arboricultural issues, including the views expressed in the pre-application stakeholder engagement process. Table 4-1 provides a summary of the proposals and their alignment with the relevant Planning Conditions.

Table 4-1 - Summary of Phase 1 Proposals and submitted details

Phase 1 Proposals	Details submitted	Relevant Planning Conditions
Details of the siting, scale and external appearance of the development, and the landscaping of the site	Detailed General Arrangement and Landscape drawings and cross sections (See Table 1-1) with supporting text in this Chapter of the Planning Statement (below).	Condition 2
Site Access for people with disabilities	General Arrangement and Landscape Plans showing details of: • Temporary Bridleway crossing • Pedestrian/cycle access link with Horndean development area Draft Access and Recreational Plans illustrate existing access, proposed access during construction and proposed access once the reservoir is operational for information (See Appendix C).	Condition 13
Arboricultural details (updated with relevance to the Phase 1 Scheme)	Updated Arboricultural Impact Assessment, Atkins, June 2022, including: • Tree Survey • Tree Works Plans • Tree Protection Plans • Arboricultural Method Statement Table 1-1 lists the relevant drawing numbers. Summarised in this Chapter of the Planning Statement (below).	Condition 27
Landscape and planting proposals	Landscape General Arrangement drawings, planting schedule. See list of drawings in Table 1-1 and supporting text in Chapter 4 of this Planning Statement.	Condition 28
Drainage Strategy	Drainage Management Plan, Atkins, June 2022 See Table 1-1 for list of drainage drawings. Summarised in this Chapter of the Planning Statement (below).	Condition 32
Ecological Mitigation, Compensation and Enhancement Measures	Phase 1 Ecological Mitigation, Compensation and Enhancement Measures, Atkins, June 2022 Summarised in this Chapter of the Planning Statement (below).	Condition 36, 37, 38
Soil Management Plan	Framework Soil Management Plan, Atkins, June 2022 Summarised in this Chapter of the Planning Statement (below).	Condition 39

- 4.3. In relation to the requirement for a Lighting Strategy (Condition 20), this section confirms that there will be no street lighting and no requirement to illuminate the traffic signs, to reduce the environmental impact of the development, which has been accepted by Hampshire County Council. The reservoir will only be open to the public in daylight hours.

Design Parameters, Standards and Principles

- 4.4. The Phase 1 Scheme has been designed in accordance with the parameters set out in Table 2.2 of the Development Specification approved as part of the Hybrid Consent (and referenced in Condition 2 of the Hybrid Consent), including the design standards and principles set out in the approved Design and Access Statement and summarised in Section 3 of the Development Specification.
- 4.5. The approved parameters applied to the Phase 1 Scheme from the junction with the B2149 to the reservoir car park, are a single lane, 3.65m wide carriageway with passing bays and 0.4m verges with 0.9m embankment slopes and a 6.45m wide footprint. This has provided the approved 'development envelope' for the detailed design of the Scheme.
- 4.6. The following detailed standards and principles set out in the Development Specification relating to Site Access have informed the preparation of this Reserved Matters application and relevant planning conditions in relation to the Phase 1 Scheme:
- Where practicable, ancient woodland soil arising from loss elsewhere will be used to form the northern access road embankment slopes.
 - The feasibility of a "dig down" construction rather than a "build up" approach to be investigated along the proposed northern access route to remove the need for embankment slopes.
 - Maintain and integrate with the rural landscape character and woodland setting, through the design layout and material selection process, and where possible developing soft engineering solutions - limiting structures and ancillary clutter.
 - Design to be sympathetic to and blend in with the historic park and gardens landscape. Specifically considering impact on setting and views to and from the designated sites including the Grade II listed park and gardens, conservation area and South Downs National Park.
 - Design to minimise whole life costs such as maintenance and need for replacement ensuring durability in a challenging public setting and flexibility in the design to manage future requirements.
 - Maintain and enhance public access to the site, optimise opportunities to link to existing walking, cycling and bridleway routes.
 - Design of the site and all facilities for all ages and abilities.
 - Incorporate recreational facilities that are in keeping with the quiet enjoyment of the countryside setting, optimising health and wellbeing opportunities.
 - Optimise educational opportunities in all design elements.
 - Maximise opportunities for biodiversity in the design of the landscape and buildings and minimise and mitigate any conflict with wildlife through forward planning.
 - Where possible avoid ancient woodland, an irreplaceable habitat, and maintain a minimum 15m gap as buffer along the boundary (apart from at boundary with Staunton Country Park).
 - Optimise opportunities for a sustainable design where practical.

Design Evolution

- 4.7. This section outlines the various constraints, considerations and opportunities that have shaped and informed the detailed design of the Phase 1 Scheme. The design has followed an iterative process and we have worked closely with our highway engineers, landscape architect, ecologist, tree specialist and drainage engineer to ensure the design has minimised environmental impacts as far as possible. We have also taken on board comments from the Havant Thicket Reservoir Stakeholder Forum, the Strategic Advisory Group and the Community Advisory Group (see

Appendix E for a list of members), from officers within HBC/EHDC and HCC, Natural England, Forestry England and adjoining landowners.

Environmental Considerations

- 4.8. This section summarises the environmental considerations and design principles which have helped to inform the detailed design of Phase 1:

Environmental context:

- Rural character of track and woodland setting on boundary of SDNP.
- Boundary tree planting and Ancient Woodland habitat.
- European Protected Species e.g. bats, nesting birds and dormice.
- Heritage features e.g. impacts on possible park pale.

Environmental design principles:

- Vehicular and multi-user access requirements - connectivity for non-motorised users through the site and a link to the north.
- Following existing forestry track for the majority of the route.
- Single lane, single carriageway up to 6.45m footprint including passing bays, verges, embankment slopes.
- Updating landscape, tree, ecology and drainage surveys to inform the iterative design process to achieve the best possible environmental outcome during construction and operation.
- Limiting tree loss and impacts on woodland habitat i.e., no street lighting.
- Designing, managing and programming the construction work to reflect European Protected Species licence requirements.
- Sustainable drainage solutions.
- Re-use of ancient woodland soils.
- Engaging with Natural England, HCC, HBC/EHDC and other stakeholders.

- 4.9. To develop the outline design further, Portsmouth Water's team of landscape architects, ecologists, tree specialists, engineers and drainage engineers have worked together closely to consider in detail:

- Refinement of alignment to help reduce gradient and impact on trees.
- Drainage requirements.
- Materials and finishes to retain rural character of woodland setting.
- Location, extent, function, type and species of new planting to integrate and connect with existing habitat and manage access.
- Design of the crossing point for multi-user access to and from Horndean.
- Forestry England operational requirements, including maintaining a turning circle for large lorries at the southern end of the new access route and measures to prevent construction and visitor vehicles leaving the new access route and driving through Havant Thicket.

Arboricultural considerations:

- Additional topographical surveys undertaken to confirm locations of individual trees.
- Aligning route through the 'Blendworth Fragment' to limit impacts on high quality trees and preserve the more prominent Yew and Oak trees as far as possible.
- Limiting tree loss to approved footprint and area of loss identified within the Approved Scheme AIA.
- Realigning route South of Blendworth Fragment to further reduce tree loss.

Ecological considerations:

- Additional survey work has informed design and updates to European Protected Species (EPS) licences for bats and dormice.

- Vegetation and tree clearance in accordance with the EPS licences.

Landscape and access considerations:

- Focussed on minimising the impact on trees, particularly in selecting passing bay locations and drainage solutions.
- Materials and finishes chosen to retain rural character of woodland setting.
- Considering location, extent, function, type and species of new planting to integrate and connect with existing habitat and manage access.
- Ensuring inclusive access for non-motorised users.
- Design of the crossing point with the north-south link to and from the future Land East of Horndean development, to address gradient and accommodate cycle and pedestrian users.
- Reducing anti-social behaviour through good quality access and materials.

Engineering considerations

4.10. A combination of approaches has been considered to limit the loss of trees and Ancient Woodland by minimising the footprint of the access route and protect root systems where possible:

- A "No Dig" approach which protects tree roots and enables the road to be built on top of existing ground. An example of this is a system called "CellWeb" (see Figure 4-1).
- A traditional "Dig Down" approach enabling the footprint to be kept to a minimum.

Figure 4-1 - No dig approach using "Cellweb" as an example



4.11. There are two distinct phases:

- Construction – the proposed route will take the vast majority of the heavy construction traffic and will impose the most load and wear on the route. It will have most impact on the No Dig pavement construction.
- Operational – post-construction phase where the majority of vehicles will be cars, vans, and occasional heavy vehicles using the Northern Access Route to reach the reservoir car park.

4.12. The No Dig option would need to be strengthened, and the road slopes kept to 6%, to accommodate the construction traffic.

Table 4-2 - Comparison of 'No Dig' and 'Dig Down' excavation methods

No Dig		Dig Down	
Advantages	Disadvantages	Advantages	Disadvantages
Quick to build	Not suitable for gradients more than 6%	Smaller footprint	Longer to build
Potentially less expensive	Needs strengthening for HGVs (possibly redundant in long term)	More durable	More expensive
Protects tree roots	Not durable, higher maintenance	Lower maintenance cost	Needs drainage
Natural surface water drainage	Greater footprint	Gradient tolerant no need to re-profile	
	Need for edge restraint	Better whole life cost	

Consultation and Engagement

- 4.13. In the period from November 2021 to March 2022 engagement was undertaken with officers and representatives of HCC, Natural England, Forestry England, HBC, EHDC and the stakeholder forum (Strategic Advisory Group and Community Advisory Group).
- 4.14. A Northern Access workshop was held with the forum in February 2022 and a Feedback Report was prepared subsequently which sets out the issues and questions raised and the response. The observations raised have helped to refine and finalise the design in preparation for application submission. This report is included as Appendix F, the main issues are summarised in Table 4-1 below.
- 4.15. HBC/EHDC will undertake statutory consultation on the Reserved Matters Application, providing the opportunity for the submission of formal comments in response to the detailed design.

Table 4-3 - Summary of Consultation Feedback and Responses

Consultation Feedback	Response
Could junction be made safer by directing any departing southbound traffic to turn left onto the B2149 and then use the nearby roundabout to head south	Banning a right-hand turn was discussed with HCC and discounted due to the low numbers predicted to turn right (less than 10 vehicles during the busiest hour in a peak period), and the risk that it would make the northern access less attractive than the southern access (undermining the access strategy). The existing roundabout is a c2.5km roundtrip and is likely to mean drivers may attempt to turn around in the side roads or still try and make a right turn out which would be dangerous without the correct junction layout.
The traffic volume will only increase with major development between Havant and Emsworth and the LEOH development.	The transport assessment for the Approved Scheme included future traffic flow forecasts which has informed the function and layout of the route and also use by HGVs.
Splay visibility for the access road must be good so that traffic approaching fast from the south can be seen in good time. Low level lighting may be required	Works on the B2149 will be undertaken to ensure that visibility is acceptable, they will only commence once approved by HCC. Lighting is not proposed to ensure impacts on bats are minimised and the character of the road is retained. The reservoir site will only be open during daylight hours.
Local facilities built to a good standard, well maintained & used don't seem to attract anti-social behaviour. The Horndean	The Phase 1 Scheme will help to address anti-social behaviour in Havant Thicket through natural surveillance from increased numbers of recreational users, site management and by providing

development could lead to increased recreational pressure/ecological impacts.	good quality recreational facilities. The multiuser routes will be built to HCC Path Surfacing Standards. We are also seeking to restrict the number of north-south links to one for ecological, arboricultural, site management and safety reasons.
If visitors fill the car park there will be an incoming tailback on the single track which will prevent drivers wishing to leave.	The northern access route is being 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. Carpark management will be addressed as part of the tripartite Site Management Plan (between Portsmouth Water, HCC 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.
There are three permissive footpaths in the Thicket which will all terminate at the new road.	There will be a new cycle and pedestrian access network through the Thicket and the Reservoir with good quality surfacing to ensure improved accessibility for all users. Non-motorised users travelling from north to south will use a safe crossing point over the vehicular northern access route into land to the north. It is not feasible to widen the proposed northern access route to include a path and cycleway due to the impact on trees, a two-way cycle and pedestrian route including buffer from highway would be another 3.5m, it would also need to be paved and lit which would have an impact on bats.
The Blendworth Fragment habitat is importance for bat foraging and for Bechstein's bat roosts in cavities in surprisingly small trees. It includes some significant yew and oak trees. The bats make use of overhanging trees to cross open spaces. Removal of such features should be minimised.	The northern access and access route is being designed to minimise the loss of trees as far as possible. This area has been subjected to a tree survey to confirm locations and the route has been selected to limit the impacts on high quality trees. Updated ground level tree assessments have been carried out recently. No potential bat roost features will be directly affected by the widening of the existing track, although some trees with low and moderate potential to support roosting bats will be felled within the Blendworth Fragment at the northern end of the access road and along the B2149 road verge, in accordance with requirements of the European Protected Species Mitigation Licence for the scheme. While some branches overhanging the route will need to be removed, the implications for bats have been considered carefully in the final plans. The biodiversity mitigation and compensation strategy includes enhancement of habitats adjacent to the route within Havant Thicket woodland for dormice, bats and reptiles.
How will we prevent people driving over the verges on the northern access route?	Timber bollards will reinforce the route at regular intervals. We are looking to bolster the western tree lined edge with natural vegetation and other areas with deadwood.
If the northern route won't be a multi-user access point, then Portsmouth Water will need to work with the Land East of Horndean for a cycling access point?	The decision to restrict the northern access route to vehicular traffic was made to minimise the footprint of the route and the number of trees that would need to be removed. We have now agreed a location with the adjoining landowner for the north-south pedestrian/cycle link and we are developing an Access and Recreation Strategy in consultation with Forestry England to look at use and management of forestry tracks going forward and

The footpath and cycling options need to be investigated further so as not to eliminate any now.

ensure a good quality cycle and pedestrian network across Havant Thicket and the reservoir site and beyond.

Portsmouth Water is making significant financial contributions to provide pedestrian and cycle access across the B2149 in Rowlands Castle and upgrade existing Public Rights of Way which connect to the site from the east and south. The scheme will also include an upgraded Bridleway 120, a foot and cycle path along the reservoir crest and upgraded footpaths within Havant Thicket to ensure a good quality circular route and other smaller routes for non-motorised users and good quality connections to the wider network.

