Future Water
Mackley & Jones Bros. JV

Portsmouth Water

Havant Thicket Reservoir

Statement of Community Involvement

Phase 4 – Southern Access Road

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Document Control

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1. Introduction

This Statement of Community Involvement supports an application for the approval of Reserved Matters relating to Phase 4 – Southern Access Road, in connection with the Section 73 Planning Permission reference APP/24/00312 for Havant Thicket Reservoir (henceforth referred to as 'HTR').

Phase 4 relates specifically to the Southern Access Road, which is runs from Swanmore Road to the Visitor Centre car park, serving as a secondary access to the reservoir site for local trips.

As part of discharging the Phase 4 Reserved Matters, pre-application engagement has taken place with a variety of key local stakeholders and Statutory Consultees. This has included the following stages:

- Distribution of a pre-workshop design concept pack
- A local stakeholder workshop session
- Distribution of a post-workshop design update pack
- Pre-application engagement with Statutory Consultees
- Updates shared during regular stakeholder project meetings
- Distribution of a post-workshop design update pack

This Statement of Community Involvement summarises how local stakeholders and Statutory Consultees were engaged during these stages of the pre-application process and how their feedback has informed the current proposal.

2. Local Stakeholder Engagement

For the Southern Access Road Reserved Matters, local stakeholder engagement commenced in January 2025, with workshop invitations sent to the HTR Stakeholder Advisory Group accompanied by an advance drawing pack to be reviewed before the session. This advance drawing pack is included with this Statement as Appendix A.

Six stakeholders provided feedback on the content presented within the advance drawing pack. This feedback was used to shape the presentation given at the workshop session to answer questions raised. It also showed a clear desire for the Southern Access Road to be single lane, rather than dual lane as presented in the advance drawing pack – this was subsequently included for discussion and consideration at the stakeholder workshop.

The workshop session was hosted on 28 January 2025 with 18 stakeholders attending (12 in person and 6 online via Microsoft Teams). At the workshop session stakeholders were presented with two design options for the Southern Access Road which were the following:

- Option A – Dual lane road
- Option B – Single lane road with passing places

The presentation used as part of this workshop is attached as Appendix B.

After the presentation, stakeholders were invited to review large printed plan drawings for each option and provide post-it note feedback on the designs, as well as suggestions and questions. They were also asked to put forth their perceived benefits and drawbacks of each option. The answers

provided by stakeholders during this activity are shown in Appendix C have been collated, categorised and included as Appendix D.

After the workshop session, the presentation used was supplied to all members of the Stakeholder Advisory Group and five gave additional written feedback on the content presented at the workshop which was subsequently reviewed alongside the feedback from the main workshop session.

2.1 Stakeholder Feedback Summary

Feedback provided during the workshop session both verbally and on post-it notes during the review of the large format drawings, as well as that received post-workshop, has been summarised below.

This represents feedback raised the most frequently and/or with the most agreement amongst the stakeholder group, some additional feedback is included within Appendix D which is not covered below (for example, requests for additional information to be included on design drawings).

Stakeholder views on option A (dual) vs option B (single):

- Strong preference for single lane option with passing places.
- Dual lane option was unjustified when the primary access to the site (Northern Access Road) is single lane.
- Stakeholders felt the single lane option provided better environmental protection/preservation.
- Concerns were raised about how the Northern Access would be established as the primary access with the Southern Access used only for local trips.

Stakeholder views on design concept (relating to both options):

- There is a need to clarify where the ancient woodland boundary is alongside the western edge of the reservoir site.
- Additional details of the wildlife corridor should be provided including its width
    - *Note: the wildlife corridor established via the application is at the Southern Access junction only, creating a connection between existing corridor south of the junction and the Havant Thicket/Cabbagefield Row/Bells Copse woodland area.*
- Additional connectivity to bridleway 121 from bridleway 120 inside the site would be desirable if this can be accommodated without introducing a significant gap within the hedgerow which would be detrimental to wildlife. Stakeholders suggested creating a 1.2m path with a connected canopy maintained overhead.
- Justification should be provided as to why an access road and separate maintenance track are required.
- Horse riders should be consulted on the bridleway network.
- Access barriers and fencing need to be able to prevent motorcycles from accessing the reservoir site but should be appealing for the residents of Swanmore Road.
- Tree planting at the Southern Access junction should be considered to allow the canopy to establish as quickly as possible, including a review of if any existing can be retained.
- Maps should be submitted showing existing trees to be retained/removed as well as where new tree planting will take place.
- The option for additional planting between the junction and native hedgerow on the verge should be considered to support the wildlife corridor connectivity.
- Consideration should be given as to whether the Southern Access Road can be surfaced with a more natural finish.

2.2 How did we listen and what did we do

The below table gives guidance as to how the feedback collated in Section 1.1 was reviewed and considered (column 2), and the outcome of this, including any changes made to the design presented as part of this application (column 3).

In some instances, a change to the design has not been possible and in these instances the reasons for this is provided in column 4.

Feedback	**How did we listen**	**What was the outcome**	**Why is this not possible (if applicable)**
Option A (dual) vs option B (single)			
Strong preference for single lane with passing places. Dual lane option was unjustified when the primary access to the site (Northern Access Road) is single lane. Stakeholders felt the single lane option provided better environmental protection/preservation.	Stakeholder feedback was collated and reviewed by Designers, Project Managers and Project Directors for both the single and dual lane option. This included summarised comments from the stakeholder workshop, direct quotes from written feedback and benefits/drawbacks noted by stakeholders during the workshop activity session.	The decision was made to proceed with the single lane option, subject to approval from Statutory Consultees including Hampshire County Council. Following this further engagement, the design has been finalised as a single lane with passing places.	
Concerns were raised about how the Northern Access would be established as the primary access with the Southern Access used only for local trips.	The benefits of the single lane Southern Access highlighted by stakeholders were noted throughout discussions referenced above. This included the sentiment that having a dual lane Southern Access and a single lane Northern Access would encourage use of the wider route. Additionally, separate discussions regarding signposting to the Northern Access via signage and publicity have been undertaken.	A single lane with passing places has been chosen which replicates the Northern Access. With regard to signposting, further engagement with the Access Sub-group will be undertaken prior to this being implemented.	

Design concept			
There is a need to clarify where the ancient woodland boundary is alongside the western edge of the reservoir site.	The ancient woodland boundaries to the west of the Southern Access Road and associated 15m buffer zones have been compared against Natural England's Ancient Woodland Inventory (available at https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::ancient-woodland-england/about). The related areas of ancient woodland are 'Cabbagefield Row' close to the Swanmore Road junction and Bells Copse (two areas) along the western site boundary.	Ancient woodland areas and the associated 15m buffer zone are shown on drawing HTR-GHD-P4-SA-DR-T-0012.	
Additional details of the wildlife corridor should be provided.	Stakeholder requests for additional information relating to the wildlife corridor were passed on to landscape designer's for consideration.	Indicative cross sections of the wildlife corridor crossing have been submitted as drawing HTR-GHD-P4-SA-DR-T-0006 and the junction planting detailed on drawing HTR-GHD-P4-SA-DR-T-00010.	
The option for additional planting between the junction and native hedgerow on the verge should be considered to support the wildlife corridor connectivity.	Stakeholder requests for additional wildlife corridor connectivity were passed on to landscape designer's for consideration.	The native hedgerow planted along the verge has been extended south to connect to vegetation at the Southern Access Road junction. This is shown on drawing HTR-GHD-P4-SA-DR-T-0004.	

Tree planting at the Southern Access junction should be considered to allow the canopy to establish as quickly as possible, including a review of if any existing can be retained.	Stakeholder requests for additional tree planting at the junction were passed on to landscape designer's for consideration.	The application boundary has been revised to include space for some additional tree planting. This planting, and the retained trees at the junction, have been shown on drawing HTR-GHD-P4-SA-DR-T-0010.	
Maps should be submitted showing existing trees to be retained/removed as well as where new tree planting will take place.	A lack of clarity regarding trees in the area of the Southern Access junction was noted during the stakeholder workshop. This was discussed with designers to find a way to deliver this information more clearly moving forward.	A tree protection drawing has been included for submission as drawing HTR-GHD-P4-SA-DR-T-0012.	
Additional connectivity to bridleway 121 from bridleway 120 inside the site would be desirable if this can be accommodated without introducing a significant gap within the hedgerow which would be detrimental to wildlife. Stakeholders suggested creating a 1.2m path with a connected canopy maintained overhead.	Following the views expressed at the stakeholder workshop, the opportunity to create additional footpath connectivity was discussed with Hampshire Countryside Service and Forestry England. The requirement of a gap within the hedgerow was discussed with Environmental teams to ensure this could be achieved without detriment to the edge of the wildlife corridor along the western site boundary, and visibility for users was also reviewed to determine the optimal location and proximity to the junction.	The feedback received from stakeholders, as well as statutory consultees detailed within this report, a permissive crossing has been proposed. This is shown on drawing HTR-GHD-P4-SA-DR-T-0009.	

Justification should be provided as to why an access road and separate maintenance track are required.	The principle of the Southern Access Road and adjacent maintenance track/bridleway is established by the outline planning permission. The maintenance track is required to provide access to the Control House for authorised vehicles, including HGVs and a 300t mobile crane for major planned maintenance. In order for the authorised vehicles to join the maintenance track, a junction between the track and the Southern Access Road must be provided for them to make this connection. The location of this junction therefore dictates the required length of shared maintenance track/bridleway. With this in mind, the location of the junction has been assessed by our design team to review if a reduced length of shared maintenance track/bridleway could be accommodated.	The decision has been made to retain both the Southern Access Road and separate maintenance track/footpath, with the junction for authorised vehicles located at the northern end of the Southern Access Road. This junction has been located at the northern end of road as this location ensures: - Required forward visibility for approaching vehicles is achieved - Unobstructed visibility is available in all directions for authorised vehicles (specifically there are no close proximity trees) - Adequate space for large vehicle movements is accommodated (making use of the adjacent passing bay)	Locating the junction further south in order to remove the reduce the length of shared maintenance track/ bridleway would have the following impacts: - Closer proximity of manoeuvring vehicles to bridleway crossing point users - Potential traffic disturbance on Swanmore Road due to waiting vehicles - Unsafe visibility for approaching vehicles and manoeuvring authorised vehicles - Increased disturbance to the wildlife corridor crossing - Inability to implement additional landscape planting at the wildlife corridor crossing as requested by stakeholders

Horse riders should be consulted on the bridleway network.	Pre-application engagement has been undertaken with the British Horse Society. Previous consultation feedback has also been reviewed, including comments from the 2008 public consultation.	Two equestrian crossings have been provided as part of the application, which both meet Hampshire County Council's design standards. These are shown on page 6 and 7 of the accompanying design update. Bridleway 120 is provided at a 4.5m width, which exceeds design standards that suggest a minimum 3m width. Additional recommendations from BHS, such as signage, have also been incorporated into the final application.	
Access barriers and fencing needed to prevent unauthorised access to the reservoir site should be appealing for the residents of Swanmore Road.	Stakeholder comments regarding access barriers have been taken into account and passed on to the relevant teams.	An access barrier is proposed at the Swanmore Road junction tying into the existing site fencing. This, and other fencelines within the application boundary, are now shown on all drawings.	It is the intention for a planning condition to be attached to require the details of the access barrier to be confirmed at a later date to ensure consistent designs for the Northern and Southern access barriers.

Consideration should be given as to whether the Southern Access Road can be surfaced with a more natural finish.	Alternative surfacing options have been considered, including compacted gravel or similar stone. These have been assessed against the required uses for the Southern Access road, anticipated vehicle numbers and maintenance obligations.	The road will be asphalt surfaced as indicated during the stakeholder workshop. However, the footpath/ maintenance track will be made up of compacted gravel, replicating the surface of the embankment crest track and other footpaths around the reservoir site.	As the road has been sited away from root protection zones and the ancient woodland buffer zone, the construction method used on the Northern Access Road is not considered to be required. Additionally, the surfacing of the road needs to, on occasion, be able to withstand manoeuvring of a large vehicles onto the maintenance track and/or crest track. It is therefore considered asphalt surfacing is most appropriate in this context.

2.3 Ongoing engagement

Following conclusion of the stakeholder workshop and post-work feedback period, stakeholders have been kept informed of proposals and design changes via the following means:

- Updates on the progress of the design, statutory consultee engagement and processing of stakeholder feedback were shared during HTR Stakeholder Advisory Group meetings.
- A response to workshop feedback, including the table in Section 1.2 and a design update pack was emailed to stakeholders on 18 May 206. A copy of the design update pack is included as Appendix E.

3. Statutory Consultees

As part of the pre-application engagement process, some statutory consultees were consulted separate to any involvement they have in the HTR Stakeholder Advisory Group. This includes the following organisation/officers:

- British Horse Society – in relation to bridleway connectivity and provision
- Havant Borough Council Planning, Landscape, Tree & Ecology Advisors

A copy of the information shared with these statutory consultees is included as Appendix F.

In addition to the above, engagement with Hampshire County Council (HCC), as the Local Highway Authority, took place in Spring 2025 and early 2026 to ensure compliance with all relevant guidance and to provide design assurance information including a Level 1/2 Road Safety Audit.

Following engagement in 2026, the Highway Authority has raised no significant concerns regarding the proposed design and the small number of matters requiring refinement following pre-application discussions have subsequently been addressed within the application submitted.

A copy of the latest email correspondence with Hampshire County Council's Principal Transport Planner (and on behalf of Hampshire Countryside Service) is attached to this Statement as Appendix G.

4. Conclusion

This Statement of Community Involvement demonstrates that a comprehensive and proportionate programme of engagement has been undertaken to support the Phase 4 – Southern Access Road – Reserved Matters Application. Meaningful feedback was received from local stakeholders and statutory consultees and has directly informed the evolution of the proposals, most notably the progression of a single-lane access road with passing places and enhancements to landscape, ecological connectivity and bridleway provision.

Where changes could reasonably be made, they have been incorporated into the design, and where this was not possible, clear justification has been provided based on safety, operational or environmental constraints. Ongoing engagement has ensured transparency throughout the process and has helped to balance stakeholder aspirations with technical and policy requirements. Overall, the approach has resulted in a proposal that responds positively to feedback from local community while meeting the operational requirements of the Havant Thicket Reservoir project.

Appendices

Appendix A – Stakeholder Advance Drawing Pack

Appendix B – Stakeholder Workshop Presentation

Appendix C – Stakeholder Workshop Activity Outcome

Appendix D – Stakeholder Workshop Full Activity Feedback

Appendix E – Stakeholder Design Update Pack

Appendix F – Statutory Consultee Engagement Pack

Appendix G – Pre-application response from Hampshire County Council

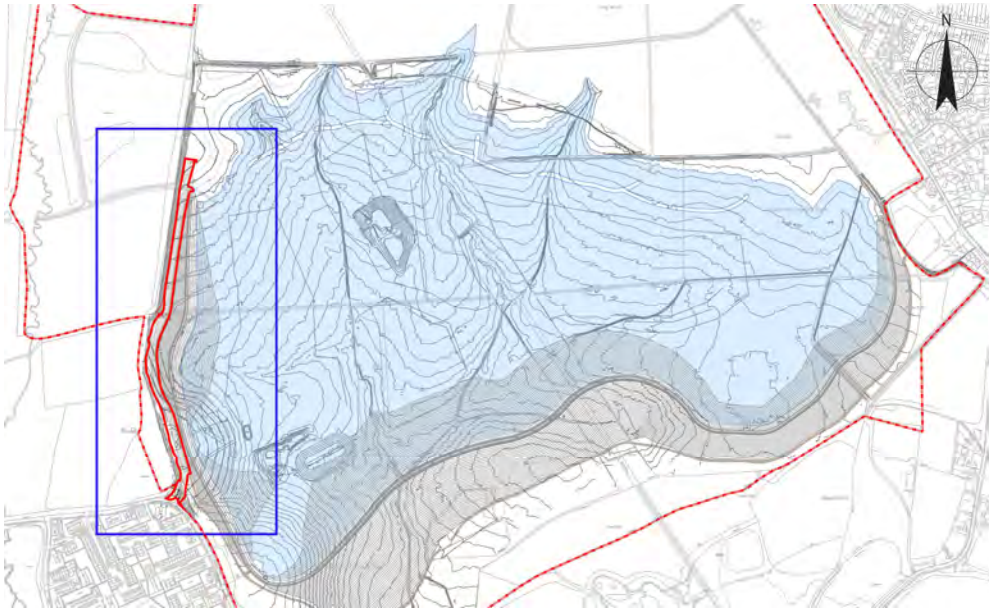
Appendix A : Stakeholder Advance Drawing Pack

Havant Thicket Reservoir

Southern Access Road

Reserved Matters Application

Briefing pack for Stakeholder Consultation Workshop to be held on Tuesday 28 January 2025



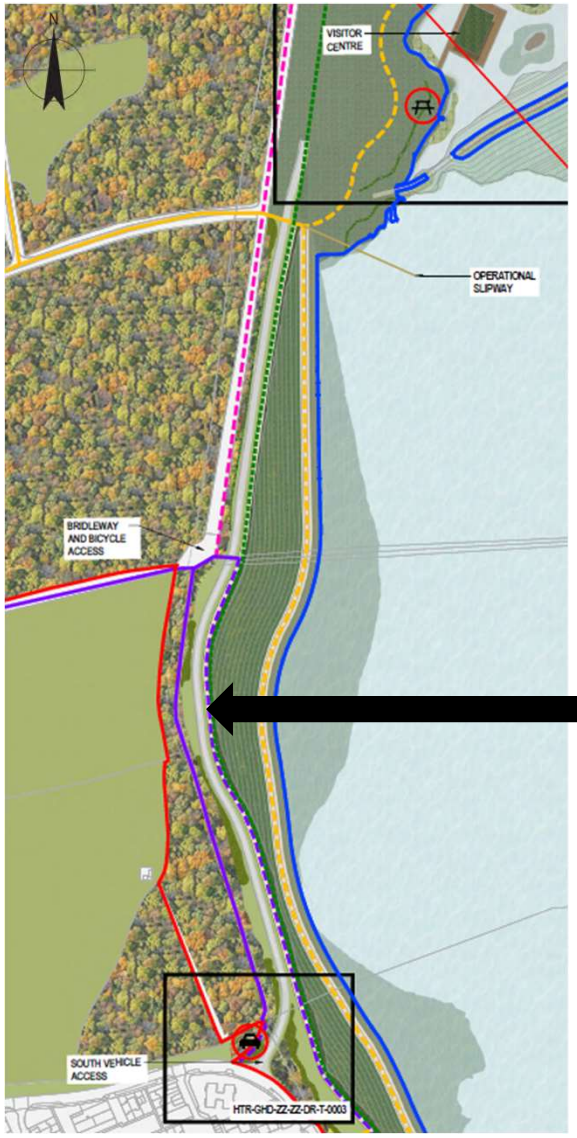
Please return comments or questions by Monday 20 January 2025 via email to:
havantthicket@portsmouthwater.co.uk

Havant Thicket Reservoir

Southern Access Road

Overview

- The purpose of the Southern Access Road is to serve as a secondary access for local trips to the reservoir and visitor centre.
- Planning permission has been granted in full for the Southern Access Road junction.
- Outline planning permission has been granted for the remainder of the access road.
- A Reserved Matters Application is required to submitted to approved details of the Southern Access Road for:
  - Siting
  - Scale
  - External appearance
  - Landscaping