Forestry England will need to be able to turn lorries around on their main east-west route and requests gates to stop vehicular access where the existing permissive routes join the northern access route.

The proposed scheme retains the existing turning circle at the southern end of the access route for articulated lorries and includes gates at the end of the permissive routes.

Proposed Development

B2149 Highway Works (not part of Phase 1 Submission)

- 4.16. The works on the B2149 are subject to a Section 278 Agreement with the local highway authority (HCC) and the detailed design has been developed in consultation with HCC. These works will involve the reprofiling of the road, lowering and widening the carriageway and the construction of a ghost island and right-hand turn into the Northern Access Route, which has been designed in accordance with the Design Manual for Roads and Bridges (DMRB).
- 4.17. The widening of the B2149 to accommodate the junction is proposed on the southern side of the B2149, to avoid impacting the SDNP to the north of the road. The proposed junction is subject to a road safety audit process in accordance with HCC technical guidance.
- 4.18. There will be no street lighting and no requirement to illuminate the traffic signs, to reduce the environmental impact of the development, which has been accepted by HCC. The reservoir will only be open to the public in daylight hours.
- 4.19. Two departures from standards have been identified and an application has been made for these with the HCC Highway Authority. The departures have been provisionally granted and are going through formal approval process. The off-site works to the B2149 and construction of the Northern Access Junction will be progressed and constructed first, followed by the Northern Access Route.
- 4.20. A Temporary Traffic Roads Order (TTRO) will be required to agree suitable traffic management measure on the B2149 to facilitate the construction of the new junction.
- 4.21. These works are not part of the reserved matters planning application or discharge of planning conditions which is the subject of this planning statement for Phase 1 consents. However, the design of the B2149 works and Phase 1 Scheme have been developed together as they are inextricably linked. The drawings illustrating the proposed design for the B2149 works (Section 278 scheme) are included with this application for information.

Phase 1 Scheme

- 4.22. The Approved Scheme includes *full* planning permission for the construction of a new access onto the B2149 Manor Lodge Road and *outline* planning permission for an access route from the new access to the reservoir car park. The information submitted with this Planning Statement will inform the discharge of the planning conditions Reserved Matters for the Northern Access Phase 1 Scheme. For consenting purposes the Phase 1 Scheme stops at the s278 boundary to the north.
- 4.23. The Phase 1 Scheme will link the approved reservoir site with the B2149. The identification of the Northern Access as the main access to the reservoir was the outcome of an optioneering and

consultation exercise prior to submission of the Reservoir Planning Application. The B2149 can be accessed from the A3(M) at Junction 2 from both directions and the route will take 100% of the reservoir construction traffic and 67% of the pipeline construction traffic. This approach will ensure that the reservoir construction traffic will not pass through residential areas.

- 4.24. It will be sign-posted as the main visitor access to the reservoir car park and visitor centre once the reservoir is operational, particularly for the longer distance and 'regional' trips, with the Southern Access from Swanmore Road providing a route for local trips. It is anticipated that visitor traffic will largely avoid local roads and this will be encouraged through marketing and information on the reservoir website, and a signage strategy.
- 4.25. In addition, access to the site by non-motorised users has been considered to further minimise local traffic. Portsmouth Water has committed to significant financial contributions towards improved pedestrian, cycle and equestrian crossings over the B2149 to the site; upgrading public rights of way connecting to the site from the south and west and provision of a pedestrian/cycle link to the adjoining land to the north.

Highway Design

- 4.26. The Phase 1 Scheme measures 1,407 m in length from end to end. Approximately 63m of the proposed route will accommodate two-way traffic at the new access with the B2149. The route then becomes single lane single carriageway (Ch 62.7m) for approximately 1,344m with passing bays to ensure that the footprint of the works is kept to a minimum. This will minimise the loss of trees and Ancient Woodland.
- 4.27. A combination of both “dig” and “no dig” approaches has been selected for the Phase 1 proposals, to ensure tree roots and trees are protected. The Phase 1 Scheme through the Blendworth Fragment will be constructed using bituminous surfacing from Chainage 0 to chainage 160. At chainage 160 the pavement transitions to a cellweb and type 3 sub-base construction. The single carriageway starts to taper down to a single lane single carriageway at chainage 62.7m.
- 4.28. South of the Blendworth Fragment, the proposed route will be constructed using Cellweb Tree Root Protection (TRP). Cellweb is a no-dig solution that ensures that the loads placed upon it are laterally dissipated rather than transferred to the soil and roots below. The walls of the cells are perforated and when combined with the infill of clean angular stone, enable free movement of water and oxygen, ensuring that nutrient supplies to the tree roots are maintained. Furthermore, Cellweb Tree TRP system complies with BS5837:2012 - Trees in Relation to Design, Demolition and Construction. This method of construction has been chosen to minimise impacts on the adjacent ancient woodland habitat.
- 4.29. The following table summarises the dimensions of the types of road construction:

Single Lane Single Carriageway

Pavement or feature type	Dimensions
No dig option: Cellweb and type 3 sub-base	4.65m overall width with 3.65m carriageway and 0.5m non-trafficked verges.
Dig option: Bituminous pavement	3.65m between kerbs
Passing bay	Typical dimensions are 3.5m wide 20m in length with 10m tapers at either end.

- 4.30. The following table summarises the location and types of pavement used for the Northern Access Junction and the Northern Access Route:

Start Chainage	Finish Chainage	Pavement Type
0	160	Bituminous “dig” type pavement construction. Single carriageway ends at chainage 62.7 and tapers down to single lane single carriageway
160	1210	Cellweb and Type 3 Sub-base “no-dig” pavement construction

1210

1407

Bituminous “dig” type pavement construction.

- 4.31. The reason for the selection of a “dig” pavement at the above locations is driven by the steep gradient present at these locations which are unsuitable for a “no-dig” construction. A short section at the entrance to the visitor centre car utilises a “dig” pavement to provide a continuity link between the two bituminous section adjacent.
- 4.32. The Cellweb and type 3 sub-base “no-dig” pavement construction is made up of the following layers, starting from ground level and working up:

Layer	Thickness
Treetex – protective layer	nominal
Cellweb with 4-20mm gravel	200mm
Overfill of 4-20mm gravel	25mm
Treetex- protective layer	nominal
Sub-base type 3	150mm
Overall thickness of “no dig” construction	375mm

- 4.33. The dig construction is representative of traditional bituminous pavement construction. The thickness of the pavement reflects the traffic load it is expected to take during its life and the strength of the ground under the road. It is made up of the following layers:

Layer	Thickness
Surface Course	50mm
Binder Course	60mm
Base	90mm
Sub-base	420mm
Overall Thickness of “Dig” construction	620mm

- 4.34. There will be no street lighting or illumination of traffic signs at the junction or along the access route to minimise impact on bats (the reservoir will only be open to the public during daylight hours).

Landscape Design

- 4.35. The proposal is seeking to emulate the character of the existing tracks through Havant Thicket, known as the local ‘rides’. The proposed alignment of the Phase 1 Scheme has been adjusted to minimise the impact on Ancient Woodland. These adjustments have been validated in the field by our arboriculturist, engineers and environmental team.
- 4.36. A hedgerow comprising of native species including hazel, hawthorn, holly, dogwood, guelder rose and dog rose with oak trees will be planted along the western side of the B2149, to replace the trees to be removed as part of the proposed B2149 junction works.
- 4.37. The embankments along the B2149 will be seeded with the recommended HCC verge mix to comply with visibility splays.
- 4.38. The passing bays will have the greatest impact as these will be the largest areas requiring vegetation clearance. Several areas have been identified as being naturally wide enough to accommodate the passing bays including at the end of the rides, areas of bracken and grassland, minimising the impact on trees.
- 4.39. Due to the ecological sensitivity of the site within ancient woodland, the embankments to the proposed route will be left to naturally regenerate in accordance with the soil management plan.
- 4.40. The existing rides will be gated where they meet the proposed route, allowing Forestry England operational access and preventing visitors driving down these rides into Havant Thicket.

- 4.41. A dead hedge/ brash will provide a barrier to the north of the Site with site won brash to provide a functional wildlife corridor and to improve habitat connectivity. Dead hedging can be designed in various ways, its purpose is to give a corridor of elevated vegetation or 'brash' that dormice can travel along (as they prefer to commute along vegetation rather than on the ground, for protection from predators mainly).
- 4.42. Havant Thicket has shown signs of anti-social behaviour. We believe by increasing the activity in this location, improving passive surveillance and providing high quality accessibility and materials, this will help combat this issue.
- 4.43. Table 4-4 below, illustrates how the landscape proposals respond to the requirements in Condition 28.

Table 4-4 – Response to condition 28

Condition 28	Addressed by
i) Written specifications (including cultivation and other operations associated with plant and grass establishment,	Written specification of works, HTR-ATK-XX-XX-SP-Z-0006
ii) Planting methods, tree pits & guying methods,	Series 3000 of the written specification HTR-ATK-XX-XX-SP-Z-0006
iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,	Series 3000 of the written specification, HTR-ATK-XX-XX-SP-Z-0006 and landscape drawings: HTR-ATK-ZZ-ZZ-DR-L-0027, HTR-ATK-ZZ-ZZ-DR-L-0028, HTR-ATK-ZZ-ZZ-DR-L-0029, HTR-ATK-ZZ-ZZ-DR-L-0030
iv) Retained areas of grassland cover, scrub, hedgerow, trees and woodland,	Landscape drawings: HTR-ATK-ZZ-ZZ-DR-L-0027, HTR-ATK-ZZ-ZZ-DR-L-0028, HTR-ATK-ZZ-ZZ-DR-L-0029, HTR-ATK-ZZ-ZZ-DR-L-0030
v) Manner and treatment of watercourses, ditches and banks,	Series 500 of the written specification, drainage drawings: HTR-ATK-AR-ZZ-SK-D-0018, HTR-ATK-AR-ZZ-SK-D-0019, HTR-ATK-AR-ZZ-SK-D-0020
vi) Details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability,	Hard surfaces at this stage relate only with the access route itself. Please refer to HTR-ATK-AR-RE-DR-D-0018, 0019, 0072 & 0073
ix) A timetable for implementation of the soft and hard landscaping works.	Table 4-5 below

- 4.44. Table 4-5 below illustrates an outline timetable for the implementation of soft and hard landscaping works.

Table 4-5 - Timetable for the implementation of soft and hard landscaping works

Operation /works	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Notes
Vegetation Clearance													Already in hand, before any works start on site and outside the core bird nesting season
Soil Handling and ancient woodland soil translocation. Seasonally constrained to avoid damage.													Working period could be brought forward to late March and extended to as late as early November, but this would be subject to the guidance in Section 3 and Appendix 2 of the Framework Soil Management Plan that includes the protocols for soil handling conditions are too wet.
Weed control, by applying a translocated non residual herbicide, to the seeded verges and embankments of the B2149 only													Three times per year in late March/ early April, late May/ early June, and September
Grass seeding to the verges and embankments of the B2149 only													Grass seed to be sown during the period 1st March to 31st May and 1st September to 31st October
Planting of native species hedgerow with trees													Planting season for bare-root, root-balled, cell-grown and container grown plants shall be November to March inclusive subject to favourable weather conditions

Drainage

4.45. The Drainage Strategy prepared for the Phase 1 Scheme is based on the following approach:

B2149 and northern section of Phase 1 Scheme

- Impermeable area increases associated with widening of the B2149 and the impermeable access track from CH0 to CH160.
- Widened B2149 to discharge to widened roadside ditches with check dams. Flows to be controlled at the calculated existing rates up to the 1 in 100-year event, plus 20% for climate change. Checks to be undertaken for 40% climate change.
- Access track to be drained via a kerb and gully arrangement (limited space for swales due to ancient woodland) to discharge to the new widened B2149 roadside ditch on the west side of the junction. Outflows will be restricted from the ditches, along with the flows from the B2149, via checkdams, and through a replaced culvert to the north side of the B2149. These flows will be restricted to QBAR (added to the B2149 flows).

Central area of Phase 1 Scheme (CH160 to CH1210)

- “Cellweb®” no dig solution proposed.
- Includes “Treetex™” pollution control geotextile (performs as a hydrocarbon control measure in accordance with BS5837) and infill of clean angular stone.
- Discharge to ground at source, replicating the existing arrangement.

Southern end of Phase 1 Scheme (CH1210 to CH1407)

- Impermeable construction proposed for this section due to slopes (Cellweb construction not feasible).
- Over-the-edge drainage proposed to swales, discharging to a basin at the downstream end, with an outfall to the existing watercourse system.
- Outflows limited to existing rates for the existing track up to the 1 in 100-year event, with an allowance of 20% for climate change. Checks to be undertaken for 40% climate change.

For further details refer to the Drainage Management Plan (HTR-ATK-XX-ZZ-RP-Z-0004).

Soil Management

4.46. A Framework and Phase 1 Soil Management Plan (FSMP) has been prepared pursuant to condition 39 of the Reservoir planning permission and provides a strategy to inform and to support the reinstatement of the landscape disturbed by the construction works at each phase.

4.47. The FSMP identifies the tasks and timings for the Phase 1 works and includes an outline for the management of ancient woodland soils for restoration during subsequent phases. The general requirements for soil handling set out in Section 3 of the FSMP shall be followed:

- Prior to soil stripping the vegetation within the construction footprint should be cleared and removed. This is to minimise the incorporation of vegetation/plant material into the soil strip.
- The contractor shall store all soils, including ancient woodland soils, separately in adjacent areas outside of the construction footprint. The contractor shall a) avoid root protection zones of existing trees and b) protect adjacent areas where advised by the ecologist, using a suitable method for example geotextile agreed with Portsmouth Water.
- Where possible, the soils, including ancient woodland soils, shall be stripped and transported directly for spreading along the verges of the constructed Northern Access. i.e., direct placement is preferred to storage and then spreading.
- Where direct placement of ancient woodland soils is not possible, the contractor shall store ancient woodland soils separately in low, loose-tipped soil storage bunds, not exceeding 1m in height. This is to allow water to drain through the stockpile and prevent the soil in the bund from becoming anaerobic, i.e., deficient of oxygen. The contractor shall avoid mixing soils, including ancient woodland soils.
- The ancient woodland soils shall not be stored in bunds for longer than six months. The bunds should not be sown with grass seed but rather be left to revegetate naturally.