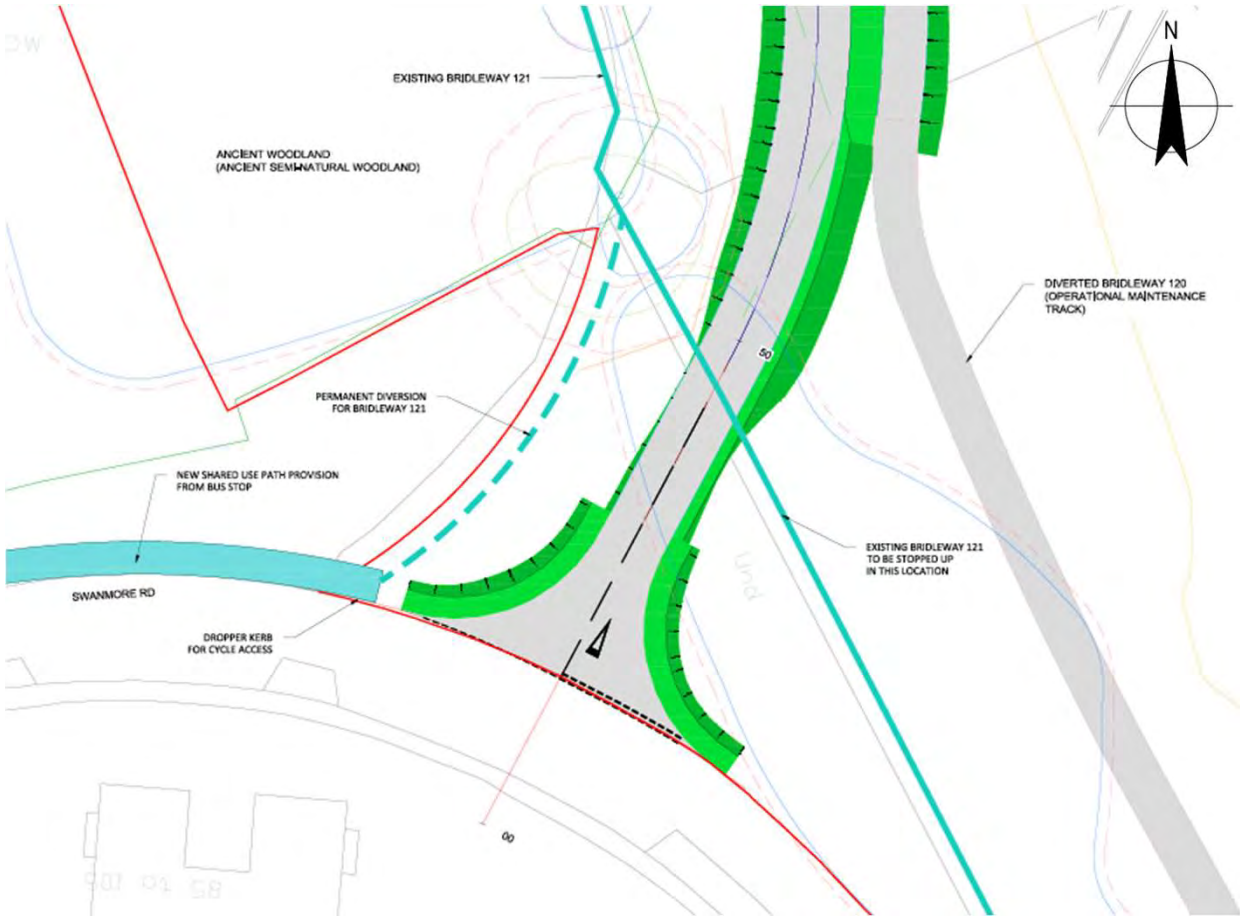
Extract of Approved Outline Masterplan

Southern Access Road

What has been granted consent?

Full planning permission

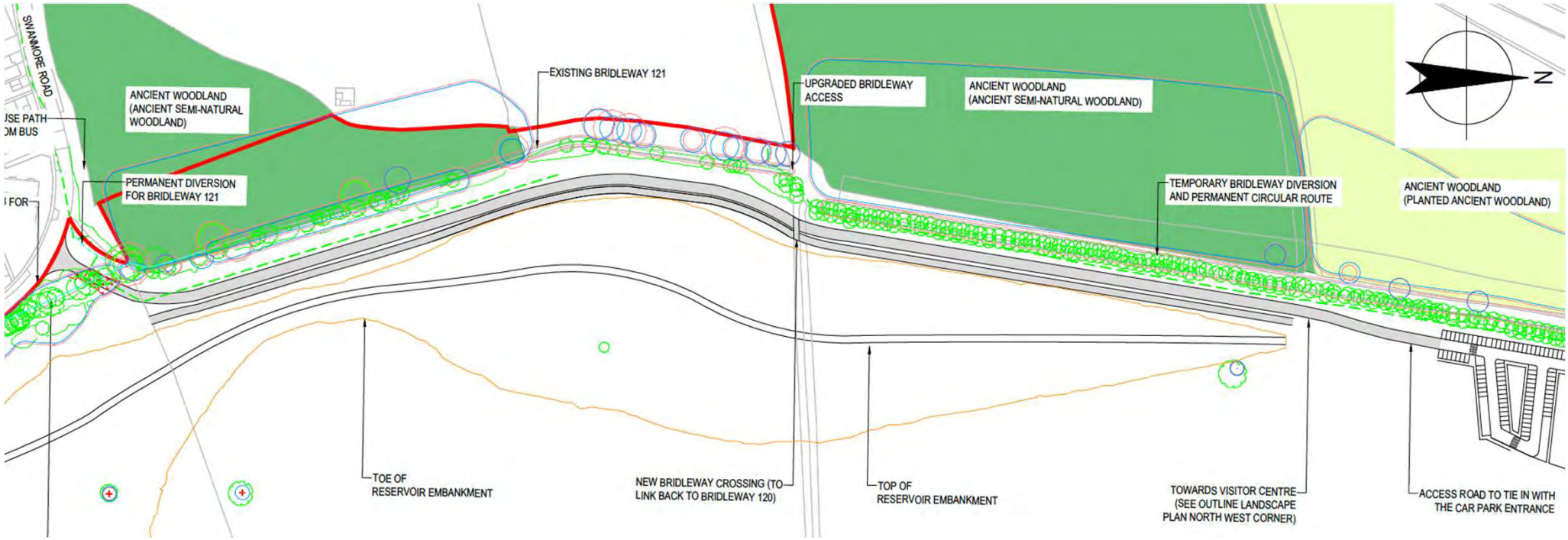
- The scheme parameters fix the location and geometry of the junction of the Southern Access Road with Swanmore Road.
- Therefore, the junction is fixed as shown on this extract of the approved drawing.
- The bellmouth of the junction will therefore be excluded from the Reserved Matters Application.



What has been granted consent?

Outline planning permission – Illustrative drawings

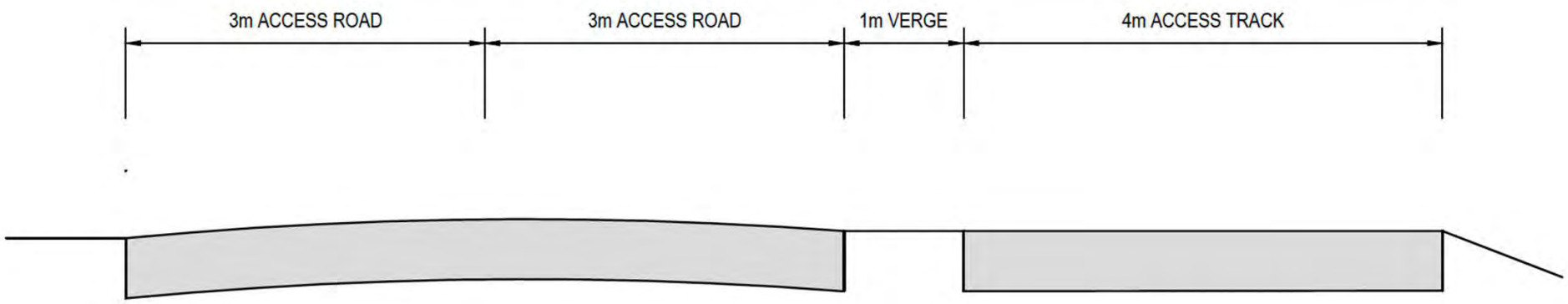
- The road from Swanmore Road to the visitor centre car park has been granted outline planning permission as shown below on the extract of the approved drawing.



What has been granted consent?

Outline planning permission – Illustrative drawings

- The approved drawing as shown in the extract below illustrates:
  - Southern Access Road 6m wide two-carriageway road
  - Reservoir operational maintenance track 4m wide
  - Verge 1m to 3m between the road and track

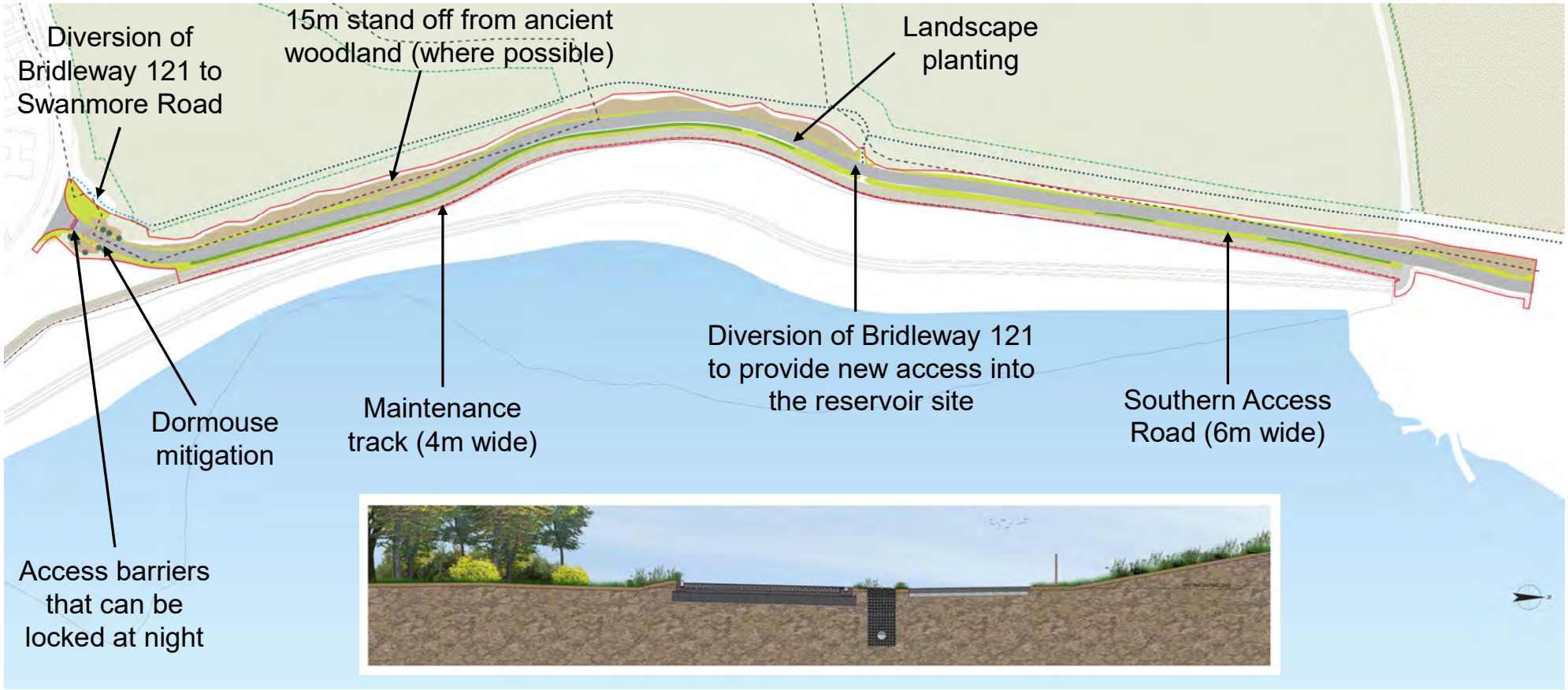


TYPICAL X SECTION WITH 1M WIDE MEDIAN/ VERGE BETWEEN ROAD AND ACCESS TRACK
SCALE 1:20

Reserved Matters Application

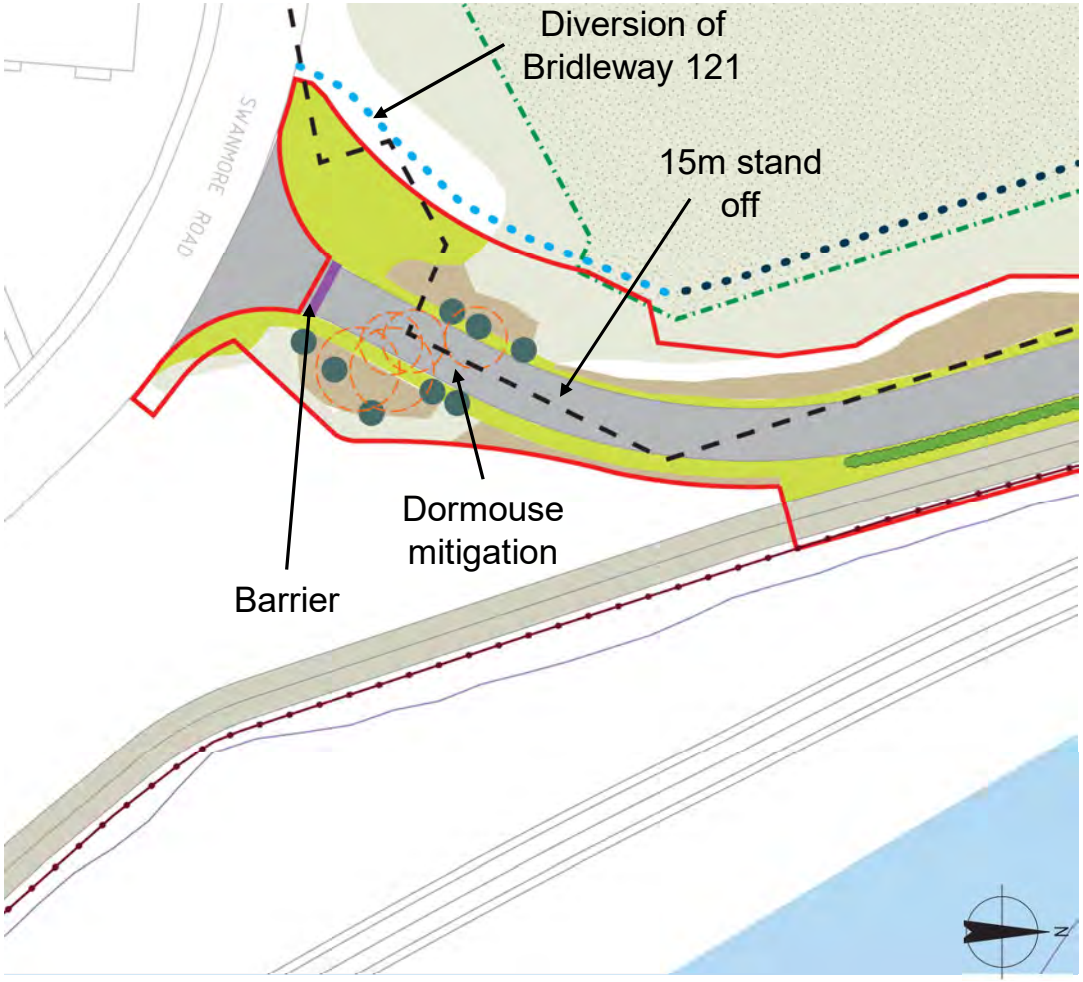
- Based upon the outline drawings, design principles and standards, and planning conditions the Reserved Matters Application is proposed to include:
    - Southern Access Road
        - 6m wide
        - Barriers at the southern end
        - Where possible, 15m stand off from ancient woodland
    - Reservoir operational maintenance track / bridleway – 4m wide
    - Diversion of Bridleway 121 to Swanmore Road
    - Diversion of Bridleway 121 to provide new access into the reservoir site
    - Landscape planting
- Specific mitigation measures for dormouse to cross the Southern Access Road will also be included

Proposed Design – Overview



Proposed Design – Detail

- Barriers at the southern end
- Dormouse mitigation – flush kerbs and planting
- Diversion of Bridleway 121 to Swanmore Road
- Southern Access Road (6m wide)
- 15m stand off from ancient woodland (where possible)



Appendix B : Stakeholder Workshop Presentation

Future Water
MJJV Ltd

Havant Thicket Reservoir

Southern Access Road Workshop

Agenda

- 11:00 – Purpose of the session
- 11:05 – Overview of upcoming / future applications
- 11:10 – Overview of existing permissions
- 11:20 – Introduction to design options & workshop format
- 11:40 – Discussion and evaluation activity
- 12:30 – Next steps, future construction sequence & wrap up

Introduction

- Thank you for all your comments and questions in the run up to today.
- We recognise that stakeholders are looking to be more closely involved in the early stages of design development.
- We have taken this on board and shaped this session to enable you to play a tangible role in shaping the design.
- This includes discussing a single lane approach, which was a clear preference in feedback we received.

Purpose of the session

- To share draft detailed designs for the Southern Access Road.
  - This does not include the visitor centre, visitor centre car park, or barriers within the car park.
- Gather your views to help shape our upcoming planning application.
- Answer questions raised following your review of our advance drawing pack.

Overview of upcoming applications

- The Southern Access Road is Phase 4 of our planning process.
- It includes a Reserved Matters Application and associated conditions documents (submitted for discharge separately).