- 4.48. The FSMP also describes the interface with the Construction Environmental Management Plan (CEMP), Landscape and Ecology Management Plan (LEMP); identifies stakeholders their role and responsibilities; sets out a communication plan plus a table of responsibilities, as well as methods for commissioning and sign off of mitigation, compensation, and management measures.

Recreational Site Access (for information)

- 4.49. A site-wide Access and Recreation Strategy has recently been prepared for the Approved Scheme area, to provide a framework for managing on-site sustainable access and recreation during construction and once the site is operational, to inform the future Site Management Plan which is a commitment set out in the Section 106 Agreement. The Strategy includes all on-site areas within the Approved Scheme red line boundary – the Reservoir, Havant Thicket woodland, the Northern Access, and the Southern Access.
- 4.50. In addition, the Strategy provides a framework for working in partnership, decision making, managing interfaces, and facilitating a consistent and joined up approach to long term increases in access and recreation usage of the reservoir site, Havant Thicket and Staunton Country Park.
- 4.51. At this stage of the project, the purpose of the Strategy is to manage access and recreation across the site during all phases of construction. This includes the diversion of existing access through the reservoir site, management of access and recreation through Havant Thicket and management of the site's interfaces with Staunton Country Park. As part of this scope the Strategy will consider:
- Interfaces with the site-wide Detailed Biodiversity Mitigation and Compensation Strategy;
 - Construction activity;
 - Environmental works;
 - Management of the temporary diverted bridleway; and
 - Anti-social behaviour.
- 4.52. The access proposals seek to identify access points and routes during the construction stage and the achievement of accessible and safe access points once the Approved Scheme becomes operational. This will include the management of gateway locations and future connectivity and capacity for growth and accommodating future recreation trends as the site develops (e.g. providing access to potential development at the Land East of Horndean).

Access Plans

- 4.53. The Draft Access Plans – existing, during construction and in operation – are provided at Appendix C. With relevance to this current Phase 1 application, the 'Existing Access Plan' indicates that the proposed route (south of the Blendworth Fragment) is currently available as a track for cycle use. This is connected to a network of tracks throughout Havant Thicket.
- 4.54. The 'During Construction Access Plan' shows that the existing track available for cycle use would need to be closed while the Phase 1 Scheme is being constructed. Cyclists would be diverted to use one of the existing woodland tracks to maintain connectivity through Havant Thicket. This would become a permanent diverted route once the Reservoir is operational.
- 4.55. The 'In Operation Access Plan' also shows the provision of a permanent North/South Pedestrian/Cycle Link, formed by upgrading and extending one of the existing tracks. This would cross over the proposed route to create a link with the future development at Land East of Horndean. This would provide a direct connection between the Reservoir, the future Visitor Centre, the future development to the north and the public rights of way network to the north and north east. The most direct route would follow the temporary bridleway up 'The Avenue' track to link with the southern section of the Horndean development. The surface of the existing rural track will be upgraded to a hard and firm self-binding gravel improving access for all.
- 4.56. The 'During Construction Access Plan' indicates the temporary diversion of the Bridleway Havant 120 / Rowlands Castle 29, utilising existing tracks. The plan shows the location where the temporary bridleway will cross over the southern end of the Phase 1 Scheme, near Bells Copse. The 'In Operation Access Plan' shows that the temporary bridleway will be upgraded to a Multi-User Route, once the Reservoir is operational.
- 4.57. Two level crossings will be provided across the proposed Phase 1 route - a North/South Pedestrian/Cycle Link at the end of 'The Avenue' track and the proposed Multi-User Route, close to

the future Visitor Centre, to allow safer access to and from the site, particularly for people with disabilities.

- 4.58. Unfortunately, a future Multi-User Route cannot be accommodated alongside the Northern Access Route itself, as the footprint of the route would be significantly increased, causing a greater impact on the adjacent trees and Ancient Woodland.

Arboricultural and Ecological Considerations

Arboricultural

- 4.59. The Arboricultural Impact Assessment (AIA) for the Approved Scheme recorded trees as individual specimens and as groups or woodland groups. This level of survey meets the requirements of BS5837:2012, which states that 'trees growing as groups or woodland should be identified and assessed as such'. The standard defines the term group as 'trees that form cohesive arboricultural features either aerodynamically (e.g. trees that provide companion shelter), visually (e.g. avenues or screens) or culturally including for biodiversity (e.g. parkland or wood pasture). This enabled the identification of areas of trees/vegetation for loss within groups/woodlands. The loss identified within the AIA equated to approximately 3,000sqm of trees to be removed in the area of the B2149 and Blendworth Fragment. The AIA provided some individually recorded trees in these locations, with these trees comprising the significant specimens such as the yew trees, mature trees or trees requiring management operations given specific hazards identified during the survey.
- 4.60. Since the AIA was prepared and the reservoir scheme approved, further arboricultural and topographical surveys have been undertaken along the B2149 and Blendworth Fragment to provide more individually recorded specimens and further tree data to inform the impacts and layout of the s278 and Phase 1 proposals. This information is illustrated on the Tree Protection Plans submitted with the Updated AIA.

B2129 tree loss (not part of Phase 1 Scheme)

- 4.61. The tree and vegetation removals along the B2149 (group reference G149) outside the Blendworth Common and area of Ancient Woodland comprise approx. 1270m².
- 4.62. Individual tree removal along the B2149 around the access point and to the south of the junction comprise individual tree removal 2no. BS Category A trees; 21no. BS Category B trees; 3no. BS Category C trees. 6no. Of these trees are non-native Turkey oaks. These are all located on the south side of the B2149. The removal on non-native Turkey oaks is a benefit, as these quick growing trees out compete with native specimens and can hybridise with English oaks.
- 4.63. The trees to the north of the road (within SDNP) are to be retained. The trees along this boundary have been recorded individually and have a group reference G199.
- 4.64. The proposals are being limited to the existing carriageway and mitigation measures are proposed to facilitate their retention. A ground penetrating radar survey has been undertaken to try and identify the presence of any tree roots within the existing road footprint. The trees are in close proximity to the road, however, the morphology of the roots is likely to be highly modified due to the presence of the existing hard surfaces and the historic gas main installation believed to be in this location. Further measures such as arboricultural supervision and hand operations shall be specified to preserve these trees, along with the involvement of the local authority tree officer.

Phase 1 tree loss within Blendworth Fragment

- 4.65. Following various design iterations, the vegetation removal through the Blendworth Fragment (group reference W147) is limited to approx. 1730m², with individual tree removal through here comprising 5no. BS Category B trees and 3no. BS Category C trees. These are detailed within Table 4-4 below and illustrated in the Tree Protection Plan (Sheet 1):

Table 4-6 - Proposed Category B and C tree removal to accommodate the Northern Access Junction and Route within the Blendworth Fragment

Tree Ref.	Species	Age	BS Category	Reason for removal
Tag 161	Common Oak	Semi-mature	B	Over 50% of Route Protection Area (RPA) within access road footprint. Bituminous surfacing adjacent to tree. Therefore, approx. 400mm excavation.
T135 (Tag 178)	Silver birch	Mature	B	Over 50% of RPA within access road footprint. Tree stem within footprint of cell web. Not feasible to retain.
T130 (Tag179)	Yew	Early mature	B	Tree stem within footprint of cell web. Not feasible to retain.
Tag 183	Silver birch	Mature	B	Over 50% of RPA within access road footprint. Tree stem within footprint of cell web. Not feasible to retain.
T137 (Tag175)	Yew	Early mature	C	Standing dead tree. No live crown present. Extensive desiccated white rot present. Tree stem within footprint of cell web. Not feasible to retain.
T046 (Tag 0143)	Yew	Mature	B	Small to large diameter dead wood in lower crown. Some branches resting on ground. Water pockets in main stem. Balanced crown. Desiccated white rot present. Some crown thinning. Tree stem within footprint of cell web. Not feasible to retain. [this was originally shown outside red line boundary but will be inside, tbc]
Tag 159	Silver birch	Early mature	C	Tree within footprint of bituminous road layout. Not feasible to retain.

- 4.66. South of the Blendworth Fragment, the removal of individually recorded trees along the Northern Access Route has been reduced compared with the outline scheme. Only 1no. individually recorded tree has now been identified for removal (compared to 8 previously identified in the Approved Scheme AIA). This is a low-quality (BS Category C) specimen Turkey Oak (removal is a benefit).
- 4.67. Areas of vegetation are to be removed to facilitate the passing bays construction; these have been placed in locations to limit the impact on the individually recorded trees, notably the yew trees and mature oaks. The areas of vegetation removal form part of larger recorded groups within the AIA for the outline scheme, namely W141, G116 and G198, and one newly recorded group reference G200 (400m²) which is largely young successional birch scrub.
- 4.68. The areas for loss within W141 (new refs W141A, W141B, W141C, W141D, W141E, W141F), G198, G116 and G200 equates to a total area of 2,963m². These areas are primarily young self-sown birch, goat willow and scrub, meaning they are of low arboricultural quality. The detailed design of the layout has limited tree removals along the Northern Access Route (south of Blendworth Fragment), in addition the no-dig construction approach means the route can be installed without excavation and severance of tree roots of adjacent trees. The use of a permeable surfacing will also permit gaseous exchange, meaning any tree roots present shall not be asphyxiated. This is a recognised approach for the construction of footpaths or access tracks within the RPAs of retained trees.
- 4.69. Some trees along the route will require crown lifting with specific trees and group extents being identified for lifting to approx. 5.4m for the heavy plant clearance. These works will be carried out in accordance with BS3998:2010 Tree work – recommendations.
- 4.70. Tree and vegetation clearance permitted by the hybrid consent has commenced within the footprint of the approved scheme only at the northern end of Phase 1 and along the B2149, in line with the seasonal requirements and the conditions of the European Protected Species Licences. Removal of remaining stumps will be undertaken in accordance with timescales set out in the licence

schedule. This was to enable works to be started on the B2149 and connected access areas this summer (following approval of the Section 278 Highways Agreement).

Ecological

- 4.71. The 'Phase 1 Ecological Mitigation, Compensation and Enhancement Measures' (Atkins, June 2022) report has been prepared to accompany this Phase 1 submission.
- 4.72. The report includes details of updated ecology surveys of trees with the potential to support roosting bats and a badger survey that has been undertaken since the Planning Application submission for the Approved Scheme. The report also outlines ecological mitigation that will be required and summarises ecological compensation and enhancement measures. This includes a summary of the ecological measures outlined in the Records of Environmental Actions and Commitments (REAC) document that are relevant to the Northern Access Route and Junction.
- 4.73. The survey evidence has shown that the trees to be felled have the potential to support roosting bats and nesting birds. At least thirteen bat species have been recorded within the reservoir site, but to date, no bat roosts have been confirmed along the Northern Access Route. Trees with potential to support roosting bats have been identified in an updated Ground Level Tree Assessment undertaken between late 2021 and early 2022.
- 4.74. Dormice have been confirmed as present within the woodland affected by the Phase 1 Scheme and a potential reptile hibernaculum is present at the southern end of the route.
- 4.75. The closest pond known to support great crested newts is 1km from the Northern Access Route and it is considered unlikely that great crested newts would be encountered during the construction works. Surveys have indicated reptiles within the reservoir site including slow-worm, common lizard, adder and grass snake, but either no or very small populations within the Havant Thicket woodland. No active badger setts have been located on or immediately adjacent to the Northern Access Route during the survey work, however, badgers do use the site for foraging.
- 4.76. The Ecological Mitigation, Compensation and Enhancement Measures report provides details of a series of mitigation proposals in relation to established habitats and species which include:

Ancient Woodland, non-statutory designated sites, Priority Habitats and Invertebrates:

- Use of an existing forestry track for the majority of the length of the access route reduces the loss of ancient woodland vegetation. The design team in consultation with the environmental leads have further reduced the loss of ancient woodland from the 0.84ha identified in the Environmental Statement to 0.65 ha. No trees classified as veteran specimens to be lost.
- Fencing to protect the root protection areas of retained trees will be installed in accordance with the recommendations in the Arboricultural Impact Assessment report.
- There will be no access beyond the demarked working area for machinery or site contractors and these areas will not be used for storage.
- A combination of 'no-dig' and 'dig down' construction methods will be used to minimise the impact on the woodland and designated sites.
- Avoidance of indirect impacts through mitigation measures to set out in the CEMP.
- A Framework Soil Management Plan (FSMP) has been prepared pursuant to condition 39 of the HTR planning permission (EHDC Ref. No: 51680/001 and HBC Ref. No: APP/20/00990) and provides a strategy to inform and to support the reinstatement of the landscape disturbed by the construction works at each phase. The FSMP identifies the tasks and timings for the Phase 1 Scheme works and includes an outline for the management of ancient woodland soils for restoration during subsequent phases.

Bats:

- Where suitable bat roost features are identified within retained trees located close to construction works, a larger buffer to construction will be considered.
- Works will be undertaken in accordance with the European Protected Species Licence (EPSM) agreed with Natural England (Ref. 2020-50625-EPS-AD2-1). The EPSM licence has been updated to include changes to the extent of vegetation clearance at the northern end of the Scheme. The licence allows for the felling of trees with potential roost features

for bats (PRFs) in April 2022 and Sept/Oct 2022. These periods have been agreed to avoid times of the year when bats are most sensitive (breeding or hibernating).

- All trees with PRFs are clearly marked prior to felling and will be inspected by the Named Ecologist or their Accredited Agent immediately prior to felling.
- Soft, sectional felling will be required for trees with confirmed bat roosts, or with high or medium bat roost potential. Soft or direct felling can be undertaken of trees with low bat roost potential.
- Bat boxes have already been installed on trees adjacent to the Northern Access Route as compensation for the loss of tree bat roosts.

Hazel Dormouse:

- Site clearance (and compensation measures) will be undertaken in accordance with a methodology agreed with Natural England in an EPSM licence (Ref. 2020-50257-EPS-AD2).
- All habitat to be cleared along the proposed Phase 1 route will be within 100m of retained habitat allowing dissuasion of dormice rather than translocation.
- The licence allows for two stage habitat removal with Stage 1 habitat removal (above ground vegetation 15-30cm) between November 2021 and March 2022 and Stage 2 habitat removal (removal of root balls) between April to July 2022.
- Alternatively, single stage habitat removal in the active season (with finger-tip search) between April and 8th June 2022 can be used.
- Clearance will be undertaken either using hand tools or through mechanical clearance as per the wording in the licence Annex.