Reserved Matters Application

A Reserved Matters Application is required to be submitted to approve details of the Southern Access Road for:

- Siting
- Scale
- External appearance
- Landscaping

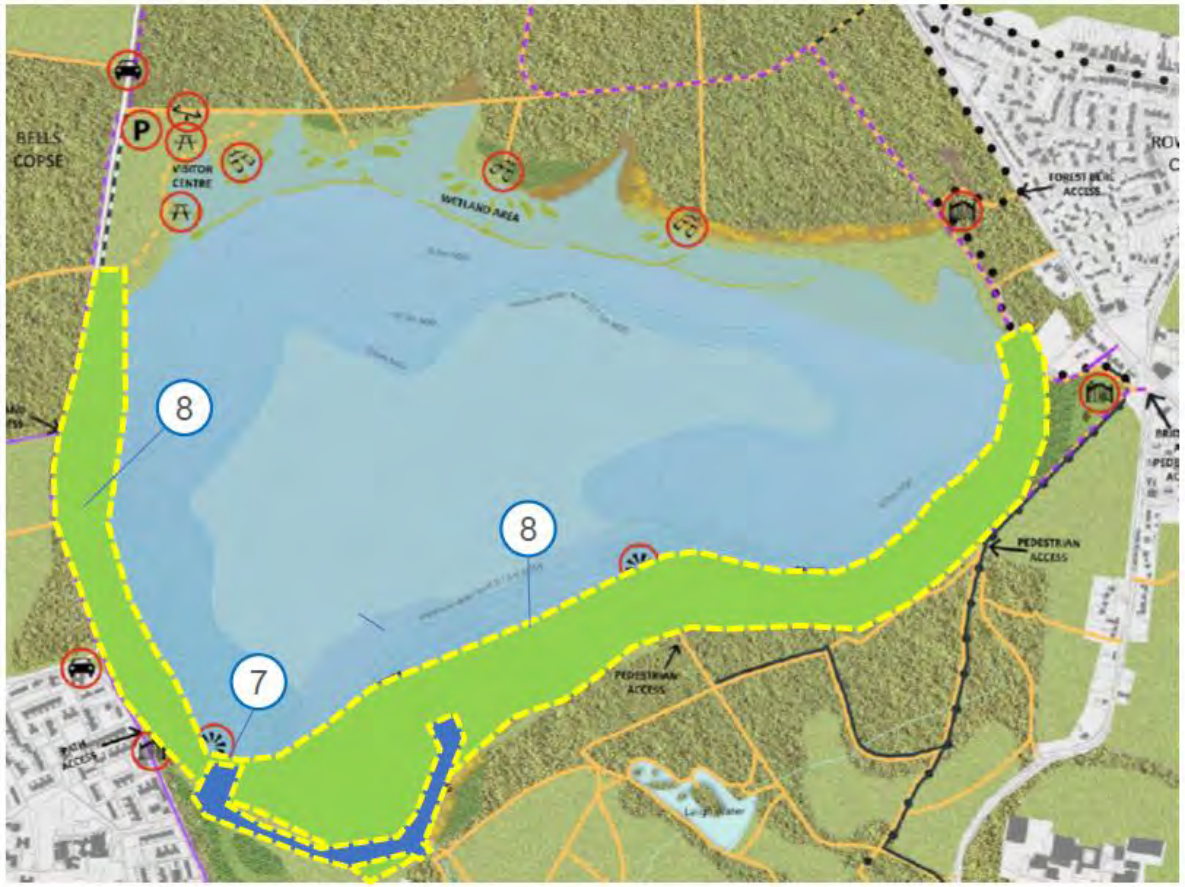
Associated Conditions

Conditions documents are required for the following in relation specifically to Phase 4:

- **Condition 5 –** Construction Environmental Management Plan
- **Condition 6 –** Construction Method Statement
- **Conditions 9 & 10 –** Noise and Vibration Management Plan
- **Condition 12 –** Construction Traffic Management Plan
- **Condition 13 –** Disabled access
- **Condition 16** – New bridleway access
- **Condition 17** – New bridleway crossing to Bridleways 120 and 121
- **Condition 18** – Barriers
- **Condition 20** – Lighting Strategy
- **Condition 21** – Archaeological Evaluation
- **Condition 28** – Landscaping details
- **Condition 32** – Drainage and Flood Risk
- **Condition 36** – Ecological Mitigation, Compensation and Enhancement
- **Condition 39** – Soil Management

What is part of future applications?

Ref	Element Covered	Proposed Submission Timing	Additional Information
4	Southern Access Road	Q1 2025	RM
5	Control house and pipe	Q2 2025	RM
6	Forestry England track culverts	Q2 2026	RM

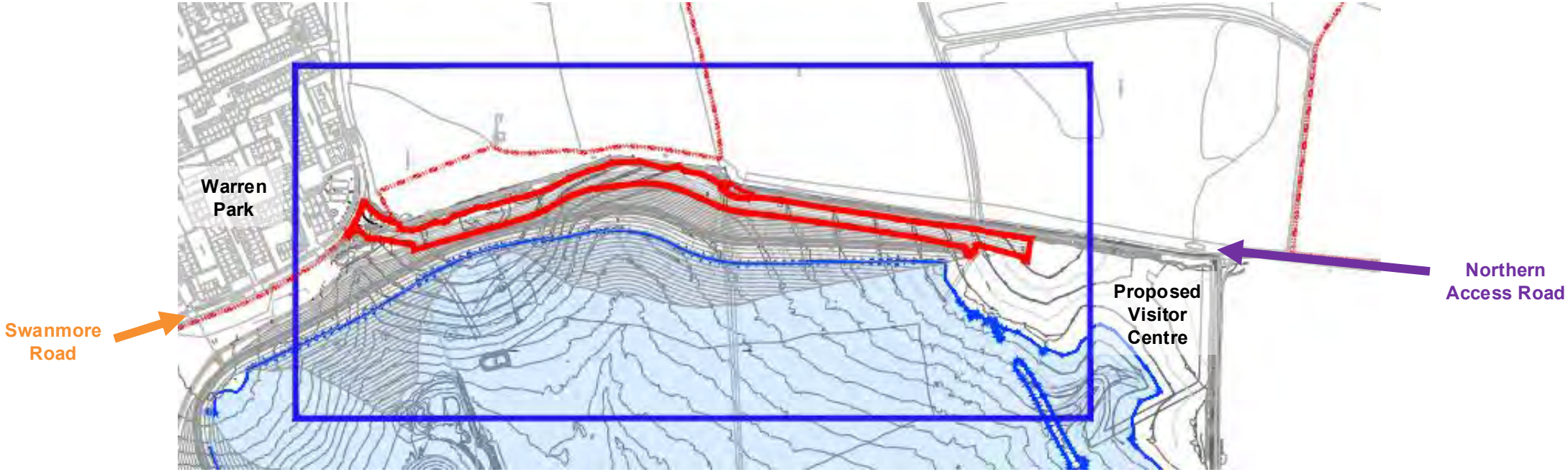


Ref	Element Covered	Proposed Submission Timing	Additional Information
7	Spillway	Q4 2026	RM
8	Remaining areas of hard and soft landscaping not previously approved	Q2 2026	RM

Additional Visitor Centre application due post-2026 (Phase 9).

Southern Access Road

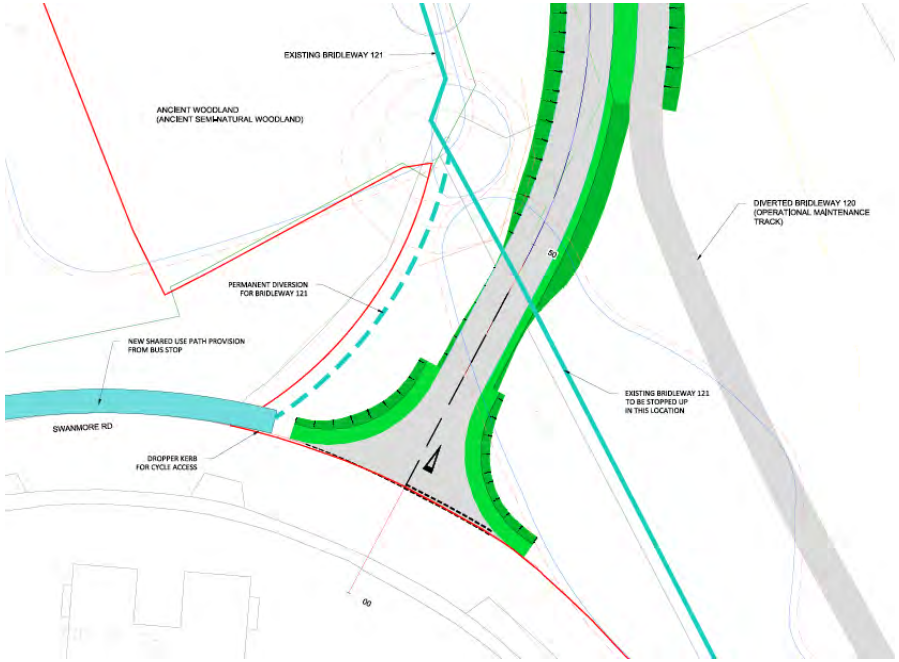
- The Southern Access will be a **secondary access** used only for local trips.
- The Northern Access will be the **main access** to the reservoir site.
  - Signage and promotional literature (including the website) will support the northern access as the primary road to the reservoir.



What has full planning permission?

- The scheme parameters fix the location and geometry of the junction of the Southern Access Road with Swanmore Road.
- The bellmouth of the junction will therefore be <u>excluded</u> from the Reserved Matters Application.

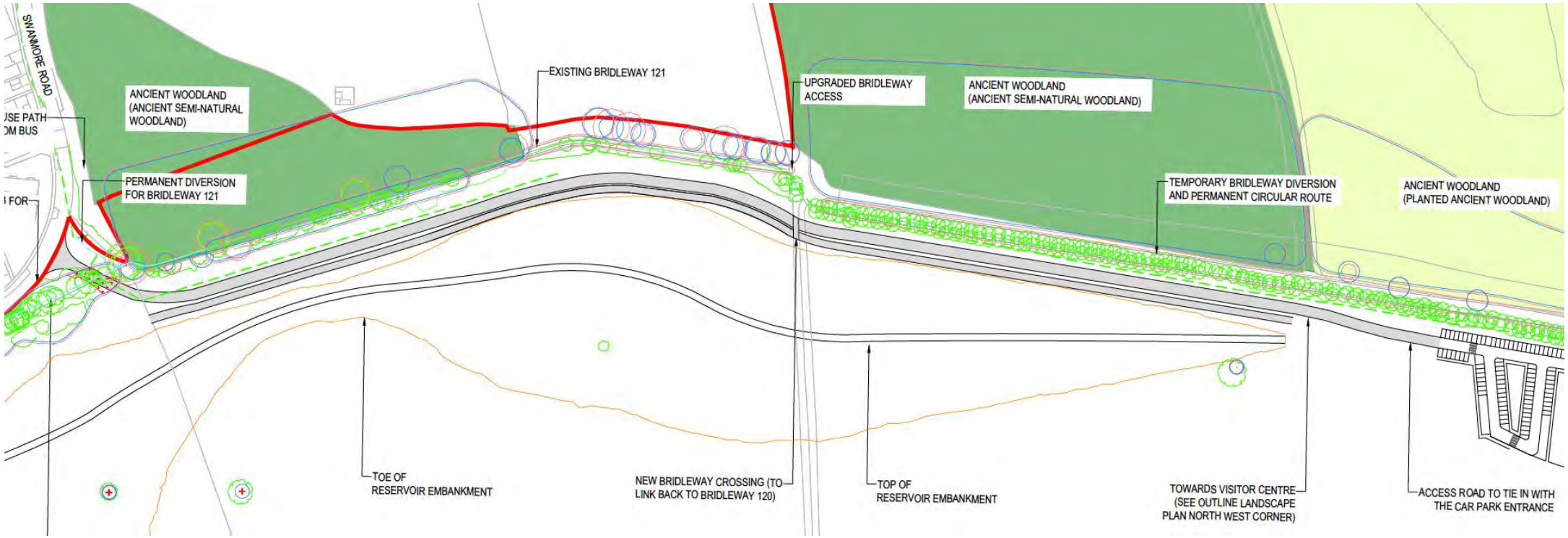
Outline Design



Proposed Design

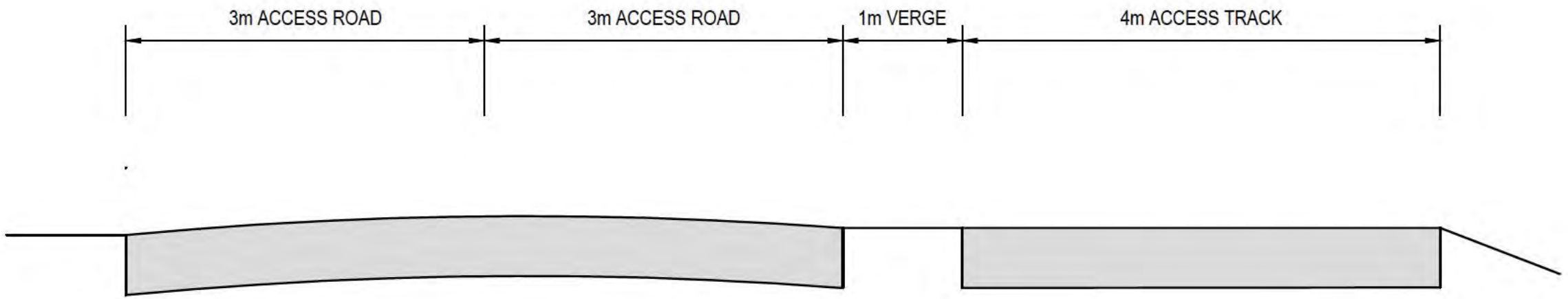
What has outline planning permission?

- The road from Swanmore Road to the visitor centre car park has been granted outline planning permission, as shown on the extract of the approved drawing below.



What has outline planning permission?

- The approved drawing shown in the extract below illustrates:
  - Southern Access Road 6m wide dual lane road
  - Reservoir operational maintenance track 4m wide
  - Verge 1m to 3m between the road and track

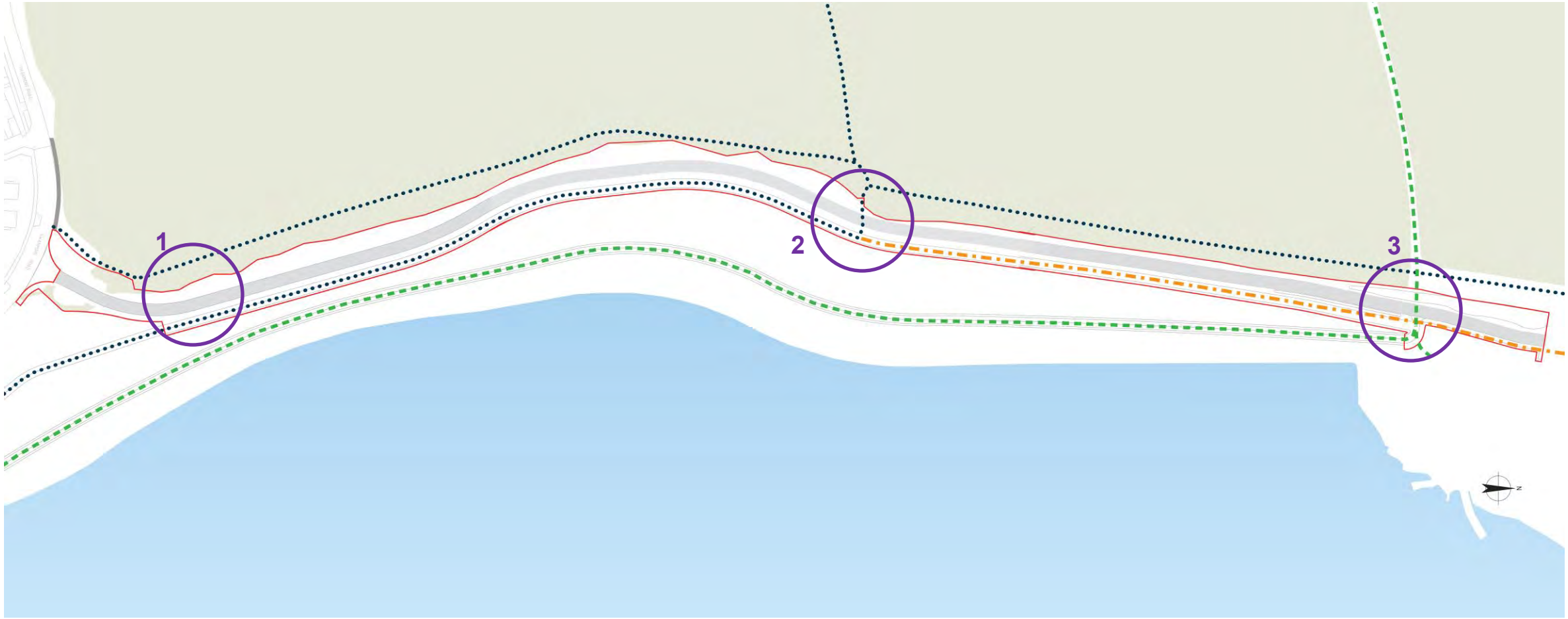


TYPICAL X SECTION WITH 1M WIDE MEDIAN/ VERGE BETWEEN ROAD AND ACCESS TRACK
SCALE 1:20

Reserved Matters Application

- Based upon the outline drawings, design principles and standards, and planning conditions, the Reserved Matters Application is proposed to include:
  - Southern Access Road
    - Barriers at the southern end
    - Where possible, 15m stand off from ancient woodland
  - Reservoir operational maintenance track / bridleway – 4m wide
  - Diversion of Bridleway 121 to Swanmore Road
  - Diversion of Bridleway 121 to provide new access into the reservoir site
  - Landscape planting
- Specific mitigation measures for dormice to cross the Southern Access Road will also be included.

Footpaths & Bridleways



Workshop Options

- **Option A** – Dual-lane carriageway
- **Option B** – Single-lane carriageway with passing places
- For safety reasons, the section of the South Access Road immediately after the Swanmore Road junction remains the same in both options.

Key

Woodland to be retained

15m Offset from woodland

Trees to be removed

Native scrub

Native hedgerow

Wildflower seeding

Gate

Stockproof fence

Footpath/maintenance track

Bridleway

Bridleway link

Proposed design – Swanmore Road

- Barriers at the southern end
- Dormouse mitigation – flush kerbs and planting
- Diversion of Bridleway 121 to Swanmore Road
- Southern Access Road (6m wide) to allow vehicles to access and egress at the same
- 15m stand off from ancient woodland (where possible)

Workshop Format

- We will:
  - Provide an overview of the Swanmore Road junction section.
  - Show you single and dual lane options.
  - Detail the pros/cons of each option as identified by Future Water & Portsmouth Water.

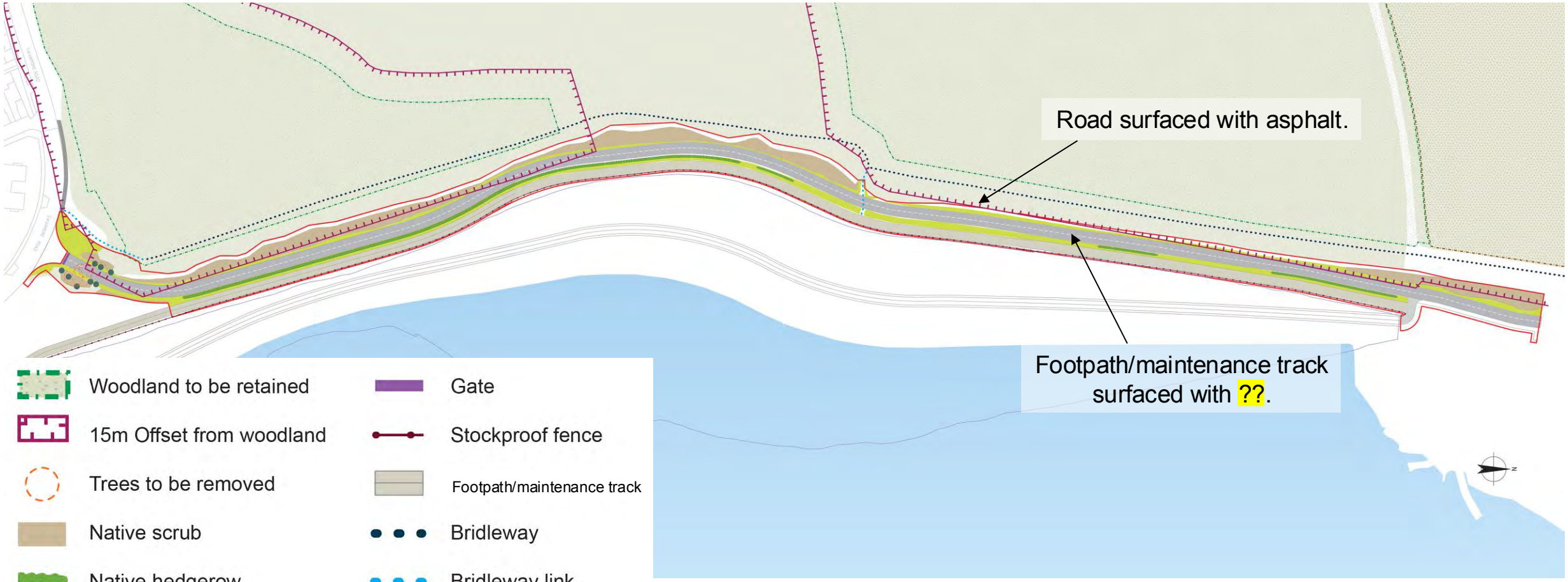
- We'd like you to:
  - Consider both options whilst we explain them.
  - Write down your thoughts on the coloured post-its provided or type them into the Teams chat if you are joining online.

Green	Yellow	Pink
Benefits / Positives	Drawbacks / Negatives	Suggestions / Comments

Option A

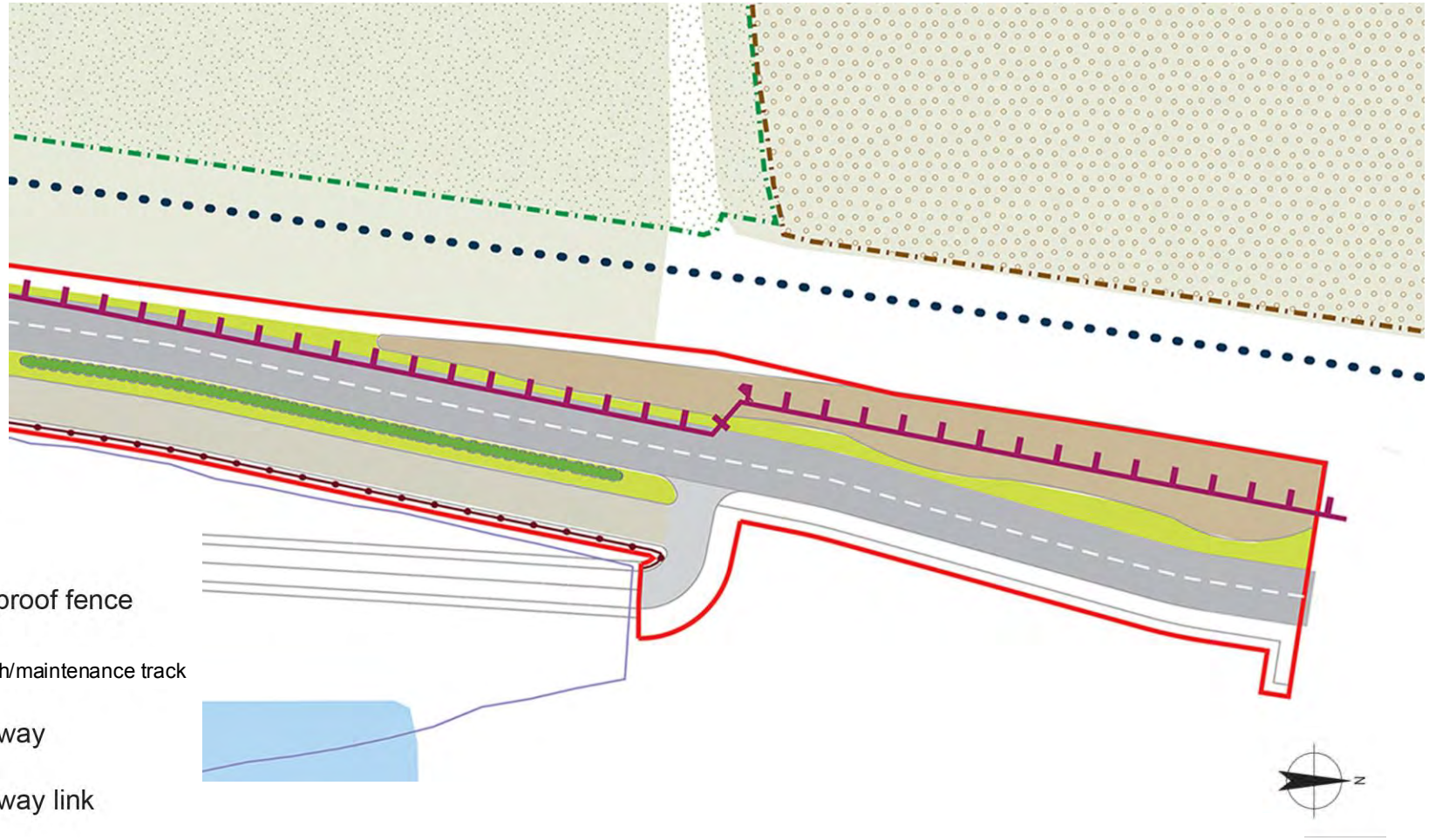
Dual-lane carriageway

Proposed design - overview

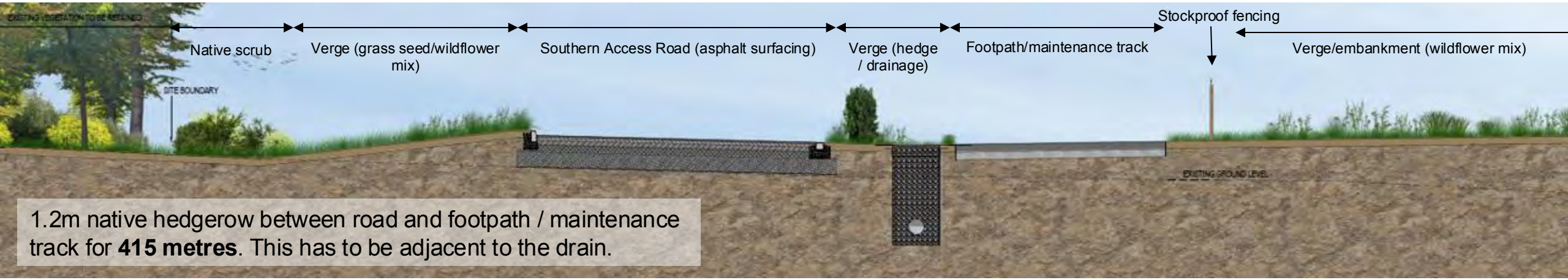


198m of road inside 15m offset from ancient woodland

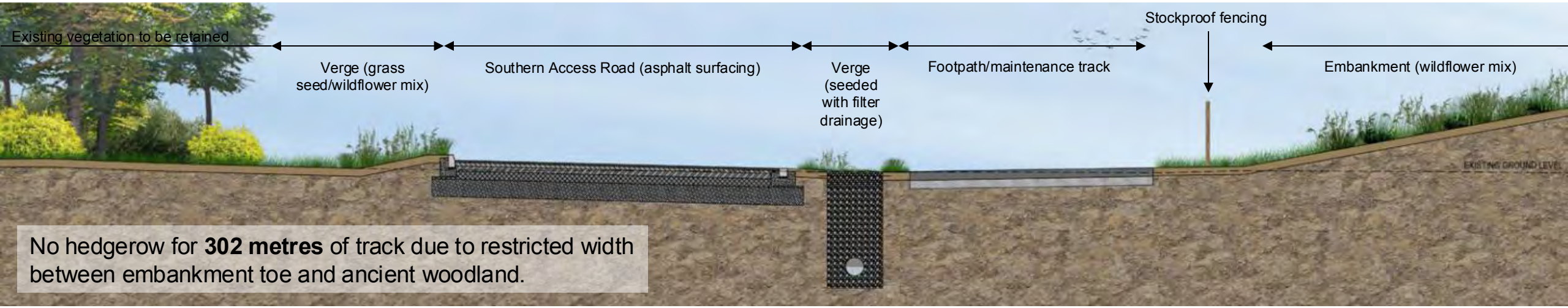
Proposed design - intersection



Cross Sections



1.2m native hedgerow between road and footpath / maintenance track for **415 metres**. This has to be adjacent to the drain.



No hedgerow for **302 metres** of track due to restricted width between embankment toe and ancient woodland.

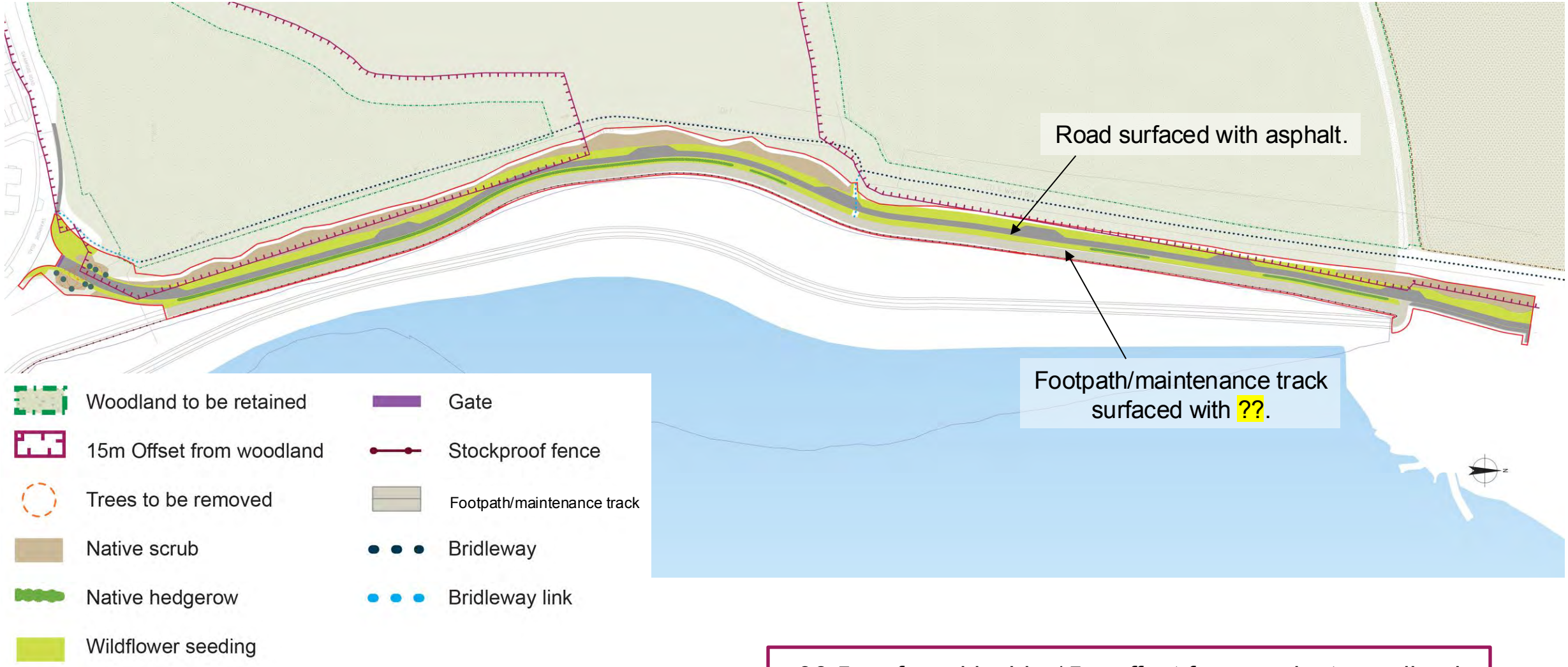
Identified benefits / drawbacks

Benefits	Drawbacks
▪ Dual lane is easier for maintenance as one lane can be closed for repairs whilst leaving the other lane open for traffic. ▪ It provides an effective access point for emergency vehicles in relation to the visitor centre location. A single-lane single carriageway is likely to be blocked through a broken-down vehicle. ▪ Improved operational effectiveness if the Northern Access has to be closed for maintenance etc.	▪ More encroachment into the 15m ancient woodland buffer than with single lane option. ▪ The Southern Access is for local visits only, making it the wider road of the two accesses could make it appear the main access. ▪ Concerns raised by community representatives (during pre-workshop feedback).

Option B

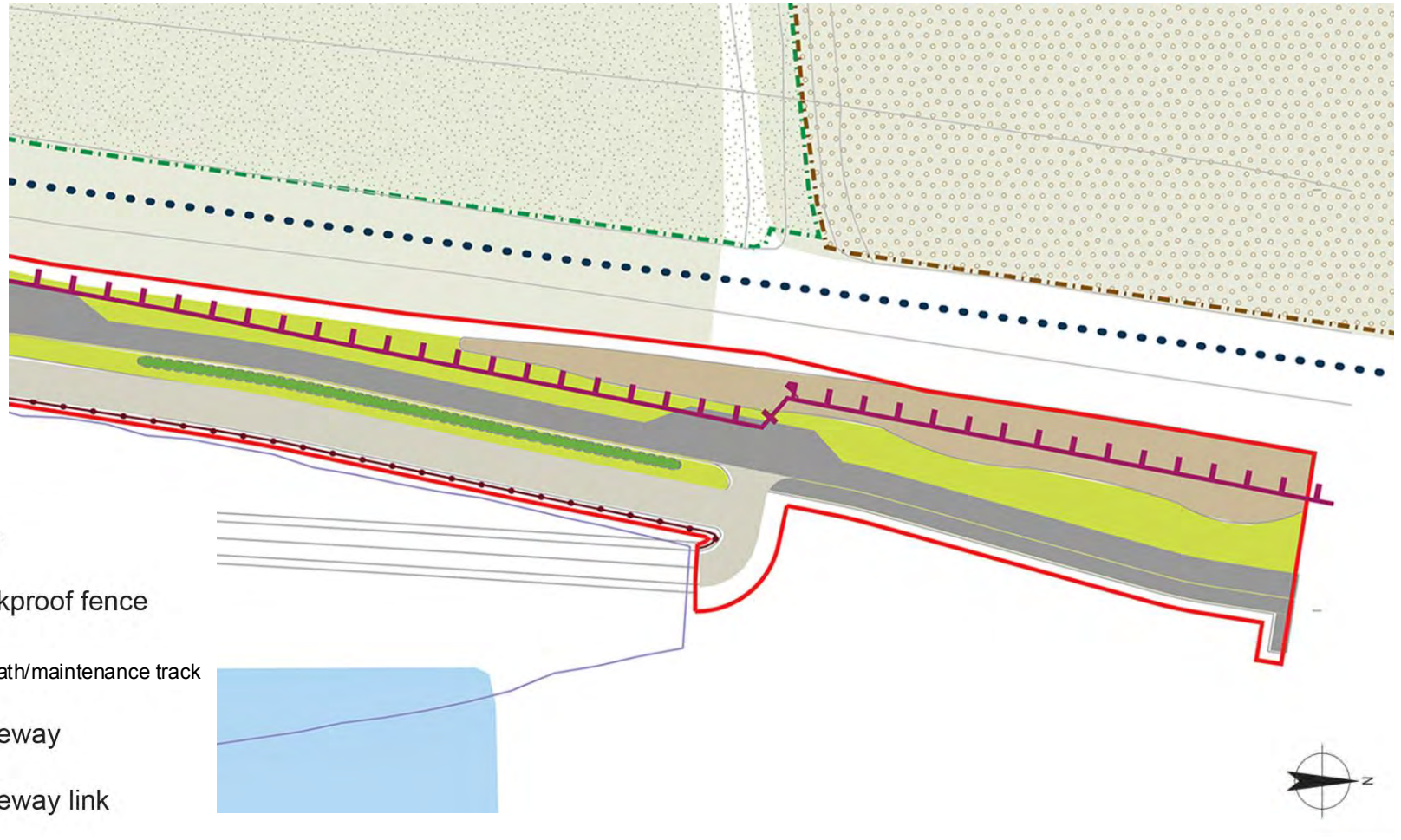
Single-lane carriageway with passing places

Proposed design - overview



96.5m of road inside 15m offset from ancient woodland

Proposed design - intersection



Identified benefits / drawbacks

Benefits	Drawbacks
▪ A single lane road with passing places is a less urbanised design, maintaining rural character of the site. ▪ Opportunities to minimise incursion into 15m ancient woodland buffer. ▪ Enables a larger buffer in some areas between road and western wildlife corridor. ▪ Lower cost/carbon emissions ▪ Community preference (based on pre-workshop feedback)	▪ Reduced capability to act as an alternative egress from the site if the Northern Access was blocked. ▪ Southern Access would likely have to be closed entirely for maintenance. ▪ Less effective as a use for emergency access to the visitor centre location. ▪ Given closer proximity to the car park than the Northern Access, passing places would need to careful management to ensure they aren't used for parking.

Your Feedback & Questions

- We'll now take each option in turn and ask you to contribute your related benefits, drawbacks and comments / questions.

- These will be attached to the printed plans we have in the room with us which we will take away and review after the session.

- If your benefit / drawback / comment is the same as another one, we will put these onto the plan together and record the number of times it was raised.

Green	Yellow	Pink
Benefits / Positives	Drawbacks / Negatives	Suggestions / Comments

Option A – Dual-lane

198m of road inside 15m offset from ancient woodland

Option B – Single-lane (with passing places)

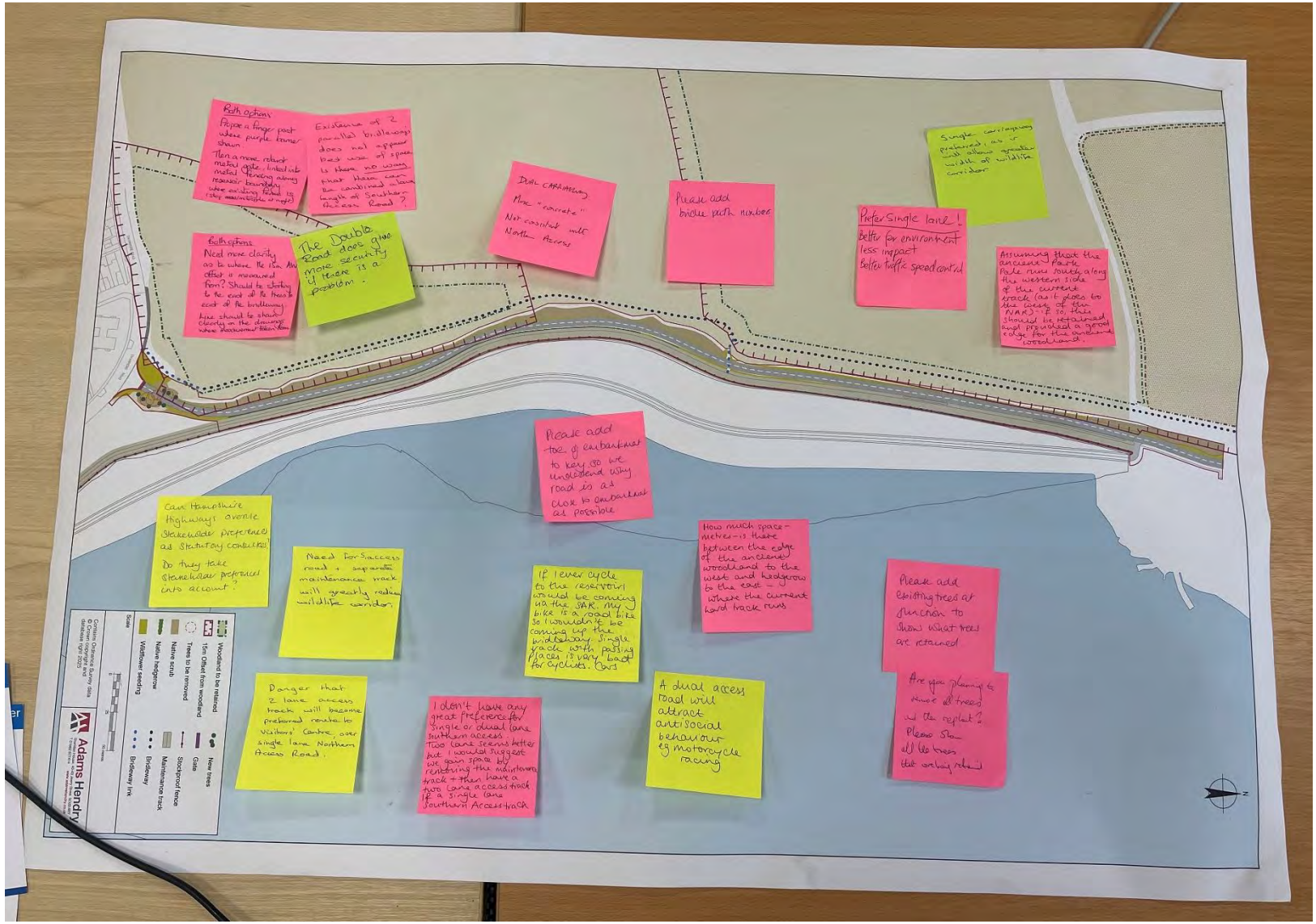
96.5m of road inside 15m offset from ancient woodland