Great Crested Newt and Reptiles

- Tool-box talk to contractors prior to start of works to inform them of the actions that should be taken if great crested newts or reptiles are encountered during the site clearance work.
- Any potential reptile hibernacula should be removed outside the reptile hibernating period, or if this is not possible the refugia should be dismantled with care in the presence of an ecologist.

Birds:

- Where possible and consistent with requirements for other protected species, such as bats, works will avoid the bird breeding season.

Badger:

- It is not anticipated that construction of the Phase 1 Route would require any steep sided excavations, however if any are required, they would be covered at night or a ramp inserted.
- A gate will be installed at the site entrance and the visitor centre will not be open at night to mitigate potential impact of night-time traffic.

- 4.77. Tree and vegetation clearance permitted by the hybrid consent has commenced within the footprint of the approved scheme only at the northern end of Phase 1 and along the B2149, in line with the seasonal requirements and the conditions of the European Protected Species Licences. Removal of remaining stumps will be undertaken in accordance with timescales set out in the licence schedule. This was to enable works to be started on the B2149 and connected access areas this summer (following approval of the Section 278 Highways Agreement).

Compensation and enhancement

- 4.78. A comprehensive site-wide package of compensation and enhancement proposals has been designed for the overall Approved Scheme which combines the measures set out in the Environmental Statement (Atkins, 2020) submitted with the Reservoir Planning Application; the Outline Biodiversity Mitigation and Compensation Strategy (ECOSA, September 2020); and an Implementation Plan for Off Site Biodiversity Mitigation and Compensation (Atkins, April 2021).
- 4.79. A Detailed Biodiversity Mitigation and Compensation Strategy is being prepared by Atkins and will be submitted alongside the Reserved Matters application in line with the commitments set out in the Approved Scheme S106 Legal Agreement.

- 4.80. In summary the compensation package includes the following measures initially set out in the Outline BMCS:
- A mosaic of new and restored high-quality habitats, including 52 ha of habitat creation and restoration within Havant Thicket woodland, Bell's Copse and Staunton Country Park, and a new wetland with a variety of habitats, water depths and vegetation types;
 - Management for biodiversity through collaboration with Forestry England and Hampshire County Council, including a long-term Landscape and Ecological Management Plan (LEMP);
 - On-site aquatic habitat mitigation, compensation and enhancements to ponds and watercourses as part of a catchment-wide approach;
 - Up to 72 ha of habitat restoration and creation will be undertaken within Southleigh Forest in partnership with Hampshire and Isle of Wight Wildlife Trust (HIWWT);
 - Creation of up to 80 ha of new wood pasture and grassland through partnerships between Portsmouth Water and local landowners; and
 - A Capital Grants Scheme will be set up to provide funding to study and enhance biodiversity locally and to improve ecological networks and corridors off-site. The Capital Grants Scheme will commence in 2029 and will run for a minimum 30 year period.
- 4.81. With regard to the Phase 1 Scheme proposals, existing habitats will be enhanced as follows:
- A hedgerow comprising native species with trees will be planted along the southern side of the B2149, to replace the trees to be removed as part of the proposed Northern Access Junction works.
 - Infill planting with native species will be carried out along the Northern Access Route to provide a connection between the Havant Thicket woodlands for ecological enhancement.

Construction Method Principles

- 4.82. As outlined in Chapter 3 above, the contractor will submit construction method details for Phase 1 to address planning condition 6 of the Approved Scheme consent.
- 4.83. The Contractor will also prepare a detailed Construction Traffic Management (CTMP) and Construction Environmental Management Plan (CEMP), to include measures to reduce disruption during the construction process. These will align with the approved Framework CTMP and Outline CEMP, submitted as part of the Approved Scheme, include the mitigation measures identified in this report and follow the detailed design standards and principles as set out in section 3.4 of the approved Development Specification:
- Scheduling HGV deliveries for when the roads are less busy.
 - Bussing workers to the pipeline site each day, to reduce the number of vehicles.
 - Carefully planning the movement of workers and materials to minimise trips.
 - Limiting the size of the construction areas to reduce disruption to footpaths, residents and local roads.
 - Considering different construction techniques to reduce the amount of disruption.
 - Proposing 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 for most of their journeys.
 - 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.
 - Restricting when work can be carried out i.e. not overnight, except where all impacts can be fully mitigated.
 - Considering noise insulation measures where appropriate.
- 4.84. The following CTM commitments (extracted from the approved Framework CTMP) are proposed in relation to construction at the reservoir site.

Table 4-7 – Framework Construction Traffic Management Commitments: Reservoir Site

Commitment	Explanation
Prepare an overarching CTMP (covering reservoir and pipeline) for approval by the Highway Authority prior to commencement of any phase or works area.	To manage the impact of HGV traffic on the highway, the reservoir and pipeline contractor(s) will prepare one overarching CTMP for approval. CTMP addendums will then be approved prior to commencement of each phase of work where appropriate (e.g., Access Routes, Embankment, Pipeline, Visitor Centre).
Construction access will be from northern access only via the Strategic Road Network.	HGV construction traffic will be required to use the northern access as the main access point, via the B2149 to access the A3(M) from junction 2.
The number of site workers at the reservoir site will be restricted to 125. Staff travel will be restricted to off-peak periods.	The environmental and transport assessments were based on 250 site workers travelling to the site at peak hour (125 for reservoir and 125 for pipeline), this showed no significant impact. In order to minimise impacts Portsmouth Water commits to restricting workers on the reservoir site to 125. Any requirement for an increase in numbers (for specific ad hoc activities) will require approval from the Local Highway Authority.
HGV movements will be restricted to 32 (16 arrivals and 16 departures) per hour with no more than 200 in a day (100 arrivals and 10 departures). With a day being defined as the 6 hour interpeak period. On Saturdays HGV movements will be restricted to 32 per hour (16 arrivals and 16 departures) between 9am and 1pm.	It is predicted that there will be 200 HGV movements (100 arrivals and 100 departures) across the day not including peak hours. The commitment is to spread these movements across a 6 hour day (outside of peak hours). Approval will be sought for an increase in movements for any specific ad hoc activities.
Contractor parking area will be provided within the Construction Support Site.	Parking for all contractor staff will be provided within the Construction Support Site in the north west corner of the reservoir.
Portsmouth Water is committed to making good any defects caused by HGV traffic as a proportion of change in HGV traffic.	As part of the detailed CTMP a programme for periodical condition surveys, and the triggers for any remedial or interim remedial works that are needed, will be agreed with the LHA.
The contractor will phase work around already committed schemes including Aquind Interconnector and Land East of Horndean to ensure construction is managed and does not prevent these committed schemes and associated offsite highway works from coming forward.	The detailed CTMP will include further detail to ensure coordination with neighbouring developments, i.e. Land East of Horndean and the Aquind Connector, as their detailed construction plans emerge.
The contractor will ensure the proposed temporary bridleway diversion is in place and appropriately signposted and accessible prior to stopping up Bridleway 120.	During construction of the reservoir site, it will be necessary to divert a PRoW (Bridleway Havant 120/ Rowlands Castle 29).
The contractor will include measures within the CTMP to mitigate impact of HGV traffic on school drop off and pick up movements. This will include appropriate supervision in these areas and works will be stopped if appropriate.	If the proposed school at the LEOH development to the north will be operational during construction of the Scheme, the contractor will agree appropriate measures with the LHA to ensure safety around the school at drop off and pick up times is not compromised.

Planning and Construction Timetable

4.85. The current planning and construction programme is set out below, which maps the Phase 1 submission to final approval and the start of construction on site.

April - June 2022

- Tree and vegetation clearance along the B2149 and northern end of Phase 1 (in line with EPS Licence).

June 2022

- Submission of remaining Section 278 drawings and information to HCC Highways Authority for the off-site B2149 works.
- Submission of Phase 1 Scheme - Reserved Matters application to the Local Planning Authorities (HBC and EHDC) for the detailed design of the Northern Access Route and associated Planning Conditions and planning conditions relating to the Northern Access Junction.

July 2022

- HCC approve designs for B2149 works (Section 278 agreement).

July to August 2022

- Construction of B2149 highway works.
- Submission of remaining site wide and Phase 1 pre-commencement conditions (Reservoir Contractor).

August to October 2022

- Preparatory pre-commencement site enabling works on the reservoir site: ground investigation including trial embankment, and archaeological evaluation.

September 2022

- HBC/EHDC approve Reserved Matters application and associated Planning Conditions for the Phase 1 Scheme.

October to December 2022

- Construction of Phase 1 Scheme.

5. Planning Policy Assessment

Introduction

- 5.1. The framework for guiding and assessing the Scheme is established in a cascading set of policies from national to local level. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the statutory development plan unless material considerations indicate otherwise. This chapter provides a review of local and national planning policies, as well as other planning policy deemed to be a material consideration, which relate to the Scheme, demonstrating how the proposals conform to local and national policy requirements and guidelines.
- 5.2. In accordance with section 70(2) of the Town and Country Planning Act (1990), planning permission will be determined in accordance with the development plan unless there are material considerations that indicate otherwise
- 5.3. The relevant development plan framework for the Scheme is provided by the:
 - Havant Borough Core Strategy, adopted March 2011;
 - Havant Borough Local Plan (Allocations) adopted July 2014; and
 - East Hampshire District Local Plan: Joint Core Strategy, adopted June 2014.
- 5.4. The Havant Borough Submission Draft Local Plan is due to be formally withdrawn in March 2022 and will not be used by the local planning authority in the determination of planning applications.
- 5.5. The replacement East Hampshire District Local Plan is currently being prepared, with the second consultation completed in October 2019. Given the early stage of its development, the policies of the draft plan carry limited weight in the determination of planning applications.

National Planning Policy

- 5.6. At the heart of the NPPF (July 2021) is a presumption in favour of sustainable development based upon a number of core principles and themes. Those most relevant to the Scheme relate to:
 - Promoting healthy and safe communities;
 - Promoting sustainable transport;
 - Meeting the challenge of climate change, flooding and coastal change;
 - Conserving and enhancing the natural environment; and
 - Conserving and enhancing the historic environment.

Local Planning Policy

- 5.7. The Phase 1 Scheme lies within the administrative boundaries of two local planning authorities, HBC and EHDC, and adjacent to the South Downs National Park authority.
- 5.8. HBC's adopted local plan comprises the Havant Borough Core Strategy adopted in March 2011 and the Havant Borough Local Plan (Allocations) adopted in July 2014.
- 5.9. Work commenced on the replacement Havant Borough Local Plan in 2016. The Submission Draft Local Plan was submitted to the Secretary of State for Housing Communities and Local Government on 12 February 2021. The Examination of the plan commenced in July 2021, and in November 2021, the planning inspectors advised that the document be withdrawn from the examination process, after expressing concerns about whether the proposed housing site allocations could be delivered. Following consideration of the Inspectors' advice, the Council confirmed in a press release in February 2022, that the Submission Draft Local Plan would be withdrawn. A proposal to formally withdraw the plan will be put to a Full Council meeting in March 2022. The Council now intends to develop a revised Local Plan, with a programme to be devised. Once withdrawn, the Submission Draft Local Plan will not be used by the local planning authority in the determination of planning applications.
- 5.10. The East Hampshire District Local Plan: Joint Core Strategy was adopted in June 2014, and covers the whole of the East Hampshire District, including those parts inside the SDNP. (It has now been superseded in the SDNP by the South Downs Local Plan, which was adopted in July 2019).

- 5.11. The replacement East Hampshire District Local Plan is currently being prepared, which only covers areas in East Hampshire outside of the SDNP. This includes Alton and the surrounding area as well as Whitehill & Bordon and the southern parishes of Horndean, Clanfield and Rowlands Castle. The Draft Local Plan 2017 - 2036 was subject to consultation between 5 February and 19 March 2019 (Regulation 18). A second consultation focused on 10 large development sites and ran from 3 September to 15 October 2019: Large Development Sites Consultation Local Plan 2017-2036 (Regulation 18). The preparation of the Pre-Submission Draft Local Plan is awaited (Regulation 19). EHDC recently published a Draft Climate Change and Sustainable Construction Supplementary Planning Document (SPD) and Revised Statement of Community Involvement, with public consultation on the documents closing on 2 February 2022.

Safeguarded development

- 5.12. The site of the approved Havant Thicket reservoir is safeguarded in the adopted HBC Core Strategy 2011 under Policy CS18 – Strategic Site Delivery, which includes reference to the construction of a new junction on the B2149 to provide the main access to the reservoir. Policy CS19 - Effective Provision of Infrastructure, protects the Havant Thicket site for the use as a reservoir. EHDC has also designated the site in its Local Plan Part 1 (Joint Core Strategy) 2014 and Policy CP26 Water Resources/Water Quality safeguards it from other development. These policies provide support for the principle of the Phase 1 Scheme.
- 5.13. The Scheme is also safeguarded in the emerging HBC and EHDC Local Plans:
- HBC draft Policy KP9 - Havant Thicket Reservoir, states that planning permission will be granted at Havant Thicket for a winter storage reservoir comprising recreational provision including a visitor centre subject to certain criteria. Part (f) of the policy requires that public vehicular traffic is restricted within the site and confined to the vicinity of the main access.
 - EHDC draft Policy S31 - Havant Thicket Reservoir, states that planning will be granted at Havant Thicket for a winter storage reservoir comprising recreational provision including visitor centre and discusses the requirements for the delivery of the Approved Scheme. Part (f) of the policy requires that public vehicular traffic is restricted within the site and confined to the vicinity of the main access; and Part (g) requires an appropriate means of access is established to the satisfaction of the Highway Authority.

Assessment of the Phase 1 Scheme

- 5.14. In this section, the policies relevant to the Phase 1 Scheme are identified and grouped under policy themes. An assessment of the impacts of the development is carried out and the ways in which the Phase 1 Scheme and associated mitigation and enhancement measures meet the requirements of the policies within each theme.