Next steps

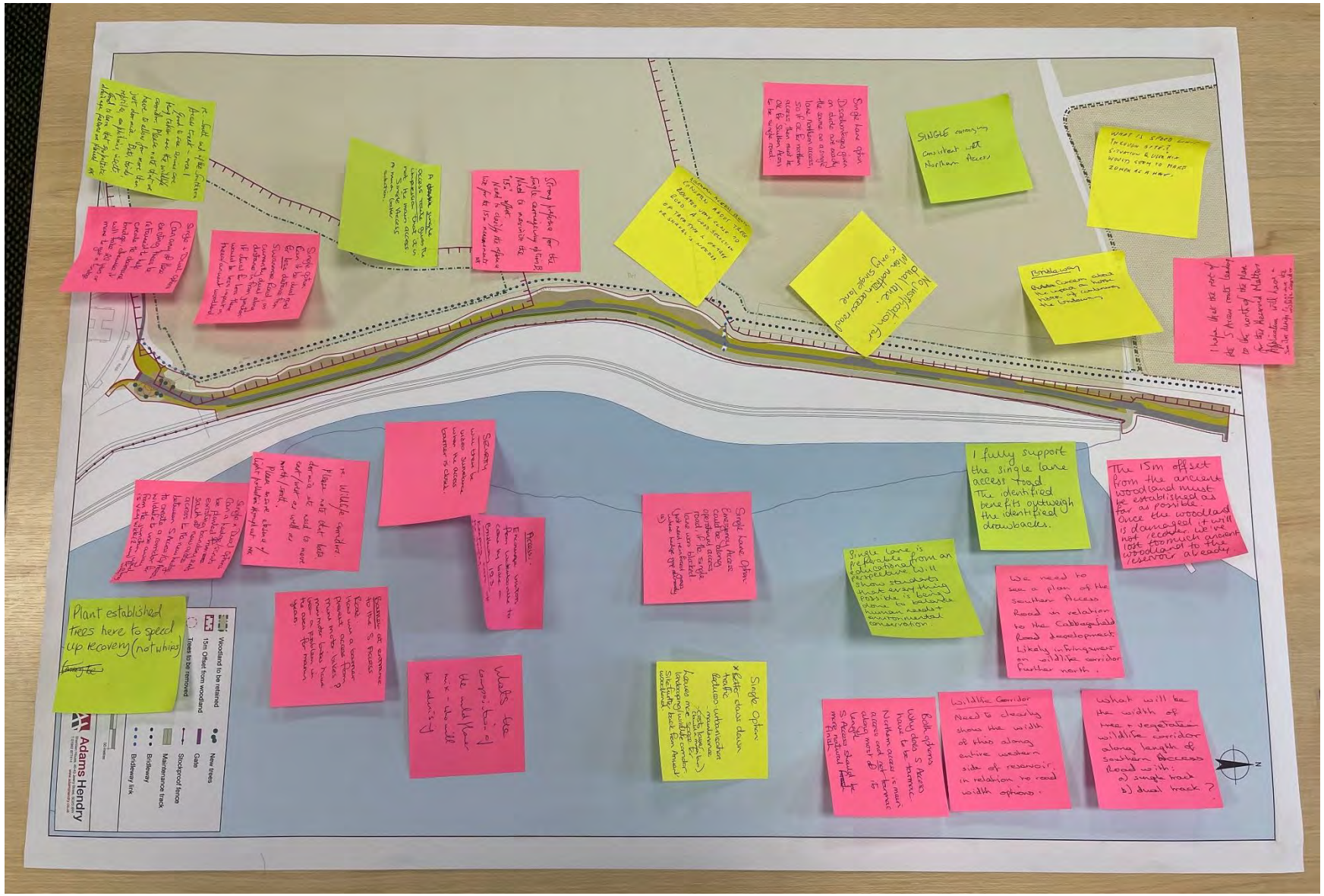
- Presentation materials from this session will be circulated later today.
- Additional feedback can be submitted in writing before Tuesday 11th February 2025 by email to **havantthicket@portsmouthwater.co.uk**
- We will then prepare a detailed ‘You Said, We Did’ Report and distribute this prior to application to explain our chosen proposals.
- The Reserved Matters Application and associated conditions documents will then be submitted in late March 2025.

Appendix C : Stakeholder Workshop Activity Outcome

Option A – Dual lane road



Option B – Single lane road with passing places



Appendix D : Stakeholder Workshop Full Activity Feedback

Option A – Dual lane design

Benefits **(1)**	The double road does give more security if there is a problem.
Drawbacks **(6)**	No justification for dual lane. Main northern access road is only single lane.
	Danger that 2-lane access track will become referred route to visitors centre, over single lane Northern Access Road.
	A dual access road will attract antisocial behaviour e.g. motorcycle racing
	Single lane is better for the environment (less impact)
	Better traffic speed control with single lane option
	Dual carriageway requires more “concrete”. Not consistent with Northern Access.

Option B – Single lane design

Benefits **(9)**	Strong preference for the single carriageway option B. Need to maximise the “15m” offset.
	Single carriageway with Northern Access.
	Single lane leaves more space for landscaping/wildlife corridor and sites further back from ancient woodland.
	A single access route gives the impression that it is not the main access. Single access a much better solution.
	Single carriageway preferred, as it will allow greater width of wildlife corridor.
	I fully support the single lane access road. The identified benefits outweigh the identified drawbacks.
	From a secondary school/educational perspective, I believe it would be pertinent to opt for the single lane and in doing so maintain as much of the remaining ancient woodland as possible. This would also help retain a more natural aesthetic. A key focus for us is encouraging students to engage more with nature and ecology and to mitigate human impacts on the environment. We want young people to view the Havant Thicket Reservoir project as something to take pride in, investing in the idea that their local community is nurturing significant ecosystems and habitats for the sake of sustainability and future generations. To encourage investment in this attitude, we must show them that everything possible is being done to balance human needs and environmental conservation. The ancient woodland is precious and irreplaceable. We are passionate about preserving it at all costs.
	Single option slows down traffic better.
	Single option reduces: - Urbanisation - Maintenance - Costs lower (build and maintain)
Drawbacks **(1)**	If I ever cycle to the reservoir I would be coming via the SAR. My bike is a road bike so I wouldn’t be coming up the bridleway. Single track with passing places is very bad for cyclists. Cars tend to think cyclists should stay permanently in the passing places.

Questions/ suggestions **(3)**	Can it be dual road for less distance from Swanmore Road, as currently dual along distance in from junction. If dual for less there would be less impact on trees/ancient woodland.
	Disadvantages given on slide are exactly the same as a single lane northern access, so if ok for northern access, then must be ok for southern access to be single road.
	Emergency access could be along operational access road, if the single lane was blocked. (just need reinforced grass where hedge gap already is)

Comments/Questions/suggestions

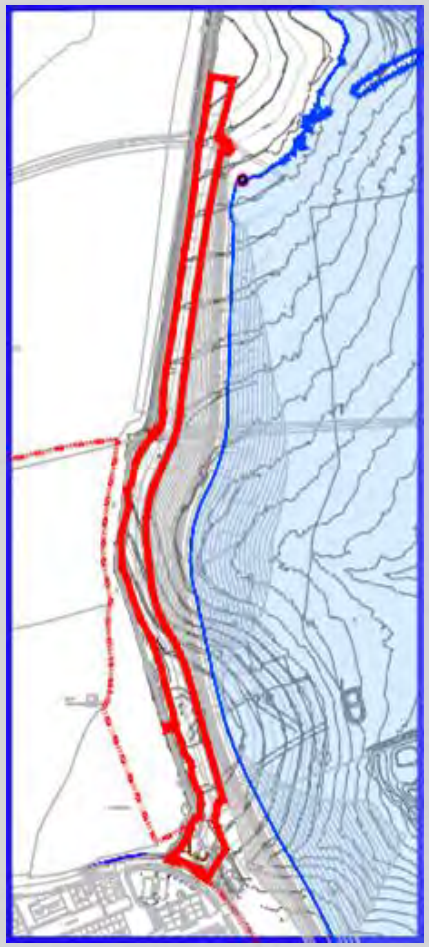
Ancient woodland **(3)**	Need to clarify the reference line for 15m measurements
	Need more clarity as to where the 15m AW offset is measured from? Should be starting to the east of the trees to east of the bridleway. Line should be shown clearly on the drawings where measurement is taken from.
	The 15m offset from the ancient woodland must be established as far as possible. Once the woodland is damaged it will not recover. We've lost too much ancient woodland to the reservoir already.
Wildlife corridor **(5)**	Re – Southern end of the Southern Access track – area 1. Good to see serious care being taken over the wildlife corridor. Please note that we have to allow for more than just dormice. Bats, birds, reptiles, amphibians, insects. Good to learn that sympathetic drainage features are planned.
	What will be the width of tree + vegetation wildlife corridor along length of Southern Access Road with: a) Single track? b) Dual track?
	Re: wildlife corridor. Please note that bats, dormice etc. need to move east/west as well as north/south. Please ensure the absence of light pollution throughout.
	How much space – metres – is there between the edge of the ancient woodland to the west and hedgerow to the east – where the current track runs
	Need to clearly show the width of the wildlife corridor along the entire western side of the reservoir in relation to road width options.
Maintenance track and bridleway configuration **(4)**	Existence of 2 parallel bridleways does not appear best use of space. Is there no way these can be combined along length of Southern Access Road?
	Need for S access riad + separate maintenance track will greatly reduce wildlife corridor
	Two lane seems better but I would suggest we gain space by removing the maintenance track + then have a two lane access track. If a single lane Southern Access track is acceptable then it doesn't matter if one lane of the access track is blocked by maintenance.
	Assuming that the ancient park pale runs south along the western side of the current track (as it does to the west of the NAR) – if so, this should be retained and provided a good edge for the ancient woodland
Planting **(7)**	Concern about tree located very close to road. A good selection of tree type and/or tree or shrubs is needed.
	Plant established trees here to speed up recovering (not whips).

	Can any of these existing trees be retained it help create the dormouse bridge, otherwise it will take 20 years or more to get a bridge.
	Can a hedge/scrub be planted from existing boundary scrub south of the new access across to the new hedge between S. Access/Op Access to create a corridor for wildlife to use away from the junction, which is very wide (2 way) for a long way.
	What's the composition of the wildflower mix – who will be advising?
	Every plant species used for the access track (and everywhere on the reservoir site) must be one that is recognised as supporting biodiversity. No economising on this.
	Are you planning to removed all trees and then replant? Please show all the trees that are being retained
Bridleway **(2)**	Encourage visitors from Waterlooville to come by bike on Bridleway 123. Keeping cars off the roads. Speak to HCC on this please.
	Concern about the impact on horse riders of continuing the bridleway.
Barrier/security **(3)**	Propose a finger post where purple barrier shown. Then a more robust metal gate, linked into metal fencing along reservoir boundary where existing fence is (stop motorcycles at night).
	Will there be video surveillance when the access barrier is closed?
	How will a barrier prevent access from mini motor-bikes? Mini motor-bikes have been a problem in the area for many years.
Surfacing **(1)**	Why does the S. Access have to be tarmac? Northern access is main access and not tarmac along most of its length. S. Access should be more natural finish.
Speed limits **(1)**	What is the speed limit through site? Situation and user mix would seem to make 20mph as a max.
Statutory consultees **(1)**	Can Hampshire Highways overrule stakeholder preferences as statutory consultees? Do they take stakeholder preferences into account?
Related to drawings shown **(6)**	Please add bridlepath numbers
	Please add toe of embankment to key so we understand why road is as close to embankment as possible
	Please add existing trees at junction to show what trees are retained
	We need to see a plan of the Southern Access Road in relation to the Cabbagefield Road development. Likely infringement on wildlife corridor further north.
	I hope that the rest of the S Access route leading to the north of the plan for the Reserved Matters Application will have a similar design to maximise the wildlife corridor.
	As mentioned verbally it would be v helpful to highlight in your plans and drawings that the route you are proposing will lie to the east of the hedge. Currently there is the ancient woodland (I suspect with the ancient park pale along the edge), an existing semi-hard track (which is well used by the public) and then the existing substantial hedge.

Appendix E : Stakeholder Design Update Pack

Future Water
Mackley & Jones Bros. JV

Portsmouth Water



Havant Thicket Reservoir

Southern Access Road

Design Update

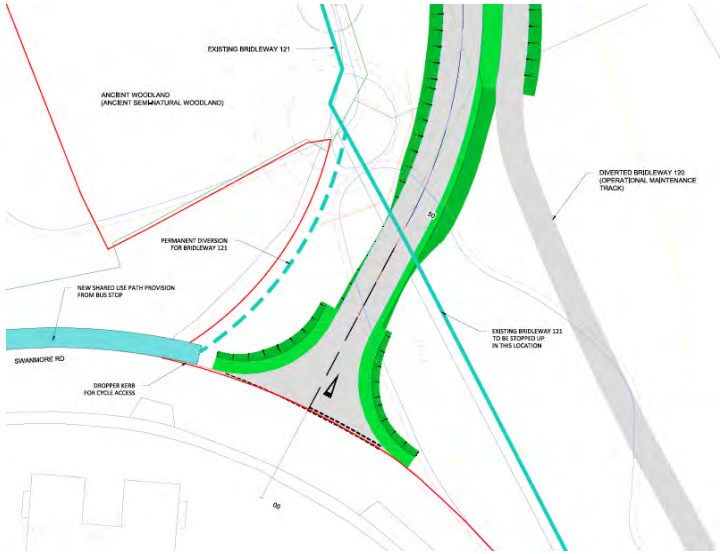
Planning application boundary

What has already been granted consent?

Swanmore Road Junction

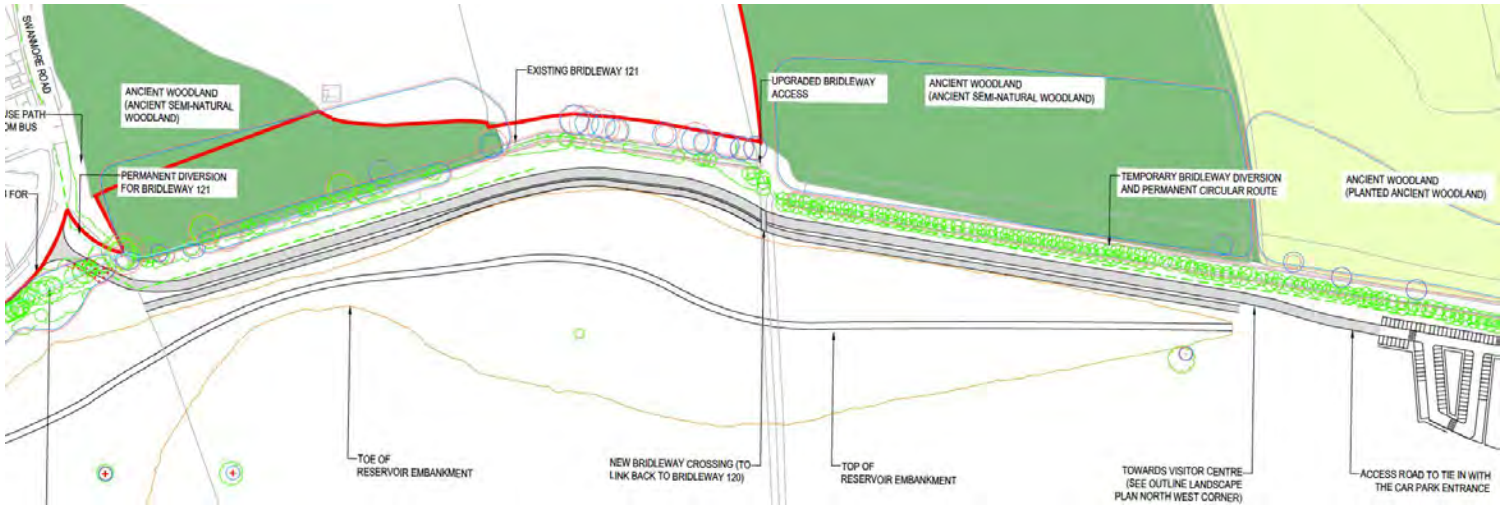
The scheme parameters fix the location and geometry of the junction of the Southern Access Road with Swanmore Road.

Therefore, the junction is fixed as shown on the below drawing from the outline permission and the bellmouth of the junction is excluded from the Reserved Matters Application.

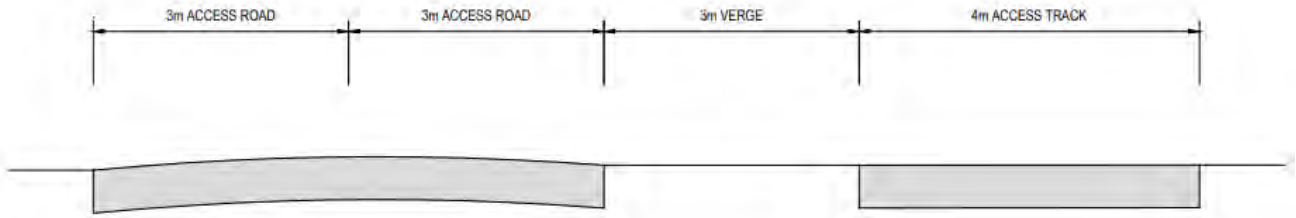


Southern Access Road

The road from Swanmore Road to the visitor centre car park has been granted outline planning permission as shown below on the extract of the approved drawing.



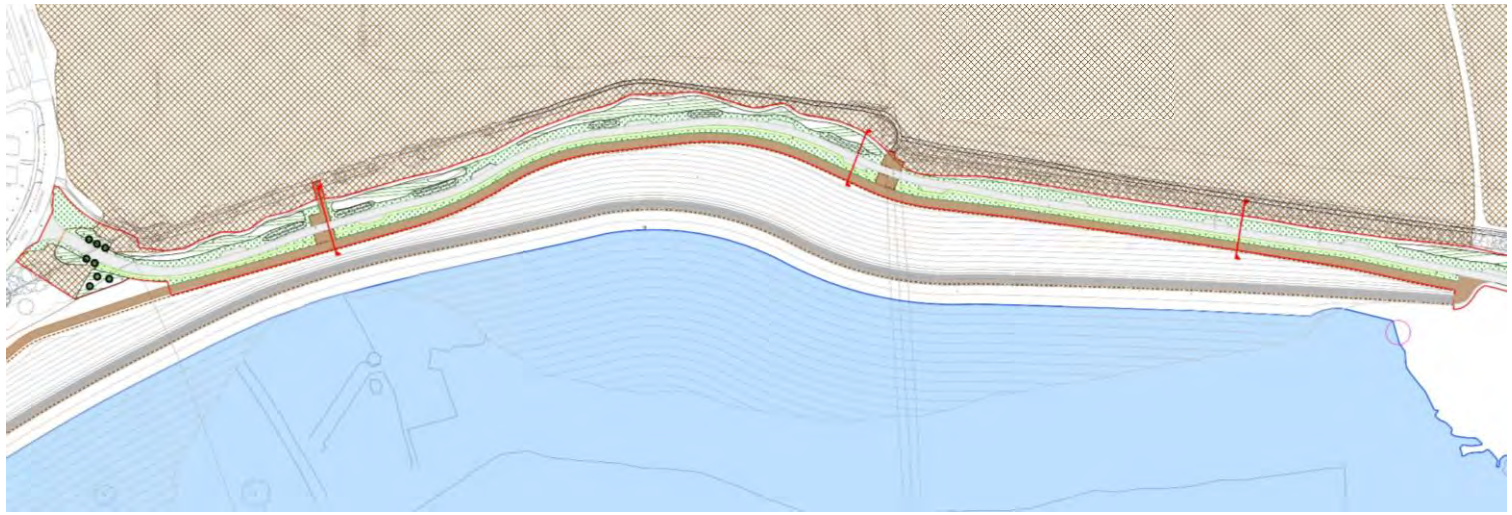
The outline permission shows the Southern Access Road as a 6m wide dual lane road with a 4m reservoir operational maintenance track (also diverted bridleway 121).