Principle of Development

- 5.15. The Phase 1 Scheme forms part of the Approved Scheme, which is safeguarded in the adopted local plans through HBC Policy CS18 and CS19; and EHDC Policy CP26, and in the emerging Local Plans through HBC draft Policy KP9 and EHDC draft Policy S31. The Approved Scheme was subject to an Environmental Impact Assessment (EIA) and an Arboricultural Impact Assessment which assessed the scheme submitted in detail (e.g. northern access) and parameters for the scheme submitted in outline (e.g. northern access route). This section confirms that the detailed Phase 1 Scheme does not result in any additional impacts which were not considered as part of the Approved Scheme EIA.

Biodiversity

- 5.16. NPPF paragraph 180 states that if significant harm to biodiversity resulting from a development cannot be avoided through locating on an alternative site with less harmful impacts, then it should be refused. In terms of ancient woodland, "*development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exist*". The Approved Scheme provided a robust case for the reservoir development and was supported by an Outline Biodiversity and Mitigation Compensation Strategy developed in consultation with Natural England and the Hampshire County Ecologist.

- 5.17. At a local level, biodiversity protection and enhancement is embedded in HBC Policy CS11, Policy DM8 and draft Policies E14, E15 and E18, including EHDC Policy CP21 and draft Policies S19, DM25, EM26 and S31.
- 5.18. The 'Phase 1 Ecological Mitigation, Compensation and Enhancement Measures' (Atkins, June 2022) report has been prepared and accompanies this Phase 1 submission.
- 5.19. The report includes details of updated ecology surveys of trees with the potential to support roosting bats and a badger survey that has been undertaken since the Planning Application submission for the Approved Scheme. Dormice have been confirmed as present within the woodland affected by the Northern Access Route and a potential reptile hibernaculum is present at the southern end of the route. The report also outlines ecological mitigation that will be required and summarises ecological compensation and enhancement measures.
- 5.20. Felling of trees identified as having potential to support roosting bats will be undertaken in line with EPSM licence amendments, which have been agreed with Natural England, to avoid impacts on hibernating and breeding bats and dormice.
- 5.21. An Ecological Clerk of Works will be present to ensure works are undertaken in accordance with the mitigation measures outlined in the Ecological Mitigation, Compensation and Enhancement Measures report.
- 5.22. The Approved Scheme identified that construction of the Northern Access will require the felling of trees and clearance of woodland habitat through the Blendworth Fragment, for a distance of approximately 250m, along the south side of the B2149 to widen the road to accommodate the right-hand turn facility as part of the Northern Access Junction works, and along the route south of the Blendworth Fragment down to the car park.
- 5.23. The development south of the Blendworth Fragment will require the removal of one non-native Turkey Oak and some overhanging branches to be cut back and vegetation cleared along the existing track to create the passing bays along the route.
- 5.24. The entire Phase 1 Scheme, including the passing bays, will result in the loss of approximately 0.65 hectare (ha) of ancient woodland (compared to 0.87ha identified in the Approved Scheme application). This habitat is also designated as Sites of Importance for Nature Conservation (SINCs). The detailed design has sought to limit this clearance to what is absolutely necessary to construct the junction and access route and will remain similar to that calculated for the Approved Scheme. There are no additional biodiversity impacts which were not considered as part of the Approved Scheme EIA.
- [Mitigation, compensation and enhancement](#)
- 5.25. A comprehensive site-wide package of compensation and enhancement proposals has been designed for the overall Approved Scheme which combines the measures set out in the Environmental Statement (Atkins, 2020) submitted with the Reservoir Planning Application; the Outline Biodiversity Mitigation and Compensation Strategy (ECOSA, September 2020); and an Implementation Plan for Off Site Biodiversity Mitigation and Compensation (Atkins, April 2021).
- 5.26. A site-wide Detailed Biodiversity Mitigation and Compensation Strategy and Landscape and Ecological Management Plan (LEMP) has been prepared in response to a s106 commitment and includes details of habitat creation and restoration works within Havant Thicket woodland which will enhance conditions for dormice, bats, reptiles and birds to thrive. It will be submitted alongside this Reserved Matters application and updated to inform subsequent applications.
- 5.27. In accordance with the requirements of HBC Policy CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough, Policy DM8 - Conservation, Protection and Enhancement of Existing Natural Features and EHDC Policy CP21 – Biodiversity, the submitted Ecological Mitigation, Compensation and Enhancement Measures report provides details of a series of mitigation proposals in relation to established habitats and species.
- [Arboricultural](#)
- 5.28. The approved Tree Survey and Arboricultural Impact Assessment (AIA) prepared to support the Approved Scheme has been updated based on further arboricultural and topographical surveys to confirm the tree constraints and inform the layout of the Phase 1 Scheme, with the aim of reducing impacts on the ancient woodland, particularly through the Blendworth Fragment.

5.29. The tree removal has been limited to the footprint assessed and approved as part of the Approved Scheme. The proposed passing bays along the proposed route have been placed in locations to reduce the impact on the individually recorded trees, notably the mature yew and oaks. Vegetation clearance to facilitate construction of the passing bays will be limited to self-sown birch, goat willow and scrub, of low arboricultural quality.

5.30. It is confirmed that no veteran trees would be felled or impacted by the Phase 1 Scheme construction works and there would be a loss of 7 non-native Turkey Oaks (which is a benefit). There are no additional arboricultural impacts which were not considered as part of the Approved Scheme.

Mitigation, compensation and enhancement

5.31. HBC Policy DM8 seeks the protection of natural features including trees, woodlands and hedgerows from damage, destruction and a deterioration in quality, including schemes that sympathetically incorporate existing features into the overall design, with measures for their continued survival. HBC Policy CS18 (part I) requires the overall reservoir development (the Approved Scheme) to minimise the loss of ancient woodland and trees. EHDC Policy CP21 seeks specific protection and enhancement of important trees and hedgerows. Accordingly, mitigation measures which are being employed include:

- The use of ground penetrating radar to identify the presence of any tree roots within the existing road footprint associated with the B2149/Northern Access Junction works.
- Adapting the layout of the route to limit tree removals the use of a no-dig construction approach in most areas along the Access Route, meaning the route can be installed without excavation and severance of tree roots of adjacent trees.
- The use of a permeable surfacing will also permit gaseous exchange, meaning any tree roots present shall not be asphyxiated. This is a recognised approach for the construction of footpaths or access tracks within the Root Protection Areas (RPAs) of retained trees.
- Crown lifting of specific trees and group extents will be carried out in accordance with BS 3998:2010 Tree work – recommendations.
- Protection of retained trees following standard practice will be undertaken during the construction works (in accordance with BS 5837:2012 Trees in relation to design, demolition and construction – recommendations). A construction exclusion zone will be established using steel mesh panel fencing, or similar, around retained trees where works are not limited by the existing roads or other associated hard infrastructure that could be protecting underlying tree roots.

5.32. Proposed measures to help compensate for the loss of ancient woodland include:

- Identification of suitable areas of ancient woodland indicator ground flora plants for localised transplanting into retained areas of woodland.
- During site clearance, the appointed Ecological Clerk of Works (ECoW) or other suitably qualified and experienced ecologist, will undertake transplanting
- A strategy for off-site woodland and wood pasture creation, to include elements of native tree and shrub planting and natural regeneration using approaches such as rewilding or accelerated succession.
- An ancient woodland soil management plan.

Historic Environment

5.33. NPPF (paragraph 200) advises that “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.” Paragraph 202 states that: “where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.

5.34. HBC Policies CS11, draft Policy E13, EHDC Policy CP30 and draft Policies S28, DM33, DM35, DM38 and DM40, seek to protect, conserve and, where possible, enhance heritage assets and their setting by appropriately managing development in or adjacent to conservation areas, listed

buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.

- 5.35. The historic environment assessment of the overall Approved Scheme concluded the development would cause less than substantial harm to the significance of the Grade II* Leigh Park (Staunton Country Park) Registered Park and Garden (RPG) and Sir George Staunton Conservation Area. The overall assessment included the components of the Phase 1 Scheme and it is not considered that the proposals in isolation, would be harmful to the character, integrity or setting of these designated heritage assets, on the basis that the Phase 1 Scheme has been sympathetically designed to maintain the rural character of its site and surroundings, with minimal tree and vegetation removal to assist in visually screening the route within the existing woodland.
- 5.36. As outlined in Section 2, there is a possible Park Pale (ancient woodbank) that runs close to the Northern Access Route through the Blendworth Fragment and continues along the western and northern edge of Havant Thicket. The proposed route will cross straight through the woodbank at approximately Chainage 190, but to combat further impacts on the Park Pale, the width of the Northern Access Route is kept to a minimum in this location, with no passing bays.
- 5.37. There are no additional impacts on the historic environment which were not considered as part of the Approved Scheme EIA. The Phase 1 Scheme will be subject to an archaeological management and mitigation plan which will be approved prior to commencement of construction.

Landscape

- 5.38. The NPPF Chapter 15 paragraph 174 seeks to protect and enhance valued landscapes in a manner commensurate with their status or identified quality in the development plan. Landscape is also factored into NPPF policies relating to design where paragraph 130(c) states that decisions should ensure that developments “*are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change*”. Development in local landscape areas should not be used to justify refusal although evidence should be provided to demonstrate that the development has mitigated any adverse landscape effects.
- 5.39. NPPF paragraph 176 considers that great weight should be given to conserving and enhancing landscape and scenic beauty in for example, National Parks which have the highest status of protection in relation to these issues.
- 5.40. At a local level, relevant landscape policy is provided by HBC Policy CS11, draft Policy E3, EHDC Policy CP20 and draft Policy S18. The policies seek developments that conserve and enhance the special characteristics of the local natural environment, including the SDNP, contribute to the distinctive character of the landscape, such as trees, woodlands and hedgerows, and incorporate appropriate new planting to enhance the landscape setting and green infrastructure networks.
- 5.41. Within the context of the overall Approved Scheme, HBC Policy CS18, draft Policy KP9 and EHDC draft Policy S31, state that the reservoir and new landscape should integrate with the existing historic landscape of the area and assess the potential impact on the setting of the SDNP.
- 5.42. The design of the Phase 1 Scheme has sought to minimise the loss of ancient woodland and trees as far as possible and to integrate the layout of the Phase 1 Scheme within the existing woodland landscape by utilising and modifying an existing forestry track. Infill planting with native species is proposed along both sides of the proposed route to provide a connection between the existing woodlands for biodiversity and to enhance the landscape setting of the route.
- 5.43. Landscape impacts upon the SDNP have been minimised by avoiding tree removal on the east side of the B2149 close to the National Park Boundary and proposing hedgerow planting with native species along the west side of the B2149, to replace the trees to be removed as part of the proposed B2149 and Northern Access Junction works. There are no additional landscape impacts which were not considered as part of the Approved Scheme EIA.

Water Environment, Flood Risk and Drainage

- 5.44. The NPPF advises the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change (paragraph 152), in line with the objectives of the Climate Change Act 2008. At a local level, policy on development and flood risk is outlined in HBC Policy CS15, draft Policy E19, EHDC Policy CP25 and draft Policy S25.

- 5.45. HBC Policy CS15 and EHDC draft Policy S25(criterion 2) require that there is no net increase in surface water run-off as a result of the development and priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage. HBC draft Policy E19, EHDC Policy CP25 and EHDC draft Policy S25 require that new development must be safe from flooding over its lifetime without increasing flood risk elsewhere.
- 5.46. HBC draft Policy E20 provides more detail in terms of the requirements for drainage infrastructure in new developments, to ensure that run-off rates have been reduced to below the pre-development rate, or, if this is not possible, there is no net increase in surface water run-off compared with the pre-development rate. The policy requires drainage systems to meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere.
- 5.47. With regard to water quality, EHDC Policy CP26 seeks to protect the quality and quantity of water. EHDC draft Policy DM29 states: *"New development will be required to incorporate well designed mitigation measures to ensure the water environment does not deteriorate, both during construction and during the lifetime of the development to ensure the Water Framework objectives are not compromised and any development meets the requirements of the Habitats Directive"*.
- 5.48. The Application Site for the Phase 1 Scheme does not lie within an area liable to flood, but in response to Planning Condition 32 of the Approved Scheme, a drainage scheme has been prepared to ensure the Phase 1 Scheme will not increase the risk of surface water flooding.
- 5.49. The components of the proposed Drainage Strategy for the Phase 1 Scheme are summarised in Chapter 4 above, with solutions designed for each key section of the Phase 1 Scheme, to reflect the differences in the proposed surface treatment.
- 5.50. Surface water on the widened B2149 will discharge to widened roadside ditches with check dams along the B2149 to the north of the junction and an existing ditch to the south. Flows will be controlled at the calculated existing rates up to the 1 in 100-year flood event, plus 20% for climate change (and checks to be undertaken for 40% climate change).
- 5.51. Surface water on the impermeable north section of the proposed route will be drained via a kerb and gully arrangement to discharge to the new widened B2149 roadside ditch on the west side of the junction. Outflows will be restricted from the ditches, along with the flows from the B2149, via check dams, and through the replaced culvert. These flows are restricted to QBAR (added to the B2149 flows).
- 5.52. The central section of the Phase 1 Scheme will be surfaced with a permeable Cellweb® no-dig solution to include a Treetex™ pollution control geotextile layer (which performs as a hydrocarbon control measure) and infill of clean angular stone. Surface water will discharge to the ground at source.
- 5.53. The southern section will be of impermeable construction due to the gradient down to the future visitor car park site. Over-the-edge surface water drainage to swales is proposed, discharging to a basin at the downstream end, with an outfall to the existing watercourse system. Outflows will be limited to existing rates for the existing track up to the 1 in 100-year event (or as close as is reasonably practicable), with an allowance of 20% for climate change. Checks will be undertaken for 40% climate change.
- 5.54. It has been demonstrated that the proposed Drainage Strategy satisfies the local policy requirements in terms of the bespoke solutions and management of surface water drainage for the Phase 1 Scheme, which have been designed for resilience to climate change and incorporate SuDS measures where it has shown to be practicable. There are no additional water impacts which were not considered as part of the Approved Scheme EIA and Flood Risk Assessment.

Leisure and Recreation

- 5.55. Leisure and recreation provision and its links to health and well-being is supported at a local level, echoing NPPF Paragraph 92 which supports the achievement of healthy, inclusive and safe places which enable and support healthy lifestyles, for example through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling.
- 5.56. HBC Policy CS18 and draft Policy KP9 outline the now Approved Scheme's development requirements in terms of leisure and recreation. HBC draft Policy KP9 and EHDC draft Policy S31 seek the following:

- Recreational provision appropriate to the countryside location and no motorised activities acknowledging the site's primary use as a reservoir;
- Enhancement of Green infrastructure links between the rest of Leigh Park and Dunsbury Park;
- A network of paths for walking, cycling and horse-riding; and links with the Riders Lane and Hermitage Stream corridors are realised wherever possible. Connections to existing public and permissive path network in the neighbouring area;
- Access and the surfacing of paths to take account of the needs of all and provides seating.

- 5.57. In order to meet the provisions of local planning policy, a site-wide Access and Recreation Strategy is being prepared for the Approved Scheme. This provides a framework for managing on-site sustainable access and recreation during the construction works and once the site is operational, to inform the future Site Management Plan (a s106 commitment). The Phase 1 Scheme will provide an integral role in the overall strategy, principally in providing the main public access to the reservoir and its facilities.
- 5.58. A series of Draft Access Plans have been produced (attached at Appendix C), which provide details of existing access arrangements across the overall site, proposed access during the construction works and proposed access once the reservoir is in operation. The Access and Recreation Strategy is being consulted on (Stakeholder Forum, HCC and Forestry England) and will form part of the Site Management Plan.
- 5.59. The Access Plans show that the Phase 1 Scheme south of the Blendworth Fragment is currently available as a track for cycle use, which is connected with a network of woodland tracks throughout Havant Thicket. This track will need to be closed for cycle use while the Phase 1 Scheme is being constructed, with cyclists diverted to use an alternative woodland track (to become a permanent route once the reservoir is operational).
- 5.60. A permanent North/South Pedestrian/Cycle Link, formed by upgrading and extending one of the existing tracks (The Avenue), will cross over the Northern Access Route to provide a potential direct connection between the reservoir, the future visitor centre and the future Horndean development.
- 5.61. The Bridleway Havant 120 / Rowlands Castle 29 bridleway will be temporarily diverted using existing tracks and then upgraded to a Multi-User Route, which will cross over the southern end of the Northern Access Route, near Bells Copse.
- 5.62. Access for people with disabilities will be improved throughout the overall site, for instance with the use of hard and firm self-binding gravel for path surfacing, safe level crossings where paths diverge, clear signage for way-finding, disabled parking bays within the future car park and accessible facilities in the future visitor centre.

Traffic and transport including access

- 5.63. NPPF paragraph 104(d) states that the environmental impacts of traffic and transport infrastructure should be identified, assessed and mitigated. NPPF Paragraph 110 seeks to ensure that with development, appropriate opportunities to promote sustainable transport modes have been considered, safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.64. HBC Policy CS18, draft Policy KP9 and EHDC draft Policy S31 outline the Approved Scheme's requirements in terms of traffic management. The policies require construction traffic to be minimised in Leigh Park, Horndean, Rowlands Castle and other residential areas; require appropriate vehicular access; and seek to restrict public vehicular traffic within the overall site to the main access. In addition, draft EHDC Policy S31(g) states that: *"an existing forestry track off the B2149 could be enhanced to provide access to the reservoir perimeter"*.
- 5.65. As described in detail in chapter 4, the reservoir site will be provided with two access points, the Northern Access from a new junction on the B2149 Manor Lodge Road and a Southern Access from a new junction on Swanmore Road.
- 5.66. The B2149 provides direct access to the A3(M) Junction 2 and the Northern Access will be sign-posted as the main access, particularly for the longer distance and 'regional' trips to the reservoir. The Southern Access will provide a route for local trips, to reduce traffic impact on the residential areas to the south. It is anticipated that visitor traffic will largely avoid local roads, and this will be encouraged through marketing and information on the website, and a signage strategy.

- 5.67. A comprehensive Transport Assessment was prepared to support the Reservoir and Pipeline Planning Applications, to consider the potential traffic and transport impacts of the reservoir site, the access routes and pipeline, during both construction and operation. The assessment was informed by a programme of traffic surveys, modelling and discussions with the HCC Highway Authority.
- 5.68. Consideration was given to the future operation of the highway network and the impact of the development assessed at key local junctions within the vicinity of the reservoir. The assessment demonstrated that the access strategy developed for the reservoir site, with two access points, would dilute visitor traffic to the extent where the highway network would not be materially impacted.
- 5.69. A detailed CTMP will be prepared by the Contractor pursuant to Planning Condition 12 of the Hybrid Consent, which will include details specific to the construction of the Phase 1 Scheme. Measures will include: routing construction vehicles along the A3(M) and other main routes to divert construction traffic away from residential areas; identifying areas for parking for the construction teams and the storage of materials; staggering site activities to reduce traffic; and restricting when work can be carried out i.e. no overnight working.
- 5.70. The Approved Scheme is located where there is good access to the principal road network and the development will help promote Hampshire's active transport ambitions. The facilities at the reservoir will provide local people with an education and leisure destination as well as enhanced leisure facilities. The Phase 1 Scheme will serve an essential role in providing the main access to the reservoir, as part of a wider access strategy to achieve safe and suitable access throughout the site for all users.
- 5.71. The approved Transport Assessment demonstrates that the Approved Scheme will not cause significant adverse impacts on the highway network, which includes the Phase 1 Scheme as an integral part of the transport strategy for the reservoir. There are no additional transport impacts which were not considered as part of the Approved Scheme Transport Assessment.

Amenity – noise and air pollution

- 5.72. The NPPF refers to air quality in paragraph 186 and emphasises that development should contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual site in local areas. The NPPF confirms the material nature of air quality matters in development decisions and the potential exacerbation of air quality problems in AQMA.
- 5.73. NPPF paragraph 185 sets out national policy in relation to noise, that planning decisions should mitigate and reduce to a minimum the potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life. Minimising the effects of pollution (noise and air quality) on residential amenity is provided at a local level in HBC Policy DM10, EHDC Policy CP27 and HBC draft policy E22.
- 5.74. An assessment of the impacts of the Approved Scheme on air quality was provided in the Environmental Statement (Chapter 7) prepared for the Reservoir Planning Application. This reported that air quality in the area of the Approved Scheme can be considered relatively good. There are no AQMAs within the HBC or EHDC administrative boundaries. Monitoring data from the local authority diffusion tube surveys showed that the annual mean NO2 AQS objective was not exceeded at any relevant locations of exposure in 2018, the most recent year for which data were available. The DEFRA PCM modelling data referred to in the Environmental Statement, indicated that the EU Limit Value was exceeded along the A27 and A3(M) (in 2017) but should comply with the EU Limit Value by 2023, before the opening year of the Approved Scheme.
- 5.75. With regard to the Phase 1 Scheme, the Northern Access Route will accommodate the vast majority of the heavy construction traffic for the development of the Approved Scheme. Once the reservoir is operational and the site open to the public, the Northern Access Route will provide the main access for visitors, service and delivery vehicles to the car park and visitor centre.
- 5.76. The Outline CEMP submitted with the Planning Application for the Hybrid Consent, included a commitment to pursue the long-term ambition of zero pollution incidents on-site throughout the development programme. This will translate to the Phase 1 Scheme, with mitigation measures included within the Detailed CEMP (in response to Planning Condition 5), to ensure that noise impacts are minimised and air quality is protected (particularly by reducing dust emissions) during the construction process. The Detailed CEMP provides a record of environmental actions and commitments which will aim to minimise effects during construction.

- 5.77. Portsmouth Water will adopt a proactive approach in ensuring that the public and residents are kept fully informed of the nature and timing of the Phase 1 works and who to contact if disturbed by the construction activities. A letter drop will take place in the locality advising residents of the programmed works and when they will take place.
- 5.78. The effects on noise and air quality once the Northern Access is operational are considered to be negligible. The majority of the effects predicted on sensitive receptors in terms of noise, dust and air quality are during the construction phase. With suitable mitigation measures in place, it is considered the Phase 1 Scheme would comply with local policies relating to noise and air pollution. There are no additional amenity impacts which were not considered as part of the Approved Scheme EIA.

Materials Resources and Waste

- 5.79. NPPF paragraph 8 sets out an objective to contribute to protecting and enhancing the natural environment including the minimisation of waste and pollution. Paragraph 210(b) encourages sustainable use of minerals through use of secondary and recycled materials and minerals waste in preference to primary materials.
- 5.80. At a local level, HCC Minerals and Waste Plan sets out 34 policies relating minerals and waste, these include ensuring an adequate supply of aggregate, maximising recycled and secondary aggregate production and the sustainable management of waste. In addition, the Plan states that a key objective is to maximise the reuse, recycling and recovery of construction, demolition and excavation (CDE) wastes. For non-hazardous waste, it sets targets for 60% to be recycled and 95% to be diverted from landfill by 2020.
- 5.81. The design of the Phase 1 Scheme has adopted an environmentally-led approach to avoid or mitigate adverse impacts and effects on the environment. For materials and waste this means applying the waste hierarchy and proximity principle and implementing the principles of a circular economy—including ‘designing out’ waste and keeping products and materials in use.
- 5.82. Following public consultation and value engineering for the development of the Approved Scheme, several measures were developed through design progression, which when implemented, will avoid or mitigate the effects of material use and waste generation during construction. This included Scheme-specific design, mitigation and enhancement measures for the reservoir site and access roads, and pipeline corridor which were set out in the Materials and Waste chapter of the Environmental Statement as part of the Reservoir Planning Application. Those most relevant to the Phase 1 Scheme are set out below:
- The Phase 1 Scheme largely follows the route of an existing Forestry England track and the design has minimised the loss of ancient woodland. This will reduce the generation of timber and wood wastes requiring management.
 - Where there is unavoidable loss of ancient woodland, the timber produced will be graded, stored to maintain its quality and used at its highest possible value. Some of the timber felled on site will be donated to the HMS Victory Restoration Project, some will be donated for fencing to the Friends of Hermitage Stream and a Deadwood Strategy has been developed as part of the Detailed Biodiversity Mitigation and Compensation Strategy to incorporate deadwood into the site for ecological benefits and to act as barriers.
 - Excavated material will be managed on-site during construction in accordance with appropriate legislation and guidance to maximise the reuse of suitable soils during the construction works.
 - The aim will be to minimise the quantity of construction materials that are required and consider sustainability in the sourcing of materials, including the sourcing of aggregates from local suppliers.
- 5.83. In addition to these measures, the Phase 1 Scheme will aim to achieve a neutral cut and fill balance and recover 95% by weight of non-hazardous construction waste in accordance with the HCC Minerals and Waste Plan. The management of materials and wastes will be monitored during construction to determine the Phase 1 Scheme’s environmental performance. The Detailed CEMP includes further measures for the management of materials. There are no additional materials and waste impacts which were not considered as part of the Approved Scheme EIA.

Climate change

- 5.84. The UK Climate Change Act set a legal reduction target of 80% against 1990 levels by 2050. It also introduced a series of carbon 'budgets' for five-year periods, to act as stepping-stones to the overall reduction. There are budgets currently set up to 2032. In response to the ambitions of the Paris Agreement, in June 2019 the Climate Change Act was amended to set the overall reduction target by 2050 to at least a 100% reduction in net emissions against 1990 levels, i.e. 'net zero carbon'.
- 5.85. The UK has so far outperformed its budgets, but progress is slowing, and the country is not on track to meet its future budgets or the overall reduction target, according to the most Recent Progress to Parliament by the Committee on Climate Change.
- 5.86. NPPF paragraph 154 identifies that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change. At a local level, HBC Local Plan provides a 'Vision for Havant Borough in 2026', which includes a reduction in CO2 emissions. Both HCC and EHDC declared a Climate Emergency in 2019, agreeing to match the Government's target of net zero carbon by 2050. HBC draft Policy E12 promotes low carbon design and EHDC draft Policies S24: planning for climate change and DM27 promotes renewable and local carbon energy in new development.
- 5.87. The assessment of the effects of the now Approved Scheme on climate change was provided in the Environmental Statement (Chapter 16). Greenhouse gas emissions for the construction and operation of the Approved Scheme were calculated, based on the design and construction information available at that time, and were considered in the context of the UK's national carbon budgets and overall net zero carbon ambition. It was considered achievable for the reservoir to be carbon neutral by 2050, particularly in terms of promoting renewable energy and low carbon design in the buildings.
- 5.88. With regard to the Phase 1 Scheme, the appropriate climate change factors have been applied to the surface water drainage design, to ensure the Northern Access is resilient to expected climate change and extreme weather events.
- 5.89. Due to its small contribution to overall emissions, the potential for carbon neutral operation by 2050, and the proposed design factors, it is considered the Phase 1 Scheme is compliant with climate change planning policies at a national and local scale. There are no additional climate change impacts which were not considered as part of the Approved Scheme EIA.

Sustainable design

- 5.90. The principles of sustainable development are embedded throughout the NPPF. At a local level HBC Policy CS16 requires high quality design as is relevant to the buildings proposed as part of the Scheme, in particular the visitor centre. This is mirrored in HBC draft Policy E6 on high quality design. EHDC Policy CP29 - Design, sets out the requirements for good design in development, mirrored by draft Policy S27 - Design and local character.
- 5.91. HBC Policy CS18, draft Policy KP9 and EHDC draft Policy S31 state planning permission at Havant Thicket will be permitted if:
- The development is sustainable, fully maintained, cost-effective and delivers environmental and community benefits;
 - The proposal realises the potential for renewable energy while taking into account nature conservation and other site constraints;
 - Opportunities arising from the new pipe works are taken to enhance the habitats, recreation provision and cycle and pedestrian accessibility along the stream corridors.
- 5.92. A Sustainability Statement was included in the Design and Access Statement prepared to support the Reservoir Planning Application, which included the reservoir's primary sustainability purposes, to achieve high sustainability performance by delivering project design solutions developed through good integration with all stakeholders and their requirements.
- 5.93. As an integral part of the Approved Scheme, the Phase 1 Scheme represents sustainable development for the following reasons:
- The design has been environmentally-led to reduce the amount of tree and vegetation removal within the ancient woodland, with the layout of the Northern Access Route and passing bays adjusted to avoid tree removal wherever possible;

- Habitat and biodiversity enhancements will be delivered as part of the proposals;
- The heritage assets, important landmarks and historic buildings including: Leigh Park Registered Park and Garden; the Sir George Staunton Conservation Area and existing woodland; and the South Downs National Park, will not be impacted by the proposals;
- The proposed route will be predominantly constructed from permeable materials;
- The surface water drainage scheme (which incorporates SuDS measures) will ensure the Phase 1 Scheme is resilient to flood risk and the effects of climate change;
- There will be no street lighting or illuminance of traffic signs, ensuring the Phase 1 Scheme has zero energy requirements once the Northern Access is operational and also minimises impacts on bats;
- Sustainable material procurement and use through the re-use of excavated materials and re-use of timber on site will be employed as much as possible;
- The Phase 1 Scheme will provide the main access to the reservoir and links to walking/cycling routes and multi-user pathways to maximise opportunities for recreation and activities to improve overall health and well-being of the local community; and
- Mitigation measures are in place to ensure that there will be no adverse effects upon air quality (including dust emissions) and noise on-site during the construction and operation of the Phase 1 Scheme.