What is being proposed with our application?

Southern Access Road (Phase 4 Reserved Matters Application)

As part of our Phase 4 Reserved Matters application, we will be submitting the detailed design for the Southern Access Road from Swanmore Road to the visitor centre car park and accompanying footpath/bridleway/maintenance track.



As part of this application, the following will also be submitted:

- Statement of Conformity with the Environmental Statement
- Statement of Community Involvement

Associated Conditions

Alongside the Reserved Matters application, we will also be submitting the following conditions:

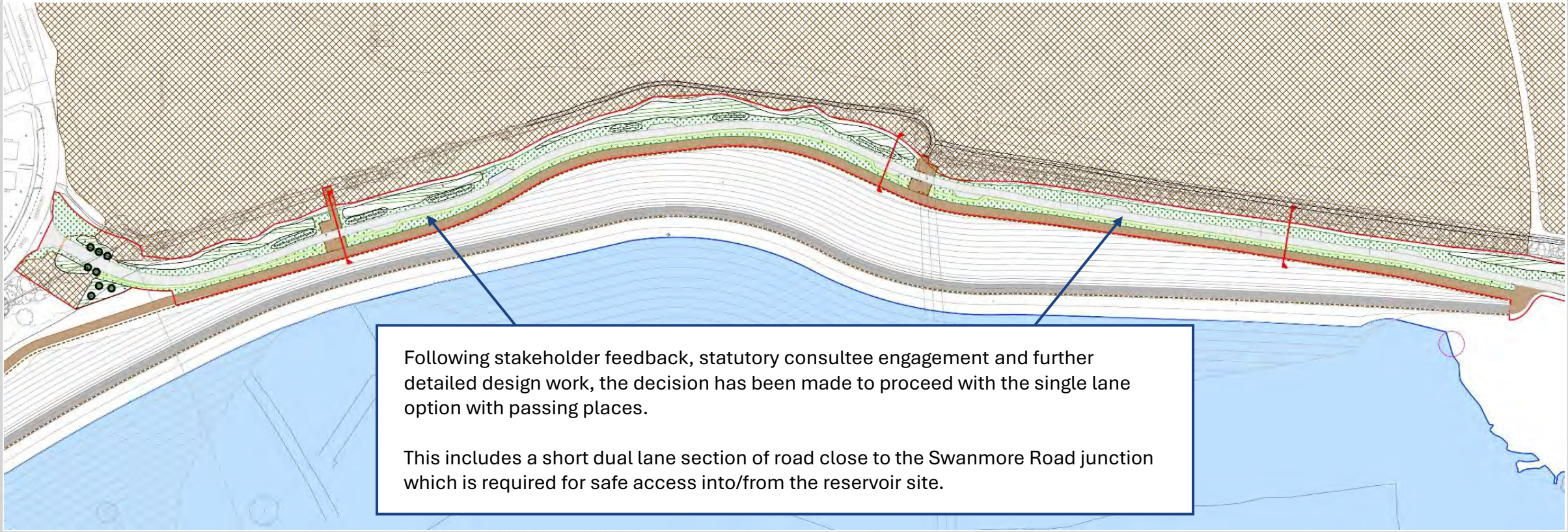
- **Condition 28** – Landscaping Details
- **Condition 36** – Ecological, Compensation, Mitigation & Enhancements

Details relating to the management of surface water will be included with the main Phase 4 Reserved Matters application. However, due to the interconnectivity to the wider site drainage network, full drainage details to discharge Condition 32 will be submitted alongside the Phase 7 & 8 Reserved Matters.

What has changed following your feedback?

Alongside this design update pack, we have provided you with a PDF document detailing your feedback, how it was reviewed by our team and the outcome of this review process.

Over the next few pages, this pack highlights these changes on current drawings, along with other changes which have been made during further detailed design work, and following engagement with Hampshire County Council, since the stakeholder workshop presentation.



Increased visibility splays for vehicles and bridleway users

To support safe operation of the Southern Access Road and bridleway 120 as a single-lane road, the layout has been reviewed and amended slightly. This is to ensure that forward visibility and passing place spacing meet appropriate standards for a low-speed rural access route.

As a result, passing places are now provided at intervals of approximately 60m, reducing to 25m in the vicinity of the formal bridleway crossing to reflect the additional caution required at this location.

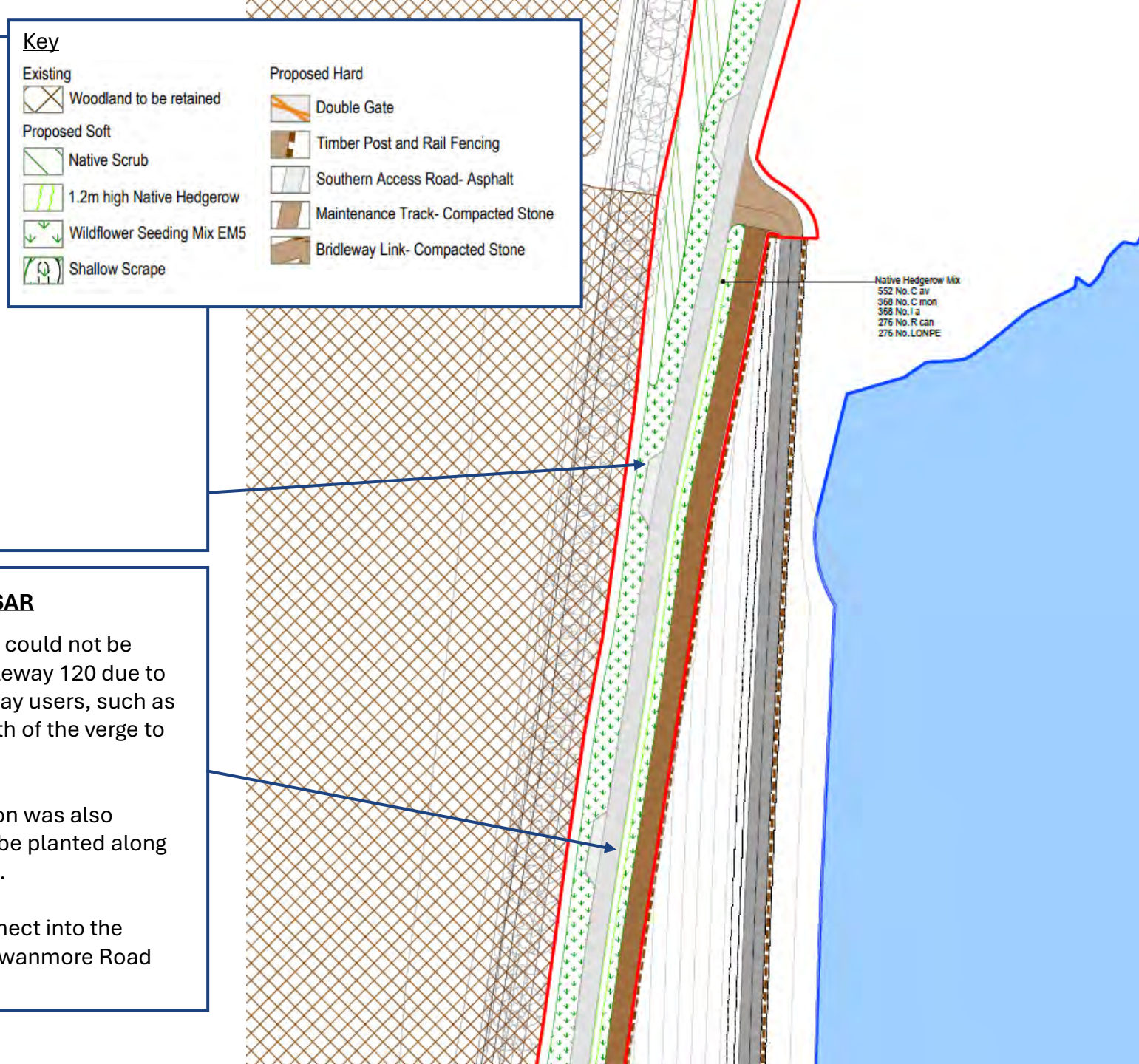
For bridleway crossing users, 66m visibility splays are provided for both approaches to each crossing. This is in line with Hampshire County Council's TG3 guidance for equestrian crossings.

Implementation of native hedgerow along the full length of the SAR

During the stakeholder workshop, we advised that native hedgerow could not be planted along the full length of the verge between the SAR and bridleway 120 due to visibility concerns. However, stakeholders suggested some bridleway users, such as equestrians, would benefit from the hedgerow running the full length of the verge to provide a greater separation from vehicles.

Whilst the changes detailed above were made, this recommendation was also considered, and it is now possible for the 1.2m native hedgerow to be planted along the entire length of the verge and provide this requested separation.

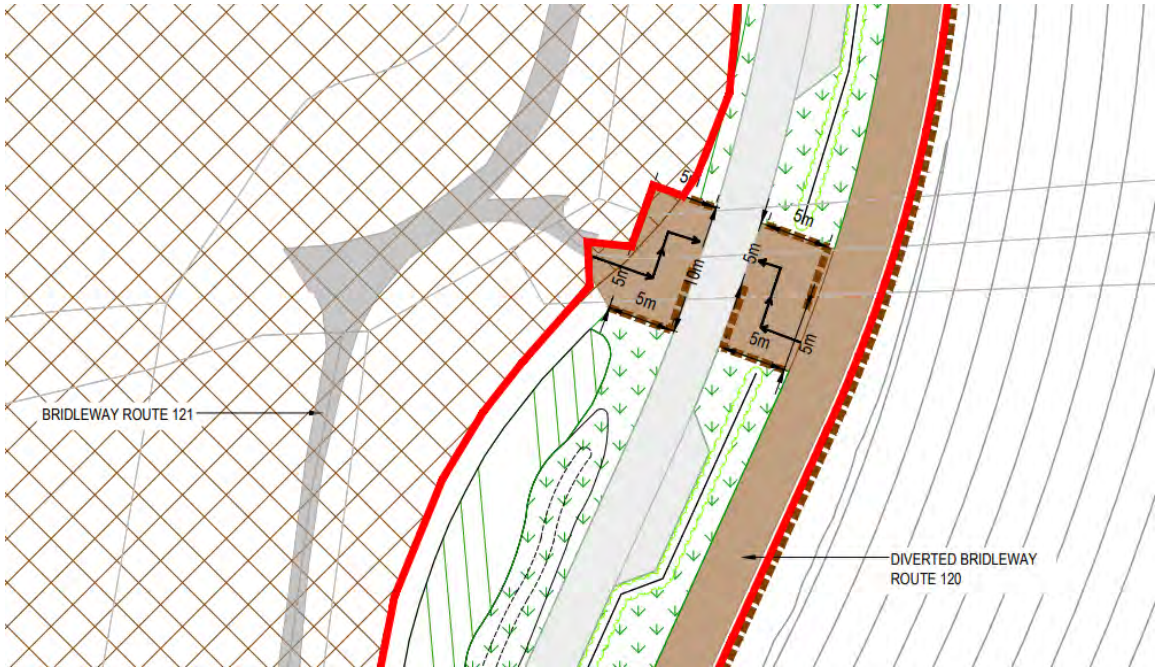
Additionally, the hedgerow has been extended further south to connect into the understory and tree canopy at the wildlife crossing point near the Swanmore Road junction (shown on page 8 of this pack).

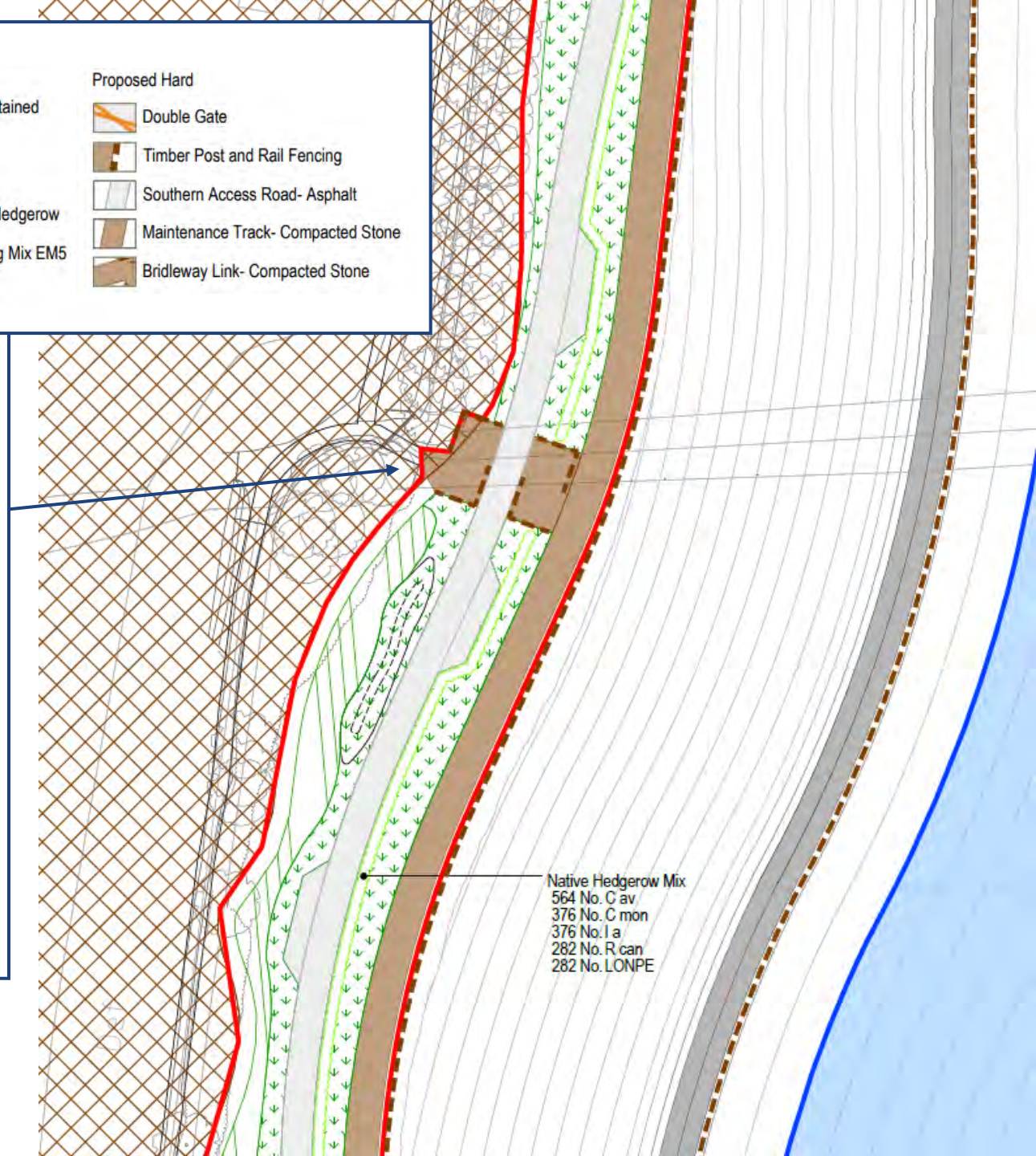


Amendments to the formal bridleway crossing point

Improvements have been made to the formal crossing point between bridleways 121 and 120, including the addition of equestrian holding areas on each side of the proposed crossing.

These provide a 5 x 10m fenced area for bridleway users to safely wait before crossing the Southern Access Road, and due to the staggered approach, also help reduce the risk of pedestrians or cyclists emerging from the woodland and crossing the road without checking for vehicles.