5.94. Sustainability has been considered and embedded throughout the Phase 1 Scheme design to align with the requirements set out in the adopted and draft local planning policies. In addition, a Renewable Energy Strategy will be prepared for the overall Approved Scheme in response to Planning Condition 29 of the Hybrid Consent, which will include further measures to enhance the sustainability performance of the Phase 1 Scheme.

6. Summary and Conclusion

Phase 1 Scheme

- 6.1. This Planning Supporting Statement supports an application to HBC and EHDC on behalf of Portsmouth Water for Reserved Matters and the discharge of Planning Conditions relating to the Northern Access (Phase 1 Scheme) in connection with the Hybrid Planning Permission for a Reservoir and associated infrastructure (the Approved Scheme) on land at Havant Thicket, adjacent to Sir George Staunton Country Park and Middle Park Way, Havant.
- 6.2. The Hybrid Permission for the Approved Reservoir Scheme includes full planning permission for the construction of a new northern access from the B2149 Manor Lodge Road into the Blendworth Fragment and outline planning permission for an access route from the new access and along an existing track to the approved reservoir car park. The information submitted with this Planning Statement will inform the discharge of the relevant planning conditions and reserved matters for the Phase 1 Scheme. All proposed works are within the footprint and red line boundary of the Approved Reservoir Scheme.
- 6.3. The offsite works on the B2149 are subject to a Section 278 Agreement with the local highway authority (HCC) as this will become adopted highway and the detailed design has been developed in consultation with HCC. These works will involve the reprofiling of the road, lowering and widening the carriageway and the construction of a ghost island and right-hand turn into the Northern Access Route, which has been designed in accordance with the Design Manual for Roads and Bridges. These works are not part of the Phase 1 Scheme, however, the design of the B2149 works and Phase 1 Scheme have been developed together as they are inextricably linked.
- 6.4. The Phase 1 Scheme measures 1,407 m in length from end to end. Approximately 63m of the proposed route will accommodate two-way traffic at the new access with the B2149. The route then becomes single lane single carriageway for approximately 1,344m with passing bays to ensure that the footprint of the works is kept to a minimum. This will minimise the loss of trees and Ancient Woodland. A combination of both “dig” and “no dig” approaches has been selected for the Phase 1 proposals, to ensure tree roots and trees are protected. Sustainable drainage has been incorporated to ensure the Phase 1 Scheme will not increase the risk of surface water flooding.
- 6.5. Access to the site by non-motorised users has also been considered. The Phase 1 Scheme includes a permanent North/South Pedestrian/Cycle Link, formed by upgrading and extending one of the existing tracks (The Avenue). This would cross over the proposed route to create a link with the future development at Land East of Horndean. It would provide a direct connection between the Reservoir, the future Visitor Centre and the public rights of way network to the north and north east. The Phase 1 Scheme also accommodates a crossing for the temporary diversion of Bridleway 120/Rowlands Castle 29 during construction. This temporary bridleway will be upgraded to a Multi-User Route, once the Reservoir is operational. Unfortunately, a future Multi-User Route cannot be accommodated alongside the proposed route itself, as the footprint of the route would be significantly increased, causing a greater impact on the adjacent trees and Ancient Woodland. A site-wide Access and Recreation Strategy is being developed and will inform the tri-partite Site Management Plan (Portsmouth Water, HCC and Forestry England).
- 6.6. The tree removal has been limited to the footprint assessed and approved as part of the Approved Scheme. The proposed passing bays along the Phase 1 Scheme have been placed in locations to reduce the impact on the individually recorded trees, notably the yew trees and mature oaks. Vegetation clearance to facilitate construction of the passing bays will be limited to self-sown birch, goat willow and scrub, of low arboricultural quality.
- 6.7. An Ecological Mitigation, Compensation and Enhancement Measures report has been prepared to accompany this Phase 1 submission. The report includes details of updated ecology surveys of trees with the potential to support roosting bats and a badger survey. The report also outlines suitable ecological mitigation, ecological compensation and enhancement measures. The design team in consultation with the environmental leads have succeeded in reduced the loss of ancient woodland from the 0.84ha identified in the Environmental Statement to 0.65 ha. No trees classified as veteran specimens will be lost.

Accordance with Outline Consent

- 6.8. The Approved Scheme was subject to an Environmental Impact Assessment (EIA) and an Arboricultural Impact Assessment which assessed the scheme submitted in detail (e.g. area of the northern access junction) and parameters for the scheme submitted in outline (e.g. the route to the reservoir). The Phase 1 Scheme has been designed in accordance with the development parameters set by the Hybrid Consent, and the design principles set out in the Development Specification and Design and Access Statement, and it remains within the footprint of Approved Scheme. It has been developed through an iterative process, informed by the work of technical specialists, and takes into account stakeholder feedback and mitigation measures proposed by the Environmental Statement submitted as part of the Hybrid Consent that are applicable to the Scheme.
- 6.9. The Phase 1 Scheme does not result in any additional environmental impacts which were not considered as part of the Approved Scheme EIA.

Conformity with Planning Policy

- 6.10. The Phase 1 Scheme forms part of the Approved Scheme, which is safeguarded in the adopted local plans through HBC Policy CS18 and CS19; and EHDC Policy CP26, and in the emerging Local Plans through HBC draft Policy KP9 and EHDC draft Policy S31. The proposed Phase 1 Scheme has been designed within the context of the requirements of relevant national and local planning policy. An assessment of the Phase 1 Scheme against planning policies which relate to the Scheme demonstrates how the proposals conform to local and national policy requirements and guidelines.
- 6.11. As well as facilitating future development phases within the Approved Scheme, the Phase 1 northern access works will provide non-motorised user access to the north to provide a significant new connection between Havant, the reservoir site and future development to the north and the wider public rights of way network.

Conclusion

- 6.12. This application seeks approval with respect to Reserved Matters relating to the appearance, landscaping, layout, access and scale of the Phase 1 Scheme that will form the first phase of this strategically important infrastructure project. The increase in water supplies available on completion of the scheme will help Portsmouth Water to free up existing supplies in the west of the catchment area to share with Southern Water's customers to meet the region's challenges in the future, in particular relating to abstraction licence changes, predicted population growth and climate change which will all place pressure on meeting future water supply demand.
- 6.13. Complementary to its infrastructure resilience function, the Approved Scheme will also provide a new recreational facility/resource adjacent to one of the more deprived areas in south east Hampshire, in an area which the community can access on foot, by bike, or through existing bus routes.
- 6.14. As demonstrated throughout this Statement, the design of the Phase 1 Scheme has been developed to be fully in accordance with all relevant requirements of the Hybrid Consent, including compliance with the related planning conditions attached to the Hybrid Consent and the development principles set out in the Approved Scheme application. The Phase 1 Scheme has also been demonstrated to be in conformity with all pertinent national and local planning policy. In line with these important considerations, this comprehensive application submission also provides information sufficient to fully or partially discharge those planning conditions attached to the Hybrid Consent that will facilitate the commencement of development of the northern access works on site. As such, Portsmouth Water consider there is a compelling planning case in support of the proposed Phase 1 Scheme works such that consent be granted for this Reserved Matters submission and all relevant planning conditions discharged.

Appendix A. Site Location Plan



Phase 1 Application Red Line Boundary

Phase 1 Scheme

S278 Boundary

Other land owned by Portsmouth Water

P01	FM	SD	JF	SMcP	FOR PLANNING	30/06/2022
P00	FD	LC	JF	JF	WORK IN PROGRESS	01/04/2022
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Project Title
HAVANT THICKET RESERVOIR

Drawing Title
**PHASE 1 APPLICATION
SITE LOCATION PLAN
PAGE 1 OF 2**

Portsmouth Water Drawing Number	Rev
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Phase 1 Application Red Line Boundary

Phase 1 Scheme

S278 Boundary

Other land owned by Portsmouth Water

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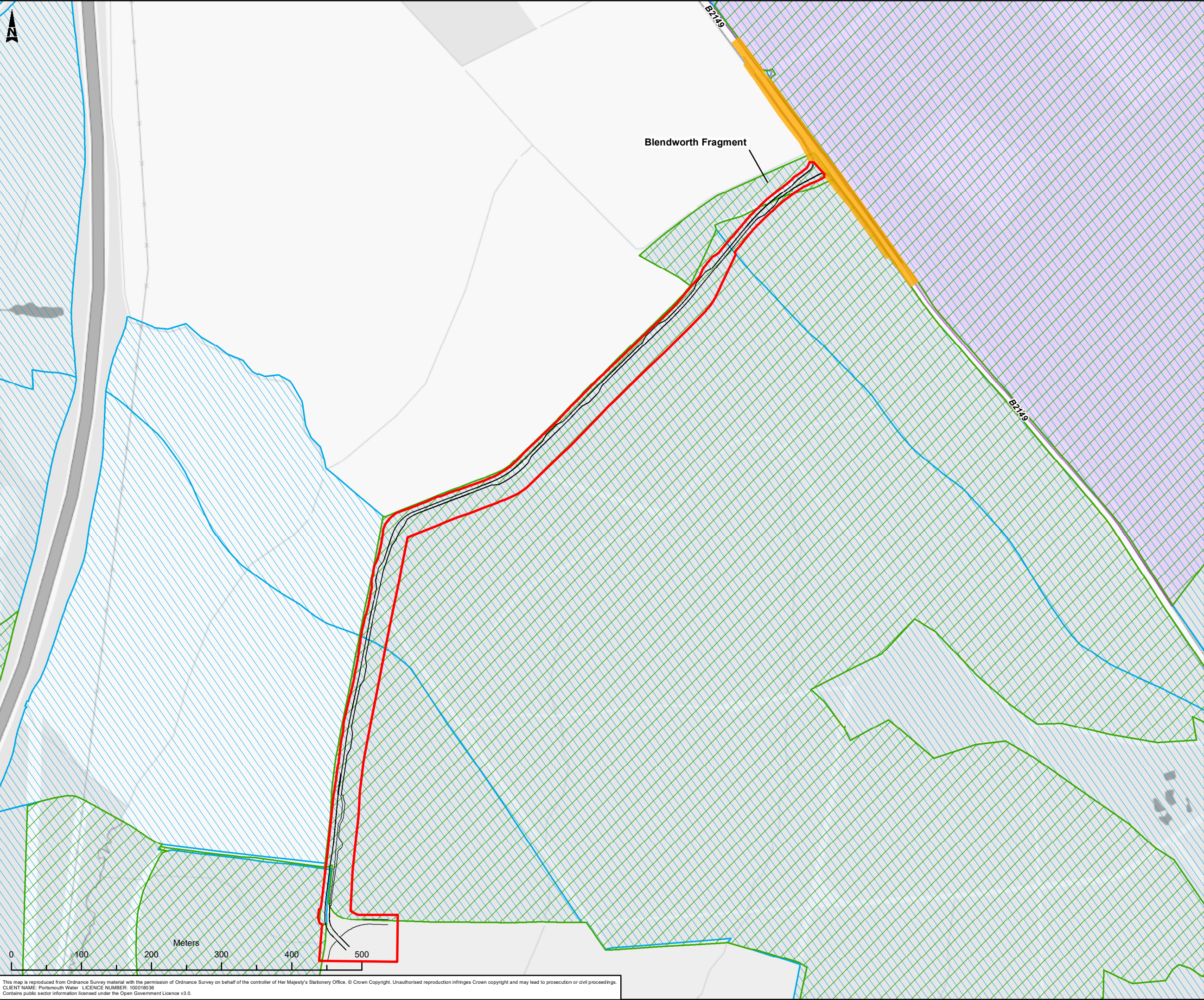
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SITE LOCATION PLAN
PAGE 2 OF 2

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Appendix B. Environmental Context Plan



Phase 1 Application Red Line Boundary

Phase 1 Scheme

S278 Boundary

Ancient Woodland

Site of Importance for Nature Conservation

South Downs National Park

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PHASE 1 APPLICATION
ENVIRONMENTAL CONTEXT PLAN

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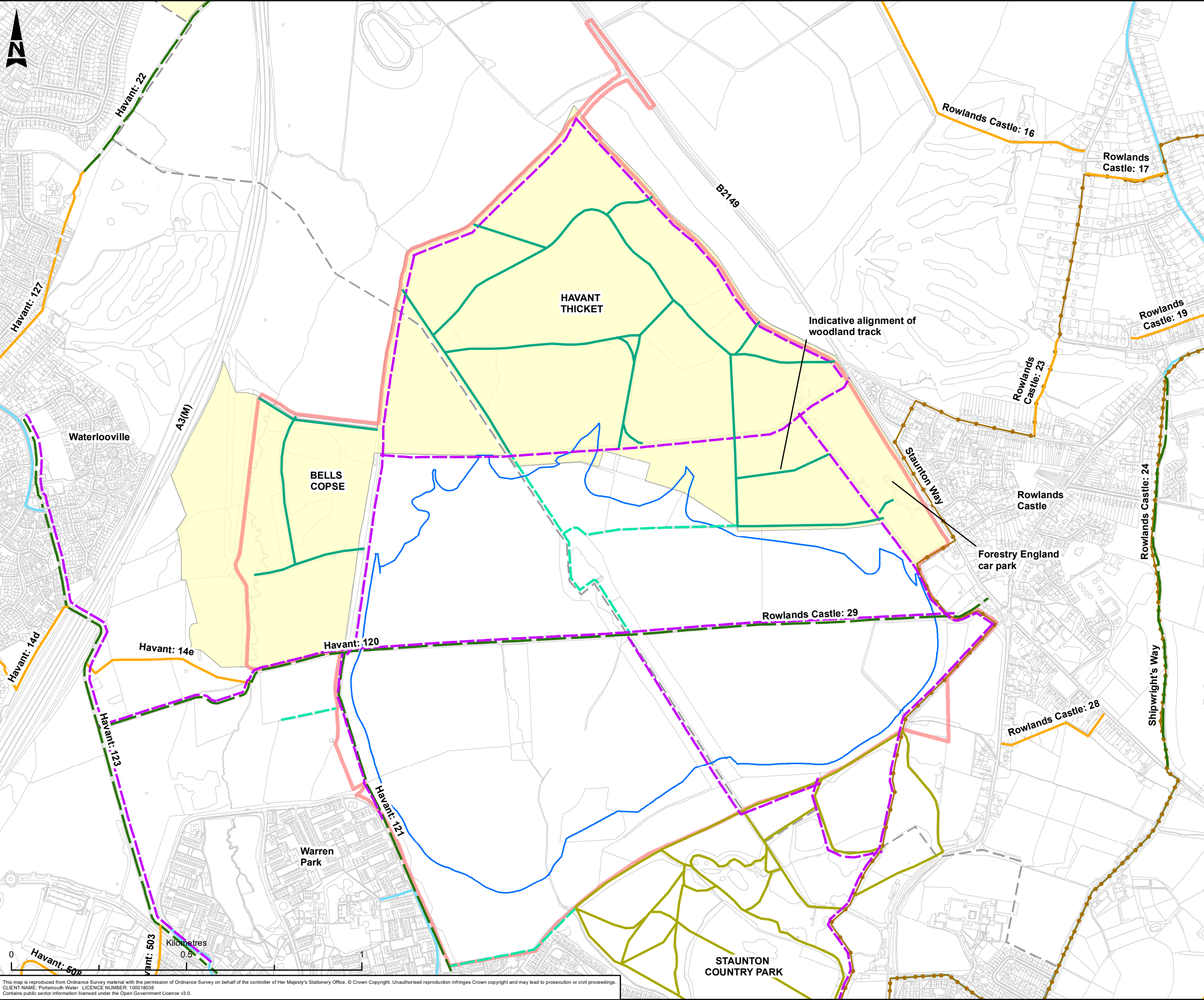
Appendix C. Draft Recreational Access Plans

Appendix C.1 Existing Access plan

Appendix C.2 Access During Construction

Appendix C.3 Access in Operation

See separate PDFs



- Redline Boundary
- Reservoir Footprint
- Bridleway
- Footpath
- Long Distance Footpath
- Woodland Track
- Track Available for Cycle Use
- Pedestrian Connections in Staunton Country Park
- Track for use by walkers
- National Cycle Network
- Countryside and Rights of Way Act Land with Access
- Local Authority Boundary

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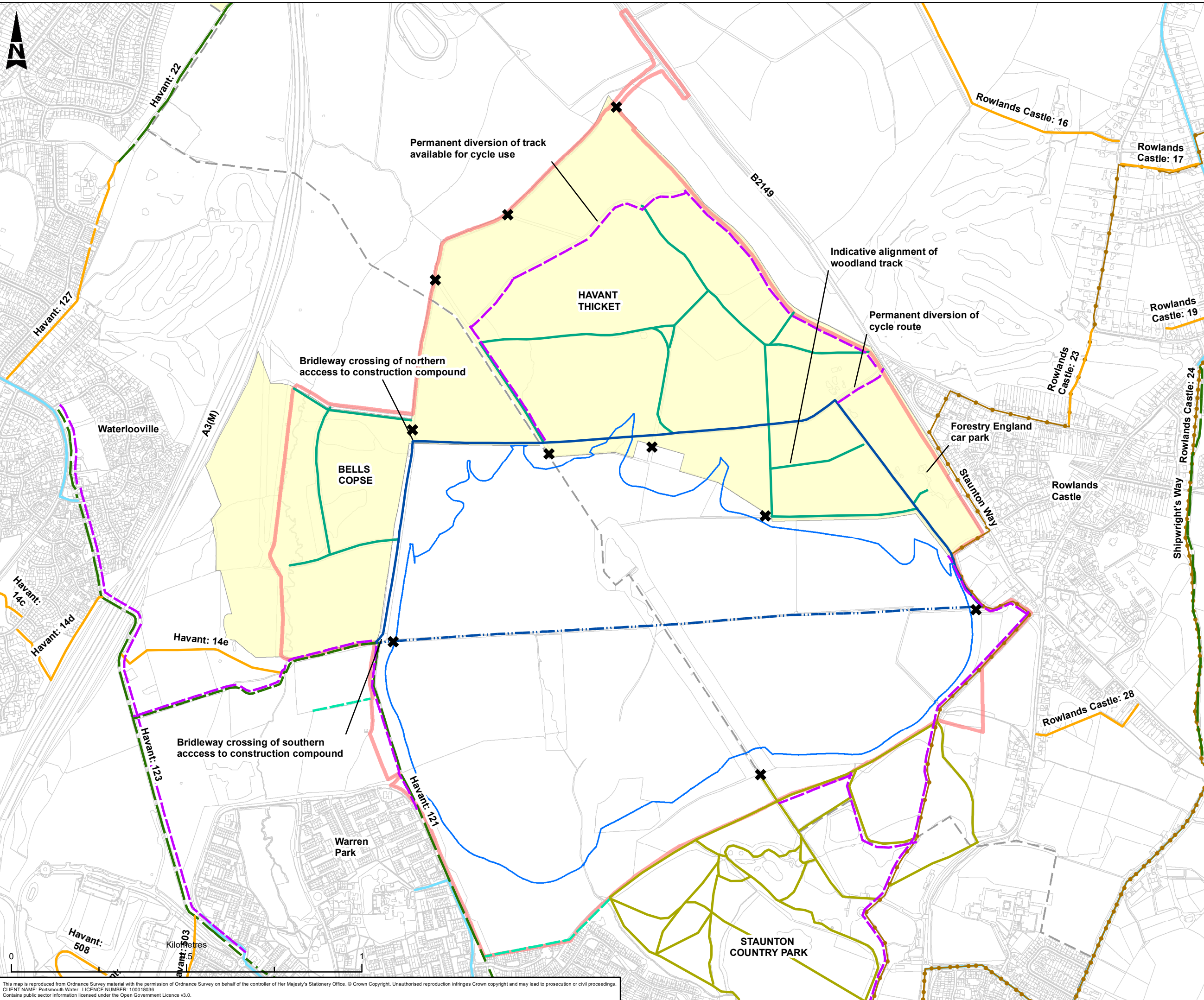
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Redline Boundary

Reservoir Footprint

✕

No Access

Track Available for Cycle Use

Pedestrian Connections in Staunton Country Park

Track for use by walkers

Temporary Diversion of Bridleway Havant 120/Rowlands Castle 29

Existing Route of Bridleway Havant 120/Rowlands Castle 29 Stopped Up and Diverted Through Havant Thicket

Woodland Track

Bridleway

Footpath

Long Distance Footpath

National Cycle Network

Local Authority Boundary

Countryside and Rights of Way Act Land with Access

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Portsmouth Water

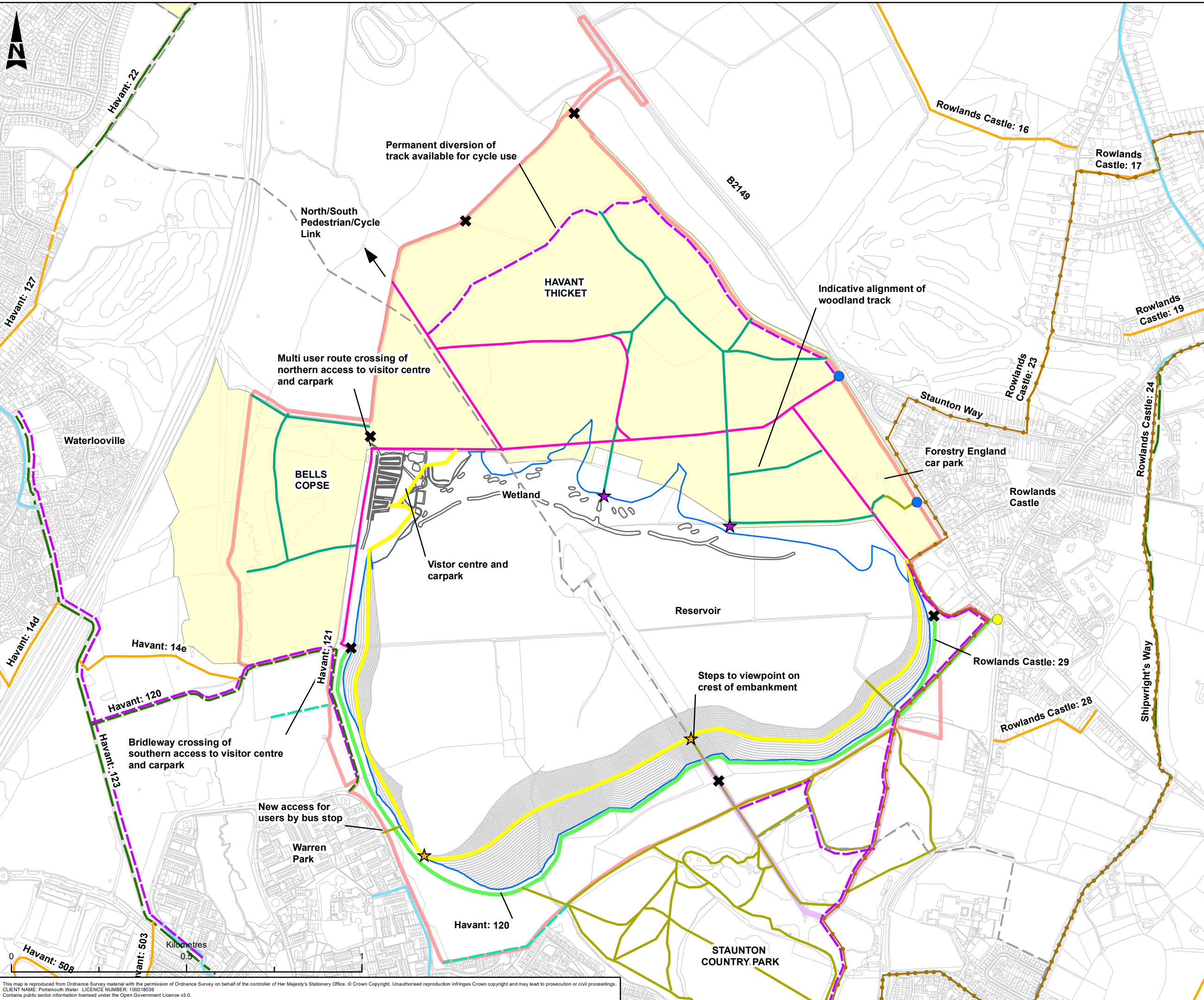
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Project Title	
HAVANT THICKET RESERVOIR	

Drawing Title	
DURING CONSTRUCTION ACCESS PLAN	

Portsmouth Water Drawing Number	Rev
	P00

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Redline Boundary

Reservoir Footprint

No Access

Bridleway

Footpath

Long Distance Footpath

Woodland Track

Track Available for Cycle Use

National Cycle Network

New Permanent Bridleway Havant 120/Rowlands Castle 29

Agreed Cycle/Pedestrian Connections to and in Staunton Country park

Footpath and Cycle Route on Crest of Embankment Linking to Visitor Centre and Car Park

Multi User Route

Pedestrian Connections in and to Staunton Country Park

Track for use by walkers

North/South Pedestrian/Cycle Link

Bird Watching Point

Viewpoint

Countryside and Rights of Way Act Land with Access

Local Authority Boundary

Sustainable Access

A1 + A2 Access 1 + 2 - Improvements to Access B2149

A3 Access 3 - Whichers

Public Right of Way Contributions for Bridleways: Havant 120, Havant 121 and Havant 123

DRAFT

P00	FD	LB	JF	JF	WORK IN PROGRESS	18/02/2022
Rev.	Dwn By	Chd By	Rev By	Auth By	Description	Date

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Drawing Suitability		Status
WORK IN PROGRESS		S0

Contractors Drawing Number:

HTR - ATK - RZ - RE - GS - Z - 0021

Project | Originator | Volume | Location | Type | Role | Number

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REGISTERED IN ENGLAND No. 2536455

Project Ref. No	Sheet	Scale	Sheet Size
5169117	1 of 1	1:10,000	A3

Project Title

HAVANT THICKET RESERVOIR

Drawing Title

IN OPERATION ACCESS PLAN

Portsmouth Water Drawing Number

P00

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Appendix D. Approved Scheme Decision Notices

[Appendix D.1 HBC Reservoir Decision Notice](#)

[Appendix D.2 EHDC Reservoir Decision Notice](#)

See separate PDFs

Appendix E. Stakeholder Forum Members

Appendix E.1 Strategic Advisory Group

- Consumer Council for Water
- East Hampshire District Council
- Environment Agency
- Forestry Commission
- Forestry England
- Frog Life
- Hampshire & Isle of Wight Wildlife Trust
- Hampshire Bat Group
- Hampshire County Council
- Hampshire Ornithological Society
- Havant Borough Council
- Havant Climate Alliance
- Natural England
- Portsmouth City Council
- Portsmouth Water
- RSPB
- South Downs National Park Authority
- Southern Water
- Stop the Chop group/local resident

Appendix E.2 Community Advisory Group

- British Horse Society
- Community First
- Cycling UK
- East Hampshire District Council
- Forestry England
- Friends of Hermitage Stream
- Friends of Staunton Country Park
- Hampshire County Council
- Hampshire Fire and Rescue Service
- Hampshire Police
- Havant Borough Council
- Havant Borough Residents Association
- Havant CAB and Park Families
- Havant Climate Alliance
- Havant District Scouts
- Havant Green Party
- Horndean Protection Group
- Local landowner
- Park Community School
- Portsmouth and District Angling Society
- Portsmouth City Council
- Positive Pathways (Leigh Park Community Volunteering Group)
- Ramblers Association
- Rowlands Castle Historical Society
- Rowlands Castle Parish Council
- St Frances and St Clare churches
- Stop the Chop group/local resident

Appendix F. Northern Access Workshop Feedback Report

See separate PDF

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