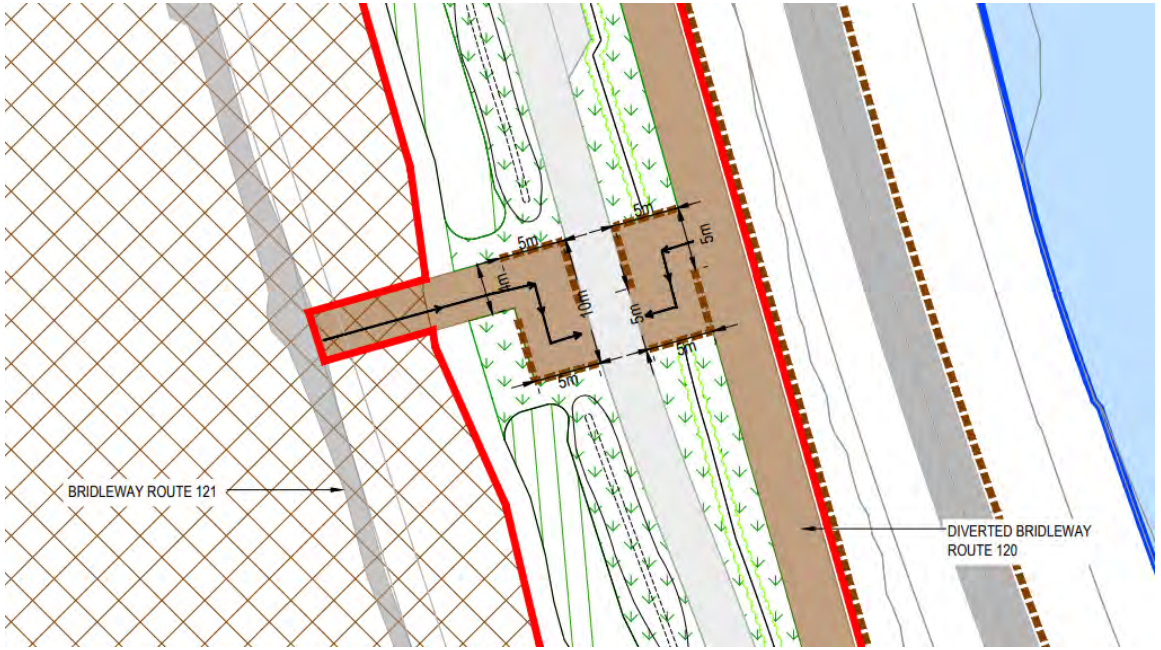


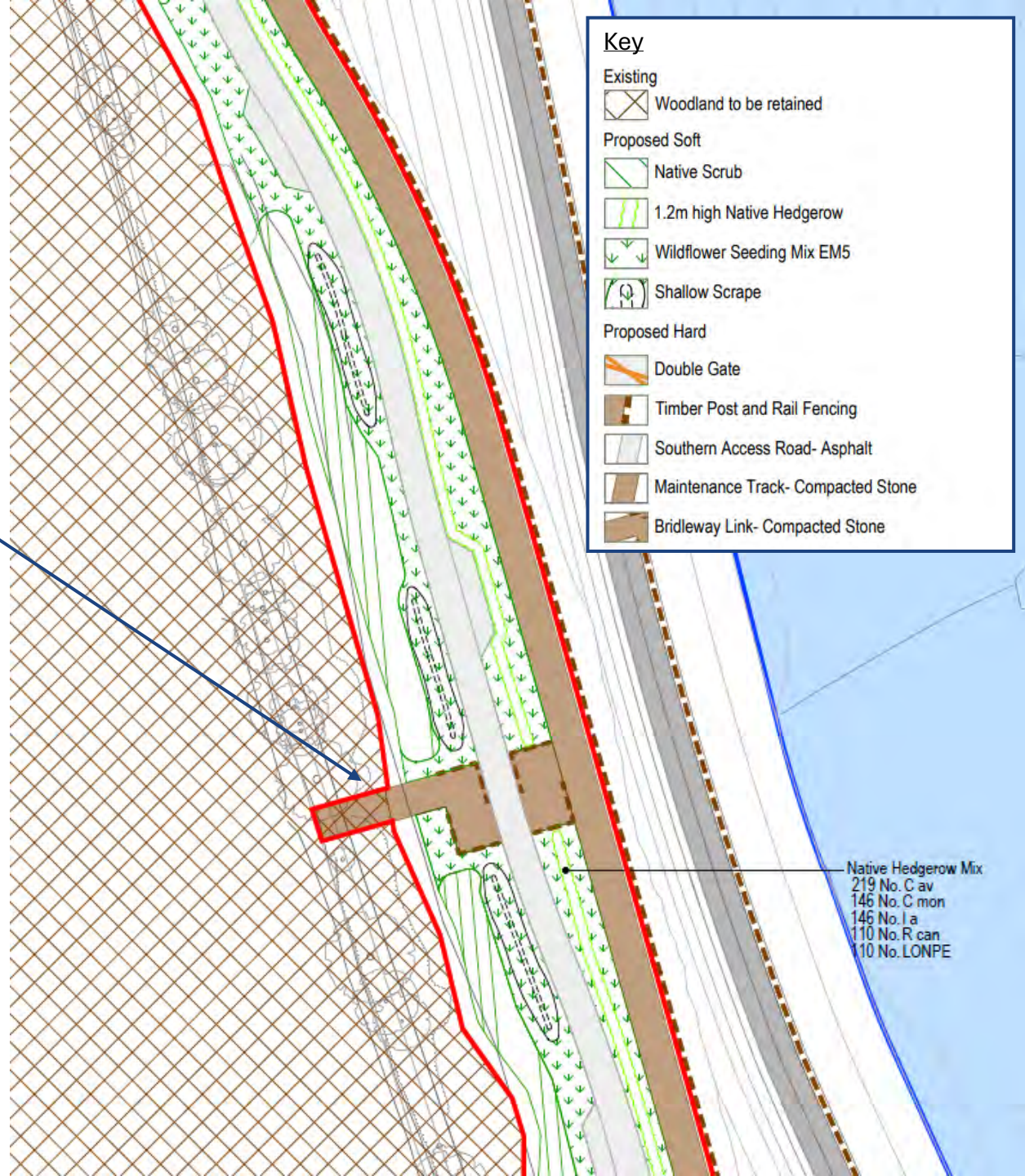
Addition of a permissive bridleway crossing point

Noting concerns from stakeholders regarding the proximity of the formal bridleway crossing from the Swanmore Road junction, a permissive bridleway crossing point has been added in closer proximity to the junction with Swanmore Road.

This utilises an existing gap in hedgerow between the reservoir site and bridleway 121, therefore no further tree removals are required. The tree canopy will be maintained at a suitable height overhead to ensure a continuous wildlife corridor.

The native hedgerow is set back from the road edge at this location to ensure suitable visibility is achieved for all users.





Increased connectivity at the wildlife corridor crossing

Following stakeholder feedback during the workshop session, landscaping at the Southern Access Road junction has been revised to incorporate additional planting and increased connectivity at the wildlife corridor crossing point.

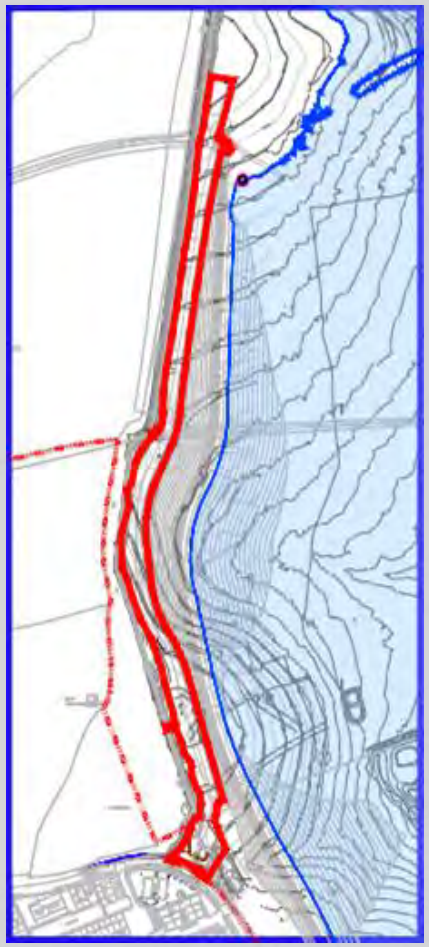
Below is an indicative cross section of the wildlife crossing point just north of the access gate.

The touching canopies of the proposed tree planting enable movement across high ground, with understorey of native scrub for movement across open ground. In this location there are no kerbs or gulley pots to allow animals such as dormice to cross without obstruction.

Appendix F : Statutory Consultee Engagement Pack

Future Water
Mackley & Jones Bros. JV

Portsmouth Water



Havant Thicket Reservoir

Southern Access Road

Statutory Consultee Engagement – May 2026

Planning application boundary

What has already been granted consent?

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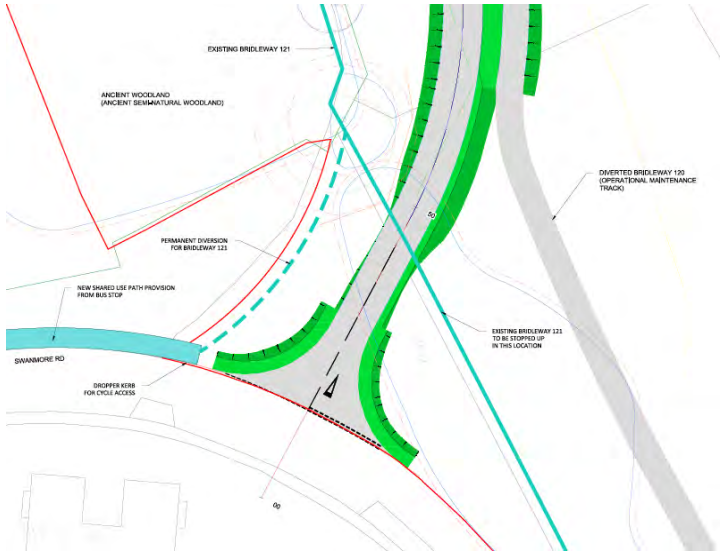

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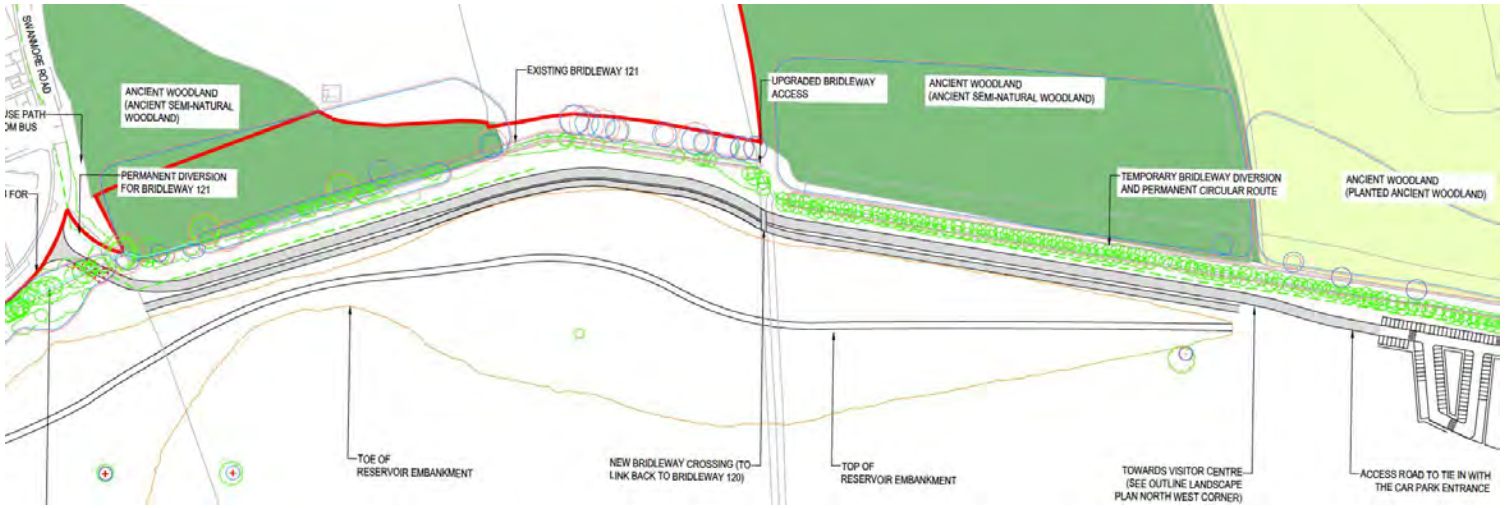

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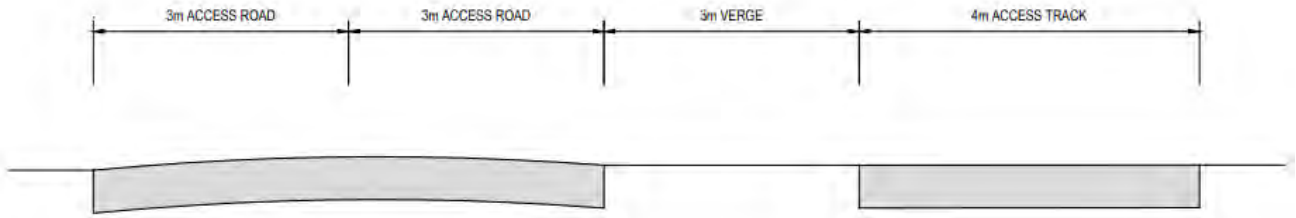
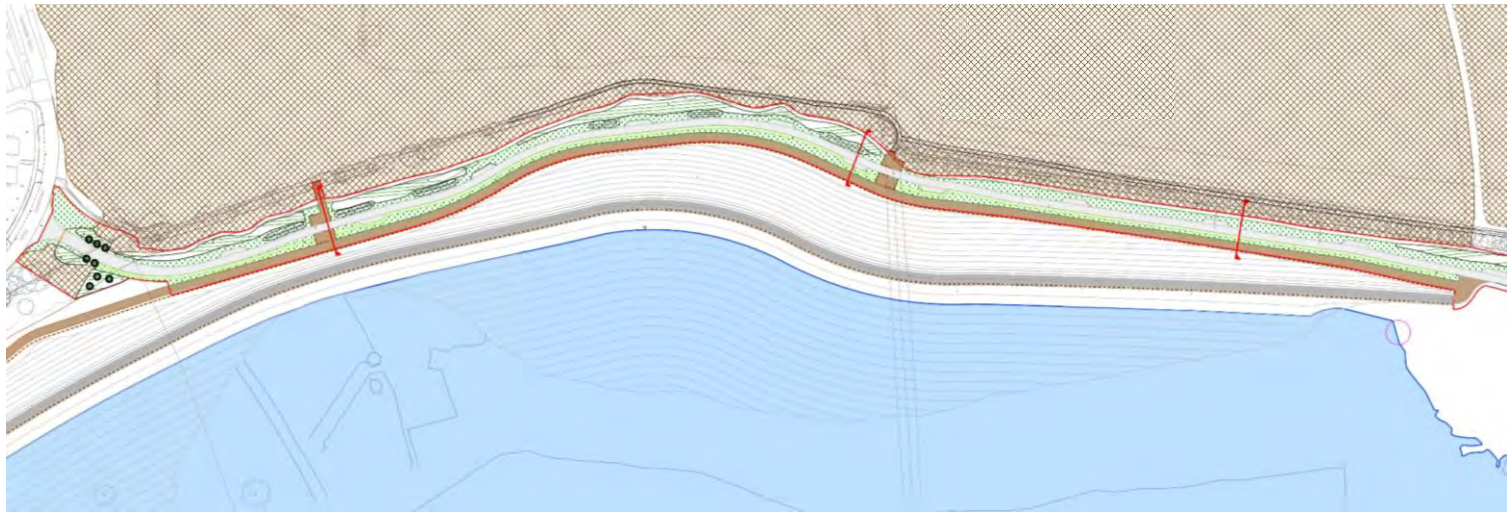


What is being proposed with our application?

Southern Access Road (Phase 4 Reserved Matters Application)

As part of our Phase 4 Reserved Matters application, we will be submitting the detailed design for the Southern Access Road from Swanmore Road to the visitor centre car park and accompanying footpath/bridleway/maintenance track.



Following stakeholder feedback, engagement with Hampshire County Council and detailed design work, the design proposed is a single lane carriageway* with passing places, featuring two bridleway crossing points (one formal and one informal).

**A short section of dual lane carriageway is required close to the Swanmore Road junction to enable safe access into/from the reservoir site.*

Associated Conditions

Alongside the Reserved Matters application, we will also be submitting the following conditions:

- **Condition 28** – Landscaping Details
- **Condition 36** – Ecological, Compensation, Mitigation & Enhancements

Details relating to the management of surface water will be included with the main Phase 4 Reserved Matters application. However, due to the interconnectivity to the wider site drainage network, full drainage details to discharge Condition 32 will be submitted alongside the Phase 7 & 8 Reserved Matters.

Visibility splays for vehicles and bridleway users

To support safe operation of the Southern Access Road and bridleway 120 as a single-lane road, passing places are provided at intervals of approximately 60m, reducing to 25m in the vicinity of the formal bridleway crossing to reflect the additional caution required at this location. Forward visibility and passing place spacing meet appropriate standards for a low-speed rural access route.

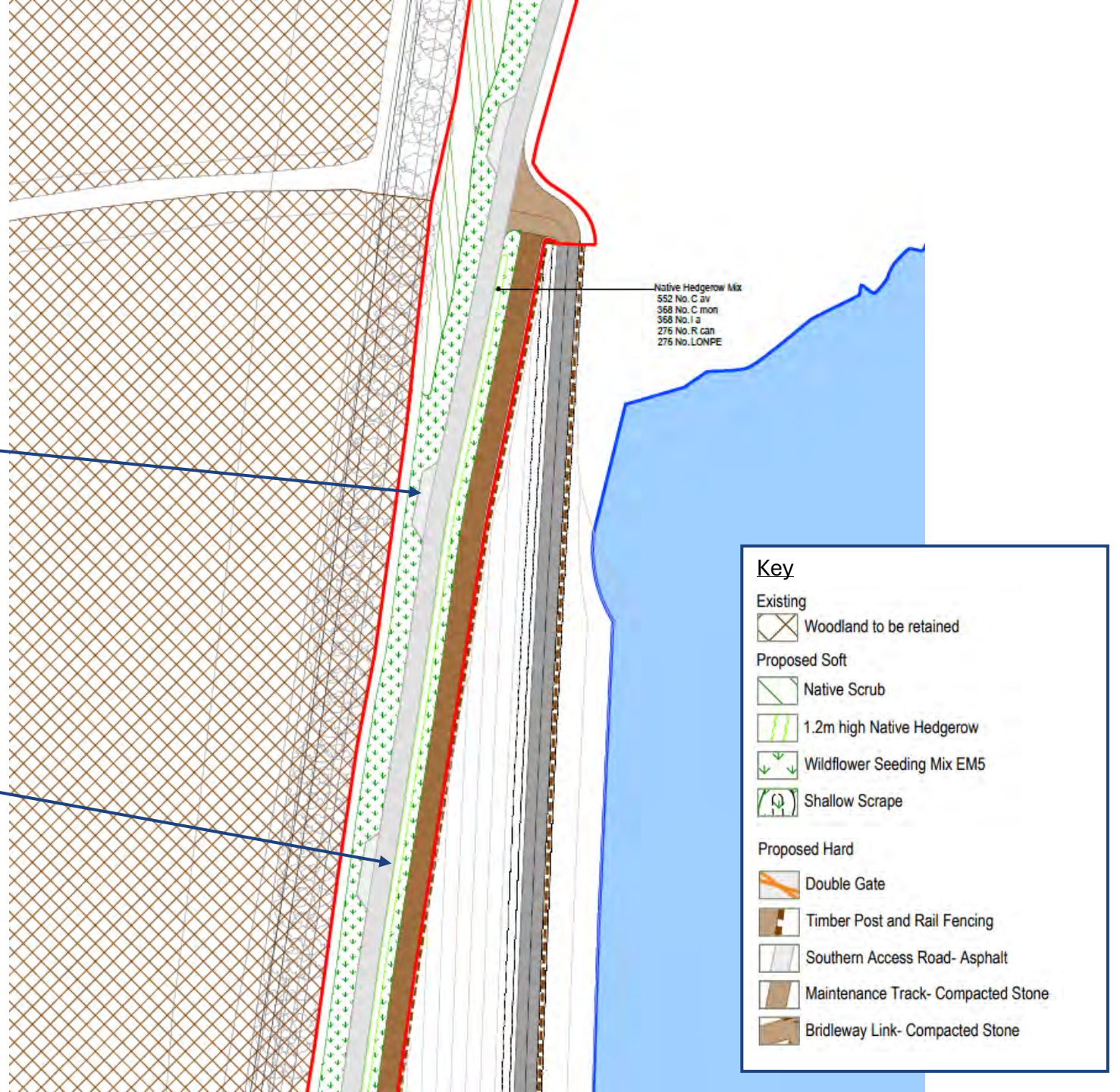
For bridleway crossing users, 66m visibility splays are provided for both approaches to each crossing. This is in line with Hampshire County Council's TG3 guidance for equestrian crossings.

Implementation of native hedgerow for separation

A native hedgerow (see specification below) is to be planted along the entire length of the verge between the SAR and bridleway 120. This will be maintained at a 1.2m height, which is adequate to provide separation for vehicles and bridleway users, without obscuring necessary visibility splays..

As shown on page 7 of this pack, the hedgerow connects into understory and tree canopy at the wildlife crossing point (near Swanmore Road). This is also where dormouse mitigation measures are in place to aid crossing of the carriageway.

Species	Common Name	Percentage Contribution
Corylus avellana	Common Hazel	30%
Crataegus monogyna	Common Hawthorn	20%
Ilex aquifolium	Common Holly	20%
Lonicera periclymenum	European Honeysuckle	15%
Rosa canina	Dog Rose	15%

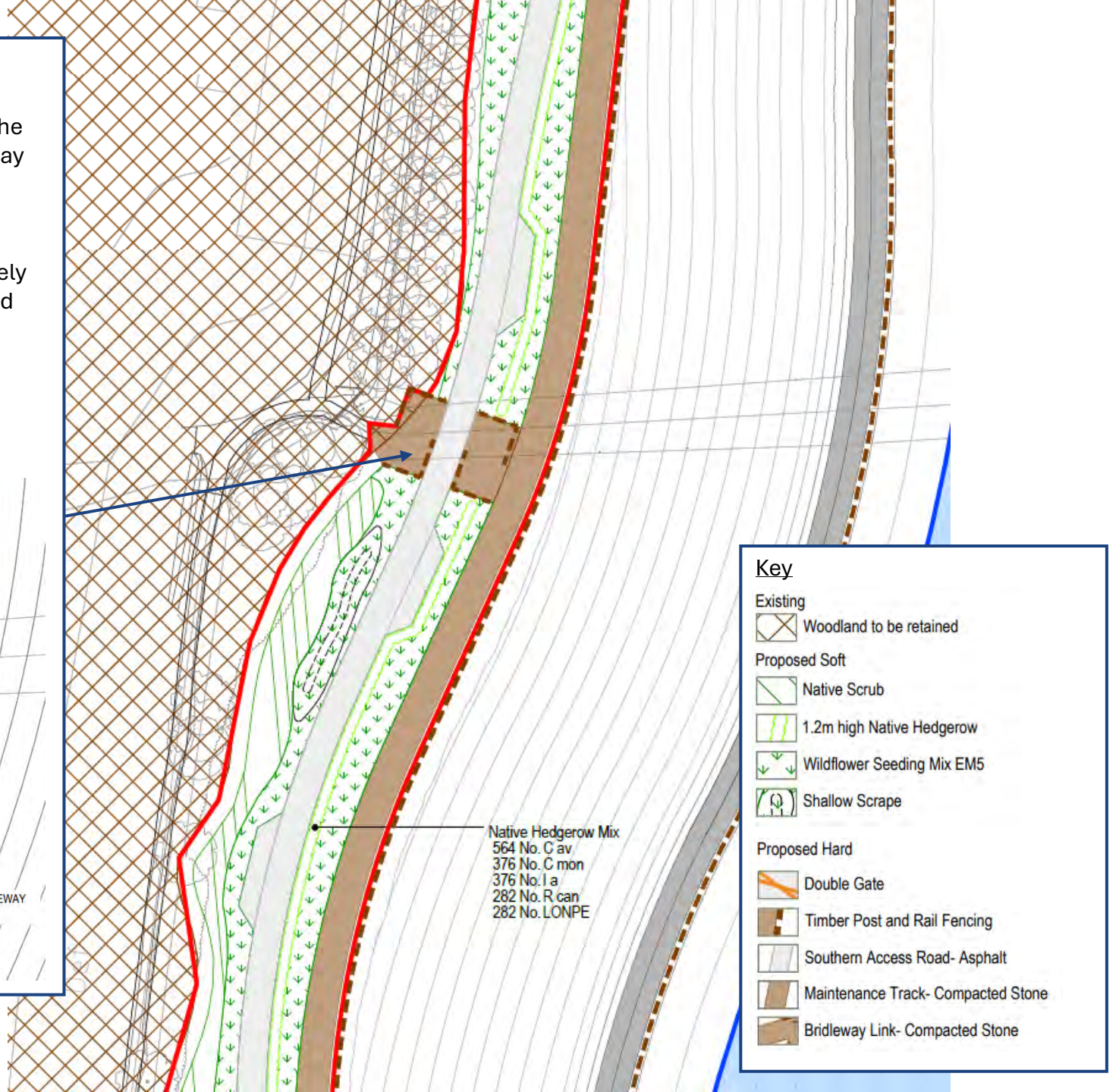


Formal bridleway crossing point

A formal crossing point between bridleways 121 and 120 is provided at the midpoint of the SAR. This is in the same location as the previous bridleway transition point prior to temporary diversion during construction.

An equestrian holding area is proposed on each side of the proposed crossing. These provide a 5 x 10m fenced area for bridleway users to safely wait before crossing the Southern Access Road, and due to the staggered approach, also help reduce the risk of pedestrians or cyclists emerging from the woodland and crossing the road without checking for vehicles.

The native hedgerow is set back from the road edge at this location to ensure suitable visibility is achieved for all users.

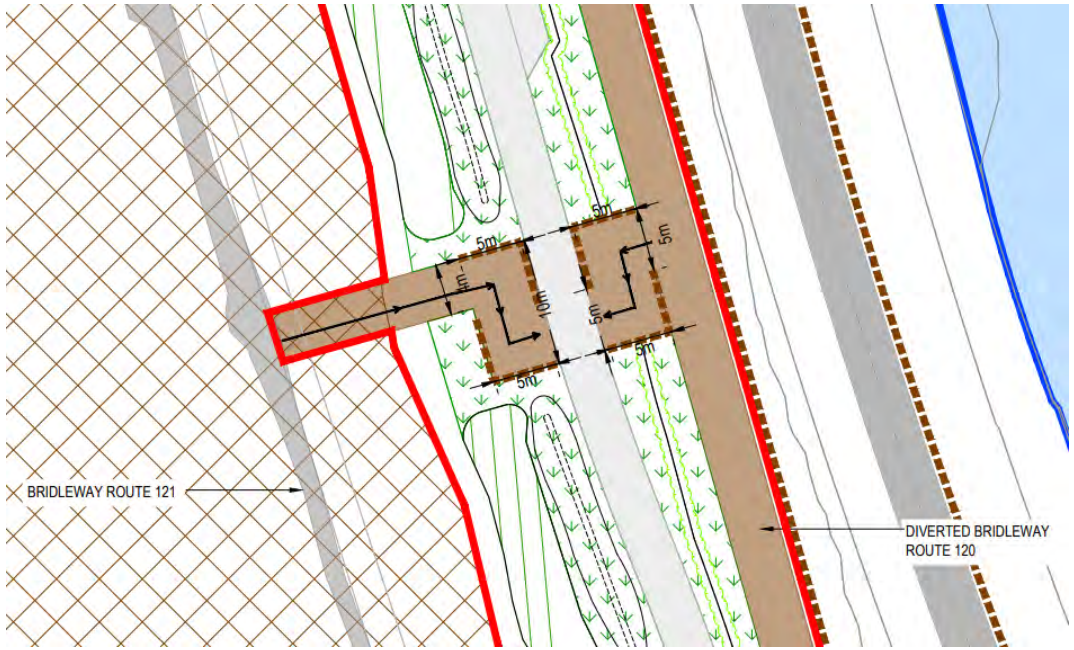


Permissive bridleway crossing point

A permissive bridleway crossing point is also proposed in addition to the formal crossing point referenced on page 5 and detailed on previous planning drawings. This crossing point is provided in closer proximity to the junction with Swanmore Road than the formal crossing point in order to enable travel west towards the future Cabbagefield Row development without requiring users to cross Swanmore Road.

It utilises an existing gap in hedgerow between the reservoir site and bridleway 121, therefore no further tree removals are required. The tree canopy will be maintained at a suitable height overhead to ensure a continuous wildlife corridor.

The native hedgerow is set back from the road edge at this location to ensure suitable visibility is achieved for all users.



Key

Existing
- Woodland to be retained

Proposed Soft
- Native Scrub
- 1.2m high Native Hedgerow
- Wildflower Seeding Mix EM5
- Shallow Scrape

Proposed Hard
- Double Gate
- Timber Post and Rail Fencing
- Southern Access Road- Asphalt
- Maintenance Track- Compacted Stone
- Bridleway Link- Compacted Stone

Native Hedgerow Mix
219 No. C av
146 No. C mon
146 No. I a
110 No. R can
110 No. LONPE

Wildlife corridor crossing and mitigations

Landscaping at the Southern Access Road junction has been designed to maximise opportunities for planting and increased connectivity at the wildlife corridor crossing point.

Below is an indicative cross section of the wildlife crossing point just north of the access gate.

The touching canopies of the proposed tree planting (green circles on the plan to the right) enable movement across high ground, with understorey of native scrub for movement across open ground. In this location there are no kerbs or gulley pots to allow animals such as dormice to cross without obstruction.

Appendix G : Pre-application response from Hampshire County Council

Hampshire County Council

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Adams Hendry Consulting Ltd.
Andy Turner
(By email only:
a.turner@adamshendry.co.uk)

Enquiries to	Holly Drury	*My reference*	(6-3-6-571) 056212
Direct Line	N/A	*Your reference*	
Date	14 May 2026	*Email*	havantdc@hants.gov.uk

For attention of Mr Turner

Dear Sirs

Re: Application to Hampshire County Council for further pre application advice relating to Havant Thicket Reservoir – Phase 4 – Southern Access Road Reserved Matters Application (RMA)

Thank you for your consultation on the above planning pre-application. The following information has been submitted and reviewed:

Drawings

HTR-GHD-P4-DR-T-0001 P03 SOUTHERN ACCESS ROAD RESERVED MATTERS APPLICATION BOUNDARY

HTR-GHD-P4-DR-T-0002 P04 SOUTHERN ACCESS ROAD LANDSCAPE HARDWORKS AND SOFTWORKS SHEET 1 OF 3

HTR-GHD-P4-DR-T-0003 P04 SOUTHERN ACCESS ROAD LANDSCAPE HARDWORKS AND SOFTWORKS SHEET 2 OF 3

HTR-GHD-P4-DR-T-0004 P04 SOUTHERN ACCESS ROAD LANDSCAPE HARDWORKS AND SOFTWORKS SHEET 3 OF 3

HTR-GHD-P4-DR-T-0005 P04 SOUTHERN ACCESS ROAD LANDSCAPE CROSS SECTIONS A-A' TO C-C'

HTR-GHD-P4-DR-T-0006 P03 SOUTHERN ACCESS ROAD DORMOUSE MITIGATION LANDSCAPE CROSS SECTION

HTR-GHD-P4-DR-T-0007 P03 SOUTHERN ACCESS ROAD EXISTING LOCATION PLAN

HTR-GHD-P4-DR-T-0008 P03 SOUTHERN ACCESS ROAD SITE PROPOSALS PLAN

HTR-GHD-P4-DR-T-0009 P03 SOUTHERN ACCESS ROAD BRIDLEWAY CROSSINGS

HTR-GHD-P4-DR-T-0010 P03 SOUTHERN ACCESS ROAD LANDSCAPE SKETCH GATED ACCESS/ FENCING

HTR-GHD-P4-DR-T-0011 P02 SOUTHERN ACCESS ROAD PUBLIC ACCESS

HTR-GHD-P4-DR-T-0012 P02 SOUTHERN ACCESS ROAD TREE PROTECTION

HTR-GHD-P4-DR-T-0013 P01 SOUTHERN ACCESS ROAD HORIZONTAL GEOMETRY

HTR-GHD-P4-DR-T-0014 P01 SOUTHERN ACCESS ROAD LONG SECTION SHEET 1

HTR-GHD-P4-DR-T-0015 P01 SOUTHERN ACCESS ROAD LONG SECTION SHEET 2

HTR-GHD-P4-DR-T-0016 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 1

HTR-GHD-P4-DR-T-0017 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 2

HTR-GHD-P4-DR-T-0018 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 3

HTR-GHD-P4-DR-T-0019 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 4

HTR-GHD-P4-DR-T-0020 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 5

HTR-GHD-P4-DR-T-0021 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 6

HTR-GHD-P4-DR-T-0022 P01 SOUTHERN ACCESS ROAD CROSS SECTIONS SHEET 7

HTR-GHD-P4-DR-T-0023 P01 SOUTHERN ACCESS ROAD - SWEPT PATH ANALYSIS SHEET 1 OF 2

HTR-GHD-P4-DR-T-0024 P01 SOUTHERN ACCESS ROAD - SWEPT PATH ANALYSIS SHEET 2 OF 2

HTR-GHD-P4-DR-T-0026 P01 SOUTHERN ACCESS ROAD DRAINAGE LAYOUT GENERAL ARRANGEMENT SHEET 1 OF 2

HTR-GHD-P4-DR-T-0027AH P01 SOUTHERN ACCESS ROAD DRAINAGE LAYOUT GENERAL ARRANGEMENT SHEET 2 OF 2

HTR-GHD-P4-DR-T-0028 P01 SOUTHERN ACCESS ROAD - FORWARD VISIBILITY SIGHTLINE SPLAYS

HTR-GHD-P4-DR-T-0029 P01 SOUTHERN ACCESS ROAD CROSSING POINTS VISIBILITY SPLAYS AND PASSING PLACE INTERVAL DIMENSIONS

HTR-GHD-P4-DR-T-0030 P01 SOUTHERN ACCESS ROAD PASSING PLACE SWEPT PATH ANALYSIS AND FORWARD SIGHTLINES

Southern Access Road, Havant Thicket Reservoir RSA12 - version 1.pdf V1
Southern Access Road, Havant Thicket Reservoir RSA12 - version 1.pdf

The Highway Authority wish to make the following comments:

Planning History

Planning was granted under application APP/20/00990 of which the Southern Access Road will make up a reserved matters requirement.

The following planning conditions on the application are relevant to the suitability of the design of the southern access reserved matters application.

Condition 16

Condition 16 refers to the need for a new bridleway access into the site to the north of the southern access road (Bridleway Diversion 121) in accordance with the access for Non-Motorised Users Technical Note dated 01 April 2021 and associated plans.

Condition 17

This condition relates to the delivery of access 8 in relation to a connection between the two bridleway networks as shown on the plan below:

Figure 2 – Outline Pan with access points highlighted

Table 1 – Provision for NMU Access into the site

NMU Access	Commitment
Access 1 (B2149 at Castle Road)	Provision for: • Footway widening on eastern side of B2149; • Dropped kerb on Castle Road to allow cyclists to cross at the crossing point rather than negotiate the junction; • Dropped kerbs and tactile paving; • A short section of new footway on western side of B2149 into the site.
Access 2 (B2149 at Mallard Road)	Provision for: • Dropped kerbs; • Tactile paving; • Widening of the footway along the eastern side of the B2149; • Connection for cyclists travelling from the south and north into shared footway; • Widening of the refuge island; and • Upgrading the access into the site for pedestrians and cyclists.
Access 3 (B2149 at Whichers Gate)	Improving site access at Cedar Drive to connect to the diverted bridleway with new kissing (accessible and cycle friendly) and horse friendly gates. S106 contribution towards improved crossing facilities as part of the wider HCC highway improvement strategy.
Access 4 and 5 (from Middle Park Road to site boundary)	S106 contributions towards upgrading provision for pedestrians and cyclists.
Access 6 (southern end of Swanmore Road)	Localised upgrading as part of Scheme.
Access 7 (adjacent to Southern Vehicular Access)	A new gated pedestrian and cycle access from Swanmore Road into the site (south of the new vehicular access). New NMU access into the site to the north of the southern access road (diversion of Bridleway 121). Footway improvements between the two bus stops in this location and new NMU access provision. Dropped kerbs for cycle access.
Access 8 (junction of Bridleways 120 and 121 and site boundary)	An NMU crossing will be provided at this point to link back onto Bridleway 120 and s106 contribution towards localised upgrading to assist people with access to site.

Condition 18

Condition 18 requires the sign off on how through movement of vehicles has been prevented through the detailed design in the form of a physical barrier within the car park to ensure visitors cannot pass between the northern and

southern access roads. Requirements within this condition also require measures to prevent antisocial behaviour and included lockable barriers at the northern and southern access points.

Countryside Services

The Highway Authority previously advised that Countryside Services be consulted on the element of design relating to conditions 16, 17 and 18. The updated drawings have been shared internally with Countryside Services, and they are content in principle with the location of the bridleway crossings and the location for a lockable gate at the southern entrance at Swanmore Road. Holding areas are now provided for equestrians and the width appears appropriate.

Existing bridleway (121) is now shown adjacent to ancient woodland.

The kerb height at the equestrian crossings needs to be flush, so that cyclists and pedestrians can also safely negotiate crossing at these locations. Drawing HTR-GHD-P4-SA-DR-T-0005 Rev P04 appears to indicate a raised kerb profile on the eastern side of section ‘C-C’ at chainage 645 at the equestrian access which could pose a hazard for cyclists and wheelchair access.

Details have not been provided of how through movement of vehicles is being prevented along the southern access road, together with details and location of lockable barriers at the northern access points and therefore these have not been commented on within this response.

Proposed Access Controls

The Highway Authority previously requested proposals for the access controls to be shown on drawings, and the methods of access control during operational hours.
The latest drawings submitted show a proposed double gate and timber post and rail fence, to tie into an existing fence at the Swanmore Road end of the access road. Details of the lockable gate are to be determined by RMA condition for approval before installation, and it should include reflective materials and signage. Methods of access control during operational hours has not been provided.

No access control is shown for the northern access point, which is needed to ensure visitors cannot pass between the northern and southern access roads. It is understood this is subject to a further RM application and the Highway Authority welcome engagement on that matter to ensure appropriate controls are put in place.

Access Design Comments

The Highway Authority previously highlighted that the zebra crossing shown at chainage 680 is not appropriate as it did not cater for all users wishing to cross

from the bridleway to the toe track (future PRoW), and that crossing point at chainage 350 is substandard. The crossing points have now been amended to show equestrian standard crossing points at both locations. The kerb height at equestrian crossings needs to be flush, so that cyclists and pedestrians can also safely negotiate crossing at these locations.

Visibility splay drawings have now been provided for forward visibility and crossing splays. Forward visibility splays are shown on drgs HTR-GHD-P4-SA-DR-T-0028, 029 & 030. Levels have now been provided, and the forward and crossing visibilities appear acceptable. There is a query about the visibility splay for the northern most equestrian crossing at chainage 350, as it has a crossing visibility splay which passes outside the RMA boundary. Subject to confirmation that this visibility splay is able to be enforced over land outside the RMA, this appears acceptable. It should be noted that this has been listed as a problem with the submitted Road Safety Audit.

Vehicle tracking has now been provided for an 18t rigid vehicle manoeuvring at the access point at chainage 60 into the maintenance track and embankment crest. The tracking shows difficulties for the vehicle in making these manoeuvres, as it overruns and fouls the verges and embankment areas. Further consideration needs to be made to facilitate better road alignment around this location. Vehicle tracking along the access road also now shows family sized cars are able to adequately pass each other within the passing spaces.

Passing places were previously shown at intervals of 110m, whereas now are shown at between 25m to 55m intervals, and a 4m wide access road is an improvement from original proposal of 3m width. The lockable gate is set back by a distance of 12.8m from the edge of the carriageway, which is sufficient for one delivery vehicle or two cars to queue off the highway, which is considered adequate in this location.

RSA1/ 2 has been submitted; however no Designer Response has been provided to address the issues raised. The items raised don't appear difficult to address and some items raised are also mentioned in this letter (kerb heights, visibility splays outside RMA boundary).

The Highway Authority previously requested confirmation of the material proposed for the toe track and on the approach to the formal crossing points, and how loose material would be prevented from entering the adopted highway. It is noted that the access road is not going to be adopted highway, however drawings now show 'compacted stone' as the material for the maintenance track. Where the maintenance track joins the access road at the northern end there should be some sort of boundary feature (slight raised edging or similar) along the boundary of the interfaces, to provide a small upstand preventing overspill onto the access road from the maintenance track. Alternatively, an area of bound material should be provided to buffer the migration of loose material and prevent it from entering the road. The permissive bridleway crossing is shown as compacted stone/gravel with

subbase, dressed with topsoil for establishment of grass sward which should minimise any overspill onto the access road. It is unclear whether this material specification is appropriate and liaison on materials should be had directly with our Countryside Services colleagues.

Geoweb / No dig construction is proposed for access road. A filter drain proposed to aide drainage of the access road is shown, and further drainage details would need to be provided at RMA to demonstrate adequate capacity of the drainage systems supporting the access road drainage for the appropriate authority to consider. As the road will not be adopted the Highway Authority would not assess this detail.

Recommendations

The Highway Authority have no significant concerns surrounding the design and believe the provision broadly accords with the planning requirements. There are some minor outstanding matters which require further discussion or refinement. Subject to these being addressed the Highway Authority would be in a position to make a positive recommendation on the RM application.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services